

**478**  
March 2019

# Scramble



***Big red One arrives in Europe!  
Strike Eagle's Lair, Seymour Johnson AFB***

**D U T C H   A V I A T I O N   S O C I E T Y**



One of the first A380s which is withdrawn from use after only 10 years of duty and will be parted out is Singapore Airlines 9V-SKD. Singapore Airlines was one the launch customers of this type of aircraft. (Zurich-Kloten, 19 May 2011, Marco van Halum)



Due to the reduction of the Emirates order for 39 A380s, Airbus decided to stop production of this mega aircraft. Emirates is the biggest operator of the A380 with at this moment 109 aircrafts in there fleet. A6-EDE was seen at Rome Fiumicino on 7 January 2018 by Filippo Rondini.



With only five A380s in the fleet, China Southern is one of the smaller operators of this type. Airbus A380 B-6139 was delivered in September 2012. (Amsterdam-Schiphol, 11 October 2015, Ton Jochems)

## Editorial

This month we have less pages than you normally expects from us. Apart from Showreports, all regular sections are in the magazine, albeit with less pages in total. Nevertheless, we hope you enjoy the content we present to you.

This month we have two small articles. One is about the latest US Army's Combat Air Deployment, where the US Army's 1st Infantry Division Combat Air Brigade (CAB) arrived via the port of Zeebrugge (Belgium) for the next nine-month rotation. Details of this rotation are given by our editors Marijn van der Burgt, Jochem Manders and Paul van der Linden. The other article is written by our USA editor Rob van Disseldorp who was fortunate to have a base visit at Seymour Johnson AFB (NC), home base of the 4th Fighter Wing and operating four squadrons of F-15E Strike Eagles.

In the coming months you can expect three new Scramble publications. Scramble World Airline Fleets 2019 (SWAF), Scramble Military Serials Europe 2019 (SMS-EU) and Scramble Military Serial North America 2019-2020 (SMS-NA). keep a close look at our website and social media for details.

## Important dates

Scramble 479  
Deadline copy: 19 March 2019  
Deadline photos: 26 March 2019  
Planned publication date: 9 April 2019

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## Cover Photo



Most probably the last visit of this type of the Japan Air Self-Defense Force B747s. Boeing 747-47C 20-1101 from 701 Hikotai was photographed at Amsterdam-Schiphol. (9 January 2019, Dino van Doorn)

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<b>SMS Europe 2018</b>	<b>145</b> pages
<b>SMS North America 2017-2018</b>	<b>191</b> pages
<b>EMOOS 2018</b>	<b>783</b> pages

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# Movements Netherlands



Delivered to Global Jet Luxembourg in 2007 this BAe125-850XP was entered in the French register in 2009. In 2013 the bizjet was added to the Polet Airlines fleet as VP-BNW. It was acquired by Sirius-Aero in January 2017. (Amsterdam - Schiphol, 19 January 2019, Adriaan Goede)

## Amsterdam

January 2019			
01. 9A-DWA	Ce525A	Winair	02
B-LXH	A350-1041	Cathay Pacific	f/v CPACPA271/0
D-CUGF	Ce525B	Stuttgarter Flugdienst	FFD525
D-ISUN	Ce525A	Excellent Air	dep
EI-EVA	B737-8AS	Ryanair	div EKBI RYR8745/091
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
LX-VMF	Ce560XL	Luxaviation	03 LXA15P
OE-FPP	Ce510	GlobeAir	dep GAC371R
OK-TVS	B737-86N	Travel Service	CSA618/9
OO-FFE	Falcon 900EX	Luxaviation Belgium	AAB22P
OO-MMT	Ce560XLS	Air Service Liège	dep
OO-XLS	Ce560XLS+	Air Service Liège	02
02. 9H-VCF	CL-350	VistaJet Malta	03 VJT498
D-IADV	Ce551	MCH Holdings	
EC-MSZ	B787-9	Air Europa	AEA1091/8
G-KLNW	Ce510	Saxonair	SXN51D
G-LEAX	Ce560XLS	Luxaviation UK	LNK32AX
OE-FAF	Ce525A	Smartline	
OE-FPP	Ce510	GlobeAir	GAC904D/782G
OE-ICR	A320-214	easyJet	f/v EZY8875/6
OK-JFA	Beech 400XT	Time Air	03 TIE013J/034J
OK-TSH	B737-804	SmartWings	CSA616/7
OK-TVX	B737-8Z9	Travel Service	CSA618/9
PP-IZB	G650ER	Caoa Montadora de Veiculos	dep
SP-LMD	ERJ190STD	LOT	f/v 03 LOT269/70
03. N489MC	B747-412F	Atlas Air	f/v GTI5218/CPA3123
OK-SWA	B737-8	SmartWings	CSA616/7
OK-SWW	B737-7Q8	SmartWings	CSA618/9
PH-TFB	B737-8K5	TUI Netherlands	dep TFL065F
04. 9H-VCG	CL-350	VistaJet Malta	05 VJT448
9H-VFA	CL-605	VistaJet Malta	VJT584
9H-VFC	CL-605	VistaJet Malta	05 VJT585
9H-VJC	Global 6000	VistaJet Malta	05 VJT739
A6-EPG	B777-31HER	Emirates	f/v UAE145/6
EC-MQH	A320-214	Gowair	05 CND594/593P
LY-VEB	A320-214	Avion Express (a/w)	f/v TAR880/1
N1F	G650	Friedkin Int'l Aviation	07
OE-FUX	Ce525A	Bairline	05
OE-INB	A320-214	easyJet	f/v EZY8871/0
OK-RLV	G280	Avcon Jet	05
OK-SWT	B737-7Q8	SmartWings	CSA616/7/8/9
OM-FEX	B737-8Q8	Air Explore (a/w)	CND593P/593
OO-GMJ	Beech 350	Air Service Liège	dep
OO-JUK	Falcon 7X	Flying Group	FYG124/5
SU-GCH	A330-243	Egypt Air	MSR757/8
YL-LCN	A320-211	Smartlynx (a/w)	EZY2729/30
YU-FNR	Ce525	Eagle Express	05 EES304A/305A
05. CS-TJL	A321-251N	TAP Air Portugal	f/v TAP672/1
D-CSCB	Ce560XLS+	Silver Cloud Air	06 SCR187
D-IADV	Ce551	MCH Holdings	
D-ICBA	Ce525A	ProAir	06 2x
EC-MMX	B787-8	Air Europa	AEA1091/8
LX-VMF	Ce560XL	Luxaviation	07 LXA15P
N1TF	G650	Friedkin Int'l Aviation	07
N640GT	B767-3S1ER	Atlas Air	f/v GTI8451
OE-FHA	Ce510	GlobeAir	06 GAC598V/449Z
OH-LTO	A330-302	Finnair	f/v FIN1305/6
OK-SWT	B737-7Q8	Smartwings	CSA616/7
OO-GMJ	Beech 350	Air Service Liège	06
SP-LMB	ERJ190STD	LOT	f/v LOT265/6
SU-GCK	A330-243	Egypt Air	MSR757/8
TC-JJU	B777-3F2ER	Turkish Airlines	THY1951/2
TC-LKS	B777-3U8ER	Turkish Airlines	THY1955/6
06. CS-LTJ	Ce680A	NetJets Europe	f/v 07 NJE068B/224U
D-CFHZ	EMB505	DAS Private Jets	
D-CRON	Ce560XLS	Silver Cloud Air	SCR762
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
D-ITMA	Ce525A	Luxaviation Germany	LXG22A
EC-MQK	B747-4H6	Wamos Air	TFL069F/369
EC-MSZ	B787-9	Air Europa	AEA1091/8
G-HCSA	Ce525A	Bookajet	dep
G-HCSA	Ce525A	Bookajet	27
G-JZHJ	B737-85P	Jet 2	f/v EXS205/6
HB-JSF	CL-650	Robert Bosch	
LY-MGC	B737-4Y0	Grand Cru Airl. (a/w)	CTN450/1
M-OBIL	Ce525C	Ulla Popken Fashion	
N616CM	TBM-850	Kilo Aviation	f/v
OE-FHK	Ce510	GlobeAir	GAC929Q/704B
OK-JRT	Ce680	Travel Service	TVS81J/82J
OK-TSM	B737-9GJER	Travel Service	CSA618/9
OO-GMJ	Beech 350	Air Service Liège	08
OO-MMT	Ce560XLS	Air Service Liège	08
OO-XLS	Ce560XLS+	Air Service Liège	07
SP-LMC	ERJ190STD	LOT	f/v 07 LOT269/70
TC-LKA	B777-36NER	Turkish Airlines	THY1951/2
YL-LCP	A320-232	Smartlynx (a/w)	EZY2729/30
07. A6-EPT	B777-31HER	Emirates	f/v UAE145/6
D-BOOK	Falcon 2000LX	Bertelsmann	2x BFD07K/65H
D-CASH	EMB505	Air Hamburg	AHO141B
D-ISLT	Ce525A	Sylt Air	08 AWU907/8
G-NSEY	ERJ195STD	Aurigny Air	13 AUR10P/12P
LX-VMF	Ce560XL	Luxaviation	09 LXA15P
LY-MGC	B737-4Y0	Grand Cru AI (a/w)	CTN450/1
N1F	G650	Friedkin Int'l Aviation	
N1TF	G650	Friedkin Int'l Aviation	10
N860AA	G550	ALA Services	10
OE-FZD	Ce510	GlobeAir	GAC752D/690G
OK-TVX	B737-8Z9	Travel Service	CSA616/7
OO-OCA	Beech 350	Air Service Liège	

PZ-TCR	A340-313X	Surinam Airways	dep SLM3001	G-SALD	Global 6000	Gama Aviation	f/v GMA211
UK78702	B787-8	Uzbekistan Airw.	f/v 14 UZB3519/20	OK-SWC	B737-8	SmartWings	CSA618/9
08.40-MNE	Lj45	Montenegro Government		OK-TVJ	B737-8Q8	Travel Service	CSA616/7
D-IPVD	Ce525A	Transavia Flug		OO-XLS	Ce560XLS+	Air Service Liège	12
EC-KXN	B747-4H6	Wamos	09 SLM3004/993	12.D-AINP	A320-271N	Lufthansa	f/v DLH1002/3
EC-MQK	B747-4H6	Wamos Air	TFL370/070F	D-IAAR	EMB500	Arcus Air	15 AZE31QF/32QF
F-HBPE	ERJ145LR	Pan Européenne	PEA421	D-ICBA	Ce525A	ProAir	14
F-HRAV	ERJ145EU	Regourd Aviation	AEH891/061F	EC-MSZ	B787-9	Air Europa	AEA1091/8
G-KLNE	BAe125-900XP	Saxonair	SXN90E	EC-MTT	A330-223	Wamos	f/v SLM3004/993
N515TJ	Beech 400A	Blackburn Int'l	13	EC-MTU	A330-223	Wamos	SLM994/3003
OK-SWB	B737-8	SmartWings	CSA616/7	N1RP	G550	Penske Jet	13
OO-MMT	Ce560XLS	Air Service Liège	13	N805TM	G650ER	Toyota Motor Sales USA	dep
PH-JWL	Falcon 2000LX	Cartier Europe	f/v	OK-SWT	B737-7Q8	SmartWings	CSA616/7
09.20-1101	B747-47C	701 Hikotai	10 JF002	YR-TYA	Ce560XLS+	Toyo Aviation	TOY117/4
20-1102	B747-47C	701 Hikotai	10 JF001	13.LN-BKF	B737-8	Norwegian	f/v NAX1258/9
A6-EPD	B777-31HER	Emirates	f/v UAE145/6	LX-LAA	Lj45	Lux. Air Ambulance	DUK7AMB
D-AGBH	Falcon 7X	Volkswagen	WGT8H	N253CM	G-V	Cargill	14
D-CJOS	Ce525B	Luxaviation Germany	11 LXG33S	N910RW	TBM-910	Redwood	16
EC-MMX	B787-8	Air Europa	AEA1091/8	OE-FIT	Ce510	GlobeAir	15 GAC660T/022Y
F-HBPE	ERJ145LR	Pan Européenne	PEA421	OK-EAS	Beech 400A	Time Air	TIE054Y
LX-VMF	Ce560XL	Luxaviation	17 LXA15P	OK-JFA	Beech 400XT	Time Air	TIE056J
N628TS	G650ER	Falcon Landing	f/v 10	OO-MMT	Ce560XLS	Air Service Liège	15
OK-SWC	B737-8	SmartWings	f/v CSA618/9	14.9H-VCN	CL-350	VistaJet Malta	15 VJT437
OK-TVJ	B737-8Q8	Travel Service	CSA616/7	CS-DLK	Falcon 2000EX	NetJets Europe	f/v 17 NJE887E/516H
OO-XLS	Ce560XLS+	Air Service Liège	10	D-ITAN	Ce525	Transavia Flug	
S5-ACJ	ERJ145LU	Aero4M	AEH893/2	EC-MTT	A330-223	Wamos	16 SLM994/3
VP-BSI	G550	Seafalcon		G-LEAX	Ce560XLS	Luxaviation UK	15 LNX50AX
10.D-CAPB	Ce560	Aerowest		HA-LKG	B737-8CX	Travel Service Hungary	CSA616/7
D-CCVD	Ce560XLS	Atlas Air Service	11 ATL1D	M-ARTY	PC-12/47E	Creston (UK)	
D-CZZZ	Ce560XLS+	DC Aviation	DCS707	M-FROG	Raytheon 390	Sam Sports & Marketing	
D-IADV	Ce551	MCH Holdings		N29DE	Cirrus SF50	Deny Airlines	dep
D-IEKU	Ce525A	Excellent Air	11 ECA2C	N29DE	Cirrus SF50	Deny Airlines	18
EC-KXN	B747-4H6	Wamos	11 SLM994/3003	OE-FHA	Ce510	GlobeAir	GAC412K/301K
EC-MTU	A330-223	Wamos	11 SLM3006/993	OE-FHA	Ce510	GlobeAir	15 GAC301L/660U
EI-SII	A320-251N	Scandinavian	f/v SAS821/2	OK-TVJ	B737-8Q8	Travel Service	CSA616/7
LX-JFE	PC-12/47E	Jetfly Aviation	f/v JFA83A/84A	15.9H-VCN	CL-350	VistaJet Malta	18 VJT437
OK-SWC	B737-8	SmartWings	CSA616/7	D-CSUN	Ce560XLS+	Air Hamburg	AHO697A
OK-SWW	B737-7Q8	SmartWings	CSA618/9	D-IADV	Ce551	MCH Holdings	2x
TC-SGM	A310-308F	ULS Cargo	THY6309/10	EC-KOL	Ce560XL	Gestair	16 GES121L
11.77/XD	TBM-700A	ET.0043	f/v CTM1306	G-DHKU	B757-223F	DHL Cargo	f/v 16 BCS898/1391
D-IADV	Ce551	MCH Holdings		M-AAAL	G650	Global Jet Isle of Man	16
D-IEKU	Ce525A	Excellent Air	12 ECA2C	N1FE	Global 6000	FedEx Express	f/v 16
D-IZMM	Ce510	AeroOPS	13	N904DS	Global Express	Dan Snyder	18
F-HBPE	ERJ145LR	Pan Européenne	PEA421	OK-SWC	B737-8	SmartWings	CSA616/7
F-HRAV	ERJ145EU	Regourd Aviation	AEH894F/894	OK-SWT	B737-7Q8	SmartWings	CSA618/9



This former LTU/Air Berlin Airbus A330 was added to the Wamos fleet in March 2018. On 12 January 2019 EC-MTT paid a first visit to Amsterdam. (Amsterdam - Schiphol, 20 January 2019, Robert Flinzner)

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Emirates took delivery of this Boeing 777 in October 2015. The Expo 2020 decals have been recently added to A6-EPD. (Amsterdam - Schiphol, 9 January 2019, Robert Eikelenboom)

16.144614	CC-144B	412sq	18 CFC3216	SP-ATT	Beech 400A	Smart Aero Solutions	20 SAH48P
99-0004	C-32A	1st AS	f/v 18 SAM020	VP-BNV	BAe125-850XP	Polet Aviakompania	20 CIG1671
D-CSUN	Ce560XLS+	Air Hamburg	17 AHO697A	20.D-ATYC	B737-8K5	TUIfly	f/v EWG7184/5
EC-MNS	B787-8	Air Europa	AEA1093/4	D-IADV	Ce551	MCH Holdings	21
G-FXCR	Beech 400A	FlexJet	17 FLJ56/7	G-FXMR	Beech 400A	FlexJet	f/v
G-SUEJ	EMB550	Saxonair	17 SXN50J	G-JZHE	B737-8K2	Jet 2 Holidays	f/v EXS205/6
HB-JFI	Falcon 2000LX	JABJ	17 PJS800	G-LSZA	DA-42NG	Jorgen Molen	f/v 21
M-FROG	Raytheon 390	Sam Sports & Marketing	17	M-IFFY	Ce510	Xead Aviation	24
N805TM	G650ER	Toyota Motor Sales USA	21	OK-IMO	Beech 400A	Airstream	AQS513
OE-EMG	TBM-930	Goldeck Textil		OK-SWE	B737-8	SmartWings	f/v CSA618/9
OE-ICP	A320-214	easyJet	f/v EZY4565/6	OO-MMT	Ce560XLS	Air Service Liège	22
OK-SWT	B737-7Q8	SmartWings	CSA616/7	OO-NEY	EMB545	Air Service Liège	
OK-TVW	B737-86Q	SmartWings	CSA618/9	OO-THD	B747-4HAERF	ASL Airlines	24 TAY913E/962E
OO-XLS	Ce560XLS+	Air Service Liège	22	SP-LMA	ERJ190STD	LOT	f/v LOT265/6
SE-DDY	Ce550	Wingefors		21.D-BOOK	Falcon 2000LX	Bertelsmann	2x BFD21K/65H
TC-AKE	Falcon 900LX	AK havacilik	17	D-CGAA	Ce560XLS+	Air Hamburg	AHO316J
YU-SCJ	Ce525	Prince Aviation	17 PNC9CJ	D-IADV	Ce551	MCH Holdings	
17.MM62245	Falcon 200EX	93° Gruppo	IAM3168	D-ISUN	Ce525A	Excellent Air	ECA5C
4X-CPX	G-IVSP	Arkia	18	EC-MTT	A330-223	Wamos	SLM994/3005
D-CSCE	EMB505	Luxaviation Germany	LXG55CE	EC-MUA	B777-212ER	Privilege Style	23 TFL370A/SLM993
D-CTOR	EMB505	Luxaviation Germany	f/v LXG55OR	F-HCJE	EMB500	Compagnie de Phalsbourg	
EC-MTT	A330-223	Wamos	18 SLM994/3	G-CLBA	B747-428ERF	CargoLogicAir	26 CLU42T
EC-NAZ	A320-271N	Vueling	f/v VLG8306/5	G-IPAX	Ce560XL	Air Charter Scotland	EDC042
LX-VMF	Ce560XL	Luxaviation	31 LXA15P	G-ZENJ	Lj75	Zenith Aviation	f/v BZE01A/B
M-INER	Global 6000	ICC Aviation		N29DE	Cirrus SF50	Deny Airlines	arr
N910RW	TBM-910	Redwood	18	OE-FNP	Ce510	GlobeAir	22 GAC272K/686K
OK-SWT	B737-7Q8	Smartwings	CSA616/7	OK-IMO	Beech 400A	Airstream	AQS513
OK-TVJ	B737-8Q8	Travel Service	CSA618/9	OK-OBR	Ce510	Aero Partner	DFC047D
OO-TUV	B737-86J	TUI Belgium	JAF444/TFL531	OK-TSM	B737-9GJER	Travel Service	CSA618/9
OY-SWO	Falcon 2000S	Blackbird Air	BBB1	OK-TVW	B737-86Q	SmartWings	CSA616/7
P4-ANG	BAe125-900XP	Falckenbergh Aviation		OO-PRM	Ce510	Air Service Liège	23
P4-BFK	Global Express		f/v 18	TC-CMB	Lj45	Redstar Aviation	
18.9H-BCP	Lj45XR	Skyfree	KFE005	TC-JVM	B737-8F2	Turkish Airlines	f/v THY1961/2
D-AGBE	Falcon 7X	Volkswagen	21 WGT5E	22.9H-KAZ	BAe125-900XP	Hyperion Aviation	HYP005
D-CDOC	Lj45	Jetcall	JCL2	D-AIWD	A320-214	Lufthansa	f/v DLH1002/3
D-CUBA	Ce525B	Atlas Air Service	19	D-ITAN	Ce525	Transavia Flug	
HB-JTA	Falcon 900EX	Air Sarina	21	G-ZNTJ	Lj75	Zenith Aviation	BZE03A/B
N253CM	G-V	Cargill		N92765	PA-46-350P		
OM-GEX	B737-8AS	Air Explore	TFL801P/575/6/802P	OK-SWT	B737-7Q8	SmartWings	CSA616/7
OO-MMT	Ce560XLS	Air Service Liège	19	TC-FHY	A320-214	Freebird Airlines	div FHY723/4
OO-TUV	B737-86J	TUI Belgium	TFL532/443	23.9H-KAZ	BAe125-900XP	Hyperion Aviation	26 HYP005
OO-TUV	B737-86J	TUI Belgium	19 TFL444/559	9H-YOU	CL-850	Air X Charter	AXY2302/3
PH-HXN	B737-8K2	Transavia	f/v del TRA058	D-ALOA	ERJ135BJ	Air Hamburg	AHO411A
SE-RFH	Ce680	EFS	EUW9957	D-AMGL	BAe146-200A	WDL Aviation	AFR1336/7/1436/7
YU-FSS	Falcon 2000LX	Prince Aviation	19 PNC4SS	D-CANG	Ce560XLS+	Air Hamburg	AHO761L
19.9H-BOO	CL-850	Air X Charter	20 AXY1902/2002	D-CRON	Ce560XLS	Silver Cloud Air	24 SCR762
A6-EPO	B777-31HER	Emirates	f/v UAE145/6	D-FEFY	PC-12/47E	Eurofly Charters	f/v
EC-MTT	A330-223	Wamos	20 SLM994/3	D-IADV	Ce551	MCH Holdings	
EC-MUA	B777-212ER	Privilege Style	f/v TFL369P/369	EC-KXN	B747-4H6	Wamos	24 TFL063F/335
G-CLBA	B747-428ERF	CargoLogicAir		EC-MNS	B787-8	Air Europa	AEA1093/4
LN-LNU	B787-9	Norwegian	f/v NAX7700/1	G-ZNTJ	Lj75	Zenith Aviation	BZE03C/D
N119AL	SR22			N1TS	B737-7JY	First Virtual Air	
N237QS	CL-650	NetJets	f/v 20	OK-TVW	B737-86Q	SmartWings	CSA616/7/8/9
OK-TVW	B737-86Q	SmartWings	CSA616/7	OO-ACO	Ce510	Air Service Liège	
OO-TUV	B737-86J	TUI Belgium	TFL560/JAF560	24.9H-JOY	CRJ200ER	Air X Charter	AXY2405/6

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C-GGBC	Falcon 900LX	Novajet	f/v 25	EC-MUA	B777-212ER	Privilege Style	30 SLM994/3
D-AVIB	ERJ135BJ	Air Hamburg	25 AHO428H	G-HCSA	Ce525A	Bookajet	01 2x
D-CAWR	Ce560	Aerowest		N979TX	Ce525	Textron Aviation	f/v
D-ISAR	Raytheon 390	Euroflug Frenzel		OE-FAT	Ce510	GlobeAir	GAC805K/903E
D-IVVV	HA-420	Level 8		OE-FIT	Ce510	GlobeAir	30 GAC691F/805L
EC-MUA	B777-212ER	Privilege Style	25 SLM994/3	OK-HDJ	HA-420	Aero Partner	DFC775D
F-HRSC	Ce525A	Socri-Aero	f/v 25	OK-TSI	B737-9GJER	Travel Service	CSA618/9
HB-JSD	Falcon 8X	Dasnair	25 DGX801	OO-XLS	Ce560XLS+	Air Service Liège	
OE-FFB	Ce510	GlobeAir	GAC505G/272L	PH-HSK	B737-8K2	Transavia Airlines	dep TRA51
OE-FZC	Ce510	GlobeAir	25 GAC702D/691E	29.9H-VCB	CL-350	VistaJet Malta	30 VJT453
OE-HPH	Falcon 2000	Goldeck-Flug	26	9H-VCN	CL-350	VistaJet Malta	arr VJT437
OK-OBR	Ce510	Aero Partner	25 DFC835D	D-AGVI	G450	Luxaviation Germany	30 LXG45D
OK-RLV	G280	Avcon Jet		D-CASH	EMB505	Air Hamburg	30 AHO794H
OK-TSH	B737-804	SmartWings	CSA618/9	D-CDDD	Ce560XLS+	DC Aviation	DSC5713
OK-TVVW	B737-86Q	SmartWings	CSA616/7	D-IADV	Ce551	MCH Holdings	
OO-MMT	Ce560XLS	Air Service Liège	29	D-IPVD	Ce525A	Transavia Flug	
OY-EDP	Ce650	VIP Partnerfly	NFA074P/074	G-SCPJ	BAe125-900XP	Saxonair	30 SXN80K
TC-SGM	A310-308F	ULS Cargo	THY6309/10	M-DMBP	Lj40	Ven Air	30
25.A7-BBH	B777-2DZLR	Qatar Airways	f/v QTR273/4	N910RW	TBM-910	Redwood	31
B-5921	A330-243	China Eastern Airlines	f/v CES771/2	OK-SWT	B737-7Q8	SmartWings	CSA616/7
D-CAHO	Ce560XLS+	Air Hamburg	AHO624K	OK-SWW	B737-7Q8	SmartWings	CSA618/9
D-ISAR	Raytheon 390	Euroflug Frenzel		OO-CEJ	Ce525	Air Service Liège	
D-ISLT	Ce525A	Sylt Air	27 AWU924/927	OO-JUK	Falcon 7X	Flying Group	FYG51K/287
EC-KXN	B747-4H6	Wamos	26 TFL336/064P	OO-MMT	Ce560XLS	Air Service Liège	arr
LX-ONE	Lj45	Lux. Air Ambulance	LRQ9037	OO-XLS	Ce560XLS+	Air Service Liège	arr
N805TM	G650ER	Toyota Motor Sales USA	arr	OY-GFS	Falcon 2000LX	Air Alsie	MMD4565
OK-TSM	B737-9GJER	Travel Service	CSA616/7/8/9	30.9H-VCF	CL-350	VistaJet Malta	VJT498
OY-EDP	Ce650	VIP Partnerfly	NFA075/P	9V-SMT	A350-941	Singapore Airlines	div EGCC SIA52
26.9H-VCC	CL-350	VistaJet Malta	27 VJT425	D-CASH	EMB505	Air Hamburg	31 AHO794H/233U
D-AIWC	A320-214	Lufthansa	f/v DLH996/7	D-ICBA	Ce525A	ProAir	arr
D-CFAF	Lj60	FAI Rent a jet	28 IFA1031	D-IEKU	Ce525A	Excellent Air	31 ECA2C
EC-MLT	B787-8	Air Europa	AEA1091/8	F-HLPM	Falcon 2000LX	Michelin Air Services	
EC-MUA	B777-212ER	Privilege Style	27 SLM994/3	F-HRAP	ERJ145LI	Regourd Aviation	f/v AEH911F/A
OK-RLV	G280	Avcon Jet		F-HRAV	ERJ145EU	Regourd Aviation	AEH920F/921B
OK-SWT	B737-7Q8	SmartWings	CSA616/7	F-HXLF	A330-303	XL Airways France01	XLF010P/011P
PH-HXO	B737-8K2	Transavia	f/v del TRA056	G-WLKR	EMB550	Air Charter Scotland	f/v 31 EDC979
PH-TFO	B737-8	TUI Netherlands	f/v del TFL062F/3F	N888LG	Falcon 900C	GVG Capital Group	arr
27.D-AGBI	Falcon 7X	Volkswagen	28 WGT9Y	N3788B	G550	Jet Aviation	31 JAS71
D-AVIB	ERJ135BJ	Air Hamburg	29 AHO428H/575A	OE-FNP	Ce510	GlobeAir	31 GAC627C/260A
D-CCVD	Ce560XLS	Atlas Air Service	28 ATL1D	OK-SWT	B737-7Q8	SmartWings	CSA616/7
F-HECD	Falcon 7X	Luxaviation France	LEA109D	OK-TVVW	B737-86Q	SmartWings	CSA618/9
G-JZBK	B737-8MG	Jet 2	f/v EXS205/6	OO-JNL	B767-304ER	TUI Belgium	arr JAF58
N2JW	CL-605	Williams-kerkher Law Firm	28	OY-GFS	Falcon 2000LX	Air Alsie	31 MMD4565/6
N510MD	Ce510	Michel Delauzun	29	SX-DGM	ERJ135BJ	GainJet	GNJ21
OE-FFB	Ce510	GlobeAir	28 GAC754Q/546Z	31.C-GNDN	G650	Skyservice Aviation	arr SYB3451
OE-HRS	CL-350	Avcon Jet	28 AOJ78R	D-CAWM	Ce560XLS+	Aerowest	
OE-IEN	Falcon 2000EX	Global Jet Austria	30 GLJ93EN	D-CEHM	Ce560XLS+	Silver Cloud Air	arr SCR021
OE-IFD	B747-4B5ERF	ASL Airlines	28 TAY915E	D-IEKU	Ce525A	Excellent Air	ECA2C
OK-TSI	B737-9GJER	Travel Service	CSA618/9	D-ISAR	Raytheon 390	Euroflug Frenzel	arr
YU-SVL	Ce560XLS	Prince Aviation	28 PNC1VL	EC-MPE	B787-8	Air Europa	AEA1091/8
28.4L-MGT	ERJ195LR	Georgian Airways	f/v 30 TGZ651/2	EC-MUA	B777-212ER	Privilege Style	arr SLM994
9H-VCA	CL-350	VistaJet Malta	VJT401	G-RNJP	CL-605	TAG Aviation (UK)	arr
D-CHRE	Ce680	Hahn Air	HHN40E	G-WIRG	ERJ135BJ	Air Charter Scotland	arr EDC065
D-IEKU	Ce525A	Excellent Air	29 ECA2C	M-HOME	Global 6000	Symphony Master	f/v arr
EC-MLT	B787-8	Air Europa	AEA1091/8	M-INER	Global 6000	ICC Aviation	



This ERJ135BJ was delivered to Air Service Liège as OO-ARO in February 2016. In November 2016 it was transferred to TAG UK and registered as G-YMKH. On 25 January 2019 the aircraft was ferried to Guernsey. Four days later it was ferried from Guernsey to Baden airpark via Rotterdam as D-AFBS on delivery to Air Hamburg. (Rotterdam - The Hague, 29 January 2019, Kees van Boven)

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*Air Independence was the initial operator for this Global 6000 when it was delivered to the airline as D-ASNK in March 2018. In October 2018 it was transferred to ExecuJet Europe as HB-JSK. Mark Sluifers was able to catch the bizjet in a winter scene when it departed Rotterdam - The Hague on 23 January 2019.*

OE-FMI	Ce525	flyTyrol	FTY2
OE-FZC	Ce510	GlobeAir	arr GAC797F
OO-CEJ	Ce525	Air Service Liège	arr
S5-TSV	Falcon 50EX	Elit'avia	arr EAV52V

While enroute from Budapest to Billund a Ryanair diverted to Amsterdam on the 1st. The TUI Boeing on the 3rd was ferried to Luton and was added to the fleet of TUI Belgium in February. On the 4th Avion Express operated for Tunis Air and Gowair operated for Corendon. Atlas Air operated a passenger charter from Frankfurt to Baltimore on the 5th. The Aurigny Embraer on the 7th arrived for maintenance. An Uzbekistan Airways Dreamliner arrived for the same reason on the same day. On the 8th Wamos Air operated a flight for TUI Netherlands and positioned in to operated for Surinam Airways the next day. On the 9th both Japanese jumbo's were seen for the last time as both aircraft are to be replaced by two Boeing 777 aircraft. On the 10th Wamos changed aircraft for the SLM flights, repeating this again on the 12th. Both military aircraft on the 16th arrived from Brussels. On the 17th a TUI Belgium Boeing positioned in from Brussels and operated flight for its Dutch counterpart till the 19th. A new fleet addition for Transavia arrived on the 18th. On that same day Air Explore operated a flight for Transavia. Privilege Style positioned in on the 19th and operated the outbound flight to Curacao for TUI Netherlands. ASL Airlines on the 20 was a maintenance visitor. The Privilege Style on the 21st remained parked at the airport a few days before it operated flights for SLM the remainder of the month. CargoLogicAir arrived for maintenance on the 21st. The Freebird Airlines on the 22nd has been reported as a Rotterdam diversion. On the 23rd Wamos arrived again and operated flights for TUI Netherlands till the 26th. New fleet additions for both TUI Netherlands and Transavia arrived on the 26th. The TUI aircraft continued to Brussels for modifications. A Transavia Boeing was ferried to Woensdrecht on the 28th for split scimitar winglet conversion. A Georgian Airways Embraer arrived for maintenance on the 28th. On the 30th an XL Airways France Airbus arrived for maintenance. The TUI Belgium on the 30th positioned in from Brussels and started operating for TUI Netherlands the next day.

