

**505**

June 2021

# Scramble

*UH-72 Lakota - part 1  
NATO Multinational MRTT Unit  
Exercise Iniochos 2021*



DUTCH AVIATION SOCIETY



*Owner of Global 6000 VT-CDP is Poonawalla Aviation. This company belongs to the Poonawalla Group which owns also one of the biggest vaccine production companies of the world. (Amsterdam – Schiphol, 18 May 2021, Walter Heukensfeld)*



*Cirrus SF50 SP-VIS was built in 2019 and delivered one year later to Poland. It was pictured on 16 April 2021 by Remco de Wit at Groningen-Eelde.*



*The name of the owner of this Learjet 45 does the aircraft justice. Redstar Aviation uses TC-RSB as a flying ambulance. (Amsterdam – Schiphol, 13 May 2021, Robert Eikelenboom)*

## Editorial

The first proper summer days of the year have finally arrived, yet we are working on your favourite magazine! Breaking a trend from the past few months, we are back to 120 pages, full of aviation news and three articles. Let us hope the ease of covid-restrictions will have a positive impact on your activities and aviation as a whole!

The first article is Part One of a two-part overview of all UH-72 Lakotas delivered to the United States Army. Peter Longley managed to obtain a list of construction number-serial details and we decided not to just publish a long list of data, but to add information about the history and current operations of the Lakota and combine this into a comprehensive article. The second article is about the Multinational MRTT Unit (MMU) and is created by regular contributor Manolito Jaarsma. The unit has its Main Operating Base at Eindhoven. The final article is an extensive report on Exercise Iniochos 2021, which was held in Greece from 12 to 22 April this year. Jurgen van Toor, Patrick Roegies and Theo van Vliet were present and came back with lots of information and stunning pictures!

Available for download in the shop is a free update on our Scramble World Airline Fleets 2020 edition, and a list of aircraft that have been delivered / changed owner the past year. You will find other publications available for downloading as well.

## Cover Photo



This month we have a Koninklijke Luchtmacht (KLu, Royal Netherlands Air Force) F-16AM, J-514 from 312sq, as our front cover. Dino van Doorn took this picture at Volkel air base on 24 march 2021.

## Important dates

Scramble 506	
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# Movements Netherlands



This Airbus A319 was delivered to Alitalia as I-BIKJ in August 2002. In November 2010 its registration was changed to EI-IMJ. The Airbus was caught on camera with A.S. Roma on board. (Amsterdam - Schiphol, 7 April 2021, Geurt van den Berg)

## Amsterdam - Schiphol

			April 2021				
01.54+30	A400M	LTG62	f/v GAFMED8	05.9H-PLM	Ce650	Luxwing	LWG801/892
9H-PLM	Ce650	Luxwing	dep LWG801	D-IMHA	Ce525A	MHS Aviation	ELG52A
9H-WII	Ce650	Luxwing	dep LWG1191	G-CKUB	Ce560XLS+	Air Charter Scotland	EDC314/294
CN-RBS	BAe125-900XP	Tafarayt Jet	dep	OK-PHM	EMB505	CTR Group	06
D-CCVD	Ce560XLS	Atlas Air Service	ATL1D	PH-BGP	B737-7K2	KLM (a/w)	arr KLM9867
D-CTOR	EMB505	Luxaviation Germany	dep PVD25X	SE-RMB	Ce525B	Royalair	06
D-FUNC	Ce208B	IAS Itzehoer Airservice	f/v FNK2	VN-A898	A350-941	Vietnam Airlines	HVN5139/8
D-IEGA	Ce525A	ProAir	f/v 02	YR-MXA	B737-8	Blue Air	f/v BLA199/200
D-ISJP	Ce525A	Excellent Air	dep ECA1C	YU-RDA	Ce560XLS+	Air Pink	
F-HSHC	Ce525	Ixair	f/v	06.V-11	G-IV	334sq	07 NAF11
G-CKUB	Ce560XLS+	Air Charter Scotland	2x EDC321/314	D-CCCF	Ce550	Quick Air	
G-TUIO	B787-9	TUI Airways	TOM823P/8824	F-GZHV	B737-85H	Transavia France	13 TVF076/5
G-ZBJE	B787-8	British Airways	BAW430/1	G-MRFX	EMB550	Flexjet Operations	FLJ52R
HA-KAM	ATR42-320F	Fleet Air	03 FRF800/1	OE-EMG	TBM-930	Goldeck Textil	
N500J	G550	Johnson & Johnson	02	N90FX	Global Express	FlexJet	07 LXJ90
OE-FHA	Ce510	GlobeAir	dep GAC982X	PT-MUF	B777-32WER	LATAM	f/v 07 TAM9554/5
OM-BYB	Fokker 100	Slovak Government	SSG006	07.D-ICCG	Ce525A	ProAir	
OO-ABA	A340-313E	Air Belgium	SLM994/3003	D-ITAN	Ce525	Transavia Flug	
OO-PRM	Ce510	Air Service Liège	dep	EC-MNK	A330-202	Iberia	IBE3062/3
OO-SBO	Falcon 8X	Flying Group	FYG124/51S	EI-IMJ	A319-112	Alitalia	09 AZA8950/1
SP-ZEN	CL-350	Jet Story	f/v JDI85H	G-ZBJA	B787-8	British Airways	BAW430/1
TC-LJO	B777-FF2	Turkish Cargo	f/v THY6309/10	HA-TAG	Saab 340A	Fleet Air	08 FRF100/1
02.9H-VCN	CL-350	VistaJet Malta	VJT437	N29DE	Cirrus SF50	Deny Airlines	arr
B-6137	A380-841	China Southern	CSN307/8	OE-WWF	Ce510	GlobeAir	08 GAC116A/005B
CS-DIY	Ce525B	Air Jet Sul	AJU521	OH-TRG	PC-12/47E	Fly 7 Executive Avn	08 FSF879S
CS-TUL	A330-941	TAP Air Portugal	03 TAP9542/3	OO-ABB	A340-313E	Air Belgium	SLM3004/993
D-ICMK	Beech C90GTi	Kapp		OY-NCM	Do328-310	Sun Air / British Aw	SUS339A/B
D-IOHL	Ce525A	Excellent Air	ECA3C	PT-MUH	B777-32WER	LATAM	f/v 08 TAM9554/5
D-CEFE	Ce525C	Eisele Flugdienst	dep	SE-RMB	Ce525B	Royalair	08
HL8042	B777-3B5ER	Korean Air	f/v KAL9929/30	YR-MXA	B737-8	Blue Air	BLA199/200
LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM	08.16701	C295M	Esq502	f/v AFP11
N29DE	Cirrus SF50	Deny Airlines	dep	D-CGER	Ce525B	Excellent Air	10 ECA12C
N940RW	TBM-940	Redwood	f/v	G-ZBJB	B787-8	British Airways	BAW430/1
S5-CEF	Ce525	Eagle Express	dep	N711VT	G500	Aerohead Aviation	17
SE-RMB	Ce525B	Royalair	dep	OO-ABB	A340-313E	Air Belgium	SLM994/3003
03.D-AEOM	CL-604	MHS Aviation	MHV64M	09.16701	C295M	Esq502	AFP11
D-ANGB	CL-604	MHS Aviation	06 MHV64B	B-6138	A380-841	China Southern	CSN307/8
EC-MUD	A330-202	Iberia	IBE3060/1	D-CROG	EMB505	Air Hamburg	AHO133X/007M
HB-JHE	A330-343E	Swiss	SWR728/9	LN-AWB	Lj45	Airwing	f/v NWG791/2
N26906	B787-8	United Airlines	f/v UAL2765/6	OO-XLS	Ce560XLS+	Air Service Liège	11
OO-XLS	Ce560XLS+	Air Service Liège	dep	PH-BGO	B737-7K2	KLM (a/w)	dep KLM737
S5-SAD	Global 6000	Elit'avia	EAV32D	10.C-GHKC	A330-343E	Air Canada	f/v ACA7222/3
04.9H-VCJ	CL-350	VistaJet Malta	05 VJT492	CS-TUQ	A330-941	TAP Air Portugal	TAP9542/3
B-2021	B777-39PER	China Eastern	f/v CES771/2	D-AEOM	CL-604	MHS Aviation	11 MHV64M
D-CJMK	Ce560XLS+	Air Hamburg	AHO311G/453M	D-CMDH	Ce680	Eisele Flugdienst	EFD6H
D-ILCG	Ce525A	ProAir		D-ILCG	Ce525A	ProAir	
EW-555PO	ERJ195E2STD	Belavia	f/v BRU867/8	EC-LUK	A330-302	Iberia	IBE3060/1
LX-JFE	PC-12/47E	Jetfly Aviation	JFA09D/58J	LN-AWB	Lj45	Airwing	12 NWG701/721
LX-PCC	PC-24	Jetfly Aviation	05 JFA35K/71P	OE-FBD	Ce510	GlobeAir	GAC725U/614V
OO-XLS	Ce560XLS+	Air Service Liège	06	OE-FIT	Ce510	GlobeAir	GAC406Q/395R
SP-ATT	Beech 400A	Smart Jet	SAH48P	OO-PCJ	PC-12/47E	European Aircraft Private Club	
VQ-BFT	B737-86NF	Atran	f/v VAS9201/2	SE-RMB	Ce525B	Royalair	14
				11.V-11	G-IV	334sq	NAF11
				9H-VJO	Global 6000	VistaJet Malta	VJT878
				D-IMHA	Ce525A	MHS Aviation	12 ELG52A

D-ITOC	Raytheon 390	Exxaero	12	N117MS	Global 5000	Key Air	17
D-IWIR	Ce525A	Excellent Air	12 ECA4C	N625TF	G-V	Fertitta Entertainment	17
G-SPRE	Ce550	Synergy Aviation	SYG2	N798AN	B777-223ER	American Airlines	f/v AAL9715/21
OE-FZE	Ce510	GlobeAir	12 GAC395S/357V	OE-FSP	Ce525A	Pink Sparrow	SOW4
12.9H-FCB	Falcon 7X	Albinati Aviation	13 ULC34	OO-PRM	Ce510	Air Service Liège	
D-CASH	EMB505	Air Hamburg	AHO142F	OY-RSE	PC-12/47E	Air Alsie	
D-IBMM	Ce310Q		13 f/v	PH-BGP	B737-7K2	KLM (a/w)	tst KLM9851
JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	17.9H-FCM	ERJ190BJ	Air X Charter	f/v AXY1701/4
M-IFFY	Ce510	Xead Aviation	15	9H-GIB	ERJ135BJ	Air X Charter	f/v AXY1713/0714
N19HS	G650ER	Starbucks	14	CS-TUM	A330-941	TAP Air Portugal	f/v TAP9542/3
OE-FOG	Ce510	GlobeAir	13 GAC614W/182J	D-AJET	ERJ135BJ	Air Hamburg	18 AHO762N/535C
PH-BGP	B737-7K2	KLM (a/w)	tst KLM9868	D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
VN-A896	A350-941	Vietnam Airlines	f/v HVN5139/8	D-IVAG	Raytheon 390	FAI Rent-a-Jet	f/v IFA6126
YR-BMQ	B737-8FH	Blue Air	f/v BLA199/200	EC-MUD	A330-202	Iberia	IBE3060/1
YU-PZM	Ce560XLS+	Air Pink		HB-JHF	A330-343E	Swiss	f/v SWR728/9
YU-SVJ	Ce560XLS+	Prince Aviation	PNC01J	OO-DOB	Falcon 900LX	Flying Group	FGY21B/22B
13.MM62246	P180	Raggruppamento Aeromobili	14	18.F-HZFM	A320-216	Air France	f/v AFR1240/1
D-CAGA	EMB505	PAD Aviation	PVD54E/17V	OE-FGC	Ce525	Fly Tyrol	FTY6
D-ITOC	Raytheon 390	Exxaero	15	OK-BII	Beech 400A	JetBee Czech	JBC649F/G
F-GZHC	B737-8K2	Transavia France	dep TVF079	OO-PCK	PC-12/47E	European Aircraft Flying Club	
F-HTVM	B737-84P	Transavia France	16 TVF078/3	OY-VKI	A330-343E	Sunclass Airl.	f/v 19 VKG4144/9144
G-RVLG	CeF406	RVL Aviation	f/v REV706/P	19.F-HATV	Ce680A	Astonjet	ASJ216/172
LX-JET	EMB545	Global Jet Luxembourg	SVW35ET	F-HLRS	EMB505	Luxwing	f/v LWG1561/72
LX-JFR	PC-12/47E	Jetfly Aviation	JFA42V/45C	HA-JEX	Ce650	Jet Stream	JSH668/0
LX-JFW	PC-12/47E	Jetfly Aviation	JFA13U/29D	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
OO-PCK	PC-12/47E	European Aircraft Flying Club		LN-AWB	Lj45	Airwing	24 NWWG762/014
TC-REC	G450	REC Aviation	15	LX-NEW	PC-12/47E	Jetfly Aviation	JFA03E/07J
14.CS-LTO	Ce680A	NetJets Europe f/v	15 NJE327M/654K	VN-A896	A350-941	Vietnam Airlines	HVN5139/8
EC-LZU	G650	Gestair	GES181U	20.D-AHRN	Falcon 900EX	Heron Aviation	HRN512
EC-MUD	A330-202	Iberia	IBE3062/3	D-BFIL	EMB545	Air Hamburg	AHO161D
G-MRFX	EMB550	Flexjet Operations	15 FLJ52R	D-FAST	Ce208	Businesswings	23 JMP322/331
G-ZBJD	B787-8	British Airways	BAW430/1	F-HEND	Ce510	Astonjet	ASJ271
LX-JFX	PC-12/47E	Jetfly Aviation	JFA61Q/41Y	HB-VTV	Ce525	Transwing	21 FSE1C
LY-HCW	BAe125-800XP	Charter Jets	LTC501	LY-BGD	BAe125-850XP	Charter Jets	f/v LTC401
M-OBIL	Ce525C	Ulla Popken Fashion		N240V	BAe125-800XP	Arkia	
OO-ABA	A340-313E	Air Belgium	SLM3004/993	N888SF	Ce680	Steiner Film Aviation	21
OO-XLS	Ce560XLS+	Air Service Liège	15	PH-NXC	ERJ195E2STD	KLM Cityhopper	del KLM9968
P4-AND	Ce750	Baden Aircraft Ops		OE-FPP	Ce510	GlobeAir	GAC467B/356C
SE-RMB	Ce525B	Royalair	20	OO-XLS	Ce560XLS+	Air Service Liège	21
15.024	C295M	8.BLTr (13.el)	f/v PLF040	OY-SWO	Falcon 2000S	Blackbird Air	BBB11P/11
CS-DGR	Ce650	Air Jet Sul	17 AJU651	SE-RMB	Ce525B	Royalair	22
D-IDWC	Ce525A	Excellent Air	16 ECA6C	VP-BOT	G650ER	JABJ	21
ES-PVH	Lj31A	Panaviatic	16 VPC7	YU-SVL	Ce560XLS	Prince Aviation	PNC1V
G-CLAA	B747-446F	CargoLogic Air	16 CLU5122/5322	21.016	C295M	8.BLTr (13.el)	PLF033
G-ZBJM	B787-8	British Airways	BAW430/1	D-CMXM	EMB505	Air Hamburg	22 AHO469Y/231Y
LX-JET	EMB545	Global Jet Luxembourg	SVW35ET	D-CSCB	Ce560XLS+	Silver Cloud Air	22 SCR187
OE-HGG	CL-350	Glock Aviation	GCK40	EC-MLP	A330-202	Iberia	f/v IBE3060/1
OK-RLV	G280	Avcon Jet	17	G-ZBJE	B787-8	British Airways	BAW430/1
OO-ABA	A340-313E	Air Belgium	SLM994/3003	LX-FLG	PC-12/47E	Jetfly Aviation	JFA10M/00B
OO-XLS	Ce560XLS+	Air Service Liège	19	N66D	Ce510	Heiko Sauer	
OY-GSA	PC-12/47E	Widex		OO-ABA	A340-313E	Air Belgium	SLM3004/993
16.D-CBBS	EMB505	PAD Aviation	PVD31V/59J	OO-XLS	Ce560XLS+	Air Service Liège	25
D-IDWC	Ce525A	Excellent Air	21 ECA6C	OY-SWO	Falcon 2000S	Blackbird Air	BBB11/11P
D-ISUN	Ce525A	Excellent Air	ECA5C	SE-RIL	Ce560XLS	Svenskt Industriflyg	22 JET7
F-GZHR	B737-8K2	Transavia France	23 TVF072/3	XA-AMR	B787-8	AeroMéxico	AMX9138/9
JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	22.D-AEOM	CL-604	MHS Aviation	MHV64M
LX-FLG	PC-12/47E	Jetfly Aviation	JFA21Z/62R	D-CBBS	EMB505	PAD Aviation	24 PVD59J/14T



This Gulfstream G500 was delivered to Aerohead Aviation in June 2020. N711VT is being operated for American businessman and entrepreneur Larry Van Tuyl. (Amsterdam - Schiphol, 15 April 2021, Robert Eikelenboom)



This Challenger was delivered to Global Jet Austria in 2006 as OE-IDG. It was transferred to Avcon Jet in April 2017. MHS Aviation is the current operator of D-AEOM since August 2020. (Amsterdam - Schiphol, 3 April 2021, Paul Zegers)

	G-ZBJD	B787-8	British Airways	BAW430/1	9H-JLK	Falcon 7X	TAG Aviation Malta	
	LX-FPF	Ce525B	Flying Group Luxemb.	FYL82F/21F	D-CASH	EMB505	Air Hamburg	AHO267R
	M-DMBP	Lj40	Ven Air	23	D-CAWK	Ce680	Aerowest	29
	N515TJ	Beech 400A	Blackburn Int'l	2x	D-IHKW	Ce525	ProAir	2x
	N687GS	G650ER	Solairus Aviation	23	D-IXXX	Ce525A	ProAir	
	OO-ABA	A340-313E	Air Belgium	SLM994/3003	EC-MMG	A330-202	Iberia	IBE3062/3
	SE-RMB	Ce525B	Royalair	24	G-ZBJG	B787-8	British Airways	BAW430/1
23.	B-6136	A380-841	China Southern	CSN307/8	LX-JFF	PC-12/47E	Jetfly Aviation	JFA95X/97Z
	D-CGER	Ce525B	Excellent Air	24 ECA12C	OE-FWF	Ce510	GlobeAir	GAC995Q/884R
	D-CHRF	Ce525B	Hahn Air	f/v HHN909	OE-FWF	Ce510	GlobeAir	29 GAC884S/798N
	F-GZHF	B737-8HX	Transavia France	30 TVF072/1	OE-FWH	Ce510	Smartline	
	G-CLAA	B747-446F	CargoLogicAir	CLU5122/5324	OO-ABB	A340-313E	Air Belgium	SLM3004/993
	HB-GLS	Beech B200	Lions Air Skymedia	2x	OO-OCA	Beech 350	Air Service Liège	2x
	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	PH-PBA	DC-3C	DDA Classic Airlines	arr
	LX-JFR	PC-12/47E	Jetfly Aviation	JFA19W/01C	SE-RMB	Ce525B	Royalair	arr
	N559FF	G650ER	Solairus Aviation	28 TWY801	29.9H-VCD	CL-350	VistaJet Malta	VJT467
	OK-PHM	EMB505	CTR Group		A7-CGB	G650ER	Qatar Executive	30 QQE703/569
	OK-RLV	G280	Avcon Jet	24	D-AGBE	Falcon 7X	Volkswagen	BTX5E
	OE-FFB	Ce510	GlobeAir	GAC697W/586X	D-IHKW	Ce525	ProAir	
	OO-DOB	Falcon 900LX	Flying Group	FYG27B/28B	D-ISUN	Ce525A	Excellent Air	30 ECA5C
	S5-SAD	Global 6000	Elit'avia	EAV32D	G-ZBJG	B787-8	British Airways	BAW430/1
	SP-ZEN	CL-350	Jet Story	JDI85H	HB-VPO	EMB505	Enjoy Air / Air-Glaciers	SPG696
24.	D-CPSH	Ce560XLS+	Avcon Aviation	HRN221	N31GJ	Lj36A	Global Jetcare	
	D-ILCG	Ce525A	ProAir		N500J	G550	Johnson & Johnson	
	EC-MUD	A330-202	Iberia	IBE3060/1	N551SW	Global Express	Planet Nine Private Air	
	LX-SAB	Falcon 900DX	Global Jet Luxemb.	dep SVW56AB	OE-FPP	Ce510	GlobeAir	GAC563U/165B
	N551SW	Global Express	Planet Nine Private Air	f/v 25	OE-LED	CL-650	M Jet	f/v MJF6D
	OE-FGC	Ce525	Fly Tyrol	27 FTY6	OO-ABB	A340-313E	Air Belgium	SLM994/3003
	OO-JWB	PC-12/47E	Blue Sky Aviation		30.Q-14	AH-64DN	301sq	f/v GRDN13
	OY-GSA	PC-12/47E	Widex	FXT12A	9H-ANS	Global 6000	Alliance Executive Jet f/v arr	ALE75X
25.	B-7868	B777-39PER	China Eastern	f/v 26 CES771/2	9H-JLK	Falcon 7X	TAG Aviation Malta	arr
	D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187	9H-WFC	ERJ135BJ	Air X Charter	AXY2904/3013
	LN-AWB	Lj45	Airwing	26 NWG15/26	B-6136	A380-841	China Southern	CSN307/8
	LX-JFR	PC-12/47E	Jetfly Aviation	JFA02D/69V	D-ARMY	ERJ135BJ	Air Hamburg	AHO896K
	OH-TFA	EMB505	Hendell Aviation		D-IKCG	Ce525A	ProAir	
	OO-XLS	Ce560XLS+	Air Service Liège	arr	D-ISUN	Ce525A	Excellent Air	arr ECA5C
	SE-RMB	Ce525B	Royalair	26	EI-UNM	B777-312	Rossiya	f/v SDM4529/30
26.	D-CHLR	EMB505	Atlas Air Service	27 ATL9K	F-HBGE	TBM-850	JOMAHO	f/v
	D-IPCH	Ce525A	Jet Kontor	JKH32A	F-GZHA	B737-8GJ	Transavia France	arr TVF070
	EI-GEU	B777-31HER	Rossiya	f/v SDM4529/30	G-SUGR	ERJ135BJ	Air Charter Scotland	EDC404
	LX-FLG	PC-12/47E	Jetfly Aviation	JFA47Z/80G	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
	LX-PCB	PC-24	Jetfly Aviation	JFA56G/61V	LX-FPF	Ce525B	Flying Group Luxemb.	FYL21F/22F
	N31GJ	Lj36A	Global Jetcare	f/v 28	M-IFFY	Ce510	Xead Aviation	arr
	VN-A896	A350-941	Vietnam Airlines	HVN5139/8	N280PH	G-V	Global Air Charters	arr
27.	D-CAWK	Ce680	Aerowest	28	OE-FHA	Ce510	GlobeAir	arr GAC523Q
	D-CHLR	EMB505	Atlas Air Service	ATL9K	OE-ITC	G450	Luxaviation Germany	LXG14C
	D-IFHF	CeF406	Air Taxi Europe	TWG244/144	OK-RLV	G280	Avcon Jet	
	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	OO-MMT	Ce560XLS	Air Service Liège	
	LX-PCC	PC-24	Jetfly Aviation	JFA91T/46W				
	OO-DTE	EC120B	Heliventure					
	PT-MUI	B777-32WER	LATAM	28 TAM9554/7				
	SP-ZEN	CL-350	Jet Story	28 JDI85H				
28.	9H-FCB	Falcon 7X	Albinati Aviation	29 ULC34				

On the 5th a KLM Boeing returned from Norwich all white. It performed two local flights this month before departing to Spain in May. The Alitalia on the 7th was a football charter. A former KLM Boeing departed to Lleida-Alguaire, Spain on

the 9th. A new fleet addition for KLM Cityhopper arrived on the 20th. The Belgian PC-12 on the 24th has recently been taken over by Blue Sky Aviation from NextGen Aviation. On the 28th the DDA Dakota arrived from storage at Gilze-Rijen. DDA Classic Airlines has officially returned to Amsterdam in April 2021 after spending a few years at Lelystad.

Credits: Laurent ten Hoopen (SBS), Scramble MB.

## Rotterdam - The Hague

			April 2021
01. 9H-NYC	ERJ190BJ	Air X Charter	dep AXY0106
CS-PHD	EMB505	NetJets Europe	NJE3NX/755U
D-IAHT	MU-2B	Fly-Point	30
EC-LBB	G200	Gestair	
F-HBIR	Ce510	Le Club	23
OE-FRS	Ce525A	Pink Sparrow	SOW3
OE-GJM	Ce560XLS	Pink Sparrow	02 SOW5
OK-AST	Ce560XL	Air Bohemia	BOH711/2
OO-VMF	Ce560XLS+	Air Service Liège	
PH-HCC	Cabri G2	HeliCentre	
PH-KFA	DA42NG	KFA	*KLM7926
PH-MAV	P68C	Miramap Aerial Surveys	
02. A6-RTS	Falcon 900DX	ExecuJet Middle East	
OE-GJM	Ce560XLS	Pink Sparrow	SOW5
OE-HUB	Ce750	Bairline Flug	
OY-ZCA	Ce208B	COWI	tdy dep
PH-KFB	DA42NG	KFA	*KLM7918
TC-TJR	B737-82R	Corendon Airlines	CAI5201/2
03. CS-CHF	CL-350	NetJets Europe	NJE188H
N417RK	PA-46-350P	Vertigo	
OE-FRS	Ce525A	Pink Sparrow	SOW3
OO-CCJ	Ce525	Air Service Liège	17
OO-SXX	Ce680	Air Service Liège	23
PH-RIS	EC130B4	KNSF Flight Services	
04. D-IDWC	Ce525A	Excellent Air	dep ECA6C
OE-FRS	Ce525A	Pink Sparrow	SOW1
05. CS-PHP	EMB505	NetJets Europe	NJE280L/661D
M-CLAB	CL-300	ProAir Aviation	dep
OE-FRS	Ce525A	Pink Sparrow	SOW3
06. CS-DXG	Ce560XLS	EJME (Portugal)	JME523G
D-AERO	ERJ135BJ	Air Hamburg	AHO689A
D-CAWO	Ce560XLS+	Aerowest	
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
LX-EMO	Falcon 900EX	Flying Group Luxemb.	FYL61G/2G
OE-FRS	Ce525A	Pink Sparrow	SOW3
OK-AST	Ce560XL	Air Bohemia	BOH711/2
PH-TXA	Ce510	ASL	dep
07. D-CAWO	Ce560XLS+	Aerowest	
OE-FMU	Ce525	Pink Sparrow	SOW1
PH-FJK	Ce525B	Air Service Liège	08
08. CS-DXP	Ce560XLS	NetJets Europe	09 NJE8YR
CS-GLE	Global 6000	NetJets Europe	09 NJE108N/783Q
G-OXFD	PA-34-220T	CAE Oxford	2x *
OE-FMU	Ce525	Pink Sparrow	SOW1
09. 9H-KOM	Ce525	Hyperion Aviation	dep

CS-DXP	Ce560XLS	NetJets Europe	10 NJE8YR
D-AAHO	ERJ135BJ	Air Hamburg	10 AHO898K/748F
N417RK	PA-46-350P	Vertigo	*
OE-FMU	Ce525	Pink Sparrow	SOW1
OO-MMT	Ce560XLS	Air Service Liège	dep
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
PH-MFA	DA42NG	KFA	KLM7934
PH-MFA	DA42NG	KFA	KLM7934
TC-TJR	B737-82R	Corendon Airlines	CAI5201/2
10. OE-FMU	Ce525	Pink Sparrow	SOW1
11. LX-EMO	Falcon 900EX	Flying Group Luxemb.	FYL63G/4G
OE-FMU	Ce525	Pink Sparrow	SOW1
OO-VMF	Ce560XLS+	Air Service Liège	03
YU-SPB	Ce560XLS	Air Pink	
12. S-441	AS532U2	300sq	Wildcat1
S-442	AS532U2	300sq	Wildcat2
9H-TGR	Ce525B	Hyperion Aviation	15 HYP032
CS-PHH	EMB505	NetJets Europe	NJE473N/7QZ
D-ANCE	ERJ135BJ	Air Hamburg	AHO822Z
D-CXLS	Ce560XLS+	Air Hamburg	AHO347P
EC-NAR	Ce525A	Air Taxi & Charter Int'l	IBJ712X
F-HGPE	EMB505	Pan Européenne A/S	14 PEA302
G-DSMR	G650ER	TAG Aviation (UK)	
LN-LFS	DA42	CAE Oxford	2x *
M-USTG	Ce510	OSM Aviation	dep
OE-FDN	SC-7	Pink Aviation Services	13
OE-FMU	Ce525	Pink Sparrow	SOW1
13. S-441	AS532U2	300sq	Wildcat1
S-442	AS532U2	300sq	Jungle1
OE-GJM	Ce560XLS	Pink Sparrow	SOW5
PH-LAU	Falcon 900EX	Exxaero	15 XRO128
PH-MFA	DA42NG	KFA	KLM7918
14. RN03	NH90-NFH	40sq	BAF701
S-441	AS532U2	300sq	Wildcat1
S-441	AS532U2	300sq	Wildcat1
S-442	AS532U2	300sq	Wildcat2
S-442	AS532U2	300sq	Wildcat2
S-442	AS532U2	300sq	Wildcat2
YU-PNK	Ce560XLS+	Air Pink	
CS-CHC	CL-350	NetJets Europe	NJE969G/7UH
D-GVCC	DA42	CAE Oxford	2x *
LX-SCO	Falcon 2000LX	Global Jet Luxembourg	SVW22CO
OE-FMU	Ce525	Pink Sparrow	SOW1
15. 2-RBTS	Falcon 2000LX	Ortac	f/v
9H-TGR	Ce525B	Hyperion Aviation	16 HYP032
N417RK	PA-46-350P	Vertigo	
OE-FSP	Ce525A	Pink Sparrow	SOW4
PH-HCF	Cabri G2	HeliCentre	
PH-KFA	DA42NG	KFA	2x *KLM7940
PH-KGJ	EC120B	Heli Holland Holding	
PH-MFA	DA42NG	KFA	2x *KLM7918
PH-RIS	EC130B4	KNSF Flight Services	
PH-TTR	H135	ANWB – MAA	Lifeline1
YU-BTB	Ce550 Bravo	Air Pink	
16. 14+03	Global 6000	FBS BMVg	*GAF685
G-PKHA	PC-12/47E	Pilatus Beheer	



Airbus A330 PH-AOM was delivered to KLM in October 2010. It was withdrawn from use ten years later. The Airbus was first seen at Schiphol devoid of any markings on 16 February 2021. (Amsterdam - Schiphol, 28 April 2021, Ad Jan Altevogt)



Registration 2-RBTS previously belonged to a Cessna 525B operated by Ortac. Since March 2021 the registration belongs to a Falcon 2000LX also operated by Ortac. (Rotterdam - The Hague, 15 April 2021, Kees Harteveld)

OE-FMU	Ce525	Pink Sparrow	SOW1	D-CTWO	Lj35A	Air Alliance	AYY108
PH-LAU	Falcon 900EX	Exxaero	17 XRO128	OE-FMU	Ce525	Pink Sparrow	SOW1
PH-TTR	H135	ANWB – MAA	Lifeline1	PH-DWS	ERJ135LR	Air Charters Europe	JNL1104/0104
17.OE-FMU	Ce525	Pink Sparrow	SOW1	PH-OOP	H145	RAV Fryslân – MAA	Lifeline5
OE-FRS	Ce525A	Pink Sparrow	SOW3	26.LN-LFS	DA42	CAE Oxford	*
PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys		LX-FCB	PC-24	Flying Grp Luxemb.	FYL73CB/34CB
18.D-IOPV	PA-42-720	Heli-Flight		N790TB	TBM700	Airiva	
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-FMU	Ce525	Pink Sparrow	SOW1
OE-GJM	Ce560XLS	Pink Sparrow	SOW5	PH-MAS	P68C-TC	Miramap Aerial Surveys	
PH-FVD	R44	Rotarywings		PH-RIS	EC130B4	KNSF Flight Services	
PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys		PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys	
19.D-AUKE	CL-604	Jetcall	JCL5	SP-TTA	Beech 400A	Smart Jet	SAH59P
LN-LFS	DA42	CAE Oxford	*	27.CS-DLB	Falcon 2000EX	NetJets Europe	NJE5NP
OE-FSP	Ce525A	Pink Sparrow	SOW4	D-ICCG	Ce525A	ProAir Aviation	
OO-HCA	R44	Heli & Co	20	F-HJFP	PC-12/47E	Getonejet	29
20.D-CSUN	Ce560XLS+	Air Hamburg	AHO335L	LN-LFS	DA42	CAE Oxford	2x *
LN-LFS	DA42	CAE Oxford	2x *	N641EE	EMB550	Embraer Executive Aircraft	
N360PZ	Falcon 7X	City Electric Supply Company	21	N790TB	TBM700	Airiva	
OE-FSP	Ce525A	Pink Sparrow	SOW4	OE-FMU	Ce525	Pink Sparrow	SOW1
OE-FTF	DA42NG	Ägyd Pengg Bet. gesellschaft	21	OE-FWF	Ce510	GlobeAir	28 GAC107V/995Q
OO-HCA	R44	Heli & Co		PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys	
OO-NHV	AS365N3	Netherlands Coastguard	*NHX10	28.H38	A109BA	1w	*BAF318
21.CS-DXP	Ce560XLS	NetJets Europe	22 NJE702C/100B	9H-IBI	Global 7500	Elit'Avia Malta	EAU57B
CS-LTN	Ce680A	NetJets Europe	22 NJE7FV	CS-PHP	EMB505	NetJets Europe	29 NJE4SR/796D
HA-JEO	Ce650	Jet Stream	JSH660/1	LN-LFS	DA42	CAE Oxford	*
OE-GJM	Ce560XLS	Pink Sparrow	SOW5	LX-JFD	PC-12/47E	Jetfly Aviation	JFA04G/5H
PH-OOP	H145	RAV Fryslân – MAA	Lifeline5	OE-FLH	Ce525A	Eurosystems Trade Warenhandels	
PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys		OE-FMU	Ce525	Pink Sparrow	SOW1
22.V-11	G-IV	334sq	NAF11	OO-ACO	Ce510	Air Service Liège	06
CS-PHQ	EMB505	NetJets Europe	23 NJE3LV	OO-RKS	Ce510	Air Service Liège	29
F-HXPG	P180	Oyonnair	23	PH-PNX	PA-31-350	Slagboom en Peeters Aerial Surveys	
OE-FRS	Ce525A	Pink Sparrow	SOW3	PH-TDX	DA42NG	Vliegclub Schiphol	
PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys		YU-PBB	Ce560XLS+	Air Pink	29
23.V-11	G-IV	334sq	NAF11	29.14+03	Global 6000	FBS BMVg	GAF607
CS-CHA	CL-350	NetJets Europe	24 NJE364C/5KZ	D-CANG	Ce560XLS+	Air Hamburg	30 AHO376K/335C
CS-DXZ	Ce560XLS	NetJets Europe	24 NJE5QJ	D-CQAJ	Lj35A	Quick Air	QAJ501
D-BFIL	EMB545	Air Hamburg	AHO164K	D-IKOE	Ce510	Reederei Köpping	
D-ICCG	Ce525A	ProAir Aviation		F-HATV	Ce680A	Astonjet	ASJ121
LN-LFS	DA42	CAE Oxford	3x *	M-CLAB	CL-300	ProAir Aviation	08
LX-FCB	PC-24	Flying Group Luxembourg	FYL61CB	OE-FMU	Ce525	Pink Sparrow	SOW1
M-YNNS	G650ER	Jet Avn Business Jets		OE-FWF	Ce510	GlobeAir	30 GAC687P/230F
OE-FRS	Ce525A	Pink Sparrow	SOW3	OO-CCJ	Ce525	Air Service Liège	05
PH-CTH	Falcon 2000LX	Flying Group	24 FYG21V/913	OO-RKS	Ce510	Air Service Liège	arr
PH-DWS	ERJ135LR	Air Charters Europe	JNL0104/1104	PH-MYX	Ce650	ASL	*
PH-KIO	P2006T	Kavel 10 Aerial Survey		VP-BVK	CRJ100ER	Rusline	RLU5595/6
PH-MFA	DA42NG	KFA	KLM7940	30.14+07	Global 6000	FBS BMVg	GAF609
PH-MFA	DA42NG	KFA	KLM7940	D-CANG	Ce560XLS+	Air Hamburg	AHO376K
PH-SVY	PA-31T	Slagboom en Peeters Aerial Surveys		HB-JGQ	CL-300	Premium Jet	01
TC-TJR	B737-82R	Corendon Airlines	CAI5501/2	LN-LFS	DA42	CAE Oxford	2x *
24.D-CQAA	Lj45	Quick Air	QAJ1829	LX-JAG	ERJ135BJ	Global Jet Luxemb.	01 SVW49AG
I-TOPF	Beech 400A	Aliserio	27	M-YJET	Falcon 7X	Jet Avn Business Jets	
N417RK	PA-46-350P	Vertigo		N641EE	EMB550	Embraer Executive Aircraft	
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-FMU	Ce525	Pink Sparrow	SOW1
25.99-0003	C-32A	1st AS	SAM266	PH-HVB	EC135T2+	ANWB - MAA	arr

PH-MAA	EC135T2+	ANWB - MAA	Lifelinier1
PH-TXA	Ce510	ASL	arr
SP-KKW	PC-12/47E	Karol Kania i Synowie	
TC-TJR	B737-82R	Corendon Airlines	CAI5501/2

On the 2nd Corendon resumed passenger flights to Kayseri after a long hiatus due to the Corona pandemic. The departing Cessna on the 9th is being operated for KOM Activity by Hyperion Aviation and is former N313SP. Pink Aviation visited on the 12th to operate some evening parachute jump flights on the 13th, replacing a Dutch Air Force C-130. On the 13th and 14th two 300 squadron helicopters were operating in the Rotterdam port area. The German Global on the 16th performed a touch & go only. Also on the 16th a former resident paid a visit. PC-12 G-PKHA was previously being operated for DHG Bontrup Aviation but with the arrival of their PC-24 this aircraft has become redundant. It was registered to a company called Matchers on 26 April 2021 which is linked to Helen and Geoffrey Mountain. The Belgian Augusta on the 28th performed an ILS approach.

Credits: Rotterdam Airport, Airnieuws, Rotterdam The Hague Airport Aviation (Facebook group), Scramble MB.

## Maastricht - Aachen

April 2021			
01.D-IBET	Ce525A	ProAir Aviation	
TF-AMU	B747-48EF	Astral Aviation	ABD4018/9
VQ-BBU	B757-223(F)	Aviastar-TU	f/v TUP6404/14
02.A6-EBO	B777-36NER	Emirates	f/v UAE9745/52
EI-GED	CRJ900	CityJet	dep BCY041P
G-EZBW	A319-111	easyJet	dep EZY9015
G-EZFV	A319-111	easyJet	05 EZY9014
PH-BBJ	Ce560XLS+	ASL	03
PH-DWA	ERJ145LR	Air Charters Europe	dep JNL55
03.A6-EGU	B777-31HER	Emirates	f/v UAE9743/6
C-FMIJ	B767-328ER(F)	Cargojet Airways	04 CJT1791/2
OE-FLG	Ce525	Smartline	
PH-DWS	ERJ135LR	Air Charters Europe	dep JNL0489
04.PH-DWS	ERJ135LR	Air Charters Europe	19 JNL489/674
05.EI-HBB	CRJ1000	Hibernian Airlines	10 HBN001/3146
G-EZBU	A319-111	easyJet	EZY9005/6
OE-LKL	A319-111	easyJet Europe	11 EJU9045/3
06.G-CKAZ	EMB505	Trustflight (Jersey)	07 VCG2AZ/1AZ
07.VQ-BCB	B757-223(F)	Aviastar-TU (a/w)	f/v TUP6408/18
08.TF-AMU	B747-48EF	Astral Aviation	ABD4034/5
09.EI-HBA	CRJ1000	Hibernian Airlines (a/w)	arr HBN001
OO-MMT	Ce560XLS	Air Service Liège	10
PH-LAB	Ce550	NLR - TU Delft	
TC-ASL	CL-604	MNG Jet	
10.OO-MMT	Ce560XLS	Air Service Liège	15
11.EI-HBB	CRJ1000	Hibernian Airlines	26 HBN3147/38
OE-LKJ	A319-111	easyJet Europe	EJU9041/2
OO-OCA	Beech 350i	Air Service Liège	

PH-DWA	ERJ145LR	Air Charters Europe	12 JNL801
YR-ASB	A318-111	TAROM	ROT7301/2
13.VQ-BFT	B737-86N(F)	ATRAN	VAS9690/1
14.G-FLBD	DHC-8-402	HEH Avn Hamburg Bet.	arr SXI2110
OO-RKS	Ce510	Air Service Liège	26
15.A6-EGO	B777-31HER	Emirates	f/v UAE9909
D-ISUN	Ce525A	Excellent Air	16 ECA5C
PH-DWA	ERJ145LR	Air Charters Europe	17 JNL3393/0318
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4038/9
VQ-BGG	B757-223(F)	Cainiao Logistics	f/v TUP6426/16
16.A6-EGK	B777-31HER	Emirates	f/v UAE9745/4
A7-ALF	A350-941	Qatar Airways	f/v QTR8860/1
D-ISUN	Ce525A	Excellent Air	17 ECA5C
VP-BJJ	B777-2Q8ER	Nordwind Airlines	17 NWS9118/9
VQ-BGG	B757-223(F)	Cainiao Logistics	TUP6406/16
18.D-CKJE	EMB505	Air Hamburg	19 AHO273V
D-IHUB	Ce525A	Sylt Air	AWU518E
VP-BJJ	B777-2Q8ER	Nordwind Airlines	20 NWS9120/311
19.OO-MMT	Ce560XLS	Air Service Liège	
TC-SGM	A310-308(F)	ULS Airlines	THY6026/7
20.024	C295M	8.BLTr (13.el)	f/v 22 PLF280
M-YAIC	EMB505	Jet Story	21
PH-HWM	CL-605	JetNetherlands	21
21.4X-CUZ	BAe125-800XP	Arrow Aviation	22
A7-ANJ	A350-1041	Qatar Airways	f/v QTR8870/1
M-NREN	EMB505	Cross Aviation	CRX8C/D
M-YAIC	EMB505	Jet Story	
N2006M	Ce525B	Metinvest Holding	
N676WT	Beech 200	Skywest Aviation	del
OO-KIN	Ce680	Flying Group	tst FYG51N/2N
22.D-ICCC	CeF406	Air-Taxi Europe	TWG200/100
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4042/3
23.D-CMXM	EMB505	Air Hamburg	24 AHO273V/69Z
EX-22002	A220-300	Air Manas (a/w)	dep
HP-1593IA	AW119	Inversiones Aéreas Panamá	arr
24.EI-HBA	CRJ1000	Hibernian Airlines (a/w)	tst HBN001
LN-WIH	DHC-8-103	Widerøe's Flyveselskap	arr WIF9064
LN-WIP	DHC-8-103	Widerøe's Flyveselskap	WIF9171/2
N22UB	Ce525C	Flightpartner	
25.A6-EGJ	B777-31HER	Emirates	f/v UAE9737/368
G-ECOC	DHC-8-402	HEH Avn Hamburg Bet.	dep
YR-ASC	A318-111	TAROM	ROT7301/2
26.EI-HBB	CRJ1000	Hibernian Airlines	arr HBN3139
27.A6-EGL	B777-31HER	Emirates	f/v UAE9909
D-HEGL	AS332L1	Bundespolizei	*BPO105
28.D-CASH	EMB505	Air Hamburg	29 AHO228G
D-IEMO	Raytheon 390	Exxaero	
LN-XAX	Falcon 8X	Sundt Air	AKK8
OO-MMT	Ce560XLS	Air Service Liège	
29.D-IOHL	Ce525A	Excellent Air	ECA3C
D-ITAN	Ce525	E-Aviation	
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4046/7
VP-BHM	B757-222(F)	E-Cargo (a/w)	f/v ERF9472/3
30.9H-FHB	A320-214	Freebird Airlines	Europetst FHM9012
ES-NTB	ATR42-500	NyxAir (EasFly titles)	arr SXI2123



VP-BVK is a former Delta Connection/Comair aircraft. It was acquired by Rusline in June 2013. Rusline operated a ship crew charter with this Canadairjet. (Rotterdam - The Hague, 29 April 2021, Cor Mout)



Previously operated by TAG Aviation for Patek Philippe as HB-JSI this Falcon 7X is currently registered to TVPX ARS. N360PZ is owned by City Electric Supply Company, a family-owned global electrical wholesale business. (Rotterdam - The Hague, 20 April 2021, André Wadman)

EW-556TQ B747-409(F) Rubystar Airways f/v RSB4725/6

easyJet continued to occupy the local paint facility. The CityJet on the 2nd departed after maintenance. On the 5th the first Hibernian Canadairjet arrived for long term parking. This aircraft was in basic Iberia colours with only small titles on its engine cowlings. The easyJet bus on that same day was a crew shuttle for the Austrian registered Airbus. The second Hibernian CRJ arrived on the 9th. Although for long term parking this aircraft did operate some flights from Maastricht. The easyJet Europe Airbus on the 11th was a crew shuttle. On the 14th a former FlyBe dash-8 arrived for work prior delivery to Conair. The Flying Group Sovereign on the 21st was a training flight. The Beech 200 arriving on that same day is a new local. On the 23rd a previously stored A220 departed on delivery to Air Manas. The Panamenian helicopter on that day arrived by road. The Hibernian CRJ on the 24th performed a local test flight. On that same day two Widerøe dash-8s arrived. One was a maintenance customer while the second one acted as a crew shuttle. A former FlyBe dash-8 on the 25th departed on delivery to Conair. The Bundespolizei helicopter on the 27th performed an approach. The month ended with the arrival of a former EasyFly ATR for the paint shop and Freebird operating a local test flight.

Credits: SG Maastricht / Threshold, Flymst.nl forum.

### Groningen - Eelde

April 2021			
01. D-ISGS	AP68TP-600	SVEGE Flight Inspection	dep
	D-ISGS	AP68TP-600	SVEGE Flight Inspection
	N98DF	PA-46-350P	dep
	N999RG	PA-46-500TP	R. Grouwels
02. D-ISGS	AP68TP-600	SVEGE Flight Inspection	08
	N939PA	PA-46R-350T	Schuybroek Aviation
	PH-ZBZ	Beech C90A	Zeusch Aviation
05. LX-NEW	PC-12/47E	Jetfly Aviation	JFA40Q/80G
06. OE-XYK	R44	Heli & Co	07
07. CS-DXP	Ce560XLS	NetJets Europe	NJE804B
	PH-BGB	B737-8K2	KLM dep KLM9866
	PH-BXF	B737-8K2	KLM 27 KLM9869/70
	PH-BXH	B737-8K2	KLM dep KLM9868
	PH-BXI	B737-8K2	KLM dep KLM9870
	PH-BXL	B737-8K2	KLM 27 KLM9871/2
	PH-BXN	B737-8K2	KLM dep KLM9872
	PH-HOW	H145	RAV Fryslân - MAA Lifeliner5, Medic01
	PH-HSD	B737-8K2	KLM 27 KLM9865/6
	PH-HSE	B737-8K2	KLM 27 KLM9867/8
08. OH-SWI	Ce525A	Scanwings	ABF1A
	PH-BCA	B737-8K2	KLM dep KLM9866
	PH-BGC	B737-8K2	KLM dep KLM9868
	PH-BXE	B737-8K2	KLM dep KLM9870

PH-BXK	B737-8K2	KLM	dep KLM9872
PH-BXM	B737-8K2	KLM	28 KLM9865/6
PH-BXU	B737-8K2	KLM	28 KLM9867/8
PH-BXY	B737-8K2	KLM	28 KLM9869/70
PH-BXZ	B737-8K2	KLM	28 KLM9871/2
PH-JCV	PC-12/47E	NextGen Aviation	
PH-SAE	PA-44-180	AIS Flight Academy	2x *
09. PH-SAE	PA-44-180	AIS Flight Academy	2x *
10. PH-HOW	H145	RAV Fryslân - MAA	Medic01
12. CS-PHM	EMB505	NetJets Europe	13 NJE394B
	Ce510	Air Service Liège	13
	PH-RVS	Slagboom & Peeters Luchtfotografie	*
	PH-SAE	PA-44-180	AIS Flight Academy
	PH-SLC	P68	Slagboom & Peeters Luchtfotografie
13. PH-SAE	PA-44-180	AIS Flight Academy	*
14. SP-VIS	Cirrus SF50		19
15. D-GMOH	PA-34-200T	Cirrus Flight Training	*
	D-IHEB	Ce525	Silver Cloud Air SCR064
	PH-SAE	PA-44-180	AIS Flight Academy 2x *
16. 148805	CH-148	423 sq	*CFC0805
	D-IHEB	Ce525	Silver Cloud Air SCR064
	OE-FPP	Ce510	GlobeAir
	PH-MAS	P68C-TC	Miramap Aerial Surveys 17
	PH-MAV	P68C	Miramap Aerial Surveys 17
	PH-SVX	PA-31T2	Slagboom & Peeters Luchtfotografie
	PH-SVZ	Ce550	Slagboom & Peeters div
17. OK-RLV	G280	Avcon Jet	
	PH-MBO	DA62	M. Boers *
	PH-SLE	Beech B200	Slagboom & Peeters Luchtfotografie
	PH-SVX	PA-31T2	Slagboom & Peeters Luchtfotografie
18. D-IOHL	Ce525A	Excellent Air	21 2x ECA3C
	OE-FPP	Ce510	GlobeAir 20 GAC749S
	PH-RVS	P68B	Slagboom & Peeters Luchtfotografie
19. OE-XYK	R44	Heli & Co	20
	PH-OOP	H145	RAV Fryslân - MAA Lifeliner5
20. J-201	F-16AM	322 sq	*Polly02
	J-628	F-16AM	322 sq *Polly01
	D-IOLO	BN-2B-20	OFD *
	PH-MAS	P68C-TC	Miramap Aerial Surveys
21. PH-SLC	P68	Slagboom & Peeters Luchtfotografie	
22. PH-SLC	P68	Slagboom & Peeters Luchtfotografie	
23. 148805	CH-148	423 sq	*CFC0805
	PH-FRA	TMB-900	
	PH-RVS	P68B	Slagboom & Peeters Luchtfotografie
24. PH-FRA	TMB-900		
25. D-CCCB	Lj35A	DRF Luftrettung	AMB117
26. D-HNHF	EC155B1	Northern Helicopters	*
27. D-CAWK	Ce680A	Aerowest Flugcharter	
	D-CAWN	Ce680A	Aerowest Flugcharter
	N177LN	Cirrus SF50	Lima November Flugcharter 28
	PH-BCA	B737-8K2	KLM arr KLM9865
	PH-BGA	B737-8K2	KLM arr KLM9867
	PH-BGC	B737-8K2	KLM arr KLM9869

PH-BXD	B737-8K2	KLM	arr KLM9871	11. OE-FDN	SC-7	Pink Aviation Services	12
28. (114)	L-39ZO	Skyline Aviation	arr	PH-KIO	P2006T	Kavel 10 Aerial Survey	
N177LN	Cirrus SF50	Lima November Flugcharter	29	13. OE-FDN	SC-7	Pink Aviation Services	16
PH-BXC	B737-8K2	KLM	arr KLM9865	OO-HCY	R44	Heli & Co	
PH-BXI	B737-8K2	KLM	arr KLM9867	PH-FVD	R44	Rotarywings	
PH-BXK	B737-8K2	KLM	arr KLM9869	PH-PHB	Enstrom 480	Prince Helicopters	
PH-BXW	B737-8K2	KLM	arr KLM9871	PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
PH-COM	PA-30-160	Dutch Airline Pilots Aero Club	*	14. PH-KIO	P2006T	Kavel 10 Aerial Survey	15
PH-FVD	R44	Rotarywings		16. N939PA	PA-46R-350T	Schuybroek Aviation	17
29. CS-PHF	EMB505	NetJets Europe	NJE758Y/330T	17. N939PA	PA-46R-350T	Schuybroek Aviation	18
D-CAWK	Ce680A	Aerowest Flugcharter		18. PH-KIO	P2006T	Kavel 10 Aerial Survey	
OO-RKS	Ce510	Air Service Liège	2x	19. PH-ATT	H269C	Heli Holland Holding	
30. G-DVOR	DA62	Flight Calibration Services	VOR06	PH-HCD	Cabri G2	HeliCentre	
LX-FLH	PC-12/47NGX	Jetfly Aviation		PH-PXA	EC135P2+	Nationale Politie	
OK-RLV	G280	Avcon Jet		20. I-VICC	P68B	AFOC Germany	
PH-PXD	EC135P2+	Nationale Politie	ZXP04	PH-KAT	P2006T	Kavel 10 Aerial Survey	

P68B Victor I-VICC is no longer listed in the Eelde movements, because it is temporarily based while operating for Kavel 10. The Slagboom & Peeters Cessna on the 16th made a precautionary landing due to smoke in cockpit. The Albatros on the 28th is a former Hungarian Air Force jet. It arrived by truck. The Diamond 62 on the 30th was on its way home after survey work in Denmark.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

			April 2021				
01. D-FIPS	PC-6/B2-H4	KIAS Airlines	dep	26. I-VICC	P68B	AFOC Germany	
D-IHLB	Ce402B	Hansa Luftbild		PH-FVD	R44	Rotarywings	
F-HNMB	PA-46-500TP	Speedfly 2		PH-HCC	Cabri G2	HeliCentre	
OE-FDN	SC-7	Pink Aviation Services	02	PH-KIO	P2006T	Kavel 10 Aerial Survey	2x
PH-HCC	Cabri G2	HeliCentre		PH-PHB	Enstrom 480	Prince Helicopters	
PH-KAT	P2006T	Kavel 10 Aerial Survey	03	27. OO-VSB	P2006T	Vansteelandt	
02. OO-SEX	Ce208B	Skydive Spa	dep	PH-HGB	R44	HeliAir	
PH-HCC	Cabri G2	HeliCentre		PH-KAT	P2006T	Kavel 10 Aerial Survey	
PH-HCD	Cabri G2	HeliCentre		PH-MAV	P68C	Miramap Aerial Surveys	
PH-ZBZ	Beech B200	Zeusch aviation	dep	28. I-VICC	P68B	AFOC Germany	
03. PH-KIO	P2006T	Kavel 10 Aerial Survey	08	PH-KAT	P2006T	Kavel 10 Aerial Survey	
04. PH-PXE	EC135P2+	Nationale Politie		29. Q-14	AH-64DN	301sq	
06. N940PK	TBM-940		07	Q-29	AH-64DN	301sq	Guardian21
08. PH-HCF	Cabri G2	HeliCentre		OE-FME	RC690A	Meixner Aerial Surveys	30
09. D-662	CH-47D	298sq	*Grizzly36	OE-XYK	R44	Heli & Co	dep
09. I-VICC	P68B	AFOC Germany		PH-KIO	P2006T	Kavel 10 Aerial Survey	30
PH-KIO	P2006T	Kavel 10 Aerial Survey		30. Q-16	AH-64DN	301sq	Guardian 22
10. PH-KIO	P2006T	Kavel 10 Aerial Survey		PH-HCC	Cabri G2	HeliCentre	



This AgustaWestland AW119 was transported via the Antwerp harbour to Aircraft Solutions at Maastricht. Koala HP-15931A previously operated by Inversiones Aéreas Panamá will be serviced and made ready for its new owner. (Maastricht - Aachen, 23 April 2021, Leo Remmel)



This aircraft was built as an Il-76MD in 1988 and delivered to the Soviet Air Force. In 1993 Trans Avia Export became the first civilian operator as EW-78765. It was converted to an Il-76TD in 2010 and transferred to Aviacon Zitotrans in March 2012. Its registration was changed to RA-78765 in December 2012. (Eindhoven, 21 April 2021, Wim Sonneveld)

Pink Aviation operated several parachute drops for the military from Teuge Airport.

Credit: Teuge Airport, Teuge Airport Group (Facebook).

## Eindhoven

				April 2021
01. 1x	CH-47D	298sq		*Grizzly27
	T-057	KC-30M	MMU	arr MMF70
	OE-FDN	SC-7	Pink Aviation Services	dep
	OE-FLH	Ce525A	Eurosystems Trade Warenhandels	
	OE-HUB	Ce750	Bairline Flug	02
	OO-RKS	Ce510	Air Service Liège	14
	PH-FJK	Ce525B	ASL	dep
	SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
02. 3x	PC-7	131EMVOsq		*Diamond13, 12, 09
	YU-SCJ	Ce525	Prince Aviation	PNC9CJ
05. OK-EMA	Ce680		Smartwings	TVS93J/4J
06. 1x	AS532U2	300sq		Wolfhound63
	D-662	CH-47D		*Grizzly04
07. Q-16	AH-64DN	301sq		*GLV-V
	D-IDWC	Ce525A	DW Consulting	ECA6C
	OE-FOG	Ce510	GlobeAir	GAC248C/137D
08. L-07	PC-7	131EMVOsq		*Diamond18, 23
	OK-SLX	Ce560XL	Silesia Air	SUA681/2
	PH-ANO	Ce560XLS	JetNetherlands	
09. 1x	CH-47D	298sq		Grizzly04
	J-003	F-16AM		*Racoon-flt
	J-646	F-16AM		*Racoon-flt
	9H-AMY	CL-850	Air X Charter	10 AXY0805/1004
	OO-PKX	Ce750	Air Service Liège	dep
	OO-PKX	Ce750	Air Service Liège	15
	SE-RIL	Ce560XLS	Svenskt Industriflyg	10 JET7
10. D-IEMO	Raytheon 390	Exxaero		11
11. OE-HUB	Ce750	Bairline Flug		
	PH-LAU	Falcon 900EX	Exxaero	12 XRO106/28
12. 15002	CC-150	437sq		13 CFC4133
	02	C-17A	HAW	Bartok15
	D-CDCM	Ce560XLS+	Air Hamburg	AHO464V
	D-CDSO	Ce550 Bravo	Heli-Flight	
	OK-TSE	B737-81D	Smartwings	TVS433P/4326
	OO-GEE	PC-12/47E	Blue Sky Aviation	
13. S-444	AS532U2	300sq		GLV-V
	OE-FDI	SC-7	Pink Aviation Services	
14. D-103	CH-47D	298sq		*Grizzly12, GLV-V
	S-444	AS532U2		*Wildcat73, GLV-V
14. LX-KAY	Beech 250	Luxaviation		LXA1F
	OE-FDI	SC-7	Pink Aviation Services	
	OO-GEE	PC-12/47E	Blue Sky Aviation	22
	PH-PXY	AW139	Nationale Politie	*ZXP25
15. 02	C-17A	HAW		Bartok16
	L-13	PC-7	131EMVOsq	*Diamond13
	OE-FDI	SC-7	Pink Aviation Services	17
16. 1x	AH-64DN	301sq		*Bat72
	J-646	F-16AM	312sq	*4x Cowboy01
	L-11	PC-7	131EMVOsq	*Razor23
	D-ITOC	Raytheon 390	Exxaero	2x
	OO-PKX	Ce750	Air Service Liège	20
	OO-PRM	Ce510	Air Service Liège	20
17. OE-FDK	SC-7		Pink Aviation Services	
18. RA-78765	IL-76TD		Aviacon Zitotrans (a/w)	19 AZS6010/-
19. FA106	F-16AM	10w		*BAF511
	H21	A109BA		*BAF317
	J-882	F-16BM		*Sting01
	84006/846	Tp84	TSFE	SVF81
	M-LWCW	Global 7500	Eircraft	
20. FB23	F-16BM		10w/OCU	*BAF451
	15001	CC-150		21 CFC4143
	177703	CC-177	429sq	CFC4081
	Q-29	AH-64DN	301sq	*Hawkeye11
	OE-FDN	SC-7	Pink Aviation Services	tdy 23
	OO-PKX	Ce750	Air Service Liège	21
	PH-CGC	Do228-212	Kustwacht	*NCG03
21. G-273	C-130H-30		336sq	arr NAF73
	D-CDAS	EMB505	DAS Private Jets	
	OE-FFB	Ce510	GlobeAir	GAC480E/379F
	RA-78765	IL-76TD	Aviacon Zitotrans (a/w)	23 AZS7006/-
22. D-472	CH-47F	298sq		*Grizzly47, GLV-V
	D-INKY	P180	AirGo	23 XGO3EH/BR
23. D-662	CH-47D	298sq		*GLV-V
	D-666	CH-47D	298sq (spec mks)	2x *GLV-V
	S-454	AS532U2	300sq (grey c/s)	*GLV-V
24. D-AONE	CL-604		Air Alliance	AYY151
	HA-LVP	A321-271NX	Wizz Air	f/v WZZ3906/342
25. OE-FWF	Ce510		GlobeAir	GAC379G/094Q
	OO-PKX	Ce750	Air Service Liège	30
26. 1x	F-16AM	10w		*BAF501
	PH-CDH	B737-86J	Corendon Dutch Airl.	CND921P/9291
	PH-PXA	EC135P2+	Nationale Politie	*ZXP01
	PH-PXD	EC135P2+	Nationale Politie	*ZXP04
	PH-PXY	AW139	Nationale Politie	*ZXP25
27. OO-AMR	Ce525A		Air Service Liège	29
28. H38	A109BA	17sq		*BAF318
	15002	CC-150		29 CFC4144
	D-102	CH-47D		*GLV-V
	D-666	CH-47D		298sq (spec mks)
	Q-22	AH-64DN	301sq	2x *GLV-V
	S-454	AS532U2	300sq (grey c/s)	*GLV-V
	D-IRKE	Ce525	Star Wings Dortmund	STQ666
29. LZ-BVE	Lj60XR		Air Volta	VLB515/6
	SP-ESF	B737-8AS	Enter Air	ENT59TW/57KG
30. D-101	CH-47D	298sq		*GLV-V

D-667	CH-47D	298sq	*GLV-V
S-444	AS532U2	300sq (camo c/s)	*GLV-V
D-AFAB	CL-604	FAI Rent-A-Jet	IFA1131
LZ-BVE	Lj60XR	Air Volta	VLB517/8
OO-PKX	Ce750	Air Service Liège	arr
PH-CDH	B737-86J	Corendon Dutch Air.	03 CND9292

Multi70 marked the arrival of T-057, the fourth MRTT tanker at Eindhoven on 1 April 2021. Two different Canadian Air Force CC-150s on three visits, including the Government version. The Canadian C-17A on 20 April arrived from Prestwick and departed some hours later for Lviv Ukraine. One day later G-273 returned to 336sq after spending nearly one year in base maintenance at Marshalls at their Cambridge facility. After the hand-over on 14 April the first MYCAAS CH-47F with 298sq made its first GLV-V appearance on 22 April. Pink Aviation visited a few times this month for parachute jumps. Smartwings, Corendon and Enter Air all operated military charters.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.

Credits: EWAS, Oscar Sannen, Scramble MB.

### Gilze-Rijen

			April 2021
01.D-472	CH-47F	298sq	arr Grizzly92
PH-PXF	EC135P2+	Nationale Politie	ZXP06
02.1x	PC-7	131EMV0sq	*Diamond12
PH-HOW	H145	RAV Fryslân – MAA	*Lifeline5
YU-HVZ	SA341G	P. van Zutphen	*
07.L-12	PC-7	131EMV0sq	*Diamond14
08.L-07	PC-7	131EMV0sq	*Diamond18,23
D-ISGS	AP68TP-600	SVEGE Flight Inspection	09
12.L-09	PC-7	131EMV0sq	*Diamond07
14.D-101	CH-47D	298sq	Grizzly2
D-472	CH-47F	298sq	Grizzly1
Q-19	AH-64DN	301sq	Diablo4
S-444	AS532U2	300sq	Wildcat3
16.1x	PC-7	131EMV0sq	*Diamond01
L-11	PC-7	131EMV0sq	*Razor23
19.N116MA	Lj36A	Skyline Aviation	20
21.N116MA	Lj36A	Skyline Aviation	
22.D-472	CH-47F	298sq	Grizzly47
N116MA	Lj36A	Skyline Aviation	
23.PH-PXB	EC135P2+	Nationale Politie	*ZXP02
24.D-102	CH-47D	298sq	Grizzly26
D-665	CH-47D	298sq	Grizzly21
28.PH-PBA	DC-3	DDA	dep
30.PH-PXY	AW139	Nationale Politie	*ZXP25

Gilze-Rijen starts April 2021 with the arrival of their first new MYCAAS II configured CH-47F Chinook for 298sq. After some test flying at LCW the Foxtrot arrived on the 1st and performed along one CH-47D, Cougar and Apache in a handover ceremony for guests and officials on 14 April. The first flight towards the GLV-V training grounds took place on 22 April. On 24 April two Delta Chinooks assisted in wildfire control operations in Brecht, Belgium with their giant bambi buckets. The Skyline Aviation Learjet visited a number of times, while operating over the Deelen area.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

			April 2021
07.N-164	NH90-NFH	860sq	arr Guardian28
OY-HNV	H175	NHV	NHZ02A
12.148805	CH-148	423sq	tdy 29 CFC0805
13.PH-PXD	EC135P2+	Nationale Politie	ZXP04
19.PH-HOW	H145	RAV Fryslân – MAA	tst 22
20.G-988	C-130H	336sq	Rebel11
22.PH-CGC	Do228-212	Kustwacht	*
23.F-016	F-35A	322sq	*5x Bolt01
G-988	C-130H	336sq	*2x Rebel11
26.OY-HJB	EC155B1	NHV	dep

The highlight and surprise of this year could very well be the Canadian Air Force CH-148 Cyclone helicopter arriving the 12th. Normally operating out of CFB Shearwater in Nova Scotia, 148805 is part of the 12 Wing and 423sq in particular. On board of Frigate HMCS Halifax (FFH-330) the helicopter ended on this side of the Atlantic as HMCS Halifax joined SNMG1 (Standing NATO Maritime Group One) as flagship from 18 January. During its six months deployment some problems occurred and the vessel entered the port of Den Helder for repairs. In the meantime the Cyclone crew deployed to NAS De Kooy and assisted by local units the helicopter crew had the opportunity to train here for two weeks until departure of the Halifax on 29 April. An overview of flying days in between: 16 (2x), 19 (1x), 21 (3x), 22 (1x), 23 (1x), 26 (1x), 27 (2x). Other traffic relates to N-164 returning from Italy after retrofit, local training of a Lifeline and one F-35A on various approaches and two low passes on 23 April. The helicopter on the 26th departed by road to Lelystad still in Dancopter colours.

Additional note: The underlined movements above are gathered with help of ADS-B/scanner data.



Berend Jan Floor was able to take this photo of OY-HJB at Lelystad when it arrived by truck from Den Helder. The helicopter was previously operated by DanCopter/NHV and is destined for Air Greenland.



For a number of years the Iberia Airbus A319s were based at Iberia's Miami hub for flights to Central America and Cancun, Mexico. EC-KUB was delivered to Iberia in March 2010. The A319 was withdrawn from use in February 2021. (Woensdrecht, 30 April 2021, Johan Havelaar)

ered with help of ADS-B/scanner data.

Credits: SG De Kooy / Den Helder, Den Helder Aviation Photography, Oscar Sannen, Scramble MB.

## Leeuwarden

April 2021			
01. D-ISGS	AP68TP-600	SVEGE Flight Inspection	
09. J-055	F-16AM	312sq	*Organ02
15. J-509	F-16AM	322sq	arr Cowboy21
J-511	F-16AM	322sq/DMO	dep Biscuit01
16. G-988	C-130H	336sq	Monk21
21. NX139LE	L-39ZO	Skyline Aviation	*
23. G-988	C-130H	336sq	*
29. FA72	F-16AM	2w	BAF252/251
FA129	F-16AM	2w	*BAF251
FA131	F-16AM	2w	*BAF253
30. LX-N90456	E-3A	NAEW&CF	*Nato41
PH-PXD	EC135P2+	Nationale Politie	*ZXP04

Due to the 322sq transition to F-35A IOC the 2021 Frisian Flag edition was skipped in advance. German operator SVEGE brought in their VulcanAir AP-69TP Aviator 600 for calibration work. On 15 April J-509 returned from base maintenance at SABCA while J-511 departed Leeuwarden for the last time as this frame entered the ELOT phase (End-Life Of Type). On 29 April FA72 arrived from the Cornfield range with a jammed gun, with two F-16AMs as chase the 2w jet made an successful emergency landing. Support from local technicians solved the problem and the jet departed again later that afternoon. The NATO AWACS component also found their way up north again as '456' visited Leeuwarden for a touch and go.

Credits: Movements AGL, Oscar Sannen, Dirk Visser and Scramble MB.

## Lelystad

April 2021			
01. OO-OMG	EC120B	Heli-Business	arr
OO-STX	EC120B	lpam	arr
02. OO-PAS	H135	Heli-Business	09 tdy
03. D-GIFT	DA42NG		
T7-MSP	EMB505	Tulip Wings	dep
07. N125DE	Eclipse 500	Blueprint Automation	dep
08. I-VICC	P68B	AFOC Germany	
N125DE	Eclipse 500	Blueprint Automation	11
PH-KIO	P2006T	Kavel 10	
09. Q-23	AH-64D	301sq	*Thunder32
OO-VBA	Bell 206B	Rudy Clements	
12. OO-CLA	Ce525C	Luxaviation Belgium	AAB521
PH-KIO	P2006T	Kavel 10	
15. G-DIDO	A109E	Aviation Network ANM	

16. I-VICC	P68B	AFOC Germany	
PH-KAT	P2006T	Kavel 10	
17. PH-KIO	P2006T	Kavel 10	
18. G-DVOR	DA62	Flight Calibration Services	VOR6
N125DE	Eclipse 500	Blueprint Automation	24
PH-PSI	P-51D	Tom van der Meulen	dep
19. PH-TDX	DA42NG	Vliegclub Schiphol	
20. CS-LAS	Ce680A	NetJets Europe	NJE782Q/771M
22. OE-FGB	Ce510	Smartline	
PH-KAT	P2006T	Kavel 10	
26. LX-FLG	PC-12	Jetfly Aviation	JFA80G/48A
OE-FJW	DA42NG	JW Flighttraining	27
OY-HJB	EC155B1	HeliGlobe / Air Greenland	by road
27. D-HNHE	EC155B1	HeliGlobe / Air Greenland	by road
N142TW	Beech 58		
28. D-IDOS	Ce404	Hansa Luftbild	
I-VICC	P68B	AFOC Germany	2x
PH-KAT	P2006T	Kavel 10	
PH-MAS	P68C-TC	Miramap Aerial Surveys	
29. Q-30	AH-64D	301sq	div Thunder31

The helicopter on the 15th was officially registered as such on 4 March 2021. It was ferried to Kassel, most probably for parting out by its Swedish owner. The Diamond 62 on the 18th was on its way to Denmark for survey work. The Mustang on the 18th departed to Oostwold airfield after winterstorage. The helicopters on the 26th and on the 27th both arrived by road for painting. The Apache on the 30th was a technical diversion.

Credits: Berend Jan Floor, Richard Poeser, Lelystad Airport Aviation Group (Facebook), Scramble MB.

## Volkel

April 2021			
01. D-662	CH-47D	298sq	2x Grizzly3-form
D-664	CH-47D	298sq	2x Grizzly3-form
Q-01	AH-64DN	301sq	Thunder1-form
Q-14	AH-64DN	301sq	Thunder2
S-444	AS532U2	300sq	Thunder1-form
09. D-662	CH-47D	298sq	*Grizzly36
12. J-013	F-16AM	312sq (322sq mks)	dep Bulldog01
14. J-006	F-16AM	312sq (322sq mks)	arr Cowboy21
15. J-511	F-16AM	322sq/DMO	arr Biscuit21
20. Q-29	AH-64DN	301sq	*Hawkeye11
30. J-003	F-16AM	312sq (nmks)	dep NAF625-fit
J-008	F-16AM	312sq (312sq mks)	dep NAF313-fit
J-011	F-16AM	312sq (312sq mks)	dep NAF313-fit
J-021	F-16AM	312sq (312sq mks)	dep NAF313-fit
J-063	F-16AM	312sq (312sq mks)	dep NAF313-fit
J-512	F-16AM	312sq (312sq mks)	dep NAF313-fit
J-515	F-16AM	312sq	dep NAF313-fit

J-516	F-16AM	312sq (nmks)	dep NAF625-flt
J-641	F-16AM	312sq (NTM21 mks)	dep NAF625-flt
J-646	F-16AM	312sq (312sq mks)	dep NAF625-flt

Most noteworthy fact for the Volkel movements of April is the departure of 10 F-16AMs on 30 April towards Beja Portugal, as part of the Tiger Meet 2021. Two flights departed Volkel and joined up with an MMU MRTT KC-30M and continued as Multi26 flight. In Beja some F-16AMs received 313sq markings, including full colour Volkel tailbands. Unfortunately the deployment lasted about a week.

Credits: SGVolkel.

## Woensdrecht

April 2021			
01.D-472	CH-47F	298sq	dep Grizzly92
PH-LAB	Ce550	NLR - TU Delft	*
02.N516GA	G550	Japanese Coast Guard	arr
EI-GUE	A320-214	Bank of America (a/w)	arr
VP-BLX	A330-243	AerCap/Aeroflot (a/w)	arr
08.D-ISGS	AP68TP-600	SVEGE Flight Inspection	
12.J-013	F-16AM	312sq (322sq mks)	arr Bulldog01
14.D-667	CH-47D	298sq	tst Grizzly92
EI-GTZ	A321-231	Avolon	dep
PH-TBR	AT-16ND	SKHV	"B-182"
15.D-667	CH-47D	298sq	tst Grizzly92
16.D-667	CH-47D	298sq	tst + dep Grizzly92
19.EC-LEI	A319-111	Iberia/MSFL	arr IBE0031
24.2-HHLL	A330-343	EMP Aviation (SAA c/s)	dep
YU-ARB	A330-243	Air Serbia (spec mks)	dep ASL4021
28.D-473	CH-47F	298sq	tst Grizzly92
Q-14	AH-64DN	301sq	*Guardian11,Bat72
OE-LME	A320-214	AerCap	tst
29.D-473	CH-47F	298sq	tst Grizzly92
S-456	AS532U2	300sq	*NAF456
30.LX-N90456	E-3A	NAEW&CF	*Nato41
D-473	CH-47F	298sq	tst Grizzly92
EC-KUB	A319-111	Iberia/MSFL (a/w)	arr IBE0031
HA-LYU	A320-232	Wizz Air	arr WZZ801
PH-HZI	B737-8K2	Transavia	dep TRA052

The month starts with the first 298sq CH-47F MYCAAS II configured Chinook delivery from LCW to Gilze-Rijen. The following day a Gulfstream 550 arrived directly from the Gulfstream factory in Savannah (GA). At this moment Dutch registration PH-AQI has been assigned to the Gulfstream. J-013 arrived from Volkel on the 12th. From 28 April second CH-47F D-473 started test flying prior hand-over to the squadron. The Bank of America A320 on the 2nd was previously known as G-EZWG. Also arriving that day is an Aeroflot A330, for now only for storage and possibly end of lease. The Avolon A321 on the 14th departed for Palma still destined for Privilege Style. Two former Iberia A319s have been returned

to its lessor and are parked at Woensdrecht pending a new operator. On the 24th former Aeroflot VP-BLY departed on delivery to Air Serbia. Former South African Airlines ZS-SXL was ferried to Malta for repaint and a new career with HiFly Malta on that same day. The Airbus on the 28th performed another testflight before joining the Lauda Europes fleet. The Wizz Air A320 on the 30th arrived for storage. The Transavia 737-800 was stored since 2 November and departed to Amsterdam prior to return into service.