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

### Rotterdam - The Hague

01. D-BOOM	CL-300	Windrose Air	January 2019
D-CHDJ	Ce560XLS	Excellent Air	QGA305T/6T
			ECA6C/64E

OE-GZK	Ce560XLS	International Jet Management	IJM369
OK-KIN	Ce525B	Aero Partner	DFC147D
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-MRO	Ce421C	Q-Flights	18
02. PH-VBG	Falcon 2000EX	JetNetherlands	03
SP-ATT	Beech 400XP	Smart Jet	03 SAH48P
03. CS-DXR	Ce560XLS	NetJets Europe	05 NJE5EC/4VN
LX-ONE	Lj45	Luxemb. Air Rescue	DUK1AMB
04. CS-LTC	Ce680A	NetJets Europe	09 NJE363T/288A
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-VBG	Falcon 2000EX	JetNetherlands	07
05. CS-CHB	CL-350	NetJets Europe	NJE6RA
D-IFGU	Ce425	Dieffenbacher	
N335BF	PA-30-160	Quaak Holding	06
OE-GZK	Ce560XLS	International Jet Management	IJM369
OO-GMJ	Beech 350	Air Service Liège	06
TC-JHA	B737-8F2	Turkish Airlines	THY3912/3
TC-JHC	B737-8F2	Turkish Airlines	THY3914/5
TC-JHF	B737-8F2	Turkish Airlines	THY3932/3
06. CS-DXN	Ce560XLS	NetJets Europe	08 NJE6SL
07. N500RW	TBM-850	Redwood Air	
SE-RIL	Ce560XLS	H-Bird Aviation	09 ETI807Z/9Z
SP-AST	Ce525	AMC Aviation	16
TC-REC	G450	REC Aviation	11
08. EC-LZO	B767-35DER	Privilege Style	PVG695P/6995
G-MEDZ	Beech B200	Zeusch aviation	09 MDI04/ -
N1DC	G-V	Blue Star Management Services	10
OO-HCP	R44	Heli & Co	09
PH-HRK	P180	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	dep
PH-VBG	Falcon 2000EX	JetNetherlands	14
09. 9H-PLM	Ce650	Luxwing	10 LWG802/1
CS-DXY	Ce560XLS	NetJets Europe	NJE2VY/749T
CS-PHC	EMB505	NetJets Europe	NJE2SD/807P
D-CAWM	Ce560XLS+	Aerowest	2x
D-CEER	Beech 250	Aelia	AELIA07
D-CEIS	Ce680	E-Aviation	EFD6S
D-CMDH	Ce680	E-Aviation	EFD6H
EC-LZO	B767-35DER	Privilege Style	PVG6996/696P
OO-HCP	R44	Heli & Co	10
OO-IDE	Ce525	Air Service Liège	
PH-HRK	P180	JetNetherlands	18
PH-TCN	P180	JetNetherlands	23
10. L-02	PC-7	131EMV0sq	*Diamond12
CS-CHH	CL-350	NetJets Europe	11 NJE960Y/697H
N812AM	BAe125-800A	AirMed International	
OO-ACO	Ce510	Air Service Liège	
OO-IDE	Ce525	Air Service Liège	15
PH-FIS	Ce525	JetNetherlands	dep
11. CS-DUC	BAe125-750	NetJets Europe	13 NJE824C/3ER

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EC-GJM	SA227BC	Flightline	12 FTL753/001	VP-BBW	B737-7BJ	Gama Aviation	22
EI-GHK	ERJ190AR	Stobart Air	CFE4455/6	YU-SVL	Ce560XLS	Prince Aviation	20 PNC1VL
OO-ACO	Ce510	Air Service Liège	18	20. CS-DRY	BAe125-800XPi	NetJets Europe	21 NJE759C/599Y
12. EC-GJM	SA227BC	Flightline	14 FTL2/911	CS-GLH	Global 6000	NetJets Europe	NJE162R/9MD
F-HSFJ	Ce680A	Astonjet	ASJ729	CS-PHC	EMB505	NetJets Europe	NJE2SD
N1RP	G550	Penske		D-HORI	AW109SP	Heli Transair	HTA275
N335BF	PA-30-160	Quaak Holding	15	N2E	G650ER		
14. D-AVIB	ERJ135	Air Hamburg	17 AHO885X/796D	N955SH	PA-46-350P	Peter Yarrow	
M-KRAF	Ce550 Bravo	Patagonia Assets		OE-IEN	Falcon 2000EX	Global Jet Austria	21 GLJ93EN
OO-PRM	Ce510	Air Service Liege	dep	PH-JPS	R44	HeliCentre	*
OY-CLY	ATR72-212A	Alsie Express	MMD6576	21. D-BWA	Ce525	Schuite & Schuite Druckfarben	05
PH-MFA	DA42NG	Martinair Lelystad	MPH151	G-MEDZ	Beech B200	Zeusch aviation	24
YR-FKB	Fokker 100	Carpatair	16 KRP2872/3	N335BF	PA-30-160	Quaak Holding	arr
15. CS-DFF	Falcon 2000EX	NetJets Europe	NJE020U/2NF	OM-BYA	A319-115(X)	Government of Slovakia	SSG04A
CS-DQA	Ce560XLS	NetJets Europe	18 NJE985W/343C	OO-HCY	R44	Heli & Co	22
D-ICSH	EMB500		16	PH-MFA	DA42NG	Martinair Lelystad	MPH151
D-INKY	P180	AirGo	18 XGO3RD/MV	PH-RIS	EC130B4	KNSF Flight Services	
N131RM	PA-23-250			PH-SEJ	P68B	CNE Air	
OO-ACC	Ce525A	Air Service Liège	22	22. EI-GHK	ERJ190AR	Stobart Air	CFE4455/6
OO-STX	EC120B	Ilpam		M-NGSN	PC-12/47	Niels Stolt-Nielson	24
OY-CLY	ATR72-212A	Alsie Express	16 MMD6576	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315
PH-ECD	EC120B	Heli Holland Holding		OM-BYA	A319-115(X)	Government of Slovakia	SSG004
PH-FIS	Ce525	JetNetherlands	18	YU-TBA	Ce560XLS+	Swisslion	
PH-SEJ	P68B	CNE Air		23. D-CEFO	Ce560XLS+	Air Hamburg	25 AHO172X/318W
PH-VBG	Falcon 2000EX	JetNetherlands	18	D-IKOE	Ce510	Köpping Reederei	
16. 9H-BBJ	B737-7BC	Privajet	PVJ211	EI-GHK	ERJ190AR	Stobart Air	CFE4455/6
CS-DXQ	Ce560XLS	NetJets Europe	NJE9LB/199Y	HB-JFP	G650	Jet Aviation Business Jets	
CS-DXY	Ce560XLS	NetJets Europe	NJE2VY/722D	HB-JSK	Global 6000	ExecuJet Europe	
D-IAIB	Ce525	AIB Assets	21	M-NTOS	Ce525C	Perfetti Van Melle	24
M-AAAL	G650	Global Jet Isle of Man	17	OO-HCY	R44	Heli & Co	
N79CN	P180	Valentair	17	PH-VBG	Falcon 2000EX	JetNetherlands	25
PH-DTS	DA42	Wings over Holland		24. 9H-VCG	CL-350	VistaJet Malta	25 VJT448
17. D-ITAN	Ce525	E-Aviation	2x	D-IAIB	Ce525	AIB Assets	25
N79CN	P180	Valentair	18	D-ILHE	Ce525	European Flight Academy	*DLH9982
OY-CLY	ATR72-212A	Alsie Express	18 MMD6576	D-ISLT	Ce525A	Sylt Air	27 AWU924/7
18. 14+01	Global 5000	FBS BMVg	GAF642	F-HVYC	Ce560XLS+	Lyreco	
EC-GPS	SA227AC	Flightline	FTL852/3	PH-VCC	DA62	Cav-Okay	27
EI-GHK	ERJ190AR	Stobart Air	CFE4455/6	25. CS-CHH	CL-350	NetJets Europe	NJE195N/239R
PH-FIS	Ce525	JetNetherlands	29	D-IPVD	Ce525A	Transavia Flug	
PH-HRK	P180	JetNetherlands	25	EI-GHK	ERJ190AR	Stobart Air	CFE4455/6
PH-MRO	Ce421C	Q-Flights	03	N1DC	G-V	Blue Star Management Services	28
PH-VBG	Falcon 2000EX	JetNetherlands	21	PH-PKF	Falcon 2000LXS	JetNetherlands	arr
19. CS-PHC	EMB505	NetJets Europe	NJE2SD	PH-TCN	P180	JetNetherlands	01
D-COOL	Lj55	Air Alliance	20 AYY114	26. D-IRWR	Ce525	Peak Air	
D-CUBA	Ce525B	Scholz		PH-HRK	P180	JetNetherlands	31
D-ISAR	Raytheon 390	Euroflug Frenzel		SX-DVX	A320-232	Aegean Airlines	AEE4824/5
OO-HCZ	AS355N	Heli & Co		YU-SVL	Ce560XLS	Prince Aviation	27 PNC1VL
OY-CLY	ATR72-212A	Alsie Express	MMD6576	27. 9H-DDJ	Lj75	Kermas International	29 KER814
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1	G-ZNTH	Lj75	Zenith Aviation	BZE07A/B
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1	PH-ULP	EC135T2	ANWB - MAA	Lifeline3
PH-JTJ	Ce680	Exxaero	XRO027	PH-VBG	Falcon 2000EX	JetNetherlands	arr
SX-DGB	A320-232	Aegean Airlines	AEE3824/5	28. C-GMCR	G550	Sunwest Aviation	29 CNK3



This Boeing 737 has had an extensive career since it rolled off the production line in 1998. In 2014 it was added to the fleet of Italian airline Meridiana as you can still see by its colours. It was added to the AlbaStar fleet in August 2018 as EC-NAB. (Rotterdam - The Hague, 29 January 2019, Maarten Visser Sr)



Sunwest Aviation is a charter airline based in Western Canada. Its Head office is located in Calgary, Canada. Gulfstream G550 C-GMCR was added to the fleet in December 2018 and was previously operated by Argentre Enterprises as N332MM. (Rotterdam - The Hague, 29 January 2019, André Wadman)

D-BAHB	Falcon 2000LX	MHS Aviation	29 MHV20Y	PH-UBB	DA62	SIM International	
D-FAAA	PC-12/47E			07.D-ISAR	Raytheon 390	Euroflug Frenzel	11
D-IANA	Beech B200	Euro Link		HB-JBA	CS100	Swiss	23 SWR5104/81
D-IRWR	Ce525	Peak Air		08.PH-HSE	B737-8K2	KLM	div KLM1070
EC-NAB	B737-81Q	AlbaStar	LAV5365/6	09.9H-VCB	CL-350	VistaJet Malta	10 VJT453
N811AM	BAe125-800SP	AirMed International		9H-VCO	CL-350	VistaJet Malta	VJT449
N906TF	Falcon 7X	Tyson Shared Services	29	D-CAWM	Ce560XLS+	Aerowest	
29.D-AFBS	ERJ135BJ	Air Hamburg	f/v AHO001M	10.9H-VCB	CL-350	VistaJet Malta	11 VJT453
D-AJOY	CL-850	Air X Charter	30 AXG11/3003	N402KZ	B747-481F	Kalitta Air	THY6319
G-SCPJ	BAe125-900XP	Saxonair	30 SXN80K	11.LX-ICL	B747-467F	Cargolux	UAE9962
N380ER	G650ER	LBMA Equipment Service	30	13.LX-LGE	DHC-8-402	Luxair	arr LGL41
T7-MBH	ERJ135BJ	Empire Aviation Group	30	LX-LGM	DHC-8-402	Luxair	dep LGL42
30.133/F-YDAI	Falcon 10MER	57S	31 FNY5560	PH-TXA	Ce510	JetNetherlands	
CS-DRZ	BAe125-800XPi	NetJets Europe	31 NJE140W/605A	14.9XR-WI	CRJ900ER	RwandAir	dep RWD801
D-CXLS	Ce560XLS+	Air Hamburg	AHO452R	15.D-CDAS	EMB505	DAS Private Jets	16
D-ICBA	Ce525A	Proair		D-CLAM	EMB505	Liebherr Geschäftsreise	LHB1
F-HFRA	Ce501	Airlec	ARL505	16.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG255/6
N16ZM	G650	Nissan North America	01	OE-FHA	Ce510	GlobeAir	GAC792X
OH-RBX	Ce560XL	River Aviation		17.I-SWIA	B747-4R7F	Silk Way Italia	AZG7978/9
31.9H-VCF	CL-350	VistaJet Malta	VJT498	LX-ICL	B747-467F	Cargolux	UAE9962
CS-CHB	CL-350	NetJets Europe	03 NJE6RA/214B	LX-VMF	Ce560XL	Luxaviation	LXA15P
CS-DUA	BAe125-750	NetJets Europe	NJE5EV/667G	N401KZ	B747-481F	Kalitta Air	THY6319
D-AJOY	CL-850	Air X Charter	02 AXY3106/0204	OK-OBR	Ce510	Aeropartner	DFC778D
EI-GHK	ERJ190AR	Stobart Air	CFE4477/6	18.F-HVYC	Ce560XLS+	Lyreco	19
EI-GHK	ERJ190AR	Stobart Air	CFE4479/8	HA-LYP	A320-232	Wizz Air	div WZZ4071/2
OE-FUX	Ce525A	Bairline	01	LX-SCV	B747-4R7F	Cargolux	CLX7135
OY-ERY	Ce550	Jet Plane Corporation	01	20.D-CAPB	Ce560 Encore+	Aerowest	
OY-GFS	Falcon 2000LXS	Air Alsie	MMD4566	F-HVYC	Ce560XLS+	Lyreco	
PH-DAM	P180	JetNetherlands	08	22.D-CTOR	EMB505	Luxaviation Germany	23 LXG550R
				23.HB-JBB	CS100	Swiss	10 SWR5180/1
				LN-WDH	DHC-8-402	Widerøe	WIF8424/7424
				24.D-INEZ	Ce510	HanseSky	
				LN-FIX	Beech B200	Airwing	NWG341/2
				N402KZ	B747-481F	Kalitta Air	THY6319
				OO-LET	Beech B200	Air Service Liège	
				SP-NUT	PC-12/47E	Ptak	
				25.LX-ONE	Lj45	Luxemb. Air Rescue	LRQ9038/7
				LX-SCV	B747-4R7F	Cargolux	CLX7135
				26.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG259/60
				27.D-ABQI	DHC-8-402	Euroways	30 GWI6909/5
				HB-JBB	CS100	Swiss	tst
				LN-WDG	DHC-8-402	Widerøe	WIF7425/8425
				29.D-ICMK	Beech C90GTi	Kapp	
				LX-ICL	B747-467F	Cargolux	UAE9988
				M-LWSG	Global 6000	Lynx Aircraft	
				30.TC-LJP	B777-F	Turkish Airlines	f/v THY6425
				31.D-COLO	Ce525C	Jetkontor	JKH32C
				HA-LYJ	A320-232	Wizz Air	div WZZ146
				HA-LYM	A320-232	Wizz Air	div WZZ1KU
				N402KZ	B747-481F	Kalitta Air	THY6319
				OK-PBS	Ce525	T-air	TTV52P
				PH-HSF	B737-8K2	Transavia	div TRA5962

Turkish Airlines operated some Mekka-charters on the 5th. Privilege Style operated a charter to Nigeria on the 8th. The Stobart Air Embraer operated for Cityflyer several times this month. Karpatair operated a charter from and to Clermont-Ferrand on the 14th. Aegean Airlines operated charters to Dubrovnik this month. The first took pace on the 19th and the second one week later. The AlbaStar charter on the 28th arrived from Milan and departed to Luxembourg.

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

### Maastricht - Aachen

		January 2019	
01.OE-FHK	Ce510	GlobeAir	dep GAC096H
03.N705CK	B747-4B5F	Kalitta Air	THY6319
04.CS-DXI	Ce56XLS	NetJets Europe	NJE304Q/9LH
SP-MRB	Saab 340A/QC	SkyTaxi	IGA768/9
05.9H-ILZ	CL-850	VistaJet Malta	07 VJT683
D-ITRA	Ce525	Transavia Flug	
TC-ACG	B747-481(F)	Saudia	SVA915/6
06.PH-CJM	Ce680	ASL	

PH-HXK B737-800 Transavia div TRA6686  
 TC-ACG B747-481(F) Saudia 01 SVA3933/4

On the 8th a KLM diverted while on its way to Amsterdam. On the 13th a Luxair aircraft change at SAMCO. On the 14th the Rwandair finally departed back home. On the 18th an Eindhoven diversion. the Swiss arriving for maintenance on the 23rd performed a local flight on the 27th. More Eindhoven diversions on the 31st. The following Ryanair aircraft have been repainted this month: EI-EKJ, EI-EKN, EI-EKP, EI-EKR, EI-EKS, EI-EKV, EI-EKX, EI-EKZ, EI-EMD, EI-EMF, EI-EMH, EI-EMO, EI-ENA, EI-ENJ and EI-FON.

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

**Groningen - Eelde**

January 2019			
02.D-IPVD	Ce525A	Transavia Flug	
03.OK-RLV	G280	Avcon Jet	
04.LX-MIC	Falcon 2000S	Global Jet Luxembourg	SVW50IC
05.PH-CYP	PC-12/47E	SMT Shipping	
06.PH-PXB	EC135P2+	Nationale Politie	ZXP02
09.D-IPCH	Ce525A	Jetkontor	JKH32A
11.G-DCMT	EMB505	Centreline	div CLF706
14.OE-XXY	R44	Heli & Co	
15.N-195	NH90-NFH	860sq	2x *Fiber10
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
G-EELS	Ce208B	Glass Eels	
16.CS-CHE	CL-350	NetJets Europe	NJE797P/7UH
D-ASMR	A320-214	Sundair	
G-EELS	Ce208B	Glass Eels	
OO-JCV	PC-12/47E	NextGen Aviation	
17.147/XS	TBM-700A	ET00.060	
HA-KAR	Ce525	Jet Stream	
OY-NLA	Ce650	North Flying	dep NFA054
18.D-ASMR	A320-214	Sundair	SDR8052/857F

G-EELS	Ce208B	Glass Eels	
19.CS-DUA	BAe125-750	NetJets Europe	
G-EELS	Ce208B	Glass Eels	
PH-JTJ	Ce680	Exxaero	21 XRO027/270
20.OO-ESA	Ce404	Eurosense-Belfotop	21
21.OO-IDE	Ce525	Air Service Liège	
22.78/XE	TBM-700A	CEAM	CTM1292
OO-IDE	Ce525	Air Service Liège	29 2x
23.D-CHMS	EMB505	Atlas Air Service	
D-CGGG	Lj31A	Jetcall	
M-DMBP	Lj40XR	Ven Air	
26.D-CXLS	Ce560XLS+	Air Hamburg	27
28.G-GILB	Ce510	Catreus	VCG1LB/2LB
PH-PXY	AW139	Nationale Politie	ZXP25
31.PH-BGN	B737-7K2	KLM	KLM9868

The Phenom 300 on the 11th was destined for Twente. Sundair operated charters to Berlin. The Sovereign on the 19th brought Ronnie Flex to receive the Popprijs 2018 at the Oosterpoort cultural center in Groningen. The Boeing on the 31st made a stop at the airport on its way from Norwich to Amsterdam.

Credit: GEAS, FlyGRQ.

**Deventer-Teuge**

January 2019			
02.G-OAFF	Ce208	FSSD	arr
PH-PXC	EC135P2+	Nationale Politie	ZXP03
06.PH-JPS	R44	HeliCentre	
07.S-454	AS532U2	300sq	
N51WF	RC690C	MBH Services	
08.S-454	AS532U2	300sq	
N2648X	Ce501	T.S. Aviation	
10.PH-JPS	R44	HeliCentre	
14.OO-GOA	RC690A	Aerodata Aerial Surveys	arr



ATR72 PH-ATP arrived at Maastricht on 3 October 2017 registered as D4-CCC. After having been stored at the airport it was caught on camera while being dismantled. Usable parts have been salvaged. What remains has been transported to PS Aero in Baarlo. There the fuselage will be converted into an attraction. (Maastricht - Aachen, 26 January 2019, Danny Versteegen)

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In May 2018 Global Jet Luxembourg took over this Falcon 2000S from TAG UK as LX-MIC. (Groningen - Eelde, 4 January 2019, Simen Dorschman)

OO-RZA	R44	Diatrans		<u>D-890</u>	CH-47F	298sq	*GLV-V
PH-ECE	EC120B	Heli Holland Holding		<u>D-892</u>	CH-47F	298sq	*GLV-V
16.PH-SVY	PA-31T	Slagboom en Peeters	arr	OO-XLS	Ce560XLS+	Air Service Liège	
17.PH-HCD	Cabri G2	HeliCentre		OY-JTS	B737-7K2	Jet Time	JTG9849/0850
20.D-ILCA	PA-31-325	Bachmann		08.D-CKNA	Ce525C	Star Wings Dortmund	STQ444
OO-VBA	Bell 206B3	R. Clements		D-IDAZ	Ce525	Donau Air Service	
21.D-HGVB	R44	Rotavisie	29	HB-JSK	Global 6000	ExecuJet Europe	
PH-HCC	Cabri G2	HeliCentre		09.1x	AH-64DN	301sq	*
PH-PNX	PA-31-350	Aerodata International Surveys	arr	03	C-17A	HAW	11
SE-LZU	RC690	Aerodata International Surveys	arr	<u>L-01</u>	PC-7	131EMVOsq	*Diamond07
24.PH-HCD	Cabri G2	HeliCentre		CS-CHF	CL-350	NetJets Europe	NJE796Q/081Q
26.PH-HCD	Cabri G2	HeliCentre		EI-GJM	B737-800	Ryanair	f/v RYR7QN/8548
29.N2648X	Ce501	T.S. Aviation	30	OO-XLS	Ce560XLS+	Air Service Liège	
30.PH-HCC	Cabri G2	HeliCentre		10. <u>CH04</u>	C-130H	20sq	*
PH-HCD	Cabri G2	HeliCentre		M-ABJA	Lj45XR	Ryanair	
				OE-GAP	EMB505	AvconJet	11 AOJ530/P
				PH-CJM	Ce680	ASL	16
				11. <u>CH12</u>	C-130H	20sq	*BAF677
				<u>L-12</u>	PC-7	131EMVOsq	*Diamond17
				D-BEEP	Ce750	Air X Charter (Germany)	AXG22
				D-CEFO	Ce560XLS+	Air Hamburg	AHO182Q/414V
				12.03	C-17A	HAW	Bartok57
				UR-CSI	An-12A	Cavok Air	f/v 14
				13.CS-CHF	CL-350	NetJets Europe	14 NJE348N/815E
				14.02	C-17A	HAW	Bartok59
				<u>D-667</u>	CH-47D	298sq	*Viking3
				<u>L-04</u>	PC-7	131EMVOsq	*Diamond03
				D-ASMR	A320-214	Sundair	SDR810F/8010
				OK-SWF	B737-8	Smartwings	
				OY-JTS	B737-7K2	Jet Time	JTG9849/9850
				15. <u>L-12</u>	PC-7	131EMVOsq	*Diamond04
				LX-LAR	Lj45	Luxemb. Air Rescue	DUK3AMB
				OE-GAP	EMB505	AvconJet	AOJ53P
				16.E33/705-FJ	Alpha Jet E	EAC00.314 (spec mks)	17 FAF6441/2
				E170/705-RY	Alpha Jet E	EAC00.314	17 FAF6442/1
				237/F-RAFD	Falcon 2000LX	ET00.060	2x CTM1281
				D-ASMR	A320-214	Sundair	SDR830F/8034
				F-HCPE	P180	Oyonnair	
				OY-CLY	ATR72-212A	Alsie Express	17 MMD6662
				PH-HWM	CL-605	ASL	
				PH-HWM	CL-605	ASL	19
				17.02	C-17A	HAW	Bartok59
				D-CUGF	Ce525B	SFD Stuttgarter Flugdienst	FFD525
				I-KREM	BAe125-800XP2	Interjet	18
				PH-CJM	Ce680	ASL	20
				18. <u>L-04</u>	PC-7	131EMVOsq	*Razor02
				M-ORIS	EMB550		
				OK-SEM	Ce680	Travel Service	TVS31J/2J
				PH-CGC	Do228-212	Kustwacht	
				PH-NDK	Falcon 900B	Exxaero	XRO021
				SE-RFH	Ce680	European Flight Service	EUW9957
				19.03	C-17A	HAW	20
				PH-HWM	CL-605	ASL	25

The Cessna on the 2nd arrived for an identity change. By the time you read this it has become PH-FSD for the same owner. Not in the list but nice to mention is the landing of balloon PH-OLE on the 10th. The Commander on the 14th is said to have arrived for almost the same reason. It will apparently be registered on the Dutch register and will be based at Lelystad. It is unclear if the owner also will change. The Cessna on the 16th arrival back from Curacao after its assignment in the Carribean.

Credit: Teuge Airport.

## Eindhoven

		January 2019			
02. <u>FB22</u>	F-16BM	2w	*BAF245		
<u>02</u>	C-17A	HAW	03 <u>Bartok55</u>		
HB-JGQ	CL-300	Premium Jet	03		
PH-CDF	B737-804	Corendon Dutch AirL.	CND291P/2991		
SP-RSS	B737-800	Ryanair Sun	f/v RYR4022/1		
UR-CJN	An-12B	Cavok Air	CVK7021/-		
03. <u>FB24</u>	F-16BM	10w/OCU (spec mks)	*		
D-890	CH-47F	298sq	*Ghost3, GLV-V		
CS-CHD	CL-350	NetJets Europe	NJE903W/322Y		
OE-HWM	G280	Alpine Flightservice			
PH-FJK	Ce525B	JetNetherlands	dep		
PH-FJK	Ce525B	JetNetherlands	09		
YU-MTU	Ce525	Infinity Aviation	04		
04. <u>D-661</u>	CH-47D	298sq	*Corona1		
OO-GEE	PC-12/47E	Blue Sky Aviation	dep		
OO-GMJ	Beech 350	Air Service Liège	05		
UR-CJN	An-12B	Cavok Air	arr CVK7023		
05. <u>02</u>	C-17A	HAW	<u>Bartok55</u>		
PH-CJM	Ce680	ASL	dep		
PH-HWM	CL-605	ASL	dep		
PH-HWM	CL-605	ASL	12		
06.PH-CJM	Ce680	ASL	10		
07.03	C-17A	HAW	09		

20. D-INCS	Ce525	Jetkontor	JKH321
D-IPCG	Ce425	PGS Holding	
OK-SEM	Ce680	Travel Service	TVS33J/4J
PH-CJM	Ce680	ASL	23
21. 1x	Do228-212	Kustwacht	*
<u>79+11</u>	NH90-TTH	THR-30	<u>GAM7911</u>
D-665	CH-47D	298sq	*GLV-V
<u>Q-24</u>	AH-64DN	301sq	<u>Redskin33</u>
OY-JTT	B737-73S	Jet Time	JTG9849/0849
22. <u>J-014</u>	F-16AM	312/313sq	* <u>Bonzo</u>
<u>J-635</u>	F-16AM	312/313sq	* <u>Bonzo</u>
G-OCJZ	Ce525A	Centreline	23 CLF854
23. 1x	TBM-700	nn	CTM3833
1x	F-16AM	312/313sq	*Tiger01
<u>CH11</u>	C-130H	20sq	* <u>BAF670</u>
D-IFMG	Raytheon 390	Forum Air	24
G-WUKC	A321-231	Wizz Air UK	div WUK9WJ
PH-CJM	Ce680	ASL	25
24. CH09	C-130H	20sq	* <u>BAF684</u>
<u>79+11</u>	NH90-TTH	30-THR	* <u>GAM7911</u>
<u>Q-19</u>	AH-64DN	301sq	* <u>Redskin13</u>
<u>Q-23</u>	AH-64DN	301sq	* <u>Redskin14</u>
F-HVYC	Ce560XLS+	Lyreco	
PH-FJK	Ce525B	JetNetherlands	26
25. M-LWSA	Global Express	Lynx Aviation (IoM)	
OK-TVJ	B737-8Q8	Smartwings	TVS4367/436F
PH-CJM	Ce680	ASL	27
26. PH-HXN	B737-800	Transavia	f/v 27 TRA6974/5235
27. M-LWSA	Global Express	Lynx Aviation (IoM)	
N194ER	Ce510	Blue Sky Aviation	
PH-CJM	Ce680	ASL	30
PH-FJK	Ce525B	JetNetherlands	28
PH-HWM	CL-605	ASL	
28. <u>L-11</u>	PC-7	131EMVosq	* <u>Diamond04</u>
M-LWSG	Global 6000	Lynx Aviation (IoM)	29
OO-ACO	Ce510	Air Service Liège	arr
29. EC-MSC	Global 6000	Mercadona	
N194ER	Ce510	Blue Sky Aviation	
OK-TVJ	B737-8Q8	Smartwings	TVS434P/4346
OO-OMG	EC120B	Heli-Business	
PH-FJK	Ce525B	JetNetherlands	arr
30. 1x	Do228-212	Kustwacht	*
<u>54+14</u>	A400M	LTG62	*
CS-PHC	EMB505	NetJets Europe	NJE946E/090B
PH-CJM	Ce680	ASL	arr
UR-CKL	An-12BK	Cavok Air	arr CVK7081
31. PH-DAM	P180	JetNetherlands	
UR-CKL	An-12BK	Cavok Air	arr CVK7083

Corendon operated a military charter on the 2nd. The Antonov on the 12th is all white and former EW-427TI. On the

14th again some military charters. Special visitor in January, just prior to two night stopping Alpha Jets, was a French Air Force Falcon 2000LX shooting some approaches on two occasions on 16 January. Sundair was seen again on the 16th together with Alsie Express. A second charter by Jet Time on the 21st. Wizz Air UK diverted on the 23rd due to a difficult passenger. Smartwings operated a charter on the 25th and on the 29th.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

## Gilze-Rijen

			January 2019
07. <u>FB24</u>	F-16BM	10w/OU (special mks)	* <u>BAF501</u>
<u>L-02</u>	PC-7	131EMVosq	* <u>Diamond07</u>
08. <u>LX-N90445</u>	E-3A	NAEW&CF	* <u>Nato01</u>
<u>L-05</u>	PC-7	131EMVosq	* <u>Diamond09</u>
<u>L-12</u>	PC-7	131EMVosq	* <u>Diamond05</u>
PH-PXZ	AW139	Nationale Politie	ZXP26
09. <u>L-02</u>	PC-7	131EMVosq	* <u>Diamond06</u>
PH-ULP	EC135T2	ANWB-MAA	Lifeline3
10. <u>L-02</u>	PC-7	131EMVosq	* <u>Diamond07</u>
<u>N-195</u>	NH90-NFH	860sq	arr <u>Neptune10</u>
11. <u>L-08</u>	PC-7	131EMVosq	* <u>Diamond18,04</u>
<u>L-12</u>	PC-7	131EMVosq	* <u>Diamond17,09</u>
14. <u>L-05</u>	PC-7	131EMVosq	* <u>Diamond18</u>
<u>L-08</u>	PC-7	131EMVosq	* <u>Diamond11</u>
18. <u>L-04</u>	PC-7	131EMVosq	* <u>Razor02</u>
21. 78+24	NH90-TTH	THR-30	25 tdy <u>GAMG40</u>
79+11	NH90-TTH	THR-30	24 tdy <u>GAM7911</u>
G-988	C-130H	336sq	* <u>NAF78</u>

The German Army NH90 helicopters also performed local flights to Deelen as Sonic3/4.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

## De Kooy

			January 2019
08. 84-00157	C-12U	1-214AVN	* <u>Duke59</u>
15. S-419	AS532U2	300sq (camo c/s)	
S-454	AS532U2	300sq (grey c/s)	
D-IVIV	Ce525A	Atlas Air Service	
26. <u>G-WNSW</u>	S-92A	CHC	27 <u>HKS306A/HNL64A</u>
28. 1x	CH-47D	298sq	*



Heli-Business was founded in 2012 and offers various services with and for helicopters. The company is based at Kortrijk-Wevelgem Airport. EC120B Colibri OO-OMG was entered in the Belgian register in May 2018. (Eindhoven, 29 January 2019, Michiel van Herten)

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Delivered as OY-PAF to Primera Air Scandinavia in July 2018 it was withdrawn from use three months later. The in 2009 founded airline ceased operations on 2 October when it filed for bankruptcy. The Airbus A321N was put in storage and reregistered to OE-IHS. As such is was caught on camera while on a local test flight in the colours of its future operator TAP Air Portugal. (Woensdrecht, 7 January 2019, Johan Havelaar)

29. D-665	CH-47D	298sq	PH-PST	EMB500	P.G. Stibbe	14
D-666	CH-47D	298sq	12. PH-BCI	BAe3201	AIS Airlines	arr PNX086
L-08	PC-7	131EMVOsq	PH-HCI	BAe3201	AIS Airlines	dep PNX085

Special visitor in January was the US Army Beech C-12U making an approach.

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

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

### Leeuwarden

			January 2019
02. J-060	F-16AM	322sq	arr NAF96
J-516	F-16AM	322sq	arr NAF95
04. J-514	F-16AM	312/313sq	Anvil01
J-630	F-16AM	312/313sq	Anvil02
08. T-784	Ce560XL	LTDB	SUI578
09. T-784	Ce560XL	LTDB	SUI578
18. J-001	F-16AM	312/313sq (nmks)	21 Epic1/Snake1
J-008	F-16AM	312/313sq	21 Epic2/Snake2
J-014	F-16AM	312/313sq	21 Fist2/Bonzo02
J-020	F-16AM	312/313sq	21 Fist1/Bonzo01
J-146	F-16AM	312/313sq	21 Fist4/Epic4
J-635	F-16AM	312/313sq	21 Fist3/Crack01
31. G-273	C-130H-30	336sq	*NAF79

January brought Leeuwarden the return of the final 1(NL) ATF Middle East deployment on 2 January. Two days later two unfortunate Volkel F-16s arrived, Anvil1 with an emergency following engine problems and Anvil2 came along with low fuel indications. On 18 January six Volkel F-16s spend the weekend at Leeuwarden as weather conditions at Volkel did not allow them to return.

Credits: MILSpotters, Oscar Sannen, Dirk Visser and Scramble MB.

### Lelystad

			January 2019
02. D-CMMP	EMB505	Luxaviation Germany	<u>LXG55MP</u>
04. PH-FCI	BAe3201	AIS Airlines	dep PNX081A
06. D-CSCE	EMB505	Luxaviation Germany	07 LXG55CE
07. PH-PST	EMB500	P.G. Stibbe	dep
PH-PST	EMB500	P.G. Stibbe	10
10. D-ACEV	Global Express	FAI Rent-a-jet	dep IFA200
D-CAPB	Ce560 Encore+	Aerowest	
G-TRAT	PC-12/47	BCFT	11
PH-KTM	R44	Eric Richter Heliservice	

13. OY-HOW	AW169	Uni-Fly	UNC60
15. OK-JKT	TBM-700C2	T-air	
16. OE-ITH	CL-604	Air Independence	01
18. PH-EQU	EC155B1	Heli Holland Offshore	
PH-HRK	P180	JetNetherlands	2x
19. D-EPUS	PA46-500TP		
PH-KTM	R44	Eric Richter Heliservice	
21. PH-PST	EMB500	P.G. Stibbe	23
23. PH-PST	EMB500	P.G. Stibbe	07
24. OK-JKT	TBM-700C2	T-air	
OY-MIS	P68C	Bio Flight	28 BIO03
PH-PXC	EC135P2+	Nationale Politie	ZXP03
26. PH-HGB	R44	HeliAir	
30. PH-PXD	EC135P2+	Nationale Politie	ZXP04

On the 10th a Global Express departed all white after a respray by Satys. The helicopter on the 13th arrived from Humberside. After a refuel the helicopter continued to Esbjerg. Although unconfirmed the Challenger arriving on the 16th was most probably also a visitor for Satys. The Partenavia on the 24th arrived for maintenance. Not listed in the movements but worth mentioning is the arrival (by road in a container) of Vultee BT-13A N313BT for the Early Birds Foundation.

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

### Volkel

			January 2019
02. J-016	F-16AM	312/313sq	arr NAF91
J-055	F-16AM	312/313sq (nmks)	arr NAF92
J-146	F-16AM	312/313sq (323sq mks)	arr NAF94
J-641	F-16AM	312/313sq (nmks)	arr NAF93
03. D-890	CH-47F	298sq	*Ghost4
04. D-661	CH-47D	298sq	*Shadow3
D-666	CH-47D	298sq	*Titan3
J-881	F-16AM	322sq	*Polly1
09. D-890	CH-47F	298sq	*Titan2
11. 10-0218	C-17A	62nd AW	RCH1114
16. J-197	F-16AM	312/313sq (311sq mks)	arr M2930

January 2019 started with the arrival of the Volkel based Jordanian Air Task Force deployment, meaning four F-16AM arrivals. Afterwards DHC 298sq Chinooks complete the list, one regular McChord C-17A visit and one 311sq marked F-16AM arrived from SABCA.

Credits: SGVolkel Message Board, Scramble MB

## Woensdrecht

January 2019			
07.Q-08	AH-64DN	301sq	tst Redskin06
CS-TFY	A320-232	Masterjet	arr LMJ665Y
EC-III	B737-86Q	Air Europa	arr AEA006
OE-IHS	A321-251N	TAP Air Portugal	tst
PH-HXL	B737-8K2	Transavia	09 TRA051/052
08.Q-13	AH-64DN	301sq	arr Redskin06
09.ST43	SF260D	CC Air	*BAF150
Q-08	AH-64DN	301sq	tst Redskin06
10.VP-BID	A320-214	Aeroflot	18 AFL7680/7681
11.D-890	CH-47F	298sq	*Grizzly61
Q-08	AH-64DN	301sq	dep Redskin06
OY-PSJ	B737-86N	Primera c/s	arr
15.HS-HMK	B737-826	Thai Government	tst FOP445
OH-LZK	A321-231	Finnair	dep FIN8922
OH-LZL	A321-231	Finnair	30 FIN8921/8923
17.TC-AAR	B737-86N	Pegasus	arr PGT090
18.RN01	NH90-NFH	40sq	*BAF720
21.G-988	C-130H	336sq	NAF78
J-635	F-16AM	312/313sq	*Crack01
24.J-201	F-16AM	322sq	tst Dozer
CS-TJN	A321-251N	TAP Air Portugal	dep TAP9773
28.PH-HSK	B737-8K2	Transavia	arr TRA051
29.YR-FKA	Fokker 100	Carpatair	31 KRP501
30.EI-EYM	A319-111	Rossiya	arr SDM5431
OH-LZA	A321-231	Finnair	arr FIN8922
31.LX-N90448	E-3A	NAEW&CF	*Nato40
J-201	F-16AM	322sq	dep Nasty

The Air Europa Boeing on the 7th was destined to be returned to its lessor, but that changed in February. Special attention goes out to the Thai Government BBJ2, performing a test flight on 15 January and a former Primera A321neo transferring to TAP Air Portugal. The Pegasus on the 17th has been returned to its lessor. The former Primera Boeing was seen with Flair Airlines titles on the 28th. On that same day the first of five Transavia Boeing 737s arrived for split scimitar winglet conversion.

Credits: J. Havelaar, Scramble MB.

## Texel

January 2019			
03.PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
06.PH-DKI	P68C	Zeeland Air	07
09.OE-XXY	R44	Heli & Co	

10.PH-DKI	P68C	Zeeland Air	
PH-PXZ	AW139	Nationale Politie	NCG04
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
13.D-HOAG	H145	Wiking Helikopter Service	WHS2AG
18.PH-DTS	DA42	Wings over Holland	
PH-MBO	DA62	M. Boers	
PH-PXZ	AW139	Nationale Politie	ZXP26
19.PH-DKI	P68C	Zeeland Air	20
21.PH-DKI	P68C	Zeeland Air	
PH-PXZ	AW139	Nationale Politie	NCG04
24.OE-XXY	R44	Heli & Co	
PH-DKI	P68C	Zeeland Air	
29.L-08	PC-7	131EMVOsq	Diamond08
PH-DKI	P68C	Zeeland Air	
30.2-MAPZ	Beech C90A	Zeusch aviation	

Credit: Texel Airport.

## Twente

January 2019			
14.D-IFHD	Ce525M2	E-Aviation	EFD2D
18.M-IFFY	Ce510	Xead Aviation	
19.CS-DXW	Ce560XLS	NetJets	NJE618L/899K
21.D-IFHD	Ce525M2	E-Aviation	EFD2D

Credit: EHTW spotters.

## Flamingo (Bonaire, Dutch Caribbean)

December 2018			
01.9H-TOO	Falcon 7X	Skyfirst	
HK-5013	EMB120RT	SARPA	02
N192LW	P180	Regal Air Tools	02
N939MC	IAI1125	Forever Astra	16
YV1851	RC690C		05
YV1987	BN-2B-21	Chapi Airlines	
02.N297TX	BAe125-900EX	Playa Grande Marriott	
04.P4-AAD	A320-232	Aruba Airlines	
06.HK-4411	BAe3201	SARPA	
N135RU	Ce525	James Platz	10
07.HI1038	BAe4101	Sky High Aviation	
YV610T	Ce207		08
08.HK-5013	EMB120RT	SARPA	09
N356DC	Ce525B	Zephyr Air	10
OO-JNL	B767-304ER	TUI Belgium	TFL394
YV2724	RC690A		
YV2924	Beech 200		
09.F-OMYM	ATR72-212A	Air Antilles Express	10
HK-4411	BAe3201	SARPA	
09.PH-DCG	AW139	DCCG	



Although being offered for sale by its current (German) owner Startrade Heli the Robinson R44 is active with Belgian company Heli & Co. (Texel, 9 January 2019, Mike Debruijn)

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In 2012 the Dutch Coast Guard rented two AW139 helicopters for Coast Guard duties in the Dutch Antilles. The helicopters were rented from English company FB HeliServices. PH-DCG is one of the two helicopters and caught on camera during a short fuel stop. (Bonaire, 9 December 2018, Jeandre Cicilia)

11. EC-MTU	A330-223	Wamos Air	TFL367/8	<u>Air Antilles Express:</u>			
HK-4411	BAe3201	SARPA		F-OIXH	01, 03	F-OIXO	08, 15, 22, 29
YV610T	Ce207			<u>American:</u>			
12. YV2685	PA-34			N762US	29	N9015D	01
13. N876RA	Ce560XL	Parminter Investments		N4005X	19	N9022G	31
PH-DCG	AW139	DCCG		N8009T	22	N9025B	28
14. EC-MTU	A330-223	Wamos Air	TFL366	N8027D	21	N9026C	26
HI1007	Beech 1900D	Sky High Aviation		N8030F	08, 15	N9029F	24
HI1038	BAe4101	Sky High Aviation		<u>Aruba Airlines:</u>			
HK-5255	Lj45	Rent Air		C-FXLH	01, 02, 06, 08, 09, 11, 13, 15, 16, 18, 20, 22, 23, 25, 27, 30		
15. HK-5013	EMB120RT	SARPA	16	<u>Delta:</u>			
YV626T	Ce650			N399DA	24	N867DN	02
YV2260	PA-34			N550NW	15	N3732J	31
YV3335	Beech 100			N678DL	01	N3734B	30
16. N995DP	Lj35A	REVA		N687DL	29	N3738B	28
PH-SVY	PA-31T	Slagboom en Peeters	30	N776DE	21	N3768	23
YV3093	RC690B		19	N804DN	09	N6701	22
17. F-OMYM	ATR72-212A	Air Antilles Express		N825DN	16	N6714Q	08
N31ZV	Lj31A	EZAir International	31	<u>Sunwing:</u>			
PJ-EZA	Beech 1900D	EZ Air	f/v *	C-FLUJ	16	C-FQWK	30
YV3203	Beech C90GTx			C-FWGH	23		
18. EC-LNH	A330-243	Wamos Air	TFL367/8	<u>TUI Airlines Netherlands:</u>			
HI1007	Beech 1900D	Sky High Aviation		PH-TFK	04, 06, 22, 25, 27	PH-TFM	16, 21, 28, 29
HI1038	BAe4101	Sky High Aviation		PH-TFL	01, 07, 20		
N507QS	Ce680A	NetJets	19	<u>United:</u>			
N998RG	RC690A	LDR Aviation	31	N14214	22-23	N35271	22
N5324J	Ce340A	Paul Fletcher	20	N18243	29-30	N36272	08-09
19. N2333K	CeU206G			N26226	29	N37255	01-02
PH-DCG	AW139	DCCG		N33266	15	N37277	01
20. P4-CFV	PA-31			N35260	15-16	N87527	08
21. HI1017	Beech 1900D	Sky High Aviation					
N356DC	Ce525B	Zephyr Air	24				
22. HI1038	BAe4101	Sky High Aviation					
N876RA	Ce560XL	Parminter Investments	23				
YV1775	Beech 200						
YV1987	BN-2B-21	Chapi Airlines					
23. F-GXAS	Ce404	ATIS					
N833E	G-V	Aeroglobal De Venezuela	31				
24. F-OMYM	ATR72-212A	Air Antilles Express					
HK-4411	BAe3201	SARPA					
N551ST	Lj60						
25. HI1007	Beech 1900D	Sky High Aviation					
26. N919DS	IAI1125SPX	General Dynamics C4 Systems	04				
27. PJ-EZY	Beech 1900D	EZ Air	f/v 28				
28. HI1038	BAe4101	Sky High Aviation					
29. N5036U	Beech G58		31				
P4-AAD	A320-232	Aruba Airlines					
YV1316	Ce500						
YV1386	Ce337		30				
30. N426FC	EMB500	RB Leasing	31				
N502AB	Lj60	AB Jets	31	01. N31ZV	Lj31A	EZAir International	15
31. F-OMYM	ATR72-212A	Air Antilles Express		N426FC	EMB500	RB Leasing	31
YV2734	Lj45XR	Petróleos de Venezuela		N502AB	Lj60	Andrew Bettis Aviation	05
				N833E	G-V	Aeroglobal De Venezuela	10

First noteworthy visitor on the 4th as Aruba Airlines used bigger equipment on the route (as on the 29th). On the 8th, 11th, 14th and 19th TUI needed help. From the 16th we welcomed back Sunwing, bringing more sunbathers from Toronto. EZ Air finally showed their new toy for the first time on the 17th to practice some touch and go's. The next day it came as a demo flight and from the 18th almost daily on scheduled services. Many extra flights from the USA towards Christmas. A French Cessna visited on the 23rd from and to Fort-de-France as Medevac flight. Air Antilles Express continued using their ATR42's for the service from St Maarten via Curacao using the Windward Islands Airways airline code, but new this month was the same company's ATR72 flying the same route using the Winair airline code.

January 2019

N5036U	Beech G58			HK-5013	EMB120RT	SARPA	
N919DS	IAI1125SPX	General Dynamics C4 Systems	04	24.N445BH	CL-605	Operadora Lear	
N998RG	RC690A	LDR Aviation	31	YV1777	RC690D		
02.YV1316	Ce500			25.HI1007	Beech 1900D	Sky High Aviation	
YV1775	Beech 200			HI1017	Beech 1900D	Sky High Aviation	
03.YV1851	RC690C		10	YV2956	Ce210		26
04.HI1038	BAe4101	Sky High Aviation		26.HK-5013	EMB120RT	SARPA	27
05.N483TW	Ce680	Landmark Sovereign Holdings		27.N2333K	CeU206G		29
07.PH-DCG	AW139	DCCG		29.HI1017	Beech 1900D	Sky High Aviation	
YV3263	Ce650		09	HK-4304	Ce560 Ultra	Sky High Aviation	
08.HI1007	Beech 1900D	Sky High Aviation		30.PH-FBH	AW139	Central Charter Colombia	31
N40VC	G-IVSP	Prime Jet	09	YV1386	Ce337	DCCG	
N2333K	CeU206G			YV1987	BN-2B-21	Chapi Airlines	31
09.9H-BBJ	B737-7BC	Privajet	10	31.N876RA	Ce560XL	Parminter Investments	
HK-5013	EMB120RT	SARPA		OO-FAI	Falcon 8X	Flying Group	f/v
YV3222	PA-31			PR-LRJ	Lj31A	Águia Sistemas de Armazenagem	
YV3287	EC135T2+		10				
11.CP2863	Beech 300LW		31	<u>Air Antilles Express:</u>			
HI1038	BAe4101	Sky High Aviation		F-OIXH 05	F-OMYM	07, 14, 19-20, 27-28	
12.HK-5013	EMB120RT	SARPA	13	F-OIXO 12, 19, 26			
YV1775	Beech 200			<u>American:</u>			
YV3203	Beech 90			N12028 09	N9006	14	
13.N450JS	G450	Sandals Resorts International	14	N4005X 16	N9015D	05	
N876RA	Ce560XL	Parminter Investments	14	N8001N 23	N9018E	28	
N5324J	Ce340A	Paul Fletcher	31	N8013M 02	N9022G	30	
YV2734	Lj45XR	Petróleos de Venezuela		N8030F 25	N9023N	18	
14.HK-5013	EMB120RT	SARPA		N8031M 07	N9025B	19	
N303CZ	CL-300	Operadora 003	16	N835AW 26	N9025M	04	
15.HI1038	BAe4101	Sky High Aviation		N90024 21	N93002	11	
YV1987	BN-2B-21	Chapi Airlines		N9004F 12			
YV2956	Ce210		18	<u>Aruba Airlines:</u>			
16.N31ZV	Lj31A	EZAir International	31	C-FXLH 03, 05, 06, 08, 10, 12, 13, 15, 17, 19, 21, 22, 24, 26, 27, 29, 31			
PH-FBH	AW139	DCCG		<u>Sunwing:</u>			
17.N999UP	MU-2B-60	Mootood	18	C-FZUR 06	C-GNVR	20	
PH-FBH	AW139	DCCG		C-GKVU 13	C-GQWH	27	
YV3272	PA-34			Left out were KLM, Insel Air (Fokker 50s), Divi Divi Air (BN2) and EZ Air (BN2) and Learjet N389KA which is based here, unless operating on a non-scheduled flight.			
18.HI1038	BAe4101	Sky High Aviation		Great way to start the new year on the 11th with a Beech from Bolivia arriving from Leticia in Colombia, it stayed the whole month. Still a lot of charter traffic from the USA and Canada and a first visit of type on the 31st from Belgium.			
PH-FBH	AW139	DCCG		<u>Credit:</u> Danny de Kiewit.			
YV578T	BAe3101	Sundance Air Venezuela					
19.HK-5013	EMB120RT	SARPA	20				
YV2734	Lj45XR	Petróleos de Venezuela					
YV3196	Ce310		20				
20.9H-BBJ	B737-7BC	Privajet					
YV3272	PA-34						
21.PH-FBH	AW139	DCCG					
22.HI1038	BAe4101	Sky High Aviation					
23.HK-4411	BAe3201	SARPA					



Delivered to the Royal Netherlands Air Force in 1979 J-260 was in service with 323sq when it ran off the runway at Leeuwarden AB in 1993. The aircraft is on display at the Depot Mechanisch Vliegtuigmaterieel en Straalmotoren (Mechanical Aircraft Material and Jet Engine Depot) which is at Woensdrecht Air Base. (Woensdrecht, 11 December 2018, Johan Havelaar)

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# Movements Belgium



The Morson Group titles on this Diamond DA62 refer to a company with its head office located in Manchester. The tail logo refers to English professional rugby union club 'Sale Sharks' from Greater Manchester. 2-SALE has CorpAcq-corporate acquisitions & investments titles on the right side on its nose. (Antwerp, 24 January 2019, Paul Soons)

## Antwerp

			January 2019				
01. M-SAIL	PC-12/47E	Sailfly	02	OO-JRX	Bell 505	Helimo	f/v arr
03. 9H-ILA	CL-850	VistaJet Malta	05	OO-STR	AS350B3	Stephex Stables	
CS-LTD	Ce680A	NetJets Europe	04	PH-KFA	DA42NG	KLS	f/v
OK-HLB	Beech B300	Aerotaxi	f/v 06	YU-BST	Ce525	Eagle Express	16
OO-STR	AS350B3	Stephex Stables	2x	16. D-IFFF	CeF406	Air Taxi Europe	18
PH-DWS	ERJ135LR	Air Charters Europe	09	EC-GPS	SA227AC	Flightline	17
04. N127QR	Beech 300LW	A. Ruijgrok	09	M-ARTY	PC-12/47E	Creston (UK)	
OO-HCY	R44	Heli & Co	arr	N67CA	TBM-850	Eussa	del
OO-HUR	Hurricane Mk.IV	Salphen	f/v arr	OK-PTT	PC-12/47E	Aerotaxi	18
YL-RAI	ATR72-202(F)	RAF Avia	f/v 08	PH-DAM	P180	JetNetherlands	18
05. OO-GEE	PC-12/47E	Blue Sky Aviation	10	PH-KFA	DA42NG	KLS	2x
06. OO-PCK	PC-12/47E	EAPC		17. CS-LTD	Ce680A	NetJets Europe	18
PH-DIX	PC-12/45	Din-Air		CS-PHB	EMB505	NetJets Europe	
07. D-IAAT	EMB500	Arcus Air		D-CQAB	Lj45	Quick Air Jet Service	
D-IFFF	CeF406	Air Taxi Europe	08	G-IPAX	Ce560XL	Air Charter Scotland	
08. D-ILAV	Eclipse 550	Liebherr	f/v 09	HB-IGV	Falcon 50EX	VF International	18
EC-KES	Ce525A	Trabajos Aéreos Espejo		HB-JFI	Falcon 2000LX	Jet Aviation	18
RN01	NH90-NFH	40sq		OO-IDE	Ce525	Air Service Liège	21
09. D-IABE	PA-42-720	Finow Air Service	10	PH-KFA	DA42NG	KLS	
D-IBJJ	Ce525A	Air Hamburg		18. RN-01	NH90-NFH	40sq	
SE-RIL	Ce560XLS	H-Bird Aviation Services		D-ITEM	PA-31T	Aerotours	
10. G-OCJZ	Ce525A	Centreline		EC-GPS	SA227AC	Flightline	
OO-NRG	R44	Genitrade		M-ARTY	PC-12/47E	Creston (UK)	
OO-VMF	Ce560XLS+	Air Service Liège		M-ORIS	EMB550	Flight Assist NW	f/v 19
PH-DAM	P180	JetNetherlands	11	N800J	G550	Johnson & Johnson	20
11. CH11	C-130H	20sq		OO-ACO	Ce510	Air Service Liège	
D-661	CH-47D	298sq		PH-KFA	DA42NG	KLS	
12. F-HBTV	Ce525 (M2)	AstonJet		19. 84-00156	C-12U-3	1-214th AVN	f/v 21
G-LUBB	Ce525	Surrey Heli Charters		D-CHZF	Ce550 Bravo	Stuttgarter Flugdienst	20
LX-JFY	PC-12/47E	Jetfly Aviation	14	LX-EAA	Lj45	DucAir – LAR	
OO-ACC	Ce525A	Air Service Liège	14	OO-DBM	PT-13D	M. de Brie	arr
OO-GEE	PC-12/47E	Blue Sky Aviation	19	PH-DWS	ERJ135LR	Air Charters Europe	21
PH-DWS	ERJ135LR	Air Charters Europe	17	PH-KFA	DA42NG	KLS	
14. CS-LTC	Ce680A	NetJets Europe	15	20. D-CSCB	Ce560XLS+	Silver Cloud Air	
D-IFFF	CeF406	Air Taxi Europe	16	D-CSUN	Ce560XLS+	Air Hamburg	
D-ITEM	PA-31T	Aerotours		OO-GEE	PC-12/47E	Blue Sky Aviation	23
OO-GOA	RC690A	Aerodata Aerial Surveys	dep	PH-CGN	Do228-212	Kustwacht	
OO-NEY	EMB545	Air Service Liège		21. CS-DUB	BAe125-750	NetJets Europe	22
OY-RSE	PC-12/47E	Air Alsie	f/v	HB-ALL	ATR72-202(F)	Zimex Aviation	
PH-DAM	P180	JetNetherlands		HB-IGV	Falcon 50EX	VF International	
SP-MRB	Saab 340A/QC	Skytaxi		OO-ACO	Ce510	Air Service Liège	23
15. D-ITEM	PA-31T	Aerotours		PH-TXA	Ce510	ASL	25
M-OVIE	G650	Ineos Group	f/v	22. D-CSCB	Ce560XLS+	Silver Cloud Air	
M-USIC	G550	Ineos Group		D-FALK	Ce208	Business Wings	23
N449C	A109S	Andona Aviation	f/v	M-ARTY	PC-12/47E	Creston (UK)	
OO-ACC	Ce525A	Air Service Liège	2x	OO-ACC	Ce525A	Air Service Liège	23
OO-IDE	Ce525	Air Service Liège		PH-DAM	P180	JetNetherlands	23
OO-JOE	R44	J & G		YU-BST	Ce525	Eagle Express	
				23. CS-PHG	EMB505	NetJets Europe	
				CS-PHM	EMB505	NetJets Europe	
				D-ITEM	PA-31T	Aerotours	

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HB-IGV	Falcon 50EX	VF International	
OK-KUK	Ce510	Aeropartner	
OO-ACO	Ce510	Air Service Liège	25
OO-IDE	Ce525	Air Service Liège	29
VQ-BFD	Falcon 8X	Squadron Aviation Services	
24. 2-SALE	DA62	Morson Group	f/v 25
D-IPCH	Ce525A	Jetkontor	25
OE-GHB	Ce560XLS	Bertsch Aviation	
OK-KUK	Ce510	Aeropartner	25
SP-KPZ	Saab 340A(F)	SprintAir	
25. CS-LTH	Ce680A	NetJets Europe	
D-INOB	Ce525A	Atlas Air Service	
EC-GPS	SA227AC	Flightline	28
OO-GHE	Falcon 2000LX	Luxaviation Belgium	
OO-WEG	CL-350	Luxaviation Belgium	
PH-DAM	P180	JetNetherlands	
27. 84-00162	C-12U-3	1-214th AVN	f/v
84-00165	C-12U-3	1-214th AVN	f/v 28
D-BFIL	EMB545	Atlas Air Service	f/v 28
OE-FZC	Ce510	GlobeAir	
OK-PTT	PC-12/47E	Aerotaxi	28
OO-GEE	PC-12/47E	Blue Sky Aviation	
28. D-FUEL	PC-12/45	Swiss Business Air	
D-INOB	Ce525A	Atlas Air Service	
OH-RBX	Ce560XL	River Aviation	
PH-DAM	P180	JetNetherlands	30
T7-FOZ	Ce525 (M2)	Open Sky Aviation	07
29. CH12	C-130H	20sq	
OE-FDN	SC.7	Pink Aviation	
OO-ACC	Ce525A	Air Service Liège	
PH-TXA	Ce510	ASL	30 2x
30. D-BLUE	Falcon 2000LX	ACM Air Charter	f/v
HA-TAB	Saab 340A	Fleet Air International	31
OO-ACC	Ce525A	Air Service Liège	31
PH-PIX	SA226T	PixAir Survey	
PH-TXA	Ce510	ASL	
31. CS-PHF	EMB505	NetJets Europe	01
EC-GJM	SA227BC	Flightline	f/v 01
EC-GPS	SA227AC	Flightline	01
I-TOPX	Beech 400A	Eurofly Service	f/v
OK-JRT	Ce680+	Travel Service	
OO-IDE	Ce525	Air Service Liège	01
VH-YWS	Ce525 (M2)	Adome P/L	f/v

On the 4th a Hurricane arrived from Brasschaat Airfield. This aircraft will be based at Antwerp, as is the Heli & Co Robinson on the same day. On the 14th the Aerodata Rockwell Commander departed to Teuge reportedly for transfer to a new owner. Helimo has based their Bell 505 at Antwerp. The helicopter arrived from Flanders Airport on the 15th. Former M-USCA arrived on the 16th from Zwartberg Airfield as N67CA and will also be based at Antwerp. The US Army Huron on the 19th visited in relation to the mass transportation of

US Army ground equipment that took place in the Antwerp harbour a few days later. Two more Hurons visited on the 27th. The Ausie Cessna on the 31st was on its delivery flight.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

			January 2019
01. 9H-AGU	A330-322	Hi Fly Malta	for JAF
EC-KXN	B747-4H6	Wamos Air	JAF178/161
F-HKRA	Ce525	Pegase	dep
OK-SWF	B737-8	Smartwings	CSA636/7
02. EC-KXN	B747-4H6	Wamos Air	JAF162/18F
03. CS-CHD	CL-350	NetJets Europe	04
CS-DXU	Ce56XLS	NetJets Europe	arr
EI-FWA	RRJ-95B	CityJet	dep BCY1T
F-GMTJ	Ce510	Astonjet	
F-HSBL	EMB500	Pan Européenne Air Service	dep
OO-NGI	ERJ190BJ	Flying Group	dep
OO-SFM	A330-301	Brussels Airlines	dep BEL9901
04. 9H-BCP	Lj45	Skyfree	
G-FXMR	Beech 400XT	Flexjet	
N604GF	CL-604		06
OE-FCB	Ce510	GlobeAir	
05. OE-LGR	DHC-8-402	Austrian Airlines	AUA780/1
06. 9H-CGH	Falcon 50EX	Elit'Avia Malta	15 KFE549/501
9H-VJC	Global 6000	VistaJet Malta	
D-CFLY	Ce560XLS+	Air Hamburg	dep
LX-MIC	Falcon 2000S	Global Jet Luxembourg	
N604GF	CL-604		10
OE-FHA	Ce510	GlobeAir	arr
OE-FZD	Ce510	GlobeAir	
07. D-CQAB	Lj45	Quick Air	
EI-FWF	RRJ-95B	CityJet	dep BCY2T
F-HRAM	ERJ145LU	Aero4M	2x for AFR
G-NEOR	A321-251NX	British Airways	08 BAW404/389
OE-FNP	Ce510	GlobeAir	arr
08. EI-FWB	RRJ-95B	CityJet	dep BCY1T
09. OE-IAF	B737-4Y0(F)	ASL Airlines Belgium	arr TAY925E
11. 131/XQ	TBM-700A	ET01.041	
9H-OME	B737-505	Air X Charter	arr
14. MM62245	Falcon 900EX	93° Gruppo TS	IAM3132
N846AX	B777-2U8ER	Omni Air International	CMB505
16. 144614	CC-144B	412sq	dep CFC3216
5105	CL-601-3A	241.dlt	dep
1931	C-27J	Dopravné krídl	
LJ-1	Lj35A	TukiLLv	17 - /FNF109
606	Falcon 7X	MH 59. Sz.D. R	
018	C295M	8.BLTr (13.el)	dep
91-003	G-IV	212 Filo	dep
99-0004	C-32A	1st AS	dep SAM020
9A-JSD	Ce525A	Jung Sky	arr
D-IKBO	Ce525A	Silver Cloud Air	



Huron 84-00162 is active with the 1st Battalion, 214th Aviation Regiment. This C-12 is based in Germany. (Antwerp, 28 January 2019, Paul Soons)

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This Airbus A321 was delivered to Lufthansa as D-AISE in April 2000. In September 2018 it was delivered to the Luftwaffe and now has serial 15+04. The aircraft is being operated by the Flugbereitschaft des Bundesministeriums der Verteidigung (FBS BMVg). (Brussels, 21 January 2019, Jochem Jottier)