Credits: Johan Havelaar, WoensdrechtAS forum, Scramble MB.

## Texel

February 2021			
03.PH-CGN	Do228-212	Kustwacht	*NCG01
PH-PXX	AW139	Nationale Politie	ZXP24
11.PH-FVD	R44	Rotarywings	
PH-PXX	AW139	Nationale Politie	NCG04
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
12.PH-ANK	R44	Bear Helicopters	
14.PH-DKI	P68C	Zeeland Air	
16.OE-XXL	R44	Heli & Co	
19.PH-DKI	P68C	Zeeland Air	
PH-ECE	EC120B	Heli Holland Holding	
21.D-EEGD	P149		
PH-HCF	Cabri G2	HeliCentre	
PH-PXX	AW139	Nationale Politie	ZXP24
PH-RLD	Saab 91D	Vliegend Museum Seppe	
PH-WMO	DA62	Witte van Moort	
22.PH-DKI	P68C	Zeeland Air	
23.PH-COM	PA-30	Dutch Airline Pilots Aero Club	25
PH-DKI	P68C	Zeeland Air	
24.OO-STF	R44	Lymar	
PH-CGN	Do228-212	Kustwacht	NCG01
PH-JVZ	P2006T	ZX Machines	
PH-PDK	EC120B	HeliFlight	
PH-RLB	Saab 91D	Vliegend Museum Seppe	
25.PH-DKI	P68C	Zeeland Air	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
26.PH-MAA	EC135T2+	ANWB - MAA	
27.PH-CGN	Do228-212	Kustwacht	NCG01
March 2021			
02.PH-PDK	EC120B	HeliFlight	
06.PH-KFB	DA42NG	KFA	KLM7904
PH-RLB	Saab 91D	Vliegend Museum Seppe	
08.PH-KFB	DA42NG	KFA	
PH-PXZ	AW139	Nationale Politie	ZXP26
09.PH-HCD	Cabri G2	HeliCentre	
PH-PXZ	AW139	Nationale Politie	ZXP26
10.PH-PXX	AW139	Nationale Politie	ZXP24
12.PH-PXA	EC135P2+	Nationale Politie	ZXP01
17.OE-XXL	R44	Heli & Co	
PH-ECE	EC120B	Heli Holland Holding	



Although registered to and offered for sale by German company Startrade Heli, Robinson R44 OE-XYK is being used by Belgian company Heli & Co. (Texel, 29 March 2021, Mike de Bruijn)



Patrick Volmer was able to photograph this Beech 400A on arrival at Twente Airport on 24 April 2021. SP-TTA is one of five jets being operated by Smart Jet.

19. PH-KAT	P2006T	Kavel 10 Aerial Survey	27. 148805	CH-148	423sq	*
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	PH-PNX	PA31	KLIJN	
PH-ZBZ	Beech C90A	Zeusch Aviation	PH-PXB	EC135P2+	Nationale Politie	ZXP02
20. PH-KFA	DA42NG	KFA	KLM7906	PA-30	Dutch Airline Pilots Aero Club	
21. PH-PNG	PC-12/47E	H. J. Heijst	28. PH-COM	PH-MAV	Miramap Aerial Surveys	f/v
22. PH-JAS	Ce208	Paracentrum Texel	dep	29. OE-XXL	R44	Heli & Co
23. PH-CGC	Do228-212	Kustwacht	NCG03	30. PH-PXD	EC135P2+	Nationale Politie
25. PH-PXA	EC135P2+	Nationale Politie	ZXP01	PH-RYF	H269C	Heli Holland Holding
PH-VCC	DA62	Cav-Okay				
29. OE-XYK	R44	Heli & Co				
30. PH-CGC	Do228-212	Kustwacht	NCG01			
PH-PNX	PA-31-350	Slagboom en Peeters				
PH-PXA	EC135P2+	Nationale Politie	ZXP01			
PH-PXX	AW139	Nationale Politie	NCG04			
PH-TSN	DA42	Twin Star Netherlands				
31. PH-DKI	P68C	Zeeland Air				
PH-PXC	EC135P2+	Nationale Politie	ZXP03			

#### April 2021

01. PH-ONE	PC-12/47E	M. Boers	
03. PH-PXX	AW139	Nationale Politie	ZXP24
04. PH-CGC	Do228-212	Kustwacht	NCG01
05. PH-EUJ	AW139	CH Helicopters Netherl.	HNL07A
12. 148805	CH-148	423sq	*
PH-DTS	DA42	Twinstar Beheer	
13. PH-PXD	EC135P2+	Nationale Politie	ZXP04
14. PH-ECE	EC120B	Heli Holland Holding	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
15. PH-DKI	P68C	Zeeland Air	
PH-MFA	DA42NG	KFA	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	*
16. 148805	CH-148	423sq	*
17. N939PA	PA-46R-350T	SCH Aviation	
OY-HLM	AW189	Bel Air Aviation	BBX01A/B
PH-DTS	DA42	Twinstar Beheer	
PH-HCH	EC120B	HeliCentre	
PH-MBO	DA62	M. Boers	
PH-VCC	DA62	Cav-Okay	
18. PH-DTS	DA42	Twinstar Beheer	
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
PH-TDX	DA42NG	Vliegclub Schiphol	
20. PH-HCF	Cabri G2	HeliCentre	2x
21. PH-PXY	AW139	Nationale Politie	ZXP25
22. PH-CGC	Do228-212	Kustwacht	NCG01, NCG03
PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-PXD	EC135P2+	Nationale Politie	ZXP04
23. PH-AVV	R44	A. F. C. van Westerop	
PH-FVD	R44	Rotarywings	
24. PH-DTS	DA42	Twinstar Beheer	
PH-PWW	DA62	P.O.R.T. Aviation	
25. PH-AVV	R44	A. F. C. van Westerop	
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
PH-KTM	R44	HeliAir	
PH-TTR	H135	ANWB – MAA	Lifeline1
26. PH-DTS	DA42	Twinstar Beheer	

The Canadian Cyclone on the 16th is based on board HMCS Halifax, a Halifax-class frigate, which received some maintenance in the harbour of Den Helder. During that time the helicopter operated several flights in Dutch air space.

Credit: Texel Airport.

#### Twente

		April 2021	
01. CS-PHD	EMB505	NetJets Europe	NJE755U/181R
02. PH-RLB	Saab 91D	Vliegend Museum Seppe	
05. CS-PHG	EMB505	NetJets Europe	NJE087U/025W
06. D-CPDA	M-28	PD Air Operations	tdy 09
09. PH-GWS	Falcon 7X	Exxaero	13 XRO059/93
13. 9H-WIT	PC-12/47E	Nextgen Aviation	f/v
14. 9H-WIT	PC-12/47E	Nextgen Aviation	
CS-CHC	CL-350	NetJets Europe	f/v NJE947L/969G
15. CS-PHH	EMB505	NetJets Europe	NJE779P/639G
16. LN-AWB	Lj45XR	Airwing	f/v NWG761/2
17. PH-HVB	EC135T2+	ANWB – MAA	Lifeline3
19. LN-AWB	Lj45XR	Airwing	NWG791/2
21. CS-PHO	EMB505	NetJets Europe	NJE345T/634D
22. CS-DXO	Ce560XLS	NetJets Europe	NJE096M/264N
23. OO-CYN	EMB550	Air Service Liège	f/v
24. SP-TTA	BAe125-400XP	Smart Jet	f/v SAH59P
26. D-ABTK	B747-430	Lufthansa	dep DLH9921
28. CS-LTD	Ce680A	NetJets Europe	f/v NJE619M/658P
29. CS-PHE	EMB505	NetJets Europe	NJE122M/855P
30. CS-LTJ	Ce680A	NetJets Europe	NJE957B/943L

The Airwing Learjet on the 16th operated for Exxaero as did the SmartJet Hawker on the 24th. The Lufthansa Boeing on the 26th departed to Frankfurt and continued to Teruel, Spain three days later.

Credit: EHTW spotters.

#### Flamingo (Bonaire, Dutch Caribbean)

		April 2021	
01. HK-5255	Lj45	SARPA	30
02. HI1045	Ce525B	Helidosa	03
03. HK-4411	BAe3201	SARPA	
05. PH-FBH	AW139	DCCG	
10. C-FTML	CL-650	Bombardier	
18. N777SJ	Falcon 7X	Jon L. Stryker	
20. N5RS	Ce560	Sanders Turner Aviation	
26. PJ-WIQ	DHC-6-300	Winair	

29.HI1065 Ce680 Helidosa  
 30.HK-4541 BAe3201 SARPA

Air Antilles:  
 F-OIXD: 13 F-OIXO: 06

TUI Netherlands:  
 PH-TFL 02, 04, 18 PH-TFM 11, 25

Left out were KLM, Divi Divi Air (BN-2, DHC-6) and EZ Air (BN-2 and Beech 1900) unless operating on a non-scheduled flight.

A small list this month. The Winair on the 26th was an unusual visitor. It came direct from St. Maarten and departed to Basseterre, St Kitts and Nevis.

Credit: Danny de Kiewit.

### Hato (Curaçao, Dutch Caribbean)

Addition		January 2021	
16.N2221Q	Ce421A	United Trading Unlimited	arr

This aircraft developed a technical issue and was not able to depart.

		April 2021	
01.63-7982	KC-135R	92nd ARW	dep Spur52
63-7982	KC-135R	92nd ARW	07 Spur52
80-0139	E-3C	964th ACCS	04 Thunder40
N610SM	IAI1125SPX	Tru-form Industries	
02.9Y-JMF	B737-8Q8	Caribbean Airlines	BWA7400/8401
HI1052	ERJ145ER	Sky High Avn Services	SHH940/1
HK-5312	B737-33V(F)	Líneas Aéreas Suramerica.	LAU334
03.HK-4636	B727-2S2F	Líneas Aéreas Suramerica.	LAU334/3
HK-5255	Lj45	SARPA	
HK-5357	B737-4K5(F)	AerCaribe	ACL864/5
04.80-0139	E-3C	964th ACCS	05 Thunder40
HK-4637	B727-2S2F	Líneas Aéreas Suramerica.	LAU334/3
05.HI1052	ERJ145ER	Sky High Avn Services	SHH940/1
06.80-0139	E-3C	964th ACCS	09 Thunder40
HK-5312	B737-33V(F)	Líneas Aéreas Suramerica.	LAU334/3
N389KA	Lj35A	Fundashon Mariadal	
N2221Q	Ce421A	United Trading Unlimited	tst
07.58-0128	KC-135R	54th ARS	dep Spur53
HI1058	CRJ200ER	Air Century	CEY151/2
HK-4637	B727-2S2F	Líneas Aéreas Suramerica.	LAU334/3
PH-CGA	DHC-8-106	Caribbean Coast Guard	Rescue01
08.N2221Q	Ce421A	United Trading Unlimited	dep
09.C-FTJB	CL-605	NovaJet	NOJ61
HI1052	ERJ145ER	Sky High Avn Services	SHH940/1

HK-4636	B727-2S2F	Líneas Aéreas Suramerica.	LAU334/3
PJ-JAB	Fokker 70	JetAir Caribbean	tst JRC007
10.96-0002	C-17A	437th AW	RCH651
HK-5197	B737-476(F)	AerCaribe	ACL864/5
N610SM	IAI1125SPX	Tru-form Industries	
N991HA	DHC-8-202	645 AESG (a/w)	03 tdy BAT91
11.07-7176	C-17A	436th AW	RCH245
HK-4262	B727-2F9(F)	Líneas Aéreas Suramerica.	LAU334/3
12.HK-5239	B727-223(F)	Aérosucre Colombia	KRE175/85
N743AX	B767-232(F)	Amerijet International	AJT817/6
13.07-7176	C-17A	436th AW	RCH245
14.HI1058	CRJ200ER	Air Century	CEY151/2
15.9Y-BGI	B737-8Q8	Caribbean Airlines	BWA8400/1
N517K	Beech 350C	Dep't of Homeland Security	TROY018
16.9Y-BGI	B737-8Q8	Caribbean Airlines	BWA7400/8401
HI1052	ERJ145ER	Sky High Avn Services	SHH940/1
HK-5312	B737-33V(F)	Líneas Aéreas Suramerica.	LAU334/3
PJ-SEA	BN-2A-26	Divi Divi Air	tst
17.C-FTJB	CL-605	NovaJet	NOJ61
HK-4262	B727-2F9(F)	Líneas Aéreas Suramerica.	LAU334/3
HK-5197	B737-476(F)	AerCaribe	ACL864/5
19.HI1052	ERJ145ER	Sky High Avn Services	SHH940/1
HK-4411	BAe3201	SARPA	
20.L-100-30	N3755P	H&T Airways	
21.HI1058	CRJ200ER	Air Century	CEY151/2
HK-4637	B727-2S2F	Líneas Aéreas Suramerica.	LAU334/3
22.HK-4262	B727-2F9(F)	Líneas Aéreas Suramerica.	LAU334/3
N610SM	IAI1125SPX	Tru-form Industries	
23.HI1052	ERJ145ER	Sky High Avn Services	SHH940/1
HK-4262	B727-2F9(F)	Líneas Aéreas Suramerica.	LAU334/3
HK-4411	BAe3201	SARPA	
24.HK-5239	B727-223(F)	Aérosucre Colombia	KRE184/5
HK-5357	B737-4K5(F)	AerCaribe	ACL864/5
26.HK-5239	B727-223(F)	Aérosucre Colombia	KRE184/5
N319CM	B767-338ER(F)	Amerijet International	AJT816
28.HI1058	CRJ200ER	Air Century	CEY151/2
YV3310	CeS550		
29.HI915	Ce550 Bravo	Helidosa	
HK-5197	B737-476(F)	AerCaribe	ACL864/5
30.HI1052	ERJ145ER	Sky High Aviation Services	SHH940/1
HK-4262	B727-2F9(F)	Líneas Aéreas Suramerica.	LAU334/3
N275DJ	G-IV	Ragtime Investments	

The Cessna on the 6th performed a test flight before departing on the 8th. The JetAir Fokker on the 9th performed a test-flight before operating a flight on the 11th. The Islander on the 16th performed a ground test.

Credit: Larry Every.



This Lockheed received its certificate of airworthiness in October 1988. The most well-known carrier it served with was Prescott Support. During 2018 the aircraft was transferred to a company called H & T Airways while still registered to Apa Leasing. The registered address for H & T Airways is the same as the address for Prescott Support... (Curaçao, 20 April 2021, Larry Every)

# Movements Belgium



The Agusta A109SP on this photo has recently received a new coat of paint. M-INES was acquired by the GFG group in April 2020. (Antwerp, 20 April 2021, Jonas Evrard)

## Antwerp

			April 2021					
01. H21	A109BA	1w			11. LX-JFX	PC-12/47E	Jetfly Aviation	
ST18	SF260M+	CC Air			OO-PCJ	PC-12/47E	EAPC	
HB-GLA	Beech B200	Swiss Flight Services	tst		PH-TXA	Ce510	ASL	22
M-IFFY	Ce510	Xead	04		12. CS-LTM	Ce680A	NetJets Europe	13
OO-NRG	R44	Genitrade			D-GOOO	PA-34-200T	G. Spleet	
02. H29	A109BA	1w			OH-JFC	PC-12/47E	Fly 7 Executive Aviation	f/v
ST46	SF260D	CC Air			PH-MFA	DA42NG	KLM Flight Academy	
HB-LQP	PA-31T	Ursella			PH-VBG	Falcon 2000EX	JetNetherlands	14
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance			13. H24	A109BA	1w	
OO-CCJ	Ce525	Air Service Liège			ST46	SF260D	CC Air	
OO-PCN	PC-12/47E	EAPC			F-HFRF	Beech B200	Aero Sotravia	f/v 14
PH-BBJ	Ce560XLS+	ASL			LX-JFR	PC-12/47E	Jetfly Aviation	14
PH-JRC	ERJ135BJ	JetNetherlands			PH-DFD	DA42	Bluetail Flight School	
03. D-CTWO	Lj35A	Air Alliance			PH-WTG	EC135P2+	HeliCentre	f/v
F-GJFA	Beech B200	Aero Sotravia	04		14. RN03	NH90-NFH	40sq	
F-GJFE	Beech B200	Aero Sotravia	tst		ST42	SF260D	CC Air	
F-HLTV	Ce510	AMW Aero	f/v 06		ST47	SF260D	CC Air	
HB-GLA	Beech B200	Swiss Flight Services	dep		M-USTG	Ce510	Air Service Liège	del
OO-ACO	Ce510	Air Service Liège	04		OE-FRM	Ce510	Globe Air	
OO-CCJ	Ce525	Air Service Liège			15. N183TY	R44	Schuybroek Aviation	22
OO-HSA	AS355N	Heli Service Belgium	04		OO-STE	AS350B3e	Stephex Stables	2x
PH-VBG	Falcon 2000EX	JetNetherlands	06		16. CS-DVZ	Ce550	Taespejo Portugal	17
04. D-IAWG	Ce425	Aerowest			17. D-CSCB	Ce560XLS+	Silver Cloud Air	
F-GJFE	Beech B200	Aero Sotravia	tst		F-HFRF	Beech B200	Aero Sotravia	tdy 25
05. CS-DVZ	Ce550	Taespejo Portugal			G-OXFB	PA-34-220T	CAE Oxford	dep
OO-PCJ	PC-12/47E	EAPC			G-OXFC	PA-34-220T	CAE Oxford	arr f/v
06. D-CSEB	Ce560XLS+	Adolf Wurth	08		G-OXFF	PA-34-220T	CAE Oxford	arr f/v
D-IOHL	Ce525A	Excellent Air	07		N63DR	Kodiak 100	E. Rossillon	
M-IFFY	Ce510	Xead	07		OO-CCJ	Ce525	Air Service Liège	19
07. D-IOHL	Ce525A	Excellent Air	09		OY-MNS	P68C	Bio Flight	18
F-HLRZ	EMB500	GIE Mustang	f/v		18. F-HFRF	Beech B200	Aero Sotravia	tst
OO-HSA	AS355N	Heli Service Belgium			F-HJLP	EMB550	Luxwing	
OY-MNS	P68C	Bio Flight	tdy 09		19. CH01	C-130H	20sq	
08. ST18	SF260M+	CC Air			ST46	SF260D	CC Air	
ST46	SF260D	CC Air			ST48	SF260D	CC Air	
F-HPDG	DA62	Palodim			F-HFTV	Beech 200	Aero Sotravia	tdy 25
HB-FXM	PC-12/45	Pilatus Flugzeugwerke			OO-MBP	PC-24	EAPC	
N939PA	PA-46R-350T	SCH Aviation	f/v		20. H35	A109BA	1w	
OY-MNS	P68C	Bio Flight	tst		ST40	SF260D	CC Air	
09. H29	A109BA	1w			ST42	SF260D	CC Air	
H38	A109BA	1w			F-HFRF	Beech B200	Aero Sotravia	tst
ST40	SF260D	CC Air			F-HFTV	Beech 200	Aero Sotravia	tst
ST43	SF260D	CC Air			HB-GLA	Beech B200	Swiss Flight Services	21
HB-FXM	PC-12/45	Pilatus Flugzeugwerke			M-INES	A109SP	GFG Group	f/v 21
N63DR	Kodiak 100	E. Rossillon	11		OO-MBP	PC-24	EAPC	
OO-PCK	PC-12/47E	EAPC			PH-LGD	EMB550	ASL	f/v
PH-MFA	DA42NG	KLM Flight Academy			21. H35	A109BA	1w	
PH-TXA	Ce510	ASL	10		RN07	NH90-TTH	1w	
10. CS-PHA	EMB505	NetJets Europe			ST46	SF260D	CC Air	
G-REXA	Beech B200GT	RVL Aviation			ST47	SF260D	CC Air	
OO-IDE	Ce525	Air Service Liège	23		D-IOHL	Ce525A	Excellent Air	22
					F-HFRF	Beech B200	Aero Sotravia	tst
					F-HFTV	Beech 200	Aero Sotravia	tst
					HB-FOZ	PC-12/45	Swiss Flight Services	22





Airbus A330 CS-TUD was delivered to TAP Air Portugal in January 2019. Around February 2021 additional titles have been added to its fuselage on the left side only. (Brussels, 4 April 2021, Paul Sanders)

08.10-0223	C-17A	437th AW	RCH351	18.CS-GLA	Global 6000	NetJets Europe	19 NJE977D/273A
CS-LTN	Ce680A	NetJets Europe	NJE719G/29P	D-CHRA	Ce525C	E-Aviation	
PH-DWA	ERJ145LR	Air Charters Europe	10 JNL2401/0393	LX-FLG	PC-12/47E	Jetfly Aviation	21
YU-TBA	Ce560XLS+	Swisslion		LX-PCF	PC-24	Jetfly Aviation	19
09.166377	C-37B	VR-1	10 VV377	M-OJOM	G550	Jet Aviation Business Jets	19
9H-JAI	A340-313X	SpiceXpress	10 SEJ7851/2	OH-JFC	PC-12/47E	Fly 7 Executive Aviation	f/v
9H-WFC	ERJ135BJ	Air X Charter	AXY102/910	P4-PIF	Global XRS	Arab Wings	20
D-CDSO	Ce550 Bravo	Heli-Flight	10	PR-ANX	A330-941	Azul Linhas Aéreas	19 AZU9995/6
EI-GED	CRJ900	CityJet (a/w)	BCY9364/355P	19.A56-001	Falcon 7X	34sq	21
F-HVYC	Ce560XLS+	Lyreco		C-215	CL-604	Esk 721	20
LX-NEW	PC-12/47E	Jetfly Aviation		15+02	A319-133X	FBS BMVg	2x
N400J	G650ER	Johnson & Johnson	10	D-CKJM	Ce560XLS+	Air Hamburg	21
N604GF	CL-604	TVPX ARS	arr	LZ-BVE	Lj60XR	Air Volta	
OE-FLG	Ce525	Smartline		N3CP	G650ER	Pfizer	20
OE-FWF	Ce510	GlobeAir	11	OE-FOG	Ce510	GlobeAir	
OE-ITC	G450	Luxaviation Germany	dep	TC-KRM	Global 5000	Fiba Air	
10.CS-PHQ	EMB505	NetJets Europe	11 NJE387A/865W	20.15001	CC-150	437sq	div CFC4143
LN-AGR	Falcon 7X	Sundt Air		08-8198	C-17A	437th AW	RCH350
N156QS	Global 6000	NetJets	11	9H-FRM	Falcon 100	Harmony Jets	
N600J	G550	Johnson & Johnson	11	D-CSEB	Ce560XLS+	Adolf Wurth	22
11.9H-VCO	CL-350	VistaJet Malta	12 VJT449	F-HECD	Falcon 7X	Luxaviation France	
CS-LTH	Ce680A	NetJets Europe	13 NJE655C/683U	JA826J	B787-8	JAL	21 JAL6715/6
JA784A	B777-381ER	ANA	ANA237/8	LZ-BVE	Lj60XR	Air Volta	
M-GSIR	Falcon 900DX	Aeromanagement	13 GZR614	N415MC	B747-47UF	Atlas Air	21 GTI8158
OH-WIC	CL-604	Jetflite	arr	PR-ANZ	A330-941	Azul Linhas Aéreas	21 AZU9997/8
P4-AND	Ce750	Baden Aircraft Operations		21.MM62169	P180E (ACTR-1)	28° Gruppo Sqd AVES	IEI2802
P4-LTI	A319-115X	Liza Transport Int'l	14 GJW55TI	F-GPNJ	Falcon 900EX	Luxaviation France	
PR-ANX	A330-941	Azul Linhas Aéreas	12 AZU9997/8	F-HECD	Falcon 7X	Luxaviation France	
12.166377	C-37B	VR-1	13 VV377	F-HNAV	Beech 250	DGAC	tdy 25 Calibra/NAK97
D-CMXM	EMB505	Air Hamburg		22.027	C295M	8.BLTr (13.el)	
F-HPUR	BAe125-800XP	Valljet		D-CXLS	Ce560XLS+	Air Hamburg	
OE-FDT	Ce510	GlobeAir	14	OE-FFB	Ce510	GlobeAir	
13.15+01	A319-133X	FBS BMVg		OE-GKW	G100	Tyrol Air Ambulance	23
08-8198	C-17A	437th AW	RCH350	23.606	Falcon 7X	MH 59. Sz.D. REB.	arr
98-0002	C-32A	1st AS	16 SAM212	MM62169	P180E (ACTR-1)	28° Gruppo Sqd AVES	IEI2802
CS-LTF	Ce680A	NetJets Europe	15 NJE720Q/134B	T-785	Falcon 900EX	LTDB	
PR-ANZ	A330-941	Azul Linhas Aéreas	14 AZU9997/8	CS-DXP	Ce560XLS	NetJets Europe	24 NJE605G/150D
YU-PNK	Ce560XLS+	Air Pink		CS-TQP	A330-202	Hi Fly	24 HFM7925/6
14.103/XI	TBM-700A	ET00.060		D-AALR	B777-F	AeroLogic (DHL c/s)	f/v BOX395
147/XS	TBM-700A	ET00.060		D-INKY	P180	AirGo	25 2x
15+01	A319-133X	FBS BMVg	2x	F-HGPE	EMB505	Pan Européenne A/S	
MM62174	A319-115X	306° Gruppo	IAM3135	N5CP	G650ER	Pfizer	
ZE700	BAe146 CC2	32(TR)sq		N6CP	G650ER	Pfizer	dep
09-9207	C-17A	437th AW	15 RCH867	N703CK	B747-412(F)	Pacific Air Cargo	CKS335
73-1677	E-4B	1st ACCS	15 Titan25	PR-JJR	Falcon 2000LX	Rio Bonita Comunicação	25
D-CQAJ	Lj35A	Quick Air		TC-SAB	CL-605	TAHE	24
HB-ALL	ATR72-202(F)	Zimex Aviation	15 IMX601F/601	24.ET-ATQ	A350-941	Ethiopian Airlines	ETH3710/404
LX-JFD	PC-12/47E	Jetfly Aviation		F-HPUR	BAe125-800XP	Valljet	
SP-ATT	Beech 400XP	Smart Jet	arr	LX-PCB	PC-24	Jetfly Aviation	25
TC-GAP	G450	Government of Turkey		25.9H-JPC	ERJ135BJ	Air X Charter	26 AXY2507/605
15.7T-VJJ	B737-8D6(F)	Air Algérie	DAH2200/1	ET-ATQ	A350-941	Ethiopian Airlines	ETH3722/404
16.CS-TQP	A330-202	Hi Fly	17 HFM7925/6	F-GPNJ	Falcon 900EX	Luxaviation France	
D-ATYI	B737-8K5	TUIfly (a/w)	dep TUI815	G-VRNB	A350-1041	Virgin Atlantic	VIR593
OY-JJN	Ce501	Sun Air of Scandinavia	SUS711/2	LX-FLG	PC-12/47E	Jetfly Aviation	26
17.08-8190	C-17A	437th AW	19 RCH277	OK-PTT	PC-12/47NGX	Air Bohemia	
7T-VJJ	B737-8D6(F)	Air Algérie	DAH2200/1	OO-MMT	Ce560XLS	Air Service Liège	arr
OO-CGM	A330-243F	CMA CGM Air Cargo	30	PR-ANW	A330-941	Azul Linhas Aéreas	26 AZU9997/8

YU-SRB	ERJ135BJ	Government of Serbia	26
26.607	Falcon 7X	MH 59. Sz.D. REB.	
84-0083	C-21A	76th AS	Falcon23
F-HGIM	Ce680A	Airailles	27 EOL410/20
JA789A	B777-381ER	ANA (Star Wars c/s)	f/v ANA237/8
LZ-BVE	Lj60XR	Air Volta	
OE-GSX	Ce525C	International Jet Management	
SP-OOK	Beech 400XP	Smart Jet	
27.D-IGWT	Ce525A	Sylt Air	
D-IPVD	Ce525A	Transavia Flug	
F-HASJ	Ce680A	Astonjet	
HB-FPC	PC-12/45	Molair	
N104QS	Global 5000	NetJets	30
N141QS	Global 6000	NetJets	29
OE-FAT	Ce510	GlobeAir	
OM-BYA	A319-115X	Government of Slovakia	SSG4
OM-BYK	A319-115X	Government of Slovakia	SSG2
PR-ANZ	A330-941	Azul Linhas Aéreas	28 AZU9997/8
28.CS-LTF	Ce680A	NetJets Europe	NJE787H/219L
D-IPVD	Ce525A	Transavia Flug	
F-GPNJ	Falcon 900EX	Luxaviation France	
N415MC	B747-47UF	Atlas Air	GTI8158
29.CS-LTJ	Ce680A	NetJets Europe	NJE930F/813B
CS-LTJ	Ce680A	NetJets Europe	30 NJE581D/957B
D-CPMU	Lj60	FAI Rent-A-Jet	03
I-WLFX	Falcon 2000	Aliserio	
PR-ANX	A330-941	Azul Linhas Aéreas	29 AZU9995/6
SE-RFX	B737-8K5	TUI Nordic	05 BLX342P/3P
SE-RNA	B737-8	TUI Nordic	arr BLX526P
30.9H-VCG	CL-350	VistaJet Malta	2x VJT480
B-2473	B747-41BF	China Southern Airlines	LHA4225/6
CS-TQP	A330-202	Hi Fly	01 HFM7925/6
N772CK	B777-F1H	Kalitta Air	CKS335
OM-ZUB	Beech 400A	JetBee Czech	01 TTJ317A/B
SP-KPC	Saab 340A(QC)	SprintAir	
XA-CHG	G550	Operaciones Aviacion	arr

On the 7th the third Airbus for CMA arrived from Amman in basic Qatar colours. This aircraft also continued to Dublin for painting. The Airbus returned from Dublin on the 17th after painting and continued its delivery flight to Liège on the 30th. The TAP Air Portugal Airbus on the 4th carries special 'up for another 75 years' decals. Those titles are on the left side only. The Hi Fly Airbus on the 9th was white with red SpiceXpress titles. On the 16th a former TUIfly Boeing 737 departed to Ciudad Real International Airport. The Canadian Polaris on the 20th diverted to Brussels on its way to Eindhoven. The aircraft continued to Eindhoven later that day. Japan Air lines operated the first of several cargo flights to Brussels on the 20th. Two TUI Nordic aircraft arrived for maintenance on the 29th but only one returned to Scandinavia. The second one will be transferred to TUI UK. On the 30th Zhongyuan Longhao Airlines commenced a Zhengzhou-Brussels service with a Boeing 747-400F wet leased from China Southern Airlines.

Credits: Luchtzak forum, Scramble forum, planespotters@



Toon Cox photographed Piper PA-30-160 N68GP on 9 April 2021 while visiting Genk-Zwartberg for maintenance.

BRU Facebook group.

## Kleine Brogel

			April 2021
02.FA92	F-16AM	2w	06
FA132	F-16AM	2w	dep
ST48	SF260D	CC Air (grey c/s)	*
L-13	PC-7	131EMVOsq	*
06.PH-LAB	Ce550	NLR - TU Delft	
09.FA84	F-16AM	2w	*
FA94	F-16AM	2w	*
H21	A109BA	17sq	*
ST25	SF260M+	CC Air (yellow c/s)	*
ST40	SF260D	CC Air (grey c/s)	*
12.FB14	F-16BM	2w	*
14.FA97	F-16AM	2w	dep
16.L-12	PC-7	131EMVOsq	*
19.ST26	SF260M+	CC Air (yellow c/s)	*
ST46	SF260D	CC Air (grey c/s)	*
ST48	SF260D	CC Air (grey c/s)	*
20.CH12	C-130H	20sq	*
H35	A109BA	17sq	*
ST40	SF260D	CC Air (grey c/s)	*
ST42	SF260D	CC Air (grey c/s)	*
21.H24	A109BA	17sq	*
ST46	SF260D	CC Air (grey c/s)	*
22.FA57	F-16AM	2w	*
23.CH13	C-130H	20sq	*
H38	A109BA	17sq	*
27.08-8195	C-17A	62nd AW	28
29.FA91	F-16AM	2w	*
FA130	F-16AM	2w	*
H35	A109BA	17sq	*
ST42	SF260D	CC Air (grey c/s)	*
ST46	SF260D	CC Air (grey c/s)	*
S-456	AS532U2	300sq	*
30.ST35	SF260M+	CC Air (Red Devils c/s)	*
ST42	SF260D	CC Air (grey c/s)	*

Despite the pandemic Kleine Brogel traffic from April 2021 shows signs of improvement. Interaction between 2 and 10 Wing F-16s, Cessna PH-LAB on a calibration flight and two Woensdrecht based PC-7 trainers on a training visit, one 300sq Cougar doing the same thing and the regular 62nd AW C-17A visit with an overnight stay.

Credits: Rick Brebels, Toon Cox, Edwin Huskens, Stephan Lodewijks.

## Koksijde

			April 2021
01.FA94	F-16AM	2w	*
FA106	F-16AM	10w	*
FB23	F-16BM	10w/OCU	*
H21	A109BA	17sq	*
ST22	SF260M+	CC Air (Red Devils c/s)	*
ST40	SF260D	CC Air (grey c/s)	*
ST48	SF260D	CC Air	*



VistaJet Malta took delivery of this Global 7500 on 1 April 2021. 9H-VIC was caught on camera by Maarten Dols on 25 April 2021 when it arrived at Liège.

02.ST40	SF260D	CC Air (grey c/s)	2x *	D-CTWO	Lj35A	Air Alliance	
ST48	SF260D	CC Air (grey c/s)	3x *	G-CLBA	B747-428ERF	CargoLogicAir	CLU5294/8
06.FB15	F-16BM	10w/OCU	*	07.EI-IMC	A319-112	Alitalia	09 AZA9912/9012
07.CH11	C-130H	20sq	8x *	08.EI-GOT	A330-323E	I Fly (a/w)	RSY9546/5
ST43	SF260D	CC Air (grey c/s, spec mks)	*	YL-RAG	Saab 340A(F)	RAF-Avia	09
PH-LAB	Ce550	NLR		09.F-GZTI	B737-408(F)	ASL Airlines France	12 FPO45F/6F
08.ST04	SF260M+	CC Air (yellow c/s)	2x *	F-HCPE	P180	Oyonnair	
ST26	SF260M+	CC Air (yellow c/s)	*	10.EI-GPJ	A330-323E	I Fly (a/w)	11 RSY9546/7631
ST46	SF260M	CC Air (grey c/s)	2x *	12.EI-GPJ	A330-323E	I Fly (a/w)	RSY7632/1
09.CH11	C-130H	20sq (D-Day mks)	4x *	G-CLBA	B747-428ERF	CargoLogicAir	CLU5294/8
H38	A109BA	17sq	*	13.EI-GOT	A330-323E	I Fly (a/w)	RSY7632/9545
ST42	SF260D	CC Air (grey c/s, spec mks)	*	15.EI-GPJ	A330-323E	I Fly (a/w)	RSY9546/5
12.ST48	SF260D	CC Air (grey c/s)	*	OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	
13.RN06	NH90-TTH	18sq	*	16.EI-GPJ	A330-323E	I Fly (a/w)	17 RSY9546/7631
10-20311	UH-60M	1-214th AVN	*	18.D-FORH	PC-12/47E	Air Independence	20
15-20741	UH-60M	1-214th AVN	*	EI-GPJ	A330-323E	I Fly (a/w)	RSY7632/1
15-20754	UH-60M	1-214th AVN	*	19.C-GLXC	Falcon 7X	Galaxy Airways	25
14.FB15	F-16BM	10w/OCU	*	20.EI-GPJ	A330-323E	I Fly (a/w)	RSY7632/9545
16.10-20311	UH-60M	1-214th AVN	*	EI-GVH	A330-243	I Fly (a/w)	f/v 21 RSY8546/7610
15-20741	UH-60M	1-214th AVN	*	N756CA	B747-412(F)	National Airlines	div NCR893
15-20754	UH-60M	1-214th AVN	*	OE-GJP	Ce525B	Jet Pool Network	
21.ST41	SF260D	CC Air (grey c/s)	*	OE-GRA	Ce525B	Alpha Air Charter	
ST42	SF260D	CC Air (grey c/s, spec mks)	*	21.CS-CHC	CL-350	NetJets Europe	NJE7UH/05A
22.FA94	F-16AM	2w	*	F-HNAV	Beech 250	DGAC	NAK97/Calibra
FB22	F-16BM	2w	*	22.A7-BAX	B777-3DZER	Qatar Airways	QTR8844/5
ST42	SF260D	CC Air (grey c/s, spec mks)	*	EI-GPJ	A330-323E	I Fly (a/w)	RSY9546/5
27.FA134	F-16AM	10w	*	23.9H-VJZ	Global 6000	VistaJet Malta	24 VJT981
ST46	SF260D	CC Air (grey c/s)	2x *	HB-JWB	CL-650	Swiss Air Ambulance	SAZ63/4
G11	MD902	Federal Police	2x	24.EI-GPJ	A330-323E	I Fly (a/w)	RSY9546/7631
28.ST42	SF260D	CC Air (grey c/s, spec mks)	2x *	25.9H-VIC	Global 7500	VistaJet Malta	f/v 27 VJT749
ST43	SF260D	CC Air (grey c/s, spec mks)	*	D-CDCM	Ce560XLS+	Air Hamburg	26 AHO389Q/25F
29.276	AW139	301sq	<u>IRL276</u>	EI-GPJ	A330-323E	I Fly (a/w)	RSY7632/1
30.FA68	F-16AM	2w	2x *	G-CLAA	B747-446F	CargoLogicAir	CLU5294/8
FA94	F-16AM	2w	2x *	26.258	Lj45	102sq	IRL258
ST46	SF260D	CC Air (grey c/s)		HB-VET	Ce525A	MX Management	
				T7-AIRX	Beech 250	airAX Air Services	f/v
				27.CS-DXJ	Ce560XLS	EJME (Portugal)	29 JME513J
				CS-HAK	AW139	AKDN Logistique Association	dep
				EI-GPJ	A330-323E	I Fly (a/w)	RSY7632/9545
				28.EI-GVH	A330-243	I Fly (a/w)	RSY8546/7610
				29.276	AW139	301sq	arr IRL276
				283	PC-12/47E	104sq	IRL283
				9H-VIC	Global 7500	VistaJet Malta	02 VJT749
				EI-GPJ	A330-323E	I Fly (a/w)	RSY9546/5
				UR-CNN	An-12B	Cavok Air	arr
				30.HB-VPO	EMB505	Enjoy Air	01 SPG165
				OK-BMM	Beech 400A	Alpha Aviation	
				OO-CGM	A330-243F	CMA CGM	del 01 - /ABB321P

The C-130H from 20sq/15 wing visited a number of times on the 9th for training purposes. Three Blackhawks from Wiesbaden made an overshoot, while heading for Mildenhall and they returned in opposite direction on 16 April while heading for Chievres. The Belgian Police MD902 on the 27th performed two local training flights with an refuel stop in between. The Irish Air Corps AW139 refuelled at Koksijde while heading for the Augusta facility at Liegé.

Credits: Wim Houquet, Mike Derijcke, Christopher Noens, Niels De Ruyck, Kenny Plaetevoet, Davy Lucidarme.

## Liège

April 2021			
01.RN01	NH90-NFH	40sq	arr
D-AIRG	ERJ135BJ	Air Hamburg	AHO674A
D-CELI	Ce550 Bravo	Euro Link	
D-CLIF	EMB505	Spree Flug	
YU-SVJ	Ce560XLS+	Prince Aviation	dep PNC1J
04.UR-CKM	An-12BP	Cavok Air	arr
05.D-AERO	ERJ135BJ	Air Hamburg	06 AHO674A/89A

I Fly was an almost daily visitor again this month with their latest fleet addition visiting on the 20th for the first time. Also on the 20th a diverting National Airlines Boeing 747 initially destined to stop for fuel at Munich. The third CMA CGM Air Cargo Airbus arrived at Liège on the 30th and operated its first service the next day to Al Maktoum via Charles de Gaulle.

Credits: Luchtzak.be forum, flymst.nl forum, flightaware.

## Ostend-Bruges

April 2021			
01. A7-BFQ	B777-FDZ	Qatar Airways Cargo	dep QTR8186
PH-CUA	Saab 340B	JetNetherlands	JNL1349/2349
SE-RVZ	Ce525 (M2)	EFS	EUW9857
TC-MCD	A300B4-605R(F)	MNG Airlines	MNG311/312
02. A7-BAP	B777-3DZ(ER)	Qatar Airways	QTR8851
03. D-HNHE	EC155B1	Northern Helicopter	arr
04. A7-BFX	B777-FDZ	Qatar Airways Cargo	f/v QTR8184
05. A7-BAC	B777-3DZ(ER)	Qatar Airways	QTR447G/8860
06. PH-ONE	PC-12/47E	M. Boers	07
06. UR-82008	An-124-100M	Antonov Des. Bureau	ADB5685
07. N-164	NH90-NFH	860sq	
A7-BFU	B777-FDZ	Qatar Airways Cargo	QTR8146
D-ITTT	CeF406	Air-Taxi Europe	09 TWG255/155G
EC-GPS	SA227AC	Flightline	08 FTL832/841
ES-NSA	Saab 340B(F)	NyxAir	09 NYX360C/360D
F-HIJD	Ce525A+	Ixair	IXR207D
HB-ALL	ATR72-202(F)	Zimex Aviation	09 IMX601/601F
PH-ONE	PC-12/47E	M. Boers	
08. OO-PCK	PC-12/47E	EAPC	
SE-RVZ	Ce525 (M2)	EFS	EUW9857
09. A7-BAL	B777-3DZ(ER)	Qatar Airways	QTR8851
EC-GJM	SA227AC	Flightline	12 FTL952/911
EW-259TG	An-26B	Genex	19 GNX5351
PH-EUA	AW139	CHC Helic. Netherl.	2x HNL88A
10. 8T-CB	C-130K	LuTSta	ASF01
UR-82008	An-124-100M	Antonov ADes. Bureau	ADB5686
11. A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8184
PH-NNX	Ce750	JetNetherlands	15
12. 14+05	Global 6000	FBS BMVg	GAF677
13. FB15	F-16BM	10w	*
LX-PPF	Ce525B	Flying Group Luxemb.	13 FYL70F/1F
LX-JFD	PC-12/47E	Jetfly Aviation	JFA05J/72X
OO-STR	AS350B3	Dyls Construct	
PH-EUK	AW139	CHC Helic. Netherl.	
UR-EMB	ERJ190STD	Ukraine International	14 AUI3197/8
14. A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8146
EC-GPS	SA227AC	Flightline	15 FTL832/841
LX-PPF	Ce525B	Flying Group Luxemb.	FYL72F/3F
OO-ESA	Ce404	Eurosense Belfotop	
15. HA-TAB	Saab 340A(F)	Fleet Air International	FRF101/100
HA-TVJ	Saab 340A	Fleet Air International	FRF402
TC-MCG	A300B4-622R(F)	MNG Airlines	MNG311/312
16. A7-BAL	B777-3DZ(ER)	Qatar Airways	QTR8893/283R
A7-BAP	B777-3DZ(ER)	Qatar Airways	QTR8851
HA-KAO	ATR72-202(F)	Fleet Air International	17 FRF901/902
OO-KIN	Ce680	Flying Group	FYG16N/17N
UR-EME	ERJ190STD	Ukraine International	AUI3280/3176
17. HA-TAB	Saab 340A(F)	Fleet Air International	19 FRF101/100
18. A7-BFA	B777-FDZ	Qatar Airways Cargo	QTR8184

PH-DWA	ERJ145LR	JetNetherlands	19 JNL0318/1219
19. 099/YP	EMB121AA	EAT00.319	FNJ5026
A7-BAB	B777-3DZ(ER)	Qatar Airways	20 QTR8893/283R
G-CISK	ERJ145LU	Eastern Airways	EZE736P/9620
G-CISK	ERJ145LU	Eastern Airways	EZE9621/621P
G-MFAB	PA-46-500TP	Andrew Breakwell	
HA-TAD	Saab 340A(F)	Fleet Air International	20 FRF201/200
LX-JFD	PC-12/47E	Jetfly Aviation	JFA73Y/74D
N500RW	TBM-850	Flying Group	arr
PH-DWA	ERJ145LR	JetNetherlands	24 JNL2219/0785
RA-89135	RRJ-95B	Severstal	SSF9935/6
20. CH12	C-130H	20sq	
PH-NNX	Ce750	JetNetherlands	22
21. A7-BFM	B777-FDZ	Qatar Airways Cargo	QTR8146
UR-KDM	An12BK	Cavok Air	CVK7049/7050
22. A7-BAL	B777-3DZ(ER)	Qatar Airways	23 QTR8893/283R
OO-EYE	RC690B	Reni Aviation	*
UR-CQE	An-26B	Vulkan Air	28 VKA140/106
23. CH05	C-130H	20sq	*BAF680
A7-BAP	B777-3DZ(ER)	Qatar Airways	QTR8851
D-HNHX	H145	NHV	arr NHX4A
OO-KIN	Ce680	Flying Group	FYG31N/32N
25. A7-BFM	B777-FDZ	Qatar Airways Cargo	QTR8184
PH-NNX	Ce750	JetNetherlands	26
26. A7-BAB	B777-3DZ(ER)	Qatar Airways	27 QTR8893/283R
N59KG	CL-300	Kraus Gentle Corp.	
PH-NNX	Ce750	JetNetherlands	29
27. 090/ZF	EMB121AN	<u>EAT00.319</u>	FNJ5029
D-IATE	CeF406	Air-Taxi Europe	TWG121/221
28. A7-BFP	B777-FDZ	Qatar Airways Cargo	QTR8146
OO-MMT	Ce560XL	Air Service Liège	29
29. A7-BAL	B777-3DZ(ER)	Qatar Airways	30 QTR8893/283R
OO-MMT	Ce560XL	Air Service Liège	30
TC-MCC	A300B4-622R(F)	MNG Airlines	MNB311/312
30. A7-BAN	B777-3DZ(ER)	Qatar Airways	QTR8851
PH-CUA	Saab 340B	JetNetherlands	JNL1538/2538
RA-89117	RRJ-95B	Severstal	01 SSF9939/40
UR-CQD	An-26B	Vulkan Air	VKA151

### EgyptAir Cargo:

SU-GCE 01, 05, 11, 13, 15, 16, 22, 27<sup>2</sup>, 29  
 SU-GCF 03, 08, 09, 20<sup>2</sup>, 23 - 25, 27, 29  
 SU-GCJ 02, 03<sup>2</sup>, 04, 06, 10, 16 - 18, 22

The Dutch NH90 on the 6th refuelled and the Austrian Hercules came to collect some freight. Two French Xingus on training flights the 19th and 27th. The Vulkan Air of 30 April was operating an relief flight towards India. Noteworthy but not listed is the return of TUI Belgium with passenger flights. One dedicated B737 operated a number of flights to Alicante, Tenerife, Gran Canarias and Malaga.

Credits: Replo.be, Nik Deblauwe, Andre Deblauwe.



This EC155B1 arrived on delivery as OO-NSH at Ostend on 12 June 2013. Former 4K-AZ44 was subsequently operated by NHV for over seven years. It was delivered to Northern Helicopter as D-HNHE in August 2020 but it is not clear if it ever entered service. D-HNHE was transported by road from Ostend to Lelystad late April 2021 for repaint into Air Greenland colours. (Ostend, 3 April 2021, Nik Deblauwe)

# Paramaribo-Zanderij 2021 Part 1



The 99th Airlift Squadron is based at Andrews Air Force Base, Maryland. They mostly provide executive airlift. In this case the Admiral of the US Southern Command was flown to Surinam with C-37B 11-0550 for a quick work visit. (Paramaribo, 13 January 2021, Andrew Muller)

## Johan Adolf Pengel (Paramaribo, Surinam)

		January 2021	
04. N822SY	B737-8BK	Sun Country Airlines	05 SCX8651/2
05. PZ-TBS	Ce208B	Gum Air	
08. OB-2059-P	DC-8-73F	Skybus Cargo Charter	
09. PR-CSC	Beech 58	Porto Seg. Incorp. E Empr. Imob.	
12. HI1045	Ce525B	Helidosa	
	PZ-TBS	Ce208B	
13. 11-0550	C-37B	99th AS	SAM448
15. OB-2059-P	DC-8-73F	Skybus Cargo Charter	HVY8530
16. HI1058	CRJ200ER	ACSA	CEY450/1
	PZ-TBN	DHC-6-310	Gum Air
18. PZ-HGA	R44	Gum Air	
21. C-FFCD	Global 5000	Execaire	
24. EC-NCK	A330-243	Wamos Air	25 PLM306/7
26. PZ-TBH	Ce208B	Gum Air	
29. N820SY	B737-8FH	Sun Country Airlines	SCX8661/2
	OB-2059-P	DC-8-73F	Skybus Cargo Charter
30. PZ-TBN	DHC-6-310	Gum Air	HVY8531

### Northern Air Cargo:

N379CX 05, 12, 19, 26

### Stratair:

N351CM 06, 13, 19, 27

### Roraima Airways:

8R-GRB: 05, 07, 12, 21, 26, 27, 28

8R-GRC: 14, 19

A new year and still a DC-8 can be noted in operation. Furthermore a military VIP visit on the 13th. The Wamos on the 24th was a charter to the Canary Islands for an oil company.

		February 2021	
02. G-POWH	B757-256	Titan Airways	f/v 03
04. N811TJ	B737-306(F)	iAero Airways	
05. OB-2059-P	DC-8-73F	Skybus Cargo Charter	
06. PZ-TBS	Ce208B	Gum Air	
10. OO-ABB	A340-313E	Air Belgium	14 SLM993/4
11. RSS-A1	C-26A	RSS Air Wing	

12. OB-2059-P	DC-8-73F	Skybus Cargo Charter	
13. PZ-TBN	DHC-6-310	Gum Air	
14. EC-NBN	A330-243	Wamos Air	16 PLM306/7
17. OO-ABB	A340-313E	Air Belgium	21 SLM993/4
18. C-GSTG	Falcon 7X	Execaire	
19. HI1045	Ce525B	Helidosa	
	N821SY	B737-8FH	Sun Country Airlines
24. OO-ABA	A340-313E	Air Belgium	28 SLM993/4
	PZ-HRA	R44	Pegasus
25. UR-82008	An-124-100	Antonov Des. Bureau	ADB3707
26. C-GCFZ	Beech C90	Terraquest	arr tdy
	OB-2059-P	DC-8-73F	Skybus Cargo Charter
27. PZ-TBN	DHC-6-310	Gum Air	
	PZ-TBS	Ce208B	Gum Air

### Northern Air Cargo:

N379CX 16, 23

### Stratair:

N351CM 02, 03, 09, 17, 23

### Roraima Airways:

8R-GRB 02

8R-GRC 04, 09, 11, 16, 18, 23, 25

As the SLM B777 was returned to Boeing, Air Belgium could be seen again for SLM on the route to Amsterdam. Twice monthly a charter for the oil and gas industry will visit. This month Titan and Wamos were the lucky ones but also Sun Country and the Canadian Falcon are related to this. Highlight was the RSS Metroliner on the 11th. It stayed for just an hour on a return flight from Bridgetown. The Regional Security System (RSS) is an international agreement for the defence and security of the eastern Caribbean region. The big bird on the 25th was a fuel stopper. The Terraquest Beech is a yearly visitor and will stay for a while for geological surveying.

March 2021

01. RSS-A1	C-26A	RSS Air Wing	
	Beech C90	Terraquest	tdy
	EC-NCK	Wamos Air	02 PLM315/6
02. N619PR	PA-31-350	Pegasus	
03. N578CJ	Ce525B	Central Charter De Colombia	



This former China Southern Airbus A330 is part of the Wamos fleet since March 2019. EC-NBN operated an oil and gas charter instead of Titan Airways due to the COVID restrictions in the UK. (Paramaribo, 16 February 2021, Andrew Muller)



Over 29 years old but still going strong this World Atlantic Airlines MD-83. N801WA operated a charter from Haiti to Puerto Rico. (Paramaribo, 31 March 2021, Sherween Nannan)

OO-ABB	A340-313E	Air Belgium	07 SLM993/4	27.PZ-TBN	DHC-6-310	Gum Air	
05.N578CJ	Ce525B	Central Charter De Colombia		PZ-TBT	Ce208B	Gum Air	
UR-82029	An-124-100	Antonov Design Bureau	07	31.N801WA	MD-83	World Atlantic Airlines	WAL9300
07.N619PR	PA-31-350	Pegasus	08	OO-ABA	A340-313E	Air Belgium	SLM993/4
08.PZ-HDF	R44	Pegasus		<u>Amerijet:</u>			
10.OO-ABA	A340-313E	Air Belgium	14 SLM993/4	N351CM 07			
PZ-HCK	BK177	United Aviation Services		<u>Northern Air Cargo:</u>			
12.N820SY	B737-8FH	Sun Country Airlines	SCX8651/2	N321CM: 30 (a/w)			
OB-2059-P	DC-8-73F	Skybus Cargo Charter		N379CM 02, 09, 16			
13.D-ATWO	CL-604	Air Alliance	14 AYY161	<u>Stratair:</u>			
PZ-TBN	DHC-6-310	Gum Air		N351CM 03, 10, 17, 23, 24, 31			
15.EC-NBN	A330-243	Wamos Air	17	<u>Roraima Airways:</u>			
17.97-0047	C-17A	437th AW		8R-GRB 09, 11, 18, 30			
OO-ABB	A340-313E	Air Belgium	21 SLM993/4	8R-GRC 02, 04, 16, 23, 25			
18.C-FWRR	CRJ100ER	Pivot Airlines	19 GGN1068/9	Left out were Surinam Airways (B737, B777), KLM (B777 and B787) and the Fly Allways Fokker 70s.			
20.PZ-TBS	Ce208B	Gum Air		The Wamos aircraft were oil and gas charters. Military visitors on the 1st and 17th. The German Challenger was an ambulance flight from and to Sal.			
21.OB-2059-P	DC-8-73F	Skybus Cargo Charter		<u>Credits:</u> Danny de Kiewit, Andrew Muller, Aviation Lovers Suriname (FB).			
22.N48GL	G-IV	Phoenix Air Group					
23.C-GDPG	Global 5000	Exeaire					
N820SY	B737-8FH	Sun Country Airlines	24 SCX8651/2				
24.OO-ABB	A340-313E	Air Belgium	28 SLM993/4				
26.OB-2059-P	DC-8-73F	Skybus Cargo Charter					

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# Military Movements Elsewhere



The Alaska ANG has emphasized the characteristics of the territory it guards, as shown by KC-135R 62-3571 at Geilenkirchen. Bill de Koning sent us this photo, taken on 26 April 2021, of the tanker adorned with not only the state outline behind the crew entry door, but also a polar bear on the tail and a tailband saying 'Gwicyaa Zhee'. The latter means as much as 'House on the Flats' in the indigenous language, referring to the Yukon Flats. Home base Fairbanks (AK) of the 168th ARS lies actually south of that vast area, on the Chena River, but that is fine with us.

## Germany

### Geilenkirchen

			April 2021
01. F-GZTP	B737-73S	ASL Airlines France	TAY521P
08. D-HLTK	EC155B	Bundespolizei	Pirol 13
	D-HVBI	Bundespolizei	Pirol 140
09. D-HBPF	EC135T2	Polizei	Pirol 6
12. 59-1521/AK	KC-135R	168th ARS (AK ANG)	RCH169
	62-3571/AK	168th ARS (AK ANG)	RCH168
	D-AOLG	Fokker 100	TAY5091/653P
	OO-TNO	B737-49R	TAY502P/5011
13. D-HLTK	EC155B	Bundespolizei	Pirol 13
15. D-HEGE	AS332L1	Bundespolizei	Pirol 24
	D-HEGE	AS332L1	Bundespolizei
	D-HEGE	AS332L1	Bundespolizei
16. D-AOLG	Fokker 100	Avanti Air	TAY5405/633P
	OO-TNO	B737-49R	TAY5012/501P
19. D-HEGH	AS332L	Bundespolizei	Pirol 15
	D-HLTF	EC155B	Bundespolizei
20. FB23	F-16B	10w	BAF511
	D-HEGE	AS332L1	Bundespolizei
22. 50+40	C160D	LTG63	GAF712
	D-HVBP	EC135T2	Polizei
23. D-HSHG	EC120B	Bundespolizei	Pirol 17
26. H38	A109BA	1w	BAF317
27. D-HEGL	AS332L1	Bundespolizei	Pirol 105
28. F-GZTP	B737-73S	ASL France	TAY581P/5015
	F-GZTP	B737-73S	ASL France
29. D-HSHD	EC120B	Bundespolizei	Pirol 28
	OO-TNO	B737-49R	ASL Belgium
	OO-TNO	B737-49R	ASL Belgium
30. 31+34	EF2000	TLG 31	Razor 21
	D-HLTF	EC155B	Bundespolizei

Credits: Rolf Flinzner, Scramble Messageboard

### Ramstein

			April 2021
01. 99-0169	C-17A	437th AW	RCH838
	03-3118	C-17A	183rd AS (MS ANG)
	03-3119	C-17A	183rd AS (MS ANG)
	04-4130	C-17A	305th AMW
	06-6161	C-17A	60th AMW
	10-0223	C-17A	437th AW
	09-72107	UH-72A	JMRC
02. 85-0008	C-5M	436th AW	dep RCH804
	99-0169	C-17A	437th AW
	01-0187	C-17A	62nd AW
	07-7173	C-17A	436th AW

17-46025	KC-46A	97th AMW	RCH554
900530	C-26D	AOD Sigonella	CNV6402
03. Z21121/TS-MTK	C-130J-30	TunAF/11 Sqn	TUN16
85-0007	C-5M	436th AW	dep06 RCH555
01-0192	C-17A	137th AS (NY ANG)	RCH862
02-1108	C-17A	62nd AW	RCH813
03-3118	C-17A	183rd AS (MS ANG)	
06-6158	C-17A	60th AMW	RCH868
04. Z21121/TS-MTK	C-130J-30	TunAF/11 Sqn	TUN17
85-0004	C-5M	436th AW	RCH436
86-0012	C-5M	337th AS (AFRC)	RCH552
95-0107	C-17A	437th AW	RCH900/822
99-0169	C-17A	437th AW	RCH848
04-4130	C-17A	305th AMW	RCH544
05. 01-0189	C-17A	155th AS (TN ANG)	08 RCH661
	01-0192	C-17A	137th AS (NY ANG)
	06-6161	C-17A	60th AMW
	06-6161	C-17A	60th AMW
	07-7187	C-17A	437th AW
	10-0214	C-17A	437th AW
06. 03-3118	C-17A	183rd AS (MS ANG)	08 RCH800
	07-7187	C-17A	437th AW
	04-4130	C-17A	305th AMW
	17-46027	KC-46A	97th AMW
	900528	C-26D	AOD Sigonella
08. 84-0062	C-5M	60th AMW	RCH829
	87-0036	C-5M	436th AW
	01-0187	C-17A	62nd AW
	03-3116	C-17A	183rd AS (MS ANG)
	04-4130	C-17A	305th AMW
	04-4136	C-17A	305th AMW
	01-0015	C-40B	89th AW
	63-8004	KC-135R	117th ARS (KS ANG)
09. 01-0015	C-40B	89th AW	SAM115
	09-5713	MC-130J	352nd SOW
	11-5731	MC-130J	352nd SOW
10. 01-0187	C-17A	62nd AW	28
	01-0192	C-17A	137th AS (NY ANG)
	03-3116	C-17A	183rd AS (MS ANG)
	04-4136	C-17A	305th AMW
	07-7187	C-17A	437th AW
	10-0221	C-17A	437th AW
	09-5713	MC-130J	352nd SOW
	11-5731	MC-130J	352nd SOW
	164762/JW-762	C-130T	VR-62
			CNV6510

11.06-6161	C-17A	60th AMW	13 RCH179/556	04-4136	C-17A	305th AMW	RCH405
07-7188	C-17A	437th AW	Bandage 25	06-6162	C-17A	62nd AW	RCH376
09-9205	C-17A	437th AW	RCH875	09-9206	C-17A	437th AW	RCH858
165834	C-40A	VR-61	CNV4159	10-0214	C-17A	437th AW	RCH785
12.85-0008	C-5M	436th AW		10-0217	C-17A	62nd AW	RCH890
01-0192	C-17A	137th AS (NY ANG)	14 RCH469	169792	C-40A	VR-51	CNV6619
10-0219	C-17A	62nd AW	RCH170	90-26266	UH-60L	A/2-1 Avn	Army 26266
13.147/XS	TBM-700A	ET00.060	CTM3813	17-03178	AH-64E	2-1 Avn	Army 26266
77+04	H-145M	THR30	Rescue 41	09-72105	UH-72A	JMRC	Army 72105
96-0005	C-17A	137th AS (NY ANG)	RCH190	21.85-0004	C-5M	436th AW	RCH425
00-0176	C-17A	155th AS (TN ANG)	RCH144	86-0018	C-5M	337th AS (AFRC)	RCH818
01-0186	C-17A	436th AW	RCH802	95-0103	C-17A	62nd AW	RCH453
03-3116	C-17A	183rd AS (MS ANG)	15 RCH811	00-0177	C-17A	137th AS (NY ANG)	RCH110
06-6161	C-17A	60th AMW	15	01-0189	C-17A	155th AS (TN ANG)	23 RCH268
900530	C-26D	AOD Sigonella	CNV6412	04-4133	C-17A	305th AMW	RCH615
165834	C-40A	VR-61	CNV4159	05-5153/HH	C-17A	15th Wing/535 AS	RCH883
14.00-0176	C-17A	155th AS (TN ANG)	16	06-6161	C-17A	60th AMW	RCH830/447
04-4133	C-17A	305th AMW	RCH555	10-0213	C-17A	437th AW	RCH495
04-4137	C-17A	305th AMW	RCH928	10-0220	C-17A	62nd AW	RCH873
06-6168	C-17A	436th AW	RCH874	63-8004	KC-135R	117th ARS (KS ANG)	23
07-7169	C-17A	436th AW	RCH407	22.97-0041	C-17A	437th AW	RCH813
07-7184	C-17A	437th AW	RCH823	00-0183	C-17A	156th AS (NC ANG)	RCH845
07-7187	C-17A	437th AW	18 RCH154/843	04-4136	C-17A	305th AMW	RCH810/405
15.03-3114	C-17A	183rd AS (MS ANG)	RCH864	07-7183	C-17A	437th AW	RCH435
10-0214	C-17A	437th AW	17 RCH1815	07-7189	C-17A	437th AW	RCH921
16.96-0003	C-17A	62nd AW	RCH503	09-9206	C-17A	437th AW	RCH858
00-0176	C-17A	155th AS (TN ANG)	RCH856	58-0021	KC-135R	132nd ARS (ME ANG)	26
01-0186	C-17A	436th AW	RCH802	08-20164	HH-60M	C/2-1 Avn	Army 20164
04-4133	C-17A	305th AMW	RCH555	23.04-4133	C-17A	305th AMW	RCH615
06-6161	C-17A	60th AMW	21	05-5153/HH	C-17A	15th Wing/535 AS	RCH883
63-8004	KC-135R	117th ARS (KS ANG)	21 Nacho 71	06-6161	C-17A	60th AMW	26
910502	C-26D	AOD Naples	CNV6116	07-7183	C-17A	437th AW	RCH435
17.85-0004	C-5M	436th AW	19	07-7187	C-17A	437th AW	RCH776/319
87-0029	C-5M	60th AMW	RCH467	09-9210	C-17A	62nd AW	RCH638
03-3114	C-17A	183rd AS (MS ANG)	RCH864/701	05-0730	C-40C	73rd AS (AFRC)	Spar 12
97-0400	C-37A	89th AW	SAM199	63-8004	KC-135R	117th ARS (KS ANG)	26
18.86-0018	C-5M	337th AS (AFRC)	RCH818	87-24614	UH-60A+	C/1-214 Avn	Duke 12
03-3114	C-17A	183rd AS (MS ANG)	RCH701/835	24.95-0104	C-17A	155th AS (TN ANG)	RCH434/806
07-7189	C-17A	437th AW	RCH921	07-7181	C-17A	437th AW	RCH175
09-9211	C-17A	62nd AW	RCH645	09-9210	C-17A	62nd AW	RCH638
10-0217	C-17A	62nd AW	20 RCH890	25.87-0043	C-5M	337th AS (AFRC)	RCH404
84-0079	C-21A	375th AW	RCH150	00-0183	C-17A	156th AS (NC ANG)	RCH845/865
19.87-0042	C-5M	60th AMW	22 RCH862	05-5145	C-17A	729th AS (AFRC)	RCH145
97-0041	C-17A	437th AW	RCH813	10-0222	C-17A	437th AW	RCH893
06-6160	C-17A	60th AMW	RCH493	05-0730	C-40C	73rd AS (AFRC)	Spar 12
07-7187	C-17A	437th AW	21 RCH741/776	26.95-0104	C-17A	155th AS (TN ANG)	RCH434
20.95-0103	C-17A	62nd AW	RCH453	96-0003	C-17A	62nd AW	RCH675
03-3114	C-17A	183rd AS (MS ANG)	RCH835 dep 22	01-0192	C-17A	137th AS (NY ANG)	RCH557



During the last week of April 2021, Greek and Turkish diplomats engaged in Geneva in a first round of talks on the possible unification of Cyprus, led by the British. The latter flew in on Bae146 ZE701 while the Greek delegation arrived on ERJ135 145-209. The Turkish delegation was enjoying the most legroom of all, on above A319 TC-IST. (Geneva, 29 April 2021, Rober Erenstein)



08.N702CA	B747-412F	National Airlines	CMB545	14.165736/QB-736	KC-130J	VMGR-352	Raider 22
ZJ132/Q	Merlin HC4	846sq	Commando 24	N356KD	B747-446F	Western Global	WGN0186
09.N702CA	B747-412F	National Airlines	CMB559	15.63-8872	KC-135R	132nd ARS (ME ANG)	RCH101
13.99-0167/AK	C-17A	3rd Wing/517 AS	RCH516	16.07-8614/RS	C-130J-30	86th AW/37th AS	Herky 705
19.07-8614/RS	C-130J-30	86th AW/37th AS	Herky 71	17.900530	C-26D	AOD Sigonella	CNV6417
08-8602/RS	C-130J-30	86th AW/37th AS	Herky 73	01-0191	C-17A	437th AW	RCH803
16-5840/RS	C-130J-30	86th AW/37th AS	Herky 72	18.84-0083	C-21A	86th AW/76th AS	Falcon01
16-5856	C-130J-30	86th AW/37th AS	Herky 74	58-0120	KC-135R	153rd ARS (MS ANG)	Blue 63/83
20.16-5883	C-130J-30	86th AW/37th AS	Herky 74	62-3578	KC-135R	141th ARS (NJ ANG)	Blue 73/85
06-6162	C-17A	62nd AW	RCH523	19.07-8608/RS	C-130J-30	86th AW/37th AS	Herky713
21.06-6161	C-17A	60th AMW	RCH830	20.GZ100	AW109SP	32(TR)sq	NOH21
96-0003	C-17A	62nd AW	RCH675	20.84-0010/LN	F-15C	48th FW/493rd FS	Gator 1
04-4130	C-17A	305th AMW	RCH566	86-0156/LN	F-15C	48th FW/493rd FS	Gator 2
23.16-5856	C-130J-30	86th AW/37th AS	Herky 649	21.02-1109	C-17A	62nd AW	RCH324
24.06-8611/RS	C-130J-30	86th AW/37th AS	Herky 650	04-4133	C-17A	305th AMW	RCH615
27.10-0219	C-17A	62nd AW	RCH377	165159/CW-159	C-130T	VR-54	CNV3421
28.136/ABR	TBM-700B	EAAT	FMY8055	92-0364/LN	F-15E	48th FW/492nd FS	Warman 12
08-8195	C-17A	62nd AW	RCH420	01-2002/LN	F-15E	48th FW/492nd FS	Warman 11
29.06-8611	C-130J-30	86th AW/37th AS	Herky 664	N312AA	B767-223F	ABX Air	ABX2270
165739/QB-739	KC-130J	VMGR-352	Raider 47	22.83-0009/OK	E-3C	552nd ACW	Shuck 80
<u>Credits:</u> Scramble Messageboard, MAR							
RAF Mildenhall							
01.04-4130	C-17A	305th AMW	April 2021	ZM335	Phenom T1	45sq	CWL36
06.59-1498	KC-135R	132nd ARS (ME ANG)	RCH544	ZM336	Phenom T1	45sq	CWL31
169544	P-8A	VP-9	RCH912	23.N499MC	B747-47UF	Atlas Air	GTI8872
N312AA	B767-223F	ABX Air	Rider 09	86-0171/LN	F-15C	48th FW/493rd FS	Reaper 01
07.168207	UC-12W	SPMAGTF-CR-AF	ABX2270	86-0159/LN	F-15C	48th FW/493rd FS	Reaper 02
99-0060	C-17A	62nd AW	Atila 07	86-0154/LN	F-15C	48th FW/493rd FS	Reaper 11
04-4130	C-17A	305th AMW	RCH888	84-0019/LN	F-15C	48th FW/493rd FS	Reaper 12
07-7175	C-17A	436th AW	RCH205	24.N471MC	B747-412F	Atlas Air	GTI8774
08.58-0015	KC-135R	465th ARS (AFRC)	RCH878	26.84-00165	C-12U	E1-214 Avn	Duke 63
58-0102	KC-135R	465th ARS (AFRC)	RCH857	61-0310	KC-135R	126th ARS (WI ANG)	Gold 82
10-0213	C-17A	437th AW	RCH847	86-0159/LN	F-15C	48th FW/493rd FS	Fury 1
10-0223	C-17A	437th AW	RCH819	86-0171/LN	F-15C	48th FW/493rd FS	Fury 2
09.62-3509	KC-135R	465th ARS (AFRC)	RCH351	27.73-1583/DM	EC-130H	55th ECG	Axis 12
63-7985	KC-135R	465th ARS (AFRC)	RCH817	73-1588/DM	EC-130H	55th ECG	Axis 13
99-0060	C-17A	62nd AW	RCH809	85-0031	KC-10A	305th AMW	Clean 61
01-0015	C-40B	89th AW	RCH889/400	10-0219	C-17A	62nd AW	RCH377
164762/JW-762	C-130T	VR-62	SAM115	99-0003	C-32A	89th AW	SAM266
N409MC	B747-47UF	Atlas Air	CNV6508/6510	84-0044/LN	F-15D	48th FW/493rd FS	Akita 3
11.87-0039	C-5M	337th AS (AFRC)	GTI8652	86-0160/LN	F-15C	48th FW/493rd FS	Akita 4
12.04-4130	C-17A	305th AMW	RCH417	N471MC	B747-412F	Atlas Air	GTI8776
166723/YS-02	MV-22B	VMM-162	RCH037	N756CA	B747-412F	National Airlines	CMB141
ZZ174	C-17A	24/99sq	Vortex 23/24	28.99-0169	C-17A	437th AW	RCH445
84-0019/LN	F-15C	48th FW/493rd FS	Comet 53	58-0120	KC-135R	153rd ARS (MS ANG)	Gold72
86-0178/LN	F-15C	48th FW/493rd FS	Pistol 01	ZH101	Sentry AEW1	8sq	NATO32
13.10-20311	UH-60M	A/1-214 Avn	Pistol 02	N649GT	B767-375ER	Atlas Air	GTI8686/8687
15-20741	UH-60M	A/1-214 Avn		N356KD	B747-446F	Western Global	WGN0186
15-20754	UH-60M	A/1-214 Avn		30.159887	EP-3E	VQ-1	PR887
				73-1586/DM	EC-130H	55th ECG	Axis 11
<u>Credits:</u> Scramble Messageboard, MAR							



Royal Canadian Air Force 412sq CC-144D 144619 was captured at Luton on 29 March 2021 by James Ronayne, as the aircraft prepared to depart to CFB Greenwood in Nova Scotia as 'Canforce 3045'. The aircraft had arrived in the early hours of the morning from Seville.



On 6 May Dassault Aviation revealed its new flagship, the Falcon 10X. With a range of 13,900 kilometres, the Falcon 10X connects all major international business destinations nonstop. The aircraft is powered by two Rolls Royce Pearl 10X engines, delivering more than 18,000 pounds of thrust and enabling the aircraft to fly with a speed of Mach 0.925. The passengers can lavish themselves in 3,300 square feet of space that includes a 9'1" cabin width and 6'8" headroom. The Falcon 10X has the largest interior among ultra-long-range jets. Depending on owner preference, the bizjet can be configured with as many as four lounges, including a bedroom with sitting area and private bathroom with full shower. The Falcon 10X will enter service at the end of 2025, and join the popular 6X, 7X and 8X range. (Dassault Aviation)

## Manufacturers News

### Airbus

#### Beluga

On 27 April, the very first produced Beluga, F-GSTA (msn 655), flew its final flight for Airbus Transport International. It flew from Hamburg-Finkenwerder to Toulouse-Blagnac where it arrived at 21:14 local time. Airbus is replacing the five A300-600STs with six A330-700STs, the so-called BelugaXL. This heavily modified A330 is able to carry 30% more payload compared to the A300-600ST, which was first introduced in 1995.

This is actually not the first Beluga retired by Airbus but the third. The first retired A300-600ST was Beluga 2, F-GSTB (msn 751), which has been put into storage at Bordeaux on 6 October 2020. The second that has been phased-out was Beluga 3, F-GSTC (msn 765), which arrived at Bordeaux on 26 March 2021. It is expected that Beluga 1 will join the duo at Bordeaux soon.

#### A330 preighter

Airbus and Lufthansa Technik (LHT) have signed a cooperation agreement to co-develop temporary "Cargo in the Cabin" solutions for A330s. This new Supplemental Type Certificate (STC) solution will enable operators to load cargo into the cabins of their A330-200s and A330-300s. An STC is a document issued by the aviation authorities to grant approval for an alteration of a product by a major change in the type design, where such a change is not great enough to require a new application for a type certificate.

Under the agreement LHT owns the STC and will provide the modification kits for customers, while Airbus' role as the OEM includes providing technical data, engineering validations and operational calculations. The procedure consists of first removing the seats and then installing industry standard "PKC" pallets and nets on the main deck. This configuration takes advantage of the A330s good operational economics and versatile cabin.

This new solution offers a volumetric cargo capacity of around 78m<sup>3</sup> on the main deck of an A330-200 with twelve PKC pallet positions and eighteen nets. Meanwhile, the A330-300s main deck cargo capacity will be around 86m<sup>3</sup> with fifteen PKC pallet positions and nineteen nets.

This STC turns a passenger A330 into a 'preighter', an unofficial name for passenger aircraft that are not converted to freighter, but are operated in a freighter role, with additional cargo on the seats in the passenger cabin or cabins with the passenger seats temporarily removed and cargo on the main deck. The loss of the former "belly cargo capacity" of wide-bodied aircraft during the COVID-19 crisis was partly compensated by the use of these preighter aircraft. It is estimated that roughly 155 aircraft have most if not all of their seats removed in order to transport cargo, since the outbreak of the virus.

#### A321 Precision Converted Freighter

On 28 April 2021 the US Federal Aviation Administration (FAA) issued a Supplemental Type Certificate (STC) to 321 Precision Conversions, a joint venture of Air Transport Services Group and Precision Aircraft Solutions, for its A321-200(P2F) variant.