G-IASA	Beech B200	IAS Medical		SE-RFH	Ce680	EFS-European Flight Service	arr
G-TUII	B787-8	TUI Airways	18 TOM9220/1	SP-ESC	B737-8AS	Enter Air	ENT565P/565
HB-FXC	PC-12/47E	TAG Aviation		VQ-BCT	G650ER		22
N1415N	G650ER	Solairus Aviation	dep	22.0453	C295M	242.tsl	dep
OY-GSB	PC-12/47	Lulu Aviation	dep	605	A319-112	MH 59. Sz.D. R	dep
17.7T-VNC	Ce560XLS+	Star Aviation		258	Lj45	MATS	
9H-AGU	A330-322	Hi Fly Malta	dep HFM272P	D-IMAH	Ce525A	Ce525A	arr
CS-DTR	Falcon 2000	Masterjet		F-HJCD	Falcon 2000LXS	J.C. Decaux	arr
CS-DUC	BAe125-750	NetJets Europe		LX-ONE	Lj45	Luxemb. Air Rescue	arr
CS-DXI	Ce56XLS	NetJets Europe	dep	M-MJLD	Ce680A	CCC Isle of Man	arr
CS-TQP	A330-202	Hi Fly	dep HFY371P	N2E	G650ER	Snap	dep
LX-LGU	B737-8C9	Luxair	LGL7669	OE-IBC	Global 5000	International Jet Management	arr
LX-LGU	B737-8C9	Luxair	18 LGL7670/7589	TC-ASD	Falcon 2000LXS	Milta Turizm	24
N846AX	B777-2U8ER	Omni Air International	CMB557	YU-BNA	Falcon 50	Serbian Government	
SP-SPE	ATR72-202	SprintAir	18 SNR269/283	YU-PMK	Ce560XLS+	Air Pink	
18.606	Falcon 7X	MH 59. Sz.D. R		23.0223	M-28B/PT	8.BLTr (12.el)	24
7T-VPM	G-IVSP	Government of Algeria		9H-ILB	CL-850	VistaJet Malta	24
9H-MAC	B737-548	Maleth-Aero	20 MLT946F/946	CS-DXJ	Ce56XLS	NetJets Europe	arr
CS-DUC	BAe125-750	NetJets Europe	arr	CS-DXQ	Ce56XLS	NetJets Europe	arr
D-AFAD	CL-604	FAI Rent-A-Jet	19	OM-BYA	A319-115X	Government of Slovakia	dep
D-HNWT	H145	Polizei	arr	24.02-0042	C-40B	76th AS	
F-HIPE	EMB505	Pan Européenne Air Service	2x	CS-TQW	A330-223	Hi Fly	26 HFY630/271P
F-HSAO	Ce680A	Ixair		N846AX	B777-2U8ER	Omni Air International	CMB563
M-GFGC	P180	Greensill Capital (IOM)	arr	OO-TUV	B737-86J	TUI Airlines Belgium	dep JAF17
OE-FZD	Ce510	GlobeAir		PH-TFB	B737-8K5	TUI Airlines Netherlands	arr TFL66F
OY-GSA	PC-12/47E	TWings		SE-RFH	Ce680	EFS-European Flight Service	
19.177704	CC-177	429sq	arr CFC4003	25.D-IAAY	EMB500	Arcus Executive	dep
SP-LMD	ERJ190STD	LOT	f/v LOT235/6	G-XION	Falcon 8X	ExecuJet UK	arr
20.N154QS	Global 6000	NetJets	21	M-ABJA	Lj45XR	Ryanair	
N846AX	B777-2U8ER	Omni Air International	CMB587	N640GT	B767-3S1ER	Atlas Air	CMB559
21.0453	C295M	242.tsl		OE-FIT	Ce510	GlobeAir	
15+04	A321-231	FBS BMVg		OO-TNB	B737-8K5	TUI Airlines Belgium	tst
258	Lj45	MATS		PH-VBG	Falcon 2000EX	JetNetherlands	
ZE701	BAe146 CC2	32(TR)sq	dep	PR-JJR	Falcon 2000LX	Rio Bonita Comunicação	27
4L-GAA	CL-850	Georgian Airways		SE-RFH	Ce680	EFS-European Flight Service	dep
CN-ROW	B767-343ER(F)	Royal Air Maroc		SP-ESC	B737-8AS	Enter Air	26 ENT566/566P
CS-CHB	CL-350	NetJets Europe	arr	26.9H-MAC	B737-548	Maleth-Aero	28 MLT947/947F
CS-DXJ	Ce56XLS	NetJets Europe	22	PH-TFO	B737-8	TUI Netherlands	01 TFL063F/66P
CS-TQW	A330-223	Hi Fly	22 HFY241P/630	27.01-0040	C-40B	99th AS	SAM853
D-BLUE	Falcon 2000LX	ACM Air Charter	22	D-CUGF	Ce525B	SFD Stuttgarter Flugdienst	arr
EC-MPN	Ce525	Air Taxi & Charter International	dep	LZ-AOB	A319-112	Government of Bulgaria	
EZ-B023	CL60		arr	N604GF	CL-604		
F-GZTS	B737-73V	ASL Airlines France		PH-VBG	Falcon 2000EX	JetNetherlands	
F-HCJE	EMB500	Cie de Phalsbourg	22	28.14+01	Global 5000	FBS BMVg	
LN-AWB	Lj45	Airwing	NWG711A/2A	A7-CGQ	G500	Qatar Executive	f/v QQE650
N253CM	G-V	Cargill		D-AGBB	Falcon 8X	VW Air Services	
N759SB	Ce510	Kenmore Crew Leasing		D-AIWE	A320-214	Lufthansa	f/v DLH1016/7
OE-FFB	Ce510	GlobeAir	arr	D-CMED	Lj55	Quick Air	
OK-BET	Ce525 (M2)	Queen Air	arr	OM-BYC	Fokker 100	Government of Slovakia	arr
OM-BYA	A319-115X	Government of Slovakia	2x	29.D-CFFF	Ce560XLS+	DC Aviation	30
OY-GSA	PC-12/47E	TWings	22	D-CGAA	Ce560XLS+	Air Hamburg	arr
RA-09006	Falcon 900EX	Gazpromavia		D-IMAH	Ce525A	Ce525A	arr
RA-09607	Falcon 7X	Gazpromavia		F-HSFJ	Ce680A	Astonjet	2x

LX-RSQ	Lj45XR	Ducair - European Air Ambulance		ST45	SF260D	CC Air	*
N2648X	Ce501	T.S. Aviation	arr	10.CH04	C-130H	20sq	*
OD-CXL	EMB550	Cedar Executive		L-04	PC-7	131EMVOsq	*
OK-OWN	ERJ135BJ	ABS Jets	dep	L-12	PC-7	131EMVOsq	*
OM-BYC	Fokker 100	Government of Slovakia	dep	11.1x	C-130H	20sq	*
TC-GVB	G-IV	Government of Turkey	30	14.CH05	C-130H	20sq	*
30.B-207U	B787-9	Hainan Airlines	f/v CHH7921/2	CH11	C-130H	20sq	*
F-HIPE	EMB505	Pan Européenne Air Service		ST45	SF260D	CC Air	*
HB-FWC	PC-12/47E	TAG Aviation	dep	ST46	SF260D	CC Air (grey c/s)	*
M-HOME	Global 6000	ExecuJet Middle East	arr	10-0218	C-17A	62nd AW	
N551SW	Global Express		31	15.1x	SF260D	CC Air (grey c/s)	*
OE-GDP	EMB505	Speedwings	arr	CH05	C-130H	20sq	*
SE-RMT	Global 6000	SAAB	dep	CH12	C-130H	20sq	*
31.F-GIXU	B737-4Y0(F)	ASL Airlines France	dep FPO142N	ST40	SF260D	CC Air	*
G-TUMC	B737-8	TUI Airways	del TOM835	16.CH05	C-130H	20sq	*

On the 3rd the first of three CityJet aircraft was ferried back to Ireland after service with Brussels Airlines. On that same day a Brussels airlines Airbus was ferried to Bob Sikes Airport for part-out & scrap. The second CityJet aircraft was ferried back to Ireland on the 7th with the third and last one going the same route on the 8th. On the 9th an ASL Airlines Belgium Boeing arrived in basic FedEx colours prior it being returned to ASL Airlines France (see 31st). Omni Air International operated several flights for the U.S. Transportation Command via Brussels this month. The first took place on the 14th. Enter Air operated a charter on the 21st. This charter returned on the 25th. On the 24th a TUI Airlines Belgium Boeing departed in basic colours on winter lease to Miami Air. On that same day a new addition for the TUI Airlines Belgium fleet was

21.CH03	C-130H	20sq	*
CH05	C-130H	20sq	*
23.CH11	C-130H	20sq	*
24.CH03	C-130H	20sq	*
CH09	C-130H	20sq	*
25.CH05	C-130H	20sq	*
28.CH03	C-130H	20sq	*
CH05	C-130H	20sq	*
CH09	C-130H	20sq	*
29.ST22	SF260M+	CC Air (Red Devils c/s)	*
ST42	SF260D	CC Air	*
31.FA70	F-16AM	2w	
FA86	F-16AM	2w	
FA130	F-16AM	2w	

Credits: Toon Cox, Levie Meykens, Alain Vandebek



This Boeing 777 was delivered to Kenya Airways in 2007. In 2016 the aircraft was added to the Omni Air International fleet as N846AX. Air Transport Services Group (ATSG) completed the acquisition of Omni Air in November 2018. Omni Air is mostly know for operating flights for the United States Transportation Command. (Brussels, 14 January 2019, Yannick van Praag)

delivered still registered as PH-TFB. The aircraft performed a local test flight as OO-TNB the next day. On the 26th a new TUI Airlines Netherlands Boeing 737 arrived for service entry maintenance. The previously mentioned ASL Airlines Boeing departed after re-registration on the 31st. On that same day the third new Boeing 737 for TUI UK arrived on delivery for service entry maintenance. It continued to the UK the next day.

Credits: Luchtzak forum, planespotters@BRU Facebook group, Scramble forum.

### Kleine Brogel

January 2019			
02.CH03	C-130H	20sq	2x *
CH12	C-130H	20sq	*
03.CH04	C-130H	20sq	*
CH09	C-130H	20sq	*
CH11	C-130H	20sq	*
04.1x	C-130H	20sq	*
08.CH04	C-130H	20sq	*
ST46	SF260D	CC Air (grey c/s)	*
09.CH12	C-130H	20sq	*

### Koksijde

January 2019			
02.FA103	F-16AM	10w	*
FA104	F-16AM	10w	2x *
FA131	F-16AM	10w	*
FA134	F-16AM	10w	*
FA136	F-16AM	10w	*
03.FA119	F-16AM	10w	*
FA123	F-16AM	10w	*
04.1x	SF260D	CC Air	2x *
FA119	F-16AM	10w	2x *
07.FA56	F-16AM	10w	*
FA119	F-16AM	10w	3x *
FA123	F-16AM	10w	*
08.FB17	F-16BM	10w/OCU	3x *
RN07	NH90-TTH	18sq/1w	2x *
09.CE01	ERJ135LR	21sq	2x *
CH12	C-130H	20sq	2x *
FA134	F-16AM	10w	2x *
FB17	F-16BM	10w/OCU	2x *
H21	A109BA	17sq/1w	
RN07	NH90-TTH	18sq/1w	
ST41	SF260D	CC Air (grey c/s)	10

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In July 2018 Uni-Top Airlines began operating cargo flights between Wuhan Tianhe Airport and Liège Airport. Initially operating using the AeroTrans Boeing 747 and their flight code this changed from November 2018 when the flights were operated using the Uni-To flight code. Uni-Top titles were added to the fuselage of ER-BAJ shortly after that time. (Liège, 9 January 2019, Bjorn van der Velpen)

ST46	SF260D	CC Air (grey c/s)	2x *	07.PH-JFS	PC-12/45	Eurofilters Holding	
LX-N90446	E-3A	NAEW&CF	*	08.276	AW139	301sq	arr IRL276
10.FA127	F-16AM	10w	2x *	I-REDY	AW139		
H46	A109BA	17sq/1w		A6-GGP	B747-412F	Government of Dubai	arr DUB8
274	AW139	301sq	*	PH-JFS	PC-12/45	Eurofilters Holding	
14.CH11	C-130H	20sq	4x *	09.UR-CGW	An-12BP	Ukraine Air Alliance	arr UKL5019
FB15	F-16BM	10w/OCU	*	10.274	AW139	301sq	dep IRL274
15.CH12	C-130H	20sq	2x *	G-VINB	AW139	Bond	arr
FB15	F-16BM	10w/OCU	*	N919CA	B747-428(F)	National Airlines	11 NCR409/901
16.FA103	F-16AM	10w	*	11.SP-SPG	ATR72-202	SprintAir	arr
ST46	SF260D	CC Air	2x *	14.SP-MRF	B767-281(F)	SkyTaxi	15 IGA802
E33/705-FJ	Alpha Jet E	EAC00.314 (spec mks)	*	16.F-HBMR	Ce550	Valljet	
E170/705-RY	Alpha Jet E	EAC00.314	*	N1FE	Global 6000	FedEx	17
18.CE03	ERJ145LR	21sq	2x *	17.UR-CAJ	An-12BK	Ukraine Air Alliance	arr UKL5022
24.FB17	F-16BM	10w/OCU	*	18.PH-JFS	PC-12/45	Eurofilters Holding	
H28	A109BA	17sq/1w		UR-CAJ	An-12BK	Ukraine Air Alliance	UKL5024/3
29.FA84	F-16AM	10w	*	UR-CKL	An-12BK	Cavok Air	CVK7177/7007
FA129	F-16AM	10w	*	21.KAF342	C-17A	41sq	23 KAF3201
H27	A109BA	17sq/1w		PH-JFS	PC-12/45	Eurofilters Holding	
				PH-TXA	Ce510	JetNetherlands	
				22.D-IPCH	Ce525A	Jetkontor	JKH32A
				OE-FZE	Ce510	GlobeAir	
				SP-KPU	Saab 340A(F)	SprintAir	arr
				23.ER-JAI	B747-412(F)	AeroTrans Cargo	div 24 ATG6622/4
				F-HBZA	Ce550	Valljet	
				26.PH-JFS	PC-12/45	Eurofilters Holding	
				SP-KPZ	Saab 340A(F)	SprintAir	arr
				28.SP-SPE	ATR72-202	SprintAir	dep SRN288
				29.SP-SPE	ATR72-202	SprintAir	dep
				30.F-GGGA	Ce550	Valljet	
				31.YR-FZA	Fokker 100	Carpatair	KRP501/2

Credits: Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens, Niels De Ruycck, Ruben Theuninck, Kenny Plaevoet, Davy Lucidarne.

## Liège

January 2019			
01.OE-IAF	B737-4Y0(F)	ASL Airl. Belg. (FDX cs)	dep TAY925E
F-HGOD	P180	Investairs	
02.4X-ICC	B747-412BCF	Cargo Air Lines	03 ICL991/905F
PH-JFS	PC-12/45	Eurofilters Holding	
03.ES-PWC	AW139	Piirivalve Lennusalk	arr
06.PH-JFS	PC-12/45	Eurofilters Holding	



This PC-12 was registered in April 2017 as SP-NUT. This aircraft is owned by Pekao Leasing and operated by Ptak (also known as Ptak Fashion City). (Ostend, 28 January 2019, Nik Deblauwe)

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On the 1st a Boeing was ferried to Norwich for transfer to ASL Airlines France. The CAL jumbo on the 2nd was ferried to Hahn the next day prior transfer to ACE Belgium Freighters. For the Italian helicopter on the 8th we do not have arrival or departure info. It was logged at the Leonardo facility. The former Bond helicopter on the 10th has been returned to its lessor who ferried it to the Leonardo facility near the airport for storage. The Aerotrans Cargo on the 23rd was an Ostend diversion. The month ended with a Carpatair Fokker performing multiple missed approaches while on its way back home after a visit to Woensdrecht.

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

## Ostend-Bruges

January 2019			
01.D-CTWO	Lj35A	Air Alliance	AYY108
D-CXLS	Ce560XLS+	Air Hamburg	AHO324X
02.OO-CFW	PC-12/47E	Nextgen Partners	dep
OO-CFW	PC-12/47E	Nextgen Partners	03
03.OO-CFW	PC-12/47E	Nextgen Partners	04
04.ER-BBJ	B747-412F	Aerotrans Cargo	05 ATG6604/5
N165SL	P180	Nextgen Partners	dep
05.PH-BGX	B737-7K2	KLM	tst KML9865/9866
06.CS-DXS	Ce560XLS	NetJets Europe	07 NJE195H/149U
07.G-TCDB	A321-211	Thomas Cook UK	tst TCX4894
OY-NPF	SA227DC	North Flying	NFA111/111P
08.SP-SPG	ATR72-202F	SprintAir	09 SRN075/6
10.D-CAWR	Ce560 Encore+	Aerowest	11
OO-SKY	Ce525A	Luxaviation Belgium	
PH-CTH	Falcon 2000LX	Flying Group	
11.G-JOTE	BAe146-300QT	Jota Aviation (a/w)	ENZ274/274F
G-OIMF	Falcon 7X	TAG Aviation (UK)	
OO-CFW	PC-12/47E	Nextgen Partners	12
12.N120HH	Bell 407		
13.OO-NLT	PC-12/47E	Aercon	
14.D-ITWO	PA-42-720	Air Alliance Express	15
SP-SPG	ATR72-202F	SprintAir	SRN070/071
16.D-ICCC	CeF406	Air Taxi Europe	18 TWG200/100
EC-GJM	SA227BC	Flightline	FTL922/931
SP-KPZ	Saab 340A	SprintAir	SRN070/071
SP-MRB	Saab 340A/QC	SkyTaxi	IGA506/507
17.EC-GJM	SA227BC	Flightline	FTL932/941
ER-BAM	B747-409F	Aerotrans Cargo	18 ATG6615/6
OY-NPF	SA227DC	North Flying	NFA113
18.EC-GPS	SA227AC	Flightline	22 FTL853/721
EC-JIP	SA226TC	Flightline	28 FTL551/511
G-JOTF	BAe146-300QT	Jota Aviation (a/w)	ENZ281/281F
19.OO-SSH	A319-112	Brussels Airlines	tst BEL9951/9952
UR-82029	An-124-100	ADB	20 ADB532F/5032
21.D-IADV	Ce551	MCH Holding	2x

OO-CFW	PC-12/47E	Nextgen Partners	22
UR-82029	An-124-100	ADB	22 ADB5033/533F
22.OO-CFW	PC-12/47E	Nextgen Partners	24
23.2-TMBI	TBM-930	TBM Aviation	
23.SP-KPU	Saab 340A	SprintAir	SRN071/072
24.N930DH	TBM-930		
OO-CFW	PC-12/47E	Nextgen Partners	25
SP-KPE	Saab 340A	SprintAir	SRN034/035
25.D-IPCG	Ce425	PGS Holding	
M-CLAB	CL-300	Shamrock Trading	29
26.ER-JAI	B747-412F	Aerotrans Cargo	ATG4426
LX-LQA	DHC-8-402	Luxair	tst LGL031/032
PH-BGU	B737-7K2	KLM	tst KLM9865/9866
28.ES-NSA	Saab 340B(F)	NyxAir	f/v 29 NTX038C/035P
SP-NUT	PC-12/47E	Ptak	
29.EC-JIP	SA226TC	Flightline	FTL511/521
30.D-CULT	Do228-212	Businesswings	JMP631/800
D-ICCC	CeF406	Air Taxi Europe	31 TWG200/100
31.CS-DXS	Ce560XLS	NetJets Europe	arr NJE536K
OO-SCT	Ce525C	Luxaviation Belgium	arr AAB280
SP-KPO	Saab 340A	SprintAir	SRN040/041
SP-MRB	Saab 340A/QC	SkyTaxi	IGA521/522
YL-RAD	An-26B	RAF Avia	MTL477P/477C

### EgyptAir Cargo:

SU-GAS	01 - 04, 06, 08, 08/09, 10, 11/12, 12, 14, 17, 18, 21, 22, 24, 27, 30
SU-GAY	01, 02, 05 <sup>2</sup> , 11, 15, 16, 16/17, 18, 19, 20, 25, 26
SU-GCE	01, 02, 02/03, 03, 04, 06 - 09 <sup>2</sup> , 10, 13 <sup>2</sup> , 15 <sup>2</sup> , 19, 21, 22, 23, 25, 29

### TUI Belgium:

OO-JAF	16/17, 23/24	OO-MAX	31/01
OO-JAX	21	OO-TEA	22-24, 26-31 daily
OO-JEB	07-15 daily,31/01	OO-TMA	10-17 daily
OO-JEM	01/02, 02/03, 15-26 daily	OO-TMB	17-24 daily
OO-JVA	03/04, 04, 05, 06, 06/07	OO-TMY	01-10, 24-31 daily

While on a training flight the KLM Boeing on the 5th also performed a local test flight as KLM9881. On the 7th a Thomas Cook Airbus on a training flight. Jota Aviation operated a charter to Ostend with a recent fleet addition. This is a former Pan Air aircraft. The Spanish Metro III on the 16th seems to have been added to the Flightline fleet in October 2018. On the 18th a second Jota charter also with a former Pan Air aircraft. Brussels Airlines performed a training flight on the 19th. Luxair joined the training flight party on the 26th. While on a training flight the KLM Boeing on the 26th also performed a local test flight as KLM9865.

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



Jota Aviation has acquired four former ASL Spain (also known as Pan Air) BAe146-300QT freighters in 2018 for use with the Jota Cargo brand. G-JOTF was the second aircraft that was delivered to the airline. This year the company celebrates its tenth anniversary. (Ostend, 18 January 2019, Nik Deblauwe)

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# Military Movements Elsewhere



US Navy P-8A BuNo 168857/LK-857 from VP-26 photographed during landing at Malta-Luqa. The Poseidons rotate on a frequent basis to Europe. (Luqa, 29 January 2019, Shaun Psaila)

## Germany

### Nürnberg

Date	Operator	Destination	Remarks
03.54+04	A400M	LTG62	* GAF684
17-20945	HH-60M	C/2-4th AVN	* Army20945
05.54+25	A400M	LTG62	GAF057
09.14+01	Global 5000	FBS BMVg	* GAF689
84-00165	C-12U-3	E/1-214th AVN	Duke80
10.14+01	Global 5000	FBS BMVg	* GAF685
1224	C-17A	UAE AF	11 UAF1228
84-00165	C-12U-3	E/1-214th AVN	Duke61
93-26509	UH-60L	A/2-4th AVN	* Army26509
11.84-00156	C-12U-3	E/1-214th AVN	Duke69/63
84-00157	C-12U-3	E/1-214th AVN	Duke80
84-00162	C-12U-3	E/1-214th AVN	Duke81
14.84-00156	C-12U-3	E/1-214th AVN	Duke41
84-00157	C-12U-3	E/1-214th AVN	Duke80
15.54+19	A400M	LTG62	GAF631
15+02	A319CJ	FBS BMVg	GAF841
79+14	NH90-TTH	THR30	Sonic63
84-00156	C-12U-3	E/1-214th AVN	Duke62
16.10+24	A310-304MRTT	FBS BMVg	
54+17	A400M	LTG62	GAF009
18.84-00165	C-12U-3	E/1-214th AVN	Duke82
97-00102	UC-35A	E/1-214th AVN	Duke63
09-72108	UH-72A	JMRC	* Army72108
16-5840/RS	C-130J-30	37th AS	Herky727
15+02	A319CJ	FBS BMVg	* GAF841
21.1x	NH90-TTH	THR30	* Sonic50
22.78+36	NH90-TTH	THR30	* Sonic20
23.07-7175	C-17A	436th AW	24 RCH161
84-00162	C-12U-3	E/1-214th AVN	Duke62
84-00165	C-12U-3	E/1-214th AVN	Duke61
24.54+18	A400M	LTG62	GAF223
84-00165	C-12U-3	E/1-214th AVN	Duke61
16-20873	HH-60M	C/2-4th AVN	* Army20873
25.54+15	A400M	LTG62	26 GAF027
29.84-00162	C-12U-3	E/1-214th AVN	Duke62

Credits: MAR, Scramble messageboard.

### Ramstein

Date	Operator	Destination	Remarks
01.86-0025	C-5M	436th AW	dep RCH156
89-1191	C-17A	137th AS NY ANG	dep RCH220
01-0189	C-17A	155th AS TN ANG	02 RCH551
08-8191	C-17A	437th AW	dep RCH812

### January 2019

09-9207	C-17A	437th AW	03 RCH549
09-9208	C-17A	437th AW	02 RCH707
02.85-0001	C-5M	436th AW	03 RCH267
87-0035	C-5M	436th AW	03 RCH566
06-6164	C-17A	60th AMW	03 RCH737
97-01944	C-37A	OSACOM/PAT	03 PAT44
03.79-1946	KC-10A	60th AMW	04 RCH600
95-0103	C-17A	167th AS WV ANG	04 RCH137
97-0044	C-17A	89th AS AFRC	05 RCH802
02-1100	C-17A	155th AS TN ANG	04 RCH266
02-1106	C-17A	62nd AW	04 RCH647
07-7176	C-17A	436th AW	04 RCH543
90-26267	UH-60L	A/2-4th AVN	Army26267
04.90-0535	C-17A	89th AS AFRC	05 RCH198
03-3125	C-17A	305th AMW	05 RCH456
09-9208	C-17A	437th AW	05 RCH707
05.85-0001	C-5M	436th AW	RCH267
90-0535	C-17A	89th AS AFRC	07 RCH198/802
97-0044	C-17A	89th AS AFRC	14 RCH802/198
01-0192	C-17A	137th AS NY ANG	06 RCH560
02-1100	C-17A	155th AS TN ANG	07 RCH266/226
02-1106	C-17A	62nd AW	06 RCH647
03-3114	C-17A	183rd AS MS ANG	06 RCH469
04-4136	C-17A	305th AMW	10 RCH306/141
06-6160	C-17A	60th AMW	06 RCH224
06-6164	C-17A	60th AMW	RCH737
07-7176	C-17A	436th AW	06 RCH543
61-0288/D	KC-135R	351st ARS	Evac10E3
06.87-0043	C-5M	337th AS AFRC	07 RCH147
03-3114	C-17A	183rd AS MS ANG	07 RCH469
08-8203	C-17A	62nd AW	dep RCH306
61-0288/D	KC-135R	351st ARS	Evac10E3
97-01944	C-37A	OSACOM/PAT	PAT44
07.90-0535	C-17A	89th AS AFRC	08 RCH802
92-3291	C-17A	155th AS TN ANG	08 RCH557
01-0192	C-17A	137th AS NY ANG	08 RCH560
02-1098	C-17A	305th AMW	09 RCH559/155
05-5139	C-17A	729th AS AFRC	09 RCH270
06-6160	C-17A	60th AMW	08 RCH224
08-8203	C-17A	62nd AW	10 RCH306/559
168205	UC-12W	VMR-4	Atila04
08.ZZ178/178	C-17A	99sq	09 RRR6674/6675
00-0181	C-17A	167th AS WV ANG	09 RCH101
02-1100	C-17A	155th AS TN ANG	09 RCH226
08-8198	C-17A	437th AW	12 RCH727

97-0400	C-37A	99th AS	09 SAM111	09-0678	MC-12W	185th SOS OK ANG	Bedlem41
07-4637	C-130J-30	19th AW	dep Lion425	01-0187	C-17A	62nd AW	RCH563
57-1440/D	KC-135R	351st ARS	09 Quid22	08-8190	C-17A	437th AW	14 RCH104
09.02	C-17A	SAC	Bartok50	09-9209	C-17A	62nd AW	14 RCH138
00-0181	C-17A	167th AS WV ANG	10 RCH101	14.86-0025	C-5M	436th AW	16 RCH834
07-7180	C-17A	437th AW	10 RCH540	93-0600	C-17A	155th AS TN ANG	15 RCH148
08-8191	C-17A	437th AW	10 RCH837	04-4132	C-17A	305th AMW	15 RCH466
10-0213	C-17A	437th AW	RCH141/306	08-8194	C-17A	62nd AW	15 RCH271
07-46310	C-130J-30	19th AW	RCH312	10-0215	C-17A	437th AW	15 RCH335/150
07-8613	C-130J-30	19th AW	RCH230	10-0216	C-17A	62nd AW	16 RCH437
11-5734	C-130J-30	19th AW	RCH967	10-0218	C-17A	62nd AW	15 RCH1114
11-5738	C-130J-30	19th AW	RCH610	07-4637	C-130J-30	19th AW	16 Lion427/RCH7637
12-5756	C-130J-30	19th AW	RCH269	08-3178	C-130J-30	317th AW	16 RCH160
57-1440/D	KC-135R	351st ARS	Quid22	11-5748	C-130J-30	317th AW	16 Herky180/160
11-08832	CH-47F	nn	a/f in	15.10-0221	C-17A	437th AW	16 RCH487
10.02	C-17A	SAC	11 Bartok50	10-0222	C-17A	437th AW	16 RCH228
96-0005	C-17A	137th AS NY ANG	11 RCH317	08-3175	C-130J-30	317th AW	16 RCH170
00-0176	C-17A	155th AS TN ANG	16 RCH435/327	08-5678	C-130J-30	317th AW	16 RCH740
08-8197	C-17A	62nd AW	11 RCH699	08-5715	C-130J-30	317th AW	16 RCH888
09-9212	C-17A	437th AW	11 RCH150	16.Z21122	C-130J-30	21sq	Tun02
10-0215	C-17A	437th AW	RCH806	86-0025	C-5M	436th AW	17 RCH834
97-0400	C-37A	99th AS	SAM111	02-1105	C-17A	62nd AW	17 RCH558
14-5791	C-130J-30	19th AW	16 RCH402	03-3125	C-17A	305th AMW	19 RCH125
1x	UH-60M	A/1-214th AVN	Duke65	08-8204	C-17A	437th AW	17 RCH1815
164442/NY	KC-130T	VMGR-452	11 Bronco36	11-5745	C-130J-30	19th AW	dep Herky730
165162/NY	KC-130T	VMGR-452	11 Bronco35	164442/NY	KC-130T	VMGR-452	17 Bronco44
11.86-0016	C-5M	60th AMW	12 RCH333	17.02-1101	C-17A	758th AS AFRC	18 RCH110
90-0535	C-17A	89th AS AFRC	12 RCH310	03-3115	C-17A	183rd AS MS ANG	21 RCH690/147
01-0187	C-17A	62nd AW	12 RCH563	04-4133	C-17A	305th AMW	18 Bandage37/RCH979
03-3118	C-17A	183rd AS MS ANG	RCH719	09-9206	C-17A	437th AW	18 RCH216
06-6163	C-17A	60th AMW	12 RCH679	10-0214	C-17A	437th AW	20 Moose81/RCH411
07-7174	C-17A	436th AW	12 RCH857	11-5745	C-130J-30	19th AW	18 Herky730/RCH1745
08-8190	C-17A	437th AW	12 RCH104	11-5748	C-130J-30	317th AW	22 Herky160/Lion150
08-8197	C-17A	62nd AW	RCH699	59-1513/D	KC-135T	351st ARS	Evac10E3
10-0218	C-17A	62nd AW	14 RCH1114	164442/NY	KC-130T	VMGR-452	19 Bronco44
01-0015	C-40B	15th Wg	12 Spar55	18.5836/61-PO	C-130J-30	ET02.61	Cotam2016
07-4637	C-130J-30	19th AW	14 Lion425/427	09-0678	MC-12W	185th SOS OK ANG	Bedlem41
11-5748	C-130J-30	317th AW	14 RCH420/Herky180	02-1101	C-17A	758th AS AFRC	19 RCH110
12.85-0004	C-5M	436th AW	RCH165	08-8190	C-17A	437th AW	19 RCH104
85-0005	C-5M	436th AW	18 RCH109	10-0221	C-17A	437th AW	19 RCH487
90-0535	C-17A	89th AS AFRC	13 RCH310	10-0222	C-17A	437th AW	19 RCH228
93-0600	C-17A	155th AS TN ANG	13 RCH148	59-1513/D	KC-135T	351st ARS	Evac10E3
04-4132	C-17A	305th AMW	13 RCH466	19.92-3293	C-17A	437th AW	20 RCH415
08-8201	C-17A	62nd AW	13 RCH698	03-3125	C-17A	305th AMW	20 RCH125
08-8203	C-17A	62nd AW	17 RCH559/249	04-4132	C-17A	305th AMW	RCH401
10-0215	C-17A	437th AW	13 RCH335	07-7180	C-17A	437th AW	20 RCH802
13.03	C-17A	SAC	Bartok50	08-8198	C-17A	437th AW	20 RCH727



Old smokers are always a great sight to see. This Israeli Air Force KC-707 Re'em, serial 272, from 120sq based at Nevatim, was captured during landing at Frankfurt/Main. (20 January 2019, Bill de Koning)

Personal copy

Distribution to a third party is not allowed



United States Air Force C-17A Globemaster IIIs are a regular sight at Ramstein Air Base. This C-17A from the Alaska ANG (517th AS/3rd Wing), serial 98-0051, is no exception. The transporter was photographed on 13 February 2019 by Kenny Peeters.