The first 321 Precision Conversions A321-200P2F aircraft will shortly go into operations with Smartlynx Airlines Malta. The STC for the 321 Precision Conversions A321 exclusively covers aircraft powered by CFM International CFM56 engines. The first A321-200 converted by 321 Precision Conversions, N322WS (msn 891), is owned by Vallair and has been under conversion and certification at Orland-Sanford (FL) since 2017. The aircraft operated its last proving flight on 26 February 2021, and has since been parked at the Florida airport, Flightradar24 ADS-B data shows. It is set for delivery to SmartLynx Airlines Malta as its first dedicated freighter, operating under a long-term contract with DHL Express.

321 Precision Conversions is the second entity to receive the STC for its A321-200(PCF). Elbe Flugzeugwerke, a joint venture of Airbus and ST Engineering, certified its variant in September 2020 and has already delivered three aircraft, including two to Titan Airways and one to Express Freighters Australia (operating as Qantas Freight).

Besides EFW and 321 Precision Conversions there are four more conversions which are still in development for the A321. These are US/German company Pacavi, California based C3 Aerospace, IAI Bedek from Israel and finally a US company named Sine Draco. EFW, PacAvi and C3 Aerospace

are the only three who also offer a conversion for the A320. It has been quiet about Pacavi for some years now, but C3 Aerospace (more commonly known as C Cubed Aerospace) has already started the conversion of a first A320 (N1523, msn 1523, ex Sky Airline and TACA) in September 2019.

A380 production line becomes A321 line

Airbus has resumed work on the modernisation of its A320 family production facilities in Toulouse. This will provide Airbus with increased flexibility throughout its global industrial production system to respond to market recovery and future demand.

The modernised, digitally-enabled A320/A321 final assembly line (FAL) will replace one of the original Toulouse A320 FALs. It will be installed in the former A380 facility and should be operational by the end of 2022. Initial plans to introduce A321 production capabilities in Toulouse were put on hold at the outset of the COVID-19 crisis, following the decision to reduce commercial aircraft production by around 40%. Now, with market recovery in sight and a potential return to pre-COVID production rates for single-aisle aircraft between 2023 and 2025, Airbus is resuming its activities for the project.

With these modernised facilities, Airbus can now also build the A321 in Toulouse. Hamburg and Mobile (AL) are currently the only Airbus production sites configured to assemble A321s.

## Boeing

### 737-800 Converted Freighter

With booming worldwide express and e-commerce sales, Boeing anticipates an increase in demand for the B737-800BCF. To be able to handle this demand, the manufacturer has signed an agreement with Cooperativa Autogestionaria de Servicios Aeroindustriales (COOPESA) in Alajuela, Costa Rica for additional production capacity for its 737-800 conversion programme. The facility in Costa Rica is the fourth Boeing 737-800 conversion facility. Currently Boeing converts 737-800 passenger airplanes to freighters at three locations: Boeing Shanghai Aviation Services (BSAS) in Shanghai, China; Guangzhou Aircraft Maintenance Engineering Company Limited (GAMECO) in Guangzhou, China; and Taikoo (Shandong) Aircraft Engineering Co. Ltd. (STAECO) in Jinan, China. Boeing will open two 737-800BCF conversion lines with COOPESA. The first of the new conversion lines is expected to open early 2022, with the second anticipated later that year.

So far, Boeing has noted down orders for more than 180 B737-800BCFs and delivered more than fifty since the first conversion in 2018. Boeing forecasts 1,500 freighter conversions will be needed over the next twenty years to meet growing demand. Of those, 1,080 will be standard-body conversions, with nearly 30% of that demand coming from North America and Latin America.

Next to Boeing, several other companies are offering B737NG conversions: IAI (B737-700BDSF and -800BDSF), AEI (B737-800SF) and PEMCO (B737-700F and -700FC).

On 7 May the European Aviation Safety Agency (EASA) approved the Aeronautical Engineers Inc. (AEI) STC for 737-800 conversions, clearing 737-800SFs to fly within its jurisdiction. The first AEI-converted 737-800SF will enter service in Europe with Bulgaria-based Cargo Air. The carrier's first 737-800SF (msn 30664, ex OK-TSV of -Smartwings) will be delivered to Bulgaria Air in the very near future. In November 2020, Cargo Air signed a deal with AEI for two 737-800SF freighter conversions, after cancelling an agreement for two 737-800BCFs. AEI will start modification works on Cargo Air's second 737-800 in June at its authorised conversion centre in Miami (FL).

### 737 MAX Electrical Problems

Mid May, the Federal Aviation Administration (FAA) approved the fix for electrical faults on the Boeing 737 MAX that forced over 100 of the jets to be grounded in early April. Two bulletins with appropriate fixes which received FAA approval have been sent to affected carriers.

The FAA's Administrator, Steve Dickson, advised US lawmakers that the electrical issue would need a "pretty straightforward fix," and that he remained fully confident in the safety of the troubled jet, which had only returned to the skies in November 2020 after a twenty month grounding following two fatal crashes.

The electrical problem was a consequence in a change to manufacturing methods of the jet in order to speed up productivity. Initially, only one problem had been identified, which was linked to a back-up power control unit in the cockpit on a number of recently manufactured 737 MAXs. However, the same problem was subsequently discovered in the storage rack where the unit was housed, and the instrument panel facing the pilots. US carriers were hit hard with sixty of their planes affected out of 109 worldwide. Work to install the fix will probably take two to three days per aircraft and American Airlines, Southwest Airlines and United Airlines have said that they expect that their aircraft will be back in the skies by the end of May.

Moreover, the 737 MAX electric issues took a toll on the manufacturers deliveries as well. In April 2021 Boeing delivered seventeen aircraft, four of which were a Boeing 737 MAX. On 28 April, the company's CEO David Calhoun warned analysts that April 2021 deliveries would be "very light" because of the latest electrical problems.

The safety concern of a specific group of MAX aircraft came after the FAA ungrounded the aircraft in the United States on 18 November 2020. The latest problem discovered is known to be unrelated to the flight control system error that contributed to two fatal crashes in Ethiopia and Indonesia, claiming 346 lives. After the regulator's approval of the fix, Boeing reportedly restarted deliveries of the MAX.

## Aerion Supersonic

Over the past ten years Aerion Supersonic has tried very hard to obtain enough funds for the AS2 platform. The AS2 business jet was designed as a three engine supersonic jet, capable of transporting twelve passengers. Sadly for the team the AS2 never made it of the drawing board as the company shut down on 22 May 2021, as the puzzle could not be completed. In a statement the company reported "In the current financial environment, it has proven hugely challenging to close on the scheduled and necessary large new capital requirements to finalize the transition of the AS2 into production. Given these conditions the Aerion Corporation is now taking the appropriate steps in consideration of this ongoing financial environment". Even with support of General Electric, developing and building the engines, and Boeing providing funds and knowledge, it turns out about 25% of the costs were covered.

## Bombardier

In their Q1 2021 results Bombardier reported 26 business jets delivered. The majority came from the Global 5000/5500/6000/6500/7500 series with sixteen units, the Challenger 350/650 series follow with nine and the Learjet 75 Liberty series completed one sole delivery.

## Dassault

### Falcon 6X

The second prototype of the Falcon 6X series first flew on 30 April 2021, less than two months after the first flight of the first Falcon 6X. SN2 F-WIDE (002) departed from Bordeaux on



Temporarily registered in the Isle of Man as M-PVGK this ex Hong Kong Airlines A330-300P2F is seen here flying into Malta-Luqa from Dresden, on 20 April 2021. At Dresden the aircraft was converted to freighter and flew to Malta for a repaint in the yellow colours of its new operator DHL. The A330 was delivered to German DHL operator EAT Leipzig on 6 May and registered as D-ACVG. Before being converted to freighter this aircraft flew passengers for Singapore Airlines as 9V-STM, between 2010 and 2016, and for Hong Kong Airlines as B-LNT, between 2016 and 2020. (Mario Caruana)

a two hour flight, reaching up to FL400 and Mach 0.85 cruising speed, followed by a safe landing. In Q3 2021 prototype SN3 will join the test flying programme and specifically focus on the testing of the cabin systems, galley equipment and other onboard functionalities. After that SN4 will be sent to the Dassault Completion Center in Little Rock (AR) and receive a full customer configuration cabin setting. This prototype will also be dispatched on a worldwide tour, displaying and promoting the Falcon 6X amongst customers, clients and future buyers. The 6X programme is set for completing of its certification trials in 2022.

#### Falcon 10X

In order to compete with the G700 and Global 7500-series Dassault launched their Falcon 10X platform on 6 May 2021. Following the vision of the Falcon 6X, improved and stretched cabin length will produce the largest twin engine ultra-long range Falcon so far. Aiming for a range of 7,500 miles (15+ hours flight) nonstop flights between New York and Shanghai/Hong Kong for example are possible. Top speed will be around Mach 0.925.

The cabin will feature four zones and can include master bedrooms, standing shower unit and dining/conference options. Cabin cross-section height will be 6 feet 8 inches (2.03m) tall and 9 feet 1 inch (2.77m) wide, making it taller and wider compared to current jets in this category.

The Falcon 10X fuselage will be equipped with 48% larger windows compared to the Falcon 8X and hold a staggering total of 38 windows for passengers and crew. As power source the Falcon 10X will hold two Rolls Royce Pearl 10X engines, deriving from experience gained on the Pearl 15-engines (used on the Global 5500/6500) and Pearl 700 (used on the G700). Pilots and maintainers will be able to expect all current features from the Falcon 6X and 8X, making it easy to incorporate the new Falcon 10X.

Biggest difference for the 10X, compared to current Falcons for pilots, will be the single-unit throttle controller. Influenced from their Rafale series, two split throttle levers are to be combined in one single controller. Full FADEC operations and control will manage the dual engine operation, including handling and taking action in case of engine failures. In order to maintain the 15+ hours flights Dassault is redesigning the wing for the 10X. The majority of the wing will be carbon fibre with raked wingtips for optimal aerodynamics. The sweep angle will increase and the wingspan will be the largest in the Falcon family.

At this moment no specific hard line is mentioned by Dassault on the maximum number of passengers however there is some time left as the company aims entry into service Q4 2025.

#### Embraer

##### EMB505

Since the Phenom 300 model was launched in 2005, an improved and stretched version of the EMB500/Phenom 100, up to and including 21 May 2021 600 of these light private jets have been sold. The particular frame, being a Phenom 300E model, was delivered to Superior Capital Holdings and used for company operations throughout the United States.

Overall in Q1 2021 Embraer delivered thirteen jets. To list them in order of appearance; one EMB500/Phenom 100EV, nine EMB505/Phenom 300Es, one EMB545/Praetor 500 and two EMB550/Praetor 600s.

#### Gulfstream

In addition to the reports about the G700 in Scramble 504, Gulfstream updated its timeline on the entry into service date for the largest Gulfstream member. This has been set to Q4 2022, allowing flight testing and certification to be completed thoroughly. In the meantime their six units strong test flight unit continues towards the 1,500 flight hour marker.

The results from Q1 2021 show a staggering 1.5 billion USD revenue as 28 units have been delivered. Three G280 jets and 25 from the G500/550/600/650/650ER series. Among these 25 at least one G550 delivery stands-out, as this production line is nearing its end and this particular model was delivered to the Japanese Coast Guard.

#### Pilatus Flugwerk

##### PC-12

While Dassault was celebrating their second Falcon 6X first flight, Swiss manufacturer Pilatus celebrated their 1,800th PC-12 delivery.

Since its first certification on 30 March 1994 and FAA certification shortly after on 15 July 1994, the shape of the PC-12 found its way to customers worldwide. The first upgrades and improvements led to the PC-12/45 model in 1996, since 2005 the PC-12/47 model was introduced with an improved maximum take-off weight.

The PC-12NG was introduced in 2008, also known as the PC-12/47E, with new engine upgrades and improved avionics. PC-12 number 1,000 was delivered on 15 July 2010, in August

2013 number 1,300 left Stans-Buochs and in July 2016 1,400 deliveries were celebrated.

In October 2019 the 1,700th PC-12 delivery was marked, as was the release of the latest version of the workhorse, being the NGX-model. The basics of the -47E got improved again with a new PT6E-67XP engine, including FADEC and auto throttle features, improved cruise speed, larger windows, latest interior options, extended time between maintenance slots and the latest Honeywell avionics.

In the meantime the Pilatus has seen use for executive transport, commuter and regional airline operations, medevac flights, police and border surveillance and cargo transport-roles.

Next to this jubilee number PC-12 Pilatus delivered seven PC-12NGX turboprops in Q1 2021. From its PC-24 Versatile Jet three were delivered in the same timeframe.

### Textron Aviation

On their Q1 2021 results report, published 29 April 2021, Textron announced a backlog on its aviation portfolio worth USD2.1 billion. This increased by USD451 million from its year-end 2020 pointer. Its Textron Aviation segment and Bell helicopter segment showed the improvement responsible for the increased backlog. Overall in Q1 2021 28 business jets have been delivered, increasing from 23 last year and 14

turboprops, decreasing from 16 last year. At Bell seventeen helicopters were delivered, compared to fifteen one year ago.

Breaking down the numbers in detail the Citation branch shows the following numbers: seven Ce525(M2), four Ce525B CJ3+, five Ce525C CJ4 Gen2, two Ce560XLS+, one Ce680 Sovereign+, six Ce680A Latitudes and three Ce700 Longitudes, making a total of 28. On the turboprop side two Ce208 Caravans, five Ce208B EX Grand Caravans, three Beech 250s and four Beech 3501/360 series complete the fourteen in total. Next to these numbers they also delivered 27 Cessna 172S Skyhawk SPs and 6 Cessna T206H Turbo Stationairs. In value all combined represent over USD448 million.

The breakdown of Bell helicopters shows as followed: four Bell 505s, five Bell 407GXis, five Bell 429s and three Bell 412EPis. On the military side three UH-1 Huey IIs were delivered.

Textron also announced their first European customer for their Ce525C CJ4 Gen2 Citation. Geneva based charter company DALaviation already operates two Citations (CJ2+, CJ1) and this version will be their third. In June 2021 the Ce525C CJ4 Gen2 EASA interior certification is also expected to be awarded, clearing the final obstacle for a smooth delivery.

## Airliner News



*This Boeing 737-476(SF) N16AQ is seen making a technical stop on Malta before continuing to Keflavik in Iceland. The aircraft was heading to Portsmouth in New Hampshire thereafter. The aircraft wears the colours and titles of failed start-up airline Emirates International Air Cargo (not related to the big “Emirates”), where it should have flown as A6-EAC. However, that never materialised and the aircraft had been placed in storage at Al-Ain since October 2019. It is a former QANTAS aircraft and after it was withdrawn from use by the Aussies in 2013 was placed in storage at Victorville (CA) and San José International. At San José it was converted to freighter in 2014 but remained in storage until it was ferried to the Middle East in 2019. The new operator will be Aeronaves TSM of Mexico. (Malta-Luqa, 27 April 2021, Mario Caruana)*

## Europe

### The Netherlands

The court in Haarlem, the Netherlands, has declared start-up Aerotrascargo NL bankrupt on 20 May, grounding the airline before it even took off. The airline, which was launched in February, had planned to launch operations with two B747-400Fs this summer. According to The Loadstar, the airline was denied its AOC by the Dutch aviation authorities as it had concerns about the airline’s finances and questions about who had actual control of the airline. Aerotrascargo NL was affiliated with Aerotrascargo from Moldavia, but during the launch, the CEO said the company was majority owned and managed by him and his team of Dutch air cargo experts.

### Bulgaria

Bulgarian Air Charter has decided to rebrand into European Air Charters to better reflect its operations. A first aircraft has already been spotted with the new titles. While we await a first photo, you can admire the photoshopping skills of the airline’s communication team on how it looks. The airline was founded in 2000 and mainly connects Burgas, Sofia and Vargas with cities in Austria, Czech Republic, Germany, Israel, Italy, and Poland. Its capacity is being sold via tour-operators only. The fleet consists today of six A320s and nine MD-82s.

### Croatia

The first B737-800 for Croatian start-up ETF Airways has emerged from the paint shop at Shannon. The aircraft, which is leased via AerCap, is registered 9A-ABC (**30667**) and will

shortly be delivered. The new airline will fly charter- and ACMI-flights and will focus on flying from popular Croatian coastal cities like Dubrovnik, Pula, Split and Zadar to destinations in France, Germany, and the UK. EFT Airways is planning to add a second B737-800 this summer, a third early 2022 and aims for a fleet of seven aircraft by 2025.

#### Faroe Islands

In its FY20 financial report, [Atlantic Airways](#) has announced it has deferred the delivery of two A320neos it has directly on order with Airbus. The aircraft will now be delivered in 2027 and 2028, instead of 2023 and 2024. Originally, the airline had planned to operate the two alongside the two leased A320neos in the fleet but has now decided that the two will be used to replace the leased aircraft, of which the leases expire in 2027-2028. Next to the A320neos, Atlantic Airways has a single A319 (leased-out to start-up Canarian Airways) and a single A320.

#### Germany

[Condor](#) has secured its future by finding an investor that will take over 51% of the shares of the airline. Private equity firm Attestor Capital is the lucky partner and will, initially, invest 200 million euros in equity. It will also provide 250 million euros of funding to renew Condor's long-haul fleet, which consists of fifteen B767-300ERs of an average age of 26 years. Which type(s) the airline has set its eyes on is unclear as is the timeline for the replacement. The remaining 49% of the shares of Condor will remain, for now, with SG Luftfahrtsgesellschaft, a fund created by the German federal government and state of Hesse to bail out the airline when Thomas Cook collapsed in September 2019 and during the COVID-19 pandemic. In the airline's press-release it's stated, however, that Attestor has the option to also take-over the remaining shares of Condor in the future. Condor has been looking for a new owner since the collapse of Thomas Cook. Early in 2020, the Polish Aviation Group (owner of LOT), announced it would take-over the airline, but that deal collapsed due to the pandemic. Next to the B767-300ERs, Condor's fleet currently consists of twelve A320s, ten A321s and thirteen B757-300s. Of the fifteen B767-300ERs, six are currently in use as so-called "phreighters" on behalf of DHL.

[DHL](#) has announced it is going to restructure its European flight operations and plans to establish a new subsidiary. The new subsidiary will be established in Austria and will serve European destinations using B757Fs that are being transferred over from DHL Air UK. It is planned that all 23 B757Fs are to be moved to the new Austrian AOC. In its turn, DHL Air UK will expand the B767-fleet and add the B777F. With this expansion, the airline will be transformed to focus solely on serving intercontinental routes. Currently, DHL's European operations are conducted by its two subsidiaries European Air Transport (based at Leipzig) and DHL Air UK (based at East Midlands). EAT has a fleet of 22 A300Fs, four A330Fs and nine B757Fs. DHL Air UK on its turn has 23 B757Fs and three B767-300ERFs. Next to these in-house subsidiaries, DHL also makes extensive use in Europe from third-party carriers reach maximum flexibility. European airlines also flying for DHL are AeroLogic (six B777Fs), ASL Airlines (four A300Fs, three A330-300P2Fs, one B737-400SF), Cargo Air (three B737-400SFs), SmartLynx Malta (A321P2F, to start later this year), Solinair (one A300F) and Swiftair (four B737-400SFs).

The [Lufthansa Group](#) has announced it has reached agreements with both Airbus and Boeing for additional widebody orders. With Airbus, the Group has secured an order for five more A350-900s, bringing its total orders for the type to 45. So far, seventeen of these have been delivered to the airline. Next to this order, Lufthansa has also reached an agreement with Airbus to reschedule pending deliveries. At Boeing, Lufthansa added orders for five additional B787-9s, taking the

total number of Dreamliners on order to 25. The five aircraft have already been built, but not taken-up by their customers. This means deliveries of these five will begin in the fourth quarter of this year, with the remaining twenty on order starting to arrive in 2022. It's currently unknown what the distribution of the Dreamliners will be across the Group but the press-release states that they will use them to replace the A340s in the fleet. Currently, the Lufthansa Group has 26 A340-300s in the fleet: nine at Swiss and seventeen with Lufthansa (CityLine).

#### Iceland

Icelandic start-up [Play](#) has announced it expects to take delivery of its first aircraft, an A321neo, in June, with two more to follow in July. It's currently unknown what the three airframes involved are. The airline is planning to launch flights on 24 June. Play is a low-cost airline and, initially, will connect Iceland with Alicante, Copenhagen, Dublin, London (Gatwick and Stansted), Paris-Charles de Gaulle and Tenerife. Later it also wants to fly to destinations in the US, bringing back the vibe of defunct WOW Air.

#### Ireland

Airbus has announced it has signed a deal with Ireland-based lessor [GTLK Europe](#) for four A321P2Fs. Three of these are set to be converted this year, with the fourth in 2022. It's unclear if the lessor already has customers lined-up. The A321P2F is developed by Airbus in close cooperation with its subsidiary EFW and partner ST Engineering. Conversions for the A321 are currently being done at the Singapore-Seletar site of ST Engineering, which will be expanded with additional sites at Guangzhou (ST Engineering), San Antonio (TX) (VT San Antonio Aerospace) and Dresden (EFW). By 2023 these sites are expected to convert 25 A320/A321s per year.

In an interview with the Mail on Sunday, the CEO of [Ryanair](#) has said the airline is in discussion with Boeing about a potential order for 100 B737-10s. The additional MAXs should be delivered from 2026 onwards. Despite the interest in more B737s, Ryanair is also quite frustrated with Boeing as the manufacturer needed to halt MAX-deliveries again after it found electrical wiring issues. Although the issues have been resolved and deliveries have resumed, the additional delay means the airline will take later delivery of its first MAX200s than planned. Last December both companies announced they signed an additional order for 75 MAX200s, the special adapted version of the MAX8 able to carry up to 200 passengers. Ryanair today has a total of 210 B737-8200s on order, which it hopes to have received all by end 2024. The airline hopes to finalise the deal for the MAX10 before the end of the year. If signed, the B737-10 will be the largest airplane in the Ryanair-fleet with a capacity of 230 passengers. In other news, the airline group announced it will phase-out its fleet of 29 A320s in use with subsidiary Lauda Air. The phase-out is set to begin in the winter-season of 2022 and will take until 2024. The move comes as the airline now wants to consolidate its fleet around the B737 after posting a loss of almost 815 million euros over its last fiscal year. Previously, Ryanair wanted to keep the A320s to be able to keep leverage on both Airbus and Boeing when discussing new aircraft orders.

Lessor [SMBC Aviation Capital](#) has announced it has ordered fourteen additional B737-8s at Boeing. In total, the lessor has now ordered 117 B737MAXs. It also bought and leased-back four B737MAXs, meaning its total portfolio of MAXs stands at 121. Over the last few months, the lessor took delivery of thirteen MAXs of which eleven have been leased to Southwest and two to TUI. The exact delivery timeline and lease-customers for the aircraft are currently unknown.

#### Italy

The first DHC-8-400 for Italian start-up [Sky Alps](#) has been delivered in preparation for the airline's launch next month.

The aircraft, G-ECOK (**4230**) started its delivery route already on 15 May from Muskoka to Halifax. On 21 May it continued from there to Goose Bay and a day later made the jump to Reykjavik. From there it flew to Bristol, where this picture was taken, and finally flew on 23 May from Bristol to Malta. Sky Alps will not have its own AOC at this stage but will rather wet-lease its aircraft via partner Luxwing Malta. That's why the Dash was ferried to Malta and will be registered there as 9H-BEL. A second DHC-8, G-ECOO (**4237**), is to follow shortly and has arrived at North Bay on 20 May in preparation for its jump across the Atlantic. The airline has its base at Bolzano and has announced it will start flying from there to Berlin, Cagliari, Düsseldorf, Ibiza, Parma, and Rome. Later, Sky Alps eyes flights to Amsterdam, Copenhagen, Frankfurt, Milan, and Vienna as well.

#### Malta

SmartLynx Malta, a subsidiary of SmartLynx Latvia has signed a lease-agreement with CDB Aviation for five A330s, which will all be used as "phreighter". A phreighter is a passenger aircraft converted to a temporary cargo aircraft by removing the seats, adding protective covers and specially designed loading designations and strapping. The five are set to be delivered between this and next month. The first aircraft to be delivered is 9H-SMD (**1382**) which is currently being prepared at Birmingham. The aircraft was previously operated by Evelop Airlines (as EC-NBP) and before that by Singapore Airlines (as 9V-STT). Adding the A330s also means the first steps of the ACMI-specialist in operating widebodies and long-haul flights. Currently, SmartLynx (and its subsidiaries) has a fleet of five A320s and eight A321s. Two of the A321s are also currently in use as phreighter. The airline has also signed orders for two A321P2Fs, which will be operated by SmartLynx Malta for DHL Express and plans to add four more A321P2Fs in 2022.

#### Norway

The first two B737-800s for Norwegian start-up Flyr are almost ready for delivery after painting at Shannon. Both aircraft are former Pegasus-aircraft. The first to emerge from paint was TC-CPJ (**40881**), which will become LN-FGB. The second aircraft, currently registered EI-GUK (**40014**, former TC-CPI) will become LN-FGA. The airline is set to launch its operations on 30 June, flying first between Oslo and Tromsø. Additional domestic destinations are planned, as well as European destinations later. This year, Flyr hopes to operate five B737-800s and aims to operate a fleet of thirty aircraft in the coming years.

#### Poland

According to Polish aviation news site Pasazer, LOT is considering cancelling pending-lease orders for seven B737-8s and two B787-9s. Like many airlines, LOT is impacted by the Corona-pandemic and foresees a slower return to pre-pandemic passenger demand. As the deliveries of the Boeings have been delayed due to the known technical issues at Boeing, LOT can scrap the lease-orders without penalties, which is an attractive option in these times. All nine aircraft have already been produced but are stored at various locations in the US. The seven B737-8s are on order with Air Lease Corporation (one) and ALAFCO (six), while the B787-9s are on order with Air Lease Corporation. Currently, LOT's fleet consists of six B737-800s, five B737-8s, eight B787-8s, seven B787-9s, twelve DHC-8-400s, six ERJ170s, ten ERJ175s, four ERJ190s and fifteen ERJ195s. Of these, the DHC-8-400s are set to be retired by the end of 2022.

#### Romania

Fly Lili is a new airline in Romania that is planning to operate out of Sibiu. The company wants to offer scheduled, charter, cargo, and ACMI-flights. On its website, the airline is stating Munich as its first destination, which it will also serve from Satu Mare and Suceava. For the passenger-operations Fly Lili plans to fly the Airbus A320, while it intends to use an A310-300F for the cargo flights. It's currently unknown which airframes the airline is eyeing. Fly Lili has started the process to obtain its AOC and hopes to be in the air before the end of this year.

#### Russia

On 14 May, Aeroflot took delivery of its 1st A320neo. The aircraft, which will become VP-BPQ (**10126**), was handed over at the manufacturer's delivery centre at Toulouse-Blagnac and is leased via CDB Aviation Leasing. It flew for the first time on 23 September 2020 and used test-registration F-WWDF. In total, the Russian airline is set to take delivery of at least six A320neos and three A321neos in the coming months, which will all be leased. The airline will use the aircraft as part of its reorganisation, which will see mainline Aeroflot focus on the A320(neo)-family and A350-900. The B737-800s will be transferred to low-cost subsidiary Pobeda, while the B777-300ERs will (partly) move to Rossiya or returned to the lessors. The A330 are planned to be phased-out.

Azimuth Airlines' CEO has said in an interview to Russian media that the airline is considering adding international destinations once the border-restrictions due to Covid-19 are lifted. To be able to fly these routes, the airline is planning



Boeing 757s are becoming a rare breed in Europe. One airline still operating the type is Russian charter airline Azur Air. Early April they added the tenth 757-200 to their fleet, in the form of this all black VQ-BZE. It was formally operated by TAG Aviation, who operated the aircraft on behalf of the Four Season hotel group and TCS Expeditions, with a luxurious 52 business seats cabin. Azur Air's 757-200s have a cabin of 238 economy seats, but this new addition will be configured with 72 business seats. Azur will operate the aircraft for Loti.Ru, a luxury holiday specialist. It is seen here at Shannon on its delivery flight from Marana (AZ), where it was placed in storage, to Moscow-Vnukovo on 12 April. (Adrian Kissane)

to add six A220-300s, which are to be leased via GTLK. The Rostov-based airline was founded in 2017, jumping in the gap left behind when Donavia merged into Rossiya. Azimuth has a fleet of thirteen Sukhoi Superjets and flies to 25 destinations in Russia.

#### Spain

Swiftair has launched a new brand called Uep!Fly, which it plans to utilize in connecting the three main Balearic Islands. In the local language spoken on the Balearics, “uep” is an interjection for “hello”, explaining the name of the brand. After launching inter-islands flights, the start-up also wants to fly to the Spanish mainland. Swiftair will transfer three of its ATR72s to Uep!Fly. The first one is EC-KKQ (763), which arrived at Palma de Mallorca on 11 May 2021.

#### Switzerland

Swiss has announced a reorganisation based on the assumption that demand for flying will remain 20% lower compared to pre-Corona. As a result, the company announced a reduction of staff, fleet and network. For us aviation enthusiasts, most notable are of course the changes to the fleet. In total, the airline expects to reduce the fleet in the coming year with fifteen aircraft: ten (older) A320/A321s and five long-haul aircraft (A330 or A340). Swiss will also reduce its wet-leased operations (mostly impacting Helvetic Airways). As a result of a smaller fleet, the airline will cut frequencies on many routes and several (unknown yet) long-haul destinations will be cut. Currently, Swiss has a fleet of nine A220-100s, 21 A220-300s, eighteen A320s, three A320neos, five A321-100s, three A321-200s, two A321neos, fourteen A330-300s, five A340-300s and twelve B777-300ERs.

The airline's final of 30 A220s was delivered on 24 May. The aircraft, A220-300 HB-JCU (55110), arrived at Zürich after a non-stop flight from the Airbus-plant at Mirabel. It's due to fly its first commercial flights on 29 May. The Lufthansa Group ordered 30 CS100s for Swiss back in 2009 when the C-Series programme was launched by Bombardier. The company also took options on another 30 aircraft. In 2015, the order was amended into an order for twenty CS100s and ten CS300s. A year later, Swiss took delivery of its first CS100 and became the launch operator for the C-Series on 15 July 2016. In the same year, the airline amended its order to eight CS100s and 21 CS300s, which were renamed A220-100 and -300 when Airbus took over the programme in 2018.

#### United Kingdom

PRAGUSA.ONE is a UK-based new airline start-up, which is currently in the process of obtaining an AOC in Croatia and plans to fly from Dubrovnik and Prague to, initially the US, connecting Dubrovnik with Newark (NJ) and Prague with Los Angeles (CA). The goal is to launch flights in June, using a wet-leased A330 and A340 from HiFly. Once it has obtained its AOC, which is expected for 2022, PRAGUSA.ONE is planning to fly A350-900s which it wants to outfit in an all Premium-Economy configuration and expand to more destinations. According to the airline's website, it eventually plans to connect Dubrovnik and Prague also with Beijing, Chengdu, Johannesburg, Kuala Lumpur, Singapore, and Tokyo. The name of the airline is a combination of Prague and Ragusa, the old name of Dubrovnik.

#### Africa

##### Congo

On 23 April CAA has taken delivery of its first freighter. The aircraft, ATR72-500 M-ABMH (775), arrived at Kinshasa after a ferry-flight from Toulouse via Abuja. It will be registered 9S-ADL soon and will support the airline's cargo carrying business. Next to this ATR-freighter, the airline has a fleet of two passenger ATR72-500s, one A330-200 and three Fokker 50s.

#### Nigeria

Start-up Green Africa from Nigeria has taken delivery of its first aircraft, an ATR72-600s. ZS-XZD (1047) arrived at Lagos on 23 April and is due to become 5N-GAE shortly. Two more will join the fleet soon, 5N-GAA (1057) and 5N-GAD (1076), which are both ready for delivery at Johannesburg-O.R. Tambo International. The airline hopes to receive its AOC soon and is planning to have fifteen aircraft in the fleet by 2022. It will fly domestic and international destinations out of Lagos but also plans to establish two or three more bases in Nigeria later. In February last year, Airbus and Green Africa signed a Memorandum of Understanding for 50 A220-300s, which the airline plans to use eventually and will replace the turboprops in the fleet. Both companies are, however, still negotiating on finalising the deal.

#### Asia

##### Azerbaijan

Boeing and Silk Way West Airlines have announced they signed a deal for five B777Fs, a new type for the cargo airline from Azerbaijan. Silk Way West Airlines is part of the SW Group, which also features Silk Way Airlines and previously a subsidiary in Italy called SW Italy. Silk Way West currently has a fleet of ten B747-freighters, consisting of five B747-400Fs and five B747-8Fs. Silk Way Airlines, the other company in the group features a fleet of five il-76s.

##### Hong Kong

Cathay will 'optimise' its outstanding order with Boeing for the 777-9 (as we reported earlier), cutting it from 21 planes to between ten and fifteen, shaving USD 7.4 billion off the cost. They are still considering other aircraft for its future needs. Other airlines will also be cautious, prioritising smaller long-haul jetliners like the 787 or A350, as the long-lasting effects of the COVID-19 pandemic trigger a rethink on the top-of-the-range commercial jets. Cathay originally ordered 21 of the 777Xs (later christened the 777-9) in late 2013. Priced at USD 377.2 million per aircraft, before customer discounts, the aircraft were initially slated to be delivered between 2021 and 2024, until they deferred the order. The carrier has suffered enormously during the pandemic, amassing USD 2.8 billion in losses last year and leaving many of its 239 aircraft grounded.

##### India

Preparing for its next phase of growth, Indian carrier GoAir has announced it will rebrand into Go First. Also, part of the next phase is the transitioning of the airline into an ultra-low-cost carrier, which means even less amenities included in the ticket-price and more of these available for an additional fee. GoAir was founded in 2005 and currently has a fleet of seven A320s and 48 A320neos. It has its main base at Mumbai, with additional important hubs at Bengaluru, Delhi, Kolkata, and Kannur. It flies to a total of 38 destinations. The airline is owned by the Wadia Group, the country's oldest conglomeration.

Following up on our previous report, IndiGo has now announced it has signed a LOI for two A321P2Fs and expects to finalise a deal for another two shortly. With these four aircraft, IndiGo is set to venture in the all-cargo flying business. The airline expects to take delivery of the first A321P2F in the first half of 2022, with the other three following within a year. IndiGo is planning to use their freighters on both domestic and international routes and might expand the freighter-fleet, depending on demand and success. So far, the airline has only been operating passenger aircraft and its fleet currently exists of 25 ATR72-600s, 67 A320s, 121 A320neos and 40 A321neos. The arrival of the A321P2Fs also means these will be the first “old” A321s for the airline.

CH-Aviation has reported that SpiceJet is eyeing to add five additional B737-freighters to its fleet. At this moment the

exact types or timelines are unknown as the company is actively searching the market for opportunities. Due to the expansion of e-commerce in the country as well as the Corona-pandemic, air cargo demand is at an all-time high in India. To cater for this demand, SpiceJet currently operates a fleet of three B737-700Fs and two B737-800Fs. It also is wet-leasing a HiFly A340-300 and is using five DHC-8-400s as makeshift freighters.

#### Indonesia

With debt piling up and very low demand due to the pandemic, Garuda Indonesia is plotting a massive reorganisation to survive. In a message to the staff, the airline's CEO has said that the airline calculates it needs a maximum of 70 aircraft, which means halving the fleet. Currently, Garuda has a fleet of 141 aircraft consisting of twelve ATR72-600s, seven A330-200s, seventeen A330-300s, three A330-900s, 73 B737-800s, one B737-8, ten B777-300ERs and eighteen CRJ1000s. Of this, the airline already said it's planning to phase-out and return its CRJ1000s to the lessor. Next to this fleet, Garuda also has open orders with Boeing for 49 B737-8s and with Airbus for four A330-800s and nine A330-900s. In 2019, the airline has said it would cancel its MAXs on order but as the order is still on the books it seems the airline hasn't followed through on this yet. It's unclear if the restructuring will influence its low-cost subsidiary CitiLink. This airline is currently operating a fleet of 62 aircraft, consisting of seven ATR72-600s, 41 A320s, ten A320neos, two A330-900s and two B737-500s. The Boeings are, however, slated for permanent retirement and are currently parked.

A new low-cost airline has been launched in Indonesia. The airline is called Super Air Jet and has unveiled its branding and livery. Although details are a bit sketchy, it seems the airline is part of the Lion Air Group, making it the sixth brand in the Group. According to the press-release the airlines targets Indonesian millennials that have a strong desire to travel. Super Air Jet is set to operate the A320 and has taken delivery of its first aircraft on 22 April. The aircraft, PK-SAJ (**4488**) was previously in use with IndiGo. Initially, the airline will first fly domestic destinations, but also aims international expansion later. Next to Super Air Jet, the Lion Air Group consists of Lion Air (Indonesia), Batik Air (Indonesia), Wings Air (Indonesia), Malindo Air (Malaysia) and Thai Air Lion (Thailand).

#### Japan

According to news outlet Nikkei, Air Do and Solaseed Air are set to announce both airlines will merge, which is planned to be completed by the autumn of 2022. The merger is a move to reduce losses inflicted on both companies due to the Corona-pandemic and make the airlines more efficient. The plan is to establish a new joint holding company, which will own both airlines and that will be utilised to reach better efficiency in the procurement of products, aircraft and supplies as well as maintenance of aircraft. For now, a merger of both brands is not being considered as this will be too complex regarding landing rights at various Japanese airports. Both airlines are backed by All Nippon Airways with that airline owning 17% of Solaseed Air and 32.5% of Air Do. This is, however, not surprising in Japan, as both ANA and JAL have stakes in almost all airlines in the country. Air Do was founded in 1996 as Hokkaido International Airlines but launched and started flying in December 1998, already as Air Do. It has its headquarter at Sapporo and also has hubs at New Chitose Airport and Tokyo-Haneda. It currently serves ten domestic destinations with its fleet of eight B737-700s and two B767-300s and two B767-300ERs. Solaseed Air was founded in 1997 as Pan Asia Airlines. A year later it was renamed into Skynet Asia Airways and launched operations in 2002. In July 2011 it was renamed to Solaseed Air. It calls Miyazaki its home and has

additional hubs at Naha and Tokyo-Haneda. Like Air Do, the airline is only flying domestic destinations, in total eleven. Solaseed Air currently has a fleet of fourteen B737-800s.

After announcing a record loss for the financial year ending on 31 March, ANA Group has also announced it will accelerate the retirement of 32 additional aircraft to cut costs in this fiscal year. The airline will phase-out ten A320s (three at ANA, seven at Peach), five B737-700s (two already left), three B767-300ERs, four B777-200s, five B777-300s and five B777-300ERs. At the same time, the Group expects to take delivery of twenty new aircraft this financial year, mostly A320neo-family and B787-9s. Last year, the ANA Group also conducted fleet cuts, phasing out two B737-500s, three B737-700s, six B767-300ERs, eight B777-200s, two B777-300s and thirteen B777-300ERs.

In its Q1 financial update for 2021, Japan Airlines has announced it plans to have retired all its remaining seven B777-200s and thirteen B777-300ERs by 2024. All will be replaced by either the A350-900 or A350-1000. The airline will now also start referring to the Airbus as its flagship-aircraft. In total, JAL has ordered eighteen A350-900s and thirteen A350-1000s. So far it has taken delivery of eight A350-900s, which are currently all being deployed on domestic routes. The airline also announced it plans to grow the fleet of subsidiary ZIPAIR to ten Dreamliners by 2025. Currently, the airline flies two B787-8s is expecting to take delivery of number three and four before the end of this year. All additional B787s will be transferred from Japan Airlines, just like its current two.

The Kyodo News Agency has reported that Japan Airlines is set to increase its stake in Spring Airlines Japan from 5% now to 51%, probably before the end of June. JAL is making this investment to position itself for the expected surge in Japan-China travel post-pandemic. Spring Airlines Japan was founded in 2012 and is currently majority owned by Spring Airlines from China. It has specialised in flying between Japan and China from Tokyo-Narita but also offers some domestic flights. It has a fleet of six B737-800s. JAL will retain the Spring Airlines-brand and it will become the Group's third low-cost company after Jetstar Japan (50% owned) and ZIPAIR (100% owned).

#### Kyrgyzstan

Following our previous report, Air Manas has now taken delivery of its first A220-300. The aircraft, registered EX-22002 (**550072**), arrived at Bishkek on 26 April. It's leased from GTLK, the Russian State Transport Leasing Company and had been stored at Maastricht since 28 October 2020. The airline was founded in 2006 and launched flights in 2009. In 2012, 49% of the shares were acquired by Pegasus Airlines from Turkey and the airline was rebranded into Pegasus Asia. In 2019, Pegasus sold off its shares and the airline ceased operations and has been dormant since then. Air Manas is planning to deploy the aircraft, featuring 145 seats in a single-class configuration, on domestic and regional operations. It also plans to add a second A220-300 on lease from GTLK later this year.

#### Malaysia

Not really a surprise but the CEO of Malaysia Airlines has announced the airline will not bring the A380 back and is looking at "ways and means to dispose the aircraft" but acknowledging that the market conditions to do so are quite tough for the A380. The airline has been struggling with the type, even before the current pandemic, and considered launching a special Hajj-flight division which would then use these aircraft on pilgrim-flights. The plans for this, however, have been shelved due to the pandemic. Malaysia Airlines has a fleet of six A380s, the first of which arrived in May 2012 and the last in March 2013. All six are currently stored at Kuala



*Air X Charter is a privately owned Maltese leisure and VIP airline. Like many other operators around the world Air X Charter has also been nimble enough to evolve and embrace change by taking benefit of the shortage of air cargo capacity and start offering cargo services. This Airbus A340-300 visited Malta on 21 April 2021, flying in from France. The aircraft is former F-GLZN of Air France / Joon and was placed in storage at Chateauroux on 9 July 2020. It flew in with its French registration but departed a day later with Maltese registration 9H-NFC to Lourdes, where it had been placed in storage again. Given the titles, Air X Charter is planning to start cargo operations with this aircraft. (Malta-Luqa, 21 April 2021, Mario Caruana)*

Lumpur but did made short test-flights in March and April for maintenance-reason.

#### Mongolia

Aero Mongolia will shortly expand the fleet with an A319. The aircraft, currently registered 2-SSIA (**3895**) is currently undergoing pre-delivery maintenance and will be shortly delivered. The Airbus was previously used by Brussels Airlines as OO-SSI. Once delivered, the airline will use the A319 to open new routes between Mongolia and Japan, hoping to make full advantage of pent-up travelling demand post-Corona. Established in 2002, Aero Mongolia currently operates two ERJ145s on flights in Mongolia as well to destinations in China, Russia, and South Korea.

#### Philippines

As part of its restructuring process and post-COVID strategy, Philippine Airlines is considering applying for Chapter 11 bankruptcy protection in the US, which will help in negotiations with lessors. The airline wants to reduce its staff and part of its long-haul fleet and is eying to return two A350-900s and four B777-300ERs to their lessors. Currently, Philippine Airlines operates six A350-900s and ten B777-300ERs, next to eight A320s, 23 A321s, eight A321neos and fifteen A330-300s.

#### South Korea

CH-Aviation has reported about a new start-up in South Korea, Air Clipper. This is a planned new cargo-airline, created by several pilots planning to fill the void between the cargo carrying capacity of Asiana and Korean Air at the upper-end and Air Incheon on the lower-end. The company, which is to be based at Seoul-Incheon, wants to utilise the A330-freighter and fly cargo between Asia and the United States. Air Clipper will now start the process of obtaining the necessary approvals and licenses.

In its Q1-2021 financial statement, Fly Gongwon has announced it will expand the fleet with two A330-200s and three B737-800s. The first A330-300 and B737-800 are to join this year, the rest next year. The A330s are the first widebodies for the airline, which currently has a fleet of one single B737-800. Fly Gangwon wants to use the A330s to expand its cargo carrying capabilities and plans to deploy them from its base at Yangyang to destinations in China, Indonesia, Japan, Malaysia, and Singapore.

#### Sri Lanka

During the Routes Reconnected webinar on 28 April, the CEO of SriLankan Airlines has said that, as part of the airline's

fleet renewal, the airline is considering adding the A330-900 or A350 to its fleet to replace seven retiring aircraft. A big important factor on deciding on the final type is the cargo capabilities and development of cargo demand. Earlier, we reported that SriLankan was interested in adding dedicated freighters as well. The airline wants to decide later this year, especially now that prices for widebodies are very favourable due to the pandemic. Now, SriLankan's widebody-fleet is made up of five A330-200s (average age of almost nineteen years) and seven A330-300s (which are six-year-old on average). Next to this, it also has five A320s, two A320neos, one A321 and four A321neos.

#### Taiwan

EVA Air has announced it has reached an agreement with Boeing to accelerate the delivery of its last three remaining B777Fs on order. Originally, the three were scheduled to be delivered in October 2021, December 2021 and February 2022 but are now planned to all arrive in the final quarter of this year. The airline was seeking the acceleration as the cargo-flying business is booming and at an all-time high. The three B777Fs will join the five already in the fleet. At the same time, the airline also agreed with Boeing to defer the delivery of five B787s on order. The five were due to arrive this year but have now been deferred to 2022-2023. EVA Air has a total of four B787-9s and seven B787-10s remaining on order. It already flies four B787-9s and six B787-10s.

#### Middle East

##### Bahrain

According to CH-Aviation, which bases its reporting on CargoFacts, Bahrain-based DHL International Middle East will add six B767-300Fs to the fleet; three -300ERBCFs and three -300ERBDSFs. Which airframes are involved is currently unknown, but the company expects to have the six in place before the end of this year. The six are not all for expansion, as the company will retire two B767-200BDSFs. This means by the end of this year, DHL International Middle East's fleet will consist of three B767-200BDSFs, three B767-300ERBDSFs and four B767-300ERBCFs.

##### Iran

Aviation blogger Sam Chui has reported that Mahan Air has reactivated one of its two B747-300s. EP-MNE (**23480**) rejoined the flying fleet and is used on domestic flights out of Tehran to Bander Abbas, Kish Island and Mashad. The Jumbo-jet has been grounded since 15 October 2015 when it suffered

an uncontained engine failure, detaching the engine itself but also inflicting damage to the wings and fuselage. Luckily, the aircraft was able to land safely and no one of the 441 people on board were hurt. Mahan Air worked over the last years to bring it back, which included a two-engine transfer from sister-ship EP-MND (23413) and a C-Check. The airline will now start work to also return EP-MND back to the air. In total, the Iranian airline has a fleet of 41 aircraft, consisting of four A300-600s, nine A310-300s, five A340-300s, seven A340-600s, two B747-300s, one B747-400, one BAe146-200, four BAe146-300s, five RJ85s and three RJ100s.

#### United Arab Emirates

The chairman of Emirates has said to journalists during the opening of the Arabian Travel Market that the airline is actively evaluating its future fleet needs and is considering downsizing its B777-9 order and swap them for the smaller B787. The rationale behind such a move is the frustration of the airline in the delays of the B777-9 programme, which is now running more than three years behind schedule, and as well the lower worldwide demand due to the Corona-pandemic. Originally, Emirates had planned to take delivery of its first B777-9 last year, but this now seems to become 2024 or even later. During the Dubai Air Show of 2013, Emirates ordered 35 B777-8s and 115 B777-9s. In November 2019, Boeing and Emirates announced an adjustment to the order-book, driven by a delay of the programme and the indefinite postponement of the B777-8. Emirates swapped orders for 24 B777-8s to 30 B787-9s but as the B777-8 is deferred, this effectively means the airline “only” has 115 B777Xs remaining on order. It’s not clear with how many aircraft Emirates is considering downsizing its order. According to various sources it could be as low as 30 but as high as 60. A timeline is also unclear, but the chairman did say that they are in discussion with Boeing “now” about the order.

Speaking at the World Aviation Festival, the CEO of Etiha Airways has announced a further restructuring of the fleet. Most notable for us spotters is the indefinite grounding of its ten A380s. The airline deems the type not commercially viable anymore. Next to this, Etihad will also phase-out its fleet of nineteen B777-300ERs at the end of this year. Over the years, the airline already phased-out six B777-300ERs which were leased from Jet Airways. According to the CEO, Etihad will focus its long-haul fleet on the B787, which will consist of 30 B787-9s and ten B787-10s. The Boeings will be

complemented with twenty A350-1000s. Five of these have already been delivered but placed into long-term storage at Bordeaux. However, on 21 May the first one, A6-XWB (290) arrived at Abu Dhabi. Next to the long-haul aircraft, Etihad also operates a fleet of twenty A320s and ten A321s and has 26 A321neos on order with Airbus. This latest fleet changes are an accelerated part of an overall company-wide restructuring at Etihad Airways, which aims to have the airline writing a profit in 2023. Last year, Etihad already phased-out its remaining A330s as part of this plan.

#### Latin America

##### Brazil

According to both CargoFacts and CH-Aviation, Azul Cargo Express, the cargo subsidiary of Azul Linhas Aéreas, is planning to replace its current fleet of two B737-400SFs and intends to do so with two (leased) A321P2Fs. The plan is to take delivery of the duo next year and phase-out the B737s when their leases expire in early 2023. Azul has decided on the A321P2F as the type can carry seven tonnes more cargo than the B737-400SFs and will also bring more commonality with the large Airbus-fleet at Azul mainline. To cope with the increase demand for cargo capacity, Azul has also converted one ERJ195 into a “phreighter”. This aircraft is also wearing the Azul Cargo Express-livery.

In its latest quarterly financial report, LATAM has announced it has cancelled orders for four B787-9s and one B777F at Boeing as part of its restructuring process. The Dreamliners were originally scheduled for delivery in 2022 and 2023, while the B777F was already deferred indefinitely. The airline will, however, accept the delivery of two B787-9s in December this year. LATAM is shaking-up its long-haul fleet and earlier already announced the retirement of its eleven A350-900s and decided to sell-off four B787-9s in the fleet. The B777F was originally ordered by TAM but was deferred indefinitely when the new airline group deemed the type to big. In total the airline operated three B777Fs (originally ordered by LAN Chile) between May 2016 and May 2018. LATAM’s long-haul passenger-fleet now consists of 28 B767-300ERs, ten B777-300ERs, ten B787-8s and twelve B787-9s. It also operates eleven B767-300ER freighters.

In other news, last March LATAM reached an agreement with Boeing to convert four of its B767-300ERs into freighters for delivery in 2021 and 2022. That deal also included options on



Boeing 767-300BDSF N491AZ is a recent delivery to the ever-growing Amazon Prime Air fleet of 767 freighters. Their fleet consists of 49 767-300s, which are operated by Atlas Air or ATI - Air Transport International. N491AZ is an ex American Airlines aircraft (N392AN) and delivered on 28 February. The aircraft is operated by ATI and wears “The Royal Family Has Arrived” titles, promoting the movie “Coming 2 America”. (Baltimore-Washington International (MD), 19 March 2021, Tom Wolfe)

another four aircraft and on 18 May the airline announced it has decided to firm these options and add another two. These six additions are scheduled to (re)join the fleet in 2022 and 2023. With this latest announcement, LATAM Cargo is set to grow to a total fleet of 21 B767-300, almost a doubling from its current eleven-strong B767-freighter fleet. As a result of these conversions, LATAM continues to shrink its long-haul fleet. Earlier, the airline already announced the retirement of its eleven A350-900s and the cancellation of four B787-9 orders.

#### Ecuador

On 29 April, start-up Ecuatoriana Airlines has unveiled its branding after outlining its fleet strategy a few days earlier. In February, we reported that the airline was planning to launch with a fleet of DHC-8s but Ecuatoriana has now changed this and is set to first add two B717-200s on lease from Boeing Capital Corporation. By November, the airline is hoping to add the DHC-8-400 and is in discussions with Ethiopian Airlines about this. Ecuatoriana Airlines is set to work together with Delta Air Lines in training crews and for maintenance support for the B717. Once it receives its AOC, the airline will launch with domestic airlines and has reached a deal with the government in which the government will subsidise the airline's fuel bill with 40% and exempt it from landing-fees for state-owned airports for two years.

#### North America

##### Canada

During its Q1-2021 financial update, the CEO of Air Canada commented on the future development of the fleet and specifically mentioned the airline is interested in the A321neo (LR or XLR) as part of its post-Corona expansion strategy. The type would give the airline more flexibility to right size demand and capacity on its (long-haul) network. It's not the first time the CEO has expressed interest in the A321neo, he also mentioned this option for the fleet when the airline cancelled orders for ten B737MAXs in April last year. Further it was mentioned that the A319s in the fleet at both Air Canada and Air Canada Rouge might be the next type to be phased-out if demand after COVID-19 remains low. In total both airlines operate 27 A319s (seven at Air Canada, twenty at Rouge). Air Canada (and Rouge) has a large Airbus narrowbody-fleet which, next to the A319s, also consists of 22 A320s (eighteen at Air Canada, four at Rouge) and 29 A321s (fifteen at Air Canada and fourteen at Rouge). The airline also has 24 B737-8s (with sixteen additional orders) and nineteen A220-300s (with 26 more on order). In the call it was highlighted the airline has options on more A220s and B737MAXs but has no options or orders for the A321neo. Another noteworthy item mentioned in the update was the fact that Air Canada Rouge will remain a narrowbody carrier for the foreseeable future and widebody operations will for now be consolidated at the mainline. Over the years, Air Canada Rouge operated 25 B767-300ERs with the type being retired due to the Corona-pandemic and subsequently slump in demand.

Yellowknife (NT) based Canadian North will retire its two remaining B737-200(C)s early 2022, being B737-2T2C C-GDPA (22056) and B737-275C C-GOPW (22160). They will be replaced by other types, including at least one ATR42-500. The reason for the retirement is the requirement that a lot of money is needed to keep them airworthy. Canadian North will instead invest those funds into new aircraft acquisitions to support their network, including the Kitikmeot Region. The airline's B737-200s are 41 years old and were both acquired from Air Canada in 2001. Canadian North planned to retire the first one in May 2021 and the second by early 2022. The B737-200(C)s are in a combi configuration and can carry up to 112 passengers in an all-economy layout, or up to six pallets of cargo, or any mix of passengers and cargo. They can operate

from gravel runways, an important consideration for the replacement type.

#### Mexico

As part of its bankruptcy-reorganisation, Aeromexico has announced it has reached agreements with Boeing and several lessors regarding its fleet. Most notable is that the airline will take delivery of 20 additional B737MAXs (both -8s and -9s) and four B787-9s. Nine of the B737s are due to be delivered before summer and the rest later this year and next year. Originally, the airline still had 54 B737MAXs on order (eleven -8s and 43 -9s), which means this new deal also means the cancellation of 34 B737MAXs. Aeromexico still was planning to take delivery of two B787-9s via lessor Avolon and it's currently unclear if the four announced B787-9s include these two, or that it has ordered four additional B787s with Boeing. We will probably see that in the manufacturer's order update of April. Next to this, Aeromexico reached agreements with lessors for amended lease-deals for sixteen aircraft currently in the fleet: six B737-8s, five B737-800s, two B787-8s and three B787-9s. In total, the airline currently has a fleet of five B737-700s, 31 B737-800s, six B737-8s, eight B787-8s and ten B787-9s. Its subsidiary Aeromexico Connect operates 47 ERJ190s.

Financially troubled Interjet has formally applied for bankruptcy protection to reorganise the airline and return to profitability. The airline, which was already struggling pre-Covid, has ceased all operations since 11 December due to the pandemic. The airline is the second Mexican-airline seeking bankruptcy protection, as Aeromexico is currently in the same situation. The airline hasn't been able to pay its staff for over half a year and both current and former co-worker have seized assets of the airline as leverage. Multiple lessors have also recalled most of their aircraft. Interjet was established in 2005 and was only able to write a profit in 2013, 2015 and 2016. Currently, it has a fleet of three A320s and 22 SSJs, all of which are parked. In total the airline used to operate a much larger fleet of Airbus-aircraft, consisting of 53 A320s, seven A320neos, six A321s and eight A321neos.

MasAir Cargo has signed lease-agreements with Altavair for two A330-200P2Fs and with CDB Aviation Leasing for two A330-300P2Fs. All four are due to be delivered next year and will be used by the airline to open new routes. MasAir was founded in 1992 at Mexico City, launching with DC-8Fs. In December 2000, LAN Chile acquired 25% of the shares in the airline and in 2015 it was rebranded to LATAM Cargo Mexico. Three years later, however, LATAM sold its shares and the airline returned to its former name of MasAir Cargo. It currently has a fleet of one B767-200BDSF, one B767-300ERF and one B767-300ERBDSF. It flies to eighteen destinations and has hubs at Los Angeles (CA) and Miami (FL).

Volaris has announced it has signed leases for eight additional A320neos. According to the airline, it is taking full advantage of the current market conditions, which feature favourable long-term leasing fees and competitors scaling down. The airline is a large customer for the A320neo-family, having placed firm orders with Airbus for 70 A320neos and 40 A321neos. Volaris has also secured various lease-agreements with lessors for more A320/A321neos. Currently, it has a fleet of three A319s, 39 A320s, 25 A320neos, ten A321s and six A321neos. Volaris was established in 2004 and launched flights in 2006. It operates three hubs at Guadalajara, Mexico City and Tijuana and has Cancun, León and Monterrey as focus cities. In total the airline serves 85 destinations.

#### United States of America

Alaska Airlines has unveiled a special livery to commemorate its commitment to equality by supporting projects of the UNICEF. The aircraft in question is B737-900ER N492AS (44110), which was unveiled to the world on 27 April. The livery features painted profiles of students and quotes from

Nelson Mandela and Martin Luther King and the aircraft was deployed for the first time on 27 April on a flight from Seattle-Tacoma (WA) to Washington-Ronald Reagan National Airport (DC).

In other news, expecting an increase in demand post-COVID and planning new international destinations has prompted the airline to place orders for additional aircraft. The airline will add seventeen ERJ175s and converted options for thirteen B737MAX9s into firm orders. Nine ERJ175s will be operated by subsidiary Horizon Air and eight by partner SkyWest. Horizon expects delivery of the ERJs in 2022 (five) and 2023 (four). The eight that will be operated by SkyWest will start flying in 2022. The ERJs for Horizon are newly built and ordered aircraft, while it's currently unclear if the eight from SkyWest are newly built or ones that the airline already has on order with Embraer. Once delivered, Alaska Airlines regional fleet will consist of 111 aircraft: 71 at Horizon and 40 at SkyWest. The additional thirteen B737-9s are expected to arrive in 2023 (nine) and 2024 (four). In total, Alaska Airlines has now ordered 81 B737-9s which should all be delivered by 2026. So far it has taken delivery of four B737-9s.

In an interview with Air Cargo News, the CEO of Amerijet has said his company is planning to expand the fleet from twelve now to 27 by the end of next year. The airline has seen a big increase in demand and is now scrambling to meet this. Amerijet is, initially, looking in adding B757 and B767-freighters, but is also still interested in the A321P2F. Currently, the airline is wet-leasing two of these from Titan Airways to learn and see how the type would fit in but expects availability of the aircraft might be a struggle to meet the growth targets set for the coming year. The company also started flying for DHL and these activities will grow as well; from four aircraft now to eight next year. Of the planned fleet of 27 aircraft, Amerijet wants to fly eight for DHL and the remaining nineteen for its own operations. Amerijet was founded in 1974 and has flown with the B727F, Cessna 206, Cessna 401/402, Falcon 20 and Learjet 23. The current fleet consists of twelve B767Fs: five B767-200BDSFs (average age of 37 years old) and seven B767-300ERBDSFs (average age of 30 years old).

In Airbus' March Orders and Deliveries update, the manufacturer announced that an undisclosed customer has ordered twenty A220-300s. Reuters has now reported that the order has been placed by Breeze Airways, the US start-up. With this order, the airline boosts its orders for the A220-300 to 80, becoming the second largest customer for the aircraft behind

Delta Air Lines. The airline, founded by former JetBlue-owner David Neeleman, is set to launch flights in July, initially with leased Embraer ERJ190s and ERJ195. So far it has taken delivery of two ERJ190s and two ERJ195s. Breeze Airways expects its first A220-300 in October and is planning to use both types side-by-side, with the ERJs on short segments and the A220 on longer ones.

US regional airline Cape Air confirmed the order of ten TECNAM P2012 Traveller aircraft, that will be delivered this year, joining the twenty Travellers already in the airline's fleet. Cape Air, Tecnam Aircraft's launch customer, has also optioned ten P2012 Travellers of the 2022 production line and ten of 2023, as they have a target of 100 aircraft to replace its legacy aircraft fleet. The Tecnam P2012 features a sleek, modern design with state-of-the-art equipment; a new-generation, piston-powered, twin-engine, fixed landing gear, aircraft with interchangeable configuration. Comfortably accommodating nine passengers with one or two crew, the introduction into the Cape Air's fleet provides customers with higher class experiences, such as air-conditioning, in-seat power, business class leg room under-seat storage space and all-weather capabilities. Now in its 32nd year, Cape Air is one of the largest commuter airlines in the United States, serving 38 cities in the US and the Caribbean. The employee-owned company, based in Hyannis (MA) has grown from three flights a day between Provincetown and Boston in 1989, to a fleet of 100 aircraft, more than 400 flights a day, and flying over 500,000 passengers annually.

Delta has announced it has firmed up 25 options for the A321neo into orders. The airline also announced it has reached an agreement with Airbus to accelerate the delivery of two A350-900s and one A330-900 to the second half of next year. Delta Air Lines now has a total of 125 A321neos on firm order, with an additional 100 purchase options. It expects to take delivery of the first in the second half of next year as well. The airline will outfit the new A321neo with 194 seats: twenty in First Class, 42 in Delta Comfort+ and 132 in the main cabin.

Global Super Tanker Services (GSTS), an investor group that owns the Boeing 747 Supertanker N744ST (**25308**), has taken the decision to cease their operations. Tanker 944 has been withdrawn from possible activities and shut down, as was announced to officials in Colorado, Oregon, Washington, and the federal government. The concept of using a Boeing 747 airliner as firefighter was developed by the now defunct



*Having spent the majority of its operational life in Japan (flying for Japan Airlines, JAL Express and JTA - Japan Transocean, all the time as JA8996), this Boeing 737-400 was sold early 2019 to an airline called GP Aviation in Bulgaria. GP Aviation offers charter and ACMI leasing services with this single Boeing 737-400, registered as LZ-CRI. Until recently the aircraft flew for this airline in an all-white colour scheme, but early spring GP Aviation-titles and additional Votan Aero-titles have been added to the aircraft. The aircraft flies mainly between Pristina and various destinations in Germany. (Düsseldorf, 1 May 2021, Bill de Koning)*



Rubystar Airways is a Belarussian air carrier which launched air cargo services initially with an Antonov An-24RV in 2002. The carrier currently operates worldwide cargo charter services from its main base at Minsk International Airport, with a fleet of three Ilyushin 76s, three Antonov 12s and one Boeing 747-400BDF. The latter is seen here at Maastricht-Aachen Airport. The Jumbo Jet was added to the Rubystar fleet last March and is registered as EW-556TQ. It still wears the colours of former operator ACG Global / ACG Germany. It is the second 747-400 freighter operated by Rubystar, as from April 2018 until November 2020 it operated EW-511TQ, currently in operation with Longtail Aviation as VQ-BWT. (18 May 2021, Björn van der Velpen)

Evergreen airline. It was operationally used for the first time in 2009 in Supertanker N479EV (Tanker 979), which was based on a 747-100 originally manufactured by Boeing in 1971 for Delta Air Lines. After the demise of Evergreen, the retardant drop system of N479EV was used in a more modern Super-tanker, N744ST, based on the commercial Boeing 747-400. Already in 2009, some technical issues in the retardant drop system were identified such as retention of retardant in the system after drop, aeration of the retardant causing trail off, and inconsistent flight profiles affecting retardant coverage. Unfortunately, nor Evergreen in its days, nor GSTS as its successor have been able to take care of the issues. In the years that followed, the National Interagency Aviation Committee repeatedly issued an interim approval of the aircraft's retardant delivery system. In 2020, an eighth interim approval was given to GSTS, with respect to the national situation regarding the Coronavirus (COVID-19). The approval lasted until 31 December of that year and N744ST spent several weeks in Moses Lake (WA), for routine maintenance and a conversion of the retardant delivery system from an analogue controller to a digital version. That the curtain has now fallen over an aircraft that has just been configured and tuned with a new digital drop system and other upgrades to make it safer and more efficient, is both incomprehensible and disappointing! GSTS is said to be in discussions with prospective buyers, but it is currently unknown if the aircraft will continue to be configured as an air tanker capable of carrying more than 17,500 gallons or if it would be used as a freighter.

ST Engineering has announced that its leasing subsidiary, Aviation Asset Management, has signed an agreement with GlobalX for five additional A321P2Fs. Conversion of the aircraft is due to start early next year, and delivery should also take place in 2022. The five are, according to CH-Aviation, on top of the ten A321P2Fs GlobalX previously announced it has agreed on with lessor Vallair. This means the airline now has a total of fifteen A321P2Fs on order, the first of which are due later this year. Global Crossing Airlines as it's officially called, is currently in the process of obtaining its AOC and has so far taken delivery of an A320 and an A321 (both in passenger-configuration). The airline is planning to offer ACMI-flights as well as charter flights with a focus on destinations in Canada, the Caribbean and Latin America out of its base at Miami-International (FL). Next to the fifteen A321P2Fs, GlobalX is planning to grow its passenger-fleet from two to five (all A320/A321s) and eventually add the A330 as well.

Spirit Airlines has unveiled a special themed aircraft, promoting the new Dreamwork animation movie "Spirit Untamed" which will air in theatres on 4 June. The aircraft involved is A320neo N932NK (**10008**). The airline deployed the aircraft for the first time on 20 May, when it flew from Tampa (FL) to Detroit (MI) as NK215.

### Firm aircraft orders

Underlining means an update compared to last month. We only report firm orders when they are officially announced by the aircraft manufacturers.

#### Airbus 2021 firm orders

Airbus Defense & Space	1	A330-200	
<u>Avolon</u>	<u>18</u>	<u>A320neo</u>	
		(+14)	
	<u>12</u>	<u>A321neo</u>	
		(+8)	
<u>Delta Air Lines</u>	<u>25</u>	<u>A321neo</u>	
Private	1	ACJ319neo	
Unidentified	20	A220-300	
	10	A320neo	
Total	87		(+48)

#### Boeing 2021 firm orders

777 Partners	24	B737-8	
<u>Air Lease Corporation</u>	<u>3</u>	<u>B737MAX</u>	
Alaska Airlines	32	B737-9	
Atlas Air	4	B747-8F	
<u>Dubai Aerospace Enterprise</u>	<u>14</u>	<u>B737MAX</u>	
Private	1	B737MAXBBJ	
Royal Australian Air Force	2	P-8A	
<u>Silk Way West Airlines</u>	<u>5</u>	<u>B777F</u>	
Singapore Airlines	11	B777-9	
Southwest Airlines	100	B737MAX	
<u>Unidentified</u>	<u>20</u>	<u>B737MAX</u>	
		(+3)	
	1	B747-8	
	4	B787-10	
United Airlines	50	B737MAX	
USAF	27	KC-46A	
US Navy	9	P-8A	
Total	307		(+25)

#### Embraer 2021 firm orders

Congo Airways	2	E195-E2	
<u>Unidentified</u>	<u>30</u>	<u>E195-E2</u>	
Total	32		(+30)

Credits: Aviator.aero, CargoFacts, CH-Aviation, Scramble Messageboard, Airbus, Boeing, ATR, De Havilland Canada, Embraer and Flight Global.



Between 2007 and 2013 the HNA Group (parent organisation for among others Hainan Airlines and Hong Kong Airlines) ordered 23 A350-900s. Seven for Hainan Airlines and sixteen for Hong Kong Airlines. However, due to financial difficulties, the HNA Group decided to rationalise the long haul fleet of its two subsidiaries and the A350 was phased out in favour of the Boeing 787-9. The thirteen A350-900s already delivered (seven to Hainan and six to Hong Kong) were placed in storage or transferred to another airline (two aircraft went to South African Airways) and the order for the remaining ten was cancelled. Seen here is msn 285, an aircraft that was handed over to the leasing company for service with Hainan Airlines in April 2019, but never made the delivery flight to China, because Hainan Airlines declined delivery of the aircraft. Instead the aircraft was placed in storage at various fields in France (Toulouse, Chateauroux and Lourdes) with French registration F-WXAN. On 9 April the aircraft was ferried to Teruel in Spain for continuous storage. On its way from France to Teruel it made a touch-and-go at Geneva, where Robert Erenstein made this picture of a flying A350-900 in full Hainan colours. After its arrival at Teruel the aircraft was immediately registered as M-ABOD on behalf of leasing Company Alafco.

A220	-300	<b>55110</b>	HB-JCU	Swiss. Delivered on 24 May.
	-300	<b>55114</b>	YL-AAZ	airBaltic. Delivered on 1 May.
A319	-111	<b>2646</b>	N4306U	United Airlines, ex G-EZIZ of easyJet. Delivered on 22 April.
	-111	<b>2605</b>	N3304U	United Airlines, ex G-EZIX of easyJet. Delivered on 27 April
	-111	<b>2715</b>	N6309U	United Airlines, ex G-EZAF of easyJet. Delivered on 20 May. All these three ex easyJet A319s were immediately placed in storage at Goodyear (AZ) upon arrival in the US. They will enter service with United in the coming months.
	-111	<b>3041</b>	YR-	Carpatair, ex LZ-DBH of DAE Capital. Delivered on 6 May. Former G-EZBK of easyJet.
	-115	<b>5079</b>	EC-NMO	Canarian Airways, ex OY-RCG of Atlantic Airways. Delivered on 21 May. Aircraft is operated by One Airways.
A320	-232	<b>2164</b>	PS-COR	ITA - Imperatriz Táxi Aéreo, ex N2164E of DVB Bank. Delivered on 7 May. Former TC-JUF of Turkish Airlines.
	-232	<b>2173</b>	9H-AMH	Avion Express Malta, ex LY-NVW of Avion Express. Transferred on 10 May.
	-214	<b>2539</b>	UK32030	Qanot Sharq, ex OE-ILF of ALC - Air Lease Corporation. Delivered on 26 April. Former XA-KNO of Interjet.
	-232	<b>3141</b>	P4-VAS	FlyArystan, ex P4-VAS of Air Astana. Transferred early May.
	-232	<b>3409</b>	OE-IGH	AMCK Aviation, ex HA-LPQ of Wizz Air. Registered in Austria on 17 May. Aircraft was withdrawn from use and parked at Budapest on 24 January.
	-214	<b>3475</b>	9H-SLE	SmartLynx Malta, ex OE-LMF of AerCap. Delivered on 24 May. Former VP-CXW of Flynas.
	-214	<b>3840</b>	VQ-BSZ	Aircastle, ex SU-BSN of Air Cairo. Registered on behalf of the lessor on 8 May.
	-232	<b>4630</b>	ER-00006	FlyOne, ex VT-IED of IndiGo. Delivered on 14 May. Registered in between as OE-IEP of Avolon.
	-214	<b>4953</b>	PR-MYN	LATAM Airlines Brasil, ex D-ASEE of Sundair. Delivered on 30 April. Flew with this same registration for TAM / LATAM Brasil between 2011 and 2017.
	-214	<b>4974</b>	PR-MYO	LATAM Airlines Brasil, ex D-ASEF of Sundair. Delivered on 30 April. Flew with this same registration for TAM / LATAM Brasil between 2011 and 2017.
	-214	<b>5289</b>	N206NV	Allegiant Air, ex G-EZWE of easyJet. Delivered on 4 May.
	-232	<b>6223</b>	YR-BEE	HiSky, ex OE-IRQ of ALC - Air Lease Corporation. Delivered on 27 April. Former VT-TTB of Vistara.
	-251N	<b>7576</b>	VP-BOF	SmartAvia, ex N576AE of AerCap. Delivered on 29 April. Former XA-APO of Interjet.
	-251N	<b>9516</b>	SX-GNA	Sky Express. Delivered on 10 May. Test registration was D-AUBW.
	-251N	<b>10126</b>	VP-BPQ	Aeroflot. Delivered on 18 May. First A320neo for Aeroflot. Test registration was F-WWDF.
	-271N	<b>10139</b>	VQ-BSF	S7 Airlines. Delivered on 28 April. Test registration was F-WWDT.
	-251N	<b>10152</b>	SU-BUK	Air Cairo. Delivered on 26 April. Test registration was D-AVVQ.
	-271N	<b>10160</b>	VP-BSL	S7 Airlines. Delivered on 23 April. Test registration was F-WWIY.
	-271N	<b>10175</b>	VP-BSR	S7 Airlines. Delivered on 29 April. Test registration was F-WWDC.
	-251N	<b>10471</b>	CS-TVJ	TAP Air Portugal. Delivered on 24 April. Test registration was F-WWBD.
	-251N	<b>10478</b>	HZ-NS37	Flynas. Delivered on 28 April. Test registration was F-WWIV.
	-251N	<b>10453</b>	TC-NCV	Pegasus Airlines. Delivered on 28 April. Test registration was F-WWDR.
	-251N	<b>10514</b>	HZ-NS43	Flynas. Delivered on 12 May. Test registration was F-WWTL.
	-251N	<b>10539</b>	HZ-NS39	Flynas. Delivered on 3 may. Test registration was F-WWBO.
	-251N	<b>10550</b>	HZ-NS42	Flynas. Delivered on 20 May. Test registration was F-WWBE.