08-8203	C-17A	437th AW	23 Bandage01/RCH560	12-5760	MC-130J	67th SOS	Jules41
08-3173	C-130J-30	317th AW	20 RCH111	26.02	C-17A	SAC	27 Bartok51
20 87-0043	C-5M	337th AS AFRC	21 RCH301	87-0028	C-5M	60th AMW	27 RCH113
04-4132	C-17A	305th AMW	21 RCH401	87-0044	C-5M	60th AMW	27 RCH256
07-7189	C-17A	437th AW	21 RCH551	93-0600	C-17A	155th AS TN ANG	27 RCH337
164442/NY	KC-130T	VMGR-452	21 Bronco37	02-1100	C-17A	155th AS TN ANG	29 Bndg37/RCH448
21.82-0193	KC-10A	60th AMW	22 RCH210	04-4132	C-17A	305th AMW	27 RCH313
01-0193	C-17A	437th AW	22 RCH803	10-0213	C-17A	437th AW	RCH304
07-7189	C-17A	437th AW	22 RCH551	08-5686	C-130J-30	317th AW	29 Evac10E2/Lion150
08-8201	C-17A	62nd AW	22 RCH419	164181/NY	KC-130T	VMGR-452	Bronco47
59-1513/D	KC-135R	351st ARS	Evac10E2	27.04-4136	C-17A	305th AMW	29 RCH211
164442/NY	KC-130T	VMGR-452	22 Bronco37	04-4138	C-17A	729th AS AFRC	RCH405
22.131/XQ	TBM-700A	ET00.41	CTM3811	28.CE01	ERJ-135LR	21sm	29 BAF617
84-00165	C-12U-3	E/1-214th AVN	Duke31	98-0054	C-17A	437th AW	31 RCH203/222
03-3115	C-17A	183rd AS MS ANG	23 RCH147	04-4131	C-17A	305th AMW	RCH148
05-5145	C-17A	729th AS AFRC	RCH527	07-7188	C-17A	437th AW	30 RCH528/982
08-5686	C-130J-30	317th AW	24 RCH214/Herky642	62-3559	KC-135R	22nd ARW	29 RCH269
59-1513/D	KC-135R	351st ARS	Evac10E2	29.8T-CC	C-130K	LuTsta	ASF01
60-0355/D	KC-135R	351st ARS	Quid01	93-0600	C-17A	155th AS TN ANG	31 RCH337
60-0355/D	KC-135R	351st ARS	Quid01	04-4132	C-17A	305th AMW	30 RCH313
164442/NY	KC-130T	VMGR-452	Bronco37	04-4137	C-17A	305th AMW	30 RCH162
23 87-0043	C-5M	337th AS AFRC	RCH301	04-4138	C-17A	729th AS AFRC	RCH405
87-0043	C-5M	337th AS AFRC	24 RCH301	07-7179	C-17A	60th AMW	RCH460
92-3293	C-17A	437th AW	24 RCH415	08-8203	C-17A	62nd AW	30 RCH409
01-0194	C-17A	89th AS AFRC	24 RCH607	10-0213	C-17A	437th AW	31 RCH304/620
01-0196	C-17A	167th AS WV ANG	24 RCH721	84-0142	C-21A	457th AS	02 Shaft69
03-3113	C-17A	183rd AS MS ANG	24 RCH163	57-1493/D	KC-135R	351st ARS	Evac10E3
06-6165	C-17A	436th AW	24 RCH220	30.54+24	A400M	LTG62	GAF177
07-7189	C-17A	437th AW	25 RCH551	87-0036	C-5M	436th AW	31 RCH241
08-8201	C-17A	62nd AW	24 RCH419	01-0193	C-17A	437th AW	01 RCH803
60-0355/D	KC-135R	351st ARS	24 Quid01	02-1100	C-17A	155th AS TN ANG	31 RCH448
24.02	C-17A	SAC	Bartok94/51	04-4131	C-17A	305th AMW	RCH148
85-0004	C-5M	436th AW	25 RCH167	08-8200	C-17A	62nd AW	RCH940
01-0194	C-17A	89th AS AFRC	25 RCH607	08-8202	C-17A	62nd AW	31 RCH345
02-1100	C-17A	155th AS TN ANG	25 RCH699	57-1493/D	KC-135R	351st ARS	Evac10E3
02-1105	C-17A	62nd AW	25 RCH559	31.85-0003	C-5M	436th AW	03 RCH186
03-3113	C-17A	183rd AS MS ANG	25 RCH163	04-4137	C-17A	305th AMW	02 RCH460
06-6165	C-17A	436th AW	25 RCH220	07-7171	C-17A	305th AMW	02 RCH557
07-7171	C-17A	305th AMW	25 RCH984	07-7174	C-17A	436th AW	RCH190
07-7180	C-17A	437th AW	RCH802	08-8199	C-17A	62nd AW	01 RCH260
08-8204	C-17A	437th AW	25 RCH1815	09-9206	C-17A	437th AW	01 Bandage01/RCH153
09-9206	C-17A	437th AW	26 RCH804				
08-5686	C-130J-30	317th AW	26 Herky642/Evac10E2				
168205	UC-12W	VMR-4	Atila04				
165162/NY	KC-130T	VMGR-452	Bronco46				
25.01-0196	C-17A	167th AS WV ANG	26 RCH721				
07-7188	C-17A	437th AW	26 RCH528				

Credits: MAR, Scramble messageboard.

Spangdahlem		December 2018
04.30+31	EF-2000T	* NO31T
11.59-1522	KC-135R	12 RCH108
14.84-00156	C-12U-3	Duke31
18.LX-N90450	E-3A	* Nato40
	TLG31	
	108th ARS IL ANG	
	E/1-214th AVN	
	NAEW&CF	

60-0320	KC-135R	22nd ARW	19 RCH404	188742	CF-188	425sq	CFC0151-0155
60-0337	KC-135T	22nd ARW	19 RCH656	188762	CF-188	425sq	CFC0151-0155
			January 2019	188756	CF-188	425sq	CFC0151-0155
03.1x	Tornado IDS	TLG33	* BU14T	188787	CF-188	425sq	CFC0151-0155
92-3291	C-17A	137th AS NY ANG	dep RCH557	165833	C-40A	USN	CNV6144
03-3119	C-17A	183rd AS MS ANG	04 RCH803	168848/LK	P-8A	VP-26	Trident19
08-8201	C-17A	62nd AW	dep RCH261	168859/LK	P-8A	VP-26	04 Trident33
06.08-8191	C-17A	437th AW	07 RCH565	05.15004	CC-150	437sq	CFC4308
57-1472	KC-135R	72nd ARS AFRC	07 RCH257	188742	CF-188A	425sq	dep CFC0151-53
07.84-00162	C-12U-3	E/1-214th AVN	Duke41	188756	CF-188A	425sq	dep CFC0151-0153
08.84-00165	C-12U-3	E/1-214th AVN	Duke31	188762	CF-188A	425sq	dep CFC0151-0153
58-0102	KC-135R	465th ARS AFRC	09 RCH677	92-0553	C-130H	192nd AS NV ANG	RCH455
61-0324	KC-135R	729th AS AFRC	09 RCH797	165833	C-40A	USN	06 CNV6605
09.85-0004	C-5M	436th AW	10 RCH165	06.1290/SU-BEW	C-130H	4sq/16sq	07 EGY1101
07-7174	C-17A	436th AW	RCH857	15004	CC-150	437sq	CFC4308
57-2606	KC-135R	174th ARS IA ANG	10 RCH696	188730	CF-188A	425sq	CFC0151/0152
59-1523	KC-135R	171st ARW PA ANG	12 RCH337	188797	CF-188A	425sq	CFC0151/52
10.85-0005	C-5M	436th AW	12 RCH109	74-2061	C-130H	198th AS PR ANG	RCH553
86-0020	C-5M	436th AW	12 RCH320	07.15004	CC-150	437sq	CFC4381
80-0137/OK	E-3C	960th AACs	14 Shuck80	08.130609	CC-130J-30	436sq	CFC4200
11.60-0337	KC-135T	22nd ARW	12 RCH108	60-0320	KC-135R	22nd ARW	10 Gold62
13.58-0099	KC-135T	171st ARW PA ANG	14 RCH114	62-3523	KC-135R	22nd ARW	11 Gold72
59-1446	KC-135R	132nd ARS ME ANG	14 RCH303	08-5683	C-130J-30	317th AW	RCH630
62-3526	KC-135R	173rd ARS NE ANG	14 RCH140	08-5686	C-130J-30	317th AW	RCH414
63-7991	KC-135R	173rd ARS NE ANG	14 RCH175	08-5691	C-130J-30	317th AW	RCH314
14.87-0028	C-5M	60th AMW	15 RCH250	09.90-0167	AC-130U	4th SOS	10 RCH1007
07-7170	C-17A	436th AW	15 RCH687	06-4634	C-130J-30	19th AW	10 RCH172
15.08-8201	C-17A	62nd AW	16 RCH151	11-5752	C-130J-30	19th AW	10 RCH302
10-0217	C-17A	62nd AW	18 RCH717	13-5784	C-130J-20	19th AW	10 RCH525
16.84-0191	KC-10A	60th AMW	17 RCH157	12-5773	HC-130J	71st RQS	King40
17.59-1507	KC-135R	117th ARS KS ANG	18 RCH199	10.ZH872/872	Hercules C4	24/47sq	RRR5704
61-0276	KC-135R	173rd ARS NE ANG	18 RCH557	78-0640/MD	A-10C	104th FS MD ANG	12 Tabor11-16
63-7988	KC-135R	173rd ARS NE ANG	18 RCH547	78-0641/MD	A-10C	104th FS MD ANG	12 Tabor21-26
17.63-8018	KC-135R	173rd ARS NE ANG	18 RCH225	78-0682/MD	A-10C	104th FS MD ANG	12 Tabor11-16
18.10-0217	C-17A	62nd AW	19 RCH717	78-0693/MD	A-10C	104th FS MD ANG	12 Tabor11-16
19.95-0106	C-17A	62nd AW	21 RCH470	78-0719/MD	A-10C	104th FS MD ANG	12 Tabor11-16
08-8200	C-17A	62nd AW	20 RCH139	79-0082/MD	A-10C	104th FS MD ANG	12 Tabor11-16
21.58-0021	KC-135R	132nd ARS ME ANG	22 RCH221	80-0163/MI	A-10C	107th FS MI ANG	12 Tabor21-26
59-1516	KC-135R	126th ARS WI ANG	22 RCH168	80-0221/MI	A-10C	107th FS MI ANG	12 Tabor21-26
22.08-8200	C-17A	62nd AW	23 RCH139	80-0222/MI	A-10C	107th FS MI ANG	12 Tabor21-26
06-8611/RS	C-130J-30	37th AS	* Herky05	80-0262/MI	A-10C	107th FS MI ANG	12 Tabor11-16
23.84-00156	C-12U-3	E/1-214th AVN	* Duke31	81-0975/MI	A-10C	107th FS MI ANG	12 Tabor21-26
24.73-1217	C-12C	USE Budapest	Duna95	81-0998/MI	A-10C	107th FS MI ANG	12 Tabor21-26
84-00156	C-12U-3	E/1-214th AVN	Duke41	86-0037	KC-10A	60th AMW	Gold71
84-00157	C-12U-3	E/1-214th AVN	* Duke79	87-0121	KC-10A	305th AMW	Gold61
07-8609/RS	C-130J-30	37th AS	* Jump41	04-4130	C-17A	60th AMW	12 RCH286
08-5686	C-130J-30	317th AW	Herky642	08-8606	C-130J-30	19th AW	RCH169
25.049	NH-90NFH	337Skv	26 NOW337F	169003/LK	P-8A	VP-26	12 Trident2225
G-988	C-130H	336sq	* NAF79	11.1290/SU-BEW	C-130H	4sq/16sq	13 EGY1101
07-8608/RS	C-130J-30	37th AS	* Herky05	07-3170	C-130J-30	317th AW	RCH214
28.07-8609/RS	C-130J-30	37th AS	29 Herky641	11-5748	C-130J-30	317th AW	RCH420
29.06-6155	C-17A	60th AMW	01 RCH175	12.168859/LK	P-8A	VP-26	Trident25
30.95-0106	C-17A	62nd AW	01 RCH553	169324/LK	P-8A	VP-26	14 Trident2

Credits: MAR, Scramble messageboard.

Wiesbaden			January 2019				
10.10-00258	C-12V	nn	11				
14.73-1217	C-12C	USE Budapest					
16.87-24614	UH-60A	C/1-214th AVN					
10-00258	C-12V	nn	arr u/s				
23.84-0168	C-12U-3	A/6-52nd AVN	24th				
16-20873	HH-60M	C/2-4th AVN	+ 24th				
31.17-20945	HH-60M	C/2-4th AVN					

Credits: MAR, Scramble messageboard.

### Portugal

Lajes, Azores			January 2019				
01.168438/LK	P-8A	VP-26					
168857/LK	P-8A	VP-26	Trident33				
168858/LK	P-8A	VP-26					
169003/LK	P-8A	VP-26					
02.168438/LK	P-8A	VP-26	dep Trident05				
168857/LK	P-8A	VP-26	03 Trident33/86				
168859/LK	P-8A	VP-26	dep Trident33				
03.15004	CC-150	437sq	CFC4308				
188730	CF-188	425sq	CFC0151-0155				

188742	CF-188	425sq	CFC0151-0155
188762	CF-188	425sq	CFC0151-0155
188756	CF-188	425sq	CFC0151-0155
188787	CF-188	425sq	CFC0151-0155
165833	C-40A	USN	CNV6144
168848/LK	P-8A	VP-26	Trident19
168859/LK	P-8A	VP-26	04 Trident33
05.15004	CC-150	437sq	CFC4308
188742	CF-188A	425sq	dep CFC0151-53
188756	CF-188A	425sq	dep CFC0151-0153
188762	CF-188A	425sq	dep CFC0151-0153
92-0553	C-130H	192nd AS NV ANG	RCH455
165833	C-40A	USN	06 CNV6605
06.1290/SU-BEW	C-130H	4sq/16sq	07 EGY1101
15004	CC-150	437sq	CFC4308
188730	CF-188A	425sq	CFC0151/0152
188797	CF-188A	425sq	CFC0151/52
74-2061	C-130H	198th AS PR ANG	RCH553
07.15004	CC-150	437sq	CFC4381
08.130609	CC-130J-30	436sq	CFC4200
60-0320	KC-135R	22nd ARW	10 Gold62
62-3523	KC-135R	22nd ARW	11 Gold72
08-5683	C-130J-30	317th AW	RCH630
08-5686	C-130J-30	317th AW	RCH414
08-5691	C-130J-30	317th AW	RCH314
09.90-0167	AC-130U	4th SOS	10 RCH1007
06-4634	C-130J-30	19th AW	10 RCH172
11-5752	C-130J-30	19th AW	10 RCH302
13-5784	C-130J-20	19th AW	10 RCH525
12-5773	HC-130J	71st RQS	King40
10.ZH872/872	Hercules C4	24/47sq	RRR5704
78-0640/MD	A-10C	104th FS MD ANG	12 Tabor11-16
78-0641/MD	A-10C	104th FS MD ANG	12 Tabor21-26
78-0682/MD	A-10C	104th FS MD ANG	12 Tabor11-16
78-0693/MD	A-10C	104th FS MD ANG	12 Tabor11-16
78-0719/MD	A-10C	104th FS MD ANG	12 Tabor11-16
79-0082/MD	A-10C	104th FS MD ANG	12 Tabor11-16
80-0163/MI	A-10C	107th FS MI ANG	12 Tabor21-26
80-0221/MI	A-10C	107th FS MI ANG	12 Tabor21-26
80-0222/MI	A-10C	107th FS MI ANG	12 Tabor21-26
80-0262/MI	A-10C	107th FS MI ANG	12 Tabor11-16
81-0975/MI	A-10C	107th FS MI ANG	12 Tabor21-26
81-0998/MI	A-10C	107th FS MI ANG	12 Tabor21-26
86-0037	KC-10A	60th AMW	Gold71
87-0121	KC-10A	305th AMW	Gold61
04-4130	C-17A	60th AMW	12 RCH286
08-8606	C-130J-30	19th AW	RCH169
169003/LK	P-8A	VP-26	12 Trident2225
11.1290/SU-BEW	C-130H	4sq/16sq	13 EGY1101
07-3170	C-130J-30	317th AW	RCH214
11-5748	C-130J-30	317th AW	RCH420
12.168859/LK	P-8A	VP-26	Trident25
169324/LK	P-8A	VP-26	14 Trident2
99-0404	C-37A	99th AS	13 SAM120
14.168859/LK	P-8A	VP-26	16 Trident22/05
ZK308/308	Typhoon FGR4	Lossie Wg	16 RRR9811-14
ZK312/312	Typhoon FGR4	Lossie Wg	16 RRR9811-14
ZK315/315	Typhoon FGR4	Lossie Wg	16 RRR9811-14
ZK317/317	Typhoon FGR4	Lossie Wg	RRR9811-14
ZZ330/330	Voyager K2	10/101sq	16 RRR9401
15.081/F-RAJB	A340-211	ET00.060	CTM1101
ZK424/424	Typhoon FGR4	Lossie Wg	17 RRR9815-17
ZK374/374	Typhoon FGR4	Lossie Wg	17 RRR9815-17
ZK340/340	Typhoon FGR4	Lossie Wg	17 RRR9815-17
ZZ338/338	Voyager KC3	10/101sq	16 RRR9402
168981	C-40A	USN	CNV6615
168848/LK	P-8A	VP-26	16 Trident22
16.60+06	P-3C	MFG5	18 GNY4537
ZK307/307	Typhoon FGR4	Lossie Wg	dep RRR9818
ZH101/01	Sentry AEW1	8sq	17 RRR7022
ZH103/03	Sentry AEW1	8sq	17 RRR7011
06-8612	C-130J-30	19th AW	17 RCH154
07-46312	C-130J-30	19th AW	17 RCH212
19.54+05	A400M	LTG62	GAF123
165810/BH	KC-130J	VMGR-252	20 Otis83
20 4178	C-130E	6sq/21sq	22 PAAF766

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1st AS/89th AW C-32A 99-0004 visited Amsterdam-Schiphol in January 2019. This unit, based at Andrews AFB (MD) has a fleet of seven C-32As. The military Boeing 757 was photographed on 16 January 2019. (Manolito Jaarsma)

23 78-0597/FT	A-10C	75th FS	25 Tabor31-36	13.0453	C295M	242.Tsl	CEF601
78-0630/FT	A-10C	75th FS	25 Tabor31-36	14.147/XS	TBM-700A	ET00.041	CTM3810
78-0639/FT	A-10C	75th FS	25 Tabor31-36	15.5836/61-PO	C-130J-30	ET02.061	CTM1222
79-0193/FT	A-10C	75th FS	25 Tabor31-36	ZJ186	Apache AH1	3Regt	16 Demon/Hunter2
79-0216/FT	A-10C	75th FS	25 Tabor31-36	ZJ199	Apache AH1	3Regt	16 Hunter1/AA321
82-0660/FT	A-10C	75th FS	25 Tabor31-36	ZK552	Chinook HC6	7sq	* SHF388
86-0032	KC-10A	305th AMW	Blue81	ZM333	Phenom T1	45sq	* CWL33
14-5788	C-130J-30	19th AW	24 RCH606	ZK383/383	Typhoon T3	29sq	Triplex31
60-0367	KC-135R	121st ARW OH ANG	27 Blue82	16.ZZ384	Wildcat AH1	847NAS	Bobcat1/2
24.12-3050	C-146A	524th SOS	RCH1049	ZZ527	Wildcat AH1	847NAS	Bobcat1/2
25.60+06	P-3C	MFG5	26 GNY4537	ZK552	Chinook HC6	7sq	* SHF510
4178	C-130E	6sq/21sq	PAAF766	17.ZJ955	Puma HC2	Benson Wg	* SHF385
80-0166/FT+2	A-10C	75th FS	27 Tabor41-46	18.ZA682	Chinook HC6A	28sq	SHF385
80-0175/FT	A-10C	75th FS	27 Tabor41-46	22.ZK562	Chinook HC6	7sq	SHF512/Gauntlet36
80-0194/FT	A-10C	75th FS	27 Tabor41-46	23.A41-213	C-17A	36sq	24 ASY405
81-0995/FT	A-10C	75th FS	27 Tabor41-46	140103	CP-140	407sq	* CFC0455
86-0035	KC-10A	305th AMW	Blue91	F-RAFQ	Falcon 900	ET00.065	CTM1279
04-4130	C-17A	305th AMW	27 RCH285	G-FPLD	Beech B200	Cobham	
63-8014	KC-135R	916th ARW AFRC	26 Blue92	28.ZJ229	Apache AH1	3Regt	AA311
76-1607/OK	E-3G	552nd ACW	Shuck82	30.ZK346/346	Typhoon FGR4	(3sq)	* Typhoon7
26.15003	CC-150	437sq	27 CFC3192	ZJ705	Griffin HAR2	QinetiQ	Gauntlet30
54+17	A400M	LTG62	GAF039	31.ZA614/076	Tornado GR4	9sq/31sq	* Fang01/02
27.1289/SU-BAV	C-130H	4sq/16sq	28 EGY1102	ZG775	Tornado GR4	9sq/31sq	* Fang01/02
28.130609	CC-130J-30	436sq	CFC4200	ZJ990/AA	Merlin HC3A	845NAS	Junglie434
29.54+17	A400M	LTG62	GAF082				
T.18-2/45-41	Falcon 900B	Esc451	AME4529				
ZM419/419	Atlas C1	70sq	30 RRR4516				
08-8601/RS	C-130J-30	37th AS	31 HKY01				
12-5760	MC-130J	67th SOS	30 Pitch41				
31.54+24	A400M	LTG62	GAF058				

**United Kingdom**

Brize Norton			January 2019				
03.ZH816	Bell212 AH1	7Fit	a/f out				
04.ZZ386	Wildcat AH1	847NAS	Marine11/12				
ZZ512	Wildcat AH1	847NAS	Marine11/12				
07.ZK067	Bell212 AH1	nn	a/f in 09 AAC753				
08.86-0164/LN	F-15C	493rd FS	* Deadly21-23				
86-0165/LN	F-15C	493rd FS	* Deadly21-23				
86-0172/LN	F-15C	493rd FS	* Deadly24				
86-0178/LN	F-15C	493rd FS	*				
09.A41-213	C-17A	36sq	23 ASY405				
ZJ185	Apache AH1	AAC	Viper1/2				
ZJ226	Apache AH1	AAC	Viper1/2				
ZZ380	Wildcat HMA2	nn	Rascal381				
ZZ397	Wildcat HMA2	nn	Skua411				
10.54+13	A400M	LTG62	GAF692				

**Credits: MAR, Scramble messageboard.**

Cambridge			January 2019
07.B-536	C-130J-30	Esk 721	DAF5490
08.84007/847	Tp-84	TSFE	arr SVF808
15.5607	C-130J-30	335Skv	NOW3350
11-5737	HC-130J	67th SOS	* Strix43
16.5607	C-130J-30	335Skv	dep NOW335D
17.1326	Global Express	UAE AF	t/f +18/24th
21.84006/846	Tp-84	TSFE	SVF809
23.10008/008	Tp-100C	F7	
84007/847	Tp-84	TSFE	dep
28.ZH865/865	Hercules C4	arr	MADG

**Credits: MAR, Scramble messageboard.**

Coningsby			January 2019
08.XX245	Hawk T1	RAFAT	* Red7
XX188	Hawk T1	RAFAT	* Red10
09.91-0301/LN	F-15E	494th FS	* Claw71
91-0603/LN	F-15E	494th FS	* Claw72
ZK307/307	Typhoon FGR4	del to Lossie Wg	Nightmare21
ZK369/369	Typhoon FGR4	del to Coningsby Wg	Typhoon15
15.ZM417	Atlas C1	70sq	* RRR492
ZM145	F-35B	617sq	* MRH87

16.ZM145	F-35B	617sq	* MRH92	22.ZM147	F-35B	617sq	* MRH91
22.92-0364/LN	F-15E	48th FW	* Jungle21/22	ZK563	Chinook HC6	7sq	* SHF503
00-3001/LN	F-15E	48th FW	* Jungle21/22	23 1x	AS365N3	658sq	* Titan18
ZK372	Typhoon FGR4	2sq	Typhoon21	08-8203	C-17A	62nd AW	24 RCH560
G-FPLD	Beech B200	Thales		24 08-8203	C-17A	62nd AW	26 RCH560
24.147/XS	TBM.70FrAF	ET00.060	CTM1290	25 84-0061	C-5M	436th AW	26 RCH143
ZK563	Chinook HC6	7sq	SHF534	26.98-0054	C-17A	437th AW	28 RCH697/203
XX319	Hawk T1	RAFAT	* Red9	08-8203	C-17A	62nd AW	27 RCH660/540
ZJ950/950	Typhoon FGR4	Lossie Wg	Lossie39	10-0213	C-17A	437th AW	29 RCH304
29 ZM318	Prefect T1	3sq	* CWL87	27.83-1285	C-5M	436th AW	28 RCH709

Credits: MAR, Scramble messageboard.

Fairford

08 80-1073/BB	U-2S	99th RS	January 2019
80-1094/BB	U-2S	99th RS	09 Dragon86/51
10.08-8191	C-17A	437th AW	arr Dragon88
80-1067	U-2S	99th RS	RCH837
16.08-8204	C-17A	437th AW	18 Dragon31
			RCH1815

Credits: MAR, Scramble messageboard.

Farnborough

02.A9C-BRN	G550	Gvmt of Bahrain	January 2019
04.A6-HRS	B737-7E0	Gvmt of Dubai	03 BAH5
08.A6-SHJ	A320-232CJ	Gvmt of Sharjah	05 DUB4
10.A6-SHJ	A320-232CJ	Gvmt of Sharjah	10 SHJ01
A9C-BHR	G450	Gvmt of Bahrain	15 SHJ01
15.A6-HHH	G6	Gvmt of Dubai	11 BAH4
15.A9C-BAH	G6	Gvmt of Bahrain	16 DUB9
17.A6-ESH	A319-133X	Gvmt of Sharjah	30 BAH6
20.A7-HHJ	A319-133X	Gvmt of Qatar	23 SHJ02
A6-SHJ	A320-232CJ	Gvmt of Sharjah	A7HHJ
22.A9C-BRN	G550	Gvmt of Bahrain	23 SHJ01
23.A6-SHJ	A320-232CJ	Gvmt of Sharjah	Amiri
24.A9C-BHR	G450	Gvmt of Bahrain	26 SHJ01
F-ZBMB	Beech B200	Securite Civile	27 BAH4
24.OM-BYA	A319-115CJ	Slovak Air Force	Benga97
			25 SSG04A

Credits: MAR, Scramble messageboard.

Lakenheath

10.77/XD	TBM-700A	ET00.043	January 2019
N88	CL-604	FAA	CTM1306
15.FB22	F-16BM	BAF	* FLC88
11-5737	MC-130J	67th SOS	* BAF251
16.ZM142+1	F-35B	617sq	* Strix43
17.ZA553/045	Tornado GR4	9sq/31sq	* MRH90/67
ZJ188	Apache AH1	673sq	* MRH29
ZJ204	Apache AH1	673sq	AA079
XX198/CH	Hawk T1A	100sq	AA079/781
			* Pirate18

Credits: MAR, Scramble messageboard.

Lossiemouth

03.85-0034	KC-10A	305th AMW	December 2018
04.T-729	Beech 1900D	LTDB	06 RCH646
T-784	C560XL	LTDB	SUI1562
163591/RU	C-130T	VR-55	SUI1538
07.00-0218	C-17A	62nd AW	05 CNV6421
HB-JVE	Fokker 100	Helvetica	08 RCH475
11.T-729	Be1900D	LTDB	
900529	C-26B	AOD Sigonella	
12.168438/LK	P-8A	VP-26	28 Trident85
168848/LK	P-8A	VP-26	22 Trident29
13.168859/LK	P-8A	VP-26	26
14.165833	C-40A	USN	
168857/LK	P-8A	VP-26	Trident69
15.169003/LK	P-8A	VP-26	18 Trident1
16.168857/LK	P-8A	VP-26	Trident44
17.ZH883/883	Hercules C5	24/47sq	
18.168764/LD	P-8A	nn	28
19.XX246/CA	Hawk T1A	100sq	* Pirate01
22.168857/LK	P-8A	VP-26	26
25.G-MCGI	S-92	HMCG	

07.165158/CW	C-130T	VR-54	January 2019
08.165833	C-40A	USN	CNV6022
15.ZH005	Defender AL2	651sq	09 CNV6004
17.168981	C-40A	USN	AA531
21.168850	P-8A	VP-9	18 CNV6617
22.165158/CW	C-130T	VR-54	PD01
28.108/YW	EMB121AA	EAT00.319	23 CNV6522
			30 FNY5760



A rare nightstopper at Linz-Hörsching (Austria). Royal Australian Air Force C-17A Globemaster III, serial A41-213, from 36sq based at Amberley (Qld.) visited Austria on 23 January 2019 and was photographed by Hilco Schigt.

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Although the code 90411 is painted big on the forward fuselage (and 11 under the cockpit windows), most people will identify this Thai Air Force B737-826 by the civilian registration HS-MVS. In the spottersbook also the royal code 999-04 from the tail should be noted in addition to its one and only serial L11Kh2-1/50. The badge on the nose confirms the squadron as 904sq based at Bangkok/Don Muang. (Malta-Luqa, 29 January 2019, Shaun Psaila)

168848/LK	P-8A	VP-26	Trident25	24.62-3559	KC-135R	22nd ARW	25 RCH735
30 G-FPLD	Beech B200	Thales	CLB422	95-00123	UC-35A	E/1-214th AVN	Duke12
<u>Credits:</u> MAR, Scramble messageboard.				97-00105	UC-35A	E/1-214th AVN	Duke21
Mildenhall			January 2019	26.08-5686	C-130J-30	317th AW	E10E2
01.86-0017	C-5B	436th AW	03 RCH6017	28.84-00157	C-12U-3	E/1-214th AVN	2x Duke31
02.58-0103	KC-135T	6th AMW	03 RCH664	29.00-9001	C-32B	150th SOS NJ ANG	Carve71
03.97-0044	C-17A	89th AS AFRC	RCH802	60-0342	KC-135T	92nd/141st ARW	30 RCH270
84-0083	C-21A	76th AS	Valor21	30.111	TBM-700A	ET00.41	CTM3884
58-0050	KC-135T	6th AMW	04 RCH749	79-1713	KC-10A	60th AMW	31 RCH325
04.64-14848/OF	RC-135V	55th Wg	Olive57	02-1107	C-17A	62nd AW	RCH550
84-0083	C-21A	76th AS	Valot11	84-0083	C-21A	76th AS	* Valor42
86-0012	C-5M	337th AS AFRC	dep RCH612	84-00156	C-12U-3	E/1-214th AVN	Duke31
05.86-0038	KC-10A	60th AMW	18 RCH701	31.07-7171	C-17A	305th AMW	RCH557
06.59-1501	KC-135R	92nd/141st ARW	08 Quid80	84-0085	C-21A	76th AS	Valor21
07.ZM334	Phenom T1	45sq	* Cranwell36	<u>Credits:</u> MAR, Scramble messageboard.			
97-0219/LN	F-15E	492nd FS	* Shark31	Prestwick			January 2019
97-0220/LN	F-15E	492nd FS	* Shark32	02.84-0096	C-21A	76th AS	Valor21
08.ZH101/01	Sentry AEW1	8sq	* NATO30	99-0402	C-37A	76th AS	Valor37
ZM333	Phenom T1	45sq	* Cranwell36	84-00165	C-12U-3	E/1-214th AVN	Duke31
64-14843/OF	RC-135V	55th Wg	09 Olive58	03.15005	CC-150T	437sq	31 CFC4380
09.60-0337	KC-135T	22nd ARW	10 RCH564	12-5759	MC-130J	67th SOS	* Strix47
N88	CL-601-3R	FAA	10 Flightcheck88	84-00165	C-12U-3	E/1-214th AVN	Duke89
10.ZH900	Chinook HC5	Odiham Wg	Vortex413	04.165833	C-40A	VR-59	CNV6941
ZZ173/173	C-17A	99sq	RRR822	06.177702	CC-177	429sq	08 CFC4059
ZM337	Phenom T1	45sq	* Cranwell45	165158/CW	C-130T	VR-54	07 CNV6022
97-00102	UC-35A	E/1-214th AVN	* Duke36	07.ZZ330/330	Voyager K2	10/101sq	RRR2884/2118
12.64-14849/OF	RC-135U	55th Wg	13 Olive57	58-0089	KC-135T	6th AMW	08 RCH635
164404	E-6B	VQ-4	15 John64/Finch82	58-0125	KC-135T	6th AMW	08 RCH331
162144	C-2A	VRC-40	13 RG02	08.177702	CC-177	429sq	09 CFC4059
13.09-0678	MC-12W	185th SOS OK ANG	18 Bedlum41	177705	CC-177	429sq	09 CFC4002
59-1470	KC-135T	92nd/141st ARW	14 RCH209	237/F-RAFD	Falcon 2000LX	ET00.060	CTM1281
60-0358	KC-135R	108th ARS IL ANG	14 RCH217	ZH005	Defender AL2	651sq	* AAC543
14.64-14841	RC-135V	55th Wg	17 Olive56/57	165833	C-40A	VR-50	CNV6004
16.ZM145	F-35B	617sq	* Marham91	09.177704	CC-177	429sq	10 CFC4060
61-0300	KC-135R	108th ARS IL ANG	RCH237	07-46310	C-130J-30	19th AW	RCH312
98-0134/LN	F-15E	492nd FS	* Corvette71	07-8613	C-130J-30	41st AS	RCH230
84-00181	C-12U-3	204th MI Bn	Rebel81	11-5734	C-130J-30	61st AS	RCH967
16.88-1306	AC-130W	27th SOW	17 RCH306	11-5738	C-130J-30	19th AW	RCH610
97-0221/LN	F-15E	492nd FS	* Corvette82	12-5756	C-130J-30	19th AW	RCH269
17.ZJ691	Sentinel R1	5sq	* Snapshot1	G-CGKS/KS	Tutor T1	GSUAS/(4AEF)	* UAJ48
ZZ173/173	C-17A	99sq	* RRR830	10.15001	CC-150	437sq	CFC3169
85-0034	KC-10A	305th AMW	18 RCH106	177705	CC-177	429sq	11 CFC4061
84-0096	C-21A	76th AS	Valor21	ZH003	Defender AL2	651sq	* AAC531
61-0310	KC-135R	126th ARS WI ANG	18 RCH983	ZZ331/331	Voyager K2	10/101sq	11 RRR2121
57-1499	KC-135R	191st ARS UT ANG	18 RCH259	14-5791	C-130J-30	327th AS	RCH402
23.140103	CP-140	407sq	CFC0455	97-0102	UC-35A	E/1-214th AVN	Duke36
01-0194	C-17A	89th AS AFRC	RCH607	11.130612	CC-130J-30	436sq	12 CFC4205

59-1480	KC-135T	22nd ARW	16 RCH827	ZH883/883	Hercules C5	24/47sq	*
12.177705	CC-177	429sq	CFC4062	<u>Credits: MAR, Scramble messageboard.</u>			
13.177705	CC-177	429sq	14 CFC4062	Stansted			January 2019
162144/55	C-2A	VRC-40	RG02	03. A6-ALN	B777-2ANER	Gvmt of Abu Dhabi	AUH03
08-8194	C-17A	62nd AW	14 RCH271	05. A6-MMM	B747-422	Gvmt of Dubai	DUB2
58-0106	KC-135R	106th ARS AL ANG	18 RCH208	06. A9C-HMH	B767-4FS(ER)	Gvmt of Bahrain	BAH3
14.177705	CC-177	429sq	CFC4063	07. A40-AA	A320CJ	Gvmt of Oman	ORF5
ZM418/418	Atlas C1	70sq	* Comet455	10. A6-ALN	B777-2ANER	Gvmt of Abu Dhabi	AUH03
ZH005	Defender AL2	651sq	* AAC543	A6-PFE	B787-9	Gvmt of Abu Dhabi	AUH05
ZA614/076	Tornado GR4	Marham Wg	* MRH35	13. A9C-HMH	B767-4FS(ER)	Gvmt of Bahrain	BAH3
15.177704	CC-177	429sq	CFC4063	4K-AI01	B767-32L(ER)	Gvmt of Azerbaijan	AHY6735
84-0083	C-21A	76th AS	Valor42	15. A9C-HMH	B767-4FS(ER)	Gvmt of Bahrain	BAH3
16.130612	CC-130J-30	436sq	17 CFC4205	9M-NAA	A319CJ	Gvmt of Malaysian	
177704	CC-177	429sq	CFC4064	1226	C-17A	UAEAF	Uniforce1229
17.ZH005	Defender AL2	651sq	* AAC501	98-0002	C-32A	1st AS	SAM012
64-14828	KC-135R	191st ARS UT ANG	18 RCH980	19. A6-HRM	B747-422	Gvmt of Dubai	DUB1
18.177702	CC-177	429sq	19 CFC4067	23.9K-GCC	B737- 9BQER	Gvmt of Kuwait	KUG035
10-00258	C12V-1	Co A/2-228th AVN	PAT379	26. A7-HSJ	A320CJ	Gvmt of Qatar	
19.ZH845	Merlin HM2	814NAS	Tiger63	29. A6-MMM	B747-422	Gvmt of Dubai	DUB3
21.15001	CC-150	437sq	CFC3701	<u>Credits: MAR, Scramble messageboard.</u>			
140103	CP-140	407sq	CFC0455	Waddington			January 2019
ZH845	Merlin HM2	814NAS	Tiger63	08. ZK558	Chinook HC6	7sq	SHF543
22.60+07	P-3C	MFG-3	GNV4540	11. 54+14	A400M	LTG62	* GAF722
ZZ175/175	C-17A	99sq	RRR6712	14. ZH871	Hercules C4	24/47sq	* RRR120
84-0096	C-21A	76th AS	Valor76	15.2x	F-15E	48th FW	* Ratch21
24. KAF343	C-17A	41sq	02 KAF3227	ZH879/879	Hercules C4	24/47sq	* Comet123
ZH828/CU	Merlin HM2	814NAS	25 Tiger62	17. ZM145	F-35B	617sq	* MRH90
ZH845	Merlin HM2	814NAS	29 Tiger63	22. ZM147	F-35B	617sq	* MRH81
84-00168	C-12U-3	CoA/6-52nd AVN	25 Cats65	23. ZM140	F-35B	617sq	* MRH87
165158/CW	C-130T	VR-54	25 CNV524	24. ZM309	Prefect T1	45sq	* BKH71
25. ZM415/415	Atlas C1	70sq	RRR479	25. XX232	Hawk T1	RAFAT	* Red2
84-0085	C-21A	76th AS	Valor21	XX244	Hawk T1	RAFAT	* Red3
26.15004	CC-150T	437sq	27 CFC4381	ZM333	Phenom T1	45sq	*
165314/JW	C-130T	VR-62	27 CNV3363	ZM335	Phenom T1	45sq	*
27.231/F-RAFC	Falcon 2000LX	ET00.060	CTM1281	ZM33.	Phenom T1	45sq	01 CWL36
06-6165	C-17A	436th AW	RCH436	29. ZH868/868	Hercules C4	24/4sq	* RRR154
165158/CW	C-130T	VR-54	28 CNV6527	ZA553/045	Tornado GR4	Marham Wg	* MRH01
29.03-3114	C-17A	183rd AS MS ANG	30 RCH328	30.67	EMB121AN	28F	CTM1783
30. MM62218/46-82	C-27J	C-27J		ZA449/020	Tornado GR4	Marham Wg	* Fang01/02
46°AB	IAM4670			ZA614/076	Tornado GR4	Marham Wg	* Fang01/02
08-8198	C-17A	437th AW	RCH335	ZF485/4850	Tucano T1	72sq	* LOP45
ZK023/N	Hawk T2	4sq	* VYT530	G-BYUW	Tutor T1	6 FTS	* UAH84
ZK031/FG	Hawk T2	25sq	* VYT528	<u>Credits: MAR, Scramble messageboard.</u>			
31.130603	CC-130J-30	436sq	CFC4237				
ZM418/418	Atlas C1	70sq	01 RRR475/476				
ZH868/868	Hercules C4	24/47sq	* RRR158				
03-3114	C-17A	183rd AS MS ANG	RCH136				



Centro Cartográfico y Fotográfico / 409 Esc based at Madrid/Getafe paid a welcome visit to Morón de la Frontera. The Beech C90 visited Morón together with two other Centro Cartográfico y Fotográfico / 403 Esc aircraft, a Cessna Ce560 and a CN235M-10. Jochem Manders photographed the Beech on 13 February 2019.

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One can doubt if British Airways really exists 100 years, as the airline was officially formed only in 1974 after a British Airways Board was established by the British government. Their task was to merge the two nationalised airline corporations, British Overseas Airways Corporation (BOAC) and British European Airways (BEA), and two regional airlines, Cambrian Airways from Cardiff and Northeast Airlines from Newcastle upon Tyne, into one airline. On 31 March 1974, all four companies were merged to form British Airways. But somebody found out that the origins of one of the original airlines trace back to 1919, so 2019 will be the year that British Airways celebrates its centennial. To celebrate this anniversary BA came up with the brilliant idea to paint a few aircraft in historic colour schemes. The first aircraft to receive a retro colour scheme is Boeing 747-400 G-BYGC, which received this beautiful BOAC livery. Two sister aircraft will feature the first two British Airways liveries, "Union Jack" and "Landor", and an Airbus A319-100 will be painted in a BEA British European Airways livery. (London-Heathrow, 19 February 2019, David Apps)

## Manufacturers News

### Airbus

Airbus delivered 800 new commercial aircraft in 2018, a new company record. Deliveries were 11% higher than the 718 aircraft delivered in previous record year 2017. The majority of these new deliveries were off course the narrowbody types from the Airbus A320 family. 626 A320 family aircraft (8x A319/ 417x A320/ 201x A321) were delivered, of which 386 were from the new NEO-generation. Also twenty A220 family aircraft were delivered since this former Bombardier aircraft became part of the Airbus commercial aircraft portfolio in July 2018. Besides narrowbodies, Airbus delivered 154 widebody aircraft comprising of 49 A330s (14x A330-200 / 32x A330-300 / 3x A330-900N), 93 A350s (79x A350-900 / 14x A350-1000) and twelve A380s.

On the order intake front, Airbus received 747 net orders for new commercial aircraft, which is 33% less than the 1.109 orders it received in 2017. 541 of these orders were for the A320 family (531 for A320NEO family aircraft and still ten orders for the older generation A320CEO family aircraft), 27 for the A330 family (nine for the A330CEO and eighteen for the A330NEO), forty for the A350 and four the A380. Airbus received 135 orders for the A220, since it acquired control of the CSeries in July 2018. With 747 new orders, Airbus has an order backlog of 7,577 aircraft, which is also a new Airbus record.

### A380

It came not as a big surprise, but during its annual press conference on 14 February, Airbus announced that it will end production of the Airbus A380 in 2021. Only seventeen more A380s will be delivered. Fourteen for Emirates and three for ANA. The decision was made after Emirates decided to reduce its outstanding A380 order with 39 aircraft from 162 to 123, leaving just fourteen more A380 to be built and delivered to the airline over the next two years.

At the moment of the Emirates cancellation of 39 aircraft, Airbus has still 79 aircraft in its order books, from which 53 were destined for Emirates. Besides the Emirates and ANA aircraft, the order book of the A380 also included a dormant order for twenty aircraft for lessor Amedeo. The order was

placed in 2014, but has languished in the order books without any indication of the aircraft being built and placed with an operator. After the cancellation of the A380 programme, Amedeo says it has "agreed termination of the order with Airbus and is holding discussions over other commercial options. Also the order for three aircraft for an 'airline' called Air Accord - which emerged following the bankruptcy of Transaero Airlines - was cancelled from the books, as it appears very unlikely that this "paper" airline will ever take delivery of the A380. Earlier in February QANTAS already announced, it would not take delivery of its outstanding eight A380s and on 7 February it formally cancelled the order.

The termination of the A380 means an end of passenger quad-jet production, which started in the 1950s with the Boeing 707. Boeing still produces the 747-8, but only has freighter versions in its backlog. Currently there are 230 Airbus A380s in active service with fourteen airlines. With the fourteen Emirates and three ANA (operator # fifteen) aircraft still to be delivered and four A380s currently in storage, production of the A380 will be just about 250 aircraft. The last A380 will be delivered to Emirates in 2021 - just sixteen years after the aircraft's first flight.

### Boeing

Boeing had a very successful 2018. With 806 delivered commercial jet aircraft, it set a new record, surpassing the previous record of 763 delivered aircraft in 2017. The majority of these new delivered aircraft - 580 to be precise - were 737 Family aircraft, from which 256 were from the new MAX family. Deliveries of 226 widebodies (6x 747 / 27x 767 / 48x 777 / 145x 787) rounded out the total of 806 aircraft.

On the order side, Boeing noted 893 net orders for commercial aircraft, which is nine aircraft (2%) less than the 912 net orders in 2017. 699 of these orders were for the 737 MAX Family, while 218 orders were received for the widebody types (18x 747 / 40x 767 / 51x 777 / 109x 787). A cancellation of 24 737NG aircraft on order makes up for the 893. With these new orders, the total order backlog for Boeing is 5.951 aircraft.

In Scramble 473 (oct18 – page 39), we wrote that according to rumours Boeing was close to officially introducing the new Boeing 797 – widely referred to as the New Midsize Aircraft or NMA – and that it would launch the aircraft during the Paris Air Show in June 2019. But during an earnings call on 30 January, Boeing's CEO Dennis Muilenberg revealed that Boeing will not take a firm decision to launch the aircraft this year and that it aims to secure Authority to Offer from the board by the end of 2019. Receipt of this "Authority to Offer" will enable Boeing to publicly announce the programme and start more in-depth discussions with potential airlines and solicit a group of launch customers. The next approval step will be the "Authority to Launch", which would allow Boeing to start building the aircraft. This Authority to Launch is expected to be granted in 2020. Entry-into-service is expected to be in 2025.

## Airliners News



For additional capacity, Eurowings leases five Czech Airlines Airbus A319s. The aircraft wear the standard Czech Airlines colour scheme with additional Eurowings titles. One of them is OK-REQ, which is seen here at Amsterdam-Schiphol. (17 February 2019, Robert Eikelenboom)

## Europe

### The Netherlands

The new CEO of Air France has said that a new aircraft order is due at this year's Paris Air Show. Our information suggests that this new order will be new narrowbodies for the [Air France-KLM](#) mainline carriers, so [Air France](#), [KLM](#) and [Transavia](#). Most heard rumours are A320neo-family for Air France, B737MAXs for Transavia, but the new type for KLM could go either way.

### Bulgaria

[VIA Airways](#), which we all remember fondly of once operating the mighty Tu-154, has rebranded itself into [Fly2Sky](#). The airline, which operates two Airbus A320s, will continue to operate as they do today.

### Denmark

[Great Dane Airlines](#) is the name of a new airline in Denmark which is planning to start flying from mid-June. The airline will use two leased Embraer ERJ195s out of Aalborg and will fly these to Dublin, Edinburgh and Nice.

### France

The Air France-KLM Group has decided to rebrand [HOP!](#) into [Air France HOP](#). This move is part of the new streamlining operation the Group is undertaking since the arrival of their new CEO. Earlier this year the Joon-brand was already discontinued. Air France-KLM wants to focus on three brands; Air France (with regional carrier Air France HOP), KLM (with KLM Cityhopper) and Transavia.

Boeing didn't provide any explanation for this one year delay of the 797/NMA launch, but after the massive cost overruns of the 787 programme, Boeing is adamant that the business case for the 797/NMA must be solid and that the development costs and production costs will be as low as possible. It is rumoured that Boeing wants to create the leanest and most efficient production system it has ever operated for the production of aircraft. The lessons learned from the 797/NMA business model would then be applied to a far more important aircraft programme for Boeing, the 737 MAX successor. The 797/NMA is aimed at the 757 replacement market and will be a widebody aircraft that would carry some 210-250 passengers and have range of 7,400 – 9,300 kilometres. It should fit between the largest narrowbody aircraft (the 737-10) and the smallest widebody aircraft (the 787-8) in the current Boeing portfolio.

### Germany

On 4 February, [Germania](#) filed for bankruptcy at the Berlin court and ceased all operations. The airline was not able to find new investors and wasn't able to pay its staff last month. It's subsidiaries in Switzerland and Bulgaria, Germania Flug and Bulgarian Eagle are currently not affected and continue to operate as normal. Germania was founded in 1986 as a new name for Special Air Transport, which itself was founded in 1978. The airline had 25 new A320neos on order of which the first was due to arrive next year.

### Iceland

According to Icelandic media, [Icelandair](#) is studying three scenario's for the replacement of their Boeing B757-fleet and has asked manufacturers for quotations and information. The first option is to order Airbus A320neo-family aircraft, including the A321neoLR and transition the whole fleet to an all Airbus-fleet in time. Second is to acquire several A321neos to replace the oldest B757s in the fleet, but later order the new "B797" from Boeing and continue to be an all Boeing-operator. Last option is to operate a mixed fleet of Airbus and Boeing-aircraft by replacing the B757s by A320neo-family planes, operating next to their new B737MAXs. A replacement for their B767s could then also come from either manufacturer. Icelandair hopes to make a decision later this year.

### Ireland

According to the Russian Minister of Industry & Trade, the six SSJ100s of [CityJet](#) will move to Adria Airways. The six are now grounded and parked at Dublin after the airline ended

operations with them. Adria Airways, on the other hand, is preparing itself to start operations with the SSJs and is planning to fly fifteen of them. The first SSJ100 will be delivered to Slovenia in April.

#### Latvia

airBaltic has announced that they will bring the phasing out of their B737s forward with one year. This means the aircraft will have left the fleet before the end of this year. Currently, airBaltic still has a fleet of eight B737s, six -300s and two -500s. The move is part of the airline's transition to a single type-fleet based on the Airbus A220.

#### Spain

With the arrival of their fourth A340-300, Plus Ultra has introduced a new livery, which is still rather white, but now with a dark blue tail.

#### Switzerland

Something to pay attention to when spotting; Swiss has repainted Airbus A220-300 HB-JCA in another special livery. This time the plane is painted to honor this summer's Fête des Vignerons in Vevey. In other news, their CEO has given an interview to various media and in it he gave some insights about future fleet development. So is the airline evaluating the Airbus A350 and B787 from Boeing as a replacement for their five A340-300s. He said that both would suit the needs of Swiss well, but did not specify the exact type they are looking at. Swiss is also closely looking at the A321neoLR and may convert some of their eight A321neos on order into this variant. The first A321neo is due later this year.

#### United Kingdom

British Airways has taken delivery of their first of four retrojets on 18 February. As previously reported it is B747-436 G-BYGC, which is painted in the livery of BOAC. The Jumbo was painted at Dublin. It flew its first two commercial operations to New York-JFK (NY) and Chicago-O'Hare (IL).

On 16 February, flybmi ceased all operations. The airline operated a fleet of seventeen Embraer ERJ135/145s. This sad occasion also marks the end of the BMI-brand. flybmi says that the airline was facing several difficulties, including spikes in fuel and carbon costs. The latter arised from the recent EU decision to exclude UK-airlines from full participation in the EU Emissions Trading Scheme due to the Brexit-process. These issues ensured that the airline could not become profitable anymore. flybmi was also not able to secure European contracts due to the uncertainty around Brexit. Last year the airline carried 522,000 passengers on 29,000 flights and

employed 376 in Belgium, Germany, Sweden and the UK.

## Africa

### Nigeria

Nigerian start-up Ibom Air has taken delivery of their first two aircraft, two CRJ900s. Both planes were previously owned by the Avmax Group. The aircraft arrived Ibo Airport on 20 February and the airline will soon start flying them. They haven't, however, disclosed when they will start and where they will fly to.

### Morocco

The special livery that Royal Air Maroc applied to celebrate the introduction of their new B737MAX8s and B787-9s has been welcomed with so much positive response that the airline has decided to make it their official livery.

## Asia

### Japan

The board of All Nippon Airways has approved plans for placing orders for 48 new aircraft. One order will be placed at Boeing for thirty B737MAX8s and Airbus will receive a follow-on order for eighteen more A320neos. The B737MAX8s are destined to replace older B737-800s at ANA mainline, whilst the A320s will go to subsidiary Peach Aviation. ANA also took options on ten additional B737MAX8s.

### Mongolia

Hunnu Air has signed a lease agreement with CDB Aviation for the lease of four Embraer ERJ190s. The first plane is due in May of this year and the last is expected to be delivered in 2021. Currently the airline operates a fleet of two ATR72s, but also own three stored Fokker 50s.

### Philippines

Cebu Pacific Air is planning to expand its widebody fleet and has issued a Request for Information with both Airbus and Boeing. They did so at the end of last year. The airline is planning to issue a formal Request for Proposals later this year and wants to take delivery of the new planes near the end of 2020. Cebu Pacific is looking at the A330neo and B787.

### South Korea

Start-up Air Premia has selected the Boeing Dreamliner for its fleet and signed lease agreements for five B787-9s. The airline, which is founded by the former CEO of Jeju Air, will be a hybrid carrier, meaning full service, but low prices. Air Premia expects to take delivery of their first Dreamliner next year and is planning to serve Los Angeles (CA) and San Francisco (CA) as first destinations. The airline is planning to have



KLM finally started to repaint the A330s in its fleet with the new Dolphin livery. The first A330 to wear the new colours is PH-AOM which was repainted at Rome-Fiumicino late January 2019. (Amsterdam-Schiphol, 17 February 2019, Walter Heukensfeld)



*TUIfly operates four Boeing 737-800s for Eurowings. Two of them are all white with Eurowings titles, while the other two were still flying in full Air Berlin colours until February 2019, as TUIfly operated these aircraft on behalf of this airline, before it went bankrupt. In February 2019 these two “Air Berlin” aircraft” were repainted in full Eurowings colours as shown here on D-ABKJ. The Boeing is seen here departing Shannon to Hannover after painting on 13 February 2019. (Shannon, Malcolm Nason)*

a ten aircraft-fleet within five years.

#### Turkmenistan

The European Aviation Safety Authority has banned [Turkmenistan Airlines](#) from operating into the European Union as of 4 February. The measure comes as there are concerns about the airline’s safety procedures.

### Latin America

#### Cuba

[Cubana](#) will soon receive support from Russia, to restore their Russian and Ukrainian aircraft fleet to airworthiness again, and Russia has also agreed to open a local maintenance and repair centre to support the Cuban airline. Another reason for establishing a local MRO (Maintenance, Repair and Overhaul) facility is low labour costs in Cuba. The Deputy Prime Minister of the Russian Federation and responsible for Russia’s military-industrial complex, signed the deal on a recent visit to the island. Prior to this Russian experts assessed the current state of the airline’s five Il-96s, three Tu-204s and six An-158s. The whole operation will mainly be paid for by Russia. Early this century Cubana renewed its fleet and opened new routes to Europe and Latin America. The last five years however Cubana’s cash crunch restricted it from paying for expensive repairs and spare parts. To try and keep the schedule going Cubana leased Western built airliners.

#### Trinidad & Tobago

Last November Boeing and [Caribbean Airlines](#) announced that the airline was planning to renew its fleet with twelve B737MAX8s. It was, however, unclear if these would be directly ordered with Boeing or leased. It seems to be the latter as Caribbean Airlines announced it has signed a lease-agreement with Air Lease Corporation for their first four B737MAX8s. Deliveries are to start at the end of this year and will continue into next year.

### Middle East

#### Lebanon

[MEA](#) has ordered four additional Airbus A321neos. In total the airline now has fifteen of the type on order. The order was previously booked as an unidentified order. Originally the airline ordered five A320neos and five A321neos, but later converted them all into the larger variant. In December 2017 they ordered another additional A321neo. The airline

also has orders for four A330-900s.

#### Qatar

[Qatar Airways](#) has decided to change ten of their fifty Airbus A321neos on order into the A321neoLR-variant. The first of the LRs is expected to be delivered next year. Also, in an interview with The Aviation Analyst the CEO of Qatar Airways has announced that the airline will start phasing out their Airbus A380s after ten years in service. As the airline took delivery of their very first A380 in 2014, this means the phase-out is due to start in 2024. Qatar Airways is planning to use their incoming Boeing 777Xs as a replacement.

#### United Arab Emirates

[Emirates](#) has sealed the fate of the Airbus A380 as the airline has decided to reduce the number it has on order with 39 aircraft, leaving fourteen planes to be delivered to the airline. As a result, Airbus will end the production of the A380 and the last new A380 will be delivered to Emirates in 2021. As a replacement the airline ordered forty A330-900s and thirty A350-900s at Airbus. The first A330-900 is planned for 2021 and the first A350-900 in 2024. This latest order change is also expected to have an impact on Boeing as industry experts are saying that Emirates will let their MOU for forty B787-10s expire, but expand their order for the B777X with 20 additional planes.

The other large airline in the UAE, [Etihad Airways](#), also formally did an adjustment on their outstanding order at Airbus. The airline had originally ordered 62 A350s (42 A350-900s and twenty A350-1000s), but will now only take delivery of their twenty A350-1000s and cancelled their A350-900s on order. Their first A350-1000 is due later this year.

### North America

#### Canada

Bombardier has sold nine CRJ900s to Chorus Aviation’ subsidiary [Jazz Aviation](#). The nine planes will be operated by the airline under the [Air Canada Express](#)-brand and the first aircraft is due in the first half of next year.

#### United States of America

[Skywest Airlines](#) has ordered nine additional ERJ175s with Embraer. The airline is a so called production carrier and flies the type for major American-carriers Alaska Airlines, American Airlines, Delta Air Lines and United Airlines. In to-

tal Skywest so far has ordered 158 ERJ175s.

Lessor SMBC Aviation Capital and Southwest Airlines signed a lease agreement for twelve new B737MAX8s. All planes will come from the leasing company's current orders at the plane manufacturer. The first of the twelve is expected to be delivered to Southwest Airlines in July of this year.

## Oceania

### Australia

The aircraft were already deferred indefinitely, but now both Airbus and Qantas have officially announced that the order for eight additional A380s has been cancelled. Qantas placed the order for these planes back in 2006. Currently the A380-fleet of Qantas is twelve aircraft strong and the airline will start refurbishing the aircraft this year so that they can continue to operate them for years to come.

### Vanuatu

The Vanuatu Daily Post is reporting that the Minister of Economy and the CEO of Air Vanuatu have signed an agreement for the payment of a deposit for four new Airbus aircraft. The four planes will have a capacity of 133 passengers, meaning they are most likely A220-300s. The first new aircraft is expected to arrive in June 2020. Currently the airline operates a fleet of seven aircraft consisting of one B737-800, one ATR72-600, one ATR72-500, three DHC-6-300s and a single BN-2. It is planning to expand the fleet to thirteen aircraft by 2030.

## Aircraft orders

Underlining means an update compared to last month. We only report orders as published by the aircraft manufacturers.

### ATR 2019 firm orders

Avation	8	ATR72-600
Total	8	

### Boeing 2019 firm orders

<u>Royal Air Force</u>	4	P-8A
<u>Royal Norwegian Air Force</u>	5	P-8A
<u>Unidentified</u>	6	B737MAX
	14	B787-9
	4	B787-10
	10	P-8A
Total	46	

### US Navy

Total	46
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### Bombardier 2019 firm orders

<u>Chorus Aviation</u>	9	CRJ900
Total	9	

### Embraer 2018 firm orders

Air Kiribati	2	ERJ190-E2
American Airlines	30	ERJ175
Azul	30	ERJ195-E2
Helvetic Airways	12	ERJ190-E2
Mauritania Airlines	2	ERJ175
Nordic Aviation Capital	3	ERJ190
Republic Airways	100	ERJ175
<u>Skywest Airlines</u>	9	ERJ175
Unidentified	3	ERJ195-E2
United Airlines	25	ERJ175
Wataniya Airways	10	ERJ195-E2
Total	226	(+9)

Credits: Aviator.aero, CH-Aviation, Scramble Messageboard, Airbus, Boeing, ATR, Bombardier, Embraer and Flight Global.

## Jetliners



KLM Boeing 747-400ERF PH-CKB was the second KLM Cargo Jumbo to receive the new Dolphin colour scheme in February. The first one was PH-CKA which was repainted in the summer of 2018. However, the scheme of PH-CKB differs in small details from that of PH-CKA. The large Cargo titles on the fuselage are in a different font and the Cargo titles in the tail and on the winglets are in grey instead of blue. (Amsterdam-Schiphol, 17 February 2019, Robert Eikelenboom)

A319	-132	<b>2032</b>	OE-ICN	Avolon, ex 5B-DCV of Cobalt. Registered on behalf of the lessor on 31 January. Aircraft has been stored at Shannon since 9 November 2018.
	-111	<b>2043</b>	EC-NCB	Volotea Air, ex G-EZDC of EasyJet. Delivered on 4 February.
	-115	<b>3024</b>	D-ASTS	Germania, ex B-6163 of Chengdu Airlines. Delivered four days before the bankruptcy of the airline on 1 February.
	-111	<b>4056</b>	OE-LKC	easyJet Europe, ex G-EZFL of easyJet. Registered in Austria on 1 February.
	-111	<b>4693</b>	OE-LKA	easyJet Europe, ex G-EZGI of easyJet. Registered in Austria on 30 January.
	-111	<b>4837</b>	OE-LKB	easyJet Europe, ex G-EZGR of easyJet. Registered in Austria on 4 February.
A320	-214	<b>1430</b>	N244NV	Allegiant Air, ex EC-HQJ of Vueling Airlines. Delivered on 1 February.
	-233	<b>1626</b>	XU-715	Sky Angkor Airlines, ex LY-VEN of Avion Express. Delivered on lease on 30 January. The aircraft had returned from a lease to Thomas Cook / Condor on 9 January.
	-232	<b>1723</b>	N320UA	Unical Aviation Inc., ex SP-HAG of Small Planet Airlines Poland. Registered in the US on 12 February. Aircraft was ferried to San Bernardino (CA) for storage and scrapping on 7 November 2018.