A321	-211	<b>775</b>	N775CS	ACS - Aero Capital Solutions, ex VQ-BOF of Ural Airlines. Registered in the US on 11 May. Aircraft flew to Tampa (FL) for storage on 1 May.
	-211P2F	<b>891</b>	9H-CGA	SmartLynx Malta, ex N322WS of Vallair Solutions. Delivered after freighter conversions on 19 May. Former 9S-AAA of CAA- Compagnie Africaine d'Aviation.
	-111	<b>987</b>	OE-IOS	DVB Bank, ex HB-IOK of Swiss. Registered in Austria on 3 May. Aircraft was placed in storage at Castellón on 8 February.
	-231	<b>1950</b>	VP-BVW	Red Wings, ex LZ-AWX of DAE Capital. Delivered on 28 April. Former TC-ETV of AtlasGlobal.
	-211	<b>2330</b>	UR-CXU	Anda Air, ex UR-CSU of CAA - Compagnie Africaine d'Aviation. Returned from two year lease on 20 May.
	-211	<b>6122</b>	VQ-BRX	Nordwind Airlines, ex OE-IOW of ALC – Air Lease Corporation. Delivered on 14 May. Former G-TCDG of Thomas Cook Airlines. Aircraft was intended to be placed on a lease to Jet2 as G-HLYC but that deal fell through.
	-231	<b>6126</b>	XA-VBJ	VivaAerobus, ex G-TCVD of Thomas Cook Airlines. Delivered on 11 May. The aircraft was intended to go to JetBlue as N931JT, but that deal fell through.
	-253N	<b>7694</b>	OE-IFX	ALC - Air Lease Corporation, ex LZ-HEH of Holiday Europe. Registered in Austria on behalf of the lessor on 23 April. Aircraft was ferried to Ljubljana for storage on 12 April 2021.
	-253N	<b>8085</b>	OE-IFY	ALC - Air Lease Corporation, ex LZ-HEI of Holiday Europe. Registered in Austria on behalf of the lessor on 23 April. Aircraft was ferried to Ljubljana for storage on 12 April 2021.
	-271NX	<b>10222</b>	TC-LTD	Turkish Airlines. Delivered on 21 April. Test registration was D-AVYW.
	-271NX	<b>10259</b>	TC-LTE	Turkish Airlines. Delivered on 28 April. Test registration was D-AZAE.
	-271NX	<b>10303</b>	N4022J	jetBlue Airways. Delivered on 29 April. Test registration was D-AVXF.
	-271NX	<b>10304</b>	D-AIEI	Lufthansa. Delivered on 6 May. Test registration was D-AVXZ.
	-271NX	<b>10318</b>	D-AIEH	Lufthansa. Delivered on 6 May. Test registration was D-AYAJ.
	-271NX	<b>10369</b>	HA-LVU	Wizz Air. Delivered on 19 May. Test registration was D-AVXW.
	-271NX	<b>10389</b>	HA-LVS	Wizz Air. Delivered on 10 May. Test registration was D-AVXH.
	-271NX	<b>10479</b>	G-WUKO	Wizz Air UK. Delivered on 20 May. Test registration was D-AZAH.
	-251NX	<b>10609</b>	VP-BKY	Ural Airlines. Delivered on 29 April. Test registration was D-AYAI.
A330	-342	<b>132</b>	N1132D	AerCap, ex C-GTSS of Air Transat. Registered in the US on behalf of the lessor on 23 April. Aircraft was ferried to Marana (AZ) for storage on 24 February 2021.
	-223	<b>802</b>	OE-ISK	Avolon, ex EC-MTY of Evelop Airlines. Registered in Austria on behalf of the lessor on 4 May. Aircraft has been stored at Ciudad Real since 04 February 2021.
	-343E	<b>889</b>	TC-MCN	MNG Airlines, ex B-6087 of China Southern Airlines. Delivered on 28 April. The aircraft will be converted to freighter.
	-243	<b>973</b>	YU-ARB	Air Serbia, ex VP-BLY of Aeroflot. Delivered on 24 April
	-343EP2F	<b>1107</b>	D-ACVG	DHL Air, ex B-LNT of Hong Kong Airlines. Delivered after freighter conversion. Shortly registered in between as D-AAEE and M-PVGK.
	-343E	<b>1779</b>	9H-IFA	Hi Fly Malta, ex 2-HHLL of AC Finance. Delivered on 24 April. Former ZS-SXL of South African Airways.
	-941	<b>1986</b>	F-HSKA	Corsair. Delivered on 12 May. Test registration was F-WWCG.
A340	-313X	<b>202</b>	9H-TQZ	Hi Fly Malta, ex CS-TQZ of Hi Fly. Transferred in May.
	-313X	<b>245</b>	9H-NFC	Air X Charter, ex F-GLZN of Air France. Delivered on 21 April. Placed in storage at Lourdes on 22 April.
A350	-1041	<b>290</b>	A6-XWB	Etihad Airways. Delivered on 22 May. First A350 for Etihad. Test registration were F-WZNI and F-WXAA.
	-941	<b>417</b>	B-30F9	China Southern Airlines. Delivered on 24 April. Test registration was F-WZGY.
	-941	<b>454</b>	TC-LGE	Turkish Airlines. Delivered on 5 May. Test registration was F-WZYZ.
	-941	<b>474</b>	B-322Y	Air China. Delivered on 2 May. Test registration was F-WZNM.
	-941	<b>481</b>	B-322Z	Air China. Delivered on 2 May. Test registration was F-WZFD.
	-941	<b>491</b>	F-HTYI	Air France. Delivered on 30 April. Test registration was F-WZGV.
A380	-842	<b>269</b>	A6-EVP	Emirates. Delivered on 11 May. Test registration was F-WWSS.
B737	-46BSF	<b>24573</b>	TF-BBO	Bluebird Nordic, ex C-FLER of Regency Aero Lease Inc. Delivered on 9 May.
	-804BCF	<b>28231</b>	4L-TIG	Georgian Airways, ex 2-ACSO of UMB Bank NA Trustee. Delivered on 4 April as 2-ACSO.
	-45DSF	<b>28752</b>	D-ACLX	CargoLogic Germany, ex 9H-AHC of Air X Charter. Delivered on 18 May as 9H-AHC.



In February and April of this year S7 Airlines took delivery of a pair of Boeing 737-800 converted freighters. The first aircraft (msn 33545, VP-BEN) was transferred to Moscow-Domoddedovo from a facility in Ostrava, on 18 February. The second aircraft (msn 29939, VP-BEM) followed the same route on 23 March. Both aircraft are 2002 airframes and originally delivered to Ryanair. S7 Airlines has previously used the belly capacity of its passenger fleet for freight carriage, but on certain routes where cargo demand is high, there is a "lack of capacity" in the freight holds. On these routes S7 Airlines will deploy these two 737-800BCFs. One of these routes is to Frankfurt, where Frank Schuhrardt captured VP-BEM on 22 April 2021.

	-36Q	<b>30334</b>	5N-BYQ	Cally Air, ex YL-BBX of airBaltic. Delivered on 27 April.
	-86J	<b>32625</b>	UR-AZG	Azur Air Ukraine, ex VQ-BMW of Azur Air. Transferred on 29 April.
	-8ASBCF	<b>33548</b>	VQ-BFR	ATRAN-Aviatrans Cargo Airlines, ex N238GE of Bank of Utah. Delivered on 8 May.
	-8ASBCF	<b>33603</b>	F-HIQD	ASL Airlines France, ex EI-DPB of ASL Aviation Holdings DAC. Delivered on 1 May. Is operated for FedEx Express in full colours.
	-8ASBCF	<b>33604</b>	OE-IXA	ASL Airlines Belgium, ex EI-DPC of KV Aviation. Delivered on 26 May. Is operated for FedEx Express in full colours.
	-8AS	<b>34991</b>	TC-TJY	Corendon Airlines, ex EI-ESN of Ryanair. Delivered on 14 May. Wears Antalyaspor colours.
	-8EH	<b>35828</b>	VQ-BDR	UTair, ex PR-GGO of GOL - Linhas Aéreas Inteligentes. Delivered on 23 April.
	-86J	<b>37761</b>	F-HTVR	Transavia France, ex VP-CMU of AMCK Aviation. Delivered on 10 May.
	-86J	<b>37770</b>	F-HTVU	Transavia France, ex VP-CMX of AMCK Aviation. Delivered on 21 April.
	-8K5	<b>38097</b>	G-TUKM	TUI Airways, ex D-ATYH of TUI fly Germany. Transferred on 11 May.
	-800	<b>41221</b>	VQ-BHD	Pobeda, ex Aeroflot. Transferred on 8 May.
	-800	<b>41230</b>	VQ-BHR	Pobeda, ex Aeroflot. Transferred on 28 April.
	-800	<b>42082</b>	LN-ENN	Norwegian, ex EI-FJZ of Norwegian Air International. Transferred on 30 April.
	-9	<b>44359</b>	TF-ICC	Icelandair. Delivered on 24 May. Line # 7479.
	-8	<b>44360</b>	TF-ICP	Icelandair. Delivered on 24 May. Line # 7486.
	-8	<b>44589</b>	G-TUMS	TUI Airways, ex SE-RNA of TUI fly Nordic. Transferred on 18 May.
	-8	<b>44594</b>	G-TUMT	TUI Airways, ex SE-RNB of TUI fly Nordic. Transferred on 18 May.
	-800	<b>60175</b>	VP-BDU	Nordwind Airlines, ex OE-INY of GY Aviation Lease 1705 Co. Ltd. Delivered on 14 May. Former UR-UIB of Ukraine International Airlines.
B747	-4D7BCF	<b>24458</b>	ER-BBE	Aerotrans Cargo, ex HS-TGH of Thai Airways International. Delivered on 3 May. Aircraft has been withdrawn from use by Thai already in March 2015. It had been placed in storage at Pattaya International Airport in Thailand in November 2015. It was ferried to Jakarta for some pre-delivery maintenance in February 2021, from which it was delivered to Aerotrans Cargo early May.
	-412	<b>28029</b>	N289EF	TVPX Trust Services, ex EI-XLN of Transaero Airlines. Registered in the US on 5 May. Aircraft has been stored at Teruel since 25 October 2015.
	-412	<b>28031</b>	N281GH	TVPX Trust Services, ex EI-XLL of Transaero Airlines. Registered in the US on 4 May. Aircraft has been stored at Teruel since 22 January 2016.
	-41R	<b>29406</b>	VQ-BZV	Longtail Aviation, ex G-VXLG of Virgin Atlantic Airways. Delivered on 29 April. Aircraft was at Tel Aviv between 03 December 2020 and 229 April for cargo modifications on the main deck. No cargo door was installed, so it will be operated as a "freighter"
	-8F	<b>65780</b>	N627UP	UPS - United Parcel Service. Delivered on 19 May. Line # 1564.
B757	-223F	<b>27054</b>	VQ-BON	Aviastar-TU, ex N603AA of Bank of Utah. Delivered on 27 April.
B767	-316ERSF	<b>26329</b>	B-220T	SF Airlines, ex N239SA of Bank of Utah. Delivered after freighter conversion on 20 May. Former CC-BJA of LATAM Airlines Chile.
	-3Z9ER	<b>27095</b>	N788CK	Kalitta Air, ex OE-LAX of Austrian Airlines. Registered in the US on 13 May. Aircraft was ferried to Oscoda (MI) on 29 April. Will be used for spares.
	-306ER	<b>27958</b>	N279CJ	Bank of Utah, ex I-NDMJ of Neos. Registered in the US on 13 May. Aircraft has been stored at Marana (AZ) since 19 October 2020.
	-304ER	<b>28208</b>	G-OBYF	TUI Airways, ex SE-RNC of TUI fly Nordic. Registered back in the UK on 26 April.
	-323ERBDSF	<b>29430</b>	N233AZ	Amazon Prime Air, ex N393AN of American Airlines. Delivered after freighter conversion on 12 May. Aircraft is operated by ATI - Air Transport International.
	-38AER	<b>29617</b>	G-OBYK	TUI Airways, ex SE-RFR of TUI fly Nordic. Reregistered back in the UK on 12 May.
	-300F	<b>66246</b>	N277FE	FedEx Express. Delivered on 14 May. Line # 1239.
	-300F	<b>66251</b>	N276FE	FedEx Express. Delivered on 8 May. Line # 1237.
B777	-21HER	<b>27250</b>	VP-BLI	Red Wings, ex VP-BLI of IrAero. Delivered on 21 April.
	-36NER	<b>32791</b>	VQ-BZK	GECAS - General Electric Capital Aviation Services, ex A6-EBN of Emirates. Registered on behalf of the lessor in April. Aircraft was ferried to Victorville (CA) for storage on 26 April.



Alliance Airlines took delivery of this ex Copa Airlines Embraer 190 VH-UYB on 30 March. The aircraft is the fifth (of thirty) Embraers joining the Alliance Airlines fleet. It is painted in a special Royal Australian Air Force Centenary 2021 colour scheme. The design of the livery was undertaken by Alliance Airlines and Dutch design studio Lila Design, in close consultation with the Royal Australian Air Force and is a tribute to the Air Force's 100 years of service to Australia, on 31 March 2021. The one-off metallic paint is inspired by the colour of uniforms worn by thousands of dedicated air force personnel and has been specially formulated by Alliance Airlines, in close co-operation with Mankiewicz Coatings. The F-35A Lightning II, the RAAF's first fifth-generation air combat fighter, is silhouetted speeding through the Air Force 100 logo. A SE5a bi-plane, Spitfire, Canberra, F-111, P-8A Poseidon, C-17A Globemaster III and F/A-18F Super Hornet, representing different eras and historic and significant Air Force aircraft, feature in the tail. (Brisbane, 27 April 2021, Lloyd Fox)

B787	-9	<b>61526</b>	JA925A	ANA - All Nippon Airways. Delivered on 30 April. Line # 1056.
	-9	<b>64239</b>	B-20EH	China Southern Airlines. Delivered on 22 April. Line # 980.
	-8	<b>64438</b>	UK78706	Uzbekistan Airways. Delivered on 4 May. Line # 965.
	-8	<b>65993</b>	N873BB	American Airlines. Delivered on 30 April. Line # 1029.
	-9	<b>66514</b>	JA881J	Japan Airlines International. Delivered on 21 April. Line # 1057,
	-9	<b>66515</b>	JA882J	Japan Airlines International. Delivered on 23 April. Line # 1059.
CRJ	1000	<b>19052</b>	EI-HBC	Hibernian Airlines, ex EC-MNR of Air Nostrum. Transferred on 29 April.
ERJ	135BJ	<b>14500942</b>	9H-AIQ	Blue Square Aviation Group, ex G-KRFX of Flexjet. Per April.
	135BJ	<b>14501183</b>	ES-DAN	Panaviatic, ex M-AAKV of A.A. Kassas Company. Per April.
	195LR	<b>19000204</b>	OY-GDC	Great Dane Airlines, ex Bamboo Airways. Returned from lease on 17 May.
	195AR	<b>19000240</b>	SP-LNI	LOT Polish, ex Bamboo Airways. Returned from lease on 22 May.
	190LR	<b>19000560</b>	G-LCAG	British Airways, ex EI-GTH of GY Aviation Lease 1707 Co. Ltd. Delivered on 22 May.
	195E2STD	<b>19020053</b>	EW-560PO	Belavia. Delivered on 7 May.

Credits: Airline-List, FlightAscend, Planespotters and Skyliner.

## Commuters



Maltese operator Luxwing will be operating two Dash 8s on behalf of Italian operator SkyAlps. The first aircraft will be registered 9H-BEL (ex G-ECOK of FlyBe). The business plan foresees flights from Bolzano to destinations in Germany, Spain and popular destinations in Italy. (Malta-Luqa, 23 May 2021, Mario Caruana)

ATR42	-300F	<b>273</b>	C-FVGY	Air North, ex EI-FXD of ASL Airlines Ireland. Delivered on 7 April and registered one month later.
	-500	<b>651</b>	ES-NTB	NyxAir, ex HK-5071 of EasyFly. Delivered on 25 May.
ATR72	-201F	<b>108</b>	HA-KAT	Fleet Air International, ex ZS-XCH of Solenta Aviation. Delivered on 23 February as ZS-XCH.
	-202F	<b>364</b>	HB-AFM	Zimex Aviation, ex EI-SLU of ASL Airlines Ireland. Delivered on 15 May.
	-212AF	<b>704</b>	SP-SPN	SprintAir, ex F-HBCL of Chalais. Delivered on 17 March. First service 18 May.
	-212A	<b>1312</b>	LZ-DAH	GullivAir, ex HZ-MHH of Nesma Airlines. Delivered on 1 March.
	-212A	<b>1371</b>	LZ-DAJ	GullivAir, ex HZ-HGA of Nesma Airlines. Delivered on 1 March.
DHC-8	-402	<b>4230</b>	9H-BEL	Sky Alps, ex G-ECOK Flybe. Delivered on 21 May as G-ECOK. Will be operated by Luxwing.
	-402	<b>4609</b>	F-ZBMJ	Sécurité Civile, ex C-GJQE of Conair Aviation. Delivered on 15 March.
Saab	2000	<b>043</b>	ES-NSI	NyxAir, ex SE-LSB of BRA - Braathens Regional Airlines. Delivered in April, in service per 19 May.

Credits: Airfleets, Planespotters and Skyliner.

## Propliners

Mallard Entreprises is planning to relaunch a production line of the famous Grumman Mallard flying boats. With a capacity of up to seventeen passengers and a range of 400 miles, plus fuel reserves. First deliveries are expected in Q1 2023 at a price starting at USD7.3 million for a baseline configuration.

Convair	240-6	<b>62</b>	ZP-CDO	Líneas Aéreas Paraguayas – LAP, has been stored/preserved at Silvio Pettirossi International Airport in Asunción, Paraguay, since 1979. On 1 May 2021 a group of volunteers moved the Convair into a hangar at the airport to clean and maintain the airplane. Plan is to restore the Convair and keep her preserved.
	580	<b>334</b>	C-FTAP	Nolinor Air, was withdrawn from use, but has been purchased by the Time Air Historical Society on 3 May 2021. Another project for them, good luck guys!
DHC	2	<b>1067</b>	N89WZ	DKG Motorized Conveyances, ex C-FNOT and registered in the USA 7 May 2021. C-FNOT had been fully rebuilt at Cochrane (Ont.) in 2019, and was up for sale.
	2	<b>1588</b>	N542RP	DAP Aviation Adventures from Misoula (MT), ex C-GXPM. Moved from the register of Canada to its southern neighbour on 6 May 2021.
Douglas	DC-3C	<b>4894</b>	N763A	Ozark Air Lines. Titles still show on the fuselage, but this DC-3 was delivered to Alaska in 2016. Now a new outfitter with the name Golden Era Aviation is hoping to start sightseeing flights out of Palmer (AK) with this DC-3 and with N400MF ( <b>26877</b> ). N400MF did a test flight from Palmer on 23 April 2021.
	C-47H	<b>12287</b>	XA-ROM	Fuselage at Atizapán, just north of Mexico City, has been painted in...well, more like vandalised by graffiti art. Noted as such late 2020.
	C-47A	<b>19434</b>	PH-PBA	DDA Classic Airlines, relocated to its new home, hangar 32 at Schiphol East, on 28 April 2021. The DC-3 spent most of the corona lockdown in storage at Gilze Rijen.
	DC-3(C)	<b>25313</b>	N173RD	This DC-3 flew to Kelowna on 11 April 2021, and the registration was cancelled on 3 May 2021. This was the <i>Odyssey 1986</i> Dakota, during the Vancouver World Expo 86.
	C-54D	<b>22178</b>	N9015Q	Berlin Airlift Historical Foundation, delivered to Walterboro (SC) on 25 April 2021. Will replace the damaged N500EJ ( <b>27370</b> ) that was damaged in a tornado at Walterboro on 13 April 2020. Eventually this 'new' DC-4 will be registered N500EJ as well.
	DC-6A	<b>45497</b>	G-APSA	British Eagle livery. Aircraft was moved from Coventry to St Athan in Cardiff, Wales, on 28 April 2021.

Lockheed EC130Q **4901** N131CG

The fuselage was cut in two, to make the ground transport easier. It will be reassembled and preserved at the South Wales Aviation Museum (SWAM).

Coulson Air Tankers. Tanker 131 is ex N130FF and reregistered on 7 May

Credits: Aad van der Voet, Michael Prophet, Ruud Leeuw, Neil Aird (DHC-2.com), online propliner and photo communities.

## Fokker News

F27	-050	<b>20109</b>	OO-VLS	Air Antwerp. Left Antwerp 7 May, as WP975, for Malmo. Initially for maintenance and after that for storage until they will commence further operations again, likely in August of this year.
	-050	<b>20120</b>	5Y-RNG	Renegade Air, ex SE-LEB Amapola Flyg. Arrived at Nairobi-Wilson on 3 December 2020 and was seen at the same airport in full Renegade Air colours early February. Is operated by new Fokker operator CityLink Africa Airways, from South Sudan.
	-050	<b>20123</b>	5U-NAA	Niger Airlines, ex SU-YAH Palestinian Airlines. Tie-up now confirmed!
	-050	<b>20151</b>	5Y-	I-Fly Air, ex SE-LIR Amapola Flyg. Arrived Nairobi 24 April and will be leased.
	-050	<b>20160</b>	VH-FKO	Alliance Airlines.
	-050	<b>20184</b>	9S-ADJ	Gomair. Some sources report this airframe as 9S-ABK. We would love to know its proper registration!
	-050	<b>20249</b>	5Y-FAS	Freedom Airline Express, ex 5Y-CHM. Recently reregistered, still in the same colours as before.
	-050	<b>20303</b>	VH-FKV	Alliance Airlines.
	-050	<b>20312</b>	VH-FKX	Alliance Airlines. FKX was already retired in June 2020 and is now joined by FKO and FKV, which are withdrawn from use. All three were seen at Adelaide early May.
F28	-0070	<b>11579</b>	PZ-TFC	Fly All Ways. First revenue was on 4 May, between Paramaribo and Aruba. Already delivered in October 2018!

Credits: Merv Crowe, Skyliner.

## Bizjets

Beech	400A	<b>RK-309</b>	TC-ADB	Former T7-KZS was recently sold to a yet unknown operator in Turkey.
BAe	125-800XP	<b>258632</b>	T7-GTJ	One we had not reported before, the former 5V-TTM was noted at Bournemouth on 6 July 2019 and is operated by Titan Aviation San Marino.
Cessna	500	<b>0146</b>	RA-	Exported to Russia on 11 May, ex N111ME.
	500	<b>0197</b>	RA-67307	Registration known. Addition to Scramble 502.
	510	<b>0042</b>	N71G	Delivered on 12 May, ex C-GMMU, which was exported on 7 May.
	510	<b>0202</b>	F-HLTV	Registered to AMW Aero on 5 March, ex 3A-MIC.
	510	<b>0212</b>	PS-UMF	Exported to Brazil on 6 May, ex N32FM.
	510	<b>0282</b>	9H-	Exported to Malta on 7 May, ex N876AM.
	510	<b>0432</b>	OO-EDR	Delivered to Blue Sky Aviation on 11 May, ex N194ER.
	525	<b>0018</b>	N479HY	Reregistered from N525LH on 3 May.
	525	<b>0294</b>	N242RF	Reregistered from N294AT on 11 May.
	525	<b>0469</b>	N67JT	Reregistered from N520RM on 10 May, for Intermountain Powersports in Salt Lake City.
	525	<b>0541</b>	N840PM	Reregistered from N739LN on 6 May.
	525	<b>0556</b>	N479CJ	Reregistered from N93LS on 11 May.
	525	<b>0673</b>	OE-FRJ	Delivered to Pink Sparrow in May, ex N525AJ.
	525	<b>0851</b>	F-HGRI	Delivered to VallJet on 6 May, ex T7-FOZ.
	525	<b>0864</b>	N78TJ	Reregistered from N864TX on 10 May.
	525	<b>1080</b>	D-IAFG	Arrived in Erfurt on 2 May.
	525	<b>1085</b>	N514TK	Registered to Textron Aviation in May.
	525	<b>1087</b>	N716DJ	Registered to Textron Aviation in May.
	525	<b>1089</b>	N571GT	Registered to Textron Aviation in May.
	525	<b>1090</b>	N811JL	Registered to Textron Aviation in April.
	525B	<b>0080</b>	N647MM	Reregistered from N451GP on 10 May, operated by Mako Medical Laboratories.
	525B	<b>0203</b>	NAF957	Delivered to Nigerian Air Force on 13 May, ex 4X-CML.
	525B	<b>0251</b>	C-GIAF	Delivered to Conair Group on 22 April, ex N716MB.
	525B	<b>0498</b>	F-HLFE	Registered in France on 5 May, ex D-CHIP.



The Brazilian PS register is steadily growing, and so is the number of Praetors being delivered, although the type is still somewhat rare in Europe. Seen arriving at Malta-Luqa from El Alamein is Praetor 500 PS-VRC. The Brazilian jet is currently operated by Columbia Aviation Holding. (8 May 2021, Mario Caruana)



Gulfstream IVSP N990EA has been operated by Nigerian company Nestoil since 2011. Earlier this year, in April, the same owner re-registered it to 5N-BYO. (Geneva, 24 April 2021, Robert Erenstein)

525B	<b>0613</b>	N455EE	Reregistered from N613CJ on 18 May.
525B	<b>0619</b>	N617A	Reregistered from N619CJ on 26 April.
525B	<b>0629</b>	XA-MCT	Addition to Scramble 504, delivered to Aerolineas Ejecutivas.
525B	<b>0634</b>	N1933B	Reregistered from N634MB on 3 May. Still with Textron Aviation.
525B	<b>0639</b>	N505FC	Registered to Textron Aviation in May.
525B	<b>0641</b>	N60RD	Registered to Textron Aviation in May.
525C	<b>0081</b>	EC-	Exported to Spain on 18 May, ex N81CF.
525C	<b>0140</b>	D-CFRT	Addition to Scramble 504, delivered to Excellent Air.
525C	<b>0202</b>	N687JL	C-FLWR was exported to the USA on 27 April. Registered on 1 May.
525V	<b>0357</b>	N357EK	Registered to Textron Aviation in May.
525C	<b>0358</b>	N51F	Registered to Textron Aviation in May.
525C	<b>0363</b>	N55SU	Registered to Textron Aviation in April.
550	<b>0089</b>	N225HA	Reregistered from N61SS on 3 May.
550	<b>0901</b>	N857AA	Registration cancelled on 19 April.
560	<b>0030</b>	VH-	Exported to Australia on 19 May, ex N40HT.
560	<b>0115</b>	N976WT	Reregistered from N87JK on 22 April.
560	<b>0232</b>	VH-VJO	Registered on 10 May, operated by NSW Rural Fire Service, ex N561CG.
560	<b>0512</b>	N560VX	Reregistered from N10RU on 12 May.
560	<b>0794</b>	HP-	Exported to Panama on 5 May, ex N823VR.
560	<b>0798</b>	N713WL	Reregistered from N808PL on 3 May.
560XL	<b>5061</b>	F-GUNN	Delivered to Purple Skies on 22 April, ex OE-GUN of Salzburg Jet Aviation.
560XL	<b>5225</b>	N80FD	Reregistered from N351CG on 14 May.
560XL	<b>5307</b>	N864MA	Reregistered from N894MA on 27 April.
560XLS	<b>5662</b>	N245DJ	Reregistered from N894KS on 19 April.
560XLS+	<b>6147</b>	N47EK	Reregistered from N647TX on 12 May.
560XLS+	<b>6252</b>	XA-	Exported to Mexico on 14 May, ex N71PJ.
560XLS+	<b>6307</b>	N227JV	Registered to Textron Aviation in April.
560XLS+	<b>6308</b>	N228JV	Registered to Textron Aviation in April.
650	<b>0129</b>	PS-MPL	Exported to Brazil on 3 May, ex N989PT.
650	<b>0135</b>	N702SM	Reregistered from N702SS on 19 April.
650	<b>7080</b>	HA-SCS	Delivered to Jet Stream in May, ex 9H-FFF of Luxwing.
680	<b>0003</b>	N892CW	Reregistered from N683SV on 28 April.
680	<b>0114</b>	HB-JJT	Delivered to Alpliner on 5 May, ex N114TR.
680	<b>0213</b>	N817TV	Delivered on 5 May, ex SP-RAP of Jet Story.
680	<b>0598</b>	N690VM	Reregistered from N598CS on 10 March. Still with Textron Aviation.
680A	<b>0016</b>	N684BB	Reregistered from N684DB on 6 May.
680A	<b>0263</b>	CS-LTO	Delivered to Netjets Europe on 16 March.
680A	<b>0266</b>	CS-LTP	Delivered to Netjets Europe on 8 May.
680A	<b>0278</b>	N680QS	Registered to Textron Aviation in May.
680A	<b>0279</b>	N691QS	Registered to Textron Aviation in May.
680A	<b>0280</b>	N695QS	Registered to Textron Aviation in May.
700	<b>0042</b>	N60CM	Registered to Textron Aviation in May.
700	<b>0056</b>	N819QS	Registered to Textron Aviation in May.
700	<b>0057</b>	N820QS	Registered to Textron Aviation in May.
Challenger 300	<b>20134</b>	N985KM	JFM Aviation, re-registered from N609LS on 3 March.
300	<b>20162</b>	N825DT	Cooper Tire & Rubber, re-registered from N825CT on 20 January.
300	<b>20294</b>	N22XZ	Saetta, re-registered from N294JC on 22 February.
300	<b>20334</b>	N334JE	Jet Edge, ex OY-SPB. Registered on 11 February.
300	<b>20350</b>	N410FA	FA Flyer C1, ex B-8116. Registered on 22 December.
300	<b>20432</b>	N432GH	Get Higher Aviation, ex C-FAJW. Registered on 22 February.
300	<b>20439</b>	N148EL	Bank of Utah, ex XA-BOM. Registered on 24 February.
350	<b>20810</b>	N10EH	Sinclair Finance, re-registered from N350DA on 2 February.
350	<b>20868</b>	N825CT	Bombardier Aerospace, registered on 20 January. Then registered to Wilmington Trust on 4 March.
350	<b>20869</b>	N869CL	Bombardier Aerospace, registered on 27 January.
350	<b>20871</b>	N434PJ	Bombardier Aerospace, registered on 10 February.

	601	<b>3016</b>	N893TA	STA Aviation Management, re-registered from N813WT on 22 January.
	601-3A	<b>5137</b>	N318JG	Joe Gibbs Racing, re-registered from N518JG on 22 January.
	604	<b>5376</b>	N115KK	Kelp Group, ex N1102B. Registered on 1 February.
	604	<b>5410</b>	N444FM	Slvr Air, re-registered from N357TC on 8 February.
	605	<b>5891</b>	N50AG	TVPX Aircraft Solutions, re-registered from N22QF on 27 January.
	605	<b>5905</b>	N605VG	Fountainbleau Aviation, re-registered from N97NP on 5 February.
	605	<b>5908</b>	N972MC	Middlesex Aviation, re-registered from N530SC on 25 February.
	605	<b>5913</b>	5N-ARA	Noted at Santa Maria (Azores) on 30 March, ex N600LS.
	605	<b>5953</b>	OK-WAY	Eclair Aviation, ex M-SPBM. Registered on 25 March.
	605	<b>5955</b>	B-16888	Noted Taipei-Songshan on 11 April, ex N955JG.
	650	<b>6126</b>	N11A	Bank of Utah, re-registered from N332BA on 20 January.
Eclipse	EA500	<b>000011</b>	2-CAMP	Exported to Guernsey on 7 May, ex N96PD.
	EA550	<b>550-0263</b>	2-MUJJ	Exported to Guernsey on 7 May, ex N550AD.
Embraer	505	<b>50500324</b>	D-CWPS	Former D-CHMS of Mueller-Spreer Air GmbH was sold to Schneider Waren-vertriebs GmbH.
	545	<b>55010015</b>	D-BFIL	This Legacy 450 of Atlas Air Service was sold to Air Hamburg in Germany.
Falcon	7X	<b>162</b>	N917JC	Dassault Falcon Jet, re-registered from N495ZC in February.
	8X	<b>432</b>	F-HCNO	Dassault Aviation, ex N71GE. Registered on 15 April.
	50	<b>224</b>	N312WM	Star Harbor, re-registered from N258FV on 28 January.
	50	<b>238</b>	N980DM	Ace and Piper Management, re-registered from N970S on 1 November 2019.
	900	<b>23</b>	N824S	Meregrass, re-registered from N254AM on 23 February
	900B	<b>91</b>	N900KU	Dodson International Parts, ex CS-DFH. Registered on 2 March.
	900B	<b>144</b>	N910SC	Mehm, re-registered from N111MU on 4 March.
	900LX	<b>97</b>	PS-ORB	Noted Sao Paulo-Congonhas on 5 May, ex N968RS.
	900EX	<b>122</b>	N884AD	DNA Air, re-registered from N901SB on 12 January.
	900LX	<b>190</b>	N990WJ	Island Aviation 900EX, re-registered from N990FL on 3 March.
	900DX	<b>624</b>	N9GB	Cardinal Capital Partners, re-registered from N906D on 29 January.
	2000	<b>14</b>	N627LG	Live Mas Enterprises, re-registered from N470RR on 25 January.
	2000	<b>25</b>	N770XX	Bank of Utah, ex G-TNIK. Registered on 2 March.
	2000	<b>51</b>	N77F	Westrock Group, re-registered from N797CM on 29 January.
	2000EX	<b>27</b>	N5811M	Jerome S. Moss, re-registered from N23LT on 24 February.
	2000LX	<b>89</b>	N542TP	AMS, re-registered from N542AP on 15 January.
Global	Express	<b>9092</b>	D-AFAO	Delivered to FAI rent-a-jet on 24 March, ex M-LWSA of Premium Jet.
	Express	<b>9151</b>	N1244	Reregistered from N1LS on 28 April.
	XRS	<b>9357</b>	N959GX	Registered on 21 April, ex B-95959 of Ruentex Group.
	XRS	<b>9248</b>	VH-VSK	Delivered to Execujet Australia on 13 May, ex N887GX.
	5000	<b>9486</b>	VQ-BSK	Registered in Bermuda in March, ex EJ-SAID of Gain Jet Ireland.
	6000	<b>9456</b>	G-VTLY	Delivered to Gama Aviation on 29 April, ex F-GVMI of LVMH Services.
	6000	<b>9603</b>	N603GX	Registered on 20 April, ex ZS-TDF of Fireblade Investments.
	6000	<b>9695</b>	N468BH	Registered to Bombardier on 29 April, ex EC-MKH of Gestair, exp. to Australia 12 May as VH-FFI.
	6000	<b>9736</b>	N928SZ	Reregistered from N421SZ on 27 April.
	6500	<b>60011</b>	9H-ARK	Delivered to Emperor Aviation of Malta in May, ex C-GJLH.
	6500	<b>60018</b>	N2019C	Delivered to Citigroup on 6 May.
	6500	<b>60028</b>	N650BA	Registered to Bombardier on 30 April, ex C-GLUS and changed to N729VS on 19 May.
	6500	<b>60029</b>	9H-PRO	Delivered to Comlux Malta on 16 April, ex C-GMVN.
	6500	<b>60046</b>	C-GRQA	Registered to Bombardier on 13 April.
	6500	<b>60049</b>	C-GUSF	Registered to Bombardier on 27 April.
	7500	<b>70049</b>	N1089	Registered on 5 May. Was VP-CZV for only two months.
	7500	<b>70061</b>	9H-IBI	Delivered to Elitavia Malta, addition to Scramble 504.
	7500	<b>70063</b>	T7-EGY	Exported from Canada on 22 April, flew from Montreal to Cairo on 25 April, ex C-GPFI.
	7500	<b>70064</b>	9H-VID	Delivered to VisaJet Malta on 21 May, ex C-GPFJ.
	7500	<b>70065</b>	N807LA	Registered to Bombardier on 27 April, ex C-GPFR.
	7500	<b>70066</b>	N555MZ	Registered to Bombardier on 20 May, ex C-GPFT.
	7500	<b>70067</b>	LX-	Exported to Luxembourg on 20 May, ex C-GPFU.
	7500	<b>70068</b>	N750GX	Registered to Bombardier on 20 May, ex C-GPFY.
	7500	<b>70092</b>	C-GUUE	Registered to Bombardier on 16 April.
	7500	<b>70093</b>	C-GUUF	Registered to Bombardier on 23 April.
	7500	<b>70094</b>	C-GUUG	Registered to Bombardier on 3 May.
	7500	<b>70095</b>	C-GUWN	Registered to Bombardier on 12 May.
Gulfstream	III	<b>336</b>	XB-RKG	Consorcio Francfort, ex N378MB. Registered on 2 March.
	IV	<b>1173</b>	N365WW	Dale Aire, re-registered from N113WJ on 2 February.
	IVSP	<b>1372</b>	N926TT	SN1372, re-registered from N472QS on 23 February.
	IVSP	<b>1423</b>	N401JS	flyExclusive, re-registered from N621JH on 9 February.
	G450	<b>4103</b>	M-ABCD	GS, ex M-ODEL. Registered on 21 May.
	G450	<b>4117</b>	N460FX	Flexjet, re-registered from N7KV on 3 March.
	G450	<b>4183</b>	N903GA	Double X, ex N930G. Registered on 1 March.
	G450	<b>4202</b>	N43AD	Oakmont, ex B-LAS. Registered on 22 February.
	G450	<b>4261</b>	T7-FEE	FTC Aviation, ex N250AF. Noted at Basel on 4 May.
	G450	<b>4291</b>	T7-LJA	London Jet Management, ex OE-ISP. Noted at Farnborough on 19 April.
	V	<b>540</b>	N889DE	Innova Aviation, ex XA-OEM. Registered on 26 February.
	G550	<b>5023</b>	N550LK	N550LK, re-registered from N550GP on 2 February.
	G550	<b>5038</b>	N550TD	Threshold Ventures, ex HZ-SK6. Registered on 3 March.
	G550	<b>5048</b>	VP-CIR	ACASS Canada, re-registered from VP-CIP on 5 January.
	G550	<b>5197</b>	VP-CBN	Jet Aviation Business Jets Hong Kong, ex N888HZ. Registered on 1 April.
	G550	<b>5102</b>	N970RG	Executive Jet Management, ex N79MA. Was already noted at Malta on 4 October 2020, but registration change was only made on 5 March 2021.
	G550	<b>5386</b>	N325GE	CKE Associates, ex N5092. Registered on 6 February.



Pilatus PC-24 LX-AND is former 9H-SBK and is operated by the Flying Group. It is already the fourth PC-24 they operate, alongside PH-EBM, LX-VGF and LX-FCB. (Antwerp, 23 May 2021, Walter Van Brempt)

	G550	<b>5620</b>	N551SN	TVPX Aircraft Solutions, ex N520GD. Registered on 3 February.
	G550	<b>5623</b>	N76VZ	Bank of Utah, ex N562GD on 4 March.
	G650	<b>6006</b>	OE-LIV	Avcon Jet, ex LX-SIX. Registered in April.
	G650	<b>6027</b>	N653FX	Flexjet, re-registered from N521HN on 20 January.
	G650	<b>6083</b>	T7-OWN	Elit'Avia San Marino, ex M-BADU. Noted at Geneva on 27 March.
	G650ER	<b>6330</b>	N41EL	C2 Aviation II, ex VP-CML. Registered on 20 January.
	G650ER	<b>6387</b>	T7-NAP	Poonawalla Aviation, ex N277BJ. Noted at London-Luton on 25 April.
	G650ER	<b>6416</b>	OK-KKF	ABS Jets, re-registered from OK-KKG on 24 April.
	G650ER	<b>6425</b>	N625GA	Accurant International, registered on 20 February.
	G650	<b>6432</b>	I-SEAO	Servizi Aerei, ex N632GA. Ferried from Savannah (GA) to Myrtle Beach (SC) on 12 April.
	G500	<b>72007</b>	N507GD	Mesos One, registered on 20 February.
	G500	<b>72053</b>	N553GS	PPF Flight Holdings, registered on 25 February.
	G500	<b>72060</b>	N504WV	Voair, ex N960GA. Registered on 27 January.
	G500	<b>72061</b>	N500CK	Kojaian Management, ex N561GA. Registered on 3 February.
	G500	<b>72062</b>	N562G	RLC Aviation, registered on 14 January.
	G500	<b>72065</b>	N821WH	Aloha Aviation, ex N565GS. Registered on 12 February.
	G600	<b>73010</b>	T7-CAPE	G600 Aviation, ex M-CAPE. Noted at Toulon on 16 May.
	G600	<b>73031</b>	N246BD	L. John Doerr, ex N631GD. Registered on 27 January.
	G600	<b>73036</b>	N636GA	Bay Films, registered from 13 January.
	G600	<b>73039</b>	N639GD	Friedkin Aviation, registered on 12 January.
	G600	<b>73042</b>	VP-CIP	ACASS Canada, ex N642GS. Registered on 2 February.
Honda	HA-420	<b>00090</b>	F-HCEQ	European Aero Training Institute Strasbourg, ex OK-HDJ. Registered on 11 May.
	HA-420	<b>00099</b>	N909BP	Honda Aviation Service, ex T7-DNH. Registered on 12 January.
IAI	IAI1124	<b>283</b>	YV-	Exported to Venezuela on 11 May, ex N95JK.
	IAI1125SP	<b>46</b>	OB-2208	Seen in Lima on 26 April, ex N630S.
	G100	<b>155</b>	N903D	Reregistered from N445AK on 21 May.
	G100	<b>158</b>	PP-	Exported to Brazil on 14 May, ex N158LC.
	G200	<b>57</b>	XA-	Exported to Mexico on 20 April, ex N886G.
	G200	<b>226</b>	N30MZ	Reregistered from N831BG on 5 May.
	G200	<b>230</b>	N710TC	Registered on 29 April, ex C-FCII of Skyservice Aviation.
	G280	<b>2214</b>	I-SEAV	Delivered to Servizi Aerei di Italy on 17 April, ex N214GA.
	G280	<b>2216</b>	G-JSNS	Delivered to Gama Aviation on 22 April, ex N216GA.
	G280	<b>2222</b>	N922GA	Registered to Gulfstream Aerospace on 19 April.
Learjet	35A	<b>35A-075</b>	104 . . .	Former SE-DHP of Forsvarets Materielverk was sold to the Swedish Air Force as Tp104. Exact registration not known at this point.
	45	<b>45-036</b>	OE-GAC	Ex I-FORU of Air Four SpA was sold to Jetcom SrL. In March.
Pilatus	PC-24	<b>215</b>	HB-VTM	This PC-24 was sold from Pilatus Flugzeugwerke to AFM Aircraft Fleet Management AG in March.
	PC-24	<b>217</b>	N812RA	Ex HB-VSX of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd in March.
	PC-24	<b>220</b>	HB-VUA	Registered to Pilatus Flugzeugwerke in February.
	PC-24	<b>221</b>	HB-VUB	Registered to Pilatus Flugzeugwerke in March.
	PC-24	<b>222</b>	HB-VUC	Registered to Pilatus Flugzeugwerke in March.
Raytheon	390	<b>RB-278</b>	RA-02765	Former OY-FLW of HansenGroup A/S was sold to a yet unknown operator in Russia. Correction to Scramble 504 – Page 41, so not ex UP-P1004!

## Bizprops

Beech	C90A	<b>LJ-1236</b>	PH-ZGZ	Ex 2-MAPZ of Vlugheid B.V. was sold en re-registered to Zeusch Aviation B.V.
	E90	<b>LW-188</b>	G-WKTS	Former N428V of Aerospace Trust Management LLC was sold to DEA Aviation Ltd.
	B100	<b>BE-41</b>	N830DB	Ex T7-KYR was sold to 2Fly-Safety Ltd.
	B200	<b>BB-1597</b>	TF-NLA	Former N200PL of Polaris Industries Inc. was sold to Norlandair ehf in Iceland in April.
	B200	<b>BB-1861</b>	D-IZEE	Former SP-RPW of Wawrzaszek P.S.S. was sold to a yet unknown operator in Germany in March.
	B300	<b>FL-130</b>	N67TT	Former D-CSKY of FAI AG was sold to a yet unknown operator in the US Cariboo Flying Service Ltd. VBin Canada in April.
	B250	<b>BY-391</b>	LX-YES	This brand new Beech was sold to Luxaviation SA in May.
Cessna	208B	<b>0494</b>	G-FBPS	British Parachute Schools, re-registered from D-FBPS on 7 April.

	208B EX <b>5506</b>	TC-ART	Noted at Shannon on 14 April, ex N506EX.
	208B EX <b>5601</b>	LN-ABP	Cessna 206, ex N601TW. Registered on 12 April.
	208B EX <b>5616</b>	HB-TDZ	Zimex Aviation, ex N896VT. Registered on 16 March.
	421C <b>0478</b>	RA-67214	Registered on 20 October, ex PH-MRO.
Kodiak	100 <b>0197</b>	F-HNJD	Daher Aerospace, ex N197KQ. Registered on 11 March.
Piaggio	P180 <b>1056</b>	N234VV	Registered on 28 April, ex D-IJET of AirGo.
	P180 <b>1120</b>	D-IWOW	Exported to Germany from the Netherlands in April, ex PH-HRK. For R. W. Wasserzier.
	P180 <b>1132</b>	N228KS	Reregistered from N183AV on 3 May.
Pilatus	PC-6/B2-H2 <b>840</b>	I-HFHZ	Former HB-FHZ of Zimex Aviation was sold to Skydive Sardegna in Italy.
	PC-6/B2-H4 <b>979</b>	S5-CEH	Ex I-NEWT was sold to Flycom Aviation d.o.o. in Slovenia.
	PC-12/47E <b>1759</b>	OH-JFC	Ex LX-JFC of Jetfly Aviation was sold to Fly 7 Executive Aviation in Finland.
	PC-12/47E <b>1920</b>	D2-AAM	Former HB-FQX of Pilatus Flugzeugwerke was sold to a unknown operator in Angola.
	PC-12/47NGX <b>2071</b>	T7-GER	Former HB-FRK of Pilatus Flugzeugwerke was sold to a yet unknown operator in the San Marino register in March.
	PC-12/47NGX <b>2073</b>	OE-EPG	Former HB-FRM of Pilatus Flugzeugwerke was sold to Goldeck-Flug GmbH in March.
	PC-12/47NGX <b>2082</b>	HB-FSE	Registered to Pilatus Flugzeugwerke in March.
	PC-12/47NGX <b>2083</b>	HB-FSF	Registered to Pilatus Flugzeugwerke in March, later sold to:
	PC-12/47NGX <b>2083</b>	N432SS	Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47NGX <b>2084</b>	HB-FSG	Registered to Pilatus Flugzeugwerke in March.
	PC-12/47NGX <b>2085</b>	HB-FSH	Registered to Pilatus Flugzeugwerke in March, later sold to:
	PC-12/47NGX <b>2085</b>	N19NX	Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47NGX <b>2086</b>	HB-FSI	Registered to Pilatus Flugzeugwerke in March, later sold to:
	PC-12/47NGX <b>2086</b>	N5AV	Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47NGX <b>2087</b>	HB-FSJ	Registered to Pilatus Flugzeugwerke in March, later sold to:
	PC-12/47NGX <b>2087</b>	N96AH	Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47NGX <b>2088</b>	HB-FSK	Registered to Pilatus Flugzeugwerke in March.
	PC-12/47NGX <b>2089</b>	HB-FSL	Registered to Pilatus Flugzeugwerke in April, later sold to:
	PC-12/47NGX <b>2089</b>	N385WB	Pilatus Business Aircraft Ltd. in the US in May.
Piper	46-500TP <b>4697061</b>	SE-MME	Compexia Law Group, ex LZ-IOO. Registered on 11 May.
	46-600TP <b>4698144</b>	OK-PMM	OK Aviation Wings, ex N507KH. Registered on 26 March.
SOCATA	TBM-700A <b>3</b>	N183TB	Former Avia-Rent Wallonie OO-TBM was sold to SOCATA in April.
	TBM-700B <b>219</b>	N550NP	Former T7-NSO was sold to Jet Sense Aviation Aircraft Holdings Corp. in April.
	TBM-910 <b>1174</b>	N910DH	Former F-HEGM of SOCATA was temporary sold to Transatlantic Deliveries Trust for delivery to its new owner/operator in the US in March.

## Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes, et cetera. To get the most from this extensive database (over 150,000 records) consider using the advanced search options.

For full production lists see the Soviet Transports downloads page at the [AirHistory.net](http://AirHistory.net) website. On the 'reference' tab on this site there is a sub-page 'Soviet Transport Data Files' and there you can find;

- the free, downloadable, January 2021 editions of known production lists of the all types (over 250) included in the 'Soviet Transports' database, which includes all known military transport aircraft and helicopters as well as bombers;
- a list of Western-built aircraft which saw service in the Soviet Union and the Eastern Block (excl. modern types);
- a list of all RF- registered aircraft, including other types like Western-built aircraft and Soviet/Russian-built fighters;
- an illustrated explanation to construction numbers used and where to find them on 'Soviet Transports' types;
- a list of abbreviations, English to Russian translations and the official and unofficial location codes used in the ST files;
- a Google Earth KMZ file with all airports in the Soviet Transports database.

This free service replaces an eventual new edition of the Soviet Transports book which nowadays would simply be too expensive to produce. A total rundown of all files in early 2021 shows a new book would equate over 2,150 pages, were it to be published in the same format as the 2004 edition, A4 in small print. The entire Soviet Transports team is hoping to continue working on this data in the future and to continue to make fresh information freely available, as well as updating existing information and publishing historical data still sitting on our desks, waiting to be processed.

AK1-3	---	GL-0470	privately owned	Ksv	sep04	in white c/s, no titles
An-2R	<b>1G162-48</b>	UP-A0208	Southern Sky	KGF	21may21	
An-2R	<b>1G181-33</b>	00471(2)	Avialesookhrana	Blv	08may21	still in full c/s but fuselage only
An-2R	<b>1G185-53</b>	OK-RID (2)	Fly-Coop Kft	rgd	16apr21	f/n Hosin 02may21; ex HA-MDT
An-2TP	<b>1G214-06</b>	SP-FUN		photo	07dec19	active at Casarrubios del Monte; ex SP-RWE
An-2R	<b>1G211-25</b>	JU-9069	Uno Eagle Air Service	ULN	23jul14	c/n now known; ex RA-40295
An-2R	<b>1G228-27</b>	CCCP-33476	AFL/Kazakhstan	KGF	21apr21	fuselage only seen derelict
An-2	---	30C	North Vietnam Air Force		25nov58	flew Gia Lam-Na San this date
An-2	---	31C	North Vietnam Air Force		18dec60	flew Phan Nhu Can to Hanoi this date
An-2	----	670-C	North Vietnam Air Force		25nov58	flew Gia Lam-Na San this date
An-2	----	671	North Vietnam Air Force		25nov58	flew Gia Lam-Na San this date; may have been 671-C
An-24RV	<b>4 73 094 04</b>	CU-T1214	ex Cubana		may21	being towed through the streets of Havana, all turquoise colours with a yellow cheatline
M28-05	<b>AJE 003-10</b>	2001	Kenyan Air Force	photo	20apr21	commissioned this day at Moi AFB; ex USAF 08-0310
An-72	<b>#720 92 838</b>	RF-90452	Russian Air Force		2021	in all grey, no titles; coded "46" red
Be-12	<b>5 60 03 01</b>	"15" yellow	Soviet Air Force	l/n	aug16	instructional airframe at Vyborg; scrapped before jun17
Il-14T	---	1142	Egyptian Air Force		photo	in Northern Congo, late 1960
Il-14	---	512	North Vietnam Air Force	dbr	07feb68	on landing Sao Vang, Th anh Hoa, hit by enemy fire
Il-62M	<b>40 53 7 3 2</b>	CU-T1284	Cubana	HAV	apr21	broken up this month
Il-76LL5	<b>0934 21635</b>	CCCP-06188	LII im. Gromova	ZIA	15apr21	scrapping started this day

II-78M	<b>10034 97947</b>	RF-94289	Russian Air Force	photo	05may21	overhead Moscow; coded "83" blue; ex RA-78824
II-78TD	<b>10234 11378</b>	EX-76007	Sapsan	rgd	2021	ex UP-I7646
II-78MKI	<b>20434 25845</b>	KJ-3449	Indian Air Force	ZIA	apr21	with a hyphen in the serial; ex RK3449
II-114	<b>10138 .....</b>	RA-54002	Ilyushin OKB	ZIA	jul17	derelict; offered for preservation or display
UKa-15	<b>15 99 12-05</b>	CCCP-T037	AFL/Far East	toc	20may58	opb 143 AO; included in the request of the Far Eastern directorate; later became CCCP-30077
Ka-26	<b>74 043 20</b>	YR-DDD	Fly Compagny SRL	canx	apr21	
Ka-26	<b>76 057 12</b>	YR-LMA	West Copter	rgd	2018	c/n now known, ex UK-24367
Ka-27PL	<b>5235004902207</b>	"04" yellow	Soviet Navy	mfd	18jul80	in use as GIA at Vyborg; scrapped before aug16
Ka-32A11BC	<b>5233243010019</b>	32-01	DDPM	d/d	25jun19	Thai Department of Disaster Prevention & Mitigation
Ka-32A11BC	<b>5233243010020</b>	32-02	DDPM	d/d	25jun19	Thai Department of Disaster Prevention & Mitigation
Ka-27PS	---	RF-19693	Russian Navy	VVO	2021	coded "85" blue
Ka-226	---	RF-90610	Russian Air Force	photo	early21	in camo c/s with VVS Rossi titles and Russian stars
L-200A	<b>17 03 18</b>	OK-OGA	AK Mnichovo Hrad	photo	08may21	wreck seen at a private yard in Ulebice
L-200A	---	RA-3092G	privately owned	photo	24apr21	at Platonovskaya in excellent condition
L-410UVP	<b>85 14 19</b>	C9-AUS	white/brown c/s	NLP	04jan12	ex 3D-NEB; c/n now known
L-410NG	<b>50 03</b>	OK-NGC	Aircraft Industries	rgd	07apr21	f/f 20apr21
L410UVP-E3	---	RF-94653	Russian Air Force	Rti	sep18	coded "45" red; with 'VVS Rossii' titles
L-410	---	5Y-CIY		MYD	feb19	no titles visible on the photo
Li-2	---	199	North Vietnam Air Force	d/d	26jan56	Ho Chi Minh flew in this aircraft in feb56
Mi-1T	<b>7 68 002 10</b>	CCCP-L0209	AFL/Kazakhstan	w/o	03jun58	came down hard on banks of the river and rolled over
Mi-2	<b>53 6010 019</b>	B-2910	Czech Mol (LS FMV)	f/n	apr21	preserved Marktplein 40 at 's-Gravenzande, Holland
Mi-2	<b>5410311 077</b>	RA-15715(2)	Ozernovski RKZ 55	w/o	08may21	crashed in mountainous terrain near lake Sinichkino
Mi-2	<b>5210829 029</b>	UR-14118	Meridian	dam	10apr18	precautionary landing after a hydraulic failure and rolled over
Mi-2	<b>5411007 079</b>	RA-23703	Ozernovski RKZ 55	rgd	22feb17	new CofR issued 24jun19
Mi-2	---	3976K	privately owned	photo	24apr21	at Plastunovskaya 24apr21; is an illegal registration
Mi-2MSB	---	"90" yellow	Ukraine Air Force	photo		opb 203 NABr at Chuhuyiv
Mi-2MSB	---	"91" yellow	Ukraine Air Force	photo		opb 203 NABr at Chuhuyiv
Mi-2MSB	---	"96" yellow	Ukraine Air Force	photo		opb 203 NABr at Chuhuyiv
Mi-2MSB	---	"97" yellow	Ukraine Air Force	photo		opb 203 NABr at Chuhuyiv
Mi-2MSB	---	"99" yellow	Ukraine Air Force	photo		opb 203 NABr at Chuhuyiv
Mi-4S	---	50D	North Vietnam Air Force	Hgl	oct60	carried the North Vietnamese leader Ho Chi Minh; l/n in spring 1961
Mi-6	<b>768 34 03V</b>	"90" red	Russian Air Force		14may21	flown underslung by Mi-26T RF-32822 from ZIA to Fedurnovo
Mi-8MSB	<b>31 46</b>	not known	not known	mfd	2012	in white c/s with blue cheatline; offered for sale
Mi-8T	<b>31 87</b>	not known	Ukraine Air Force		2020	sat wfu at Odesa-Shkolny and was cannibalised without authorisation
Mi-8T	<b>9 72 14 12</b>	not known	not known	mfd	1972	offered for sale after demilitarisation
Mi-TP	<b>9 83 08275</b>	UP-MI816	Akmolinskaya REK	l/n	14may16	offered for sale; c/n now known, ex UN-22709
Mi-8T	<b>9 85 20140</b>	JU-6602	Mongolyn Alt		24mar21	no longer on the register so canx but date unknown; ex JU-2024; c/n now known
Mi-8T	<b>9 87 30225</b>	RA-24214	Agat	rgd	31mar20	f/n Fedurnovo (Chornoye) 12may21
Mi-8MSB	<b>9 79 75 25</b>	UR-VBC	Motor Sich	rgd	12may21	in register now with the conversion number MSB8270025; ex UP-MI866
Mi-8PPA	<b>9 79 75 29</b>	not known	Ukraine Air Force	ODS	2020	wfu and was cannibalised without authorisation
Mi-8PPA	<b>9 79 76 15</b>	not known	Ukraine Air Force	ODS	2020	wfu and was cannibalised without authorisation
Mi-8PPA	<b>9 79 77 02</b>	not known	Ukraine Air Force	ODS	2020	wfu and was cannibalised without authorisation
Mi-8PPA	<b>9 80 77 20</b>	not known	Ukraine Air Force	ODS	2020	wfu and was cannibalised without authorisation
Mi-8PPA	<b>9 80 77 27</b>	not known	Ukraine Air Force	ODS	2020	wfu and was cannibalised without authorisation
Mi-8MT	<b>9 3080</b>	"233" yellow	Ukraine Army Aviation	OZH	22dec18	seen being worked on by Motor-Sich
Mi-8MTV-1	<b>9 3247</b>	RA-25752(2)	UTair	rgd	12apr17	f/n Tymen-Plekhanovo 25apr21
Mi-8MT	<b>9 4462</b>	081426AT	United Nations		mar14	coded 'UN 178'; became, see next line
Mi-8MT	<b>9 4546</b>	"135" black	Ukraine Army Aviation	photo	2018	overhaul by 'Aviakon' at Konotop completed jan18
Mi-8MTV-1	<b>9 5418</b>	"139" red	Ukraine Army Aviation	photo	2018	opb 18 obrAA at Poltava; c/n now known
Mi-8MTV-1	<b>9 5658</b>	not known	not known	mfd	1991	overhauled dec00; for sale in 2001 with t/t 750 hours
Mi-8MTV-1	<b>9 5881</b>	UR-HZA	NZ Operations	rgd	07may21	to the Aerotec Group of the UAE; ex RA-25510
Mi-8MTV-1	<b>9 5881</b>	P2-MHM	Hevlift	dbr	15may21	lost power after take-off, sank back and rolled over
Mi-8MTV-1	<b>9 6000</b>	not known	not known	mfd	1993	offered for sale with t/t 7,725 hours
Mi-8MTV-1	<b>9 6110</b>	RA-27171	United Nations	OZO	21apr21	coded 'UN-901H'
Mi-171	<b>59489617542</b>	58615	Pakistan Army	mfd	29oct01	l/n in Pakistan 22feb17; c/n now known
Mi-171	<b>59489617603</b>	58618	Pakistan Army	LED	01jun10	l/n oct16; c/n now known
Mi-171	<b>59489617634</b>	58621	Pakistan Army	LED	20may10	l/n active in Pakistan 15nov19; c/n now known
Mi-171C	<b>171C00156207923U</b>	B-722V	China General Aviation	f/n	25apr21	at Dongfang;
Mi-8P	<b>13306</b>	HS-6	Finnish Air Force	f/n	may21	in shopping Tuulonen (N61.10674, E24.86462)
Mi-172	<b>704C08</b>	VN-8427	Serv. Flight Corp. Vietnam	photo	02jul09	c/n now known
Mi-172	<b>704C09</b>	VN-8428	Serv. Flight Corp. Vietnam	SGN	06may21	c/n now known
Mi-8AMTSh	---	RF-04496	Russian Air Force	Kub	15may21	coded "75" blue
Mi-8MTV-5	---	RF-04520	Russian Air Force	photo	apr21	coded "52" blue
Mi-8MTV-5	---	RF-04521	Russian Air Force	photo	apr21	coded "53" blue
Mi-8MTV-5	---	RF-04536	Russian Air Force	KIn	may21	coded "43" red
Mi-8MTV-5	---	RF-92065(2)	Russian Navy	APR	early21	coded "20" red
Mi-8T	---	JU-5588	A-Jet Aviation		aug15	no longer on the register so canx but date unknown
Mi-8T	---	620	Afghan Air Force	photo		the photo shows the wreck
Mi-8MTV-1	---	GBP-10009	Georgian Border Police	photo	08jul20	'Border Police of Georgia' titles in Georgian & English

Mi-8MTV-1	---	GBP-10010	Georgian Border Police	photo	16nov20	'Border Police of Georgia' titles in Georgian & English
Mi-171	---	5U-MHH	Niger Air Force	photo	15feb21	
Mi-17V-5	---	61121	Venezuelan Air Force	MYC	16apr21	with 'FANB' titles; h/o after overhaul 16apr21
Mi-24V	<b>353242 20 15111</b>	TT-OAR	Chad Air Force	NDJ	17may21	after repaint; c/n now known
Mi-24P	<b>353243 41 16201</b>	"59" yellow	Russian Air Force	photo	27dec15	in Municipal Museum at Odintsovo; c/n now known
Mi-24V	---	3072	Egyptian Air Force	photo	29jun19	
Mi-28N	<b>34012843500</b>	RF-13654	Russian Air Force	Pus	mar17	coded "70" red; c/n now known
Mi-28NM	<b>34029607020</b>	RF-13489	Russian Air Force	ZIA	30aug19	c/n now known
Mi-34S	<b>9783003502003</b>	YR-XFB	Kobo-Coop '96 Kft.	l/n	28aug11	at Tannheim; c/n now known
RRJ-95B	<b>95 088</b>	RA-89052	Rossiya	ULY	14apr21	ferried to SVO; h/o 01may21; l/n SVO 21may21
RRJ-95B	<b>95 090</b>	RA-89061	Rossiya	ULY	07may21	ferried to SVO; l/n ASF 22may21
RRJ-95B	<b>95 101</b>	RA-89064	Rossiya	ULY	20apr21	ferried to SVO date 22apr21; l/n SVO 21may21
RRJ-95B	<b>95 102</b>	97026	Sukhoi Civil Aircraft.	VCE	05may21	in CityJet c/s, n/t; ferried to ZIA 06may21; ex 9H-SJA
RRJ-95B	<b>95 107</b>	RA-89065	Rossiya	ULY	20apr21	named 'Derbent'; ferried to SVO; l/n SVO 23may21
RRJ-95B	<b>95 164</b>	RA-89155	Red Wings	ULY	14may21	ferried from ULY to ZIA 15may21
RRJ-95B	<b>95 182</b>	RA-89179	Azimuth	ULY	13apr21	named 'Tobol'; ferried from ULY to ZIA 15apr21
RRJ-95B	<b>95 184</b>	RA-89180	Azimuth	ULY	23apr21	named 'Amur' after a river in the far East
RRJ-95B	<b>95 201</b>	RA-89141	Red Wings	h/o	27apr21	and ferried from ZIA to DME; l/n NSK 07may21
RRJ-95B	<b>95 203</b>	RA-89143	Red Wings	h/o	27apr21	and ferried from ZIA to DME; l/n SVX 23may21
RRJ-95B	<b>95 204</b>	RA-89144	Red Wings	h/o	27apr21	and ferried from ZIA to DME; l/n RTW 23may21
RRJ-95B	<b>95 206</b>	89146	Rossiya	ULY	11may21	named 'Ufa' after the capital of Bashkortostan
RRJ-95B	<b>95 211</b>	97024(2)	primer	fff	28apr21	ferried via OVB to ZIA 14may21
RRJ-95B	<b>95 212</b>	89171	primer	fff	13may21	
Tu-16LL	<b>6 4 014 10</b>	"41" blue	LII Zhukovski	ZIA	16aug92	engine test bed for the Yak-38; l/n ZIA 31aug93
Tu-22M1	<b>5 05 2 02 8</b>	"73" red	Russian Air Force	photo	aug16	GIA by ShMAS VMF at Vyborg; scrapped before jun17
Tu-22M3	<b>12112 6 3 1</b>	RF-94144	Russian Air Force	photo	17may19	coded "16" red;c/n now known
Tu-134A	<b>48950</b>	CCCP-65038	Aeroflot	f/n	01may21	at Minsk-Lipki awaiting re-assembly
Yak-10	---	CCCP-G244/54	Mingeo	rgd	1947	all eleven aircraft for the Ministry of Geology
Yak-12M	<b>01 5 06</b>	CCCP-L5703(1)	AFL/West Siberia	rgd	19jan56	dbf 26may56 on an ambulance flight to Poltavka
Yak-12M	<b>17 5 08</b>	CCCP-Sh416	AFL/Sasovo Flying School	rgd	09jan57	became CCCP-56416 rgd 30jun58
Yak-12M	<b>17 5 11</b>	CCCP-Sh434	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56434, opb Kaluzhskaya OAE
Yak-12M	<b>17 5 12</b>	CCCP-Sh435	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56435 rgd 30jun58
Yak-12M	<b>17 5 13</b>	CCCP-Sh436	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56436 rgd 30jun58
Yak-12M	<b>17 5 14</b>	CCCP-Sh437	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56437 trf unknown
Yak-12M	<b>17 5 16</b>	CCCP-Sh439	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56439 rgd 30jun58
Yak-12M	<b>17 5 17</b>	CCCP-Sh440	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56440 rgd 30jun58
Yak-12M	<b>17 5 18</b>	CCCP-Sh441	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56441 rgd 30jun58
Yak-12M	<b>17 5 19</b>	CCCP-Sh442	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56442 rgd 30jun58
Yak-12M	<b>17 5 28</b>	CCCP-Sh433	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56433 rgd 01jul58
Yak-12M	<b>20 5 28</b>	CCCP-T607	AFL/Far East	rgd	11may57	became CCCP-62607 rgd 20jun58
Yak-12M	<b>21 5 40</b>	CCCP-L724	AFL/Far East	rgd	29jun57	became CCCP-72724 rgd 20jun58
Yak-12M	<b>22 5 34</b>	CCCP-L795	AFL/Far East	rgd	04jul57	became CCCP-72795 rgd 20jun58
Yak-12M	<b>25 5 27</b>	CCCP-K760	AFL/Far East	rgd	25nov57	became CCCP-72760 rgd 20jun58
Yak-12M	<b>8 12 7 175</b>	CCCP-L5703(2)	AFL/Far East	rgd	01jun57	rgc to be confirmed; became CCCP-05703 rgd 20jun58
Yak-12M	<b>8 12 7 179</b>	CCCP-L593	AFL/Far East	rgd	17feb58	became CCCP-62593 rgd 20jun58
Yak-12M	<b>8 12 7 180</b>	CCCP-L594	AFL/Far East	rgd	17feb58	became CCCP-62594 rgd 20jun58
Yak-12M	<b>19 0 881</b>	UR-PWAN	Yu.V. Chernets	rgd	15apr21	Yu.V. Chernets of Dnipro
Yak-18T	<b>7 20 14 13</b>	D-EYAT		rgd	feb20	ex G-CIYM which was canx 26feb18
Yak-40	<b>9 44 18 37</b>	RA-87473	KrasAir	f/n	22feb13	to the premises of the Krasnoyarsk Region State Penitentiary Service, as a trainer for prison escorts
Yak-40	<b>9 64 18 50</b>	RA-88229	Barkol	l/n	27apr19	at the premises of the Belgorod Law Institute of the Interior Ministry as a training resource
H6M	---	21112	Chinese Air Force	photo	apr21	10th Div/30th Reg
KJ500A	---	7310	China Flight Test Est.	l/n	21apr21	in all yellow primer no markings apart from the serial
MA600	<b>09 7 III 09</b>	TY-26A	Benin Government	COO	16feb21	c/n on a cover as 'Y7III-9709'

## PH register

### Newly registered aircraft:

PH-AQI	Gulfstream GV-SP	<b>5616</b>	06apr21	Fokker Techniek BV
PH-EFL	Pipistrel Virus SW 128	<b>VSW 1280025</b>	02apr21	E-Flight Academy BV
PH-HHM	Eurocopter EC155B1	<b>6658</b>	30apr21	Heli Holland Holding BV
PH-HHN	Eurocopter EC155B1	<b>6655</b>	30apr21	Heli Holland Holding BV
PH-HLC	Diamond DA40NG	<b>40.N539</b>	13apr21	Orange Air BV
PH-JOR	Van's RV-4	<b>779</b>	01apr21	J.P. Lingnau
PH-LLT	Tecnam P2010	<b>131</b>	02apr21	L.C. Klaare
PH-NXC	Embraer 190-400	<b>19020051</b>	19apr21	KLM Cityhopper BV
PH-OOO	Fire Balloons G 36/24	<b>1108</b>	21apr21	C.J. van den Heuvel
PH-SEE	Sling 2	<b>271K</b>	30apr21	K.Smith
PH-WAG	Fisher Celebrity	<b>CE 160</b>	26apr21	D. van der Toorren
PH-ZEF	Pipistrel Virus SW 128	<b>VSW 1280007</b>	02apr21	E-Flight Academy BV
PH-ZGZ	Beech C90A	<b>LJ-1236</b>	29apr21	Zeusch Aviation BV
PH-OA1	Air Création Skypper	<b>T20029</b>	02apr21	H.J.M.M. van Doorne
PH-7S9	Fresh Breeze Bullix 4 T	<b>002</b>	08apr21	P.G.P.H.J. Heijen
PH-8L5	Adventure M4	<b>XRM41340</b>	16apr21	Q.F.Y. Claessen
PH-577	Rolladen-Schneider LS-3	<b>3138</b>	26apr21	R. de Vries
PH-1657	Rolladen-Schneider LS-8	<b>8110</b>	22apr21	F.G. Schellenberg

Change of ownership:

PH-ARR	Cameron N-120	<b>11145</b>	7227	09apr21	H. Velthoven
PH-EPO	Piper PA-28-181	<b>28-7990557</b>	2924	02apr21	C. Dos Reis Gomes
PH-JTJ	Cessna 680 Sovereign	<b>680-0326</b>	8921	12apr21	Air Service Liege NV
PH-OHM	SOCATA TB-9	<b>1834</b>	6958	12apr21	Rotor & Wings Holding BV
PH-OVH	Fuji FA-200-180	<b>FA-200-114</b>		20apr21	J.W. Hicken
PH-ULI	Alpi Aviation Pioneer 400	<b>024</b>	8804	02apr21	D.R. Wigezzy
PH-USA	Cessna 172P	<b>17274718</b>	3762	21apr21	Jaggers Development Spolka Z.O.O.
PH-3M6	Aeropro Fox	<b>10501</b>	20600	23apr21	K.D. de Haan
PH-3Z5	Kappa KP-2UR Sova	<b>2121139L</b>	20792	26apr21	O. van der Galiën
PH-4Q6	Tecnam P92 Echo Super	<b>1011</b>	9661	21apr21	A. van der Veen
PH-473	Schempp-Hirth St. Cirrus B	<b>524</b>	2256	23apr21	N.E. Hoffland
PH-611	Rolladen-Schneider LS-3A	<b>3177</b>	2717	21apr21	H.J.M. Haakmeester
PH-714	Schleicher ASK-21	<b>21093</b>	3182	16apr21	Vliegclub Hoogeveen
PH-958	Schleicher K-7	<b>499</b>	4500	21apr21	Pelikán Repülő Egyesület
PH-1426	Schempp-Hirth Discus bT	<b>40</b>	7458	21apr21	Q.I.E. Segers

Cancelled from register:

PH-BFV	Boeing 747-406 SCD	<b>28460</b>	5764	21apr21	To Bermuda.
PH-BGO	Boeing 737-7K2	<b>38126</b>	7686	13apr21	To EI-GVV.
PH-EJM	Cameron O-105	<b>3723</b>	5173	23apr21	More than one year without valid airworthiness document.
PH-HDO	Hughes 269C	<b>140272</b>	8285	08apr21	More than one year without valid airworthiness document.
PH-JNJ	Lindstrand LBL-180A	<b>128</b>	5474	06apr21	More than one year without valid airworthiness document.
PH-LGR	Van's RV-6	<b>001</b>	7461	12apr21	Destroyed by fire, Hilversum, 2 April 2021.
PH-PEJ	Cessna 172P	<b>172-75401</b>	4565	21apr21	To Sweden.
PH-SKE	Cessna 172P	<b>172-74730</b>	3137	23apr21	Destroyed by fire, Hilversum, 2 April 2021.
PH-TCS	Piper PA-32R-301T	<b>3257241</b>	7613	19apr21	To Germany.
PH-TWO	Zenith CH801-HD	<b>CH8011202</b>	8306	28apr21	To Finland.
PH-9F2	Parasport Fun-Alu 125	<b>JB1960</b>	20855	23apr21	More than one year without valid airworthiness document.
PH-1355	DG-1000T	<b>10-75 T14</b>	6862	12apr21	To Finland.
PH-1587	Rolladen-Schneider LS 4-a	<b>4836</b>	9422	26apr21	To Romania.
PH-1646	Diamond HK-36TTC	<b>36.612</b>		28apr21	To Germany.

Additions, corrections and news:

PH-AQI	Gulfstream GV-SP	<b>5616</b>			Ex N516GA.
PH-HHM	Eurocopter EC155B1	<b>6658</b>			Ex G-CKVB, OY-HSL.
PH-HHN	Eurocopter EC155B1	<b>6655</b>			Ex G-CKUT, OY-HJP.
PH-JOR	Van's RV-4	<b>779</b>			Ex HA-SABC.
PH-NXC	Embraer 190-400	<b>19020051</b>			Ex PR-ECJ.
PH-OOO	Fire Balloons G 36/24	<b>1108</b>			Ex D-OWEY.
PH-ZGZ	Beech C90A	<b>LJ-1236</b>			Ex 2-MAPZ, UP-H9001, UP-K9001, OE-FMG, D-IPEL, N5598L.
PH-7S9	Fresh Breeze BulliX 4 T	<b>002</b>			Ex PH-7S9.
PH-8L5	Adventure M4	<b>XRM41340</b>			Ex PH-8L5.
PH-577	Rolladen-Schneider LS-3	<b>3138</b>			Ex PH-577.
PH-1657	Rolladen-Schneider LS8-18	<b>8110</b>			Ex D-3680.

Credits: Inspectie Leefomgeving en Transport.



Zeusch Aviation registered this Beech C90A PH-ZGZ on 29 April 2021, and a few days later Berend Jan Floor already captured it on camera at Teuge, on 1 May.

# Wrecks & Relics



Former Hungarian L-39ZO 114 will be used by Skyline for spares. It was seen in their hangar after it had arrived by truck the previous day. (Groningen-Eelde, 29 April 2021, Kas van Zonneveld)

## Netherlands

### Baarlo

The blue/white Bo105CB B-76 left in May for a yet unknown location in Kassel, Germany.

### Deelen

NX537/G Auster 3 (R-7), stored **462** mar21  
The Auster returned on 6 March to the Deelen museum after a spell of three years at Nieuw Vennep. However it will be stored and only be on display occasionally.

### 's Gravenzande

(B-2910) Mi-2 preserved, ex Maasdijk **may21**  
The Mi-2 has been turned into a man cave. Only its boom is sticking out of the shed. This is the same location and owner as MiG-23BN 707/20+50 (N51.97060, E4.20048).

### Groningen - Eelde

114 L-39ZO stored, ex Kecskemét **831114** apr21  
The Albatros arrived on 28 April. It will be used for spares by Skyline, although restoring it to flight has not been ruled out.

## Belgium

### Beauvechain

CH13 C-130H preserved **4047** apr21  
PL21 DFS108 preserved, ex Landen **14** may21  
The Hercules arrived here on its final flight on 26 April and will be preserved with the 1st Wing Historical Centre. The DFS108 glider has also been added to the collection and is now in the same building as F-104G FX-39.

### Kasterlee

(047) AB47G-1 OO-TCT, ex F-GCCL **047** apr21  
(117) AB47G-2 OO-KAB, ex F-BTSM **117** apr21  
OO-KAB (ex Saint Gilles) made its first post restoration flight in April from the heliport at N51.28386, E4.91223. OO-TCT (ex Montpellier) might also be here as they are both registered to the same owner at nearby Tielen on 10 February 2021. Both are ex ALAT.

## Czech Republic

### Praha - Tocná

Expected here later in the year is Hurricane IV KZ321/ OO-HUR (painted as BE150/JX-E). Is currently under restoration at Brasschaat.

### Rohatce

(102) Il-18B (SP-LSH), stored **181002701** apr21  
The location of the former Strumień Il-18, which arrived in November 2020 in the Roudnice nad Labem area, has been found. It is in a field at N50.45953, E14.19908.

## Denmark

### Arnborg

VN148/LN+ST Baby Ilc (BGA2400), stored **112-5** aug19

This glider used to be at Viborg. It is still in dismantled state.

### Værløse

A-001	F-35	preserved	<b>351001</b>	apr21
AT-160	TF-35	preserved	<b>351160</b>	mar21

The single seat Draken was delivered on 12 April to the hangar 1 collection from Helsingør. The two-seater came from Östra Vemmerlöv, Sweden.

## Finland

### Tuulonen

HS-6 Mi-8PS preserved, ex Vesivehmaa **may21**  
The Mi-8 is added to the collection at the shopping centre.

## France

### Ambérieu en Bugey (01)

99/VO	Cap10B	stored, dismantled	<b>99</b>	may21
358/125-BQ	Mirage 2000N	stored	<b>322</b>	may21
370/125-CQ	Mirage 2000N	stored	<b>374</b>	may21
372/125-CM	Mirage 2000N	stored	<b>386</b>	may21
374/125-BS	Mirage 2000N	stored	<b>389</b>	may21
375/125-CL	Mirage 2000N	stored	<b>391</b>	may21

A total of seven Mirage 2000Ns are now stored here, all came via Châteaudun. The Mirages are wrapped in acclimatized aluminium foil bags. There are also now five Alpha Jets in storage. These might move on as E135/8-RX was noted here in September 2020 and at Cazaux in January 2021. In January Cazaux has put their first Alpha Jet in an aluminium foil bag. Reported on base in May 2021 were Alpha Jet E1, CM170 575, Mirage F1CT 265/30-QE, Mirage 2000N 344/4-BV, Mirage 3RD 356 (painted as 368/33-TE), Super Mystere B3 13 (painted as 136/12-YH) and T-6G 114688/RC. The last three are near the gate, the others in hangars.

### Notre Dame Limite (13)

An unknown and unmarked Mirage 3C forward fuselage is at the Traverse de l'Arlésienne (N43.38307, E5.35965, visible on Google street view) which is in the northern part of Marseille.

### Pau (64)

1130/DCK	SA330B	preserved	<b>1130</b>	apr21
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During April the Musée des Parachutistes received a new Puma. Their old one, 1075/BRY, was transported to the Camp de Ger. This is an army training area south of the village of Ger, west of Tarbes.

### Rennes - Saint Jacques (35)

2/30-MG	Mirage F1C	preserved, grey c/s		may21
87/33-FS	Mirage F1C	preserved, desert c/s		may21

The Musée Aéronautique de Bretagne has added two Mirages to their collection on 4 May. Both came from Rochefort.

## Germany

### Bückeburg (NI)

After its Goodbye Huey Tour UH-1D 73+08 is expected to

arrive at Bückeburg in late June and will be preserved at the Hubschraubermuseum.

#### Damme - Rottinghausen (NI)

(86+31)	Bo105P	SP-YIS	<b>6031</b>	may21
(86+47)	Bo105P	SP-YWD	<b>6047</b>	may21
(14 white)	Yak-52	HA-NSG	<b>844913</b>	may21

The Yak came from Grabenstetten. Also seen was based P149D 92+16/D-EONA.

#### Düsseldorf (NW)

(50+42)	C-160D	stored	<b>064</b>	may21
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The Transall is cut-up in several pieces and will be used by the Düsseldorf Schauspielhaus as an open air stage.

#### Neuburg (BY)

37+61	F-4F	preserved	<b>4497</b>	apr21
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In late April the Phantom was moved from the airfield, where it was preserved in the shelter area, to the nearby Wilhelm Frankl Kaserne. It is preserved at the gate of the barracks.

#### Usseln (HE)

D-8212	F-104G	(25+63), preserved	<b>8212</b>	apr21
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The former Bad Wildungen Starfighter is now with Curioseum.

#### Greece

##### Morfovouni

113	Mirage F1CG	preserved, ex Tanágra	<b>93</b>	apr21
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The Mirage arrived on 26 March 2021 and serves as a memorial for a local pilot who was killed in a Mirage 2000 crash. The aircraft is pole mounted at the west side of the village (N39.35471, E21.74102).

##### Tatoi

MJ755/F-H	Spitfire LF.IX	G-CLGS	<b>CBAF-IX-1285</b>	may21
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The Spitfire arrived on 28 May 2021 from Biggin Hill.

#### Hungary

##### Berekfürdő

9603	MiG-21MF	preserved, ex Pápa	<b>969603</b>	apr21
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This MiG stayed only a few months at Pápa and is now with the collection which also has Mi-24D 96+20/03 yellow and MiG-21bis 41.

##### Hatvan

The location of the four stored MiG-21s (43, 4403, 6384 and 9515) has been found due to new Google Earth images, they are at N47.66763, E19.71946. Also here is civil Ka-26 HA-MZG (with its former markings of (CCCP-)19288 visible).

##### Kiskörös

818	MiG-15	restoration, ex Vác	<b>31530818</b>	apr21
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The owner of MiG-21bis 46 has finished the restoration and the aircraft will stay with him. He has started with a new project, a MiG-15.

#### Szeged

Thanks again to GE, the location of MiG-21MFs 8204 and 9604 has been found at N46.26162, E20.12527.

#### Serbia

##### Belgrade

23646	G-4M	preserved, ex Batajnica		mar21
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A white Galeb is on display at the Banjica-2 barracks. These barracks are at N44.76143, E20.46751.

#### Switzerland

##### Sion

(MM80136)/SE-48 AB47J	restoration, ex Vermicino	<b>1038</b>	apr21
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The AB47 is under restoration with Air Glaciers.

#### Turkey

##### Aliğa

67-0395	F-4E	preserved	<b>3307</b>	may21
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The Phantom is preserved at the gate of a military beach resort (N38.83269, E26.96871).

##### Bozüyük

90250/TE-/2-250	T-37B	preserved, ex Bursa	<b>40412</b>	dec20
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The Cessna is pole mounted at the entrance of the Bozüyük city museum (N39.91203, E30.02814).

##### Bursa

69-7489	RF-4E	preserved	<b>4105</b>	may21
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A Phantom arrived on 17 May for display at the Gökmen Uzay Havacilik Egitim Merkezi (Gökmen Space Aviation Training Centre, N40.22834, E29.06987).

##### Istanbul

10380	AB206R	preserved	<b>8054</b>	dec20
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The Bell is preserved outside, on the second floor, of the new building of the İstinye Üniversitesi (N41.01479, E28.90511).

##### Istanbul

10427	OH-58B	preserved	<b>42237</b>	may21
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A Kiowa is parked outside at the Uskudar Science Centre (Bilim Üsküdar, N40.99760, E29.06474).

##### Kayseri

69-7530	F-4E	preserved	<b>4188</b>	oct20
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Outside the Bilim Merkezi (Science Centre, N38.77067, E35.55424) is a Phantom. It is here since at least July 2015.

##### Tuzla

67-0376	F-4E	preserved	<b>3267</b>	may20
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This Phantom is displayed at the Selale Park (N40.85676, E29.31731).

##### Zafertepeçalköy

(4034)	Do28D-1	preserved	<b>4034</b>	aug19
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Since at least May 2010 a Dornier is pole mounted at a memo-



Since December 2006 F-4F 37+61 was preserved at Neuburg airbase. During the weekend 24 and 25 April 2021 the freshly painted Phantom was moved from the airbase to TLG 74s nearby Wilhelm-Frankl-Kaserne and put on display outside the main gate, just beside the small road leading from Grünauer Strasse to the main gate (11 May 2021, Martin Bach)



Former Czech MiG-15bis 8810 is preserved on the grounds of the Controversy Tram Inn at Hoogwoud in the Netherlands (16 February 2021, Martin Uleman)

rial (N38.91350, E 30.06219).

### United Kingdom

Binbrook, Lincolnshire  
 XS459/AW Lightning T5 preserved **95019** may21  
 A Lightning arrived from the Fenland Aviation Museum at West Walton during May, having been acquired by former Lightning pilot Ian Black.

Greenford, London  
 Scout AH1 (XV123) re-appeared back on the roof of Vanguard Self Storage on the A40 on 14 May 2021, replacing a Ford Transit van.

Hibaldstow, Lincolnshire  
 (58+23) Do28D-2 (CC-CRI) **4098** may21  
 A Dornier is here for use as a spares source. Wearing a blue and white colour scheme, it is now in the difficult to access storage hangar.

Manston, Kent  
 The RAF Manston History Museum took delivery of Bucca-

neer S2B XV864 from the closed-down Fire School on 14 May 2021.

Perth, Scotland  
 MM81220/GF-130 A109A instructional **7337** may21  
 MM81335/GF-134 A109A instructional **7418** may21

Two former Guardia di Finanza A109s arrived here on 21 May 2021 for instructional use in the AST Training Hangar. Both codes and serials have been removed. Only the last digit 5 was confirmed for the second one. GF-134 is the only realistic candidate.

On the same day, Whirlwind HAR9 XL875 left for Morayvia at Kinloss. It had been at Perth for 44 years.

St Athan, Wales  
 XS507/27 Wessex HU5 preserved **WA176** may21  
 The South Wales Aviation Museum took delivery of a Wessex from Chard on 18 May 2021.

Credit: Howard Curtis, Laurent Heyligen, Erik Kamphuis, Alexander Lutz



Belgium CM170 MT36 had a Cat 5 accident after take-off from Beauvechain on 25 February 2000. It was transported to Evere for investigation and by September 2006 it was back at Beauvechain for storage. By March 2021 it had arrived at the private collector at Helchteren. The damaged aircraft still carries its silver 40-years Fouga colours (28 March 2021, Laurent Heylingen)

# Warbirds



Like in previous years, pilots of the Koninklijke Luchtmacht Historische Vlucht (Royal Netherlands Air Force Historic Flight) attended a number of ceremonies on 4 and 5 May. On 4 May the victims of the Second World War are commemorated while the Liberation of the Netherlands from the German occupation is celebrated on 5 May. A first this year was the presence of Spitfire TB885 (PH-FVE). The latest fighter of the Historic Flight is seen here on finals for Gilze Rijen air base in a dramatic photo by Chris Kooistra (5 May 2021)

## Australia

There is some good news to report on New Zealand Curtiss P-40N Kittyhawk NZ3220 'Gloria Lyons', formerly part of the aircraft collection of John Smith, Mapua, Nelson, NZ. Scramble reported on the barnfind of this collection on 25 August last year. Since its transport to The Omaka Aviation Heritage Centre (Omaka Air Field, New Zealand) the legendary Kittyhawk has been completely assembled. The fighter is in an amazing condition, given its age and lengthy storage in Smith's barn: a real time capsule.

The P-40 was initially said to be prepared for static display in the OAHC museum, but photos released on 1 April suggested it might have flown already. The fighter however has not been registered in the New Zealand civil register yet, which makes a first flight very unlikely. But what is so special about this Curtiss P-40N-20CU 43-22962 (30901), ex-RNZAF Kittyhawk IV NZ3220/G, Gloria Lyons? The name refers to a lady with the same name, a pen-friend of two armoureders of No. 4 Servicing Unit at Ondonga, on New Georgia in the Solomon Islands during WW II. The name was carried by three consecutive Kittyhawks, two of which were only flown for a short period. NZ314 was lost in a crashlanding, while NZ3167 crashed into the sea only two weeks later. A third P-40 (an N-20), NZ3220, was selected as the next candidate, and was duly marked.

The cumulative scores and missions of the three 'Gloria Lyons' P-40s were painted on the cowl of NZ3220. When it returned to New Zealand in late 1944, it was repainted but the markings were retained. These were 55 yellow bomb symbols representing strike missions, and two and a half Japanese flags representing victories over enemy aircraft.

The fighter was then used as a display aircraft during a tour to encourage the population of New Zealand to buy war bonds. After that period, NZ3220 was destined for scrapping, but fortunately it was rescued by aircraft collector John Smith and was stored in Mapua (near Nelson) along with other warbirds, such as a Mustang, another P-40 and a Mosquito.

## Czechia

Hawker Hurricane Mk.IV KZ321 (OO-HUR) made its first flight in a new livery from Brasschaat, Belgium, on Wednes-

day 20 May. The fighter, previously CF-TPM (and before that G-HURY) had arrived in Belgium in 2018, making its first flight as OO-HUR in November of that year. The Hurricane was thoroughly overhauled and prepared for its first flight by the local FAST Aero company. It has been acquired by a group of Czech aviation enthusiasts around the Aviation Museum Točná. After completing formalities and instruction of the pilots, the machine is expected to be flown over to Prague by the end of May.

As a tribute to the Czechoslovak airmen who served in the RAF during WW II, OO-HUR is repainted in the colours of Hurricane Mk.IIc 'BE150'. This aircraft with code 'JX-E' was flown by Czechoslovak ace Brig. Gen. Karel Miloslav 'Kut' Kuttelwascher, DFC and bar in 1sq RAF. It was actually his first Hurricane as he later switched to all black nightfighter BE581. In July 1942 he said goodbye to the Hurricane and continued night fighting with Mosquito aircraft in 23sq RAF. With twenty confirmed enemy 'kills' Kuttelwascher was by far the most successful Czechoslovak fighter pilot.

OO-HUR is now owned by a group, called 'Flying Aces Services & Training' which is officially located in Belgium, but in fact has a Czech board. After its arrival in the Czech Republic, the Hurricane will be flown during airshows by three local pilots, named Jiří Horák, Petr Pačes and Radim Vojta.

## Greece

On 25 May 2021, G-CLGS, a Vickers Supermarine Spitfire LF.IX MJ755 (CBAF-IX-1285) took off from Biggin Hill (United Kingdom), for its flight home. It made a number of stops in Italy including Perugia, Pescara and Lucca-Tassignano and at the end of the second day of its delivery flight it landed at Brindisi, where the Spitfire touched down at 17:35 hrs local time. On 27 May, the fighter continued its flight to its final destination via the Greek airports of Corfu and Ioannina. MJ755 arrived at its new homebase, Athens Tatoi (Greece), by the end of that day.

The fighter has been part of the inventory of the Elliniko Polemiki Aeroporia (EPA, Hellenic Air Force) that withdrew it from service in 1953. It was then stored and later displayed at Tatoi air base. Since 1992, the aircraft has been on static

display at the EPA museum in Athens. Since 2007, the EPA performed the initial phases of the fighter's restoration to flying condition. For the final phase of the restoration, MJ755 arrived at Biggin Hill on 23 March 2018. The Spitfire is finished in its original EPA colours with code 'F-H'. G-CLGS is registered to the Icarus Foundation of Pireaus in Greece.

## United Kingdom

Following major maintenance at the Biggin Hill Heritage Hangar, Battle of Britain Memorial Flight' Hawker Hurricane Mk.IIC PZ865 returned to RAF Coningsby on 5 May. PZ865 has been repainted to represent a 247 Sqn night fighter intruder aircraft with code 'ZY-V'. The original 'ZY-V' was Hurricane Mk.IIC BE634 of 247 Sqn, which was based at Predannack and Exeter in 1942. It was involved in defensive night fighter patrols and night intruder operations over enemy territory. Unusually, the 247 Sqn Hurricanes wore half-sized roundels and code letters over their all-black night fighter camouflage. The all-black night fighter Hurricanes of 247 Sqn were used for night air defence of the Plymouth and Exeter area and for night intruder operations against targets in north-western France. The new livery replaces that of a Hurricane as it was flown by the South East Asia Command with code 'EG-S'. That colour scheme was originally carried by Hurricane Mk IIC HW840 of 34 Squadron, SEAC during 1944, which was the personal aircraft of a Canadian pilot, Flight Lieutenant Jimmy Whalen DFC.

According to the British Navy Wings organisation, their Hawker Sea Fury T.20 G-RNHF (VX281) made a crash landing on 28 April. The trainer came down in a field next to RNAS Yeovilton following a problem with the engine on a routine training flight this afternoon. Both pilots were safe and well and taken to Yeovil District Hospital for a precautionary check-up. The cause is under investigation and both the CAA and Air Accident Investigation Branch have been informed. No further information is available at this time. During the forced landing, the engine separated from the fuselage and the Sea Fury came to rest in an upside down position. Sea Fury T.20 G-RNHF (VX281) was the second of 60 Sea Fury T.20 aircraft built as weapon trainers for the Fleet Air Arm. Delivered to the Royal Navy in 1950 she served with 736 and 738 Naval Air Squadrons at Royal Naval Air Station (RNAS) Culdrose before being sold to the West German Government in 1963. Painted in the markings of an F10 single-seat aircraft of 799 Naval Air Squadron based at RNAS Yeovilton in 1949, VX281 was acquired by the charity from the United States in 2007 and rebuilt at North Weald.

It is not the first accident in which VX281 was involved. In

2014 the aircraft suffered an engine failure during a display manoeuvre at RNAS Culdrose Air Day. She returned to flight following the charity's successful £200,000 appeal to buy a new Centaurus 18 engine.

Until 2018 she was loaned to the Royal Navy Historic Flight (RNHF) under a Memorandum of Understanding between the charity and Navy Command. With the demise of the RNHF in March 2019, she is now operated directly by Navy Wings.

On 23 May, Hawker Tempest II MW763 G-TEMT (420) was rolled out of its hangar at Sywell Aerodrome, United Kingdom. It was the first roll out of this unique warbird in its completed form, indicating almost the end of its lengthy restoration. The aircraft, owned by Anglia Aircraft Restorations, is now only waiting for completion of the Bristol Centaurus VI engine. G-TEMT has been finished in the colourscheme of Tempest II 'PR533/SR-V' as was flown by 33sq RAF in Malaya in the 1950's.

After its service in the RAF, Tempest II MW763 was sold to the Bharatiya Vayu Sena (IAF, Indian Air Force) as HA586 in 1948. It served there until 1969, when it became a decoy at Poona AB. The famous Douglas W. Arnold of Warbirds of Great Britain Ltd. managed to acquire the fighter and had it shipped to Blackbushe in 1979. As a restoration project, the fighter changed hands several times in the years that followed. It started with Nick Grace & Chris Horsley (Tangmere), and then passed on to Brian Angliss. At Brooklands the first attempts were made to restore the machine to airworthy condition. It was by that time registered as G-TEMT.

From Brooklands, MW763 went to Gerry Cooper/Tempest Two Ltd, Sandtoft. The restoration in original RAF colours continued there in 1997 to 1999. The project was then trucked to Gamston, then Wickenby, and finally North Weald. And when final owner Anglia Restorations moved to Sywell, the Tempest went along. Now it is almost time for the first flight since 1969. We can hardly wait to see this unique fighter take to the air again. Hopefully this flight will take place before the Flying Legends 2021 airshow at Sywell Aerodrome on 10 and 11 July!

One day earlier, 22 May 2021, the 75th anniversary of the first flight of the de Havilland Canada Chipmunk was celebrated at Old Warden Aerodrome, Bedfordshire (UK). More than 25 Chipmunk trainers gathered at the 'Chipmunk Fly-In' at Old Warden.

As most people will know, the de Havilland Canada DHC-1 Chipmunk is a tandem, two-seat, single-engined primary trainer aircraft designed and developed by Canadian aircraft



As an illustration to go with the 75th anniversary of the De Havilland Canada DHC-1 Chipmunk, here is Dutch example. Chippie G-BWTG is still adorned its original Royal Navy colourscheme. The 1950 built trainer is owned by Rob de Man and based at Teuge airport. The photo comes from the archives, and was taken 4 June 2011 during the Chip Meet at Antwerp (Belgium) (Gert Jan Mentink)



As can be read on the first page of this warbird section, Hawker Hurricane KZ321 (OO-HUR) now fancies a smart new colour scheme. It has been painted in the colours of BE150, a Hurricane flown by No.1 (Czechoslovak) Sqn RAF. (Brasschaat, 20 May 2021, Walter van Brempt)

manufacturer de Havilland Canada. The prototype of the Chipmunk, registered as CF-DIO-X made its first flight, flown by test pilot Pat Fillingham, on 22 May 1946.

The design turned out to be a success and many countries purchased them as military trainers as replacement for their outdated wartime de Havilland Tiger Moth biplanes. During the 1940s and 1950s de Havilland Canada produced a total of 217 Chipmunks at its factory in Downsview, Toronto, Ontario. The final example of these was completed during 1956.

In addition, a total of 1,000 Chipmunks were produced under licence in the United Kingdom by British aircraft manufacturer de Havilland at Hatfield Aerodrome, Hertfordshire. The production was later transferred to another of its plants, located at Hawarden Aerodrome, Broughton near Chester. From 1955 to 1961, a further 66 Chipmunks were licence-manufactured by OGMA (Oficinas Gerais de Material Aeronáutico), at Alverca, Portugal for the Portuguese Air Force.

### United States

Congratulations to the Berlin Airlift Historical Foundation! They have announced that their new flagship 'Spirit of Freedom', Douglas C-54D 43-17228 (N9015Q) made its first flight in their possession on 24 April. This is the new 'Spirit of Freedom', which is meant to replace the original one, C-54E 44-9144 (N500EJ) which was wrecked by a tornado on 13 April 2020. It was considered too expensive to repair and so N9015Q, a former airtanker, was acquired in August of the same year.

On its first flight the Skymaster flew from New Smyrna Beach (FL) to Walterboro (SC). The original (wrecked) C-54E awaited its successor there. As the next step the museum interior and other items will be transferred from 44-9144 to 43-17228. Painting into an Berlin Airlift scheme is postponed until June, because of the paintshop's schedule.

As part of the Berlin Airlift Historical Foundation collection, the new flagship 'Spirit of Freedom' will be a living memorial of the famous Berlin Airlift in which so many Allied aircrews and aircraft were involved.

Much to the surprise of the BAHF it was found out that 43-17228 is a real Airlift veteran, in which it served from October 1948 to September 1949. It started with 5 months of operations with 61st TCS, based at Rhein-Main Airbase, after

which an overhaul in the USA followed. From May 1949 it was flown by the 317th TCS at Celle, then by the 513th TCS at Rhein Main and finally with the 313th TCS at Fassberg. The C-54 even served the US Army at Kwajalein Missile Range until it was retired in 1978. It was then sold to Ardco and flown as a firebomber, before ending its commercial career at Florida Air Transport.

The Experimental Aircraft Association has announced the grounding of their Boeing B-17G 44-85740, which is registered as N5017N. As part of a routine preflight inspection of the bomber, usually known as 'Aluminum Overcast', in Florida last week, the EAA team discovered a fitting inside the wing that showed signs of fatigue. Following safety protocols, the airplane was grounded for a full inspection that determined that replacing the part was necessary. As safety is the organisation's number one priority, the aircraft will remain grounded until the repairs have been made. Obviously, as a result of the decision, EAA's B-17 US national tour is on hiatus for the time being. The airplane will remain in Florida at this time until a repair schedule is finalized. The organisation does not yet have a final timeline for those repairs, but will keep everyone updated as additional information becomes available via the B17.org website. The grounding of "Aluminum Overcast" makes it unlikely that the bomber will participate in the EAA's Air Venture 2021 edition at Oshkosh.

On 17 April, the Grumman TBM-3E Avenger BuNo 91188 (4093) made a spectacular emergency landing on the water just meters off the coastline of Cocoa Beach. The splash was witnessed by the numerous crowds on the beach. An engine failure apparently caused the pilot to perform this emergency landing. The Avenger concerned is registered as N108Q and owned by the Valiant Air Command Museum, Space Center Executive Airport, Titusville (FL) After her US Navy career had ended BuNo 91188 became a fire bomber and was flown as such in California and later Georgia from 1956 to 1969. The Avenger then had several private owners until it was acquired by Valiant Air Command in 2002. After an eighteen year restoration N108Q took to the skies again on 11 January 2020. During its restoration the aircraft was painted in the colours of one of the Avengers that disappeared in the famous Bermuda Triangle. It represents the aircraft of the Commander of Flight 19, Lt Charles Taylor.

# Dustpan & Brush



The United States Navy lost one Goshawk (both pilots survived) and saw another one receive damage, after they suffered a mid-air collision during a training sortie, on 17 May 2021. The T-45C that crashed was 167089/B-244 (pictured with code B-311 above), while the BuNo of the other T-45C is unknown for the moment. The damaged Goshawk managed to land safely back at NAS Kingsville (TX), home base of VT-22 Golden Eagles, to which both T-45Cs belong(ed). (NAF El Centro (CA), 20 October 2011, Martin Uleman)

## Additions & Corrections:

20mar07 164725/NG-204 F/A-18C 1176/C326 w/o  
See Scramble 336 and 340.

10apr18 UR-14118 Mi-2 5210829029 w/o  
See Scramble 468.

## New Accidents:

19apr21 TR-KCX AS332M1 2481 dam

All sixteen occupants (four crew and twelve passengers) of this Gabon Air Force Aérospatiale Super Puma survived the crash, which happened as a result of an engine failure. It came down in Minkébé, Ogooué Ivindo province. The registration and construction number are not confirmed.

20apr21 (43-1416) L-4B 10277 w/o

A private L-4B (painted as NC50601) crashed at Epse, south of Deventer, the Netherlands. The 62-year-old pilot was injured. It had left Teuge earlier in the day, when under unknown circumstances it came down in a field in Epse. Eyewitness reports claim the pilot was talking about control problems.

21apr21 HL9285 S-76C+ 760565 dam

One of the two person onboard the HeliKorea Sikorsky was killed, after the chopper crashed into the Daecheong Lake, Oak Cheon Goon, South Korea, during a firefighting mission. Two days later the wreckage was retrieved from the lake, near Munmun Bridge in Munmun-myeon, Sangdang-gu, Cheongju-si, Chungcheongbuk-do.

21apr21 N53331 BT-13A 1491 dam

A private Consolidated Vultee BT-13A Valiant experienced an apparent aerodynamic stall and a subsequent impact with a hangar structure while practicing touch and goes at Grove Field Airport (WA). The vintage airplane (former 41-1381 of the USAAF) sustained substantial damage and one of the two occupants onboard was fatally injured. The second occupant onboard received unspecified injuries.

23apr21 N461DK PA-46-310P 46-8508102 w/o

While at cruising altitude on a flight from Muskogee (OK) to Williston (FL) the private Piper Malibu Meridian crashed under unknown circumstances on hilly terrain near Wal-

treak, west of Danville, Yell County (AR). Both occupants were killed.

23apr21 N59EZ SA226T(B) T-394 w/o

Both pilots died after the Global Air Merlin IIIB was destroyed when it impacted the terrain under unknown circumstances near Winslow (AZ). According to Autoweek magazine, the pilot was retired IndyCar driver Bill Whittington. Whittington was a driver of the winning car in the 1979 24 Hours of Le Mans race.

23apr21 N119AA A119 14505 w/o

A private Agusta A119 Koala crashed at highway marker 19 to Laredo, in the municipality of Apodaca, Nuevo León, after clipping some power lines. The accident (in which all occupants died) happened close to Monterrey-General Mariano Escobedo International Airport.

23apr21 65. AB412 w/o

A Zimbabwe Air Force AgustaBell AB 412, operated by 8sq, crashed in a residential area in the Hukuru area of Arcturus, 32 kilometres east of Harare. All three occupants died and also a child on the ground. The helicopter had left Manyame Air Force Base on a training flight. A second child and its mother suffered serious burns after the Bell 412 helicopter, apparently out of control, crashed into a house before exploding into a ball of fire. The two were being treated for their injuries at Parirenyatwa Hospital in Harare.

25apr21 C-FYDA AS350B2 4157 w/o

A Great Slave Helicopters Ecuireuil crashed at Griffith Island, about 22 kilometres southwest of Resolute Bay (NU). Two members of the flight crew and a wildlife biologist died on impact. The crash occurred on a trip to survey the Lancaster Sound polar bear population for the Nunavut Department of Environment.

27apr21 15-410 MD520G 0410E w/o

A Philippine Air Force (Hukbong Himpapawid ng Pilipinas) McDonnell Douglas MD520MG Defender of 20th Attack Squadron 'Firebirds', based in Sangley Point, Cavite City, crashed into the waters off Barangay Taytay, near the municipality of Getafe, province of Bohol, Central Visayas, Philippines. Sadly

this resulted in the death of the PIC (Pilot In Command), with three others surviving the impact. At the time the Defender was on a test flight after maintenance out of Mactan-Benito Ebuen Air Base. The PAF decided to ground its MD520 fleet while the investigation is ongoing.

28apr21 N53DE Bell 429 **57380** w/o

Two survived the crash of this Duke Energy Bell GlobalRanger, but sadly one other person perished, after it impacted woodland during a local powerline inspection flight near Eden (NC), site of the Dan River Combined Cycle Station.

28apr21 PT-WEX EMB810D **810695** w/o

A crashed Seneca was found on a beach in Tocopero, Falcón, Venezuela, by Venezuelan law enforcement officers. A large number of drugs was found inside the wreckage.

29apr21 G-HYZA PA-46-350P **4636160** dam

A hydrogen fuel cell powered Piper Malibu Mirage of Zero-Avia, crash landed near Cranfield Airport, Bedfordshire. The airplane sustained substantial damage but the two people onboard were not injured. The aircraft was hydrogen-electric powered, a photo from the scene shows that the left wing was separated from the fuselage.

01may21 TG-SEN Bell 206B-3 **2698** w/o

Four out of the five persons onboard the Helicópteros Fumigadores y Corporaciones JetRanger III were killed and a woman was taken to a private clinic in Tiquisate, after it impacted a farm field in Tiquisate, Suchitepéquez, Guatemala.

02may21 HB-ZQQ A109S **22030** dam

An Agusta Grand of Karen SA collided with a fixed structure at a fuelling point during taxi at Padova-Gino Allegri Airport, Veneto, Italy. The pilot escaped unhurt but the chopper lost the aft part of its tail boom section.

03may21 Mi-35 w/o

A rebel group in Myanmar's mountainous north claimed to have shot down a Myanmar Army Mi-35 with a Man-Portable Air-Defense System (MANPADS). The rebel group, the Kachin Independence Army (KIA) said it had shot down a military helicopter near the town of Moemauk in Kachin province after days of military air raids. A small video was shown on Twitter, but the type of helicopter could not be confirmed from this footage.

04may21 N317MJ G1159C **1122** w/o

Looking at the circumstances surrounding this private Gulfstream IV accident, it has all the signs of a narcotics mishap.

The sole pilot onboard was killed, while the Gulfstream is certified for dual pilot operation. There was nobody else onboard and the jet came down under unknown circumstances near Samaná, Dominican Republic. The only missing from the reports was the cargo, but we can guess what was onboard...

04may21 N322TA MU-2B-60 **760SA** w/o

The Northshore Group Mitsubishi Marquise departed Wichita Falls-Shepard AFB (TX) on a flight to Destin-Fort Walton Beach (FL). En route during night-time hours, while descending to Hattiesburg-Bobby L. Chain Airport, the aircraft crashed onto a house located about three kilometres short of runway 13. The aircraft and the house were totally destroyed and all three occupants and one people in the house were killed.

05may21 N22ST G150 **251** dam

All five persons onboard the TLD Aviation Gulfstream were uninjured after it landed long at Ridgeland-Claude Dean Airport (SC) and overran runway 36 into marsh. The right-hand main landing gear separated.

06may21 VT-MPQ Beech B200GT **BY-373** dam

The Beech Super King Air of the Government of Madhya Pradesh departed Indore-Devi Ahilyabai Holkar Airport on an ambulance flight to Gwalior, carrying one passenger, two pilots and a load of boxes containing remdesivir vaccines for COVID-19 patients. On final approach by night, the airplane collided with an aircraft arrester barrier system (to prevent military jets from overrunning runway 24L), located about eighty metres short of the runway 06R threshold. On impact the aircraft nosed down, causing the nose gear to be torn off and the nose to be destroyed. Both propellers detached and both main gear collapsed. The fuselage was bent near the tail. All three occupants escaped with minor injuries but the Beech was substantially damaged.

06may21 VT-JIL Beech C90B **LJ-1573** dam

A Beechcraft King Air of Jet Serve Aviation sustained substantial damage when it conducted a gear up landing at Chhatrapati Shivaji Maharaj International Airport, Mumbai. One of the main wheels separated during take-off from Nagpur for Hyderabad. The crew decided to divert to Mumbai where a belly landing was performed. All five persons onboard, including a patient, were uninjured.

06may21 C-FAAZ PA-60 **60-0148-065** dam

A few minutes after take-off from LaBelle Airport (FL), the private Ted Smith Aerostar 600 crashed into trees located in



The Gulfstream is certified as a dual pilot aircraft, hence it was a surprise when Gulfstream IV N317MJ crashed with only one pilot onboard. It came down on 4 May 2021 under unknown circumstances near Samaná, Dominican Republic, making it even more suspicious looking at the location. The reports mention no cargo was found but we can guess what it was before... (Geneva, 16 March 2013, David Alders)



Boeing 737-73V (Boeing customer code 3V, meaning it was originally delivered to easyJet, as G-EZJM) N558WN of Southwest Airlines, received damage following an aborted take-off at St. Louis Lambert International Airport (MO), on 21 May 2021, due to two blown tires on the left landing gear. David Alders captured the Boeing at Ft. Lauderdale-Hollywood International Airport (FL) on 4 April 2017.

a church garden, located less than two kilometres east of the airport. Apparently, the passenger survived while the pilot was killed. Engine failure was reported by the survivor.

08may21 RA-15715 Mi-2 **5410311077** w/o

A Mi-2 of Ozernovsky RKZ No.55 crashed in a forest near Chaepavka, Kamchatka and caught fire. The operator of the helicopter was a fish processing plant located in the Kamchatka region. Both occupants died in the crash.

10may21 MD530F w/o

An Afghan National Army Cayuse Warrior crashed in Kandahar province, injuring the occupants. Not much more is known.

10may21 WJ560308 Z-8AWJS **Z8AWJS-08** w/o

Two pilots were killed after the China Armed Police Forest Force Z-8AWJS crashed in Erhai Lake in Dali, southwest China's Yunnan Province, during a firefighting operation. There were four crew members in the helicopter during the mission, and the other two are still missing, said the local government in a statement. A total of sixteen boats and more than 490 rescuers have begun with search and rescue efforts at the scene for the missing crew members. Social media showed video footage of the helicopter spinning and falling into the waters with flames in the helicopter's rear. A total of 2,532 people were mobilized to extinguish the fire, which scorched some 48 hectares of land, according to the forest and grassland fire prevention and control headquarters in Dali.

10may21 N567VF UH-1H **5060** dam

Former Huey 65-10016 of the US Army, now operating for Kash Helicopter Services, slid off the back of its trailer during hot refuelling at Norris, Fulton County (IL), damaging the tail and the chemical tank (used for crop spraying) went into the fuselage, damaging the chopper.

12may21 N416DJ SR22 **4394** w/o

12may21 N280KL SA226TC **TC-280** w/o

A Key Lime Air Swearingen Metro II, operating flight LYM970 from Salida (CO) to Denver-Centennial (CO) with one crew, was on a visual approach to Centennial's runway 17L, while at the same time a Cirrus SR22 of Independence Aviation, with two people onboard, was cleared for a visual approach to runway 17R and was advised of the traffic landing on the parallel runway. The Metro was descending through 6,400 feet about three miles north of the threshold runway 17L, when the Cirrus did the exact same thing for runway 17R. However, it overshot the centre lines of both runways 17R and 17L, and both aircraft collided over Cherry Creek State Park. The Cirrus sliced across the fuselage of the Metroliner, just above the wings, taking out the whole cabin section at that point. The Metro pilot declared an emergency on the tower frequency, reporting the right hand engine had failed and reported he saw another aircraft on parachute going down. After landing the pilot advised it had definitely been a mid-air collision. The Cirrus pilot activated the parachute (CAPS, or Cirrus Airframe Parachute System, basically a parachute hidden in the aircraft and activated by pulling a lever in the cockpit) and landed in a field nearby with no injuries, ending up about 2.7 miles north of runway 17L. The local Sheriff's Office gave the location of the Cirrus between E. Bellevue Ave and S. Cherry Creek Drive. The NTSB (National Transportation Safety Board) has opened an investigation and dispatched investigators on site stating: "NTSB is investigating the May 12, 2021, mid-air collision involving a Metroliner & a Cirrus near Denver, Colorado. No injuries reported in connection with the collision. Initial report indicates collision happened as airplanes were landing. The NTSB will travel to the scene."

12may21 B-17010 ATR72-212A **1150** dam

A UNI Air ATR72 was performing flight B7-9091 from Taipei Songshan to Nangan (both in Taiwan) with seventy passengers and four crew members. It left Songshan's runway 10,

climbed to FL100 and was on short final to Nangan's runway 21, about forty minutes after departure, when the crew was notified that both right main tyres were damaged. The crew climbed the aircraft back to FL070, returned to Taipei Songshan, performed a low approach to Songshan's runway 10 about eighty minutes after departure and landed safely back on runway 10, about one hour and forty minutes after departure. Local media stated that the aircraft was too low on the approach, struck a sea wall ahead of the runway, causing both right hand main tyres to burst and returned to Songshan. On 16 May a passenger reported they were descending into Nangan, visibility was limited even though the passenger could see the fishing boats at the sea during the descent, the visibility decreased further as they approached the aerodrome, then the engines suddenly revved up and less than a second later an impact could be felt. The nose of the aircraft was pulled up, the aircraft turned left and climbed. The crew announced they were returning to Songshan. Immediately thereafter preparations for the emergency landing in Songshan commenced with cabin crew insisting to store everything safely in the lockers or below the seats, take off high heeled shoes, badges or glasses (everything that could hurt).

14may21 I-HSKC PC-6/B2-H4 **779** w/o

Both occupants of this [Skydive Pull Out Ravenna](#) Turbo Porter perished after the Pilatus crashed while trying to make an emergency landing during a training flight, related to the hours required to renew the license of the pilot, in an area not far from Ravenna's La Spreta airport, near via Fosso Ghiaia.

14may21 PNP-252 CeU206G **U206G-06869** w/o

A Cessna U206G Stationair of the [Policía Nacional del Perú](#) crashed under unknown circumstances upon landing at FAP Pucallpa-Captain David Abensur Rengifo International Airport. Both occupants were injured. The Cessna was removed and put inside the DIRAVPOL hangar at Pucallpa.

15may21 P2-MHM Mi-8MTV-1 **95881** w/o

A Mi-8 of [Hevilift](#) took off from Gobo, Jiwaka Province, on a cargo flight to Mount Hagen, Papua New Guinea. Reportedly after take-off to hover, there was a low rotor RPM indication, causing the flight crew to bring the helicopter back to the ground. Upon contact with the ground, there was a loss of control of the helicopter, which subsequently rolled over, severing its tail boom and main rotor blades, coming to rest upside-down. There were four persons onboard the aircraft, two flight crew, one flight engineer and one load master. One of the occupants suffered minor injuries and the rest were uninjured. The helicopter was destroyed as a result of the impact.

16may21 Ce310 w/o

A burnt twin engine plane (possibly a Cessna 310) was found by Honduran law enforcement officers in La Mosquitia, Brus Laguna, Gracias a Dios. No traces of the crew were found. It likely had been used for transporting drugs.

16may21 ER-AXR A321-211 **808** dam

Airbus A321 msn **808** is not very lucky with tail strikes... The first time it was unfortunate with a runway was as G-JSXX, flying for [My Travel Airways](#), when it hit runway 27 at East Midlands, on 2 March 2002. The root cause was the flight crew flying a visual approach supplemented by raw ILS data with the autopilot and auto thrust disengaged, and without the use of the flight director. The approach was not flown correctly and this resulted in a tail strike.

The second time it was operating for [Aigle Azur](#), as F-GUAA and flight ZI255 (from Paris-Orly to Algiers), on 8 January 2008. It was flown by two captains, with the captain in the right hand seat performing a so-called VOR/DME approach (a non-precision approach) to runway 24. Due to an incorrect landing technique, the airplane bounced as the result of

a landing at excess speed and thrust levers still being in the CLIMB detent, producing a second hard touchdown at 3.3G. This resulted in damage to the Airbus.

The third time it operated for [Air Moldova](#) as flight 9U171, from Chisinau to Moscow-Domodedovo, for an approach to runway 14R at 15:20 hours local time, when the crew initiated a go-around from low height. The aircraft positioned for another approach to runway 14R and landed about twenty minutes later. Airport sources reported the aircraft was not able to land on first approach due to strong winds, performed another approach, touched down hard and struck its tail onto the runway surface. This resulted in yet more damage to this unlucky A321. Let's hope that this will be the last time!

17may21 167089/B-244 T-45C **204/C121** w/o

17may21 T-45C dam

Two pilots have miraculously survived after their [US Navy](#) T-45 Goshawk crashed at a Texas ranch in Ricardo, in the area of Highway 77 and West FM 772. The pilots are conscious and are said to have non-life-threatening injuries. The cause of the crash, which happened just before 11:00hrs local time, was a mid-air collision with another VT-22 [Golden Eagles](#) Goshawk. That one (BuNo unknown for now) received damage but managed to land safely back at NAS Kingsville (TX).

18may21 17-0010 F-15QA dam

Around 07:30 hours a [Qatar Emiri Air Force](#) Boeing F-15QA encountered serious trouble whilst on the runway at Belleville-Scott AFB - Midamerica Airport (IL). No details are known on what caused the incident. The two pilots were forced to eject, with one pilot being treated for minor injuries afterwards. The first F-15QAs arrived in February 2021 at Scott AFB and flight instructors from the US Air Force started training the first QEAF flight crews in the same month. The aircraft in question is QA010, USAF serial 17-0010 and future Qatar serial 17-010. This particular Eagle was handed over by Boeing earlier this week. Both pilots are assigned to the Defense Contract Management Agency (DCMA). This government agency works with contractors to ensure equipment delivery and training of the Qatari crews and aircraft.

The two pilots, one United States Air Force and one United States Navy, sustained minor injuries from the ejection, but only one was taken to hospital for check-ups. The aircraft left the wet runway during the landing roll and as per standard procedure the ejection seats were activated in case the aircraft would dig in and/or tumble over.

18may21 N176SJ OH-58A **41107** dam

This former US Army Kiowa (serial 70-15556), now flying with [Tri Rotor Spray & Chemical](#), sustained substantial damage after impacting farm field terrain during crop spraying near Ulysses, Kearny County (KS). The sole pilot onboard the helicopter received serious injuries.

18may21 C-FHPQ AS350B2 **7088** dam

An AS350B2 Ecureuil of [Go Hélico](#) was on a flight from Chicoutimi/St-Honoré (Que.) to a landing area 145 miles north of the point of departure, with one pilot and four passengers onboard. During the approach the chopper lost altitude, the right skid caught trees and the aircraft continued its descent. Once on the ground, the aircraft rolled over onto its right side. The occupants evacuated and were not injured. The aircraft sustained significant damage, there was no fire or spillage of fluids. The emergency locator transmitter (ELT) was activated manually by the pilot.

19may21 74RD Yak-130 **130.11.00-1004** w/o

A [Republic of Belarus Air Force](#) Yak-130 crashed near Baranovichi, 150 kilometres southwest of the capital Minsk. The Yakovlev, operated by the 116th Guards Assault Aviation Base (116 GvShAB) based at Lida, experienced a technical malfunction. According to the Ministry of Defence, the



The check ride for the pilot of Skydive Pull Out Ravenna Turbo Porter I-HSKC ended with both pilots (including the examiner) being killed, after it crashed while trying to make an emergency landing. It happened on 14 May 2021, near via Fosso Ghiaia. (Hautes-Alpes departement, 1 August 2018, Gap-Tallard Airport)

crew managed to evade a residential area before ejecting. The pilots managed to eject, but died in the accident. Most probably the aircraft was too low for a safe ejection.

19may21 XB-R BAe125-800 **258** w/o

A burnt and abandoned Hawker 800 was found by Guatemalan law enforcement officers at Sayaxché, Petén. It had been used for transporting drugs which were later confiscated.

19may21 PNP-356 UH-1H-II **13263** w/o

A Super Huey of the Policia Nacional del Perú declared an emergency and seemed to have exploded in mid-air. It was part of a formation of five helicopters on their way from Mazamari to Carabaya. Under bad weather circumstances it apparently flew into clouds and hit a mountain. Alternative explanation is that it was shot down. The search party that set out is yet to discover the aircraft and its five occupants that most likely lost their lives.

20may21 3X-APL An-26 **dam**

An Antonov An-26 from an unknown operator, being operated on a flight from Juba to Paloch, South Sudan, was enroute near Bor, South Sudan, when the left hand propeller detached from the aircraft. It fell to the ground about 200 metres from the highway connecting Bor and Juba, where workers observed the aircraft and the object fall down. The aircraft returned to Juba and landed safely. In response to the occurrence South Sudan's Civil Aviation Authority banned all private company operations of An-26s in South Sudan's airspace with the exception of UR-UZI (white engine cowlings), which is being operated for UNMISS (United Nations Mission in South Sudan). It had been inbound to Juba at the time of occurrence but was not near Bor and was the only Antonov visible in South Sudan airspace via their transponder throughout the day. The CAA also stated that "all operating managers of the said Antonov's are to implement this order without fail". The aircraft involved in the mishap was not visible via their transponder.

20may21 N388WA IAI1125 **027** dam

An IAI 1125 Astra was found by Guatemalan law enforcement officers in Parque Laguna del Tigre, San Andrés, Petén. The aircraft had landed in a rural area and came to rest with a collapsed nose landing gear. Drugs were confiscated in the wreckage.

20may21 C-GAHR Bell 206B **873** dam

A Bell JetRanger II sustained substantial damage after entering the hover at Langley Regional Airport (BC), for a rotor track and balance check (the process of smoothing vibrations in the airframe, which are caused by the main rotor). The two occupants onboard the helicopter received apparently minor injuries.

21may21 NAF203 Beech 350i **FL-891** w/o

In the early evening hours this Nigerian Air Force Beechcraft King Air 350i (serial not confirmed!) crashed near Kaduna International Airport, in the north-western Kaduna state, unfortunately killing all eleven people onboard. The crash happened as the aircraft was trying to land in bad weather. This is second Beechcraft King Air crash in three months. On 21 February 2021, King Air with serial NAF201 (msn FL-585) crashed near Abuja/Nnamdi Azikiwe International Airport, killing all seven people on board.

21may21 N558WN B737-73V **30248** dam

Southwest Airlines flight WN1995 sustained substantial damage following an aborted take-off at St. Louis Lambert International Airport (MO). According to the FAA, the aircraft aborted the take-off due to two blown tires on the left landing gear, damage was reported as substantial and the event was rated as an accident. It appears the aircraft is still on the ground since the accident occurred.

This Boeing was previously operated by easyJet (as G-EZJM) and sustained substantial damage while taxiing at Amsterdam Airport (on flight EZY5112 from London-Gatwick), when it collided with a lamp post on a slippery taxiway, with its left wing. It never flew straight after that anymore...

21may21 N575BC PA-31P-425 **31P-7730004** w/o

The PJS Piper Navajo (a pressurised version) impacted open field terrain during an attempted return to the point of departure shortly after take-off, about 2.5 miles north-west of Myrtle Beach International Airport (SC). That area is the 3800 block of Socastee Boulevard, near Highway 17. The airplane was consumed by the post-crash fire and the sole pilot onboard was fatally injured. The pilot was intending to fly to nearby Myrtle Beach-Grand Strand Airport (SC).

21may21 MiG-21 **w/o**

A MiG-21 of the Indian Air Force crashed in the Moga district, Punjab, under unknown circumstances, The pilot died in the

crash. It had flown to a place near Jagraon (Punjab) for target practice and was returning to Suratgarh when it crashed. Suratgarh houses 35 Wing, containing 23sq Panthers which operates the MiG-21 Bison and MiG-21UM.

21may21 RA-33373 An-2R **1G226-32** w/o

The main landing gear collapsed of this Utair Antonov 2 after landing at Laytamak Airstrip, Russia. None of the two crew members and seven passengers were injured, the Antonov received damage.

22may21 P:... Ce310Q w/o

A Cessna 310 crashed under unknown circumstances in Jáuregui del Táchira, Venezuela. Both occupants died in the crash. The airplane was performing an illegal flight.

24may21 N567EM Mirage F1M **56** w/o

Around 14:30 hours a Mirage F1M of Draken International (using callsign Sniper01) crashed after taking off from Nellis AFB (NV). Unfortunately, the pilot did not survive the crash. The Mirage (ex Spanish Air Force C.14-56), came down just south of the air base in a residential neighbourhood, at 2245 N. Christy Lane, less than three miles southwest of Nellis. Draken International is contracted by the US Air Force to provide adversary air support and operates a number of aircraft out of Nellis AFB. This is the second incident with a Mirage F1. On 26 February 2021 Mirage F1B N601AX of Airborne Tactical Advantage Company (ATAC) crashed at Tyndall AFB (FL), see Scramble 502.

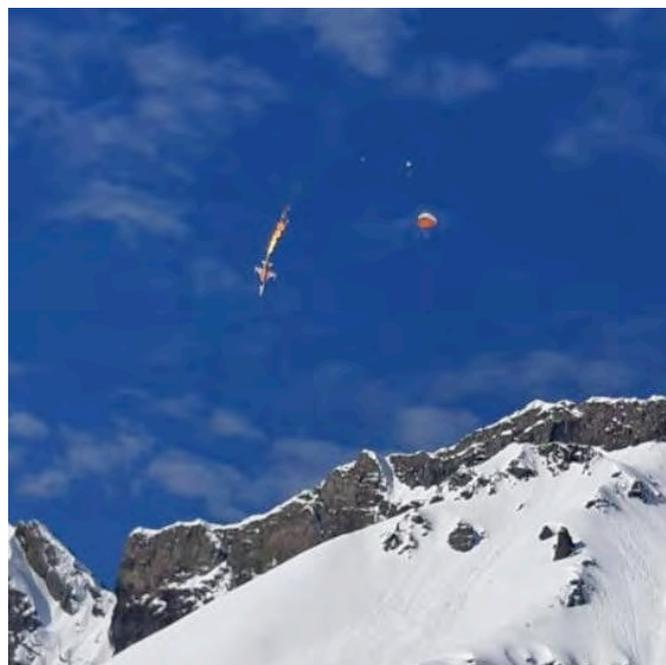
25may21 N9FH BHI60 **70219** w/o

A firefighting Sikorsky UH-60A Black Hawk (former US Army 80-23461) of Brainerd Helicopters crashed in wooded marshland during a training flight, close to Leesburg International Airport (FL). A post-crash fire occurred, destroying the chopper. There were four persons onboard and sadly no survivors. According to the FAA the aircraft was conducting fire drop exercises when control of the bucket was lost, causing the rotor section to separate.

This modified UH-60 is called the BHI60, which the FAA has allowed for commercial operation of the UH-60A Black Hawk for firefighting and special operations. The BHI60 was created via a joint venture between Brown Helicopter Inc, Dynamic Aviation and Firehawk Helicopters.

26may21 J-3089 F-5E **L.1089** w/o

A Schweizer Luftwaffe F-5E Tiger II crashed near Melchsee-Frutt, which is a mountain resort village and located at 1,920 metres. It is near Lake Melchsee, in the municipality of Kerns, canton Obwalden. It had left Payerne around 08:30 in the morning for aerial combat training with two F/A-18 Hornets. The F-5 "simulated the adversary" and thus allowed the young pilots of the two Hornets to train in aerial combat. The Tiger thus carried out certain manoeuvres to which the two F/A-18 pilots had to react. The pilot ejected safely but had to be taken to hospital for check-ups, as ejecting puts a lot of strain on the human body. The Tiger was sadly written off.



*A spectacular photo made of the moment pilot and his trusty Tiger II (J-3089) had to say goodbye to each other. Luckily it ended well for the pilot, not so much for the F-5E of the Schweizer Luftwaffe, which crashed near Melchsee-Frutt, at an elevation of 1,920 metres, and ended up inverted in the snow. (Twitter)*

Credits: ASN, Aviation Herald, B3A, JACDEC, Leo Hoogerbrugge, Marcel van Bielder, NOS



On 25 May 2021 Brainerd Helicopters lost a BHI60 (a modified UH-60A Black Hawk, approved for commercial operations) after N9FH crashed in wooded marshland during a training flight, close to Leesburg International Airport (FL). It is seen here in better times by Nik Deblauwe on 5 May 2018, at the Monument Lake campground in Florida.

# Military News & Updates



T-345A CSX55237/61-205 is the final one of the first batch of five for the Italian Air Force. It was photographed by Marco Muntz at Venegono on 7 May 2021 after a test flight and is destined for 214° Gruppo of 61° Stormo.

Because of our standardization we sometimes use type, unit and serial presentations that may strongly differ from those used by the manufacturer or user. It is therefore possible that the information sent by you can deviate from the information we publish.

## Europe

### Netherlands

Koninklijke Luchtmacht (AF)  
EHVK = Volkel

#### A330-243MRTT

T-057	MMU	d/d 01apr21	<b>1945</b> apr21
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#### CH-47F

D-472	298sq	d/d 01apr21	<b>M7472</b> may21
D-473	298sq	d/d 06may21	<b>M7473</b> may21
D-480	298sq	d/d 09apr21	<b>M7480</b> may21

Chinook D-480 is already at Gilze-Rijen where it is being re-assembled. It is not known yet when the helicopter will make its first flight.

#### F-16AM

J-511	EHVK	wfu 13apr21	<b>6D-150</b> apr21
J-630	EHVK	wfu 13apr21	<b>6D-62</b> apr21

### Belgium

Luchtcomponent/Composante Air/Air Component [AF]  
EBBE = Beauvechain

#### C-130H

CH13	pres. EBBE	<b>4047</b> apr21
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This Hercules is now preserved at the 1 Wing Historical Centre at Beauvechain.

#### F-16AM

FA118	2w	ex 10	<b>6H-118</b> feb21
FA69	10w	ex 2w	<b>6H-69</b> may21
FA70	2w	ex 10w	<b>6H-70</b> may21
FA81	2w	ex 10w	<b>6H-81</b> may21
FA92	10w	ex 2w	<b>6H-92</b> may21
FA94	2w	ex 10w	<b>6H-94</b> may21

### Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

On 28 May 2021, Croatia's armed forces day, the Croatian government officially announced the winner of the fighter aircraft procurement programme. As expected, Croatia announced that they will sign a contract by the end of this year for twelve used Armée de l'Air & de l'Espace (French Air and Space Force) Dassault Rafale fighters. This number of aircraft is divided into ten single-seat and two dual-seat aircraft.

The contract, valued at 999 million euro, includes a flight simulator, basic weapons package, ground and test equipment, spare parts, training of staff and instructors, support from manufacturers for three years and a 12-month warranty for each aircraft, engine and other equipment.

### Czech Republic

Vzdušných Sil (AF)

On 18 May 2021, the first of two new Airbus C295MW transport aircraft was delivered to the Czech Air Force at Kbely. The C295MW was already handed over at the Airbus Defense & Space facility in Sevilla (Spain) on Friday 7 may 2021.

The second aircraft will receive serial 0482 but the construction number is not known yet.

On 27 May 2021 the Centrum Leteckého Výcviku LOM s.p. (CLV) received two new Enstrom 480B-G training helicopters. As replacement for the ageing Mi-2s, the CLV received four Enstrom 480B-Gs. The first two Enstrom B-Gs were delivered on 21 June 2018 and these were followed by another two on 14 August 2018. These four helicopters are camouflaged with dayglow colours on the nose and tail section. The two new Enstroms are completely white with only the Czech flag on the tail.

LEZL = Seville (Spain)

#### C295MW

0481	242.tsl	d/d 18may21	<b>172</b>
0482	o/o	LEZL	

**Enstrom 480B-G**

0484	CLV	d/d 27may21	<b>5230</b>
0485	CLV	d/d 27may21	<b>5245</b>

Enstrom 0484 is ex OK-VRG and 0485 is ex OK-LPT

**Denmark**

Flyvevåbnet (AF)

**F-35A**

L-003	308th FS	d/d 12may21	<b>AP-03</b> may21
L-004	308th FS	d/d 12may21	<b>AP-04</b> may21

**France**

Armée de l'Air et de l'Espace (AF)

Croatia has ordered twelve second hand Rafales, eight Rafale Cs and four Rafale Bs. These are ex-French Air Force aircraft with mod standard F3R. The French Air Force is expected to order twelve new-build Rafales as a replacement. These will be in the F4 standard.

LFOC = Châteaudun

LFXA = Ambérieu-en-Bugey

**Alpha Jet E**

E102/8-LM	EE03.008	ex LFOC	may20
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**Cap10B**

99/VO	stored LFXA	ex CEV	<b>99</b> apr21
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**Mirage 2000D**

666/3-IQ	ETD04.003	ex 133-IQ	<b>540</b> apr21
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**Mirage 2000N**

358/125-BQ	stored LFXA	ex EC02.004	<b>332</b> may21
370/125-CQ	stored LFXA	ex EC02.004	<b>374</b> may21
372/125-CM	stored LFXA	ex EC02.004	<b>386</b> may21
374/125-BS	stored LFXA	ex EC02.004	<b>389</b> may21
375/125-CL	stored LFXA	ex EC02.004	<b>391</b> may21

**Rafale B**

305	to Greece as 401	may21
326/4-HY	EC01.004 ex 113-HY	apr21

**SA330B**

1370/AL	ET00.088	ex EH01.044	<b>1370</b> apr21
1671/AZ	ET00.088	ex EH01.067	<b>1671</b> apr21

Armée de Terre (AR)

**SA330B**

1130/DCK	preserved Pau Barracks	<b>1130</b> may21
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Marine National (NY)

The contract with Babcock to deliver four H160s has been extended with another two aircraft. First deliveries will start in May 2022 and the aircraft will be based at Cherbourg, Hyères and Lanvéoc.

Last month's report that AS365N3 G-REDF (c/n **6884**) will be part of the order of twelve second hand aircraft is not correct. It is not part of that deal.

Sécurité Civile (GV)

According to the Sécurité Civile their additional two EC145s are now in production at Donauwörth. They will be H145D3s with construction numbers 21070 and 21071.

**Germany**

Luftwaffe (AF)

EDDC = Dresden

ETNH = Hohn

**A310-304MRTT**

10+24	wfu EDDC	ex FBS BMVg	<b>434</b> may21
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This Luftwaffe tanker left Cologne/Bonn for the last time on 25 May 2021 for its final scrapping location at Dresden. This aircraft had been parked at Cologne since March 2021 after its final mission in February 2021.

**C-130J-30**

?	Boeing	<b>5930</b> may21
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The first out of six C-130J Super Hercules aircraft for the Luftwaffe has been noted at the Boeing factory in Fort Worth.

**C-160D**

50+53	wfu ETNH	ex LTG63	<b>D75</b> feb21
50+77	wfu ETNH	ex LTG63	<b>D114</b> mar21

**EF2000**

30+07	TLG71	ex TLG31	<b>040/GS002</b> may21
30+11	TLG71	ex TLG73	<b>052/GS005</b> may21
30+29	TLG71	ex TLG74	<b>104/GS018</b> apr21
31+17	TLG73	ex TLG31	<b>178/AS010</b> may21
31+30	TLG73	ex TLG31	<b>GS0090</b> may21
31+39	TLG73	ex TLG31	<b>GS0099</b> may21

**EF2000(T)**

31+28	TLG74	ex TLG31	<b>GT0031</b> mar21
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**NH90-TTH**

79+32	THR30	ex THR10	<b>TGEE32</b> may21
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**Tornado IDS(T)**

45+14	TLG51	ex GAFFTC	<b>539/GT050/4214</b> may21
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This Tornado had not been spotted since 2015.

**Iceland**

Íslenska Landhelgisgæslan (CG)

On 4 May 2021 at around 19:00 hrs local time, the Icelandic Coast Guard's (ICG) newest rescue helicopter landed at Reykjavík Airport. The ferry flight of the H225 Super Puma, registration TF-GNA, started the previous day in Stavanger/Sola



Marco Muntz was probably one of the first aviation enthusiasts who photographed brand new F-35A F-018, when he was at Cameri on 14 May 2021. The F-35A was eventually delivered to Leeuwarden on 25 May 2021.



The second Dutch CH-47F MYII CAAS Chinook, serial D-473, was seen by Erik Sleutelberg as it participated in the Weapon Instructor Standardisation 2021 course at Rijswijk (Gld). It was delivered to 298sq early May 2021.

(Norway). The helicopter made stops on the Shetland Islands (UK), the Faroer Islands (Denmark) and Egilsstaðir (Iceland) before it finally arrived at its home base in Reykjavík.

The registration TF-GNA refers to Gná, the Goddess-messenger in northern mythology. She can make her way through the fire and through the air, above the earth and the sea, personifying a light wind.

The ICG has now returned to three available rescue helicopters. All three H255s were modified by Heli-One at Stavanger/Sola (Norway) and are leased from Knut Axel Ugland Holding. The other two, TF-EIR and TF-GRO, were delivered in March and July 2019.

<b>H225</b>				
TF-GNA	ICG	d/d	03may21	<b>2918</b> may21

## Italy

### Aeronautica Militare (AF)

<b>HH-101A</b>				
MM81872/9-11	21° Gruppo	ex 15-11/81° Centro AE		<b>50269</b> may21

<b>HH-139B</b>				
MM81986/15-56	82° Centro CSAR	ex 81° Centro AE	<b>31905</b>	feb21
MM81986/15-56	83° Centro CSAR	ex 82° Centro CSAR	<b>31905</b>	feb21
MM81990/15-60	85° Centro CSAR	ex 82° Centro CSAR	<b>31912</b>	feb21
MM81991/15-61	85° Centro CSAR	ex 81° Centro AE	<b>31923</b>	mar21
MM81991/15-61	82° Centro CSAR	ex 85° Centro CSAR	<b>31923</b>	mar21
MM82003/15-62	d/d unit unknown	ex CSX82003/Leon.	<b>31926</b>	mar21
MM82007/15-63	83° Centro CSAR	ex CSX82007/Leon.	<b>31927</b>	mar21

<b>T-346A</b>				
CSX55241/61-32	Leonardo	ex -/Leonardo		apr21
CSX55242/61-33	Leonardo	ex -/Leonardo		apr21

### Aviazione dell'Esercito (AR)

<b>UH-90A</b>				
MM81527/E.I.210	27° Gruppo	ex 1° Gruppo	<b>1054/ITAR11</b>	may21
MM81548/E.I.231	27° Gruppo	ex 26° Gruppo	<b>1196/ITAR32</b>	may21
CSX81570/E.I.253	Leonardo	new	<b>ITAR54</b>	may21

### Polizia di Stato (PO)

<b>AB212</b>				
MM81660/PS-103	6° RV Napoli	ex 2° Milano	<b>5844</b>	apr21
PS-46	11° RV Pescara	ex 3° Bologna	<b>5621</b>	mar21

### Guardia di Finanza (PO)

EGPT = Perth Socne	LIRE = Pratica di Mare
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### A109A-IIGdF

MM81220/GdiF-130 i/a EGPT	ex std LIRE	<b>7337</b>	may21
MM81335/GdiF-134 i/a EGPT	ex Centro di Aviazione	<b>7418</b>	may21

Both A109s were noted in basic Guardia di Finanza livery, but without registration and codes, as instructional airframe with Air Service Training (Perth College) at Perth Airport near Scone, Scotland.

### NH500MC

MM81006/GdiF-82 auction for sale	wfu LIRE	<b>17-0266M</b>	mar21
MM81015/GdiF-86 auction for sale	wfu LIRE	<b>21-0270M</b>	mar21
MM81048/GdiF-90 auction for sale	wfu LIRE	<b>25-0278M</b>	mar21
MM81050/GdiF-92 auction for sale	wfu LIRE	<b>27-0280M</b>	mar21
MM81053/GdiF-95 auction for sale	wfu LIRE	<b>30-0283M</b>	mar21
MM81063/GdiF-105 auction for sale	wfu LIRE	<b>40-0293M</b>	mar21

### UH-169A

MM82004/506	Centro di Av.	new	<b>69111</b>	may21
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### Vigili del Fuoco (PO)

<b>AW139</b>				
VF-148	RV di Genova	ex Leonardo	<b>31938</b>	mar21
VF-149	RV di Venezia	new	<b>31939</b>	may21

### S-64F

I-CFAN	RV Nazionale	ex N171AC	<b>64-090</b>	may21
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On 18 May 2021, former Erickson S-64F Skycrane N171AC was delivered inside an Antonov 124 of Volga-Dnepr Airlines to the Vigili del Fuoco. This Skycrane will become the sixth in the inventory of the Italian flying firemen. N171AC was built in 1970 as US Army CH-54B Tarhe 69-18482, and after decommissioning, rebuilt by Erickson into an S-64F Skycrane. For many years it was flown by Erickson Air Crane as N171AC (Copter 749) but cancelled from the US registry on 22 May 2019. It was then used in Peru with local registration OB-2191-P, but returned to the USA (as N171AC again) afterwards.

## Malta

### Armed Forces of Malta (AF)

<b>UAV</b>				
AS2132	FRONTEX	new	<b>571</b>	apr21

The European Agency for the Protection of External Borders (FRONTEX) started operating its Medium Altitude Long Endurance (MALE) Remotely Piloted Aircraft Systems (RPAS) IAI Heron from Malta International Airport. The first flight took place on 29 April 2021. The Israeli Aircraft Industries (IAI) Heron received Armed Forces of Malta serial AS2132. It is also marked 571, which is the Israeli serial or construction number.

In 2020, FRONTEX awarded contracts totalling €100 million to Airbus Defence and Space Airborne Solutions (ADAS) and IAI to operate the RPAS for maritime aerial surveillance services. On Friday 30 April 2021, the Heron performed the first test flight. In an interview with the Times of Malta, the FRONTEX spokesperson said that the RPAS will be used purely for border surveillance purposes and will not carry weapons. According to unconfirmed reports, the Heron will stay at Malta for eight months.

### Norway

Norske Luftforsvaret (AF)  
ENRY = Moss/Rygge

#### Sea King Mk43B

066 std ENRY ex 330 skv **WA748** may21  
With more AW101 Mk612 SAR Queens delivered to 330 skv, the first Sea Kings are withdrawn from use.

### Poland

Sily Powietrzne (AF)

The Polish Defence Minister Mariusz Blaszczak will make an official visit to Turkey in the last week of May 2021 because Poland will order the Bayraktar TB2 Unmanned Combat Aerial System (UCAS). According to Polish news agencies, the to be signed order, is for four Bayraktar TB2 systems, totaling 24 UCAS. The first deliveries should take place in 2022.

### Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

21 May has become the sad but official day of the retirement of the MiG-21 within the Serbian forces. During a ceremony at Batajnica, the air force said goodbye to its last remaining MiG-21UM, closing a long history of 58+ years of Fishbed operations over Yugoslavia. The first batch of MiG-21F-13 arrived in Yugoslavia in September 1962, followed by more modern variants over the years.

In total the Yugoslavia operated 261 MiG-21s:

MiG-21F-13 (L-12)	41x
MiG-21PFM (L-14)	36x
MiG-21R (L-14i)	12x
MiG-21M (L-15)	25x
MiG-21MF (L-15M)	6x (later 4x modified to L-15i recce version)
MiG-21bis (L-17/L-17K)	91x
MiG-21U-400/600 (NL-12/NL-12M)	18x
MiG-21US (NL-14)	7x
MiG-21UM (NL-16)	25x

Of these, Serbia inherited 1x MiG-21M, 23x MiG-21bis and 7 MiG-21UM. Of these a MiG-21bis and the sole MiG-21M were converted for reconnaissance duties. By 2020, only three MiG-21UM two-seaters remained in the 101.lae inventory with only one MiG-21UM airworthy. This last airworthy MiG-21UM crashed on 25 September 2020. Reactivation of the other two, one used for spare parts and one not airworthy, was considered, but as expected never occurred...

The role of the MiG-21 was taken over by the MiG-29s. On 17 April and 17 May 2021, four MiG-29s (9-13) donated by Belarus were delivered by An-124 to Batajnica air base. The last couple left Belarus on 16 May, but the An-124 first made an unscheduled(?) stop at Budapest. The Serbian air force now has a total of fourteen MiG-29s on strength. Serbian sources state that all have been or are in the process of being upgraded close to the MiG-29SM variant.

### Spain

LFML = Marseille/Marignane

Ejército del Aire (AF)

#### EF2000(T)

CE.16-09/11-09 Ala 11 re-coded, ex 11-78 **ST009** mar21

#### NH90-TTH

HD.29-19/803-19 Airbus LFML #10238, c/n update **1445** apr21  
Armada (NY)

#### TAV-8B

VA.1B-40/01-999 Eslla 009 #10266, ex BuNo 164114 **T17**  
The former USMC identity of this aircraft has emerged.



Horizon aligned? In an indomitable quest for a certain Canadian helicopter, Django Bruinink took his chance at the slope at naval air station De Kooy on 22 April 2021 to capture NH90-NFH N-195 of 860sq in spectacular fashion.



Ostend saw a steady flow of military visitors in the last couple of months. Among these was C-130K 8T-CB of the Austrian air force's Lufttransportstaffel, seen by Nik Deblauwe on 10 April 2021.

## Sweden

### Flygvapnet (AF)

On 5 May 2021, the Försvarets materielverk (FMV, Swedish Defence Materiel Administration) officially announced that the Grob G120TP has been selected as the new basic training aircraft for the Swedish Air Force. The type will replace the ageing Saab 105, also known as the Sk60, in the Basic Flying Training (BFT) role.

On 2 April 2020 we reported on the new pilot training concept for Sweden. The new structure will see the introduction of a propeller-driven aircraft to take care of the Grundläggande Flygutbildning (GFU, Basic Flying Training). For the advanced instruction phase, the air force will use the Saab JAS39 Gripen as an Advanced Training Aircraft. The JAS39s are expected to enter the programme around 2025 as a stopgap solution. For the longer term, Sweden is looking at a new advanced trainer. The current Sk60 jet trainers will continue to be in service for a few more years.

The head of the Swedish Air Force, Major General Carl-Johan Edström, mentioned that the procurement process for the basic trainer has been completed and the contracts have been signed through the FMV. A total of seven G120TPs and a simulator will be delivered with an option for further acquisitions. The first delivery of the G120TP, in Swedish service known as the Sk40, is scheduled for 2022 and the first student pilots will start training in the summer of 2023 at Linköping/Malmen.

### Tp104

104... ex SE-DHP **35A-075**

The Learjet was cancelled from the civil registry in March 2021. It is the second Learjet that has been transferred to the air force.

## United Kingdom

EGDM = Boscombe Down EGQS = Lossiemouth  
EGDY = Yeovilton EGUW = Wattisham  
EGOS = Shawbury EGXC = Coningsby

7REME 7th Battalion Royal Electrical and Mechanical Engineers at Wattisham

ADSU Apache Depth Support Unit at Wattisham  
Boeing Boeing Helicopters at Mesa (AZ)  
Boeing EGDM Boeing at QinetiQ Boscombe Down  
CGS/644VGS Central Gliding School and 644VGS pool at RAF Syerston

CMF Chinook Maintenance Facility at RAF Odiham  
EGUB Pool 28sq, 33sq and 230sq pool at RAF Benson  
GMS Glider Maintenance School at RAF Syerston  
Leonardo Leonardo Helicopters at Yeovil  
Leonardo IMP Leonardo Helicopters at RNAS Culdrose  
MDMF Merlin Depth Maintenance Flight at RNAS Culdrose  
M&F Maintenance and Finishing Facility at RAF Marham  
P2MF Puma HC2 Maintenance Flight at RAF Benson  
StandardAero StandardAero at Fleetlands  
TEF Typhoon Engineering Facility at RAF Lossiemouth  
TMF Typhoon Maintenance Facility at RAF Coningsby  
WST Wildcat Storage at RNAS Yeovilton  
WZM Wildcat Zonal Maintenance at RNAS Yeovilton

### Chinook HC5

ZH899	CMF	ex 27sq	<b>M4478</b>	apr21
ZH900	StandardAero	ex Boeing EGDM	<b>M4479</b>	mar21

### Chinook HC6

ZK550	CMF	ex 7sq	<b>M7701</b>	apr21
ZK554	7sq	ex StandardAero	<b>M7705</b>	apr21
ZK557	Boeing EGDM	ex 7sq	<b>M7708</b>	mar21
ZK562	7sq	ex Boeing EGDM	<b>M7713</b>	mar21

### Chinook HC6A

ZA680	27sq	ex Boeing EGDM	<b>M7024</b>	apr21
ZA707	Boeing EGDM	ex 18(B)sq	<b>M7025</b>	mar21
ZH891	27sq	ex CMF	<b>M4454</b>	apr21
ZH895	7sq	ex 28sq	<b>M4458</b>	apr21

### F-35B Lightning II

With the deployment of HMS Queen Elizabeth (see under Fleet Air Arm further-on), it is time to present an overview of the current status of the British F-35B Lightning II fleet. For the sake of completeness, we have added the entire known history for each aircraft.

Currently two squadrons are equipped with these jets. These are the operational conversion unit 207 squadron, and the frontline unit 617 squadron. The next squadron to be equipped with F-35Bs is 809NAS, which is planned to be commissioned at RAF Marham in April 2023. All three squadrons have (or will have in the case of 809NAS) a mix of RAF and RN personnel assigned.

The Defence Equipment & Support (DE&S) organization operates three facilities at RAF Marham supporting the F-35B Lightning operations: Lightning Operations Centre (LOC), Integrated Training Centre (ITC) and Maintenance and Finishing Facility (M&F). The latter is responsible for modifi-

cations, maintenance and repairs on the British F-35 fleet. The phrase "current" in this overview refers to the situation mid-May 2021.

ZM135 **BK-01** BuNo 168315, r/o 20nov11, f/f 13apr12, h/o 19jul12, del to Eglin AFB (FL) 23jul12, F-35 Integrated Training Center (23jul12/13jan15), 17(R)sq (embedded with 461st FLTS at Edwards AFB (CA), 13jan15/01feb18), unit renamed 17sq on 01feb18, 17sq (01feb18/oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials together with 617sq from 09oct19 until 22nov19, to MCAS Beaufort (SC) on 22nov19 and from there to FRC-E at MCAS Cherry Point (NC) (22nov19/01may20), 17sq/001 (01may20/current)

ZM136 **BK-02** BuNo 168316, f/f 11jul12, del to Eglin AFB (FL) 19oct12, F-35 Integrated Training Center (19oct12/'15), to Edwards AFB (CA) for trials and assigned to 17(R)sq (embedded with 416th FLTS) by feb16, unit renamed 17sq on 01feb18, 17sq (01feb18/sep19), 17sq/002 (sep19/oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials together with 617sq from 09oct19 until 22nov19, returned to Edwards AFB (NV) on 22nov19, 17sq/002 (22nov19/29apr20), o/h FRC-E MCAS Cherry Point (NC) (28apr20/jun20), 17sq/002 (by sep20/current)

ZM137 **BK-03** BuNo 168737, f/f 02apr13, del to Eglin AFB (FL) 25jun13, F-35 Integrated Training Center (25jun13/03feb15), to MCAS Beaufort (SC) on 03feb15 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/jul18), remained at MCAS Beaufort (SC) for 207sq (aug18/16jul19), del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207/617sq (01aug19/sep19), 207/617sq/(003) (sep19/jan20), M&F at Marham (may20/sep20), 207sq/003 (oct20/current)

ZM138 **BK-04** BuNo 169170, f/f 02dec15, to Patuxent River (MD) for trials on 08feb16, 17(R)sq (embedded with 461st FLTS at Edwards AFB (CA) '16/01feb18), unit renamed 17sq on 01feb18, 17sq (01feb18/sep19), 17sq/004 (oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials with 617sq from 09oct19 until 22nov19, first British F-35B to land on board HMS Queen Elizabeth off the US East Coast on 13oct19 (c/s "Blacknight 12"), returned to Edwards AFB (NV) on 22nov19, 17sq/004 (22nov19/28sep20), o/h FRC-E at MCAS Cherry Point (NC) (28sep20/feb21), 17sq/004 (feb21/current)

ZM139 **BK-05** BuNo 169298, f/f apr/may16, at least by 06may16, to MCAS Beaufort (SC) by late '16 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/jul18), remained at MCAS Beaufort (SC) for 207sq (aug18/16jul19), del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207/617sq (01aug19/sep19), 207/617sq/(005) (sep19/22jan20), deployed to Nellis AFB (NV) for Red Flag 20-1 with 617sq on 22jan20 until 21feb20, 207/617sq/005 (21feb20/mar20), M&F at Marham (may20/sep20), 207sq/005 (oct20/current)

ZM140 **BK-06** BuNo 169299, f/f 23aug16, to MCAS Beaufort (SC) by dec16 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/03aug18), del to UK 03aug18, 617sq (aug18/may19), M&F at Marham (jul19/sep19), not recorded between sep19 and may20, 207/617sq/(006) (may20), 207/617sq/006 (jun20/sep20), 207sq/006 (oct20/current)

ZM141 **BK-07** BuNo 169300, f/f by 28oct16, del to MCAS Beaufort (SC) by 14dec16 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/03aug18), del to UK 03aug18, 617sq (aug18/apr19), M&F at Marham (jul19/23oct19), 207/617sq/00 (23oct19/22jan20), deployed to Nellis AFB (NV) for Red Flag 20-1 with 617sq from 22jan20 until 18feb21, from Nellis AFB (NV) to Edwards AFB (CA) for temp assignment to 17sq on 18feb21, 17sq/007 (18feb21/09jul20), returned to Marham on 09jul20, 207/617sq/007 (09jul20/jul20), M&F at Marham (jul20/aug20), 207/617sq/007 (sep20), 617sq/007 (oct20/mar21), 207sq/007 (mar21/apr21), M&F at Marham (apr21/current)

ZM142 **BK-08** BuNo 169301, f/f by 28oct16, del to MCAS Beaufort (SC) in jan17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/03aug19), del to UK 03aug18, 617sq (03aug18/15feb19), M&F at Marham (15feb19/'19), 617sq (jul19/01aug19), 207/617sq (01aug19/sep19), 207/617sq/(008) (sep19/22jan20), deployed to Nellis AFB (NV) for Red Flag 20-1 with 617sq from 22jan20 until 21feb20, returned to RAF Marham on 21feb20, 207/617sq/008 (21feb20/09jun20), deployed to HMS Queen Elizabeth with 617sq (09jun20/01jul20), 207/617sq/010 (01jul20/sep20), 207sq/010 (oct20/current)

ZM143 **BK-09** BuNo 169417, f/f 03mar17, del to MCAS Beaufort (SC) by sep17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/03aug18), del to UK 03aug18, 617sq (03aug18/29mar19), M&F at Marham (29mar19/apr19), 617sq (may19/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, 617sq (01jul19/01aug19), 207/617sq (01aug19/sep19), 207/617sq/(009) (sep19/sep20), 207sq/(009) (oct20/nov20), 207sq/009 (dec20/apr21), M&F at Marham (apr21/current)

ZM144 **BK-010** BuNo 169418, f/f 04may17, del to MCAS Beaufort (SC) by sep17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/03aug18), del to UK 03aug18, 617sq (03aug18/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, 617sq (01jul19/01aug19), 207/617sq (01aug19/sep19), 207/617sq/010 (sep19/22jan20), deployed to Nellis AFB (NV) for Red Flag 20-1 with 617sq from 22jan20 until 21feb20, 207/617sq/010 (21feb20/09jun20), deployed to HMS Queen Elizabeth with 617sq (09jun20/01jul20), 207/617sq/010 (01jul20/sep20), 617sq/010 (oct20/current)



One of two brand new C295MWs for the Czech Air Force, 0481 is seen here at Almeria on 11 May 2021 by Mike Barker.