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	-214	<b>1725</b>	ES-SAS	<u>Jetstar Pacific Airlines</u> (correction Scramble 477 – Page 35)
	-214	<b>1873</b>	YL-LCO	SmartLynx, ex Thomas Cook Airlines / Condor. Returned from lease on 27 January.
	-232	<b>2288</b>	OE-LOJ	LaudaMotion, ex A7-ADJ of Qatar Airways. Delivered on 5 February.
	-232	<b>2934</b>	VN-A586	Bamboo Airways (addition Scramble 477 – Page 36)
	-214	<b>3025</b>	9H-FHB	Freebird Airlines Europe, ex TC-FHB of Freebird Airlines. Transferred to Malta on 29 January.
	-232	<b>3105</b>	OE-LOZ	LaudaMotion, ex AP-BLM of Shaheen Air International. Delivered on 8 February. Registered in between as OE-IHL of AerCap.
	-214	<b>3293</b>	EC-MUK	Iberia Express, ex Iberia. Transferred in February.
	-214	<b>4187</b>	HB-JJN	Edelweiss Air, ex OE-LOG of LaudaMotion. Delivered on 8 February.
	-271N	<b>8674</b>	EC-NCF	Vueling Airlines. Delivered on 4 February. Test registration was D-AUAV.
	-271N	<b>8683</b>	EC-NCG	Vueling Airlines. Delivered on 13 February. Test registration was D-AUAA.
	-271N	<b>8708</b>	D-AINT	Lufthansa. Delivered on 14 February. Test registration was F-WWIA.
	-251N	<b>8749</b>	CS-TVB	TAP Air Portugal. Delivered on 19 February. Test registration was F-WWBI.
	-251N	<b>8759</b>	G-UZHW	easyJet. Delivered on 19 February. Test registration as F-WWI.
	-251N	<b>8767</b>	G-TTNI	British Airways. Delivered on 20 February. Test registration was F-WWDM.
A321	-211	<b>3334</b>	LY-VED	Thomas Cook Airlines, ex Avion Express. Delivered on 28 January.
	-211	<b>4500</b>	C-GEZO	Air Transat, ex VQ-BHM of Aeroflot. Delivered on 7 January.
	-211	<b>5681</b>	C-GHPD	Air Canada rouge, ex TF-KID of WOW Air. Delivered on 30 January.
	-211	<b>5733</b>	C-GHPJ	Air Canada rouge, ex TF-SON of WOW Air. Delivered on 31 January.
	-211	<b>6210</b>	C-GHQG	Air Canada rouge, ex TF-MOM of WOW Air. Delivered on 3 February.
	-211	<b>6232</b>	C-GHQI	Air Canada rouge, ex TF-DAD of WOW Air. Delivered on 4 February. It looks like the family has moved to Canada.
	-251N	<b>8318</b>	CS-TJN	TAP Air Portugal , ex OE-IHS of GECAS. Delivered on 24 January. Former OY-PAF of Primera Air Scandinavia.
	-251NX	<b>8637</b>	G-NEOS	British Airways. Delivered on 29 January. Test registration was D-AYAD.
	-231	<b>8644</b>	HA-LTG	Wizz Air. Delivered on 14 February. Test registration was D-AVYO.
A330	-243F	<b>709</b>	SU-GCJ	EgyptAir Cargo, ex EgyptAir. Re-delivered after freighter conversion at Dresden on 2 February.
	-302E	<b>769</b>	LY-LEO	GetJet Airlines, ex B-18312 of China Airlines. Delivered on 1 February.
	-343E	<b>1875</b>	B-1098	Hainan Airlines. Delivered on 28 January. Test registration was F-WWCH.
	-343E	<b>1899</b>	B-304K	Hainan Airlines. Delivered on 30 January. Test registration was F-WWCZ.
A350	-941	<b>211</b>	A7-AMH	Qatar Airways. Delivered on 25 January. Test registration was F-WZNM.
	-1041	<b>262</b>	B-LXI	Cathay Pacific Airways. Delivered on 2 February. Test registration was F-WZFB.
	-941	<b>267</b>	N512DN	Delta Air Lines. Delivered on 26 January. Test registration was F-WZGE.
	-941	<b>269</b>	B-305X	China Eastern Airlines. Delivered on 30 January. Test registration was F-WZNS.
	-941	<b>271</b>	EC-NBE	Iberia. Delivered on 25 January. Test registration was F-WZND.
	-941	<b>273</b>	OH-LWN	Finnair. Delivered on 13 February. Test registration was F-WZNE.
	-941	<b>276</b>	9V-SHC	Singapore Airlines. Delivered on 2 February. Test registration was F-WZGV.
	-941	<b>280</b>	RP-C3507	Philippines - Philippine Airlines. Delivered on 19 February. Test registration was F-WZNA.
B737	-4Y0SF	<b>25184</b>	F-GIXU	ASL Airlines France, ex OE-IAF of ASL Airlines Belgium. Operated for FedEx. Transferred on 31 January.
	-86N	<b>28619</b>	N737KT	Bank of Utah, ex TC-AAO of Pegasus Airlines. Registered on 4 February.
	-8K5	<b>34690</b>	HL8322	Jeju Air, ex G-FDZJ of TUI Airways. Delivered on 16 February. Registered EI-GIY in between.
	-8K5	<b>35149</b>	OO-TNB	TUI fly Belgium, ex PH-TFB of TUI fly Netherlands. Transferred on 30 January.
	-84P	<b>35285</b>	F-HTVM	Transavia France, ex B-5427 of Hainan Airlines. Delivered on 25 January.
	-7HE (BBJ1)	<b>36027</b>	9H-MBJ	Jet Aviation, ex M-YBBJ of Global Jet Austria. Delivered on 28 January.
	-76J	<b>36115</b>	SU-TMM	FlyEgypt, ex D-ABLB of Germania. Delivered on 2 February.
	-86J	<b>37749</b>	D-ABKJ	Eurowings. Operated by TUI fly Germany, in full Eurowings colours per 13 February.
	-86J	<b>37755</b>	D-ABKM	Eurowings. Operated by TUI fly Germany, in full Eurowings colours per 18 February.
	-8JP	<b>39010</b>	HL8332	Jeju Air, ex LN-DYW B737-8JP Norwegian. Delivered on 29 January.



Late 2018, Air Algérie phased out its three Boeing 767-300s. After a short period of storage at Algiers, all three aircraft were ferried to Brooksville Tampa Bay Regional (FL) for continuous storage and scrapping. The last of the Air Algérie B767-300s, 7T-VJH, passed through Shannon on 27 January following its two sister ships for an “end of life” experience in Florida. (Malcolm Nason)



Another aircraft that passed through Shannon on its way to an appointment with the axeman in the United States is this Boeing 777-200ER 2-AERC from lessor AerCap. The aircraft is former EC-MIA from Privilege Style and was supposed to become UR-GOD with Ukraine International Airlines. But the lease deal with the Ukrainians fell through and although the aircraft was already painted in full Ukrainian International Airlines colours, the aircraft was never delivered to Kiev. After a few months of storage at Lourdes-Tarbes, the aircraft passed through Shannon en route to Goodyear (AZ) on 14 February 2019. (Malcolm Nason)

	-8AS	<b>40287</b>	SP-ESF	Enter Air, ex EI-EVD of Ryanair. Delivered on 1 February.
	-8	<b>43562</b>	OK-SWM	Smartwings. Delivered on 1 February. Line # 7335.
	-8	<b>44356</b>	TF-ICN	Icelandair. Delivered on 14 February. Line # 7375.
	-8	<b>44597</b>	G-TUMC	TUI Airways. Delivered on 31 January. Line # 7353.
	-8	<b>44598</b>	PH-TFO	TUI fly Netherlands. Delivered on 25 January. Line # 7333.
	-8	<b>44648</b>	G-TUMD	TUI Airways. Delivered on 13 February. Line # 7366.
	-8	<b>60052</b>	TC-LCJ	Turkish Airlines. Delivered on 1 February. Line # 7381.
	-8	<b>60053</b>	TC-LCK	Turkish Airlines. Delivered on 21 February. Line # 7368.
	-800	<b>62577</b>	PH-HXO	Transavia Airlines. Delivered on 25 January. Line # 7367. Last -800 for Transavia.
	-800	<b>64867</b>	VP-BQJ	Pobeda. Delivered on 31 January. Line # 7372.
B747	-4EVERF	<b>35169</b>	4X-ICD	CAL Cargo Air Lines, ex 2 ACED of Ace Aviation III Ltd. Former B-2421 of Jade Cargo International. Delivered on 26 January. Aircraft had been stored at Shenzhen since early 2012.
B757	-260SF	<b>25014</b>	N755CS	CSDS Asset Management LLC, ex ET-AJX of Ethiopian Airlines. Ferried to Miami (FL) on 28 January and registered on 4 February.
	-223SF	<b>25696</b>	VQ-BBU	Aviastar-TU, ex N690AA of American Airlines. Delivered on 30 January.
B767	-306ER	<b>27610</b>	I-NDOF	Arkia Israeli Airlines, ex Neos. Delivered on lease on 20 January.
	-34PER	<b>33049</b>	CS-TSV	euroAtlantic Airways, ex B-2492 of Hainan Airlines. Delivered on 19 January.
	-300F	<b>63103</b>	N172FE	FedEx Express. Delivered on 25 January. Line # 1171.
	-300F	<b>64055</b>	N105FE	FedEx Express. Delivered on 12 February. Line # 1173.
B777	-2J6	<b>29748</b>	N938BC	Boeing Capital Corporation, ex B-2069 of Air China. Registered in the US on 4 February. Aircraft had been stored at Victorville since 17 December.
	-212ER	<b>32335</b>	N940BC	Boeing Capital Corporation, ex 9V-SVJ of Singapore Airlines. Registered in the US on 11 February. Aircraft had been stored at Victorville since 4 February.
	-237LR	<b>36300</b>	N280UA	Unical Aviation Inc., ex A6-LRA of Etihad Airways. Registered in the US on 22 January. Aircraft was withdrawn from use on 25 January 2018 and ferried to Teruel for storage on 3 February 2018. On 12 December 2018 the triple seven was ferried to San Bernardino (CA) for an appointment with the axeman.
	-F	<b>41750</b>	N896FD	FedEx Express. Delivered on 25 January. Line # 1589.
	-F	<b>66089</b>	D-ALFF	Lufthansa Cargo. Delivered on 18 February. First Lufthansa Cargo Triple Seven to wear the new livery. Line # 1591.
	-F	<b>66164</b>	D-AALK	AeroLogic. Delivered on 28 January. Line # 1588.
B787	-9	<b>35430</b>	JA876J	Japan Airlines International. Delivered on 24 January. Line # 799.
	-9	<b>35431</b>	JA877J	Japan Airlines International. Delivered on 8 February. Line # 806.
	-9	<b>38087</b>	SP-LSD	LOT Polish Airlines. Delivered on 6 February. Line # 804.
	-9	<b>39665</b>	A6-BLX	Etihad Airways. Delivered on 12 February. Line # 798.
	-9	<b>39666</b>	A6-BLW	Etihad Airways. Delivered on 1 February. Line # 793.
	-9	<b>39985</b>	A9C-FF	Gulf Air. Delivered on 12 February. Line # 803.
	-8 BBJ	<b>40053</b>	HZ-MF7	Saudi Ministry of Finance & Economy. Delivered on 9 February after four years of cabin outfitting at San Antonio (TX) and Fort Worth Alliance (TX). Line # 149.
	-10	<b>60139</b>	N12004	United Airlines. Delivered on 1 February. Line # 795.
	-10	<b>60759</b>	A6-BME	Etihad Airways. Delivered on 30 January. Line # 789.
	-9	<b>62732</b>	B-207V	Hainan Airlines. Delivered on 31 January. Line # 779.
	-9	<b>62740</b>	B-207J	Hainan Airlines. Delivered on 1 February. Line # 766.
	-9	<b>64975</b>	C-GURP	WestJet. Delivered on 19 February. Line # 810.
BAe146	-RJ70	<b>E1254</b>	G-ETPK	QinetiQ, ex QQ102 of Royal Air Force / QinetiQ. Registered on 23 January.
ERJ	145MP	<b>145362</b>	F-HFCN	VallJet, ex G-CGWW of Eastern Airways. Delivered on 15 February.
	135BJ	<b>14501214</b>	D-AFBS	Air Hamburg Private Jets, ex G-YMKH of TAG Aviation UK. Delivered on 25 January.
	195LR	<b>19000184</b>	EI-GGA	Stobart Air, ex G-FBEL of Flybe. Delivered on 17 February.



Pictures of Sudan-registered aircraft are quite rare in the Civil News section of Scramble, but this month we present this Embraer ERJ135BJ Legacy ST-PNA of Tarco Air. Tarco Air is an airline based in Khartoum, Sudan, and was established in 2009 which recently took delivery of this ex-Mid African Aviation aircraft. Tarco Air operates the Embraer on behalf of the Sudan Government. (Munich, 16 February 2019)

	190AR	<b>19000202</b>	EI-GHJ	Stobart Air, ex N202NC of Wilmington Trust Co. Delivered on 1 February.
	195LR	<b>19000213</b>	EI-GGC	Stobart Air. Per 20 February in a/w colours. Was Flybe.
MD-11	F	<b>48799</b>	N799JN	Western Global Airlines, ex D-ALCG of Lufthansa Cargo. Delivered on 19 February. Was already ferried to Victorville (CA) on 1 February 2016.

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

### Commuters

ATR72	-212A	<b>699</b>	SX-SEF	Sky Express, ex M-ABKM of Elix Assets 12 Ltd. <u>Not yet delivered</u> . Correction Scramble 477 - Page 38.
	-212A	<b>884</b>	G-ISLN	Blue Islands, ex OY-YCT of Nordic Aviation Capital. Delivered on 20 February as OY-YCT.
	-212A	<b>1022</b>	EC-NBG	Air Nostrum, ex <u>2-RPDA</u> of NAC Aviation <u>29</u> Ltd. Delivered on 28 December. Correction Scramble 477 - Page 38.
	-212A	<b>1059</b>	EC-NCD	Air Nostrum, ex 2-RPDI of NAC Aviation 27 Ltd. Delivered on 20 February.
Beech 1900 C-1		<b>UC-115</b>	SE-MHU	H-Bird Aviation Services, ex N315LC of Aircraft Finance Partners I LLC. Delivered in February.
Saab 2000		<b>006</b>	G-CDKA	Eastern Airways. Painted a/w 1 February, was British Airways.

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

### Propliners

Convair	C-131B	<b>256</b>	N145GT	Conquest Air Cargo, crashed just of the Florida coast line, 37 kilometres from home-base Opa Locka Airport, on 8 February 2019. See Dustpan & Brush for more details.
DHC	2	<b>245</b>	ZK-BVA	Noted Gisborne, New Zealand, on 19 January, still as VH-BVA. On 1 February it was first noted as ZK-BVA, well actually just BVA. In New Zealand if you don't intend to leave the islands you can omit the ZK. The airplane was officially registered in NZ on 28 January 2019.
Douglas	C-47A	<b>12907</b>	N941AT	Bought by Basler Turbo Conversions on 28 January 2019, a fuselage parked at Gainesville (TX). Could just be for parts, or who knows, transport by road to Oshkosh.
	C-47D	<b>25980</b>	N68CW	Bought by Basler Turbo Conversions on 28 January 2019. Ex C-FBX.
	DC-3-65TP	<b>32644</b>	N882TP	Preferred Air Parts to ABX Holding per 9 February 2019. Ferried to Musoka (Ont.) on 19 February, probably for painting or high-tech modifications for the new operator.
Lockheed	L-100-30	<b>4590</b>	N403LC	Lynden Air Cargo, now operating for United Nations, in safe all white colours and with large black UN titles. Noted as such crossing the Atlantic at Santa Maria, Azores, on 12 December 2018.
	L-100-30	<b>5025</b>	N405LC	Lynden Air Cargo, again in full colours after operating fire missions for Coulson. Noted on a special cargo mission for Italian scientists to Antarctica in November and December 2018.

Credits: Aad van der Voet, Ruud Leeuw, Michael Prophet, Neil Aird (DHC2), propliner communities, online photo websites.

### Fokker News

F28	-3000	<b>11113</b>	A-2802	TNI-AU (Indonesian Air Force). Preserved as A-2803 at Halim-Perdanakusuma, unveiled 8 January 2019 during the Angkasa Review 2019.
	-0100	<b>11287</b>	PH-LML	Ex CS-TPC Portugalia. Registered 17 January 2019 but most likely a paper exercise as it is already parked at Saarbrücken, ready to be broken up.
	-0070	<b>11529</b>	VH-NUO	Alliance Airlines. Not yet but these marks have been reserved and should be delivered very soon now. Ferried from Bratislava to Norwich on 6 February as OE-LFI with call sign SX11902. Ex Austrian Airlines.

Credit: Skyliner.

### Bizjets

BAe	125-900XP	<b>HA-0170</b>	N424TJ	Elliott Aviation Aircraft Sales, ex TC-DMR. Registered on 15 January.
Beech	400A	<b>RK-598</b>	SP-TTA	Former N728EF of Holder Construction Group LLC was recently sold to Smart Aero.
Cessna	510	<b>0068</b>	OE-FOG	GlobeAir, ex N510LK. Registered in January.
	510	<b>0126</b>	OE-FRM	GlobeAir, ex N126BM. Registered in January.
	525	<b>0519</b>	SE-RMH	H-Bird Aviation Services, ex T7-SCR. Registered on 4 January.

	525	<b>1003</b>	N100MC	Eolo Aviation, ex N666MC. Noted at Rotterdam on 24 January. This aircraft is based somewhere in Europe.
	525A	<b>0206</b>	EC-NAR	Registered in November, ex OO-CIV.
	525B	<b>0275</b>	N16BG	Sumner Properties, ex OE-GNA. Registered on 8 February.
	550	<b>0634</b>	F-HMXL	AirLec Air Espace, ex EC-LBO. Registered on 28 January.
	550	<b>0951</b>	G-CMBC	Bond Business Services, ex G-CGEI. Registered on 17 December.
	560XL	<b>5731</b>	N560RD	Duncan Aviation, ex I-CMAB. Registered on 10 January.
	560XL	<b>5764</b>	N560WB	Midway Flight Ops, ex OE-GOL. Registered on 17 January.
	560XLS+	<b>6109</b>	D-CTXT	Noted Hamburg 26 November, ex D-CPOS.
	680+	<b>0531</b>	N531JG	TVPX Aircraft Solutions, ex PH-RLG. Registered on 7 January.
	680A	<b>0173</b>	F-HGIM	Airailles, delivered to Paris-Le Bourget on 1 January.
Challenger	300	<b>20089</b>	C-FRGY	Flight North Holdings, ex N715JD. Registered on 23 January.
	300	<b>20093</b>	N618K	Aircraft Two Trust, ex N618KG. Registered on 23 January.
	300	<b>20126</b>	N995G	Cloud Nine Aviation, ex TC-AFF. Registered on 28 January.
	300	<b>2024</b>	C-GUEI	Irving Oil Transport, re-registered from C-GJEL on 30 January.
	350	<b>20516</b>	C-GTPJ	Chartright Air, ex N414DH. Registered on 29 January.
	350	<b>20731</b>	OE-HAA	AVAG AIR, ex G-OJMR. Registered in December.
	350	<b>20751</b>	N108LT	TLS Aviation, re-registered from N350LT on 24 January.
	350	<b>20765</b>	N340AF	Bombardier Aerospace, ex C-GGIF. Registered on 21 December.
	350	<b>20774</b>	N350AD	Bombardier Aerospace, ex C-GUHA. Registered on 21 December.
	350	<b>20779</b>	YU-GSF	Delivered in January, ex C-GOXR. Operated by Skybridge International Balkan.
	350	<b>20782</b>	N808JM	Bombardier Aerospace, C-GOYG. Registered on 31 January.
	600S	<b>1042</b>	N604SJ	Apogee Finance, ex 4X-CZI. Registered on 27 December.
	601	<b>3057</b>	N163JR	Dodson International Parts, re-registered from N163WG on 9 January.
	604	<b>5323</b>	N420AJ	Preveti Brothers Charter Services, re-registered from N604TC on 27 December.
	604	<b>5490</b>	N898AK	Summit Aviation, re-registered from N14GU on 8 January.
	605	<b>5715</b>	9H-VPB	Blue Square Aviation Group, ex D-AVPB. Registered in December.
	605	<b>5723</b>	N643AN	Flexjet, re-registered from N340FX on 28 December.
	605	<b>5725</b>	T7-KBI	Century Lane International, ex OE-IMM. Noted at Geneva on 17 December.
	605	<b>5871</b>	N996G	Cloud Nine Aviation, ex B-7796. Registered on 31 December.
	605	<b>5892</b>	N794SB	BCN Equipment, re-registered from N794SE on 8 January.
	605	<b>5981</b>	N605M	Rockwell Automation, re-registered from N46E on 16 January.
	650	<b>6069</b>	T7-AIR	Avcon Jet San Marino, ex M-RAYS. Delivered on 21 December.
	650	<b>6128</b>	2-TRVL	Volare Aviation, ex C-GFQA. Noted at Jersey on 23 January.
	650	<b>6130</b>	M-CLHL	TAG Aviation UK, ex C-FAWU. Registered on 21 December.
	650	<b>6132</b>	N650GE	Bombardier Aerospace, ex C-FAMN. Registered on 11 February.
Eclipse	EA500	<b>000031</b>	2-JEZA	Channel Islands Air Services. Ex N531EA, registered 29 January.
	EA500	<b>000051</b>	N500UK	Retired on 31 January.
	EA500	<b>000096</b>	N464PG	Reactivated on 24 January.
	EA500	<b>000200</b>	N6462M	Ex N119EA, reregistered on 8 February.
Embraer	500	<b>50000132</b>	D-IAAS	The one and only Phenom in the Dutch register was sold to Arcus Air, ex PH-PST.
Falcon	7X	<b>94</b>	OE-LRR	Avcon Jet, ex I-FFRR. Registered in December.
	7X	<b>101</b>	N377EF	Beef Products, ex B-8028. Registered on 4 February.
	8X	<b>405</b>	9H-GRC	Hyperion Aviation, ex SX-CGR. Noted at Malta on 17 January.
	8X	<b>447</b>	VP-CVT	Delivered on 31 January, ex F-WWZK. Operated by Air Alsie.
	50	<b>11</b>	N811CJ	Polar Equipment, ex F-HADH. Registered on 31 December.
	50	<b>109</b>	N629EP	EP Air, re-registered from N5107 on 28 December.
	50	<b>134</b>	N134CJ	Polar Equipment, ex F-HALM. Registered on 31 December.
	50	<b>170</b>	N950RA	Royal Air Freight, re-registered from N504YP on 21 December.
	50	<b>181</b>	N27GA	Bizav Aircraft Management, re-registered from N26WJ on 9 January.
	50	<b>228</b>	N395HE	Billron, re-registered from N228FJ on 28 December.
	50	<b>247</b>	N474BC	Proteus Energy, re-registered from N520AF on 11 January.



An interesting delivery flight passing through Antwerp in January this year was Cessna 525 (M2) of Adome, VH-YWS, on its way Down Under. Walter Van Brempt was present to record this welcome visitor. (Antwerp, 31 January 2019)



A brand new addition to the Cat Aviation fleet is this Falcon 2000LXS with registration HB-IBJ. It was delivered only a couple of days before this picture was made and already visited Rotterdam - The Hague Airport. (15 February 2019, André Wadman)

	50EX	<b>281</b>	N249AP	TVPX Aircraft Solutions, re-registered from N463JDon 20 December.
	50EX	<b>334</b>	N191N	David Denzil Aviation, ex F-HDPB. Registered on 4 February.
	900	<b>1</b>	P4-HEI	G-HMEI was cancelled on 18 December and became P4-HEI.
	900	<b>11</b>	N91CJ	Polar Equipment, ex F-GKHJ. Registered on 31 December.
	900B	<b>113</b>	N20GP	N83 Charlie, re-registered from N525MH on 31 December.
	900B	<b>129</b>	N301RD	Green Longhorn Air, re-registered from N83TD on 23 January.
	900EX	<b>189</b>	N493CF	Shamrock Air, ex G-RMMA. Registered on 27 December.
	900LX	<b>314</b>	N314FJ	Dassault Falcon Jet, ex F-WWFQ. Registered on 5 February.
	2000	<b>126</b>	N307MD	Dumont Aircraft Charter, re-registered from N226QS on 5 February.
	2000	<b>159</b>	N369SM	Dumont Aircraft Charter, ex N259QS. Registered on 28 January.
	2000	<b>164</b>	N44JQ	J.M. Cox Resources, re-registered from N44JC on 11 February.
	2000	<b>165</b>	N367SM	Aspen Air II, ex N265QS. Registered on 24 January.
	2000	<b>166</b>	N926RC	Emerald Cloud, ex T7-RSN. Registered on 7 February.
	2000	<b>187</b>	N249EC	WHS, ex N72BC. Registered on 16 January 2019.
	2000	<b>203</b>	N5379F	F2000141, re-registered from N1907W on 25 January.
	2000EX	<b>26</b>	N880VJ	Vee Jay Equipment (DE), re-registered from N880RJ on 20 December.
	2000LX	<b>47</b>	N645DC	Mountain Aviation, re-registered from N842DL on 8 February.
	2000LX	<b>112</b>	N21J	TVPX Aircraft Solutions, re-registered from N619SM on 23 January.
	2000LX	<b>202</b>	N793KK	Wilmington Trust, re-registered from N220FJ on 31 December.
	2000LXS	<b>318</b>	N100JZ	JATO Aviation, re-registered from N100JS on 7 January.
	2000LXS	<b>340</b>	HB-IBJ	Cat Aviation, ex F-WWGF. Registered on 22 January.
	2000S	<b>741</b>	N2000A	Dassault Falcon Jet, F-HFDS. Registered on 22 January.
	2000S	<b>744</b>	VP-CTV	Delivered from Little Rock (AR) on 15 December, ex F-WWGO. Operated by Air Alsie.
Global	Express	<b>9016</b>	D-AFAL	Registered to FAI rent-a-jet in February, ex G-GOYA.
	5000	<b>9149</b>	B-99998	Exported from the USA on 11 February, to Taiwan.
	6000	<b>9854</b>	TC-	Delivered to Turkish Air Force in February, ex C-GBYG.
	6000	<b>9855</b>	TC-	Delivered to Turkish Air Force in February, ex C-GDIO.
	6000	<b>9863</b>	C-GEVP	Registered to Bombardier on 16 January.
	6000	<b>9864</b>	C-GEVW	Registered to Bombardier on 24 January.
	6000	<b>9866</b>	C-GFFK	Registered to Bombardier on 8 February.
	7500	<b>70016</b>	C-FYSV	Registered to Bombardier on 28 January.
	7500	<b>70020</b>	C-FZLW	Registered to Bombardier on 17 January.
	7500	<b>70021</b>	C-FZLX	Registered to Bombardier on 5 February.
Gulfstream	III	<b>443</b>	N249JC	FLG Technics, re-registered from N813LS on 9 January.
	IV	<b>1143</b>	2-NNPK	Jet Midwest Group, ex N143PK. Registered on 28 January.
	IV	<b>1188</b>	N102LV	Teton Air, ex N102AK. Registered on 14 January.
	IVSP	<b>1245</b>	N110JW	Jordan Aviation, ex N588LS. Registered on 14 January.
	IVSP	<b>1390</b>	N308JW	Supera Aviation, re-registered from N30JE on 8 February.
	G300	<b>1508</b>	N363DC	TVPX Aircraft Solutions, ex 2-CHIU. Registered on 21 December.
	G450	<b>4104</b>	OE-ITC	Avcon Jet, ex M-AAMM. Registered in February and noted at Guernsey on 14 February.
	G450	<b>4145</b>	N25GM	Wilmington Trust, re-registered from N9BX on 11 January.
	G450	<b>4190</b>	N828CX	Carbon Mesa, ex B-8127. Registered on 2 January.
	G450	<b>4221</b>	N47EL	Enterprise Holdings, re-registered from N57EL on 20 December.
	G450	<b>4266</b>	N123EM	TVPX Aircraft Solutions, re-registered from N289MH on 28 January.
	V	<b>514</b>	M-THOR	Argus Bahamas, ex N120FT. Registered on 23 January.
	V	<b>573</b>	N111MT	Soaring Eagle Ranch, re-registered from N27KB on 5 February.
	V	<b>621</b>	N1120G	Bromley Air, re-registered from N702TY on 4 February.
	V	<b>650</b>	N61318	Wilmington Trust, re-registered from N1580 on 29 January.
	G550	<b>5005</b>	N537JK	Altitude Aviation Group, ex B-8152. Registered on 31 January
	G550	<b>5158</b>	N508CK	RJ Air, re-registered from N56UH on 18 December.

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A beautiful landing shot of a new addition to the Qatar Executive fleet is this G500 with registration A7-CGQ. It should be observed that this aircraft lacks titles as well as the standard Qatar colour scheme. It was delivered in December 2018. (Farnborough, 18 December 2018, Eric Denison)

	G550	<b>5174</b>	OE-LIM	Avcon Jet, ex CS-DKJ. Noted at St. Gallen on 22 January.
	G550	<b>5262</b>	N602CL	Cassandra Lee Flight Operations, re-registered from N312RG on 2 January.
	G550	<b>5288</b>	N552HA	United States Department of Defense Missile Defense Agency, re-registered from N552GA on 1 February.
	G550	<b>5290</b>	N553HA	United States Department of Defense Missile Defense Agency, re-registered from N3M on 1 February.
	G550	<b>5406</b>	EI-EGO	Private Sky, ex M-UGIC. Delivered to Shannon on 14 February.
	G550	<b>5572</b>	LX-PHS	Global Jet Luxembourg, ex M-OPHS. Delivered to Luxembourg on 11 February.
	G550	<b>5573</b>	N818SS	TVPX ARS, ex N573GD. Registered on 21 December.
	G550	<b>5576</b>	N576GA	TVPX Aircraft Solutions, registered on 19 December.
	G550	<b>5584</b>	N584GA	L-3 Communications Flight Capital, registered on 27 December.
	G650ER	<b>6021</b>	N300CC	Carnival Cruises, re-registered from N305CC on 24 January.
	G650ER	<b>6147</b>	N1108M	G15 Aviation, T7-AZG. Registered on 11 January.
	G650	<b>6166</b>	N380ER	LBMA Equipment Services, re-registered from N766GA on 29 January.
	G650	<b>6187</b>	N16ZM	Nissan North America, re-registered from N155AN on 11 January.
	G650ER	<b>6306</b>	2-GJJA	GainJet Ireland, ex N650ER. Registered on 28 December.
	G650ER	<b>6333</b>	N93M	3M, ex N633GA. Registered on 9 January.
	G650	<b>6338</b>	N829AR	TVPX Aircraft Solutions, ex N638GA. Registered on 31 December.
	G650ER	<b>6340</b>	VQ-BCT	Noted Brussels 21 January, ex N640GA.
	G650ER	<b>6348</b>	N305CC	Carnival Cruises, ex N648GA. Registered on 6 February.
	G650	<b>6352</b>	OK-VEA	ABS Jets, ex N652GD. Delivered to Prague on 19 February.
	G500	<b>72016</b>	N261PC	Registered to Hillsboro Global Aviation on 9 February, ex N516GD.
	G500	<b>72020</b>	N5117	Delivered to PFS Capital on 16 December, registered on 9 February. Ex N120GA.
IAI	1124	<b>431</b>	YV-	N431WA exported to Venezuela on 14 February.
	1125SP	<b>54</b>	YV3427	Ex YV628T, reregistered in February.
	G150	<b>279</b>	N80WB	Registered from N200LR on 24 January.
	G200	<b>200</b>	9H-HAN	Ex P4-ADD, registered on 13 February.
	G200	<b>206</b>	OE-HGS	Changed from OE-HAS in January.
	G280	<b>2152</b>	N633SF	Reregistered from N252GA on 28 January.
	G280	<b>2155</b>	N285AF	Delivered to Aflac Inc. on 15 January. Ex N155GA.
	G280	<b>2168</b>	N968GA	Delivered to Gulfstream on 30 January.
	G280	<b>2169</b>	N269GA	Delivered to Gulfstream on 4 February.
Learjet	45	<b>45-2015</b>	I-AVNE	Former OE-GGC of Jetcom SRL. was re-registered and sold to Avionord SRL.
	45	<b>45-2059</b>	I-GURU	Correction to Scramble 476 – Page 44: I-GURU of Sirio SpA is still current and active, see also c/n 45-2015.
	60	<b>60-330</b>	N600XR	Ex OK-JDM of Eclair Aviation was sold to a yet unknown operator in the U.S.
	75	<b>45-572</b>	OE-GLY	Ex N4001G of Learjet Inc. was sold to Avcon Jet AG.
Pilatus	PC-24	<b>122</b>	N2KC	Former HB-VSW of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in January.
	PC-24	<b>127</b>	HB-VUB	Registered to Pilatus Flugzeugwerke in January.
	PC-24	<b>128</b>	HB-VUC	Registered to Pilatus Flugzeugwerke in January.
	PC-24	<b>129</b>	HB-VUD	Registered to Pilatus Flugzeugwerke in January.
	PC-24	<b>130</b>	HB-VUE	Registered to Pilatus Flugzeugwerke in February.
Raytheon	390	<b>RB-255</b>	D-IKUG	Ex N853DC of Kenmore Crew Leasing Inc. Trustee was sold to Star Wings Dortmund Luftfahrt GmbH and is based at Dortmund.
	4000	<b>RC-67</b>	VP-CPP	Former N826GA of Mineralogy Pty. Ltd. was re-registered into the Cayman Islands register.

## Bizprops

Beech	C90A	<b>LJ-1164</b>	2-ZEUZ	Former F-WTDE was sold to Zeusch Aviation BV and is based at Lelystad.
	C90B	<b>LJ-1328</b>	N94WE	Former F-GNEE of Marechal Murat SAS was sold to Wolfenden Enterprises Inc.
	C90GTx	<b>LJ-2158</b>	D-IMPG	This new aircraft was ferried to a yet unknown operator/owner at Porta Westfalica in Germany.
	B200	<b>BB-1306</b>	G-YVIP	Ex N501HC of IHC Health Services Inc. was sold to Capital Air Ambulance Ltd.
	B250	<b>BY-329</b>	LN-BSE	Former N329BY of Textron was sold to Iris Aviation Leasing Ltd. in Norway.
	B250	<b>BY-332</b>	LN-	Former N332BY of Textron was sold to an unknown Norwegian operator.
	B300	<b>FA-220</b>	LV-HWM	Ex HB-GPI of Technomag AG was sold to an unknown operator in Argentina.