*Bavarian Tiger! On 29 April 2021, Dietmar Fenners experienced the presentation of EF-2000 31+01, celebrating the 60th anniversary of TaktLwG-74, and five years NATO Tiger Association full membership at its home base Neuburg.*

ZM145 **BK-011** BuNo 169419, f/f 06jun17, del to MCAS Beaufort (SC) in jul-sep17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/06jun18), first F-35B delivery to UK on 06jun18 (ZM145 until ZM148), f/f after delivery to UK on 03jul18, 617sq (03jul18/?), M&F at Marham (?/08apr19), 617sq (08apr19/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, 617sq (01jul19/aug19), M&F at Marham (aug19/sep19), 207/617sq/(011) (sep19/oct19), 207/617sq/011 (oct19/24sep20), deployed on board HMS Queen Elizabeth with 617sq (five RAF a/c and 10 USMC VMFA-211 a/c) 24sep20/13oct20), 207sq/011 (13oct20/current)

ZM146 **BK-012** BuNo 169420, f/f aug17, del to USMC Beaufort (SC) on 06nov17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/06jun18), first F-35B delivery to UK on 06jun18 (ZM145 until ZM148), f/f after delivery to UK on 12jul18, 617sq (12jul18/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, both ZM146 and ZM148 stopped at Amendola (Italy) during the return flight for trials with AMI and USAF F-35s from 01jul19 until 08jul19, 617sq (08jul19/aug19), M&F at Marham (aug19/sep19), 207/617sq/(012) (sep19/oct19), 207/617sq/012 (oct19/22jan20), deployed to Nellis AFB (NV) for Red Flag 20-1 with 617sq from 22jan20 until 21feb20, 207/617sq/012 (21feb20/22sep20), deployed on board HMS Queen Elizabeth with 617sq (five RAF a/c and 10 USMC VMFA-211 a/c) 22sep20/13oct20), 617sq/011 (13oct20/dec20), 207sq/011 (jan21/current)

ZM147 **BK-013** BuNo 169421, f/f 10oct17, del to USMC Beaufort (SC) on 13nov17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/06jun18), first F-35B delivery to UK on 06jun18 (ZM145 until ZM148), f/f after delivery to UK on 09jul18, 617sq (09jul18/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, 617sq (01jul19/aug19), M&F at Marham (aug19/sep19), 207/617sq/013 (oct19/feb20), 207/617sq/013 (may20/sep20), M&F at Marham (oct20/feb21), 617sq/013 (mar21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM148 **BK-014** BuNo 169422, f/f by 29nov17, del to USMC Beaufort (SC) on 14dec17 and embedded with VMFAT-501 until 617sq re-activated on 17apr18, 617sq (17apr18/06jun18), first F-35B delivery to UK on 06jun18 (ZM145 until ZM148), f/f after delivery to UK on 28jun18, 617sq (28jun18/21may19), 1st overseas RAF F-35B deployment with 617sq (Exercise Lightning Dawn) to RAF Akrotiri (Cyprus) from 21may19 until 01jul19, both ZM146 and ZM148 stopped at Amendola (Italy) during the return flight for trials with AMI and USAF F-35s from 01jul19 until 08jul19, 617sq (08jul19/aug19), M&F at Marham (sep19/oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials with 617sq on 09oct19, returned to UK on board HMS Queen Elizabeth at Portsmouth on 04dec19 and suffered technical problems,

finally took off while the ship was docked in Portsmouth on 16dec19 and returned to RAF Marham, 207/617sq/014 (16dec19/jul20), M&F at Marham (sep20/nov20), 617sq/014 (nov20/jan21), M&F at Marham (mar21/feb21), 617sq/014 (mar21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM149 **BK-015** BuNo 169596, f/f 31jan18, del to 617sq (embedded with VMFAT-501) at USMC Beaufort (SC) by may18, 617sq (may18/jul18), remained at MCAS Beaufort (SC) for 207sq (aug18/16jul19), del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207sq (01aug19/sep19), 207/617sq/(015) (sep19/oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials with 617sq on 09oct19, 617sq/015 (oct19/15nov19), returned to RAF Marham on 15nov19, 207/617sq/015 (15nov19/sep20), 207sq/015 (oct20/feb21), M&F at Marham (feb21/apr21), 207sq/015 (apr21/current)

ZM150 **BK-016** BuNo 169597, f/f aug18, del to MCAS Beaufort (SC) end '18 and embedded with VMFAT-501 (for 207sq) (nov18/16jul19), del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207sq (01aug19/sep19), 207/617sq/016 (oct19/22sep20), deployed on board HMS Queen Elizabeth with 617sq (five RAF a/c and 10 USMC VMFA-211 a/c) from 22sep20 until 13oct20, 617sq/011 (13oct20/jan21), M&F at Marham (mar21/apr21), 617sq/016 (apr21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM151 **BK-017** BuNo 169598, f/f by oct18, del to MCAS Beaufort (SC) on 16nov18 and embedded with VMFAT-501 (for 207sq) (16nov18/16jul19), del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207sq (01aug19/sep19), 207/617sq/(017) (sep19/oct19), deployed to MCAS Beaufort (SC) for embarking on HMS Queen Elizabeth for Westland '19 trials with 617sq from 09oct19 until 15nov19, first British F-35B to launch from HMS Queen Elizabeth off the US East Coast on 15oct20 (first F-35Bs on board of this ship were VX-23 aircraft BF-04 and BF-05 piloted by a RAF and a FAA pilot on 25sep18), 207/617sq/017 (15nov19/09jun20), deployed to HMS Queen Elizabeth with 617sq from 09jun20 until 01jul20, 207/617sq/010 (01jul20/22sep20), deployed on board HMS Queen Elizabeth with 617sq (five RAF a/c and 10 USMC VMFA-211 a/c) from 22sep20 until 13oct20, 617sq/011 (13oct20/nov20), M&F at Marham (nov20/jan21), 617sq/017 (mar21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM152 **BK-018** BuNo 169629, f/f 12jun19, del to MCAS Beaufort (SC) to join other 207sq a/c ready to be del to RAF Marham in jul19, del to UK on 16jul19, 207sq (16jul19/01aug19), 207sq officially stood up at RAF Marham on 01aug19, 207sq/617sq (01aug19/sep19), 207/617sq/

(018) (sep19/may20), 207/617sq/018 (jun20/09jun20), deployed to HMS Queen Elizabeth with 617sq from 09jun20 until 01jul20, 207/617sq/010 (01jul20/22sep20), deployed on board HMS Queen Elizabeth with 617sq (five RAF a/c and 10 USMC VMFA-211 a/c) from 22sep20 until 13oct20, 617sq/011 (13oct20/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM153 **BK-019** BuNo 169698, f/f by aug20, dep for delivery directly to the UK from LMTAS at Fort Worth (TX) on 25nov20, del to Marham on 30nov20, M&F at Marham (30nov20/jan21), 617sq/019 (mar21/apr21) 617sq/019 (apr21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM154 **BK-020** BuNo 169699, f/f by oct20, dep for delivery directly to the UK from LMTAS at Fort Worth (TX) on 25nov20, del to Marham on 30nov20, M&F at Marham (30nov20/jan21), 617sq/020 (mar21/apr21), 617sq/020 (apr21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM155 **BK-021** BuNo 169700, f/f by oct20, dep for delivery directly to the UK from LMTAS at Fort Worth (TX) on 25nov20, del to Marham on 30nov20, M&F at Marham (30nov20/jan21), 617sq/021 (mar21/02may21), deployed on board HMS Queen Elizabeth for CSG21 with 8 RAF F-35Bs and 10 USMC VMFA-211 F-35Bs on 02may21 (until early-dec21)

ZM156 **BK-022** Under construction by LMTAS at Fort Worth (TX), not flown yet, planned to be delivered to RAF Marham in oct21

ZM157 **BK-023** Under construction by LMTAS at Fort Worth (TX), not flown yet, planned to be delivered to RAF Marham in oct21

ZM158 **BK-024** Under construction by LMTAS at Fort Worth (TX), not flown yet, planned to be delivered to RAF Marham in oct21

#### Islander R1

ZG845 to G-BLNT ex 651sq **2194** apr21  
ZG846 to G-BLNU ex 651sq **2195** apr21

Both ZG845 and ZG846 were flown to Cumbernauld (Scotland) on 9 and 18 March 2021 respectively. Both were entered into the UK civil register on 7 April 2021. Islander Aircraft Ltd is listed as the new owner. Most likely the third and final Islander R1 remaining (ZG848) will also be retired in the near future as well. This will leave eight Defender R2 and a single Defender T3 in service with 651sq.

#### Phenom T1

Aircraft ZM334 was (temporary) registered as G-MEPS on 5 February 2021. It subsequently departed RAF Cranwell for Fort Lauderdale (FL) for maintenance with Embraer. It is expected to take up its military identity again upon return to RAF Cranwell in due course.

#### Poseidon MRA1

ZP806 Boeing c/n update **66106/9690** may21  
For pre-delivery test flights, this aircraft has been allocated registration N634DS. On 8 May 2021, it was also announced that the sixth RAF Poseidon has been nick-named Guernsey's Reply. This nick-name was chosen because of 201 squadron being re-activated at RAF Lossiemouth as the second operational Poseidon squadron this summer. The squadron forged an affiliation with the Channel Island Guernsey under the Municipal Liaison Scheme on 5 May 1939. During the Second World War F/L Herbert Machon OBE assigned to this unit nick-named his Spitfire Mk.XVI Guernsey's Reply. F/L Machon left his home on this Channel Island shortly before the German occupation and joined the RAF to become a Spitfire pilot in 1942. Poseidon ZP806 is planned to be delivered in August 2021.

#### Puma HC2

XW214	EGUB Pool	ex P2MF	<b>1120</b> mar21
ZA936	P2MF	ex EGUB Pool	<b>1640</b> mar21
ZA940	P2MF	ex EGUB Pool	<b>1656</b> mar21
ZJ954	P2MF	ex EGUB Pool	<b>1310</b> mar21

#### Typhoon T3

ZK379/379	29sq	ex 41(TE)sq/379	<b>BT024</b> mar21
ZK380/380	41(TE)sq	see note	<b>BT025</b> mar21
ZK382	TMF	ex 29sq/382	<b>BT027</b> mar21

Early-March 2021, ZK380 was transferred from the Typhoon Maintenance Facility (TMF) to 29sq, only to be passed on to 41(TE)sq by the end of the same month. While on the subject of Typhoon maintenance at RAF Coningsby, MAR reported in its April edition that the name Typhoon Maintenance Unit (TMU) has been used in error for many years. This facility was officially opened as Typhoon Support Centre & Maintenance Facility (TSC&MF) on 30 September 2009. At some point in time, this was changed to Typhoon Maintenance Facility (TMF). To continue on the subject of Typhoon Maintenance, recently the Typhoon Engineering Flight (TEF) was established at RAF Lossiemouth. A mix of RAF and BAE staff performs maintenance activities on Typhoon jets in the TEF hangar.

#### Typhoon FGR4

ZJ913/913	1(F)sq	ex std EGQS	<b>BS004</b> mar21
ZJ914	TEF	ex IX(B)sq/WS-T	<b>BS005</b> feb21
ZJ914	29sq	see note	<b>BS005</b> apr21
ZJ920	std TEF	ex 29sq/920	<b>BS011</b> apr21
ZJ923	TEF	ex 6sq/923	<b>BS014</b> feb21
ZJ923/923	XI(F)sq	ex TEF	<b>BS014</b> mar21
ZJ947	TMF	ex II(AC)sq/947	<b>BS040</b> mar21
ZJ950/950	XI(F)sq	ex TMF	<b>BS047</b> mar21



The long arm of the law, represented by the Italian Guardia di Finanza! ATR72 MM62315 delivered Covid-aid to Delhi on 13 May 2021 where Shrey Copra was at the right spot to capture this extraordinary visitor.



Ski-equipped HH-412C MM81506/GF-218 of the Guardia di Finanza was photographed by Marco Muntz at Venegono on 13 May 2021. The helicopter is in the Alpino-version, suited for SAR-flights in mountainous areas.

ZJ950/950	II(AC)sq	ex XI(F)sq/950	<b>BS047</b>	apr21
ZK310/310	XI(F)sq	ex TMF	<b>BS063</b>	mar21
ZK314/314	1(F)sq	ex std EGQS	<b>BS071</b>	mar21
ZK316	i/a EGXC	ex nb	<b>BS075</b>	mar21
ZK317	TEF	ex i/a EGQS	<b>BS078</b>	apr21
ZK319/319	1(F)sq	ex II(AC)sq/319	<b>BS080</b>	mar21
ZK325/325	II(AC)sq	ex 3(F)sq/325	<b>BS086</b>	apr21
ZK330/330	II(AC)sq	ex 3(F)sq/330	<b>BS091</b>	mar21
ZK330/330	1(F)sq	ex II(AC)sq/330	<b>BS091</b>	apr21
ZK331/331	6sq	ex II(AC)sq/331	<b>BS092</b>	mar21
ZK332	TEF	ex std EGQS	<b>BS093</b>	feb21
ZK332/332	29sq	ex TEF	<b>BS093</b>	apr21
ZK333/333	XI(F)sq	ex 6sq/333	<b>BS094</b>	mar21
ZK340	TMF	ex i/a EGXC	<b>BS101</b>	mar21
ZK343/343	3(F)sq	ex IX(B)sq/343	<b>BS104</b>	mar21
ZK345/345	1(F)sq	ex 6sq/345	<b>BS106</b>	apr21
ZK349/349	6sq	ex 1(F)sq/349	<b>BS110</b>	apr21
ZK350/350	3(F)sq	ex II(AC)sq/350	<b>BS111</b>	mar21
ZK351/351	II(AC)sq	see note	<b>BS112</b>	apr21
ZK352/352	XI(F)sq	ex 1(F)sq/352	<b>BS113</b>	apr21
ZK354/354	IX(B)sq	ex 3(F)sq/354	<b>BS115</b>	mar21
ZK366/366	12(B)sq	ex TMF	<b>BS127</b>	mar21
ZK376/376	XI(F)sq	ex 41(TESS)sq/376	<b>BS137</b>	mar21
ZK427/427	6sq	ex II(AC)sq/427	<b>BS143</b>	feb21
ZK432	i/a EGQS	ex 6sq/432	<b>BS148</b>	apr21
ZK434/434	II(AC)sq	ex 6sq/434	<b>BS150</b>	mar21
ZK435/435	6sq	ex II(AC)sq/436	<b>BS151</b>	apr21

The Black (aggressor) Typhoon ZJ914 first underwent maintenance with Leuchars TEF, before flying to RAF Coningsby on 15 April 2021. It has been assigned to 29sq, but shortly after its arrival (26apr21) it went to the paint shop since the jet was selected as the primary mount for the 2021 RAF Typhoon Display Team.

On 25 February 2021, ZK316 returned to RAF Coningsby after being used for Operation Shader at RAF Akrotiri (Cyprus). Its unit allocation was initially believed to be XI(F)sq, but it was confirmed as Weapons Loading Trainer (WLT) in March 2021. Officially, it was assigned to 3(F)sq at that point in time. Around the same time, the previous WLT aircraft (ZK340) was transferred to TMU. This jet was officially assigned to 29sq.

On 19 March 2021, ZK351/351 was delivered to 1(F)sq after overhaul by the TMF at RAF Coningsby. Later the same month it was passed on to 6sq. Subsequently, II(AC)sq took control of this aircraft in April 2021.

Two Typhoons which were temporary stored at RAF Lossie-

mouth were returned to flying status in March 2021. Both ZJ913 (also still coded WS-Y from its days with IX(B)sq) and ZK314 were assigned to 1(F)sq.

#### Viking TX1

ZE495/VA	622VGS	ex 644VGS/CGS/VA	<b>33879</b>	mar21
ZE499	GMS	ex 632VGS/VD	<b>33883</b>	mar21
ZE528	GMS	ex 644VGS/CGS/VQ	<b>33897</b>	apr21
ZE529/VR	644VGS/CGS	ex GMS	<b>33898</b>	mar21
ZE560/WH	644VGS/CGS	ex GMS	<b>33924</b>	apr21
ZE564	GMS	ex 661VGS/WN	<b>33928</b>	apr21
ZE586	GMS	ex 622VGS/WR	<b>33933</b>	mar21
ZE601/XA	644VGS/CGS	ex GMS	<b>33945</b>	apr21
ZE605/XE	622VGS	see note	<b>33949</b>	mar21
ZE625/XP	644VGS/CGS	ex GMS	<b>33970</b>	mar21
ZE626	GMS	ex 644VGS/CGS/XQ	<b>33971</b>	mar21
ZE628	GMS	ex 632VGS/XS	<b>33875</b>	mar21
ZE637	GMS	ex 661VGS/YA	<b>33997</b>	apr21
ZE685	GMS	ex 661VGS/YV	34034	apr21

After maintenance with GMS, ZE605/XE was first delivered to 644VGS/CGS before being passed on to 622VGS.

#### Voyager KC2

ZZ331	1312Flt	ex 10/101sq	<b>1248</b>	mar21
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#### Voyager KC3

ZZ337	10/101sq	ex 1312Flt	<b>1390</b>	mar21
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#### Army Air Corps (AR)

All three Gazelle AH1 helicopters in use with 29(BATUS)Flt at CFB Suffield (Canada) were returned to the United Kingdom in March 2021. All three (XZ340, ZA731 and ZA736) were flown as air freight to RAF Brize Norton and transported from there by road to StandardAero at Fleetlands. The future of 29(BATUS)Flt is unclear. MAR reports that the annual British Army tank training exercises in Canada that usually run from May until September have been cancelled this year due to COVID. Possibly, advantage is taken of the situation to have the Gazelle helicopters undergo deep maintenance, but it also is very well possible that the flight will be disbanded all together.

#### Apache AH1

ZJ187	7REME	ex 663sq	<b>WAH22</b>	mar21
ZJ192	7REME	ex 3/4Regt	<b>WAH27</b>	mar21
ZJ196	to USA for AH-64E conversion		<b>WAH31</b>	feb21
ZJ199	7REME	ex 663sq	<b>WAH34</b>	mar21
ZJ208	663sq	ex ADSU	<b>WAH42</b>	mar21
ZJ209	653sq	ex ADSU	<b>WAH43</b>	mar21
ZJ210	653sq	ex ADSU	<b>WAH44</b>	mar21

ZJ215	653sq	ex ADSU	<b>WAH49</b>	mar21
ZJ220	664sq	ex 7REME	<b>WAH54</b>	apr21
ZJ221	653sq	ex ADSU	<b>WAH55</b>	mar21
ZJ223	664sq	ex 7REME	<b>WAH57</b>	mar21
ZJ226	664sq	ex ADSU	<b>WAH60</b>	feb21
ZJ227	to USA for AH-64E conversion		<b>WAH61</b>	feb21

**Apache AH2**

ZM710	EGUW	ex Boeing	<b>UD011</b>	apr21
ZM711	EGUW	ex Boeing	<b>UD012</b>	apr21

Two more Apache AH2 (AH-64E) helicopters arrived in the United Kingdom on 16 April 2021. They were flown as air freight to RAF Brize Norton and transported by road to Watfsham on 19 April 2021. In total eight Apache AH2s were delivered at that point in time with two more expected each month up until at least July 2021. It is reported that these new Apaches are assigned to the 7REME (7th Battalion Royal Electrical and Mechanical Engineers), pending the first squadron taking charge of them later this year.

**Gazelle AH1**

XW847	7Regt Conv Flt	ex 665sq	<b>1011</b>	mar21
XZ340	std StandardAero,	ex 29(BATUS)Flt	<b>1691</b>	apr21
ZA731	std StandardAero,	ex 29(BATUS)Flt	<b>1800</b>	apr21
ZA736	StandardAero	ex 29(BATUS)Flt	<b>1805</b>	mar21
ZB669	StandardAero	ex 665sq	<b>1950</b>	mar21
ZB671	see note	ex StandardAero	<b>1958</b>	may21
ZB674	665sq	ex 7Regt Conv Flt	<b>1967</b>	mar21
ZB678	StandardAero	ex 665sq	<b>1979</b>	apr21

Both XZ340 and ZA731 arrived at RAF Brize Norton as air freight from Canada on 31 March 2021, they were subsequently delivered by road to StandardAero at Fleetlands for storage on 8 April 2021. Earlier in the month of March 2021, also ZA736 made the same trip, arriving at RAF Brize Norton on 1 March 2021, and arriving at Fleetlands on 4 March 2021. After maintenance with StandardAero at Fleetlands, ZB671 was delivered to Middle Wallop pending transport to Canada where it will join 29(BATUS)Flt. Possibly it was delivered to Middle Wallop already on 30 March 2021, but it has been confirmed present at Middle Wallop in May 2021.

**Wildcat AH1**

ZZ382	WZM	ex std WST	<b>501</b>	apr21
ZZ383	std WST	ex 1Regt	<b>502</b>	mar21
ZZ394	EGDY	ex Leonardo	<b>492</b>	apr21
ZZ395	1Regt	ex WZM	<b>493</b>	mar21
ZZ398	WZM	ex WST	<b>471</b>	mar21
ZZ510	Leonardo	ex WST	<b>508</b>	mar21

**Fleet Air Arm (NY)**

The largest deployment of British naval forces since the 1982 Falklands War commenced on 1 May 2021. On this date, the pride of the Royal Navy, HMS Queen Elizabeth (R08) sailed from its base in Portsmouth. This deployment is also dubbed

Operation Fortis. Under designation Carrier Strike Group 21 (CSG21), the ship first participated in the two-weeks long exercise Strike Warrior off the northwest of Scotland. At the same time, this exercise was used to certify CGS21 for its next, much longer deployment. Upon completion Strike Warrior, the ship returned to Portsmouth for a short period of time during which final preparations were made for a seven month-long deployment.

During the evening of 22 May 2021, CGS21 set sail south to the Eastern Atlantic Ocean off Portugal where it will participate in NATO exercise Steadfast Defender until 28 May 2021. Next a port call in Gibraltar is planned, following which CGS21 will enter the Mediterranean. A joint exercise is planned with French carrier FS Charles de Gaulle (R91), before a logistics stop is made in Souda Bay (Crete, Greece). The Ministry of Defence (MoD) also announced that the ship will next participate in Operation Shader. This is the MoD name for the British efforts in the fight against the self-proclaimed Islamic State (IS) in Syria and Iraq.

Via the Suez, CSG21 will make its next port call in Duqm (Oman) before entering the Arabian Sea. A port call is planned in a yet to be announced city in India, but its rumoured that this might be cancelled due to concerns about the COVID situation in this country. A joint India-United Kingdom exercise is planned in the Indian Ocean after which CSG21 will set sail to Singapore for the next port call.

Freedom of navigation exercises will be held next in the disputed South China Sea region, followed by exercise Bersama Lima 21 with the Royal Australian Navy, Royal New Zealand Navy, Royal Malaysian Navy and Republic of Singapore Navy. This exercise is planned to seal the 50th anniversary of the Five Powers Defence Arrangements. A port call in South Korea is next on the agenda, followed by exercises with the Japan Maritime Self Defence Force and United States Navy in the waters surrounding Japan.

Concluding the deployment of CSG21, the naval force will meet with HMS Tamar (P233) and HMS Spey (P234) which will have deployed to the Indo-Pacific region as well by this point in time, for some joint training. Upon conclusion of these manoeuvres, CGS21 will return to the United Kingdom where the vessels are expected back early-December 2021.

Next to HMS Queen Elizabeth (R08), the following ships are also part of CGS21 during its seven-months deployment: HMS Diamond (D34), HMS Defender (D36), HMS Kent (F78), HMS Richmond (F239), RFA Tidespring (A136), RFA Fort Victoria (A387) and an undisclosed Astute class submarine. NATO partners The Netherlands and the United States also each



The European Agency for the Protection of External Borders (FRONTEX) started operating its IAI Heron from Malta late April 2021. Adorned with Maltese serial AS2132, Shaun Psaila caught the UAV on 30 April 2021.



On 9 April 2021, Frank Noort photographed C295M 16701 of the Portuguese air force, which made a short stop at Schiphol that day.

allocated one ship to CSG21: HMLMS Evertsen (F805) and USS The Sullivans (DDG-68).

On the aviation front, the most eye-catching addition are ten United States Marines Corps F-35B Lightning II aircraft. The ten jets from VMFA-211 "Wake Island Avengers" forward deployed from MCAS Yuma (AZ) to RAF Lakenheath (UK) where they arrived on 26 April 2021 (five aircraft) and 27 April 2021 (the remaining five aircraft).

The following aircraft and helicopters are deployed on board HMS Queen Elizabeth:

F-35B 617sq:  
 ZM147/013, ZM148/014, ZM150/016, ZM151/017,  
 ZM152/018, ZM153/019, ZM154/020, ZM155/021  
 F-35B VMFA-211:  
 169620/CF-00, 169621/CF-01, 169587/CF-02, 169416/CF-03,  
 169589/CF-04, 169678/CF-05, 169607/CF-06, 169608/CF-07,  
 169610/CF-08, 169614/CF-09  
 Merlin HM2 820NAS:  
 ZH824, ZH827, ZH841, ZH843, ZH846, ZH856 and ZH857

The Merlins flew from their home at RNAS Yeovilton to the British carrier while it was still docked at Portsmouth on 27 April 2021. Three of them underwent the Crowsnest modifications (ZH843, ZH846 and ZH856) and can perform the Airborne Early Warning (AEW) role. On 2 May 2021, the F-35Bs started to arrive as follows:

- 2 May 2021 from RAF Marham, 617sq F-35Bs 016, 017, 018 and 020
- 2 May 2021 from RAF Lakenheath, VMFA-211 F-35Bs CF-00, CF-01, CF-02, CF-04, CF-05 and CF-06
- 3 May 2021 from RAF Marham, 617sq F-35Bs 013, 014, 019 and 021
- 3 May 2021 from RAF Lakenheath, VMFA-211 F-35Bs CF-07, CF-08 and CF-09

The final VMFA-211 F-35B (CF-03) suffered technical problems when it attempted to depart to the carrier from RAF Lakenheath on 3 May 2021. After repairs it joined the Carrier Strike Group on 6 May 2021.

In addition to the already mentioned aircraft and helicopters, three Merlin HC4 helicopters from 845NAS deployed from RNAS Yeovilton to RFA Fort Victoria on 3 May 2021: ZJ121/E, ZJ127/L and ZH129/N. The previous day, four 815NAS Wildcat HMA2 helicopters already flew out to their vessels:

ZZ514, ZZ518, ZZ530 and ZZ535. Most individual allocations were unknown when this edition went to press, but they flew out to the following ships: HMS Diamond (Flight 201), HMS Defender (Flight 219), HMS Kent (Flight 206) and HMS Richmond (Flight 202). Only ZZ535 was confirmed being assigned to HMS Richmond.

In support of this CSG21, 8 squadron is planning to deploy two Sentry AEW1 aircraft by end-May 2021. Only ZH101/01, ZH103/03 and ZH106/06 are still operational. Of these, ZH106/06 was undergoing deep maintenance in March 2021.

<b>Hawk T1A</b>				
XX189/CR	736NAS	w/o 25mar21	<b>312036</b>	
<b>Merlin HM2</b>				
ZH832	824NAS	ex Leonardo IMP	<b>50057</b>	mar21
ZH837	MDMF	ex 820NAS	<b>50074</b>	mar21
ZH843	820NAS	ex Leonardo	<b>50093</b>	mar21
ZH846	820NAS	ex Leonardo IMP	<b>50109</b>	mar21
ZH853	814NAS	ex Leonardo IMP	<b>50135</b>	apr21
ZH861	MDMF	ex 824NAS	<b>50168</b>	feb21
<b>Merlin HC3i</b>				
ZJ135	Leonardo	ex MDMF	<b>50187</b>	mar21
<b>Merlin HC4</b>				
ZJ124	MDMF	ex 846NAS/H	<b>50133</b>	apr21
<b>Merlin HC4A</b>				
ZK001	std EGDY	ex Leonardo	<b>50160</b>	feb21
<b>Wildcat HMA2</b>				
ZZ377	WZM	ex 815NAS	<b>496</b>	mar21
ZZ380	WZM	ex 815NAS	<b>499</b>	mar21
ZZ381	Leonardo	ex WZM	<b>500</b>	mar21
ZZ397	WZM	ex 815NAS	<b>482</b>	mar21
ZZ413	Leonardo	ex 825NAS	<b>483</b>	apr21
ZZ514	815NAS	ex Leonardo	<b>519</b>	apr21

#### QinetiQ

Three new helicopters will be delivered to QinetiQ at their Boscombe Down facility. Even though these are civil registered and not owned by MoD we do want to mention them for the sake of completeness. In addition to these three, Castle Air has been contracted by QinetiQ to operate H145 G-RNGS (c/n 20215) on their behalf for Range Helicopter Service at the MoD British Underwater Test and Evaluation Center at MoD Hebrides Range. The helicopter will fly out of Kyle of Lochalsh (Scotland).

<b>A109S</b>				
G-ETPN	ex N203SM, C-FWWW, N519CG		<b>2211910</b>	mar21
G-ETPO	ex N372SH, XA-UNU		<b>2216518</b>	mar21

**AW139**

G-ETPP

ex I-EAST, B-725D

**3176810**mar21

The dates mentioned are the registration dates in the British Civil Aviation Authority (CAA) register on behalf of Castle Air which will prepare the helicopters for service with the QinetiQ Civil Flying Organization (QCFO).

**Africa****Algeria**

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

There were already rumours that the Algerians bought the new Lockheed C-130J Super Hercules, but we had no confirmation whatsoever from official sources. So the log on Scramble Messageboard with the serial of the first C-130J for Algeria came as a small surprise. 7T-WJA (construction number unknown) was seen at Greenville/Donaldson Center (SC) on 23 May 2021. It is reported that the Algerian Air Force has ordered four C-130Js, however some sources reported also six aircraft. The Algerian pilots and maintenance crews are already in the US to be trained on the J-models.

Besides the C-130J the Algerian Air Force also ordered four Ilyushin Il-76MD-90A transporters, but like with the C-130 no announcement was made by any official source.

KG YH = Greenville /Donaldson Center (SC), USA

**C-130J**

7T-WJA	o/o	f/n KGYH	may21
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**MiG-21MF**

159	wfu	f/n database, photo	
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**MiG-21UM**

FE-10	wfu	f/n database, photo	
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'FE' is assumed because this part of the serial is not readable in the photo found.

**Burkina Faso**

Force Aérienne de Burkina Faso (AF)

**AS550**

BF2012	Esc. Hel. B29	f/n	apr21
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**Cape Verde**

Guarda Costeiro de Cabo Verde (CG)

The Cape Verdean Ministry of Finance will sell the former Coast Guard Do228-212, D4-CBK (c/n **8222**) to a Mauritius company, named Blue Wave Aviation, for about 48.1 million escudos, which is approximately 434,500 Euros. It was the third attempt to sell the aircraft and Blue Wave Aviation was

the only competitor. The Dornier was withdrawn from use some years ago already and the Ministries of Defence and Finance hoped to raise enough money with this sale to buy a new aircraft for the Cape Verde Coast Guard. In the past it was reported that a contract was signed in July 2018 with Sev-enair at Cascais, that the D4-CBK would be swapped against two former Portuguese CASA 212s, 16504 and 16509. Apparently this deal didn't follow through, so what will happen with the Portuguese Aviocars is unknown.

**Central African Republic**

Escadrille Centrafricaine (AF)

The Mi-24V TL-KND, with code 01 yellow, was noted in Syria at Khmeimim air base in May 2021. It was unloaded here when the An-124 broke down. The An-124 was en route from Russia, or Belarus, to Bangui to deliver the Mi-24. Later the Mi-24 was picked up by another An-124-100, most likely RA-82039, and brought to Bangui. Here the An-124 was noted on 30 April, while unloading the Mi-24 and an unknown Mi-8. If the Mi-8 was TL-KFB, or a new one for the CAR or a Russian one can't be seen on the photo unfortunately.

**Democratic Republic of Congo**

Force Armées de la République Démocratique du Congo / Force Aérienne (AF)

**B737-229C**

9T-TCQ	active	tie-up update	<b>21139/437</b>
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This Boeing 737 was first noted in the inventory of the Air Force of Congo in December 2018. Thanks to a reaction on Facebook we now know its history. This 737 started its career as OO-SDP with Sabena in November 1975. It was withdrawn from use in November 1999 and sold as G-BYZN in February 2000. In May 2000 already it became TJ-AIO and later it became EX-050 (2004) and EK-73755 (May 2010). Finally in 2016 it became 5Y-CGV and somewhere at the end of 2018 it was sold to the Congolese Air Force, where it is still in active service.

**Egypt**

al Quwwat Al Jawwiya Il Misriya (AF)

On 3 May 2021, the Egyptian Ministry of Defence (MoD) confirmed that a contract for thirty additional Dassault Rafale fighter aircraft was signed with France. According to the information, the deal, reported to be valued at USD 4.5 billion, would be financed through a loan to be repaid over at least ten years. However, Egypt did not disclose the value of the deal or further details on the split between single-seat



Uganda is one of several African countries operating the Su-30. Robbert Snijders visited Entebbe on 19 May 2021 and saw this pair, led by AF-023 in the shimmering heat.



The Republic of China, aka Taiwan, still flies the F-5. Most can be found at Taitung on the East coast. Seen at their home base are 7th FTW F-5F 5378 and 'aggressor' F-5F 5399 that is operated by the Tactical Training & Development Center. (26 November 2019, Andrei Shmatko)

and dual-seat fighters. Egypt will receive the F3-R version of the Rafale, its updated software will allow integration of advanced systems including Thales' Talios new-generation laser designator pod, MBDA's impressive Meteor long-range air-to-air missile and the laser homing version of the Safran AASM air-to-ground modular weapon. The delivery will start in 2024 and the last unit should be delivered in 2026.

This may not be the last Rafale purchase. Egyptian sources told Breaking Defense that Egypt is now eyeing the Rafale F4, "We are looking to increase the number to 72 or 100 units, depending on Egypt's financial capacity." The new F4 version will have enhanced radar capabilities and new weapon systems including smart gliders, heavier versions of the AASM Hammer precision-guided munitions and updated MICA NG missiles.

In February 2015, Egypt signed the first contract for the delivery of 24 Rafales, consisting of eight single-seat (EM) and sixteen dual-seat (DM) aircraft. The aircraft operate with the 203rd Tactical Fighter Wing (203 TFW) at Gebel el Basur air base, with a detachment at Habata. The TFW consist of two squadrons, the 34th TFS Wild Wolves and the 36th TFS Lions. One Rafale EM is known to have been lost in April 2019.

According the French newspaper La Tribune, France has sought surety from French banks - BNP Paribas, Crédit Agricole, Société Générale and CIC - to finance the Rafale order at 5.4 billion Euro and not 4 billion, this because it includes a spy satellite, awarded to Airbus, and also two Airbus 330 multi-role tanker transport (MRTT) aircraft. The newspaper said it was citing official sources.

**AW149**  
41 del. f/n database, photo may21

Two photos of this sand-camouflaged AW149 were found on the internet. Unfortunately on both photos not the entire helicopter is visible and so we do not know if 41 is a code or a serial. The number 41 is on the tail and below the first window of the cabin part behind the cockpit.

**C295**  
1177/SU-BTF 8sq f/n database, photo 149 nov16  
Finally a photo was found of 1177/SU-BTF. The colour

scheme matches, so far we can see, with EC-003 with construction number 149, which was noted on delivery flight at Luqa, Malta, on 26 February 2016. Confirmation however is still required.

**Mi-24V**  
3072 f/n database, photo jun19

**SA342L**  
3364 f/n database, YouTube 1696 mar21

al Bahriat II Misriya (NY)  
LILN = Varese-Venegono, Italy

**AW149**  
.../30 o/o, CSX82022 f/n LILN 49073 mar21  
.../31 o/o, CSX82025 f/n LILN 49074 apr21  
.../32 o/o, CSX82027 f/n LILN 490.. may21

All three AW149s wear a red and white colour scheme, with the 'serial' in the tail. These are naval versions, recognizable by their dolphin nose. If the number in the tail is also their entire, serial we don't know for the moment.

## Ethiopia

Ye Ityopya Ayer Hayl (AF)  
HAHM = Debre Zeit

**DHC-6-300**  
805 std HAHM f/n database, photo

A photo of this Twin Otter was posted on the ACIG-forum and it was a new serial for our database. Most likely it is the aircraft which is visible at 08°43'09.36"N, 39°00'08.03"E on Google Earth. It is visible at this position for the first time in imagery from 4 February 2016.

**Mi-17**  
2023 20sq f/n, YouTube may21

**Mi-35**  
... w/o 20apr21

**MiG-21bis**  
1136 w/o, date unk. f/n database, photo

## Gabon

Forces Aérienne Gabonaises (AF)

**AS332M**  
TR-KCX Gvmt w/o 18apr21 2481

## Kenya

### Kenya Air Force (AF)

The first C-145A (PZL M28 Skytruck) was formally commissioned into Kenya Air Force (KAF) service on 20 April 2021 at Moi Air Base, Eastleigh. The event was presided over by the KAF's commander, Major General Francis Ogolla. The acquisition of the type is intended to enable phasing out of the Harbin Y-12 II Turbo Panda fleet. The KAF had requested the supply of six C-145As from the US as Excess Defense Articles (EDA), but due to the limited number of aircraft available, on 15 August 2016 only three were authorised for supply to Kenya under the EDA process. These were officially acquired following signature of the Kenya United States Liaison Office (KUSLO) agreement by the two governments on 4 April 2017. KAF pilots and loadmasters have been training on the type since September 2019 with US Air Force Special Operations Command's 492nd Special Operations Wing at Hurlburt Field, Florida.

HKNY = Laikipia Air Base

<b>C-145A</b>				
2001	ex 08-0310	f/n Mombasa	<b>AJE003-10</b>	may21
<b>Grob 120TP</b>				
724	FTS	f/n HKNY		may21

## Libya

### Libyan National Army Air Force (AF)

**MiG-23BN**  
'8985' preserved at Al-Abraq may21  
This MiG-23BN can be found in the city of Al-Abraq. The aircraft has a fake serial, while the real 8985 crashed on 6 July 2016. The pilot was killed during the accident and to honour him a monument was raised in his hometown. The MiG can be found on Google Earth at 32°47'04.00"N, 22°00'04.21"E and is visible at this position for the first time in imagery from 5 August 2017.

## Mali

### Force Aérienne de la République du Mali (AF)

**C-47**  
... pres Bamako at Salle de Gym Camp Para  
This unknown C-47 can be found at 12°37'21.95"N, 08°01'32.69"W. It is visible at this position for the first time in Google Earth imagery from January 2008.

## Mauritania

### Force Aérienne Islamique de Mauritanie (AF)

**CN235M-110**  
5T-MAD ex UAE f/n database, photo nov20

## Mozambique

### Força Aérea Moçambique (AF)

**Mi-17-1V**  
FA-091 not Mi-17V-5 mar21  
We reported last month that the Mi-17 delivered in September 2019 was FA-091, however now we have seen the photo we know this is not true. The Mi-17 delivered in September 2019 was a V-5 model, with dolphin nose and a flat ramp for entering the helicopter from the rear, while FA-091 is a Mi-17-1V, without the dolphin nose and the typical Mi-17 rounded back doors.

## Niger

### Escadrille Nationale du Niger (AF)

**Mi-171E**  
5U-MHH f/n database, photo feb21  
**N2501**  
5U-MAF std Niamey **195**  
Preserved at the Centre d'Instruction de troupe parachutiste in Niamey at least since November 2002, and still visible on Google Earth, is the fuselage of this Noratlas. See Google Earth at 13°30'02.07"N, 02°07'37.08"E.

## Nigeria

### Nigerian Air Force [AF]

In reference to the Nigerian website Sundiata Post, about Nigeria's attempt to buy fighter planes, the Italian manufacturer Leonardo Company clarified that it has not entered into a contract with Nigeria for the supply of 24 M-346s. In an email sent to the Sundiata Post on Monday by its press office, Leonardo said: "Please note that so far, no M-346s have been contracted with Nigeria. In addition, Nigeria is not a C-27J Spartan customer".

DNMM = Lagos/Murtala Muhammed

**Beech 350i**  
NAF203 209th EAG w/o 21may21 **FL-891**  
The serial is not confirmed yet by any official source. If it was not NAF203 it must be NAF204, while NAF201 crashed in February this year and NAF202 is wearing a desert camouflage colour scheme.



Our monthly Cuban discoveries revealed this MiG-23BN 723 which was found in a rather sorry state at a polygon near Cienfuegos last May. (03 May 2021)



The Jamaican Defence Force is a very loyal Bell-customer, all but one helicopter type flown with the Air Wing have been manufactured by Bell. The first Bell 505s were handed over on 11 May 2021, when this picture was released by Bell for the occasion, showing all six new Bell 505s JDF H-46 till H-51.

### Ce525B (CJ3)

NAF957 107th AMG f/n DNMM **525B-0203** may21  
 The Nigerian Maritime Administration and Safety Agency (NIMASA) received the first of their special mission aircraft on 12 May 2021. The CitationJet CJ3, ex 4X-CML, is part of the Deep Blue project and during a small ceremony held at Ikeja, the military part of Lagos International airport, the serial was revealed by director-general Bashir Jamoh of NIMASA. The aircraft will be operated by the 107th Air Maritime Group and will be based at Benin airport if we are informed correctly.

### JF-17

NAF720 h/o 20may21 **FC10260/2P-60** may21  
 NAF721 h/o 20may21 **FC10261/2P-61** may21  
 NAF722 h/o 20may21 **FC10262/2P-62** may21  
 During the air force's 57th anniversary celebrations, the three Chengdu/Pakistan Aeronautical Corporation JF-17 fighters, which were ordered in 2017, were handed over to the air force during a small ceremony held at their new home base, Makurdi. On 29 April 2021, photos emerged on social media showing a Pakistan Air Force Il-78MP tanker/transport aircraft, serial R09-001, at Makurdi air base. According to defenceweb.co.za the flight tracking data of the Il-78 shows that it departed Pakistan on 28 April, heading for Africa. NAF pilots and crew for the JF-17 have been training in Pakistan since mid-2020. The first Thunder, or maybe Thunders, was (were) delivered around 21 March 2021, again aboard Il-78MP R09-001.

### Nigerian Navy [NY]

DNMM = Lagos/Murtala Muhammed

### AW109SP

NN313 NIMASA DNMM, ex CSX81988 **22421** may21  
 NN314 NIMASA DNMM, ex CSX81994 **22424** apr21  
 NN315 NIMASA DNMM, ex CSX81999 **22425** apr21

These are the three newly delivered AW109SP GrandNew helicopters for the Nigerian Maritime Administration and Safety Agency (NIMASA). They will be operated and maintained by the Navy and are based at Ojo Naval Air Base, where the AW109Es and AW139 of the Navy are also based.

### Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

LTAE = Akinci, Turkey

### Anka-S (UAV)

... o/o, as 20-042 f/n LTAE, photo apr21

Although the photo which can be found on the internet is not that crisp, it can clearly be seen that the Turkish Aerospace Industries (TAI) Anka-S Unmanned Aerial System (UAS) is

destined for the Al Quwwat Al-Jawwiya At Tunisia (Tunisian Air Force). The serial on the UAS, 20-042, however fits the Turkish military serial system, so if Tunisia will use the same serial is not yet known. If correct Turkey will deliver six drones and three ground control stations. In the past there were rumours the order was cancelled due to lack of finances.

### Zimbabwe

#### Air Force of Zimbabwe (AF)

Local press in Zimbabwe is reporting the arrival of an Airbus EC225 helicopter at capital city Harare's international airport on Thursday 15 April 2021. The helicopter was transported on board an Antonov An-124 freighter operated by Volga-Dnepr Airlines (registration RA-82077), which had arrived from Rzeszow in Poland. The departure point suggests to HeliHub.com that this is not a new aircraft, but an older one that has been refurbished. Rzeszow is a storage location and MRO facility run by Heli-One at which helicopter market intelligence company Parapex Media currently records a significant number of offshore- and VIP-equipped helicopters in storage. These include AS332L2 and EC225s which stopped flying after the Bergen accident, and a selection of S92s handed back to lessors. It is thus logical to believe that the helicopter air-freighted in is a refurbished AS332L2 or EC225, most likely the latter. The stored airframes include two VIP H225s taken in part-exchange by Leonardo from the Algerian Air Force when they were supplied with AW101s.

### AB412

... 8sq w/o 23apr21  
 ... 8sq f/n, ex D-HAFS **25514**

### Mi-172

6961 f/n database, photo aug20

### Asia

#### China

#### People's Liberation Air Force (AF)

**J-11B**  
 62276 16th Brigade dec20

**H-6M**  
 21112 10th Div/30th Reg apr21

### Y-20U

The first Y-20U tanker version has been photographed in camouflage colours, indicating the aircraft has been delivered. Unfortunately, neither the serial nor the unit is known for the time being. Currently 38th Regiment is flying three

Il-78 tankers and 23rd Regiment is operating about eighteen HU-6 tankers. The Y-20U can be compared to the Il-78 having two hose-and-drogue pods under the wings and one on the left aft fuselage.

People's Liberation Army (AR)

#### Mi-171

LH90xxx/72	LH Academy	may21
LH90xxx/79	LH Academy	may21
LH90xxx/86	LH Academy	may21

#### Mi-17V-5

LH961719	78th Brigade	photo
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#### Z-8G

LH971890	76th Brigade	photo
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#### Z-11B

LH90xxx/13	LH Academy	may21
LH90xxx/20	LH Academy	may21
LH90xxx/25	LH Academy	may21
LH90xxx/60	LH Academy	may21

A TV show on the recently expanded army base Houma revealed that the Army has started to use the Z-11B helicopter for initial helicopter pilot training. In December 2020 it was rumoured that production of this unarmed version of the Z-11WB had started and during the broadcast at least eight examples could be seen on the flight line. Unfortunately the censors had gone to great lengths to blur all the serials.

#### Z-19

LH991539	71st Brigade	photo
LH991555	71st Brigade	photo
LH991579	71st Brigade	photo

#### Z-20

LH953216	161st Brigade	photo
LH953219	161st Brigade	photo
LH953220	161st Brigade	photo
LH953226	161st Brigade	photo

People's Liberation Army Navy (NY)

#### J-15

67	Marine Corps/Aviation Brigade	apr21
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The helicopter was one of the six noted Z-8C helicopters on board of the new Type 075 Landing Helicopter Dock (LHD) Hainan during its commissioning ceremony at Sanya on 23 April 2021.

#### Z-8C

07	Carrier Air Wing	apr21
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#### Z-9D

05		apr21
90	ex 9504 ?	<b>Z9-0769 ?</b> apr21
91	ex 9514	<b>Z9-0770</b> apr21
92		<b>Z9-0789?</b> may21

#### Z-18F

334	Carrier Air Wing	apr21
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Manufacturers

#### KJ-500A

7310	SAC/CFTE
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Recently, a picture of this unpainted KJ-500A AWACS prototype with in-flight refuelling boom appeared. The prototype however (maybe this airframe) had its first flight in April 2018 and moreover, an unidentified fully camouflaged KJ-500A has been noted operational with the Navy already.

## India

Bharatiya Vayu Sena (AF)

On 4 May 2021, the sixth batch of three Rafale fighter aircraft was delivered in a direct flight from Istres to Jamnagar AFS. The three aircraft continued the next day to Ambala AFS. The dual-seat Rafale is the final aircraft for 17sq, whilst the two single-seat Rafales are the first aircraft for 101sq. This unit will be based at Jalpaguiri/Hashimara AFS (West Bengal) in the northeast of the country.

#### Rafale EH

BS015	Dassault Aviation, d/d 04may21, tbc	
BS016	Dassault Aviation, d/d 04may21, tbc	
BS021	Dassault Aviation	may21

#### Rafale DH

RB002	Dassault Aviation, d/d 04may21	may21
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#### II-78MKI

KJ3449	78sq	ex RK3449	<b>20434 25845</b>	apr21
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Bharatiya Nau Sena (NY)

The Indian Navy is desperate to replace its HAL Chetak helicopter fleet with new Naval Utility Helicopters (NUH). However, the original plan to acquire 111 NUHs under a strategic partnership has run into rough waters. As a short term solution, the Indian Navy decided to go for leasing a small number of helicopters for a two-year period to meet the immediate critical requirement for helicopters that are utilised for multiple roles, including search and rescue, casualty evacuation and low-intensity maritime operations, besides torpedo drops.

In October 2020, the navy sent out feelers to over a dozen companies, including Indian helicopter operators, seeking to know what could be offered. The companies included foreign Original Equipment Manufacturers (OEM) and information was also sought through various embassies.

Finally, after studying the various responses from the various companies, the Indian Navy decided to take only new utility helicopters from OEMs to be used on their warships. The Indian Navy will now put forward a detailed Request for Information (RFI) that will be sent out to OEMs for 24 new helicopters including maintenance and repair facilities. This RFI is expected to be issued soon.

The HAL Helicopter Division started manufacturing helicopters in 1962, by entering an agreement with Sud Aviation (France) for the production of the Alouette 3 (Chetak). The first Chetaks were delivered in 1965. Airbus is known to have offered its AS565MBe Panther medium helicopter. The company is considered to be the front-runner for both leasing and the overall plan for 111 NUHs. On 15 January 2021, Scramble Magazine reported on the major military aviation industry proposal from France to India. The most significant part of this proposal was the complete shift of the AS565MBe Panther assembly line along with a Dassault Rafale's 70 percent assembly line with full transfer of technology.

#### MH-60R

IN754	Sikorsky	f/f 20apr21	apr21
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## Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)

AAU = Akademi Angkatan Udara (Air Force Academy)

WIHK = Kalijati

In a video taken at PTDI, NC212i construction number N121 was visible. The highest so far noted was N117, that went to the Air Force as A-2112, being part of an order for nine. The first batch of five of said order was originally planned for delivery in 2019 already. So we presume that this one, along with the intermediate ones, are destined for the TNI-AU.

#### SGS-1-26B

G-1102	FASI Bali	f/n WIHK mar19	sep19
G-1203	FASI	f/n WIHK mar18	aug20

#### SGU-2-22C

G-204	pres WIHK	f/n, ex AAU	mar19
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## Japan

Nihon Koku-Jieitai (AF)

The JASDF re-instated the Teisatsu Kokutai (Reconnaissance Group) at Misawa on 18 March, albeit as a Rinji (=Temporary) unit. This was the Group to which 501 Hikotai with the recce Phantoms reported. It will now manage the three RQ-4Bs the



This Canadian CH-148 Cyclone 148805 spent some weeks at De Kooij and flew regularly. Many took this opportunity to go and capture it. Thanks to all who sent in photographs of this rare visitor! (22 April 2021, Frank Noort)

JASDF will receive, possibly under a yet unnamed Hikotai. When the unit is operational on the type, it will lose the Rinji appendix.

The JASDF established 405 Hikotai at Miho on 2 April as the unit to operate the KC-46A. It is sub-ordinate to 3 Yuso Kokutai, together with 403 Hikotai.

RJNA = Nagoya-Komaki	RJNG = Gifu
RJSM = Misawa	RJTJ = Iruma
ARW = Koku Kyunandan	AWSG = Hiko Keikai Kanshigun
FCG = Hiko Tenkentai	HAS = Herikoputa Kuyutai

<b>C-1</b>				
68-1020	ex 402 Hikotai	wfu 30jul20	<b>8020</b>	jul20
78-1025	ex 402 Hikotai	last flight 4nov20	<b>8025</b>	apr21

Only eight standard C-1s are not yet withdrawn from use, six were seen active this year, 024 and 030 are possibly at Gifu for overhaul.

<b>E-2C</b>			
44-3463	AWSG	active, ex modification	apr21

Was seen at Naha after having been fitted with eight-bladed props at Gifu.

<b>F-2A</b>			
03-8509	o/h RJNA	nb, ex 6 Hikotai	<b>1009</b> may21
13-8562	o/h RJNA	nb, ex 3 Hikotai	<b>1062</b> may21

<b>F-2B</b>			
23-8112	o/h RJNA	nb, ex 3 Hikotai	<b>3012</b> may21

<b>F-4EJ Kai</b>			
97-8421	Sanmu-chi	nose section only	<b>M121</b> apr21
97-8427	Sanmu-shi	nose section only	<b>M127</b> apr21

Both nose sections were seen at the Hyper Douraku Survival Game Paradise in Sanmu city, Chiba prefecture. Due to the COVID-19 crisis, the paradise has yet to open its doors.

<b>F-15DJ</b>			
02-8072	23 Hikotai	nb after IRAN	<b>022</b> apr21

<b>F-15J</b>			
22-8815	o/h RJNA	nb, ex 305 Hikotai	<b>015</b> may21
32-8817	o/h RJNA	nb, ex 303 Hikotai	<b>017</b> apr21
42-8834	303 Hikotai	ex nb, ex 305 Hikotai	<b>034</b> may21
62-8870	o/h RJNA	nb, ex 23 Hikotai	<b>070</b> may21
72-8888	203 Hikotai	ex nb after IRAN	<b>088</b> apr21
12-8924	o/h RJNA	nb, ex 201 Hikotai	<b>124</b> may21

52-8952	201 Hikotai?	nb, ex IRAN	<b>152</b> may21
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As there was no F-15DJ nor a T-4 to pick up the ferry-pilot of Eagle 924, we believe this pilot returned to Chitose in 952.

<b>F-15J Mod.</b>			
22-8940	306 Hikotai	40th anniversary mks	<b>140</b> may21
72-8961	o/h RJNA	nb, test, ex 306 Hikotai	<b>161</b> may21

<b>F-35A</b>			
19-8723	for 301 Hikotai	del. flight to RJSM	<b>AX-23</b> may21
19-8724	for 302 Hikotai	del. flight to RJSM	<b>AX-24</b> may21
19-8725	Mitsubishi HI	f/n, test at Nagoya	<b>AX-25</b> may21
19-8726	Mitsubishi HI	f/n, test at Nagoya	<b>AX-26</b> may21

F-35As 723 and 724 had to abort their delivery flight to Misawa before entering the runway at Nagoya on 20 May, as one of the two developed unknown problems. The second try on 24 May was successful, both aircraft were seen landing at Misawa.

<b>F-104J</b>			
46-8604	ex preserved	fwd.fuselage	<b>683B-3104</b> apr21

It looks like the inmates at the closed Café Hikohiyo in Hamamatsu city have been sold. This Starfighter fuselage and the MU-2S fuselage (see below) both were seen being loaded on a flat-bed truck on 28 April, destination unknown. Further reports suggest also all other fuselages were removed, except for the T-33A which was the only one in one piece.

<b>CH-47J</b>			
57-4492	ARW/RJTJ	nb, ex IRAN	<b>5074</b> may21
37-4501	o/h RJNG	nb, ex RJTJ HAS	<b>5091?</b> may21

<b>MU-2S</b>			
73-3201	ex preserved	fwd.fuselage	<b>112/901</b> apr21

<b>T-4</b>			
96-5624	201 Hikotai	active, ex 203 Hikotai	<b>1024</b> apr21
16-5666	11 Hikotai	Blue Impulse, ex IRAN	<b>1066</b> may21
86-5765	305 Hikotai	active after grounding	<b>1165</b> apr21
06-5784	21 Hikotai	active after grounding	<b>1184</b> may21

<b>U-125</b>			
29-3041	FCG	ex IRAN	<b>258215</b> may21

<b>U-125A</b>			
52-3003	ARW	ex Niigata sticker	<b>258250</b> may21
92-3010	ARW	ex Chitose sticker	<b>258341</b> may21
02-3015	ARW	ex IRAN	<b>258407</b> apr21

Again two aircraft which have lost their exact unit-name sticker, 003 is a former Niigata aircraft, 010 already operated from Hamamatsu for some months with Chitose sticker but lost it on 12 May. Only the Komatsu SAR unit and the Komaki Training Squadron seem to still have their unit stickers applied.

#### Rikujo Jieitai (AR)

The unit using the IBH code and operating the AH-64D Apache is the 1 Sentō Herikoputātai (1st Combat Helicopter Unit). We believe this unit is the former 3 Taisensha Herikoputātai with the IIIATH code and that this unit officially stood down. Its AH-1S Cobras have probably left Metabaru and are distributed between the remaining four anti-tank units. It is not clear to which unit the 1 Sentō Herikoputātai is reporting.

A visit of a Seibu Homen Herikoputātai/3 Hikotai Chinook to Komaki casts some doubts on our assumption the unit stood down and was replaced by 109 Hikotai. Chinook 52973 was seen including the WH code and with the *Kingfishers* unit badge.

RJFT = Kumamoto/Takayubaru

RJNA = Nagoya/Komaki

#### AH-1S

73478/78	VATH	TDY AkenoKokuGakko	<b>78</b>	apr21
73492	VATH	ex IIIATH	<b>92</b>	may21

#### OH-1

32606	IBH	ex IRAN	<b>1006</b>	may21
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#### UH-1J

41874	????	no code RJFT, ex SU	<b>1J74</b>	apr21
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#### OH-6D

31280/MH	Sinto-mura	JGSDF Soumagahara	<b>6592</b>	apr19
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Not preserved on the airfield but at the adjacent army camp.

#### CH-47JA

52959	T IX?	nb, unit code HGPIV?	<b>5059</b>	may21
52978	o/h RJNG	no unit code, ex HGPIV	<b>5093?</b>	may21

Chinook JG-2959 was now photographed with a very blurry HGPIV code.

#### UH-60JA

43103/03	S?	code nn, ex WH?	<b>4003</b>	apr21
43105	o/h RJNA?	no unit code, ex SD	<b>4005</b>	apr21
43106	o/h RJNA	code nn, ex VIII	<b>4006</b>	may21
43107	XVH	ex IRAN(feb20)	<b>4007</b>	may21

#### AH-64DJP

74503	IBH	ex IIIATH, at Akeno	<b>JP003</b>	may21
74509	IBH	ex S	<b>JP009</b>	may21
74513	IBH	ex IIIATH, at Akeno	<b>JP013</b>	may21

#### V-22B

(91714?) Bell-Boeing at Stennis IAP, MS mar21  
Probably one of the next batch to be prepared for shipment to Japan. Only its FMS serial was noted, 169655. According to MAR, at least three of the second batch of five were flown from Iwakuni to Kisarazu. 91702, 91707 and 91708 should have joined the first two. We have the mentioned delivery dates for these three as dates for performing a Functional Check Flight (FCF) only, but it could well be they continued the flight to Kisarazu after the checks were completed satisfactorily. If this is true, also the other two should be at Kisarazu as we also have dates for the FCF for them too.

#### Kaijo Jieitai (NY)

RJNA = Nagoya/Komaki	ROAH = Naha
ATS = Kyoiku Kokutai	
nmks = no unit number	

#### C-130R

9052	61 Kokutai	ex IRAN	<b>4635</b>	may21
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#### SH-60J

8289	22 Kokutai	ex IRAN	<b>1078</b>	may21
8298	?? Kokutai	ex 21 Kokutai	<b>1083</b>	dec19
8300	wfu sep20	ex 25 Kokutai	<b>1085</b>	sep20
8303	22 Kokutai	ex 21 Kok, ex 24 Kok	<b>1088</b>	apr21

212 Hikotai, the sub-unit of Tateyama based 21 Kokutai has fully converted to the SH-60K, all remaining SH-60Js of 21 Kokutai are either withdrawn or passed on to other units. Only 22 Kokutai/223 Hikotai and possibly 24 and 25 Kokutai are still operating this oldest JMSDF version of the Seahawk.

#### SH-60K

8410	212 ATS	ex IRAN	<b>5010</b>	apr21
8419	o/h RJNA	ex 212 ATS	<b>5019</b>	may21
8437	o/h RJNA	nmks, ex 23 Kokutai	<b>5037</b>	may21
8438	22 Kokutai	ex nmks after IRAN	<b>5038</b>	may21

#### XSH-60L

8501	Mitsubishi HI	for MoD/ATLA	<b>5001?</b>	may21
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Performed its first (hover) flight on 12 May.

#### P-1

5507	3 Kokutai	ex nmks after IRAN	<b>7</b>	may21
5529	1 Kokutai	unit number applied	<b>29</b>	may21

#### P-3C

5050	Shimofusa	203 ATS	<b>9047</b>	may21
5053	5 Kokutai	ex 2 Kokutai	<b>9050</b>	may21
5070	Shimofusa	nmks, ex 2 Kokutai	<b>9067</b>	may21
5071	Shimofusa	nmks, ex 5 Kokutai	<b>9068</b>	may21
5083	2 Kokutai	ex nmks after IRAN	<b>9080</b>	may21
5095	5 Kokutai?	unit nn ROAH, ex IRAN	<b>9092</b>	may21



Coming in to land at Morón is one of the 96th BS B-52Hs that was deployed there recently. (21 May 2021, Paco Rivas)



Two F-35As from the 134th FS, 158th FW, Vermont ANG departing RAF Lakenheath after a 10 day stay to conduct ground testing in preparation for the arrival of the Lightning II to the 48 FW later this year. (7 May 2021, Martin Fox)

Recently three Orions were seen stored at Shimofusa, all had various engines missing, 5070 even its rudder. Exact status of these aircraft is unknown but these are relatively young frames so probably not withdrawn from use.

**U-36A**  
9204 for 81 Kokutai IRAN at Tokushima **36A-059** may21

**Kaijō Ho'an-chō (CG)**

**G550**  
PH-AQI/LAJ502 for JCG ex N516GA **5616** apr21  
Dutch registration is actually applied and it is registered to Fokker Techniek. It is at Woensdrecht, the Netherlands for modifications.

**Pakistan**

Pakistan Fiza'ya (AF)  
OPRS = Risalpur/PAF Academy Ashgar Khan  
NUST = National University of Sciences & Technology

**FT-5**  
55-1208 i/a NUST ex 1(FCU)sq, l/n feb02 apr21  
It sits in the base training area that belongs to the Military College of Engineering, N34.04980°, E71.98519°, since December 2013 at least. It is now finally identified. The accompanying Army Mi-8 cannot yet be identified from the available shots.

**JF-17B**  
19-611 18(OCU)sq f/n may21

**Mirage 5DE**  
04-117 i/a NUST corr, not Mir.3EP 67-117!  
This was a former Libyan Mirage serial 113 that was allocated Pakistani serial 04-117 and is used as instructional airframe at Risalpur. However, as the tail was separated it could be the fuselage of Libyan 117 with the loose tail of 113 too!  
Pakistan Fauj (AR)

**H125M**  
2829 Airbus f/n, F-WJXA **8949** mar21

**Mi-8**  
24615 i/a NUST f/n  
It looks like a 6, although a 5 would be more logical.

**Mi-171**  
58615 c/n update **59489617542**  
58618 c/n update **59489617603**

58621 c/n update **59489617634**  
These were mentioned in some legal documents from a 2013 Lithuanian supreme court case involving several helicopters. Pakistan Bharia (NY)

**Lineage 1000E (ERJ190BJ)**  
... PN f/n, ex B-3203 **19000453** may21

This is a VIP configured aircraft. Up to ten are on order to be converted to MPA standard to replace the P-3 Orions. It is unclear if this airframe will remain a VIP transport.

**Philippines**

Hukbong Himpapawid NG Pilipinas (AF)

**T129**  
The Philippine Air Force is on the verge of ordering six T129 helicopters from Turkish Aircraft Industries (TAI). In November 2018 the T129 ATAK was selected, but it took until May this year until the US Government gave the permission for the export of the US produced parts. Since 2018, the number to be acquired seems to have gone down from ten to six units. It can be expected that the T128 will replace some of the MD520MG helicopters that are now flying with 20th Attack Squadron of 15th Strike Wing at Danielo Atienza Air Base.

Pilipinas Hukbong Katihan (AR)

**R44**  
202 Aviation "Hiraya" Regiment  
In August 2020, two R44 were acquired from the local civilian market. One serial is now known.

Police (PO)  
Having just finished the acquisition of ten H125 helicopters, the Philippine National Police is now preparing its next shopping list. For starters, two fixed wing turboprop aircraft are needed for the Special Action Forces. In all, the purchase of twenty aircraft and helicopters is foreseen. In preparation for the increase in flying hours the number of pilots that are going through the Basic Pilot Training using the single Ce150G currently in use, has increased.

**South Korea**

Dae Han Min Guk Gong Gun (AF)

**F-4E**  
80-377 preserved Cheongju University **3456** apr21

**F-5E**  
 50-511 preserved Cheongju University **R1236** apr21  
 50-515 preserved Busan, off airport **R1240** apr21

**KF-5E**  
 81-622 10 FW/201 FS ex nb after o/h **KE1045** apr21  
 This used to be serial 10-622, so probably not a painting error, see Scramble 503 – page 63.

**F-35A**  
 21-025? 17 FW d/d 26mar21 **AW-25**  
 21-026? 17 FW d/d 26mar21 **AW-26**  
 21-027? 17 FW d/d 26mar21 **AW-27**  
 21-028? 17 FW d/d 26mar21 **AW-28**

These are reported by MAR to be 20-025 to 20-028. As they were delivered in 2021, we believe the above four serials are more likely.

Han Guk Hae Gun (NY)

And politicians again rule over equipment wishes of military commanders. As we reported in Scramble 500 – page 67, the Commander of the RoK's Marine Corps asked for an attack-helicopter which is already in production. Initial bidders were Bell Textron offering the AH-1Z Viper and Boeing with the AH-64E Apache Guardian. However the Defense Procurement Agency announced plans to introduce a modified KUH-1 Surion, designed for amphibious assault and close-air support. It is deemed more efficient to operate only one basic type. The Marines already operate the MUH-1 Marineon.

## Vietnam

Không quân Nhân dân Việt Nam (AF)

**An-2**  
 105 918 TR **1G240-21** apr21

Special attention to this beautiful old single-engine biplane, which was noted flying (photo proof) at Gia Lam Airport in Hanoi. The last sighting for an operational Vietnamese An-2 was years ago.

**MiG-21bis**  
 5233 pres Son Tay ex 921 FR apr19  
 5238 pres Son Tay f/n database apr19

Both Fishbeds are preserved in a (public) park round the old fortress with the remains of a 19th century citadel at Son Tay. Between the two MiG-21bis is also Mil Mi-8 7822 preserved.

**MiG-21MF**  
 5147 pres Pleiku f/n database sep20  
 Another Fishbed is preserved at the Gia Lam Provincial Military Command at Gia Lai in the neighbourhood of Pleiku Regional Airport.

## Latin America

### Argentina

Fuerza Aérea Argentina (AF)

FAdeA = Fábrica Argentina de Aviones

SACA = Córdoba, Area de Material/FAdeA

In an ongoing effort to obtain a successor to the Mirage fleet, talks are underway with China about a possible acquisition of the JF-17. Ten singles and two duals are said to be pitched by CATIC to the Argentinian government including (partial) assembly in Argentina.

More solid is the order to build a second group of six new IA-63 Pampa III for which the contract was approved by the Argentinian cabinet of Ministers on 13 May 2021. The same contract for the Fabrica de Aviones (FAdeA) will see three existing aircraft upgraded to Pampa III standard. The first six Pampa IIIs were delivered to Grupo 6 de Caza at Tandil between October 2018 and March 2020 as a stopgap after their Mirages were withdrawn from use. In the past years, FAdeA have manufactured minor and major parts and components for airframes up to construction number **1044**, anticipating orders that never materialised. So this contract is of great importance to finally finish these airframes and have work for the coming three years or so.

#### IA-63 Pampa

E-809 std SACA to be upgraded, #1 **1014** 2011

This has been at FAdeA for 14 years and has been partially upgraded to Pampa II but that was never finished. It is likely to be registered A-706, following the first six Pampa III that are registered A-700 to A-705.

#### IA-63 Pampa II

E-811 CB2/G4C to be upgraded, #2 **1016**

E-812 CB2/G4C to be upgraded, #3 **1017**

Likely to be registered A-707 and A-708.

#### IA-63 Pampa III

(A-709?) o/o FAdeA major components **1034** mar14

(A-710?) o/o FAdeA fuselage **1035** nov19

(A-711?) o/o FAdeA major components **1036** mar14

The first will be built and delivered in 2021 and the other two in 2022. Following that, the last three from this order will be built, we suspect these will be construction numbers 1037 to 1039. The originally intended serials for these, E-829 onward, will almost certainly not be taken up. Instead we expect them to follow the A-7xx range of serials of the other Pampa IIIs.



Seen at NAS Fallon on 26 April 2021 is US Navy C-37B 166377 from the 'Star Lifters' of VR-1 based at Andrews AFB, Maryland. The aircraft is about to depart for NAS Whidbey Island, Washington with the Vice Chief of Naval Operations to continue an inspection tour of naval facilities. (Jim Dunn)



This new E-2D 169078 operated by VFA-121 features a refueling probe. (NAS Oceana, 27 April 2021, Tim Wolfe)

#### Policía de la Ciudad de Buenos Aires (PO)

**H145**  
LQ-JVJ Pol. Bonaerense ex N119AH, canx 20apr **9859** apr21  
It is operated by the police of Buenos Aires city, in particular the Dirección de Seguridad de Servicios y Operaciones Aéreas (DSSOA).

#### Bolivia

Fuerza Aérea Boliviana (AF)  
GAP = Grupo Aéreo Presidencial

**Ce210E**  
FAB-414 ex CP-2824 **210-58485**

**Ce210L**  
FAB-396 GAT72 ex ZP-BFR **210-61195**

**Ce210N**  
FAB-394 GAT72 ex CP-2518 **210-64384**  
We had this as former ZP-BFR but that belongs to FAB-396.

**EC145**  
FAB-003 to CP-3143 regd 30mar20, ex GAP **9517**

#### Brazil

Força Aérea Brasileira (AF)  
Ala 10 has been operating some C-98 Caravans for a while now out of home base Natal while 1°/2°GT at Galeão uses the C-97 alongside their fleet of VC-99A with Ala 11.

**A-1BM**  
5654 Ala 4 upgraded, ex A-1B l/n apr10 feb21

#### Chile

Fuerza Aérea de Chile (AF)  
MNAE = Museo Nacional Aeronáutico y del Espacio, Los Cerillos

**C-130H**  
(994) Grupo 10 ex 74-1674, MT ANG **4631** apr21  
The first of two C-130Hs donated by the United States to Chile arrived on 22 April. The second should follow later this year and will most likely see the withdrawal of the last C-130B, 998.

**LR-35A (Lj35A)**  
351 pres MNAE ex SAF **35-050** may21

#### Colombia

Fuerza Aérea Colombiana (AF)  
Participation in Red Flag Rescue 2021 last month at Davis Monthan AFB (AZ) got attention of aviation media because of the participation of the elusive CN235 FAC1262, which

showed its extensive electronic intelligence outfit. In use since 2015, its sistership FAC1261 crashed during the same year and only few pictures of these aircraft had been seen so far. The CN235 is named Phobos and is operated by Escuadrón Defensa Aérea 114 at Palanquero. Our updated online Orbat has more details.

SKYP = Yopal-El Alcaraván

**B-25J**  
FAC657 c/n update ex 44-30358 **108-33633**

A picture of a Mitchell shows both its FAC-serial and the last three of its former USAF-serial. Delivered in 1947, it was written off on 3 April 1949.

**Bell 47G/OH-13**  
FAC225 f/n, photo 1966

**Bell 212 Rapaz**  
FAC4010 c/n update **35101**

**OV-10A**  
FAC2213 pres Tocaima f/n, ex std SKYP **305A-33** apr21  
This Bronco is at the Sede Vacacional *Las Delicias* in Tocaima, an NCO-club that also has an H369HM.

**T-6C-II**  
FAC2350 N2878B d/d 04-08may21  
FAC2351 N2804B d/d 11-13may21

The first two Texan IIs were delivered via Mexico and Central America to Bogotá. FAC2351 however returned to Wichita (KS) from Mexico, tried again, and made it one week later.

**UH-1H-II**  
FAC4424 f/n, photo oct20

Ten Hueys have been upgraded to Super Huey II by CIAC in recent years and these were re-registered as FAC4418 to FAC4427, coming from a batch of seventeen, FAC4500 to FAC4516. Of these, five were written off, with parts and IDs used in the upgrades, and two are preserved. FAC4422, FAC4424, and FAC4426 are conversion #7, #8, and #9, order unknown. We still lack most tie-ups and/or IDs taken up.

Policía Nacional de Colombia (PO)

**UH-1H-II**  
PNC-.... d/d 25apr21 ex N334SD **10393**

This is the first one known of five additional Super Huey IIs for the PNC delivered to Bogotá late April. Sourced from the US Department of State Air Wing. It previously served with DOSAW Pakistan until 2016. Delivery of ten Super Huey IIs was approved in July 2019.

## Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MULB = Ciudad Libertad (closed)

MUSC = Santa Clara

### An-24RV

(CU-T923) pres Havana ex std MULB **47309404** may21  
Fidel Castro's former ride found a way to a customs school in Havana in the second week of May.

### Mi-8MTV-1

120 salon version f/n, camo c/s, photo 2018

### Mi-8P

78 Esc Ejecutivo w/o 1991

### Mi-8T

.. pres Sandino l/n, photo apr21

Since 2002, an unknown Mi-8 can be found in Sandino, it was confirmed still present late April 2021. A Cuban family lives in it, well hidden under trees at 22.07902 N 84.19572 W. Its serial is quoted as 76, said to belong to an executive Mi-8PS/S, although not confirmed. Pictures show a Mi-8T.

### Mi-25

01 i/a Cienfuegos f/n photo **303190** may21

Refer the MiG-23BN entry for information about its location.

### MiG-17AS

229 std Santa Clara fuselage only, gone by jan20

Another long missing identity, this MiG-17 used to be dumped at 22.37713 N 79.95655 W, on the road from Santa Clara to Trinidad. GE imagery does not show it after April 2019.

### MiG-21UM

524	w/o 26dec99		
1105	f/n database	photo	
1106	f/n database	photo	
1110	f/n database	photo	
1113	f/n database	photo	
1115	f/n database	photo	

### MiG-23BN

714	i/a El Cacho	photo, ex i/a Havana	may21
723	i/a Cienfuegos	photo, ex std MUSC	may21
728	i/a Cienfuegos	photo, ex std MUSC	may21

The first BN sat outside at the ITM in Havana until November 2007. Its new location is at the old Escuela de Tropas Especiales (special forces school) in El Cacho at 22.67148 N 83.28496 W, with three MiG-23MLs, one MiG-21PFM, one Mi-8/17, and

two UH-1s obtained from Vietnam. Nothing is visible from outside, but GE shows them since November 2009. BNs 723 and 728 were last noted at Santa Clara in August 2006. They appeared in recent photos at a polygon in Cienfuegos at 22.13188 N 80.42089 W. Checking GE, they first appeared in January 2012, together with an unknown MiG-17 fuselage and Mi-25 01. Again, nothing appears visible from outside here.

Tropas Guardafronteras (PO)

### Che-22 Korvet-J

300	f/n	photo
303	known delivery	

The border police once operated four of these small Russian-built hydroplanes. All have been retired for a few years already.

### L-60

721	f/n	photo
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Undiscovered yet, pictures emerged of an Aero L-60 Brigadyr in Cuban service. These were used by the border police as well as to train pilots according to local knowledge.

## Ecuador

Fuerza Aérea Ecuatoriana (AF)

SEGU = Guayaquil/José Joaquín de Olmedo International

SETA = Taura

Officially, all six H145M are delivered to Ecuador. However, they were still seen in Germany after the hand-over in April. On 5 May three duly arrived in the belly of an An-124 at Guayaquil where Esc2211 'Cobras' will operate them alongside the AW119Ke. The induction ceremony and christening took place on 18 May, and the three Grob 120TP delivered last year were officially incepted as well.

### H145M

FAE-1251	Esc2211	toc 18may21	<b>20347</b> may21
FAE-1252	Esc2211	toc 18may21	<b>20349</b> may21
FAE-1253	Esc2211	toc 18may21	<b>20355</b> may21

### Jaguar EB

FAE-283 pres SEGU ex st SETA l/n oct14 **168/EB1** may21  
Mounted on a pole in front of the Comando de Operaciones Aéreas y Defensa (COAD).

## Guatemala

Fuerza Aérea Guatemalteca (AF)

### Ce208

607	photo	f/n, ex N237SV	<b>208-00237</b> may21
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This is a new acquisition, also two Cessna T210s (not Cessna



Since January 2021, 166638 is the new CAG-bird for VFA-213. It also sports markings for the USS Gerald R. Ford. (NAS Oceana, 27 April 2021, Tim Wolfe)



Former Jordanian AF F-5E 646/77-1774 is now being operated by Tactical Air Support of Reno, Nevada as N646TA. With its call sign of 'Villain' painted on the centerline tank N646TA/04 is seen returning to NAS Fallon on 26 April 2021 after flying a mission against aircraft from CVW-2 during their recent deployment. (Jim Dunn)

182s) were officially handed over to the FAG recently. One of these being 039, which is being operated for a few years already, pending the juridical process to enable the handover of this impounded aircraft to the Ministry of Defence.

## Jamaica

Jamaica Defence Force (DF)  
CMAS = Caribbean Military Aviation School

### Bell 206B-3

JDF H-42 CMAS d/d 2019-2020

### Bell 429

JDF H-39	2 flight	ex N860RT	<b>57364</b>
JDF H-40	2 flight	ex N499RV	<b>57365</b>
JDF H-43	2 flight	ex N878EB	<b>57383</b>
JDF H-44	2 flight	ex N878HG	<b>57384</b>

The first pair was de-registered on 19 April 2021, the second pair on 9 April 2021.

### Bell 505

JDF H-46	CMAS	d/d 11may21	
JDF H-47	CMAS	d/d 11may21	
JDF H-48	CMAS	d/d 11may21	
JDF H-49	CMAS	d/d 11may21	
JDF H-50	2/3 flight	ex N8984T	<b>65328</b>
JDF H-51	2/3 flight	ex N499RV	<b>65329</b>

The first four are in white c/s and will be used for training, the last two are olive green and will be used for security duties with one of the flights. All serials are photoproof upon delivery on 11 May 2021. The first quartet are 65331, 65332, 65334 and 65335, ex N8988T, N496RV, N899CB and N8989T respectively, serial order unknown.

### DA40CS

JDF A-14 f/n, video apr18

## Mexico

Fuerza Aérea Mexicana (AF)

### AS332L-1

TPH-05	to C-FCSN	ex XC-UHP	<b>2084</b> may21
TPH-03	to C-FCSU	ex XC-UHO	<b>2195</b> may21
TPH-06	to C-FCSF	ex XC-UHU	<b>2346</b> may21
(TPH-03)	to C-FCSD	ex XC-UHV	<b>2363</b> may21

All four former presidential Super Pumas were sold at an auction mid-March and were registered with Coldstream Helicopters of Kelowna (B.C.) on 04 May 2021.

### Bell 47Gmod

BR-1141 f/n photo  
The mod consists of a semi-closed Bell 47J-style canopy. The

FAM had only one, which was delivered in 1970.

### Ce182S

5439 w/o 30nov99

Guardia Nacional - Policía Federal (PO)

### Mi-17-1V

PF-204	re-registered	as GN-204	<b>96077</b>
GN-204		f/n, ex PF-204	<b>96077</b> mar21

### UH-60M

PF-108	re-registered	as GN-108	<b>703386</b>
GN-108		f/n, ex PF-108	<b>703386</b> apr21
PF-111	re-registered	as GN-111	
GN-111		f/n, ex PF-111	apr21

Black Hawk GN-108 became known after receiving bullet holes from small arms fire from the Sinaloa Cartel on 16 April 2021.

## Nicaragua

Fuerza Aérea Sandinista (AF)

In 1979, after a revolution, the Sandinistas took power, and the FAN became FAS. Some welcome updates from the 80s Contra War came to light. Still a lot of digging to be done here!

EdH = Escuadrón de Helicópteros

### Alouette 3

266	EdH	w/o 17sep83
...	EdH	w/o 1987

Two of these were sourced from France in 1982, of which 266 was shot down by Contra rebels, the other one crashed due to technical issues at Managua in 1987.

### Ce337D

153 f/n, ex 3\_\_ photo

Nine of these were present in 1979 when the FAN became FAS. With the FAN the type was serialled in the 311-320 range.

### Mi-8Tv

280 EdH w/o 26aug84

### Mi-17

293	EdH	w/o 04nov86	<b>419M07</b>
297 (2)	to Costa Rica	as MSP016	<b>226M55</b>
304	EdH	w/o 09may87	<b>419M18</b>
316	EdH	w/o 14oct87	<b>419M30</b>

The Mi-17 donated to Costa Rica in 1994 is confirmed as 297; 297 (1) is known as 419M11.

### Mi-25

341 EdH w/o 19jun87

## Peru

Policía Nacional del Perú (PO)

**CeU206G**

PNP-252	DIRAVPOL	dam 14may21	<b>U206-06869</b>
PNP-259	DIRAVPOL	c/n update	<b>U206-04725</b>

Both are impounded drug runners. PNP-259 used to be listed as construction number 44725, but that does not exist. We now received confirmation that it is 04725 instead, formerly CP-2291.

**UH-1H-II**

PNP-356	DIRAVPOL	w/o 19may21	<b>13263</b>
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## Venezuela

Aviación Militar Nacional Bolivariana (AF)

**DA40NG**

61557/CE	Grupo 18	c/n update	<b>40N.254</b>
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## North America

## Canada

Royal Canadian Air Force (AF)

**CF-188 (F/A-18A)**

A21-38	d/d 27apr21 spares source	<b>651/AF38</b>
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The RCAF will receive 25 in total, of which seven will be used for spares reclamation. The eighteen aircraft mentioned last month will become the operational aircraft: ex A21-1, 15, 30, 35, 37, 45, 48, 51, 53, 54, 55, 57, 102, 105, 107, 113, 114, and 115, to become 188001, 188015, 188102 etc. The last two of this batch of eighteen were delivered on 11 May 2021.

## United States

United States Army (AR)

Det.1 C/3-142nd AVN	ME AENG, AASF Bangor IAP (ME)
Det.1 B/1-171st AVN	MN ARNG, AASF#2 St.Cloud RAP (MN)
Det.7 A/2-245th AVN	WAARNG, ASF Grey AAF, JB Lewis-McChord (WA)
B(-)/2-245th AVN	GAARNG, AASF#2 Clay NGC, Dobbins ARB (GA)
Det.3 B/2-641st AVN	NV ARNG, AASF#1 Reno Stead Airport (NV)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
C-26 Det ME	C-26 Detachment Middle East at Ali Al Salem AB (Kuwait)
Det.12 OSACOM	MA ARNG, AASF#1 JB Cape Cod (MA)
NVESD	Night Vision and Electronic Sensors Directorate at Davison AAF, Fort Belvoir (VA)
WAATS	AZ ARNG, Western Army National Guard Aviation Training Site at AASF#2 Silverberl AHP, Marana (AZ)

**C-12U3**

84-00489	Det.3 B/2-641st, ex Det.7 A/2-245th	<b>BL-123</b>	feb21
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**MC-12W**

08-00376	B/15th MI Bn	ex NVESD	<b>FL-376</b>	may21
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This former USAF MC-12W was used by NVESD since at least December 2019. It was visible on ADSB flying from Fort Belvoir (MD) to Fort Hood (TX) on 25 March 2021. Most likely this was the date in which it was transferred to B/15th MI Bn.

**C-23C**

Last month we reported various C-23 aircraft being offered for sale, this month we can report that 94-00310 has been transferred to the Pima Air Museum at Tucson (AZ) on 22 April 2021.

**C-26E**

91-00506	B(-)/2-245th AVN, ex C-26 Det ME	<b>DC-806M</b>	apr21
91-00507	Det.12 OSACOM, ex C-26 Det ME	<b>DC-807M</b>	apr21

**CH-47F**

12-08863	Det.1 B/1-171st AVN, ex nb	<b>M8863</b>	apr21
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**UH-60A**

80-23428	std BEST, ex Det.1 C/3-142nd AVN	<b>70186</b>	apr21	
81-23574	to N43HC	ex std BEST	<b>70295</b>	feb21
81-23581	to N9007B	ex std BEST	<b>70302</b>	feb21
81-23584	std BEST	see note	<b>70305</b>	mar21
81-23589	std BEST	ex A/1-168th AVN	<b>70310</b>	apr21
82-23729	std BEST	ex nb	<b>70552</b>	mar21
82-23730	to N960NW	ex std BEST	<b>70553</b>	apr21
82-23761	to N360AU	ex std BEST	<b>70584</b>	apr21
84-23966	std BEST	ex nb	<b>70796</b>	apr21
84-24004	std BEST	ex nb	<b>70845</b>	may21
85-24421	to N903XA	ex std BEST	<b>70900</b>	apr21
86-24494	to N660NW	ex std BEST	<b>70987</b>	apr21
86-24499	to N901DB	ex std BEST	<b>70994</b>	feb21
87-24652	std BEST	ex WAATS	<b>701194</b>	apr21

In December 2019, 81-23584 was seen with SES at Huntsville (AL) in full Afghan AF c/s. It however appeared in an official notification of the BEST program in which it was offered for sale to US Government Agencies in March 2021. Most likely, the helicopter was never delivered after the number of Black-hawks planned to be supplied to Afghanistan was drastically reduced.

## Credits

Danny Bonny, Ian Carroll, Efrain Feeney, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jeff Rankin, Michel van Schaik, Jos Stevens, Hans van der Vlist, Peter Weinert



Climbing out of Paya Lebar is Royal Australian Air Force C-17A A41-20 in centennial livery. As you may be aware, RAAF celebrates its 100th anniversary this year. (11 May 2021, Hans Jacobs)

# UH-72 Lakota - part 1



Erik-Jan Engelen

*The Eurocopter/EADS North America UH-145 was selected as winner of the Light Utility Helicopter (LUH) programme. In US Army service, the helicopter was designated UH-72 and named Lakota. Of the initial UH-72A version, no fewer than 463 examples were purchased. In July 2020, an order was placed for the improved H145M, which is designated UH-72B by the American military. The initial order is for seventeen helicopters, but additional follow-on orders are expected in the future. (07-72009, Alexandria IAP, 7 August 2009, Matt Ellis).*

## Airbus (Eurocopter) UH-72A Lakota

Several months ago, Peter Longley managed to obtain a list of construction number-serial details for the US Army UH-72A Lakota fleet. We decided not to just publish a long list of data, but to gather additional information about the history and current operations of the Lakota and combine this into the following article. Again a big thank you to Peter for sharing this information!

### Light Utility Helicopter (LUH)

On 23 February 2004, the United States Army announced the cancellation of the RAH-66 Comanche armed reconnaissance and attack helicopter programme. Reason for this decision was that despite a long period of development the helicopter was far from ready to be taken into full-rate production, let alone to be fielded. Numerous upgrades were required to ensure that the RAH-66 would be a value-added asset on the battlefield. Rather than spending additional funds on this, a staggering \$6.9 billion had already been spent to date, the US Army opted to restructure their aviation organisation and to modernise their current fleet of attack, utility and reconnaissance helicopters.

One of the programmes which was launched was the Light Utility Helicopter (LUH) programme. The goal of this programme was to find a replacement helicopter for the fleet of UH-1H Huey Iroquois and OH-58A/C Kiowa helicopters on strength for homeland security, reconnaissance & surveillance and medical evacuation (medevac) missions in non-hostile environments. The majority of these ageing helicopters were on strength with Army National Guard units, but some were also flown by Active Duty units. This plan also envisioned to include replacing the UH-60A/L Black Hawk helicopters in use for similar support missions, thus freeing up these assets for frontline units where the UH-60 versions were performing with excellence

Initially the US Army investigated if a Service Life Extension Program (SLEP) for the UH-1 fleet would be a viable option. Parallel the American military looked at an option to purchase or lease helicopters which were already in production. Both options were rejected and Request for Proposal (RfP) W58RGZ05-05-R-0519 was issued on 26 July 2005. The RfP called for the purchase of 345 helicopters over a period of ten-years. Of these, 135 were planned to be delivered to Active Duty army units and the remaining 210 would be delivered to the Army National Guard. The RfP also included mission equipment and support activities like a hoist, medevac kits, training, engineering and contractor field support. In order to speed up procurement and reduce the risk of cost overruns, the bidders for the LUH programme could only submit proposals for so-called Commercial Off The Shelf (COTS) helicopters which were already certificated by the Federal Aviation Administration (FAA). There were two main reasons for the demand to only purchase FAA certificated helicopters. First, it would speed up procurement and production, while at the same time it would reduce development cost. Secondly, once in use the army would be able to use commercial parts for repair and maintenance and there would be no need to keep stocks of expensive army-only spare parts. The total value of the contract was estimated to be just over \$2 billion. Five contenders responded to the RfP, which had a deadline of 20 October 2005.

**Bell 210:** This was a civil version of the military UH-1H for which a refurbished cabin of an UH-1H was used. It was modified with Bell 212 components like the main and tail rotor assemblies, transmission, tail boom and rotating controls. The helicopter was powered by a Honeywell T-53-517B engine.

**Bell 412LUH:** Based on the civil Bell 412EP, which was already in use by military and civilian operators in about thirty countries. It already had an excellent tracking record in disaster relief, medical evacuation and other support duties. The helicopter was fitted with two Pratt & Whitney PT6T-3D engines.

**MD Helicopters MD900 Explorer:** The twin Pratt & Whitney Canada 207E turbine engines provide the power required for this NOTAR (No Tail Rotor) design. An armed version of this helicopter was being evaluated by the US Coast Guard under the designation MH-90 Enforcer.

**AgustaWestland US-139:** This European helicopter manufacturer teamed with L3 Communications. The US-139 was pitched as a customised, non-development variant of the FAA certificated AgustaBell 139. AgustaWestland already had a US-based production facility at the Northeast Philadelphia Airport in Pennsylvania. The US-139 was powered by a pair of Pratt & Whitney Canada PT6C-67C engines.

**Eurocopter/EADS North America UH-145:** Based on the commercial EC145, Eurocopter pitched this helicopter in co-operation with various US partners. For example, EADS North America would be responsible for production at their Columbus (MS) facility, while Sikorsky would be responsible for Contractor Logistics Support (CLS) and CAE USA in Tampa (FL) would produce cockpit procedure trainers. The UH-145 was powered by two Turbomeca Ariel 1E2 turboshaft engines.

How the name Lakota came about

After a close study of the proposals, the US Army selected the Bell 210, MD900, US-139 and UH-145 to participate in a fly off at Cairns AAF, Fort Rucker (AL) during February and March 2006. After examination of the findings and data collected, Eurocopter was announced as the winner in June 2006. In the same month it became known that the new helicopter would be designated UH-72A.

The first order was placed on 30 June 2006. Under contract no. W58RGZ-06-C-0194, EADS North America was to produce and deliver eight UH-72A helicopters. The value of this first order was \$43,090,522. The contract itself was a so-called multi-year contract, which had a total overall value of approximately \$2.3 billion. As often the case nowadays, some of the losing bidders challenged the decision in court. Both MD Helicopters and AgustaWestland Inc filed an official protest against the Army's decision. The Source Selection Authority (SSA) of the US Government Accountability Office ruled that the correct process was followed and the challenges were rejected. This did however cause a three months delay, with the contract finally being confirmed in October 2006. Despite the fact that the fiscal year 2007 (FY 2007) in the United States started on 1 October 2006, the budget used for these first eight helicopters still came from FY 2006. This of course since the original order was placed on 30 June 2006 and it was only delayed due to legal issues.

Soon after this court case was settled, a second order was placed by the US Army under the multi-year contract. On 1 November 2006, an additional thirty-four UH-72A helicopters were ordered for the price of \$170,562,621. This time FY 2007 budget was used for the order. The forty-two helicopters on order so far were part of the Low Rate Initial Production (LIRP) phase.

How the name Lakota came about

A bit of history on how the US Army adopted the policy to name their aircraft and helicopters after Native American Tribes. West Point graduate and World War II veteran General Hamilton Hawkins Howze (1908-1998) became the first Director of Army Aviation in 1955. He is best known in US military circles as being the intellectual force behind the air-mobility concept, development of the modern US Army Aviation doctrine and establishment of the Army Aviation Center at Fort Rucker (AL).

He was not a great fan of the names of the first helicopters used by the United States Army Air Force (USAAF) and the US Army after the United States Air force (USAF) became independent on 18 September 1947. This were for example the Sikorsky R-4 Hoverfly, Sikorsky R-5 Dragonfly (later re-designated H-5) and Sikorsky R-6 Hoverfly II. He wanted the names of the helicopters to better reflect their abilities. As part of his work to develop the US Army Aviation doctrine, helicopters were envisioned to be fast and agile, attacking the enemy's flanks and fade away. General Howze made the comparison with how the Native American tribes fought during the American Indian wars on the Great Plains in the second half of the nineteenth century. He therefore decided to allocate the name Sioux to the Bell H-13. The name was chosen in honour of the Sioux tribes which defeated the 7th Cavalry Regiment during the famous Battle of Little Bighorn (MT) on 25 June 1876.



By the second part of the 1990s, the remaining OH-58 Kiowa helicopters on strength were mostly in use for homeland security and support duties only. The LUH helicopter programme was aimed at replacing them. This led to the first order for UH-72A helicopters being placed in July 2005, but the last OH-58 would not be retired until 29 September 2020. The OH-58C shown here (71-20414), was assigned to A/5th AVN and participated in the eight-ship Kiowa farewell flight of this type at Fort Polk (LA) on 9 July 2020. (Alexandria IAP, 30 July 2014, Matt Ellis)



*The other type which was slated to be replaced by the winner of the Light Utility Helicopter (LUH) programme was the iconic Bell UH-1 Huey Iroquois. A substantial number of these helicopters were still in use throughout the United States in for example the medevac role. The here shown UH-1V 74-22421 from 812th MedCo LA ARNG was one of them. One of the contenders for the LUH contract was the Bell 210, which in essence was a modified version of the UH-1H. (Charles Lake-Chenault Airport, Louisiana, 30 March 2004, Erik-Jan Engelen)*

Army Regulation 70-28 was created on 4 April 1969 and it states that Army aircraft or helicopters should be given names of Native American tribes, chiefs or terms. The name should appeal to the imagination, suggest an aggressive spirit and express confidence in the aircraft's capabilities. It should be stated that this regulation also included other pieces of equipment. For example, armoured vehicles and main battle tanks were to be named after generals which served with the US Army. Even though officially this regulation has been discontinued the United States Army continues to name its aircraft and helicopters in accordance with this tradition.

During history a few exceptions were made like the AH-1 Cobra, O-1 Bird Dog and OH-23 Raven. In most cases the names were already allocated before this policy was put in place. For the AH-1 Cobra this helicopter was derived from the UH-1 Huey Iroquois and the name Huey Cobra was allocated by the manufacturer. This was quickly shortened to just Cobra and it was considered a perfect description for its fighting abilities and therefore not changed.

Back to the UH-72, the tradition of selection a Native American tribe name was honoured and Lakota was selected. This was a tribe which split away from the Dakota tribes during the second part of the seventeenth century. They initially lived in an area which nowadays is in the state of Minnesota. In the modern United States about 100,000 people still consider themselves as Lakota and they mainly live in five reservations in the state of South Dakota. This nick-name was officially revealed when the first UH-72A was presented during a ceremony on 11 December 2006. Despite the three months delay due to the legal challenges this was still on time versus the original planning.

When helicopters were delivered to individual National Guard units it was not uncommon to have the them blessed during a ceremony involving Native American leaders. For example 11-72220 and 11-72222 were delivered to A(-)/1-112th AVN ND ARNG on 22 August 2012. During a ceremony at the United Tribes Technical College at Bismarck (ND) on 4 September 2012 spiritual leader and elder George Ironshield of Standing Rock blessed both helicopters. During the ceremony the helicopters were officially nicknamed *Eagle* (11-72222) and *Turtle* (11-72220). The name Eagle symbolises spirituality and hope, while the name Turtle symbolises protector and healer. Similar ceremonies were conducted in for example Idaho, Iowa, Hawaii, Montana, Nebraska and South Dakota.

## BK117/EC145/H145

Before we continue with the story of the UH-72A, we first take a quick look at the EC145 family helicopters in general and more in detail to the UH-72 design. The EC145 is based on the MBB-Kawasaki BK117, a medium twin-engine, utility-transport helicopter. MBB is short for Messerschmitt-Bölkow-Blohm. Via a series of mergers this company eventually became part of the Eurocopter Group (1992), which in its turn became Airbus Helicopters on 17 January 2014. The BK117 prototype performed its maiden flight at Ottobrunn (West Germany) on 13 June 1979. The Kawasaki-built BK117 prototype made its maiden flight at Gifu (Japan) on 10 August 1979. After a rigorous testing sequence, the required certifications were obtained and the first production helicopters (BK117A-1) were delivered in 1983. Various production variants were developed during the following years and the BK117 production run totalled out at 331 (including two prototypes) helicopters produced by MBB and 111 (including one prototype) by Kawasaki.

Both companies joined efforts again during the late 1990s, to develop an improved version of the BK117. By this time, MBB had become Eurocopter and the new version was therefore branded under the marketing name EC145 by this company. The prototype took to the sky for the first time at Donauwörth (Germany) on 12 June 1999. The new helicopter was type-certificated as BK117C-2, under which designation Kawasaki also marketed the helicopter in Asia. Just like the original BK117 versions, the EC145 was popular amongst emergency medical service (EMS) operators and police aviation units. Improvements continued to be made to the design resulting in new sub-versions. This included the BK117D-2, which was marketed by Eurocopter as EC145T2, of which the first example was delivered in July 2014. It was this version which was rebranded by Airbus Helicopters as H145 in April 2015.

The UH-145 which Eurocopter pitched for the US Army LUH programme was based on the EC145. In accordance with the type certification, the construction number plates of the UH-72A show BK117C-2 as model. For the production line in the United States, many local vendors were contracted to supply parts. Some are the US affiliates of the same vendor used for the European production line. Examples include:

- Windscreen and windows supplied by Nordam Group in Tulsa (OK)
- Pilot and co-pilot (crashworthy) seats supplied by BAE Systems Mobility and Protection Systems in Phoenix (AZ)
- Meghas avionics suite supplied by Thales in Irvine (CA)
- Automatic flight control system supplied by Sagem Avionics in Grand Prairie (TX)

- Navigation and communication systems supplied by Wulfsberg in Prescott (AZ)

The UH-72A is fitted with a night vision-compatible glass cockpit with active-matrix liquid crystal displays. For navigation and communication dual VHF transceivers and dual VHF navigation receivers are installed. The helicopters are also fitted with a RT-5000 wideband transceiver and dual P-2000 communication transceivers. The main cabin offers space for six passengers for whom Simula fold-up seats are installed. In the medevac role, the cabin holds two seats for the cabin crew (medic and crew chief), plus space for two litters. The main and tail rotors are placed relatively high, allowing safe loading and unloading via the cabin doors and clamshell rear-fuselage doors while running. The diameter of the main rotors is 11 metres. Two Turbomeca Arriel 1E2 turboshaft engines provide the required power for the Lakota.

For pilot training, CAE USA at Tampa (FL) designed and produced UH-72A cockpit procedural trainers. The Airbus Groups purchased a number of these trainers and setup a training centre in Grand Prairie (TX). The US Army also purchased several of these training aids and they are used at Fort Indiantown Gap (PA), Marana (AZ) and Fort Rucker (AL).

#### Main roles

Under the LUH programme the US Army initially envisioned four main roles for the UH-72A Lakota helicopters. In 2016 a fifth role would be added (Initial Helicopter Pilot Training), but this was not yet in scope when the first UH-72A helicopter was delivered in 2006. The four main roles as initially planned were:

- VIP transport
- Medical evacuation in non-hostile environments (Medevac).
- Security & Support missions on behalf of state and homeland security (S&S).
- Combined Training Center support role.

The basic UH-72A helicopters are modified with so-called Mission Equipment Packages (MEP) based on the role in which they are used.

**VIP Transport:** The most eye-catching unit to use the UH-72A in this role was 12th AVN at Davison AAF, Fort Belvoir (VA). This unit is the main rotary component of the US Army VIP transport fleet. The Black Hawk helicopters in use by this unit were complemented by eight UH-72A Lakotas, the first of which was delivered to Bravo Company of 12th AVN in July 2010. Configured in the VIP-role, the helicopter can carry up to six passengers in energy-absorbing VIP seating, including VIP (noise-reduction) headsets. The cabins of the Lakotas in VIP configuration are also carpeted and air conditioned. In total fourteen aircraft were modified with the VIP MEP, but it seems that most of them lost this configuration again when they were converted to be used as training helicopter at Fort Rucker (AL). VIP MEP modified are:

06-72007, 06-02008, 07-72042, 08-72043, 09-72115, 09-72116, 09-72117, 09-72118, 09-72119,  
09-72120, 10-72129, 10-72130, 10-72131, 10-72132

**Medical Evacuation:** Not many mission specific modifications were made to the UH-72A helicopters in use as medevac helicopter. The helicopter is capable to carry two NATO-standard litters and seats are installed in the cabin for the crew chief and medic. The helicopters are also fitted with an external hoist system (which also is installed on the S&S mission equipped helicopters) and an environmental control unit. In addition, the US Army required rails to be fitted to the cabin ceiling to hang IVs, infusion hooks or to store medical equipment. Extra lightning was also installed to illuminate the tail rotor and rear clam shell doors to increase safety when loading or unloading litter patients.

In total 78 Medical Evacuation (MEDEVAC) MEPs were purchased according to the various contract notifications published by the United States Department of Defence. Similar to the VIP MEPs, a number of helicopters which underwent this modification seem to have been converted again following re-allocation to another role. Mostly that was usage for the helicopter pilot training role, but a few were re-assigned to S&S companies and were modified accordingly. Medevac MEP modified (73 helicopters identified):



Eurocopter shipped this BK117 to the United States to act as company demonstrator and trials aircraft for the United States Army Light Utility Helicopter programme. The helicopter with construction number 9053, was built at the Donauwörth facility in Germany where it conducted flight testing as D-HMBB. In the United States it was allocated registration N145UH by the Federal Aviation Administration (FAA). In 2019, it was sold to Air Methods Corporation at Greenwood Village (CO) and re-registered to N145HC. (Airbus Helicopters)



The BK117/EC145 already had a long history as medical evacuation/rescue helicopter in use by many civil operators around the world before the US Army adopted it as UH-72A. Not many mission specific modifications were therefore required for the examples allocated to medevac units. In total seventy-six helicopters were fitted with the Medevac MEP. (10-72144, Alexandria IAP, Louisiana, 20 April 2013, Matt Ellis)

- |           |           |           |           |           |           |           |           |           |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 06-72001, | 06-72002, | 06-72003, | 06-72004, | 06-72005, | 06-72006, | 08-72052, | 08-72053, | 08-72054, |
| 08-72055, | 08-72056, | 08-72057, | 08-72058, | 08-72059, | 08-72072, | 08-72073, | 08-72074, | 08-72075, |
| 08-72076, | 08-72077, | 08-72078, | 08-72079, | 08-72080, | 08-72081, | 08-72082, | 08-72083, | 08-72084. |
| 09-72085, | 10-72137, | 10-72138, | 10-72139, | 10-72140, | 10-72141, | 10-72142, | 10-72143, | 10-72144, |
| 10-72145, | 10-72146, | 10-72147, | 10-72148, | 10-72149, | 10-72150, | 10-72151, | 10-72152, | 10-72153, |
| 10-72154, | 10-72155, | 10-72156, | 10-72157, | 10-72158, | 10-72159, | 10-72160, | 10-72168, | 10-72169, |
| 10-72170, | 10-72171, | 10-72181, | 10-72182, | 11-72183, | 11-72184, | 11-72185, | 11-72186, | 11-72187, |
| 11-72188, | 11-72189, | 11-72190, | 11-72191, | 11-72192, | 11-72193, | 11-72194, | 11-72195, | 11-72196, |
| 13-72289  |           |           |           |           |           |           |           |           |

Not just the helicopters were modified, the US Army also invested in training for the in-flight medics. In order to provide proper care to critical patients, the Secretary of the Army ordered to establish a department-wide standard by September 2012 for all in-flight medical care providers to be critical care flight paramedic-certificated by 2017. What followed was standard Headquarters, Department of the Army Executive Order 149-17 (HQDA EXORD 149-17). All three components of the Army (Active Duty, Army National Guard and Army Reserve Command) started to train their in-flight medics and D(-)/1-112th AVN SD ARNG, which is equipped with UH-72A Lakota helicopters, was the first unit to be fully compliant early-2013. This certification is equivalent to a civilian Helicopter Emergency Medical Service (HEMS) certification and it increases the importance of the US Army medevac helicopters when deployed for domestic emergency and disaster support. A role for which Active Duty and Army Reserve Command are only deployed during extreme circumstances, but which is daily bread and butter for the National Guard UH-60 and UH-72 medevac units.

**Security & Support (S&S):** The helicopters modified for this task are used for homeland security and defence, plus civil law enforcement support missions. This includes border patrol and drug interdiction. This would enable the Lakota to replace the OH-58A/C Kiowa helicopters in used by the Army National Guards Reconnaissance and Aerial Interdiction Detachments (RIAD). In addition, the helicopters can also be deployed during natural disasters, terrorist attacks and forest fires. The S&S Mission Equipment Package (S&S MEP) includes:

- Nose mounted L-3 Wescam MX-15i electro-optical infrared (EO/IR) camera and laser pointer.
- GPS-enhanced EuroNav moving map navigation system which interfaces with the nose-mounted camera. This camera can view objects up to five miles away during day and night. It is even capable of tracking human footprints.
- Two 10.4-inch cockpit touch screen displays and soft keyboards to control and use the camera and navigation system. One each for the pilot and co-pilot.
- 15-inch video display linked to the nose-camera in the cabin for mission personnel.
- Digital video recorder and a Sierra Nevada Tactilink-Eagle data downlink system which provides real-time images to ground stations.
- 30-million candlepower searchlight mounted on the right-hand side and slaved to the EO/IR camera.
- ARC-231 airborne radio communication system
- External mounted hoist (similar to the Medevac MEP)
- Optional engine inlet barrier filter for missions in dusty environments like the desert in the southern border region of the United States.

The exact number of helicopters fitted with the S&S MEP is not 100% clear. It was envisioned to allocated twenty-four S&S MEP equipped Lakotas to each of the six Army National Guard SSB Battalions. That would add up to 144 S&S MEPs which would need to be purchased. End-September 2020, a press release stated that 107 S&S MEP equipped helicopters were delivered. It is assumed that this includes the sixteen helicopters which were already delivered and returned to Airbus North America for conversion. The others were either modified on the production line, or built from scratch with the S&S MEP, with the first one being delivered in full configuration from the production line in the second quarter of FY12. The first helicopter to roll off the production line with the S&S MEP installed was 11-72220.

The helicopters assigned to the S&S companies and detachments, but which did not (yet) undergo the S&S MEP conversion are often referred to as slick. This nick-name was previously used during the Vietnam War to describe the UH-1 Huey Iroquois heli-

copters which were used for troop transport and which did not carry rocket pods. S&S MEP modified (85 helicopters identified):

07-72038, 07-72039, 08-72044, 08-72047, 08-72048, 08-72063, 08-72064, 08-72068, 08-72071,  
 09-72094, 09-72099, 11-72200, 11-72202, 11-72205, 11-72207, 11-72208, 11-72210, 11-72212,  
 11-72214, 11-72216, 11-72218, 11-72220, 11-72222, 11-72224, 11-72225, 11-72227, 11-72228,  
 11-72230, 11-72231, 11-72232, 12-72233, 12-72234, 12-72235, 12-72236, 12-72238, 12-72239,  
 12-72240, 12-72241, 12-72243, 12-72244, 12-72246, 12-72248, 12-72251, 12-72253, 12-72256,  
 12-72258, 12-72260, 12-72261, 12-72263, 12-72265, 12-72266, 12-72268, 12-72269, 12-72270,  
 12-72271, 13-72275, 13-72279, 13-72281, 13-72282, 13-72283, 13-72284, 13-72285, 13-72286,  
 13-72287, 13-72290, 13-72292, 13-72293, 13-72294, 13-72295, 13-72296, 13-72298, 13-72299,  
 13-72300, 13-72301, 13-72302, 13-72306, 13-72309, 13-72310, 13-72311, 13-72312, 13-72313,  
 13-72314, 13-72315, 13-72316, 13-72318

**CTC Support:** There actually are two versions of this MEP: Opposing Force (OPFOR) and Observer/Controller (OC). Both these mission packages are installed on helicopters in use to support activities at the three major US Army training areas. These are the National Training Center (NTC) at Fort Irwin (CA), Joint Readiness Training Center at Fort Polk (LA) and Joint Multinational Readiness Center at Hohenfels (Germany). Some of the upgrades under the CTC MEP are the same for both the OPFOR and the OC roles. These include a second ARC231 radio, Electronic Data Manager (EDM) and Smart Onboard Data Interface Module (SMODIM). The SMODIM provides simulated weapons engagements and real time performance monitoring and recording.

The other modifications under the CTC MEP are role specific. An external public address system and Observer Controller Communications System (OCCS) are installed on the helicopters used in the OC role. The helicopters used in the OPFOR role are fitted with a Multiple Integrated Laser Engagement System/Tactical Engagement Simulator System (MILES/TESS) and Aircraft Kill Indicator (AKI). These systems are used to simulate weapons systems (MILES/TESS) and indicate if the helicopter was 'hit' by opposing fire (AKI). In addition, the OPFOR helicopters are painted in a distinctive aggressor colour scheme. In 2016 and 2017, the OPFOR CTC MEP was improved with a 'shoot-back' capability to further enhance their training capabilities. Each one of the three centers received one modified aircraft in 2016, while the remaining ten helicopters were upgraded in 2017.

In total, forty helicopters were modified with the CTC MEP by 2014. The first retrofitted helicopter was delivered in the first quarter of FY11 and the last one in quarter four of FY13. Not long after the last CTC MEP modified helicopter was delivered, it was decided to transfer over half of the fleet to the training role. In total twenty-three helicopters lost their modifications again while being converted to training helicopter. It must however be said that sixteen additional helicopters were delivered to 5th AVN (Fort Polk, LA) and 2916th AVN (Fort Irwin, CA) in 2020. It is believed that all of these are fitted with the CTC MEP (OC).

CTC MEP modified (OC role):

07-72009, 07-72010, 07-72011, 07-72012, 07-72013, 07-72014, 07-72016, 07-72019, 07-72020,  
 07-72021, 07-72022, 07-72023, 07-72024, 07-72025, 07-72026, 07-72027, 07-72028, 09-72095,  
 09-72096, 09-72097, 09-72098, 09-72100, 09-72108

CTC MEP modified (OPFOR role):

07-72015, 07-72017, 07-72018, 07-72029, 09-72105, 09-72106, 09-72107, 10-72161, 10-72162,  
 10-72163, 10-72164, 10-72165, 10-72166, 10-72167, 10-72168, 10-72169, 13-72291

Note 1: The underlined serials were later converted to the training role.

In addition to these, the following helicopters were delivered in 2020 and most likely all were fitted with the CTC MEP (OC role) during production:

19-72447, 19-72448, 19-72449, 19-72450, 19-72451, 19-72452, 19-72453, 19-72454, 19-72455,  
 19-72456, 19-72457, 19-72458, 19-72459, 19-72460

### Initial production and orders

Under the Low-Rate Initial Production (LRIP) Acquisition Decision Memorandum (ADM) dated 20 June 2006, Eurocopter North America was authorised to produce a maximum of forty-two helicopters. Usually, about ten percent of the planned number of aircraft/helicopters need to be produced under the LRIP agreement. Based on the originally planned number of helicopters to be ordered, this would amount to thirty-two helicopters. This was deemed insufficient to validate the production system before a Full Rate Production (FRP) permit could be issued and therefore the number was increased to forty-two. The LRIP helicopters



Between 2011 and 2013, all helicopters in use by the US Army training areas underwent modifications with the CTC Support MEP. Most were modified for the Observer/Controller (OC) role, but the three-colour camouflage applied to this Lakota identifies it as being in use in the Opposing Force (OPFOR) role. A further upgrade to the OPFOR helicopters took place in 2016-2017. The pod installed underneath the forward fuselage was part of this upgrade. (09-72105, Hohenfels AAF, Germany, 13 August 2020, Manolito Jaarsma)



*One of the first units to receive Lakota helicopters was 5th AVN at Fort Polk (LA). Eight helicopters of the second production order were delivered to this unit, including three in aggressor colours like shown here. (07-72015, Alexandria IAP, Louisiana, 23 September 2011, Matt Ellis)*

were produced in 2006 and 2007, and they covered the first order for eight helicopters and the majority of the second order for thirty-four helicopters. The LRIP phase was completed with success by Airbus North America and the FRP license was issued on 23 August 2007.

Initially the production line at Columbus (MS) used assembly kits which were produced at the Eurocopter facility at Donauwörth (Germany). The first phase included re-assembly of helicopters which already performed post-production test flights in Germany. The second phase was the so-called Full Assembly Line (FAL) phase in which the helicopters were fully assembled at Columbus (MS). The last helicopter of the FAL phase was 10-72135, which was completed in October 2010. For that moment on, full production would take place in the United States, with frame kits from the Airbus production facilities in Germany and Japan. By this time, the number of helicopters planned to be purchased was increased from 322 to 345. This was announced on 7 April 2008 and it was also stated that production was planned to continue until end-2015.

#### First Delivery, Operational Testing & Fielding Problems

During a ceremony at Columbus (MS), the first UH-72A was officially handed over to the US Army on 11 December 2006. This helicopter, painted in medevac markings, was slated to be delivered to Barstow Daggett AHP a month later. On behalf of the army, General Richard A. Cody (Vice Chief of Staff of the Army) and Joe Red Cloud (Oglala Sioux Tribe Chief) accepted this first helicopter.

Overall the UH-72A Lakota selection and fielding can be viewed as a great success. Deliveries from day one onwards was on time and within budget. This resulted in a relative smooth fielding of the UH-72A into service. But there were some performance issues with the helicopter. Initial Operational Tests were conducted in March 2007 and they resulted in a report which was issued in July 2007.

During these tests, the cabin was found to be subject to overheating and the size was deemed too small to allow a medic to effectively treat two seriously injured patients. A third problem was linked to reduced performance in dusty and sandy environments. Fixes for these problems did put strains on the budget and several reports on this topic have been written. Some claim that due to these issues, the LUH programme did go over budget. The need for secure ARC-231 radios was also counted as a cost increase versus the budget. Even though from a pure bookkeeping perspective this might be correct, the radios were not included in the original budget and can also be considered as an additional requirement post purchase. Either way, an additional \$209 million was invested into modifications and radio procurement. In percentages this was a 11% increase versus budget.

The reduced performance in dusty and sandy conditions only affected a relatively small part of the UH-72A fleet. A solution to this problem was found by installing an Engine Inlet Barrier Filter (EIBF), of which fifty-four were delivered and installed by 31 March 2013. In addition, an electrically actuated by-pass door and modifications to the engine cowling were made. The majority of the Lakota-fleet would not require this upgrade since they would usually not operate under these conditions. In contrast to for example the CH-47, UH-60 and AH-64 helicopters, the UH-72A was not intended to be deployed to overseas, high threat areas like the Middle East of Afghanistan. Albeit, the EIBF modification was required for most helicopters in some of the southern states where operations in desert environments are common. Also, this would be installed on additional Lakotas which were deployed to the United States-Mexican border region for Homeland Security duties.

#### The Lakota enters into service

The first operational unit to receive an UH-72A Lakota was the United States Army Air Ambulance Detachment (USAAAD) of the National Training Center at Barstow Daggett AHP (CA). They replaced UH-60A Black Hawk helicopters which were used by this unit and which could now be reassigned to frontline units. The first delivery took place in January 2007 and the sixth and final helicopter for this unit was delivered on 20 June 2007. This were helicopters 06-72001 until 06-72006. The remaining pair of Lakotas from this first order (06-72007 and 06-72008) received a VIP interior and were delivered to the TRADOC Flight Detachment at ASF Eustis, Felker AAF, Fort Eustis (VA) in July 2007.

The next unit to be equipped with UH-72A Lakota helicopters was A/5th AVN at Polk AAF, Fort Polk (LA). This unit received the first eight helicopters from the second production order (07-72009 until 07-72018). The first two were delivered on 7 September 2007. Three of the helicopters (07-72015, 07-72017 and 07-72018) were painted in an attractive aggressor type camouflage since they were used to be used in the OPFOR role.

Throughout its history, the Army National Guard mainly received second-hand helicopters and aircraft from Active Duty units

which converted to new types. This changed during the early-2000s and factory fresh UH-72A helicopters were delivered to National Guard units. The same also applied to CH-47F, UH-60M and HH-60M helicopters since around the same point in time. The first National Guard unit to receive UH-72A Lakota helicopters was C(-)/1-114th AVN MS ARNG at AASF#2 Tupelo-CD Lemmons Field RAP (MS). The first helicopters were planned to be delivered to Mississippi in May 2008, but this slipped back a little bit and actual delivery took place on 2 June 2008. The proud MS ARNG unit showed its brand-new helicopters (07-72019 and 07-72021) to the local and state representatives and the press on at Tupelo on 7 June 2008. The Lakotas replaced the OH-58A and OH-58C Kiowa helicopters in use by Mississippi ARNG.

#### Continued deliveries

As one can read further-on in this article twenty-four Army National Guard companies would eventually receive Lakota helicopters and each company has one or two detachments assigned. Usually, if the main company converted to the Lakota, the detachment(s) followed at the same time or immediately afterwards. This was also the case with the first unit. Following the already mentioned Mississippi ARNG unit, Det.1 C/1-114th AVN LA ARNG at AASF#2 Esler RAP Pineville (LA) received its first helicopters on 2 July 2008. Again, the OH-58A/C Kiowas in use by this unit were divested in favour of the Lakota. In the meantime, aircrew and maintainer training facilities were setup at Grand Prairie (TX) under control of EADS North America and at Fort Indiantown Gap (PA) under control of the Eastern Army National Guard Aviation Training Site (EAATS) of the Pennsylvania ARNG. The first Lakota for the EAATS was delivered in June 2008.

Official figures show that as planned Blackhawks were made available to frontline units after various support units converted to the UH-72A. End-2009 over 500 US military were trained to fly or maintain this helicopter type. By the same time twenty-four UH-60 Black Hawk helicopters were handed over to frontline units, the equivalent of two operational companies.

In addition to the Army National Guard units, also several more Active Duty units received Lakota helicopters. One of the more eye-catching ones is the 2nd AvnDet at Stewart IAP, Newburgh (NY). This unit provides support to the famous United States Army Military Academy West Point. The helicopters are used for VIP transport, liaisons, parachute training and to provide cadets with an initial introduction into army aviation. Two UH-1H Huey Iroquois helicopters in VIP colours were used by this unit and they were replaced by a pair of Lakota helicopters which arrived on 16 January 2009 (07-72042 and 08-72043). Unfortunately, unlike the Hueys, both Lakotas were painted in the regular olive drab colours like the rest of the fleet. They however do support a full-colour West Polint crest on the cockpit-doors.

Excluding Puerto Rico ARNG, the first unit outside the Continental United States to receive UH-72As was the Joint Multinational Readiness Center (JMRC) at Hohenfels (Germany). On 13 April 2010, C-17A 03-3114 (183rd AS MS ANG) arrived at Ramstein AB (Germany) with the first five helicopters on board: 09-72095, 09-72096, 09-72097, 09-72098 and 09-72100. Reassembly was done by staff from the 405th Army Field Support Brigade, using the 'Closed Loop' facility of the Theater Aviation Sustainment Manager-Europe at the USAFE Air Base. The five helicopters left together to their new home at Hohenfels on 21 April 2010. In total ten Lakota helicopters were to be delivered to the JMRC. The next group of two arrived again as air freight at Ramstein AB on 16 July 2010. Both 09-72105 and 09-72106 were delivered from Ramstein AB to Hohenfels on 19 July 2010. The final three helicopters for the JMRC were offloaded at Ramstein AB on 15 November 2010. Three days later 07-72029, 09-72107 and 09-72108 also flew to Hohenfels.

Another overseas unit to be equipped with Lakota helicopters is the Ronald Reagan Ballistic Missile Defense Test Site (RTS) Aviation Detachment at Buchholz AAF on the Kwajalein Atoll. This atoll is part of the Marshall Islands in the Pacific, about 3,900 km southwest of Hawaii. The RTS covers about 1,900,000 square kilometres and various facilities are built on eight islands of this atoll. This includes missile launch sites, mission control centres, range instrumentation and various support facilities. For this reason, the aviation detachment is equipped with a small number of helicopters to ferry personnel and supplies across the islands and to provide airborne range control. The ageing UH-1H Iroquois in use by the RTS AvnDet were up for replacement by a more modern helicopter in 2010. The UH-72A was selected, but there are two main points on which the selected helicopters differ from the remainder of the Lakota fleet. Given the nature of their mission, a large portion of the flying time is over the water. The four



Four UH-72s received additional modifications during production in order to optimise them for usage by the unique Ronald Reagan Ballistic Missile Defense Test Site Aviation Detachment. This unit is housed at Buchholz AAF on Kwajalein Island. One of their helicopters is seen here while being loaded on board C-17A 03-3199 at Columbus AFB, Mississippi, for delivery to its new home in the Pacific. (US Air Force, Sonic Johnson)



*The first overseas deployment of UH-72s took place in 2010-2011. Four helicopters in use by 121st MedCo DC ARNG were flown as air freight to Ramstein AB, Germany, and spent eleven months at Hohenfels AAF. One of the participating helicopters was 08-72053, which was also present as emergency support during the 2010 Andrews Air Force Base Open House. (08-72053, Andrews AFB, Maryland, 15 May 2010, Jurgen van Toor)*

Lakotas assigned to this unit are therefore fitted with skid mounted inflatable floats with integrated life rafts and jettisonable cockpit doors. Secondly, all four are painted in high-visibility orange. Another less visible modification is the application of an acid resistance coating to fight the effects of corrosion while flying over saltwater. On 4 June 2010, the four helicopters were loaded on board a C-17A operated by 183rd AS MS ANG (03-3119) at Columbus AFB (MS) for air freight to the Kwajalein Atoll. The helicopters involved were: 09-72101 until 09-72104.

#### Deployment to Germany

The United States Army in Europe air ambulance unit (C/1-214th AVN) deployed with their UH-60A+ Black Hawk helicopters to southwest Afghanistan in July 2010. The medevac company supported US Marines units operating in the same region until August 2011. One platoon even stayed deployed in Afghanistan until November 2011. The deployment of this unit left the US forces in Germany without dedicated aerial medevac capabilities. It was therefore decided to deploy four UH-72A Lakota helicopters to Hohenfels.

This job was allocated to 121st MedCo DC ARNG at Davison AAF, Fort Belvoir (MD). This unit had received its first UH-72A Lakota helicopters mid-2009 and only about half of the company was mission ready when it was ordered to prepare for deployment. Usually, deployment rotations are announced twelve to eighteen months in advance. In this case, the 121st MedCo only got a forty-two days notice. It should not be underestimated what it took to not only deploy the four helicopters to Germany on time, but also to ensure that they would be mission ready within a few days after arrival. Since this was the first overseas deployment of Lakota helicopters, there was no experience in house on which supplies and spare parts should be packed and shipped and in which quantities. Nonetheless, they got the job done and a pre-deployment farewell ceremony was held at Davison AAF (MD) on 1 July 2010.

The four helicopters involved (08-72052, 08-72053, 08-72054 and 08-72057) arrived as air freight at Ramstein AB (Germany) on 16 July 2010. The same C-17A also carried a pair of newly-built Lakotas for JMRC (the previously mentioned 09-72105 and 09-72106). All six helicopters departed for Hohenfels on 19 July 2010. This was the start of an eleven months deployment during which most missions were flown over the Grafenwöhr Training Area (Germany). Actually, one helicopter seems to have been forward detached to Grafenwöhr AAF throughout the deployment. At the end of the deployment a farewell ceremony was held at Hohenfels on 16 June 2011.

On 22 June 2011, the four helicopters flew back to Ramstein AB (Germany) where they were prepared for air freight back to the United States. They departed back home as air freight from this large US military logistics hub on 25 June 2011.

#### Task Force Bon Voizen

The western side of the island Hispaniola is better known under the name Haiti (while the eastern part is known as the Dominican Republic). On 12 January 2010, this country was struck by a fatal earthquake, arguably the aftermath of this natural disaster was worse than the earthquake itself. Just below twenty percent of the population became homeless and matters became worse during a massive cholera outbreak.

As part of the international aid to this country, the United States Army provided humanitarian support under *Operation New Horizons*. In 2011, this operation was led by Louisiana National Guard, which deployed a pair of UH-72A helicopters to Port-au-Prince (Haiti) in April 2011. They were joined by a pair of Florida National Guard UH-72As on 28 April 2011. Other aviation assets deployed to Haiti were a pair of UH-60M Blackhawks from Ohio National Guard.

The Florida helicopters were drawn from B(-)/2-151st AVN FL ARNG and one of them was 07-72039. They arrived at Port-au-Prince (Haiti) on 28 April 2011 and returned home to AASF#1 Cecil Field Airport (FL) again on 27 May 2011. During this time the pair of helicopters transported 240 passengers and 2,300 kilo cargo. They also performed command and control missions, medical evacuation, reconnaissance operations and personnel recovery training which included hoist training. In total over 180 flying hours were logged during 140 aircraft sorties.

The Louisiana National Guard helicopters remained deployed until June 2011. While deployed, the unit had an operational readiness of 98 percent and not a single mission was cancelled due to unserviceable aircraft. Compared to the Black Hawk, the Lakota performed well in the casualty evacuation role as part of humanitarian relief efforts. The helicopters are cheaper to operate and can land in smaller landing zones. On the other side, the Lakota obviously has less capacity in cases of larger evacuations.

#### Operation Deepwater Horizon

A blowout during oil-drilling activities at the Macondo Prospect oilfield in the Gulf of Mexico, off the Louisiana coast, caused the offshore drilling-rig Deepwater Horizon to explode on 20 April 2010. The rig was engulfed in flames which could not be extinguished and two days later the rig sunk. Eleven crewmembers were killed and the largest marine oil spill in history were the sad

results. The open well continued to leak oil until it was closed with a cap on 15 July 2010. In total an estimated 4.9 million barrels of oil leaked into the Gulf of Mexico.

Sixteen UH-72s of the Alabama, Florida, Louisiana and Mississippi Army National Guard were deployed along the coastline struck by this disaster. The helicopters logged close to 200 flying hours while performing observation, command & control and general aviation support missions to local, state and federal agencies involved in the disaster relief efforts. These missions included monitoring of buoys in the oil containment areas and checking for breaks in oil booms deployed to contain the spill.

#### S&S MEP Introduction

The S&S Mission Equipment Package (S&S MEP) was not ready on time to be installed into the initial UH-72A helicopters coming off the production line. Mid-2010, the prototype S&S MEP was installed into Lakota 09-72099 by EADS North America at their Columbus (MS) facility. This helicopter came off the production line in standard UH-72A configuration and was retained by the manufacturer for this purpose. It performed its maiden flight in full S&S configuration on 16 June 2010. The upgrade successfully passed the testing phase the same year. Next step was to achieve Federal Aviation Administration (FAA) certification, which took place in FY11. EADS North America was contracted to instal fifteen S&S MEPs into previously delivered UH-72A Lakota helicopters, followed by twenty in aircraft on the production line. The helicopters which were to be retrofitted with the S&S MEP were returned to Columbus (MS) to undergo conversion. The first arriving in the second quarter of 2011. Later in the same year, the first modified helicopters were used to conduct two-week training courses at Madison Executive Airport, Huntsville (AL). The first four states which had their Lakotas modified and aircrews trained were Florida, Louisiana, Mississippi and North Carolina. The S&S MEP training courses started with an academic phase during which the aircrew received ground training on the capabilities of the mission equipment and on how to operate it. During the second phase, training flights were conducted in daylight conditions and finally also night time training flights were conducted during the third phase. Four helicopters were made available for these training courses. During 2011, in total forty-nine National Guard aircrew were trained. The ones of the four mentioned states completed their courses by October 2011. During November and December 2011, aircrew from Alabama, Arkansas and Texas underwent training.

The first operational unit to receive a S&S MEP modified helicopter was Det.1 C/1-114th AVN LA ARNG in November 2011. The same unit was also the first National Guard unit to receive the UH-72A back in 2008. In total, the US Army originally planned to purchase 144 S&S MEPs. As mentioned, the first sixteen sets (including the prototype) were installed in helicopters which were returned to Columbus (MS) for this modification. As of this moment S&S MEPs were also installed in newly built helicopters on the production line in Columbus (MS). The published details of UH-72 related contracts not always specifically mention if S&S MEPs were part of individual orders or not. According to a press release dated September 2020, it was mentioned that 107 sets were delivered at that point in time.

#### CTC MEP Certified

The Combat Training Center Mission Equipment Package (CTC MEP) was tested during FY10. Following successful conclusion of these tests official certification was provided and the first unit to retrofit its helicopters was the Joint Multinational Readiness Center (JMRC) at Hohenfels (Germany). The helicopters were modified at their homebase, which took place during the last months of 2010.

Next the Lakotas in use by the Joint Readiness Training Center (JRTC) at Fort Polk (LA) were retrofitted with the CTC MEP as of April 2011. The Lakotas at Barstow Daggett AHP (CA), which support activities at the National Training Center (NTC) at Fort Irwin (CA), were retrofitted as of June 2011 onwards.



About three-and-a-half years after delivery of the first UH-72A, the S&S MEP was introduced in active service. The two most eye-catching features of this mission equipment package are the FLIR underneath the forward fuselage and the searchlight mounted on the right-hand side of the helicopter. Both are excellently visible on this picture. (12-72251, Fort Smith RAP, Arkansas, 13 August 2014, Coert van Breda)



*It is often underestimated how dangerous it is to use aviation assets for (forest) fire fighting duties. Besides the smoke generated by the fire, the air is often also turbulent due to the intense heat and aircraft have to fly at low level in order to drop their payload at the right spot. In addition, the airspace is often congested with multiple aircraft operating in a small area. For this reason, temporary high-visibility colours are usually applied to the army helicopters deployed for this purpose. (10-72157, (Mather-Sacramento IAP, California, January 2017, John Wright)*

#### Fire Fighting

Many parts of the United States suffer from regular wildfires, but these mostly take place in the southwestern part of the country during the late summer and autumn months. For this reason the states of California and Nevada conduct large scale forest fire training in April of each year to be prepared. Aviation firefighting assets are operated by commercial companies, plus both state and federal government forest services. When aerial assets are required to fight individual wildfires, these are called upon first. But if additional capacity is required, the National Guard is requested to join the ranks. This includes C-130 Hercules aircraft operated by the Air National Guard, but also Army National Guard helicopters. The so-called Type-1 helicopters are called upon most frequently. This are both UH-60 Black Hawk and larger CH-47 Chinook helicopters. The UH-72A Lakota, a so-called Type-2 helicopter, is most often called upon for airborne coordination missions and medical evacuation missions.

If needed, the UH-72A can also be deployed to actual fight fires using a BAMBI-bucket as underslung load. These orange buckets became synonymous for helicopter fire fighting all over the world. Invented by Canadian Don Arney and produced by SEI Industries since 1983, there are various sizes available. The large Chinook helicopters can carry a BAMBI-bucket filled with close to 10,000 litres water. The smaller UH-72A Lakota is capable of carrying smaller buckets filled with 460 litres of water. Most National Guard Lakota units across the United States are equipped with a number of these buckets.

The helicopters used to fight wildfires in California and Nevada have high-visibility and easy-removable pink paint surfaces applied for safety reasons. The last two or three digits of the tailnumber are often painted large and in pink on the helicopters for identification purposes. If other states deploy helicopters to California or Nevada to further increase the capacity, they too undergo this treatment. For the same reason, Oregon National Guard is known to have painted a yellow rectangular on the cabin door, with the last two of the tailnumber in large black numbers inside it.

#### Patrolling The Border

Under the name *Operation Jump Start*, President George W. Bush ordered the deployment of Army National Guard troops to support the efforts of the US Customs and Border Protection (USC&BP) in their efforts to secure the US-Mexican border in 2006. This was not really new, since the US military had been supporting border protection agencies on and off for over twenty years already at that point in time. The US-Mexican border stretches for 3,145 km along the states of Texas, New Mexico, Arizona and California. A maximum deployment of 6,000 troops was authorised. The US military were restricted to observation and reporting duties. In remote areas, the troops were supported by UH-60 Black Hawk helicopters. The operation was launched in May 2006 and came to a conclusion on 15 July 2008. This was too early for the first Lakota helicopters on strength to participate, especially since the special mission equipment (S&S MEP) would only be installed into these helicopters from 2010 onwards.

New efforts were authorised by President Obama under the name *Operation Phalanx* in July 2010. The United States Department of Homeland Security (DHS) was supported by aviation assets of the Army National Guard. President Obama authorised up to 1,200 troops and airmen to be deployed along the border area. The provided support included command and control, communications, logistics, training and surveillance. The operation fell under the Defense Support to Civil Authorities (DSCA) efforts and were initially paid for with funds from the National Guard. At a later point in time, the US Congress provided the required budget for these operations. Annual renewal via Presidential Executive Order was required to continue the operation. This mission was better known amongst the US military as SWB, which is short for Southwest Border and which was the area of operations.

OH-58A Kiowa helicopters, assigned to the Reconnaissance and Aerial Interdiction Detachments (RAID), were deployed to various locations along the border in 2010. Since these ageing helicopters were being replaced by the UH-72 Lakota it was only a matter of time before the first UH-72A helicopters would be deployed. This took place in 2012 and since then Lakota helicopters from various National Guard units have been deployed to the border states for up to three months at a time. In March of the same year,

the operation was morphed into an aviation-only mission. The number of helicopters deployed did vary over time. In 2010, no fewer than twenty-one Kiowa helicopters were assigned to *Operation Phalanx*, but by 2015 this number was reduced to nine Lakota helicopters (six in Texas and three in Arizona).

The main focus was on the border area in the states of Arizona and Texas. Lakota detachments were therefore setup at AASF#1 Silver Bell AHP, Marana (AZ), Laredo IAP (TX) and South Texas IAP, Edinburg (TX). In official terms, the Lakota helicopters are used to detect, interdict and disrupt transnational criminal and drug trafficking by Terrorist Criminal Organizations (TCO) and Drug Trafficking Organizations (DTO). This in close support with state and federal law enforcement units, but primary with and coordinated by the US Customs and Border Protection (CBP), which is part of the Department of Homeland Security (DHS). Typically, a US Border Patrol agent was on board of the helicopters while on patrol, together with two army pilots and the crew chief. The Lakota acted as the 'eye in the sky' and directed ground-based law enforcement and quick-reaction forces to potential targets.

Despite good results, and official protests from the state of Texas, the DHS decided to stop *Operation Phalanx* in November 2016. During the operation the Army National Guard helicopters were credited with assisting in stopping over 110,000 illegal border crossings, seizing over 3,350,000 kilo of marijuana and 5,000 kilo of cocaine.

When President Trump came to power on 20 January 2017, new emphasise was place on increasing the efforts to control the US-Mexican border This led to *Operation Guardian Support* being launched in April 2018, which basically had the same goal as the previous operations. Initially the operation had its focus again on the southwest border area with the CBP areas Rio Grande Valley, Laredo, Del Rio, Big Bend, El Paso and Tucson (east to west) as its area of operations. Soon the scope would be broadened and CBP areas Yuma, El Centro and San Diego were added, thus covering the entire border from the Gulf of Mexico to the Pacific. On 30 June 2020, Defense Secretary Mark Esper approved to continue the mission for another year. Up to 5,000 troops will remain deployed to the border states until at least September 2021.

National Guard units are tasked with various support roles like clearing vegetation, maintaining and repairing infrastructure, fixing emergency beacons, providing logistics support and conducting aerial detection missions. For this purpose, the deployed units are assigned to one of in total four task forces: Task Force Anzio, Task Force Salerno, Task Force Defender and Taste Force Aviation. Under the last one, UH-72A Lakota helicopters are deployed to various locations along the border. The exact number of helicopters deployed and to which location depends on the requirements and varies from time to time. Since the start of *Operation Guardian Support* detachments have used El Centro-Imperial IAP (CA), El Paso IAP (TX), Tucson IAP (AZ), Yuma IAP (AZ) and also again South Texas IAP, Edinburg (TX). In addition also Pine Valley Border Patrol Station Heliport, Pine Valley (CA) seems to be used by Lakota helicopters.

ADSB records indicate the following helicopters being deployed in the period January until April 2021. Around twenty Lakotas are deployed per month. The locations mentioned is where they were recorded most of the time during this period, but as stated they do temporary move to other locations based on requirements.

07-72038		feb21	mar21	apr21	FL ARNG	El Paso IAP (CA)
07-72039		feb21	mar21	apr21	FL ARNG	El Centro-Imperial IAP (CA)
08-72044	jan21	feb21	mar21	apr21	FL ARNG	El Centro-Imperial IAP (CA)
08-72047	jan21	feb21	mar21	apr21	NC ARNG	Tucson IAP (AZ)
08-72048	jan21	feb21	mar21	apr21	NC ARNG	Tucson IAP (AZ)
08-72049	jan21	feb21	mar21	apr21	NC ARNG	Tucson IAP (AZ)
09-72091	jan21	feb21	mar21	apr21	SC ARNG	Pine Valley Border Patrol Station Heliport (CA) and Yuma IAP (AZ)
09-72093	jan21	feb21		apr21	SC ARNG	Pine Valley Border Patrol Station Heliport (CA) and Yuma IAP (AZ)
09-72094		feb21	mar21	apr21	SC ARNG	Pine Valley Border Patrol Station Heliport (CA)
09-72113	jan21	feb21	mar21	apr21	TN ARNG	South Texas IAP, Edinburg (TX)
09-72124	jan21	feb21	mar21	apr21	VA ARNG	Pine Valley Border Patrol Station Heliport (CA) and Yuma IAP (AZ)
09-72133	jan21	feb21	mar21	apr21	GA ARNG	Laredo IAP (TX)
10-72135	jan21		mar21		GA ARNG	South Texas IAP, Edinburg (TX)
11-72225		feb21	mar21	apr21	TN ARNG	South Texas IAP, Edinburg (TX)



Since 2012, the UH-72A has played a vital role in the efforts of the United States to safeguard their southern border with Mexico. The S&S MEP is suited very well to monitor the border area for illegal crossings. In many cases this are not immigrants looking for a better life, but criminal organizations smuggling drugs into the United States. The here shown helicopter (12-72246) has been deployed to El Paso IAP, Texas, since at least October 2020 until February 2021. (Alexandria, Louisiana, 8 June 2014, Matt Ellis)

11-72227	jan21	feb21	mar21	apr21	VA ARNG	El Centro-Imperial IAP (CA) and Yuma IAP (AZ)
11-72228	jan21	feb21	mar21	apr21	VA ARNG	Pine Valley Border Patrol Station Heliport (CA) and Yuma IAP (AZ)
11-72230	jan21	feb21	mar21	apr21	GA ARNG	South Texas IAP, Edinburg (TX)
12-72245			mar21	apr21	TN ARNG	South Texas IAP, Edinburg (TX)
12-72246	jan21	feb21			NC ARNG	El Paso IAP, El Paso (TX)
13-72284	jan21	feb21	mar21	apr21	VA ARNG	El Centro-Imperial IAP (CA) and Yuma IAP (AZ)
14-72317	jan21	feb21			nb	South Texas IAP, Edinburg (TX)
14-72318	jan21	feb21	mar21	apr21	FL ARNG	El Paso IAP, El Paso (TX)

In addition to the helicopters mentioned here, also Texas ARNG uses their Lakota helicopters for border patrols. Sometimes flying from their home base at Austin (TX), but they are also known to operate from various locations along the border for several days in a row.

With all four of their helicopters deployed, Virginia ARNG on a regular basis used an UH-72A helicopter on loan from neighbouring Kentucky. For example, during the last week of January 2021, 13-72278 was observed using Virginia ARNG call sign *Legend* while operating in the Richmond (VA) area. The same was valid for 14-72310 during the first week of February 2021 and the first week of March 2021. By this time, it might have been actually transferred or at least on longer term loan.

Several Lakotas seem to have been deployed for border patrol duties for a longer period of time. For example, the mentioned NC ARNG helicopters have been deployed since September 2020. Army National Guard units would deploy with their own helicopters for usually three months intervals during the first years that this helicopter type was used for this mission. The last years it seems that at least some of the helicopters are deployed until they require deep maintenance, while air and ground crews from different units continue to rotate according to a three months schedule. Possibly this is related to only a relatively limited number of helicopters being upgraded with the Engine Inlet Barrier Filter which is more than just a luxury in the area of operations.

On the other hand, helicopter do sometimes seem to return to their original unit. Tennessee ARNG deployed 12-72245 to South Texas IAP, Edinburg (TX) by May 2020. The helicopter remained there until December 2020, but there is photo proof that it returned home to Nashville (TN) in January 2021. In March 2021, it had returned to border patrol duties again in Texas.

## Army National Guard Units State by State

Deliveries to Army National Guard units continued at a steady pace until the final helicopter was delivered to this organisation late-2014. The United States is a federal republic consisting of fifty states, a federal district (Washington D.C.) and five inhabited territories. For the sake of completeness, there also are eight islands in the Pacific and one in the Caribbean under U.S. control as so-called uninhabited territories. In total, Army National Guard units in forty-three out of the fifty states received Lakota helicopters. Also, Washington D.C. and three out of the five territories received helicopters of this type. An overview of the initial deliveries state by state is presented next. After the initial deliveries several individual helicopter allocation changes took place for two main reasons. First was the re-allocation of helicopters to the training role at Fort Rucker (AL) and secondly several of the first delivered helicopters were returned to Airbus Helicopters North America to be modified with the S&S MEP. On top of this, some of the unit designations have been changed since the initial deliveries. Tracking these changes has proven to be a challenge since often this were minor changes only (for example only the detachment number was changed) and there usually were no announcements made at the time of the change. An overview of the current Lakota units is presented further-on in this article.

### The States:

- Alabama (AL):** The first two UH-72As (09-72087 and 09-72088) for Det.1 A/1-114th AVN AL ARNG (S&S) were delivered to Alabama ARNG in November 2009. They were followed by another pair in January 2010 (09-72089 and 09-72090). An official ceremony was held on 12 January 2010, during which the OH-58 Kiowa was officially retired by Alabama National Guard.
- Alaska (AK):** The State of Alaska was the last state to date to receive Lakota helicopters. Two of these helicopters (13-72279 and 14-72312) were delivered to Alaska ARNG in September 2018. They were officially unveiled to the press and to military and state officials on 29 October 2018. In contrast to other states, there is no detachment or company of a Security and Support Battalion present in Alaska. The helicopters were therefore added to the inventory of 1-207th AVN AK ARNG (AHB). The US Army announced plans to deliver two additional UH-72s to Alaska ARNG by 2022.
- Arizona (AZ):** Two units in the Arizona National Guard are equipped with UH-72A Lakota helicopters. Both B(-)/3-140th AVN AZ ARNG (S&S) and the Western Army National Guard Aviation Training Site (WAATS) have AASF#2 Silverbell AHP, Pinal Airpark, Marana (AZ) as their base of operations. It therefore is often hard to distinguish the owner of individual helicopters. Given the nature of the role of B(-)/3-140th AVN AZ ARNG (S&S), both helicopters in use by this unit are modified with the S&S MEP. Most, if not all, of the fifteen helicopters assigned to the WAATS are slightly modified for the training role (of which more details will be discussed later in this article). First B(-)/3-140th AVN AZ ARNG (S&S) replaced its OH-58 Kiowa helicopters by the UH-72A in 2013. During the second part of the next year, WAATSAZ ARNG also started to receive Lakota helicopters and the first training course using this type commenced in 2015. Some of the Lakotas at Marana support the Arizona State Flag on the top of the vertical stabilizer. This is rectangular shaped covering the entire fin tip with a golden star in the middle. Yellow and red rays are painted in the top side of the rectangular while the lower part is blue.
- Arkansas (AR):** The first UH-72A was delivered to Arkansas in June 2009 (08-72071) and it was assigned to A(-)/1-114th AVN AR ARNG (S&S). Another one followed in July 2009 (08-72070) and the final two (09-72085 and 09-72086) for this unit arrived in October 2009. The second Arkansas ARNG unit to be equipped with Lakotas is medevac unit Det.2D/1-114th AVN AR ARNG (AA). Both helicopters for this unit were delivered in September 2012 (11-72185 and 11-72186). The helicopters in use by Arkansas ARNG carry the title ARNG in the middle of the vertical stabilizers, with a black, running razorback hog painted just above it.
- California (CA):** In total eight Lakota helicopters are assigned to California ARNG and all were delivered in 2011 and 2012. First a pair of helicopters was delivered to Det.2D/3-140th AVN CA ARNG (AA) at AASF#3 Sacramento-Mather Airport (CA). This were 10-72157 and 10-72158, which arrived on 18 March 2011. This unit would soon after move to

- AASF#2 Stockton Metropolitan Airport (CA). Next four helicopters for A(-)/3-140th AVN CA ARNG (S&S) started to arrive at Stockton (CA). Know to have been delivered between April and June 2012 are 11-72197, 11-72200 and 11-72202. Several changes took place during the subsequent years, but the unit always had four UH-72As assigned. On 5 April 2012, the press was invited to Mather Airport (CA) to take a closer look at a pair of UH-72s (one in medevac configuration and one 'slick'). At AAFOB North Island (CA), Det.2 A/3-140th AVN was established, but no helicopters are assigned to this unit. Based on requirement, Lakota helicopters from Stockton deploy to this location for usage by this small detachment. Most California ARNG Lakotas have the state flag painted on their vertical stabilizers. This is a white rectangular with a red bar at the bottom and a brown bear on green grass in the middle. There also is photo evidence showing a toned-down version of these markings. The star and bear are applied in black only on the same spot, with the title 'California Republic' in black below it.
- Colorado (CO):** The Lakota era in Colorado commenced in 2011. On 28 January 2011, both 10-72145 and 10-72146 arrived at AASF Buckley AFB (CO), followed by 10-72147 and 10-72148 in February 2011. All four helicopters were presented to the press and other invited guests on 3 March 2011. All four are fitted for the medical evacuation role and assigned to D(-)/3-140th AVN CO ARNG (AA). Two more Lakotas would be delivered to the High Altitude Army National Guard Aviation Training Site (HAATS), which is also part of Colorado ARNG. This pair has the last three of the serial painted in white.
- Florida (FL):** The first pair of UH-72A Lakota helicopters for B(-)/2-151st AVN FL ARNG (S&S) were delivered in August 2008. This were 07-72038 and 07-72039. By October 2008, a third example had joined the fleet, being 07-72045. Three OH-58 Kiowa helicopters continued to soldier on with the unit, operating side-by-side with the new Lakotas. Only after the fourth and final Lakota was delivered (11-72213), Kiowa operations started to wind-down. The final three examples were officially retired on 29 October 2014. Lakota 11-72213 would not stay long with Florida ARNG, since it was returned to Airbus in Mississippi to be converted for usage as training helicopter at Fort Rucker (AL). It was replaced by newly built 14-72318. In the middle of the vertical stabilizer, the Florida state flag is sometimes displayed. This is a white rectangular, with a red diagonal cross and in the middle the Florida state seal.
- Georgia (GA):** Four Lakotas (08-72060, 08-72067, 10-72134 and 10-72135) were delivered to Det.1 C/2-151st AVN GA ARNG (S&S) in November 2010. They were officially accepted by the unit during a ceremony on 3 December 2010. The first three helicopters listed were returned to Airbus North America at Columbus (MS) to be converted to training standard, following which they were re-delivered to the WAATS AZ ARNG. As replacement both 11-72230 and 11-72231 were taken on strength by the Georgia ARNG unit. Some of the helicopters support the Georgia state flag in full colour at the top of the vertical stabilizer (red/white/red with in the right upper corner a blue square with the Georgia state seal). In black Georgia is written in the middle of the stabilizer.
- Hawaii (HI):** The two helicopters assigned to Det.2 B/3-140th AVN HI ARNG (S&S) were officially handed over to the unit at AASF#2 Hilo (HI) on 6 May 2012. This were 11-72205 and 11-72207. Both aircraft had been flown as air freight on board a C-17A to this island state about two weeks prior to the ceremony. Later the same year, or early-2013, the unit was reflagged to Det.1 A/3-140th AVN HI ARNG. During the first months of 2020, two additional UH-72As were added to the inventory of Hawaii National Guard (11-72199 and 11-72202).
- Idaho (ID):** Both helicopters for Det.1 D/1-112th AVN ID ARNG (AA) were delivered in March 2011. The helicopters involved were 10-72151 and 10-72152, which have the top of their vertical stabilizers painted in the colours of the Idaho flag (blue with the state seal in the middle).
- Illinois (IL):** The first Lakota for Det.1 B/1-376th AVN IL ARNG (S&S) was delivered in November 2013. The unit held a fielding ceremony at their Decatur (IL) facility on 21 November 2013. In total four Lakotas were delivered red to this unit.
- Indiana (IN):** Both Lakota helicopters for Det.1 C/1-376th AVN IN ARNG (S&S) at LAASF Gary, Chicago IAP (IN) were delivered



At least three of the four UH-72A helicopters assigned to Det.1 C/2-151st AVN GA ARNG have been deployed to the US-Mexican border area since at least end-2020. The helicopters carry a small Georgia state flag in the top of the vertical stabilizer. (11-72230, Dobbins AFB, Georgia, 16 April 2019, Chris Chennell)

- in April 2014. They were presented to the unit in a ceremony on 4 May 2014, with Lakota 13-72292 being put on display inside the unit's hangar next to one of the now obsolete OH-58 Kiowa helicopters which were being replaced.
- Iowa (IA): Two detachments of Alpha Company 1-376th AVN IA ARNG (S&S) have their homes in Iowa, each is equipped with two Lakota helicopters. In April 2013, Det.2 A/1-376th AVN IA ARNG (S&S) received its helicopters. The press was invited at AASF#3 Davenport MAP (IA) to view the new helicopters on 9 July 2013, as well as five new CH-47F Chinooks which were also recently delivered to Iowa ARNG. The two Lakotas for Det.1 A/1-376th AVN IA ARNG (S&S) were delivered in April 2014 (including 08-72046).
- Kentucky (KY): Six helicopters are assigned to C(-)/1-376th AVN KY ARNG (S&S), the first of which was delivered in October 2013. Three more followed in April 2014 and the final pair was delivered in June 2014. Kentucky ARNG held an official ceremony accepting the new helicopters. This took place at AASF Boone NGC near Frankfort (KY) on 24 April 2014. All four helicopters delivered until then were present, being: 13-72274, 13-72277, 13-72278 and 13-72279. Some of the Lakota helicopter carry the state name in stylish font on the engine air intake.
- Louisiana (LA): Two UH-72A delivered on 2 July 2008. These were 07-72034 and 07-72035 which were both taken on charge by Det.1 C/1-114th AVN LA ARNG (S&S). Two more helicopters followed later in the same month (07-72036 and 07-72037). Over two years later, four Lakotas equipped for the medevac role were added to the inventory of Louisiana ARNG. All four were delivered to Det.1 D/2-151st AVN LA ARNG (AA) between October 2010 and February 2011. This were 10-72141 until 10-72144. Some of the LA ARNG Lakota helicopter support a black fleur de lis motive in the top of the vertical stabilizer.
- Maine (ME): A pair of S&S MEP modified UH-72A Lakota helicopters are assigned to Det.2 B/1-224th AVN ME ARNG (S&S) in the state of Maine. These helicopters (13-72286 and 13-72287) were presented shortly after being delivered to the public during a so-called roll-out ceremony on 14 June 2014. In contrast to most of this type of ceremonies the one at Bangor (ME) was open to the general public.
- Maryland (MD): The first UH-72A Lakota helicopter for A(-)/1-224th AVN MD ARNG (S&S) was 11-72206, which was delivered on 6 April 2012. It was presented to members of the press during a capability demonstration at Camp Fretted Military Reservation, Reisterstown (MD) on 18 April 2012. Three more examples would follow the next month: 11-72208 (01may12), 11-72209 (16may12) and 11-72210 (09may12). Two of the four helicopters were delivered with the S&S MEP installed (11-72208 and 11-72210) and both were deployed to the southwest border area between Mexico and the United States one month after delivery. They would remain deployed for six months, from 1 June 2012 until 31 December 2012.
- Massachusetts (MA): Two Lakotas are assigned to Det.1 C/1-224th AVN MA ARNG (S&S), both were delivered in June/July 2014.
- Michigan (MI): The first of four helicopters for B(-)/1-112th AVN MI ARNG (S&S) was delivered in June 2013 (12-72255). The other three followed soon after. Two additional helicopters, in medevac configuration, were temporary added to their inventory in 2015 (see under Virgin Islands). The word temporary does not seem to be taken literally here since they are still in use by 2021.
- Mississippi (MS): As one could read earlier in this article, the first Lakota helicopters for the Army National Guard were delivered to Mississippi. On 2 June 2008, both 07-72019 and 07-72021 were delivered to C(-)/1-114th AVN MS ARNG (S&S) at AASF#2 Tupledo-CD Lemmon Field RAP. Two more helicopters followed the next month: 07-72030 and 07-72031. Mississippi ARNG would receive four more Lakota helicopters which are used by D(-)/2-151st AVN MS ARNG (AA) at the same facility. They were delivered in December 2010 and January 2011: 10-72137 until 10-72140.
- Missouri (MO): Airbus announced delivery of the 300th UH-72A to the US Army in May 2014. This helicopter (13-72300) was taken on charge by B(-)/1-376th AVN MO ARNG (S&S). During the same month and during the next one, three more Lakotas were taken on charge by this unit.
- Montana (MT): Few details emerged about the Lakota deliveries to this Midwest State. It is only known that they were operational with Det.1 A/1-112th AVN MT ARNG (S&S) by March 2015, but most likely already in late-2014. Photos confirmed both 13-72307 and 14-72309 active with Montana during the first half of 2015.
- Nebraska (NE): The first of four UH-72As for D(-)/1-376th AVN NE ARNG (AA) was delivered in November 2011. It was unveiled during an official ceremony on 22 November 2011. On the same day two more helicopters were planned to be delivered, but this was delayed a few days due to bad weather. The fourth helicopter was delivered soon after. Also A(-)/1-376th AVN NE ARNG (S&S) is part of Nebraska ARNG and its four Lakotas were delivered in January 2013. The unit markings carried by some of the Lakotas used by Nebraska ARNG are a red, styled letter N applied high on the vertical stabilizer.
- Nevada (NV): Two units at LAASF North Las Vegas (NV) are equipped with Lakota helicopters. First the two helicopters (10-72149 and 10-72150) for medevac unit Det.1 D/3-140th AVN NV ARNG (AA) were delivered. But at the time of these deliveries, this unit was still housed at AASF#1 Reno Stead (NV) and a number of Black Hawk helicopters were also in use at that point in time which continued to operate side by side with the newly delivered machines for a while. The next delivery would take place in 2015, when the four helicopters for Det.2 B/3-140th AVN NV ARNG (AA) were delivered. In the same year, the entire Lakota fleet was consolidated at LAASF North Las Vegas (NV) where both units work closely together which is also shown by the joint unit badge. Following delivery of the last helicopter, a demonstration was held to present the entire six helicopters strong fleet to the press on 27 March 2015.
- New Jersey (NJ): When the first Lakota helicopter was delivered to C(-)/1-224th AVN NJ ARNG (S&S) on 12 December 2013, the unit was located at AASF#2 Mercer Airport, West Trenton (NJ). The helicopter involved was 11-72228 which would soon be followed by three additional examples. By October 2015, the unit had moved to its current location at AASF#1 NAES Lakehurst (NJ).
- New Mexico (NM): All four helicopters for C(-)/3-140th AVN NM ARNG (S&S) were delivered between April and June 2013. Some of the UH-72s carry full-colour markings in the top of the vertical stabilizer. These markings are based on the flag of New Mexico: a yellow cross with red stripes which represents the sun. In addition, a black coyote is painted in the middle of these markings.

- New York (NY): An official arrival ceremony was held by Det.2 A/1-224th AVN NY ARNG (S&S) at AASF#3 Albany (NY) on 29 June 2012, during which 11-72216 and 11-72218 arrived and were presented to the invited audience and press.
- North Carolina (NC): This state was amongst the early-adopters of the Lakota, with the first helicopter being reported in use for the first time in November 2008. The helicopter in question was 08-72047, which was most likely delivered the month before already. Eventually four Lakota helicopters would be delivered to Det.1 B/2-151st AVN NC ARNG (S&S). Some of the UH-72s assigned to North Carolina ARNG carry a full-colour state flag on the vertical stabilizer. At the left a vertical blue bar, which is flanked by a red (top) and white (bottom) bar. Inside the blue bar one can see two yellow ribbons with the state initials NC in the middle which are separated by a white star.
- North Dakota (ND): The first two out of four helicopters for Alpha Company of 1-112th AVN ND ARNG (S&S) were delivered on 22 August 2012 (11-72220 and 11-72222). As already mentioned, this pair was officially dedicated and baptised as *Eagle* and *Turtle*, during a ceremony on 4 September 2012. This unit is based at AASF#1 Bismarck MAP (ND), but a single Lakota was often deployed to AASF#2 Fargo-Hector IAP (ND) on a rotation basis. This detachment is rotated with Bismarck based Black Hawk unit C(-)/2-285th AVN ND ARNG (ASLT). In 2016, the number of Lakota helicopters assigned to North Dakota ARNG was doubled when D(-)/1-112th AVN ND ARNG (AA) moved from AASF Rapid City (SD) to AASF#2 Fargo-Hector IAP (ND) as part of the Army National Guard Aviation Realignment Program. The four UH-72s assigned to D(-)/1-112th AVN ND ARNG (AA) are 10-72153 until 10-72156.
- Ohio (OH): Det.1 D/1-376th AVN OH ARNG (AA) received its four helicopters (11-72193 until 11-72196) in November 2011. Two examples were officially presented to the public, together with a new CH-47F Chinook, during a capabilities demonstration at AASF#1 Akron-Canton Airport (OH) on 26 November 2013.
- Oklahoma (OK): On Saturday 6 April 2014, both newly delivered UH-72A Lakota helicopters were presented during a ceremony at the Will Rogers ARNB, Oklahoma City (OK). The helicopters are used by Det.1 C/3-140th AVN OK ARNG (S&S).
- Oregon (OR): The first of four Lakotas was officially presented during a ceremony at Camp Rilea, Warrenton (OR) on 22 September 2012. This helicopter was assigned to Det.1 C/1-112th AVN OR ARNG (S&S). The remaining three helicopters were delivered in November 2012. Some of the helicopters carry the yellow/blue circular seal of the state of Oregon on the vertical stabilizer.
- Pennsylvania (PA): The first Lakota (07-72032) for the Eastern Army Aviation Training Site (EAATS) at AASF#1 Muir Fort Indiantown Gap (PA) was delivered in June 2008. Within the EAATS, the Flight Training Company Utility (FTC U) is responsible for UH-72A training. This company also is responsible for UH-60 training, while the Flight Training Company Cargo (FTC C) is responsible for CH-47 training. Six UH-72 helicopters were on strength by April 2009, with two more slated to be delivered in 2010. The first training course commenced during the spring of 2009. The first few courses were aimed at training instructor pilots, both Active Duty and Army National Guard. Thirty-nine pilots had completed their training by September 2009. Next to the EAATS, also Pennsylvania ARNG CH-47 and UH-60 units conduct flight operations out of Fort Indiantown Gap. In order to relieve the congested airspace around this army aviation facility, the UH-72A training element was moved to Capital City Airport, Fairview Township (PA) in March 2011. In 2013 the decision was made to move the Lakota training course to the Western Army National Guard Aviation Site (WAATS), which is part of Arizona ARNG. This resulted in all eight EAATS Lakota helicopters being transferred to other units in 2014. The EAATS however continued to offer a limited number of UH-72 training courses. For this purpose, they use the pair of helicopters assigned to Det.2 B/1-224th AVN PA ARNG (S&S) on loan. These two were delivered to AASF#1 Muir Fort Indiantown Gap (PA) in 2014. Both Lakotas assigned to the Pennsylvanian ARNG carry the 28th Infantry Division badge in red on the vertical stabilizers.



Several Army National Guard units applied markings to their Lakota helicopters, and it is not uncommon that these are applied in full colour. Usually, the markings are the state flag or elements from it. Charlie Company of 3-140th AVN, which is part of New Mexico ARNG, is one of those units. A black coyote is painted in the centre of this yellow, sun-shaped emblem. (12-72248, AAFA Las Cruces, New Mexico, 14 October 2014, Peter Davis).

- South Carolina (SC): All four Lakotas for the South Carolina ARNG were delivered in December 2009. Helicopters 09-72091 until 09-72094 were taken on charge by A(-)/2-151st AVN SC ARNG (S&S). Some of the Lakota helicopters assigned to this unit carry a full-colour state flag in the top of the vertical stabilizer: blue rectangle with a white crescent moon in the left upper corner and a white palm tree in the middle. Others carry the same flag, but smaller and in the middle of the vertical stabilizer.
- South Dakota (SD): Four medevac UH-72A Lakotas were delivered to D(-)/1-112th AVN SD ARNG (AA) in 2011. The first pair (10-72153 and 10-72154) arrived at AASF Rapid City (SD) on 17 March 2011. The second pair (10-72155 and 10-72156) followed by April 2011. The next month already two more UH-72As arrived for Det.1 B/1-112th AVN SD ARNG (S&S) at the same aviation facility. As can be read under the header North Dakota, it was decided to move the four medevac helicopters from South Dakota ARNG to North Dakota ARNG. This took place in 2016, reducing the number of Lakota helicopters operated in the State of South Dakota to two.
- Tennessee (TN): The first two out of four Lakota helicopters for C(-)/2-151st AVN TN ARNG (S&S) were presented in July 2010. Most likely they were delivered to the unit at AASF #1 JB Berry Field ANGB, Nashville IAP (TN) the month before. The upper part of the vertical stabilizer is painted red, with in the middle a blue circle, outlined in white and filled with three white stars. This of course is the Tennessee state flag, but for those who do not recognise this, the state name is painted in stylish letters above the serial number.
- Texas (TX): In March/April 2009, the first pair of Lakota helicopters for B(-)/1-114th AVN TX ARNG (S&S) was delivered to Texas. Helicopter number three would be delivered in May 2009, followed by three more before deliveries were completed. A full colour Texas State flag is painted on the vertical stabilizer of some of the helicopters. At the left side a vertical blue bar holds a white star, at the right side a red bar is painted below a white one.
- Utah (UT): Both helicopters for Det.2 B/1-112th AVN UT ARNG (S&S) were delivered on 29 July 2013. These were 12-72260 and 12-72261. Both new helicopters were 'intercepted' by Blackhawks from A/2-211th AVN UT ARNG (CMD) to welcome them to their new home and to escort them over the impressive Utah landscape during the last part of their delivery flight.
- Vermont (VT): The first two Lakota helicopters were delivered to Vermont ARNG in June 2011. Both (08-72058 and 08-72059) were equipped for the medevac role and assigned to Det.1 D/1-224th AVN VT ARNG (AA). Next to the medevac role, Vermont ARNG also received a pair of Lakota helicopters modified with the S&S MEP. Following post production modifications and trial at Meridianville (AL), both helicopters (13-72301 and 13-72302) were delivered to Det.2 C/1-224th AVN VT ARNG (S&S) at AASF Burlington IAT (VT) on 2-3 August 2014.
- Virginia (VA): The four helicopters for Det.1 A/2-151st AVN VA ARNG (S&S) were delivered mid-2010, with 09-72121 and 09-72122 being in use by August 2010 (but probably already delivered the month before). They were followed by 09-72123 and 09-72124 not long after. Initially, the helicopters were housed at AASF #1 Richmond IAP, Sandston (VA), but the unit moved to nearby AASF #2 Richmond Executive Airport, Chesterville CAP (VA).
- Washington (WA): The first of six helicopters for C(-)/1-112th AVN WA ARNG (S&S) was delivered in June 2014 (13-72294). It was followed by a second example the same month (13-72297). The arrival of these helicopters marked the first time in thirty-eight years that a factory-new helicopter was delivered to Washington ARNG. Compared to all other aviation units in the entire US Army, Washington ARNG at that point in time operated the third-oldest Black Hawk fleet and the oldest Chinook fleet.
- West Virginia (WV): The ageing OH-58 Kiowa helicopters were replaced by UH-72 Lakotas during 2013-2014, with the first pair of Lakotas being delivered to B(-)/1-224th AVN WV ARNG (S&S) during the last months of 2013. Two more helicopters followed, which allowed the last Kiowa to be retired in end-2014. On the lower part of the vertical stabilizer, the West Virginia ARNG Lakotas support a styled letter W with just below it a V in black.
- Wisconsin (WI): Both 10-72159 and 10-72160 were delivered to Det.2 D/1-112th AVN WI ARNG (AA) in July 2012. These helicopters did not come directly from production, but were passed on by other units.

Concluding the state-by-state review, a remark that no Army National Guard units equipped with Lakota helicopters are assigned to the states of Connecticut, Delaware, Kansas, Minnesota, New Hampshire, Rhode Island and Wyoming.

#### Federal Territory:

Washington District of Columbia (DC): The first Lakota helicopters for DC ARNG were in medevac configuration and they were assigned to 121st MedCo (AA). Three helicopters were delivered on 5 March 2009: 08-72053, 08-72054 and 08-72055. On 12 March 2009, an acceptance ceremony was held at the Washington D.C. Armory, with one of the 121st MedCo (AA) helicopters landing on Independence Avenue in front of this facility. Three additional helicopters were delivered by May 2009: 08-72052, 08-72056 and 08-72057. This unit was reflagged to D(-)/1-224th AVN DC ARNG (AA) on 2 September 2012. Two additional helicopters were delivered on 9 May 2012. This pair (11-72212 and 11-72214) was taken on charge by Det.1 A/1-224th AVN DC ARNG (S&S). It should also be mentioned that the number of helicopters assigned to D(-)/1-224th AVN DC ARNG (AA) was reduced to four examples when a pair was handed over to Guam ARNG in June 2015. Some of the DC ARNG Lakotas carry a full-colour National Guard Minuteman badge on the cockpit doors.

#### Territories:

Guam (GU): The process to create the Guam Army National Guard started when a proposal was put forward to the US Congress on 27 June 1980. After a political process of approvals this turned into Public Law 16-18, signed by President Carter, which in effect established both the Guam Army National Guard and the Guam Air National Guard on 5 June 1981. Despite the establishment of an Air National Guard organization, no aviation assets were assigned to Guam. This would change when a pair of Lakota helicopters were to be delivered to this island. They were assigned to the newly established unit Det.2 D/1-224th AVN GU ARNG (AA) at Anderson AFB (GU). This location was only temporary, since a new facility would be built at the Guam Readiness Center in Barrigada (GU). Both helicopters (08-72052 and 08-72053), in medevac configuration, were delivered to Guam on board of a C-17A (60th AMW) on 5 June 2015. A full-colour coat of arms of Guam is painted on the vertical stabilizers of these Lakotas. This is an almond shaped emblem with an indigenous boat (proa) sailing in Agana Bay with a palm tree and the word Guam in red across the centre.

Puerto Rico (PR): two Puerto Rico ARNG units are equipped with UH-72A Lakota helicopters. The first one to receive this helicopter type was Det.1 B/1-114th AVN PR ARNG (S&S), with both 08-72068 and 08-72069 being delivered on 21 July 2009. Next, D(-)/1-114th AVN PR ARNG (AA) received its pair of Lakotas (10-72181 and 10-72182) in August/September 2011. Some of the medevac Lakotas in use by Puerto Rico ARNG support a full-colour flag of this territory on the engine cover (above the middle cabin window). The rectangle flag has horizontal red-white stripes with a blue triangle at the left-hand side which points to the right. Painted in the middle of the triangle is a white star.

U.S. Virgin Islands (VI): On paper, Det.1 D/1-114th AVN VI ARNG (AA) at AAOF Henry E Rohlson Airport, St.Croix (Virgin Islands) still is an active unit and therefore also listed under the current order of battle in this article, but no helicopters are currently assigned. The VI ARNG never had aviation assets assigned until this detachment was activated and a pair of UH-72A helicopters were delivered on 15 November 2011 (11-72187 and 11-72188). In 2015 aviation operations were halted and the National Guard Bureau removed both helicopters from this so-called US inhabited territory. In a report it was stated that this was done “based on concerns stemming from documented abuse of fixed wing aircraft and expensive and debilitating corrosion issues with UH-72 MEDEVAC helicopters”. In May 2019 an assessment team inspected the VI NG hangar and found “no tangible progress since 2015”. The same team also stated to have found a “toxic culture at VI NG”. It is beyond the scope of this article to go too far in detail, but the quote “decades of abuse and mistrust created a climate for fraud in VI NG” indicates that the problems go well beyond the aviation branch. The hangar issue was finally addressed in 2020, when \$28 million of federal funds were made available to renovate, expand and modernise the Charles F. Blair hangar which is used by the national guard. Preparation work commenced the same year, with actual construction starting in 2021 with a planned completion date of 2023.

In order to still provide aviation support to Virgin Island ARNG and to the civilian population on the island, other National Guard units sometimes deploy Black Hawk or Lakota helicopters for a few weeks at a time. For example, Det.1 B/1-112th AVN SD ARNG deployed one of their Lakota helicopters (12-72259) to St.Croix (VI) from 12 until 24 April 2021.

The pair of Virgin Islands ARNG Lakota helicopters has been transferred to B(-)/1-114th AVN Michigan ARNG and continue to operate from Grand Ledge (MI) in their original markings. Besides VI-NG on the vertical stabilizer, a small (full-colour) flag of the Virgin Islands is painted on the engine cover, above the middle cabin window. This is a white rectangular with a yellow eagle inside it holding a green laurel and three blue arrows. It is flanked by blue letters V and I.

The final two US inhabited territories are American Samoa (AS) and Northern Mariana Islands (MP), neither of which has a National Guard organization.

#### Initial Training Helicopter

Deliveries of UH-72A helicopters to the US Army were also affected by the sequester budget cuts in 2013. The planned number of UH-72A helicopters to be purchased in FY14 was thirty-one and for FY15 it was ten. Under the revised plans, the FY14 order would be reduced to ten and it would also be the last US Army order for this helicopter type. Luckily the political problems were eventually solved and other plans would make the future look bright again for the UH-72A.

In December 2013, the US Army announced reorganisation plans for its aviation component. The entire fleet of AH-64D Apache helicopters in use by the Army National Guard (ARNG) and the Army Reserve Command (USARC) was to be transferred to the active service units. In addition, the ageing OH-58 Kiowa and TH-67 Creek helicopters in use for helicopter pilot training by the United States Army Aviation Center of Excellence (USAACE) at Fort Rucker (AL) were to be replaced. On 10 January 2014, the US Army officially released a press statement in which the intention was made clear to replace the OH-58/TH-67 training helicopters



One of the first Army National Guard units to be equipped with UH-72A Lakota helicopters was 121st MedCo DC ARNG (AA). Six helicopters were delivered to this unit in 2009. The unit was reflagged to D(-)/1-224th AVN DC ARNG (AA) on 2 September 2012. They carry a full colour Army National Guard Seal on the cockpit doors. Also the pair of Lakotas which were passed on to Guam ARNG in 2015 by this unit still have that seal applied. (08-72054, Andrews AFB, Maryland, 11 May 2019, Erik-Jan Engelen)



In 1993, the Army selected the Bell 206B-3 helicopter as replacement for the UH-1H with the Army Aviation Center. The helicopters were designated TH-67A Creek by the US military, but they were operated in basic civil standard. Despite being owned by the US Army, they operated under civil US registrations and were maintained by civil contractors. In 2014 it was decided to replace the TH-67 by the UH-72A and on 20 February 2021 the TH-67A was officially withdrawn from use. (N67269, Toth Stagefield AHP, Dothan, Alabama, 26 September 2017, Danny Bonny) by the UH-72A Lakota in the Initial Entry Rotary Wing (IERW) training role. This was confirmed in Executive Order 109-14 on 3 April 2014.

First the US Army planned to re-assign 100 Lakotas in use by active duty units and 104 Lakotas assigned to ARNG units to Fort Rucker (AL). But on 19 May 2014 it became clear that this would not take place and the US Army had decided to purchase additional newly built helicopters instead. Under the original multi-year contract signed in 2006 (W58RGZ-06-C-0194), the US Army was allowed to purchase between 352 and 500 UH-72A helicopters over a period of ten years. Using the options in this contract, the US Army announced the plan to increase the number of Lakota helicopters it would purchase from 317 to 417. The plan was to purchase 55 UH-72As using FY15 budget, followed by another forty-five under the FY16 budget. Despite these new acquisitions, eighty helicopters already in service with various units were to be modified for the training role and re-assigned to 1-212th AVN and 1-223rd AVN at Fort Rucker (AL).

UH-72A modified for training and subsequently re-assigned to Fort Rucker (AL):

06-72001	ex C/2916th AVN	06-72002	ex C/2916th AVN	06-72003	ex C/2916th AVN
06-72004	ex C/2916th AVN	06-72005	ex C/2916th AVN	06-72006	ex C/2916th AVN
06-72007	ex TRADOC Flt Det	06-72008	ex TRADOC Flt Det	07-72009	ex A/5th AVN
07-72010	ex A/5th AVN	07-72011	ex A/5th AVN	07-72012	ex A/5th AVN
07-72013	ex A/5th AVN	07-72014	ex A/5th AVN	07-72016	ex A/5th AVN
07-72019	ex A/2916th AVN	07-72020	ex A/2916th AVN	07-72021	ex A/2916th AVN
07-72022	ex A/2916th AVN	07-72023	ex A/2916th AVN	07-72024	ex A/2916th AVN
07-72025	ex A/2916th AVN	07-72026	ex A/2916th AVN	07-72027	ex A/2916th AVN
07-72028	ex A/2916th AVN	08-72072	ex Flatiron Det (1-223rd AVN)	08-72073	ex Flatiron Det (1-223rd AVN)
08-72074	ex Flatiron Det (1-223rd AVN)	08-72075	ex USAAAD Fort Polk	08-72076	ex Flatiron Det (1-223rd AVN)
08-72077	ex Flatiron Det (1-223rd AVN)	08-72078	ex Flatiron Det (1-223rd AVN)	08-72079	ex USAAAD Fort Polk
08-72080	ex USAAAD Fort Polk	08-72081	ex USAAAD Fort Polk	08-72082	ex USAAAD Fort Polk
08-72083	ex USAAAD Fort Polk	09-72095	ex JMRC	09-72096	ex JMRC
09-72109	ex USAAAD Yakima	09-72110	ex USAAAD Yakima	09-72111	ex USAAAD Yakima
09-72112	ex USAAAD Yakima	09-72117	ex B/12th AVN	09-72118	ex B/12th AVN
09-72119	ex B/12th AVN	09-72120	ex B/12th AVN	09-72125	ex USAAAD Yakima
09-72126	ex USAAAD Yakima	10-72129	ex B/12th AVN	10-72130	ex B/12th AVN
10-72131	ex B/12th AVN	10-72132	ex B/12th AVN	10-72161	ex B/2916th AVN
10-72162	ex B/2916th AVN	10-72168	ex Flatiron Det (1-223rd AVN)	10-72169	ex Flatiron Det (1-223rd AVN)
10-72170	ex USAAAD Fort Polk	10-72171	ex USAAAD Fort Polk	10-72172	ex USAAAD Yakima
10-72173	ex USAAAD Yakima	10-72174	ex AFTD	10-72175	ex CARA AvnSec
10-72176	ex AETC WSMR	10-72177	ex AETC WSMR	10-72178	ex AETC WSMR
10-72179	ex AETC WSMR	10-72180	ex AETC WSMR	11-72201	ex 21st CAV
11-72204	ex 21st CAV	11-72211	ex A(-)/1-224th AVN MD ARNG	11-72213	ex B(-)/2-151st AVN FL ARNG
11-72215	ex AFTD	11-72217	ex AFTD	11-72219	ex AFTD
11-72221	ex AFTD	11-72223	ex A(-)/3-140th AVN CA ARNG	11-72226	ex Det.1 A/2-151st AVN VA ARNG
13-72280	ex ?	13-72308	ex Det.2 A/1-112th AVN MT ARNG		

AgustaWestland filed a complaint against the sole source procurement of the UH-72A in the United States Court of Federal Claims on 19 September 2014. Despite these proceedings, the US Army issued a modification to the 2006-contract on 12 February 2015. This allowed the purchase of forty-one UH-72A helicopters. Previously, on 14 January 2015 to be exact, the US Army had already issued modification P00853 to the same contract. In this modification Airbus was to modify seven UH-72A helicopters which were already delivered with the Training Mission Equipment Packages (MEP). This included installation of an observer seat for the flight instruction, modified flight controls, ballast kit, skid shoes, cockpit voice and flight data recorders and application of a buzz number on the fuselage. These buzz numbers are the famous large white codes applied to all helicopters in use for training at Fort Rucker (AL). The codes are the last two numbers of the serial, followed by a letter.

Sixteen more helicopters, which were to receive the MEP upgrades already on the production line, were ordered on 10 December 2015. At that time a ruling on the AgustaWestland claim was still pending. The US Army proceeded claiming that these purchases were within the legal scope of the 2006-contract. The court issued their ruling on 6 January 2016 and it was in favour of AgustaWestland. The Army was found to have exaggerated the cost and time required for a new training helicopter programme. As a result of the ruling, it was ordered to stop purchasing UH-72A training helicopters unless a new procurement for training helicopters was issued. The Army appealed the ruling and it was overturned in January 2018. This finally cleared the path and additional UH-72A purchases were made.

The usage of the UH-72A Lakota as initial training helicopter does remain controversial. The National Commission on the Future of the Army stated that cheaper options were available off the shelf. On top of that, it was claimed that the UH-72 cannot be used to teach touchdown auto-rotations. The United States Navy had therefore rejected the UH-72 as potential replacement for their ageing fleet of TH-57 helicopters.

Pending a final result on the legal proceedings, the army was allowed to continue with the UH-72 training helicopter programme. The first purpose-built UH-72A training helicopter was delivered to Fort Rucker (AL) on 26 March 2015. Twenty-four more were slated to be delivered in the same year. At the start of 2017, in total 130 UH-72A helicopters were in use by the USAACE. At this point in time about half of the IERW training courses were conducted using Lakotas. Eventually additional orders would be placed with a milestone being achieved on 19 August 2019. On this day the 200th Lakota for training purposes was delivered to Fort Rucker. This helicopter was the 440th Lakota delivered to the US Army altogether (19-72440). Eventually, a total of 205 UH-72A helicopters would be delivered to this large US Army Aviation post in southern Alabama.

Patriot North and Patriot South exercises

Accredited as a Joint National Training Capability (JNTC) exercise, both Patriot North and Patriot South are Domestic Operations (DOMOPS) exercises. They are conducted annually by the different branches of the US military in cooperation with local, state and federal civilian entities. The goal is to train and prepare for a natural, or man-made disasters. This for example are earthquakes, tornados, floods or hazardous material (HAZMAT) accidents. The main goal is to improve communication between the different government and non-government entities. Each year the training takes place at a location one of the southern states of the United States (Patriot South) and once in one of the northern states (Patriot North). These exercises have been held for several years, but the Patriot North 2020 edition was cancelled due to COVID.

Looking at the last few years, Patriot South 2019 was held at the Air Dominance Center in Savannah (GA) from 5 until 7 March 2019. During this edition, Army and Air National Guard units from thirty states participated but also entities like the Salvation Army, Red Cross, Department of Veteran's Affairs, US Department of Health and Human Services and the Georgia Emergency Management Agency.

Given the role of the UH-72A Lakota, it was only natural that the Army National Guard also deployed this helicopter type during this exercise. The helicopters were used for example to train medevac, hoist infiltration and extraction and area survey missions in cooperation with the other participants. At least six Lakota helicopters, three each from District of Columbia and North Carolina, are known to have participated:

Det.1 B/1-224th AVN DC ARNG (S&S)	11-72212, 11-72214
D(-)/1-224th AVN DC ARNG (AA)	08-72054, 08-72055
Det.1 B/2-151st AVN NC ARNG (S&S)	08-72047, 08-72048, 08-72049, 12-72246

Other participants were a pair of Det.1 C/2-238th AVN KY ARNG UH-60L Blackhawks and various transport aircraft, mainly C-17 and C-130s.

The 2020 edition of Patriot South took place at the Gulfport Combat Readiness Training Center in Gulfport (MS). From 2 until 5 March 2020 various Army and Air National Guard units gathered at this location near the Gulf of Mexico to train once again with government and civil entities. Quite some Lakota helicopters participated in this edition. At least a dozen helicopters from at least Florida, Louisiana, Nebraska, South Carolina, Tennessee, Virginia and of course Mississippi itself gathered at Gulfport (MS). The South Carolina unit took the opportunity to add training value by dismantling their helicopters and ferrying them south on board of a 437th AW C-17A (92-3293) transport aircraft.

Known participating Lakotas in Patriot South 2020:

A(-)/2-151st AVN SC ARNG (S&S)	09-72091, 09-72093
B(-)/2-151st AVN FL ARNG (S&S)	14-72318
D(-)/2-151st AVN MS ARNG (AA)	10-72138, 10-72139, 10-72140
Det.1 D/2-151st AVN LA ARNG (AA)	10-72141
A(-)/1-376th AVN NE ARNG (S&S)	12-72239, 12-72240
Det.1 A/2-151st AVN VA ARNG (S&S)	11-72227

Other participants included CH-47F Chinooks from Det.1 B/2-238th AVN SC ARNG, UH-60 Blackhawks from unknown units and



A nice line-up of six Lakota helicopters on the tarmac at Savannah (GA) during exercise Patriot South 2019. This is a mix of three District of Columbia ARNG and three North Carolina ARNG helicopters. During the Patriot exercises UH-72A Lakotas of various units gather to execute joint training with various other entities which will be deployed to provide aid during natural and man-made disasters. (Savannah, Georgia, 3 March 2019, Senior Airman Cristina J. Allen)



The UH-72s assigned to the Joint Multinational Readiness Center (JMRC) at Hohenfels AAF, Germany, have been quite busy with COVID support missions in Germany since early-2020. The helicopters are used to ferry COVID test kits and medical staff from the various US Army locations in Germany from and to the large medical centre at Landstuhl, Germany. (07-72107, Garmisch-Partenkirchen, 1 April 2020, SGT Patrick Orcutt) again various C-17 and C-130 transport aircraft.

The 2019 edition of Patriot North was held at Volk Field ANGB (WI) from 14 until 18 July 2019. Not too many details are known about this edition, but the concept was obviously the same as with the already described Patriot South exercises. At least Nebraska ARNG deployed a pair of Lakota helicopters, but press photos show that at least six Lakotas were present at a temporary heliport in a field at one point in time during Patriot North 2020.

A(-)/1-376th AVN NE ARNG 12-72240

D(-)/1-376th AVN NE ARNG 11-72191

Besides USAF (ANG) C-17 and C-130 aircraft, also UH-60L Blackhawks from G(-)/1-111th AVN KS ARNG and Cessna aircraft from the Civil Air Patrol participated.

#### Second deployment to Germany

The reason that the US Army deployed another quartet of UH-72A Lakota helicopters to Germany in May 2018 was comparable to the first deployment in 2010. The US Army in Europe deployed its sole remaining medevac unit (C/1-214th AVN) to Poland for exercise Sabre Strike. Four helicopters assigned to D(-)/1-376th AVN NE ARNG were shipped as sea freight to Bremerhaven (Germany) to take over the medevac role under the name *Operation Resolute Lakota*, which was part of the European Reassurance Initiative (ERI). Following re-assembly they flew to Hohenfels AAF (Germany) on 22 May 2010. The helicopters involved were 11-72189 until 11-72192.

Operating from Hohenfels, the helicopters mainly operated in the Grafenwöhr training area during their European adventure. The deployment lasted until end-August 2018 and Iowa, Nebraska and North Dakota ARNG rotated air and groundcrew in three-week intervals. That the presence of an aerial medevac unit is not just a luxury was shown by the fact that during both rotations performed by Nebraska ARNG thirteen live medevac missions were conducted. On 27 August 2018, the four UH-72As flew via Fritslar to Nordholz and from there to the Kaisershafen Zwei docks in Bremen. They were shipped back to the United States as sea freight a few days later.

#### Third deployment to Germany

Early-March 2020, five UH-72A Lakota helicopter arrived again as sea freight in Bremerhaven (Germany). All three elements of Delta Company, 1-112th AVN were involved. The UH-72s were once again slated to provide medevac coverage in Germany while resident C/1-214th AVN (AA) participated in exercise Defender Europe 2020. Over 40,000 US troops and their equipment were planned to be shipped to Europe as part of this exercise. Due to the COVID pandemic, the exercise was downscaled massively at the last moment. As of 13 March 2020, all movement of troops and equipment from the US to Europe ceased. Most of the troops and equipment already in Europe, returned again without being used. This included the five Lakota helicopters, which were shipped back to the USA a few weeks after arrival. The helicopters and units involved were:

D(-)/1-112th AVN ND ARNG 10-72153, 10-72154, 10-72155

Det.1 D/1-112th AVN ID ARNG 10-72151

Det.2 D/1-112th AVN WI ARNG 10-72159

#### Accidents

On 20 December 2010, Det.1 B/1-114th AVN PR ARNG lost one of its UH-72A Lakota helicopters in a fatal crash. Sadly, all on board helicopter 08-72069 were killed when the helicopter crashed off the northern coastline of Puerto Rico, near Rio Grande. The helicopter was on a drug raid mission on the island Vieques, when the pilot reported to cancel the mission and return to base due to bad weather. This also was the first crash of a PR ARNG helicopter since 1978. As a precaution, the US Army UH-72A fleet was temporarily grounded following the accident. Flying activities were soon resumed after initial investigations did not point to mechanical problems. Besides the two (experienced) pilots and a crew chief, the helicopter was carrying three passengers. One was a colonel who was the second in command of the Puerto Rico National Guard. The other two were prosecutors with the division of organized crimes of the Department of Justice. Despite intensive investigations, the cause of the crash was never established. The investigations were officially closed on 23 March 2011 and both a mechanical problem and the weather conditions were discarded as cause of the crash. In a statement the National Guard mentioned that possibly the pilot flying the helicopter became disorientated during a low-level turn, losing view of the horizon in the rainy conditions. But the word possibly was emphasised and it was also stated that investigations also did not recover any proof of pilot error being the confirmed cause of the crash.

A class A accident took place involving a Lakota helicopter at Fort Rucker (AL) end-2018. The US Army released a statement in their November 2018 edition of the monthly aviation safety bulletin that a UH-72A entered into an un-commanded spin during a night time training mission while the crew was using Night Vision Goggles (NVG). The helicopter sustained significant damage when it landed hard, following an autorotation landing by the Instructor Pilot (IP). Both crew on board did not suffer any injuries.

The date of the accident was not mentioned, but this is believed to be in October 2018. The US Army published an exactly similar statement in the January 2019 edition of this bulletin. Possibly an editorial error, referring to the same accident. In May 2019, UH-72A 11-72226/26G was first reported in the Aviation Safety Training Area (ASTA) of the US Army Combat Readiness/Safety Center on Engineer Road (credit USAMOOS 2019-2020 from Andy Marden). It is in use with the Crash Dynamics Lab, together with various other aircraft and ground vehicles, for training of safety investigators. They are positioned to represent actual accidents. There is photo proof that the Lakota was still present in August 2020. It is highly likely that this is the example involved in the heavy landing around October 2018.

A third serious accident involving a Lakota helicopter took place on 20 April 2021. During the morning hours, an UH-72A crashed crash-landed near Brown Stagefield AHP, just west of the Fort Rucker (AL) army post. This accident took place shortly before completion of this article, so only few details emerged at the time of writing. According to local new reports, both aircrew on board were entrapped but freed by fire and rescue services. They were taken to hospital for treatment of undisclosed injuries but the Army confirmed that no fatalities were suffered. Photo and video footage of the crash site only show a small part of the crashed helicopter since most of the wreckage was obscured by bushes. The Fort Rucker code 71J was visible, which identifies the helicopter in question as 15-72371.

#### COVID Support Missions

Similar to the rest of the world, also the US Army Lakota community was affected by the global COVID-19 pandemic. Restrictions and safety measures which were imposed by local, regional and federal governments, as well as by US Army leadership. This made operations difficult, but not impossible. Although all training flights at the Fort Rucker (AL) complex were halted during the first two weeks of April 2020. These restrictions were lifted again on 19 April 2020. Besides restrictions, the nature of the role of the UH-72 fleet also resulted in some of these helicopters being actively involved in COVID related missions.

In some of the states, the Army National Guard was deployed to support communities in remote areas. This included air evacuation of COVID patients to hospitals and transport of COVID test kits. The Lakota helicopters of Iowa ARNG were especially busy with the latter mentioned task. The UH-72s of JMRC in Germany are also observed flying bi-daily from Hohenfels to Landstuhl and back. This too is to transport COVID test kits to support the US military and their families in the area around Hohenfels and Grafenwöhr to the Landstuhl Regional Medical Center (LRMC). The helicopters land directly on the helipad at LRMC and usually do not visit nearby Ramstein AB during these trips. The UH-72s were also used to ferry test kits and medical staff to more remote US military posts like the United States Army Garrison Bavaria at Garmisch-Partenkirchen (Germany).

#### Protests Control at Washington (DC)

A District of Columbia National Guard UH-60L and UH-72A made international headlines in a less favourable way during the night of 1-2 June 2020. During this night, two UH-72A Lakota and three UH-60L Black Hawk helicopters of DC ARNG were placed on alert at Fort Belvoir (VA) to provide immediate medical evacuation, rapid troop deployment or other support to law enforcement in the US capital. In this period, large scale demonstrations in many cities around the United States often escalated in riots and a large demonstration was announced in the hart of the US capital on this night. The National Guard received special permission from the Secret Service to conduct flight operations inside the usually restricted airspace above Washington.

During the night a pair of these national guard helicopters hovered at low altitude above the crowds in an attempt to disperse them. Movie clips of this action were placed on the internet and broadcasted across the world, they show the helicopters flying just above rooftop-level above the gathered crowd. The action of the flight crew was deemed unsafe by the general media, but this was rejected in subsequent army investigations. What did create a more of a stir was the fact that National Guard medevac helicopters were deployed in this way, while freedom of speech and demonstration are at the core of a democratic society. Investigations into who authorised this mission were hampered by politics and much can be found on the internet. But so far this turns out to be a rare slur on the reputation of the UH-72A Lakota in service with the US Army.

Next time in part 2 we will list the Lakota OrBat and will have the serial overview.



On 6 October 2016, A(-)/2-151st AVN SC ARNG deployed a pair of UH-72A Lakota helicopters to the South Carolina coastline. The helicopters were to provide hurricane evacuation support to the South Carolina Emergency Management Division (SCEMD) in preparation of Hurricane Matthew. The Lakota helicopters monitored traffic and relayed information to emergency responders. (09-72093, SSG Roberto di Gianove).

# NATO Multinational MRTT Unit



Manolito Jaarsma

*The coming and the going. Having an air-to-air refuelling (AAR) platform equipped with both a boom as well as the drogue and hose system was a major driving force behind the MMU programme. A330MRTT T-055 is showing that equipment one week after delivery to Eindhoven air base, sharing the apron with the sole remaining KDC-10, T-235. (6 July 2020, Manolito Jaarsma)*

The Multinational MRTT Unit (MMU) consists of personnel from six partner nation and aircraft owned by NATO, within the Multinational MRTT Fleet (MMF) Programme. Royal Netherlands Air Force (RNLAf) Eindhoven air base, which was also designated home of the Dutch Air Mobility Command on 1 March 2021, is its Main Operating Base. Two other international organizations, European Air Transport Command (EATC) and Movement Coordination Centre Europe (MCCE), are based here as well. On behalf of its current partners, the MMU conducts air-to-air refuelling (AAR), Air Transport (AT), Medical evacuation (Medevac) and training missions. Around 50% of its annually allocated flight hours are assigned to AAR.

## From EDA MMF programme to MMU

The inception of the Multinational MRTT Fleet programme (MMF) traces back to 2012, when the European Defence Agency (EDA) initiated three programmes all aimed at the AAR topic: optimisation of the current AAR assets, optimization of the A400M AAR capability and the strategic tanker capability (becoming MMF). EDA took up the glove to improve the European AAR topic. A year earlier, with NATO responding to a UN security resolution, during the international establishment of a no-fly zone over Libya known as Operation Unified Protector, several NATO countries deployed fighter aircraft to the Mediterranean to establish combat air patrols. These fighters were depending on tanker aircraft to maintain their time on station. It became apparent that the European nations lacked a strategic tanker capable of refuelling all the different aircraft. At that time, only six European countries fielded aerial refuelling aircraft: France, Germany, Italy, the Netherlands, Spain and the United Kingdom. This fleet of about 54 aircraft was made up by the Airbus A310MRTT, Boeing 707, C-135FR/KC-135R, Lockheed TriStar, McDonnell-Douglas KDC-10 and Vickers VC-10. These aircraft were equipped with either the boom or hose and drogue refuelling system. This led to the situation that a boom-equipped tanker was not able to refuel fighter aircraft using the hose and drogue system. The second challenge was the availability

of the number of tankers. European countries had to turn to the USAF, who fielded just two strategical tanker types, the KC-10A Extender (59) and KC-135R/T (350+).

The MMF initiative aimed at acquiring one aircraft type using both AAR systems as well as flying AT and Medevac missions. In 2014, the MMF kicked off. The Netherlands, that was coincidentally in the process of replacing its two KDC-10s, became the lead nation of the project. The decision was made to purchase new aircraft rather than second-hand civilian airframes. A Request for Information (RFI) was sent out to Airbus Defence and Space with its A330MRTT and Boeing with its KC-46A Pegasus, upon which it was determined that only the Airbus Defence and Space (D&S) solution meets the needs for the MMF. It was planned to purchase four A330MRTTs. Initially, the Netherlands, Luxembourg, Norway and Poland would join the MMF for a number of flying hours equivalent to three aircraft. However, governments changed their plans. Poland withdrew its participation and Norway decided to join later.

Airbus D&S received its first order for two aircraft on 28 July 2016, to fulfill the need for Luxembourg and the Netherlands. Luxembourg does not operate an air force of its own but invests money to strengthen European cooperation. Apart from its participation in the MMF, it bought one A400M together with Belgium. A further step was made in 2017. During the NATO summit, Germany and Norway announced to join the MMF for a number of flying hours that justified a growth of the fleet to five aircraft. At the end of December 2017, the Belgian Minister of Defence announced the country would join the MMF. This enabled the programme to grow to eight aircraft. An additional three aircraft were added as options to accommodate future growth. Czechia became the sixth member, joining on 24 October 2019. The addition of a new MMF partner nation, in combination with the increase of flying hours by Luxembourg to 1,200, led to the conversion of one option into an order on 28 September 2020. MMU had received its first aircraft on 30 June 2020.

## MMF organisation

Together with the European Defence Agency (initiator of the programme in 2012) and NATO (owner of the fleet), the OCCAR (Organisation Conjointe de Coopération en matière d'Armement/Organisation for Joint Armament Co-operation) and NSPA (NATO Support & Procurement Agency) play important roles. OCCAR manages the MMF acquisition phase and the first two years of the Initial In-Service-Support as Contract Executing Agent on behalf of NSPA. Following the acquisition phase, NSPA will be responsible for the complete life-cycle management of the fleet.

The MMF follows the concept of other NATO initiatives where aircraft are jointly operated by member nations, like the Heavy Airlift Wing based at Pápa, Hungary, operating the Boeing C-17A Globemaster III. Within the MMF, the aircraft are operated by the MMU. Its leadership consists of the commander (COM MMU) and deputy commander (DCOM MMU). From the second quarter of 2023, these roles will be rotated between Belgium, Germany and the Netherlands. On 10 July 2019, RNLAf Colonel Jurgen van der Biezen assumed command and German Air Force (GAF) Colonel Markus Bestgen became the DCOM MMU. The longer-than-standard command period will enable the MMU to start flying operations and reach its Initial Operating Capability (IOC) as currently planned, in the first quarter of 2022. Full Operating Capability (FOC) is expected to be achieved during the third quarter of 2024 under the leadership of new commanders (COM MMU: Germany, DCOM MMU: Belgium).



Based on its current operational requirements, as well as the projected fleet of nine aircraft, the MMU will have 370 people assigned. All these slots are filled by the member nations. Eindhoven air base serves as the main operating base (MOB). The military part of Cologne-Bonn airport, Germany, serves as forward operating base + (FOB+). MOB Eindhoven will house five aircraft and accommodate 250 personnel. Cologne-Bonn will house four aircraft and accommodate 120 soldiers. Although not currently planned, it is possible to operate from another forward operating base. The decision will be taken based on new members.

Directly reporting to the COM MMU are staff department STANEVAL, the Command section and Integrated Safety & Compliance Office (ISCO) as well as the flight operations and maintenance branches. The flight operations branch is located at both bases with five flights assigned to Eindhoven and three flights to Cologne, plus one supervisor cabin

attendants each. The flights are made up by the flight commander, pilots and air refuelling operators (ARO). The same applies to the maintenance branch with a chief of maintenance stationed at each base. In addition to the day-to-day maintenance, the head of the branch is responsible for continuous airworthiness. Line maintenance on the aircraft, i.e. repairs and minor inspections up to A-checks, is conducted at both bases. Depot maintenance (C-check and higher) is conducted by the industry (Airbus D&S).

The contract with Airbus also caters for training of MMU personnel. At the Airbus International Training Center in Sevilla, Spain, the theoretical training as well as training in the full motion flight simulator is conducted. Training facilities at Getafe have also been used. Aircraft T-054, the first aircraft completed, remained at Airbus D&S to facilitate aircrew training. It was presented to the public during the RNLAf open house held at Volkel air base on 14 and 15 June 2019. The RNLAf sent a few of its pilots to Dutch national carrier KLM to fly the commercial A330. RAF 10 and 101 squadrons, stationed at RAF Brize Norton (Voyager KC2/KC3), also trained Dutch pilots. Furthermore, a boom operator joined the RAAF to be trained by 33 Squadron, stationed at RAAF Amberley. The A330MRTT made its first operational flight from Eindhoven on 20 July 2020. From that moment on, the training of the air and cabin crews has been conducted from Eindhoven. Aircraft T-056 is the first aircraft based at the FOB+ and, after its arrival, was converted to the Medevac configuration. Training from Cologne started with this aircraft's arrival. Conversion of pilots to fly the A330MRTT will take about 3.5 months and will be concluded with base flights.

### MMF: fleet, contract and flying hours

As of 1 October 2020, the MMF has nine aircraft contracted and an option for a further two A330MRTTs. All aircraft are manufactured by Airbus as A330-243 at its plant in Toulouse, France. After completing the ground and flight test phase, the aircraft are flown to Airbus' plant in Getafe, Spain, where the conversion to MRTT will take place. Among other items, the boom and hose and drogue equipment are installed here on the aircraft. All A330MRTTs are three-point tankers fitted with a boom beneath their fuselage and two hose and drogue pods underneath the wings. A new ground and flight test programme is conducted after conversion and the aircraft will then be flown to another location to be painted. When it returns to Getafe, the MMF will conduct the acceptance process. Airbus officially delivers the aircraft when all required documents have been signed by OCCAR on behalf of NSPA. Within a few days after acceptance, all aircraft are flown to Eindhoven where again several checks are being conducted. Upon conclusion, the Dutch Military Aviation Authority signs off the Certificate of Airworthiness for the aircraft and those destined for FOB+ are then repositioned. All aircraft are registered in the Dutch military aviation register and receive a Dutch toned-down roundel.

#### MMU A330MRTT fleet per 1 May 2021

msn	conv. no.	ID	serial	d/d	MOB/FOB+	Status
1830	MRTT054	M1	T-054	10aug20	Eindhoven	active
1911	MRTT055	M2	T-055	30jun20	Eindhoven	active
1919	MRTT056	M3	T-056	19nov20	Cologne	active
1945	MRTT057	M4	T-057	01apr20	Cologne	active
1960	MRTT058	M5	T-058	sep20	Eindhoven	flight tests
1982	MRTT059	M6	T-059	apr22	Cologne	conversion*
1989	MRTT060	M7	T-060	sep22	Eindhoven	conversion*
TBC	MRTT061	M8	T-061	apr24	Eindhoven	PTS
TBC	MRTT062	M9	T-062	2024	Cologne	PTS
Option	TBC	TBC	TBC			
Option	TBC	TBC	TBC			

\* to MRTT

TBC: to be confirmed

PTS: production to start

Notes:

- During production, the aircraft are identified by either their MRTT conversion (line) number or the ID. The first is used by Airbus in sequence, based on the orders it received; the second relates to the customer. The Manufacturer Serial Number (MSN) is that applied to all A330s built. The Dutch serial is based on the MRTT conversion number.

- MMU always has one aircraft available in the Medevac configuration, which can be changed between airframes. The contractual aircraft requirement for the change is eight hours.

- The MMF has planned to fly 1,100 flying hours per aircraft per year. Partner nations have signed up for a total of 9,900 annual flying hours, justifying a fleet of nine A330MRTTs.

nation	hours*	receivers	system
Germany	5,500	EF2000, Tornado	drogue and hose
Netherlands (NATO)**	2,000	F-16AM/BM, F-35A	boom
	--	C-17A	boom
Luxembourg	1,200	(none)	
Belgium	1,000	F-16AM/BM	boom
Czechia	100	JAS39 Gripen	drogue and hose
Norway	100	F-16AM/BM, F-35A	boom
total	9,900		

\* Assigned flying hours

\*\* C-17 hours are included with the Netherlands

Configured with both refuelling systems, MMU A330MRTTs can refuel different aircraft types during a single mission whereas previously two tankers would have been tasked, like during the annual RNLAf fighter exercise Frisian Flag, where both Germany (A310MRTT drogue and hose) and the Netherlands (KDC-10 boom) would have to support AAR.

As the A330MRTT gradually enters service, the GAF and RNLAf are withdrawing their A310 and KDC-10 from service. The first RNLAf KDC-10 was retired on 28 October 2019 and has been sold to Omega Aerial Refueling Services. By the end of 2021, the RNLAf's other tanker will have been withdrawn from service as well. The GAF is in the process of withdrawing its A310MRTTs.

**MMF future**

The MMF is open for more NATO countries to join. The organisation itself does not comment on potential new members as it does not want to interfere with national decision-making. From the start of the EDA initiative in 2012 however, it is known that both Poland and Spain have an interest in purchasing a refuelling aircraft.

The Polish air force currently does not field a tanker to support its F-16 operations. To keep their pilots current on AAR, its two wings (31. BLT, Poznań-Krzyszyn and 32. BLT, Łask) are working with the RNLAf KDC-10 and USAF KC-135R. Related to its potential interest in acquiring an MRTT and joining the MMF, the Polish Department of Defence (DoD) replied: "With

*T-056 was the first aircraft for FOB+ Cologne-Bonn. After its delivery from Getafe to Eindhoven in November 2020, it was converted to the Medevac configuration. Upon its arrival in Cologne, training started there as well. MRTT056 was captured on sensor by the author as it was entering runway 21 at Eindhoven on 4 February 2021.*



regard to its Allied obligations, in accordance with NATO Defence Planning Process, Poland has declared to develop a fleet of MRTT aircraft in mid-term future. The operational requirements for strategic air transport, medical evacuation and air-to-air refuelling have been developed. The deadline for completing the task is classified information, and the selection of the aircraft will be preceded by appropriate analyses."

The Spanish air force retired its sole B707 tanker a few years ago. Air refuelling of its fighters is conducted by its tactical transport aircraft. The KC-130H Hercules has been withdrawn from service, its role has been taken over by the A400M fitted with refuelling pods under its wings. Related to a request about the Spanish interest in the A330 its DoD replied: "Spain has a programme called APEF (Strategic Force Projection Aircraft) for the acquisition of three MRTT aircraft in a national specific configuration."

From the other side of the Atlantic Ocean, the Royal Canadian Air Force has to replace its current fleet of five CC-150s. One of those is operated as executive transport aircraft, two are outfitted to conduct passenger/cargo transport and the remaining two have been converted to A310MRTT. The Government of Canada's 2017 Defence Policy ('Strong, Secure, Engaged'), introduced an investment in the RCAF to recapitalize the 'next generation strategic air-to-air tanker-transport capability (CC-150 Polaris replacement)'. Early April 2021, Canada notified Airbus D&S that its A330MRTT has been qualified to bid in a process to replace its CC-150s. Boeing's KC-46 offer was rejected by Ottawa. Initial delivery is expected by 2028/2029.

In Europe, both France (Phénix) and the United Kingdom (Voyager KC2/KC3) are operating the A330MRTT. Experiences between the operators will be shared. France and the MMF are investigating the possibility to work together on several topics. The French Air Force has assigned its A330MRTT and C-135FR/KC-135R aircraft to its strategic fleet. It therefore controls the utilisation of these aircraft by itself. Its other transport/tanker aircraft missions are assigned by the European Air Transport Command (EATC). EATC plans and utilizes AAR, AT and Medevac missions for its six member nations. MMU operational missions are assigned and controlled by the EATC, as Operational Control (OPCON) is transferred to the EATC.

With the arrival of the first aircraft, the mission of the MMU has taken off. The team can now work toward achieving its IOC and FOC. The European air refuelling skies will have changed when the MMU has taken delivery of its nine aircraft by the end of 2024.

*The author would like to thank MMU public affairs officers as well as the spokespersons of the DoD of Canada, Poland and Spain.*

# Exercise Iniochos 2021



Patrick Roegies, Jurgen van Toor & Theo van Vliet

The Israeli Defense Force was present in large numbers with six F-15Is and six F-16Is, all based at Hatzetim Air Base. Their distinctive colour-schemes stands out against the other participants, being mostly grey. Besides the fighters also an airborne early warning and control Nachshon Eitam, aerial refueler KC-707 and for other electronic surveillance tasks, several Beech 200 Zufits were noted at Andravida Air Base. Mount Skollis is the backdrop for this 107 Sqn F-16I returning from its mission. (All photos by authors)

This year's edition of the annual exercise Iniochos, which freely translated means charioteer, organized by the Air Tactical Center of the Elliniki Polemiki Aeroporia (EPA Hellenic Air Force), was held from 12-22 April 2021. Iniochos is a two-week long exercise, in which foreign air forces participate alongside most of the EPA squadrons. Different to previous editions, when the majority of sorties was conducted from Andravida Air Base, the EPA mainly operated from Araxos Air Base. The main reason to slightly let go the Single Base Concept was the huge participation by foreign air forces.

The aim of Iniochos is to become one of the most competitive exercises in Europe and the Mediterranean, to provide participants with a high level of training and the unique experience of cooperation. Compared to the previous editions, the organization appears to be well on its way to achieving this objective.

Andravida is located on the western tip of the Greek peninsula Peloponnese and features an almost unlimited practice area. The attendance of the French-built Dassault Rafale marked the first participation of this 4,5 generation fighter, which will replace a significant part of the Greek Mirage 2000s. The French Air Force participated with six Rafale B/Cs and the French Marine deployed five M-versions.

## History

The exercise was first conducted in the late 1980s, as a small-scale tactical level exercise, tailored to the contemporary necessity for training in combined air operations in accordance with the Hellenic Air Force doctrine. Over the next years, the success of the exercise led to the decision on establishing it as an annual event.

The exercise objective is to train personnel in planning and execution of Combined Air Operations (COMAO) in a realistic environment, in order to test and evaluate operational plans and tactics. For the execution and conduction of the exercise, the Hellenic Fighter Weapons School was deployed to Larissa, forming the White Cell in the facilities of the National Center for Air Operations. Aircraft were also deployed to



Larissa, at 110 CW (Combat Wing), from where they launched for their missions. As an effect, exercise Iniochos was born in 1988.

Iniochos involves not just the air force, but all branches of armed forces: air, land and sea are involved. In the years that followed, the aim of the annual exercise was adapted to operational needs.

In 2005 the Single Base Concept was abandoned, and participating aircraft flew from their own home bases. The planning and coordination were in control of the Air Tactics Center and the

Fighter Weapons School facilities at Andravida Air Base, who had recently acquired new Command and Control equipment.

In November 2013, the decision was reversed to a Single Base Concept again, upgrading the exercise scale to medium and expanding the spectrum of operations with the objective to create a more realistic and demanding environment. An intensive and prolonged 24/7 battle rhythm significantly increased the level of training.



Snapshot of the busy 338MDV shelter area which held, besides the local Phantoms, participating F-16s from Nea Anchialos (341 and 347 Mira) as well as the United Arab Emirates delegation with their six Lockheed Martin F-16 Desert Falcons.

In April 2015, Iniochos became an international event with the invitation of the Israeli Defense Force and USAF Special Operations acting as Joint Terminal Attack Controllers (JTAC). The USAFE and IDF have been steady contributors since then, while Italy joined in 2017. That year, the United Arab Emirates Air Force attended for the first time.

## Iniochos 2021

The 2021 edition was the largest since the exercise commenced with approximately 115 fighter aircraft deployed to the Northwest Peloponnese. The majority of the aircraft deployed to Andravida 5-7 April 2021.

France took part in the exercise for the first time with a large delegation. The reason for this is the recent purchase of the Rafale fighters. It is evident that the Hellenic Air Force would like to quickly integrate its latest acquisition into a large-scale exercise such as Iniochos. Although not yet with its own aircraft of this type, it will nevertheless provide a lot of useful information in the field of strategy and tactics.

Another newcomer was the Spanish Air Force with no less than eight Boeing EF-18 Hornet fighter planes. It indicates that this exercise is rapidly gaining in relevance, especially for countries around the Mediterranean.

Operations were conducted between 12-22 April 2021 with the following variety of missions:

- Air Defence Operations (ADO) versus Integrated Air Defense System (IADS)
- Offensive Counter Air Operations (OCA)/ Airfield Attack
- Counter Surface Force Operations (CSFO) including Air Power Contribution to Land Ops (APCLO) and Air Power Contribution to Maritime Ops (APCMO)
- RECCE missions
- Slow Mover Protection (SLOMO)
- Combat Search and Rescue (CSAR)

- Dynamic Targeting (DT) / Strike Coordination and Reconnaissance (SCAR) / Close Air Support (CAS)
- Time Sensitive Target missions (TST).
- High Value Airborne Asset missions (HVAA)
- Low flying missions

The exercise starts with a simulated crisis situation which escalates to a full-scale war. In this realistic scenario the participants grow in the process and learn all the facets of full-scale day and night operations with allied nations. Colonel (P) Konstantinos Zolotas, Hellenic Air Force ATC Commander, added: "Participating personnel are exposed to an intensive battle rhythm with realistic attrition rates and challenging scenarios that include multiple modern threats and real time live injects, tailored to produce the fog of war and the friction effect which is expected to dominate the modern battlefield. These ingredients test both the physical and psychological endurance of the modern fighter crew."

## Red forces

Operations Officer of ATC Fighter Weapons School, Lt. Col (P) Athanasios Gioles, explains why Iniochos differs from other exercises: "One big difference to other exercises, including Red Flag, is that we have a lot of Red Air here. In Iniochos ATC tries to present the biggest air threat possible. With Red Air, there is a lot of air threat, linked with long range surface to air (SAM) systems with eighty miles range, creating a very difficult scenario." "And," he emphasizes, "Red Air is not as cooperative as a lot of nations are used to."

On a regular training day, ATC accommodates at least two main waves of sixty aircraft in the same area. And two times a week, a night sortie at 17.00 hours Zulu. Every sortie consists of a minimum of six aircraft Red Air, building up to a maximum of sixteen to twenty Red Air in the second week. They are permitted to do almost everything to engage Blue



*During August 2020, there were rumours on a looming deal between Athens and Paris that would boost Greek armaments in the Aegean concerning the acquisition of eighteen Dassault Rafales. This sudden move was deemed necessary by the political and military leadership of the Ministry of Defense stating an immediate requirement to strengthen the country's defense capabilities as a result of the increasing tensions in the region. Already on 25 January, a contract was signed for the purchase of twelve former Armée de l'Air examples and six factory fresh ones. In July 2021 the first used one is expected with one being delivered every month till the end of 2021, these will be of the F1 and F2 variant. Then in the Spring of 2022 the six new ones will be delivered. These will be of the latest variant, Rafale C F3R, equipped with AESA technology and the BVR METEOR missiles will provide the required necessity in enhanced capabilities. The final six used ones will then delivered in early 2023. Rafale C 126/30-GE of EC02.030 is seen here returning to its stand in a marvelous evening sun.*



The extensive use of these United Arab Emirates F-16s in the Middle Eastern environment is taking its toll on the airframes as the pristine light coloured grey camo-scheme, on delivery, has evolved into many colours of grey and dirt. Add to that the necessary exchange of a couple of panels and you get a nice 'Frankenstein'-look. F-16E 3050 is seen heading here for the runway.

Air. No limitations to create a hard job for the Blue Forces to survive. Lt.Col (P) Athanasios Gioles adds: "We want to stress these guys. They fly 2-3 sorties day and night. On Saturday they have some fun, Sunday is planning for the next week. Yes, they will be tired after ten days, but that is the way we compress a lot of stress and experiences. We try to work out the body, the mind and the soul."

### Iniochos is distinctive

Air Tactical Center provides much more cost-effective exercises compared to large scale exercises like Red Flag or Maple Flag in air-to-air combat training. There is no need to cross the Atlantic Ocean and any failure or shortage can be fixed in a few hours. Another benefit of the Andravida Air Base is the large airspace available using the majority of the Athens Flight Information Region (FIR), with lots of room to play and conduct all kinds of operations. The geographical environment in Greece offers great terrain, either for terrain masking flying in mountainous areas as well as unlimited air combat over a deep blue sea environment. The mountainous region of Peloponnese provides more than ten low-flight routes that the flying assets can use. Overall the weather conditions are generally good.

Over the course of the two-week exercise more than 1320 missions, day and night, were executed in two or three large waves each day. Not only the aircraft were training together, also the groundcrews of the different nations were cooperating to learn from each other's procedures. In addition, frigates, a variety of armoured vehicles, helicopters and SAM systems participated.

The ATC strives to add new aspects and improvements every year. Col (P) Konstantinos Zolotas, ATC Commander, concludes: "Iniochos has a dynamic schedule and scenario. Every year the FWS makes a great effort to enrich the program and events of the exercise, having in mind the comments, suggestions and critics from participating forces, either Greek or foreign."

Added to this, the high stress conditions, the free role without limits of Red Air and the participation of air forces that have to deal with war situations on a daily basis, make Iniochos a unique opportunity to train under realistic conditions.

### Fog of War

During Iniochos21 a lot of emphasis was placed on the stress experienced by the air and ground crews. Maj Jeffrey Movesian, 510th FS pilot and USAF Iniochos Project Officer told us how this was simulated and overcome during these two weeks: "INIIOCHOS focuses on multinational interoperability. We speak different languages, fly different aircraft, and have developed different ways to solve tactical problems. Operating together challenges the situational awareness that we consider normal at home.

HAF Fighter Weapons School instructors serve in the role of "Air boss" for daily tactical scenarios, which are built to challenge specific learning objectives throughout the course of the exercise. Scenarios are then solved during daily Mission Planning Cells, where aircrew decide on the tactic or mission required to win."

### Mirage basket case



On the 20th April this Mirage 2000D 648/3-XT returned a little early from its mission and brought something extra. The Mirage was back in the air again soon. It is not known who the owner of the basket was. USAF KC-135R tankers of the 351st ARS were operating out of Souda while an Israeli KC-707 was seen on ADS-B near Athens on a couple of occasions.



*The McDonnell Douglas F-4E Phantom II was still seen in relative large numbers at Andravida. Of an estimated 20 operational examples, over half was seen in the air. This 71756 was making a functional testflight on 21 April and no Iniochios participant.*



*Nea Anchealos 347 Mira F-16C 047 has just lifted off where the light grey camouflage contrasts nicely with the dark clouds in the background.*



*The third Greek fighter asset, the Mirage 2000, is just about to touch down at Andravida. During previous editions, the reliability of this beautiful aircraft was questionable, but now they were fully present at every mission.*



The 510th FS deployed no less than fourteen F-16s from Italy to Greece, they were the mudmovers of the exercise and on one occasion a four ship was seen heading out with two aircraft carrying four GBU-24 Paveway IIIs each and the other two a mix of GBU-24s and GBU-31 JDAMs. The 510th FS dropped 170 inert munitions and fired 8300 training rounds at the vast Greek live fire ranges during 200 missions. F-16CM 89-2026 is one of the Vipers seen heading out with a heavy load of four Paveway IIIs.

The exercise is designed to focus on multinational operations, which are the norm in real conflict. Extra stress is not specifically generated beyond the scenario learning objectives mentioned above. Typically, solving these sorts of tactical problems in training produces aircrew who are prepared for the real thing.”

### Units Deployed

Hellenic Air Force - Elliniki Polemiki Aeroporia		
F-16C/D Block-30	330 Mira	Nea Anchialos *
Mirage 2000-5BG/EG	331 Mira	Tanagra
F-16C Block-52	335 Mira	Araxos *
F-16C Block-52	336 Mira	Araxos *
F-16C/D Block-52+	337 Mira	Larissa *
F-4E(AUP)	338 MDV	Andravida
F-16C/D Block-52+	340 Mira	Souda *
F-16C/D Block-50	341 Mira	Nea Anchialos
F-16C Block-52	343 Mira	Souda *
F-16C/D Block-50	347 Mira	Nea Anchialos

\* operating from Araxos

Cyprus Air Force - Diikissi Aeroporias		
AW139	460 MED	Larnaca airport

French Air & Space Force - Armée de l'Air et de l'Espace		
Mirage 2000D	EC03.003/ETD04.003	Nancy - Ochey
Rafale B	EC01.004/EC02.004	Saint Dizier
Rafale C	EC02.030	Mont-de-Marsan

French Navy - l'aéronautique navale		
Rafale M	12F	Landivisiau

Israeli Air & Defense Force - Heyl Ha'Avir		
F-15I	69 Sqn	Hatzerim
F-16I	107 Sqn	Hatzerim
Nachshon Eitam	122 Sqn	Nevatim

Spanish Air Force - Ejército del Aire		
EF-18M	Ala 12/Ala 15	Torrejón/Zaragoza
EF-18BM	Ala 12	Torrejón

United Arab Emirates Air Force		
F-16E/F	Shaheen Sqn	Al Dhafra

### United States Air Force

F-16CM	510th FS	Aviano
F-16DM	555th FS	Aviano
KC-135R	351st ARS	RAF Mildenhall
MQ-9	25th ATKG / 432nd AEW	Campia Turzii

Units and locations for the KC-135 and MQ-9 need confirmation, but most likely the KC-135s were from the 351st ARS and were believed to be operating out of Souda, while the MQ-9 were thought to be operating from Romania.

Special thanks to those who gave us the opportunity and contributed to this article:

- Col( P) Konstantinos Zolotas, Hellenic Air Force, ATC Commander
- Lt. Col (P) Athanasios Gioles, Operations Officer of ATC Fighter Weapons School
- Lt. Col (P) Ioannis Tsitoumis, Hellenic Air Force General Staff, Spokesman



The Spanish delegation brought no less than eight different Hornets to Greece, equally divided between the two main land bases Torrejon and Zaragoza. Astonishing during our stay at Andravida was the variety of beautiful skies, from a beautiful blue sky to a dark stormy sky and everything in between. This is EF-18M C.15-68 from Ala 12.



F-15I 255 is about to touch down at the runway with the typically coloured shelters in the background. Only a few weeks later these 69 Squadron Eagles would be very active very close to their homebase.

Andravida		19-21 April 2021	29, 33, 37	Rafale M	nb	
751	C-130H	356 MTM	20apr	KC707	120 Sqn	* 21apr
135L-484	ERJ135LR	352 MMYP	20apr	Beech B200CT	100 Sqn	19apr
01501, 01503, 01504, 01507	F-4E (AUP)	338 MDV		Beech B200T	100 Sqn	20apr
01512, 01518, 01522, 01534	F-4E (AUP)	338 MDV		C-130J-30	103 Sqn	23apr
01618, 71756, 71759, 71760	F-4E (AUP)	338 MDV		F-15I	69 Sqn	
003, 013	F-16C	335 Mira	* 21apr	F-16I	107 Sqn	
018	F-16C	336 Mira	21apr	Nachshon Eitam	122 Sqn	several
046	F-16D	341 Mira		A400M	Ala 31	06apr
047, 061	F-16C	347 Mira		EF-18M	Ala 15	
064	F-16D	341 Mira		EF-18M	Ala 15	
069	F-16C	347 Mira		EF-18M	Ala 12	
076, 082	F-16D	341 Mira		EF-18M	Ala 12	
083	F-16D	347 Mira		EF-18BM	Ala 12	
606	F-16D	337 Mira	20apr	A330-243MRTT	MRTT Sqn	23apr
618	F-16D	343 Mira		C-17A	HT Sqn	23apr
619	F-16D	337 Mira	19apr	F-16E	Shaheen Sqn	
508, 509	Mir. 2000-5BG	331 Mira		F-16F	Shaheen Sqn	
550, 555	Mir. 2000-5EG	331 Mira		C-21A	76th AS	20apr
701	AW139	460 MED		C-130J-30	37th AS	09apr
128/64-IK	CN235M-200	ET01.062	19-20apr	F-16CM	510th FS	
661/3-XI,680/3-XM	Mirage 2000D	EC03.003		F-16CM	510th FS	
666/3-IQ	Mirage 2000D	ETD04.003		F-16CM	510th FS	
627/3-JO, 648/3-XT	Mirage 2000D	nb		F-16CM	510th FS	
326/4-HY	Rafale B	EC01.004		F-16CM	510th FS	
351/4-FR, 352/4-FS	Rafale B	EC02.004		F-16CM	510th FS	
123/30-GB,112/30-IQ	Rafale C	EC02.030		F-16CM	510th FS	
126/30-GE	Rafale C	EC02.030		F-16CM	510th FS	
11	Rafale M	11F		F-16DM	555th FS	
3	Rafale M	12F				

The last column gives the dates when exercise-related visitors where present, some before or after our presence.



A typical participant for the annual Iniochos exercise, but besides that hardly visibly outside their home is this AW139 of the Cyprus Air Force. 701 is seen here returning from a CSAR mission on 20 April 2021.

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Indian Air Force Il-76s are not seen very often outside India. So it was a nice surprise to see this aircraft In Singapore. Hans Jacobs captured Il-76MD KI2878/G from 44sq at Changi (Singapore) on 5 May 2021.



The global reach of the Indian Air Force has been demonstrated several times last month. A bit closer to home, Hans Jacobs caught C-130J-30 KC3812 of 87sq at Changi (Singapore) on 13 May 2021.



Indian Air Force's 81sq has been busy picking up ventilators and oxygen tanks for Covid relief all over the world. Seen here at Singapore/Changi is CB-8004, while CB-8003 visited on the 24th. (27 April 2021, Hans Jacobs)



*Boeing 737-200 HR-MRZ was delivered in 2019 to Aviatsa in beautiful Bay Islands Honduras colours. (Curacao, 26 March 2021, Larry Every)*



*InterCaribbean Airways ERJ145 was delivered in January 2021 as N37FX and eventually registered as VQ-TLR. (Curacao, 20 March 2021, Larry Every)*



*This Saab 340 was built for US operator Metroflight, as N590MA. After duty with American Eagle and Northwest Airlink it was delivered in 2003 to Penair and re-registered to N665PA. In December 2019 it was finally delivered to One Caribbean as 8P-ONE. (Curacao, 18 March 2021, Larry Every)*