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A type of aircraft of the Pilatus family we do not see much of in our magazine, as not many are built and delivered nowadays. Fortunately Stephan Widmer was able to take a picture of this PC-6/B2-H4 HB-FBY (msn 1014) with its exotic customer registration PK-RKE taped over, and will operate for Indonesian carrier AMA. (Stans-Buochs, 18 October 2018)

	B350i	<b>FL-1018</b>	F-WTAA	This ex N1018Y of Textron was sold to an unknown operator in France.
	B350i	<b>FL-1030</b>	F-WTAP	This ex N1030Q of Textron was sold to an unknown operator in France.
Cessna	208	<b>00415</b>	PH-FSD	Fallschirmsport Damme, ex G-OAFF. Registered on 17 January.
	208B	<b>5405</b>	OE-GHZ	Grob Power Service, ex OE-EGA. Registered on 21 November.
Pilatus	PC-12/47	<b>802</b>	2-FLYT	Former N802EK of N425DK Inc. Trustee was sold to Anatino Aviation Ltd. in Guernsey.
	PC-12/47E	<b>1270</b>	D-FWWW	Former HB-FWH of Central Aviation AG was sold to an unknown operator in Germany.
	PC-12/47E	<b>1672</b>	D-FDEN	Former OH-DEN of Handell Aviation Oy was sold to ExplorAir Ltd.
	PC-12/47E	<b>1789</b>	LX-JFE	Former HB-FRZ of Pilatus Flugzeugwerke was sold to Jetfly Aviation SA.
	PC-12/47E	<b>1793</b>	D-FAAA	Former HB-FSD Pilatus Flugzeugwerke was sold to an unknown operator in Germany. Aircraft based at Siegerland.
	PC-12/47E	<b>1824</b>	N4400B	Former HB-FQI of Pilatus Flugzeugwerke was sold to an unknown operator in the US in December.
	PC-12/47E	<b>1830</b>	B105Z	Former HB-FQO of Pilatus Flugzeugwerke was sold to an unknown operator in China in November.
	PC-12/47E	<b>1832</b>	D-FQDP	Former HB-FQQ of Pilatus Flugzeugwerke was sold to Quinta do Paral in Germany in August.
	PC-12/47E	<b>1836</b>	VH-JDN	Former HB-FQU of Pilatus Flugzeugwerke was sold to the Royal Flying Doctor Service (Central Operations) in Australia.
	PC-12/47E	<b>1837</b>	5Y-SRI	Former HB-FQV of Pilatus Flugzeugwerke was sold to an unknown operator in Kenya in November.
	PC-12/47E	<b>1847</b>	N81NG	Former HB-FRF of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in January.
	PC-12/47E	<b>1849</b>	N849NG	Former HB-FRH of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in January.
	PC-12/47E	<b>1851</b>	N851GW	Former HB-FRJ of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in February.
	PC-12/47E	<b>1853</b>	N850J	Former HB-FRL of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in February.
	PC-12/47E	<b>1854</b>	HB-FRM	Registered to Pilatus Flugzeugwerke 14 January.
	PC-12/47E	<b>1855</b>	HB-FRN	Registered to Pilatus Flugzeugwerke 13 January.
	PC-12/47E	<b>1856</b>	HB-FRO	Registered to Pilatus Flugzeugwerke 22 January.
	PC-12/47E	<b>1857</b>	HB-FRP	Registered to Pilatus Flugzeugwerke 17 January.
	PC-12/47E	<b>1858</b>	HB-FRQ	Registered to Pilatus Flugzeugwerke 27 January.
	PC-12/47E	<b>1859</b>	HB-FRR	Registered to Pilatus Flugzeugwerke 30 January.
	PC-12/47E	<b>1860</b>	HB-FRS	Registered to Pilatus Flugzeugwerke 6 February.
	PC-12/47E	<b>1861</b>	HB-FRT	Registered to Pilatus Flugzeugwerke 10 February.
Piper	46-500TP	<b>4697283</b>	OK-NEC	OK Aviation Wings, ex YL-CHD. Noted at Istanbul on 9 August.
	46-500TP	<b>4697305</b>	F-HADV	Vignobles en Vol, ex N199EK. Noted at Toulon on 31 May.
	46-600TP	<b>468099</b>	OE-EGL	Amil, ex N100GL. Registered in January.
SOCATA	TBM-930	<b>1266</b>	D-FELE	This brand new TBM was sold to an unknown operator in Stuttgart.

## 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 (some 140,000 records) consider using the advanced search options. Near the bottom of the same page (Soviet Transport database on [www.scramble.nl](http://www.scramble.nl)) is a link to the Soviet Transports downloads page featuring an illustrated guide to ST construction numbers. It can be downloaded free of charge together with production lists of all types included in the Soviet Transports database and a list of abbreviations, translations, location codes and a Google Earth KMZ file with all airports in the Soviet Transports database.

A huge section this month mainly due to the data received from the Antonov design Bureau regarding aircraft there was no history known of. The on-line database includes more information on these aircraft than given below due to reasons of space.

Like last month this month we added another 600 plus Yak-12s into the Soviet Transports database. It would take some nine Scramble pages to mention them here which is too much. But, on the new AirHistory website all Soviet Transports complete production lists are now published. Go to <https://www.airhistory.net> and select the reference page on top. This will lead you to all files of the Soviet Transports database downloadable free of charge. All these 600+ additional Yak-12s are In the Yakovlev list in this webpage.

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An-2T	<b>1 58 473 15</b>	CCCP-L5695	Aeroflot Krasnoyarsk	dbr	09jan59	made a forced landing, no casualties; soc 13mar59
An-2T	<b>1G63-04</b>	UP-A0316 (1)	Fauna Air	rgd	03oct17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G79-16</b>	UP-A0132	Fauna Air	rgd	29may17	the AOC of Fauna Air was revoked 26jan19; not c/n 1G179-16 as previously published
An-2T	<b>1G108-23</b>	RF-90552	Russian Air Force	Che	jan18	coded "04" yellow; c/n now known
An-2TP	<b>1G119-65</b>	RA-02522	Alrosa	CofR	18nov16	canx between 24dec18 and 19feb19
An-2P	<b>1G132-09</b>	UP-A0250	Fauna Air	rgd	03oct17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G133-12</b>	UP-A0136	Fauna Air	rgd	29may17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G135-31</b>	UP-A0110	Aviasila	rgd	12oct18	
An-2R	<b>1G136-41</b>	UP-A0338	Orlan-2000	rgd	unknown	last CofA renewal 21nov17; f/n Aktau 04feb19
An-2R	<b>1G144-16</b>	UP-A0188	Delta-Yug	rgd	20nov17	to Murat A. Sultanbekov
An-2TP	<b>1G157-28</b>	RA-07643	Smolensk Avn Enterprise	LNX	19may13	showing CCCP- prefix; canx betw. 24dec18 & 19feb19
An-2R	<b>1G163-27</b>	UP-A0107	Aviasila	rgd	12oct18	
An-2R	<b>1G165-17</b>	RA-19703	Chebotaev I.A.	rgd	05apr00	canx between 24dec18 and 19feb19
An-2R	<b>1G169-48</b>	UP-A0128	Fauna Air	rgd	29may17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G172-50</b>	no reg	Scroggins Aviation	sold	dec18	will be used as a mockup for movies; ex SP-TWA
An-2R	<b>1G179-38</b>	UP-A0344	Syr-Marzhany	rgd	15may18	ex EX-02017
An-2R	<b>1G183-31</b>	UP-A0201	Delta-Yug	rgd	01jun17	to Murat A. Sultanbekov
An-2TP	<b>1G185-01</b>	N9TP	R & V Aviation	canx	28jan19	as exported to Venezuela !!
An-2R	<b>1G189-07</b>	RA-84540	Virazh	rgd	10may00	lsd 10feb03; canx between 24dec18 and 19feb19
An-2R	<b>1G191-31</b>	UP-A0206	Delta-Yug	rgd	10aug18	
An-2T	<b>1G194-17</b>	UP-A0220	Fauna Air	rgd	03oct17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G196-39</b>	RA-68146	Aviaspektr	MRV	15oct18	new CofR issued 06dec18
An-2R	<b>1G202-51</b>	UP-A0109	Aviasila	rgd	12oct18	
An-2R	<b>1G206-09</b>	UR-17928	Nedov O.Kh.	rgd	22jan19	based at Odesa
An-2R	<b>1G209-29</b>	RA-81635	ASK Yushny Yastreb	Srd	17aug17	in new blue/white c/n in good condition
An-2R	<b>1G215-06</b>	UP-A0328	Fauna Air	rgd	03oct17	the AOC of Fauna Air was revoked 26jan19
An-2R	<b>1G218-06</b>	RA-33019	Agrolet		15oct13	in Russian CAA listing; canx betw 24dec18 & 19feb19
An-2R	<b>1G219-04</b>	UP-A0262	PANKh Kazakhstan	rgd	21jan16	to Bauyrzhan S. Uteпов; Tsentr PANKh Kazakhstan
An-2R	<b>1G224-02</b>	RA-40430	Zyryansk Avn Enterprise		04may09	in fleet list as wfu; canx between 24dec18 and 19feb19
An-2R	<b>1G224-22</b>	RA-40445	Cheremshanka	IAA	15apr10	wfu; canx between 24dec18 and 19feb19
An-2R	<b>1G229-38</b>	UP-A0312	Delta-Yug	rgd	01feb18	to Rafael Kh. Zharkov
TR-301	<b>0102 ?</b>	RA-40728	not known	rgd	16jan19	in register as YeEVS.04.1051
An-2R	---	RA-84837	all-green c/s	photo	08jan19	in the Rostov region preserved in the Park "Patriot"
An-2	---	UP-A0130	G. Sharafutdinova		2016	on ambulance duties in the Qysylorda region
An-2R	---	UP-A0316 (2)	Fauna Air	photo	22jun18	damaged this date; illegal registration; the AOC of Fauna Air was revoked 26jan19
An-12	<b>0 9 014 08</b>	not known	Soviet Air Force	photo		on the Sasavo LUGA web-page, in all-grey c/s
An-12A	<b>2 34 08 06</b>	UR-CSI	Cavok Airlines	rgd	26dec18	l/n LEJ 14feb19, all white, no titles
An-12	---	CCCP-11539	Soviet AF/Aeroflot titles	photo		in all-grey c/s, unable to see if titles were worn
An-12	---	CCCP-11798	Soviet AF/Aeroflot titles ?	photo		in all-grey c/s with Soviet 'wavy' flag
An-12	---	CCCP-11891	Soviet AF/Aeroflot titles	photo		in all-grey c/s with small titles behind the nose
An-12B	---	CCCP-86714	Soviet AF/Aeroflot titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-24	<b>. 73 002 01</b>	not known	Soviet Air Force	mfd	mar63	confirmed in Antonov list; removed from service
An-24	<b>. 73 002 02</b>	not known	MAP Russia	mfd	1963	confirmed in Antonov file; soc in 1973
An-24	<b>3 73 004 01</b>	not known	Soviet Air Force	mfd	jul63	
An-24	<b>3 73 005 03</b>	not known	Soviet Air Force	mfd	sep63	opb Levashovo
An-24	<b>3 73 005 05</b>	CCCP-46748	MGA Khabarovsk	mfd	oct63	removed from service in 1968
An-24	<b>5 73 021 10</b>	not known	Vietnam	mfd	apr66	confirmed exported to Vietnam; soc 1975
An-24	<b>6 73 023 05</b>	not known	Soviet Air Force	mfd	apr66	
An-24	<b>6 73 025 09</b>	not known	Vietnam	mfd	jul66	removed from service in 1977
An-24	<b>6 73 028 09</b>	not known	Soviet Air Force	mfd	dec66	
An-24	<b>7 73 033 07</b>	not known	Iraq	mfd	may67	exported to Iraq; removed from service in 1968
An-24	<b>7 73 039 03</b>	not known	history unknown	mfd	dec67	Antonov file says 'Riga' and 'removed fr. service 1967'
An-24V	<b>8 73 042 04</b>	YK-ANB	Syrianair	mfd	mar68	c/n confirmed exported to Syria; reg not confirmed;
An-24V	<b>8 73 043 08</b>	P-528	Air Koryo	FNJ	06oct05	with titles; l/n FNJ 16apr08; c/n confirmed by the ADB
An-24	<b>8 73 046 03</b>	not known	Soviet Air Force	mfd	sep68	reported based at Levashovo
An-24	<b>8 73 048 01</b>	not known	Soviet Air Force	mfd	oct68	reported based at Viniitsa
An-24	<b>9 73 053 01</b>	not known	China	mfd	nov69	confirmed del. to China, five were delivered in dec69
An-24	<b>9 73 053 03</b>	not known	China	mfd	nov69	confirmed deli. to China, five were delivered in dec69
An-24	<b>9 73 055 02</b>	not known	Sudan	mfd	nov69	confirmed exported to Sudan
An-24	<b>9 73 056 03</b>	not known	Soviet Navy ?	mfd	oct69	confirmed del. to the Soviet Union; based at Ostafeyvo
An-24	<b>0 73 063 10</b>	not known	Vietnam	mfd	oct70	confirmed exp. to Vietnam; removed fr. service in 1974
An-24RV	<b>0 73 066 05</b>	3C-1GE	L.A. Guinea Ecuatorial	LBG	mid1983	possibly opb government or Air Force
An-24V	<b>1 73 071 06</b>	not known	China	mfd	jul71	confirmed del. to China, the last of 6 delivered in 1971
An-24RV	<b>3 73 090 09</b>	CCCP-46429(2)	China	mfd	20oct73	exported to China with this registration
An-24RV	<b>3 73 091 03</b>	not known	China	mfd	nov73	confirmed exported to China
An-24RV	<b>3 73 091 09</b>	CCCP-46547	Soviet AF/Aeroflot c/s	mfd	mar73	opb mil. unit Kiev; f/n SVO 22jul77 c/n confirmed
An-24RV	<b>4 73 094 09</b>	not known	China	mfd	apr74	confirmed exported to China; removed fr. serv. in 1977
An-24RV	<b>4 73 098 01</b>	not known	DPRK	mfd	sep74	confirmed exp. to North Korea; removed fr. serv.1985
An-26	<b>04 05</b>	not known	Soviet Air Force	mfd	08may70	opb mil. unit 35471 at Khabarovsk; soc 1970
An-26	<b>06 02</b>	not known	Soviet Air Force	mfd	25jun70	opb mil. unit 64191 at Rostov
An-26	<b>06 06</b>	not known	Soviet Air Force	mfd	31jul70	opb mil. unit 53975 at Kubinka; laboratory aircraft
An-26	<b>06 08</b>	not known	Soviet Air Force	mfd	23nov70	opb mil. unit A4401 at Kiev Borispol
An-26	<b>07 03</b>	not known	Soviet Air Force	mfd	30nov70	opb mil. unit 59883 at Klin
An-26	<b>07 04</b>	not known	Soviet Air Force	mfd	02dec70	opb mil. unit 27827 at Pushkin

An-26	07 05	not known	Soviet Air Force	mfd	02dec70	opb mil. unit Ryazan
An-26	07 06	not known	Soviet Air Force	mfd	14jan71	file says 16mar79 in SRV
An-26	07 08	not known	Soviet Air Force	mfd	27jan71	
An-26	08 01	not known	Soviet Air Force	mfd	31mar71	opb mil. unit 78474 at Balashov
An-26	08 03	not known	Soviet Air Force	mfd	30mar71	opb mil. unit 42147 at Kazan-Borisoglebskoye
An-26	08 05	not known	Soviet Air Force	mfd	24apr71	opb mil. unit 15650 at Poltava
An-26	08 07	not known	Soviet Air Force	mfd	21may71	opb mil. unit 78474 at Balashov
An-26	08 10	not known	Soviet Air Force	mfd	25jun71	opb mil. unit 15650 at Poltava; soc, date unknown
An-26	09 02	not known	Soviet Air Force	mfd	20jul71	opb mil. unit 78474 at Balashov
An-26	09 03	not known	Soviet Air Force	mfd	21jul71	opb mil. unit 78474 at Balashov
An-26	09 04	not known	Soviet Air Force	mfd	29jul71	opb mil. unit 32959
An-26	09 06	not known	Soviet Air Force	mfd	20aug71	opb mil. unit 78474 at Balashov
An-26	10 01	not known	Soviet Air Force	mfd	15oct71	opb mil. unit at Balashov
An-26	10 02	not known	Soviet Air Force	mfd	22oct71	opb mil. unit 78474 at Balashov; soc, date unknown
An-26	10 08	not known	Soviet Air Force	mfd	30nov71	opb mil. unit 78474 at Balashov
An-26	11 03	not known	KGB/Border Guards	mfd	25nov71	opb mil. unit 2199 at Yuzhno-Sakhalinsk
An-26	11 04	not known	Soviet Air Force	mfd	21jan72	opb mil. unit 33872at Voronezh
An-26	11 06	not known	Soviet Air Force	mfd	11feb72	opb by mil. unit Tashkent
An-26	11 07	not known	Soviet Air Force	mfd	22feb72	soc due to corrosion 1984
An-26	11 08	not known	Soviet Air Force	mfd	22feb72	opb p.p. 1 mil. unit; soc in 1984
An-26	12 01	not known	Soviet Air Force	mfd	29mar72	opb mil. unit 78474 at Balashov
An-26	12 02	not known	Soviet Air Force	mfd	25apr72	later to Ukraine AF opb mil. unit A1231 at Vinnytsya
An-26	12 05	not known	Soviet Air Force	mfd	28apr72	opb mil. unit 03111 at Khabarovsk-Garovka
An-26	12 09	"59"	Soviet Air Force	mfd	22may72	opb mil. unit 78474 at Balashov
An-26	12 10	"29"	Soviet Air Force	mfd	08jul72	opb mil. unit 27827 at Moscow
An-26	13 05	not known	Soviet Air Force	mfd	28jul72	opb mil. unit 78474 at Balashov
An-26	14 09	not known	MRP NPO 'Vzlyot'	mfd	23oct72	opb p/ya A-3158
An-26	15 07	not known	Somalia			exported to Somalia service life expired in 1983
An-26	16 06	not known	Soviet Air Force	mfd	22mar73	opb mil. unit 35451at Chita
An-26	16 07	not known	Soviet Air Force	mfd	28mar73	opb mil. unit 15956 at Pushkin; soc in 1985
An-26	17 04	not known	Soviet Air Force	mfd	18may74	opb mil. unit 14154 at Kolomna; w/o KBP 1991
An-26	17 06	not known	Soviet Air Force	mfd	25jun73	opb mil. unit 13641 at Kluychi-Kamchatskiye
An-26	17 07	not known	Soviet Air Force	mfd	30mar73	opb mil. unit 54817 - 101 oiae at Sennoye
An-26	17 09	not known	Soviet Air Force			no mfd in file; opb by mil. unit at Semipalatinsk
An-26	17 10	not known	Kazakh Air Force	photo		preserved at the Aktyubinsk Military Institute
An-26	18 02	not known	Soviet Air Force			no mfd in file; opb mil. unit 27299
An-26	18 03	not known	Soviet Air Force			no mfd in file; opb mil. unit 35451
An-26	19 01	not known	Soviet Air Force	mfd	13sep73	no mfd quoted; opb mil. unit 97978; to Ukraine AF
An-26	19 04	not known	Russian Navy	mfd	late73?	opb mil. unit 45157 at Klin
An-26	19 09	not known	Soviet Air Force	mfd	21nov73	opb mil. unit at Ostafyevo; soc in 1974
An-26	20 04	not known	Soviet Air Force	mfd	21nov73	opb mil. unit 22580
An-26	20 06	not known	Soviet Air Force	mfd	28dec73	salon version; later to Ukraine AF
An-26	23 01	not known	Soviet Air Force	mfd	18jan74	opb mil. unit "Ob-1" at Novosibirsk; salon version
An-26	23 04	not known	Soviet Air Force	mfd	10jul74	no mfd in Antonov file; opb mil. unit 22575
An-26	24 07	not known	Soviet Air Force	mfd	23sep74	reported in Antonov file as trf to VVAUP Borispolskoe
An-26	25 05	RDPL-34037	Lao AF/Lao Av c/s	mfd	31oct74	opb mil. unit 53999
An-26	27 05	not known	Soviet Air Force	mfd	13feb75	previously reported as 2506; w/o in Thailand
An-26	28 02	not known	Soviet Air Force	mfd	23mar75	opb mil. unit 13641 at Kluychi-Kamchatskiye; soc 1980
An-26	30 02	not known	Soviet Air Force	mfd	28jun75	opb mil. unit 31088
An-26	31 01	not known	Soviet Air Force	mfd	31jul75	opb mil. unit 43009 at Baikunur
An-26	32 08	not known	Soviet Air Force	mfd	25dec75	opb mil. unit KIAVPS; Antonov file says 'in Sudan'
An-26	33 04	not known	Yugoslav Air Force	mfd	29oct75	later to Ukraine AF opb mil. unit A4258 at Melitopol
An-26	33 06	not known	Yugoslav Air Force	mfd	29oct75	sole candidates are 71351, 71352 & 71356
An-26	36 02	not known	Soviet Air Force	mfd	12feb76	sole candidates are 71351, 71352 & 71356
An-26	36 04	not known	Yugoslav Air Force	mfd	28jan76	opd mil. unit 78474 at Balashov
An-26	36 09	not known	Soviet Air Force	mfd	06feb76	sole candidates are 71351, 71352 & 71356
An-26	37 04	not known	Soviet Air Force	mfd	26feb76	opb mil. unit 25882 "Ob-2"; soc in 1977
An-26	37 08	not known	Soviet Air Force	mfd	28feb76	opb mil. unit 28001 at Baku Qala (Kala); soc 30aug83
An-26	38 03	not known	Angola	mfd	29mar76	opb mil. unit 42841 at Ostafyevo
An-26	38 04	not known	Angola	mfd	23mar76	confirmed exported to Angola
An-26	39 10	not known	Soviet Air Force	mfd	30apr76	confirmed exported to Angola; soc in 1982
An-26	40 05	777	Civil Avn Adm China	mfd	20may76	opb mil. unit at Khabarovsk
An-26	42 04	not known	Soviet Air Force	mfd	13apr76	Chinese Air Force; no reports; info from Antonov
An-26	42 05	not known	Angola	mfd	29jul76	opb mil. unit 13641 at Kluychi-Kamchatskiye; soc 1983
An-26	43 05	228	Afghan Air Force	mfd	27aug76	exported to Angola; file stated 'burned down in air'
An-26	44 03	229	Afghan Air Force	mfd	22aug76	the first aircraft delivered in 1976; became T-004
An-26	44 04	230 ?	Afghan Air Force	mfd	16sep76	serial and c/n confirmed in Antonov list
An-26	44 10	231 ?	Afghan Air Force	mfd	19oct76	serial not confirmed for this c/n but likely
An-26	45 01	232 ?	Afghan Air Force	mfd	20oct76	serial not confirmed for this c/n but likely
An-26	45 04	not known	Soviet Air Force	mfd	28oct76	opb mil. unit 33872 at Voronezh
An-26	45 09	not known	Angola	mfd	30nov76	opb mil. unit 33872 at Voronezh
An-26	45 10	not known	Angola	mfd	30nov76	conf. exported to Angola; removed fr. service in 1982
An-26	46 10	not known	Angola	mfd	22dec76	conf. exported to Angola; removed fr. service in 1985
An-26Sh	47 10	not known	Soviet Air Force	mfd	10feb77	confirmed exported to Angola
An-26	48 01	233	Afghan Air Force	mfd	21jan77	to Ukraine AF opb mil. unit A4083 at Lugansk
						serial confirmed; soc in 1981

An-26	<b>48 04</b>	235 ?	Afghan Air Force	mfd	02feb77	serial not confirmed for this c/n but likely
An-26	<b>48 10</b>	236 ?	Afghan Air Force	mfd	27feb77	serial not confirmed for this c/n but likely
An-26	<b>49 07</b>	not known	Soviet Air Force	mfd	16mar77	opb mil. unit 43006
An-26	<b>50 06</b>	СССР-47403	Soviet AF/Aeroflot c/s	mfd	22apr77	mfd, c/n and registration confirmed by Antonov
An-26Sh	<b>50 07</b>	not known	Soviet Air Force	mfd	19apr77	to Ukraine AF; opb mil. unit A4083 at Lugansk
An-26Sh	<b>50 08</b>	not known	Soviet Air Force	mfd	29apr77	opb mil. unit 27926, SVVAULSh
An-26	<b>50 09</b>	RDPL-34017 ?	Laos Government	mfd	19apr77	exported to Laos with reg shown as "4017"; soc
An-26	<b>56 04</b>	not known	Soviet Air Force	mfd	28sep77	opb by mil. unit 49271
An-26	<b>56 07</b>	not known	Soviet Air Force	mfd	14oct77	opb mil. unit 52526; salon version
An-26	<b>59 03</b>	not known	Angola	mfd	26dec77	confirmed exported to Angola; soc in 1980
An-26	<b>59 05</b>	TY-AFT	Benin Government	mfd	21nov77	c/n confirmed by Antonov;
An-26	<b>59 07</b>	not known	Soviet Air Force	mfd	22dec77	opb mil. unit 87381
An-26	<b>60 01</b>	not known	Soviet Air Force	mfd	30dec77	opb mil. unit 83252
An-26	<b>60 08</b>	not known	Strat.Rocket Forc.	mfd	30jan78	opb mil. unit 13641 at Kluychi-Kamchatskiye; soc 1989
An-26	<b>60 10</b>	not known	Soviet Air Force	mfd	28jan78	opb mil. unit 42147 Kazan-Borisoglebskoye
An-26	<b>61 08</b>	T-54	Angolan Air Force	mfd	28feb78	soc in 1980
An-26	<b>61 09</b>	T-56	Angolan Air Force	mfd	28feb78	soc in 1980
An-26	<b>61 10</b>	not known	Soviet Air Force	mfd	22feb78	opb mil. unit 78474 at Balashov
An-26	<b>62 01</b>	not known	Soviet Air Force	mfd	27feb78	opb mil. unit 78474 at Balashov
An-26	<b>64 08</b>	not known	Soviet Air Force	mfd	27apr78	opb mil. unit 78474 at Balashov
An-26	<b>64 09</b>	not known	Soviet Air Force	mfd	27apr78	opb mil. unit 42147 at Kazan-Borisoglebskoye
An-26	<b>64 10</b>	not known	Soviet Air Force	mfd	26apr78	opb mil. unit 42147 at Kazan-Borisoglebskoye
An-26	<b>65 02</b>	not known	Soviet Air Force	mfd	27apr78	opb mil. unit 97978 at Kabul
An-26	<b>65 05</b>	not known	Soviet Air Force	mfd	16may78	opb mil. unit 27926, SVVAULSh
An-26	<b>65 06</b>	not known	Soviet Air Force	mfd	18may78	opb mil. unit 25883, SVVAULSh
An-26	<b>65 07</b>	1177	North Yemen Air Force	SAH	may82	photo, in dark green/light brown camo c/s
An-26	<b>66 03</b>	not known	Soviet Air Force	mfd	07jun78	opb mil. unit 23229 at Tashkent-Tuzel
An-26	<b>68 01</b>	not known	Soviet Air Force	mfd	07aug78	opb mil. unit 42147 at Kazan-Borisoglebskoye
An-26	<b>68 05</b>	"53"	Soviet Air Force	mfd	09aug78	serial from Antonov; opb mil, unit 87381; soc in 1982
An-26	<b>71 07</b>	not known	Soviet Air Force	mfd	30oct78	opb mil. unit 13736; salon version
An-26	<b>72 03</b>	not known	Soviet Air Force	mfd	24nov78	opb mil. unit 33782
An-26	<b>76 04</b>	not known	Soviet Air Force	mfd	28feb79	opb mil. unit 42147
An-26	<b>76 05</b>	not known	Soviet Air Force	mfd	20feb79	opb mil. unit 33975; reported soc
An-26	<b>78 06</b>	not known	Angola	mfd	25apr79	confirmed exported to Angola; soc in 1983
An-26	<b>79 08</b>	not known	Soviet Air Force	mfd	14may79	opb mil. unit 42147; soc in 1985
An-26	<b>81 02</b>	not known	Cuba	mfd	29may79	confirmed exported to Cuba
An-26	<b>82 04</b>	not known	Soviet Air Force	mfs	25jun79	opb mil. unit 28064; soc in 1986
An-26	<b>84 09</b>	not known	Soviet Air Force	mfd	14aug79	opb mil. unit 45157
An-26	<b>85 02</b>	26585	Vietnam Air Force	mfd	26sep79	probably did wear СССР-26585 as ferry registration
An-26	<b>85 04</b>	26586	Vietnam Air Force	mfd	13aug79	probably did wear СССР-26586 as ferry registration
An-26	<b>85 05</b>	26587	Vietnam Air Force	mfd	17aug79	probably did wear СССР-26587 as ferry registration
An-26	<b>85 07</b>	26588	Vietnam Air Force	mfd	30aug79	probably did wear СССР-26588 as ferry registration
An-26	<b>85 08</b>	not known	Soviet Air Force	mfd	31aug79	opb mil. unit 12785
An-26	<b>86 05</b>	not known	Soviet Air Force	mfd	21sep79	opb mil. unit 83252
An-26	<b>86 06</b>	26589	Vietnam Air Force	mfd	17sep79	probably did wear СССР-26590 as ferry registration
An-26	<b>87 01</b>	26590	Vietnam Air Force	mfd	30may80	l/n SGN 24mar08 also carries СССР-26590
An-26	<b>87 09</b>	26592	Vietnam Air Force	mfd	30jul79	probably did wear СССР-26592 as ferry registration
An-26	<b>87 10</b>	26593	Vietnam Air Force	mfd	29aug80	probably did wear СССР-26593 as ferry registration
An-26	<b>88 02</b>	not known	Soviet Air Force	mfd	24nov29	opb mil. unit 23229 at Tashkent
An-26	<b>88 04</b>	not known	Soviet Air Force	mfd	23nov79	opb mil. unit 13751
An-26	<b>88 09</b>	26594	Vietnam Air Force	mfd	29aug80	probably did wear СССР-26594 as ferry registration
An-26	<b>89 05</b>	26597	Vietnam Air Force	mfd	19aug80	probably did wear СССР-26597 as ferry registration
An-26	<b>90 02</b>	not known	Soviet Air Force	mfd	10jan80	opb mil. unit 33782
An-26	<b>90 03</b>	not known	Soviet Air Force	mfd	10jan80	opb mil. unit 03085
An-26	<b>91 01</b>	5R-MUK ?	Madagascar Air Force	mfd	15feb80	confirmed exported to Madagascar
An-26	<b>91 06</b>	not known	Soviet Air Force	mfd	22feb80	opb mil. unit 45849
An-26	<b>92 06</b>	not known	Soviet Air Force	mfd	05mar80	opb mil. unit 26064; soc in 1981
An-26	<b>93 04</b>	not known	Soviet Air Force	mfd	13mar80	opb mil. unit 60947
An-26	<b>93 10</b>	"01"	Soviet Air Force	mfd	29mar80	opb mil. unit 23229, Tashkent-Tuzel
An-26	<b>94 03</b>	not known	Soviet Air Force	mfd	24jun80	opb mil. unit 03302
An-26	<b>94 05</b>	"02"	Soviet Air Force	mfd	16apr80	opb mil. unit 23229 at Tashkent-Tuzel
An-26	<b>96 06</b>	85447	Vietnam Air Force	mfd	12nov80	export to Vietnam confirmed
An-26	<b>96 09</b>	"03"	Soviet Air Force	mfd	24jun80	opb mil. unit 23229 at Tashkent-Tuzel
An-26	<b>96 10</b>	85449	Vietnam Air Force	mfd	12nov80	СССР-85449 was a Tu-154 built by this same time !
An-26	<b>97 02</b>	85450	Vietnam Air Force	mfd	12dec80	СССР-85450 was a Tu-154 built by this same time !
An-26	<b>98 01</b>	85452	Vietnam Air Force	mfd	29jun80	СССР-85452 was a Tu-154 built by this same time !
An-26	<b>98 03</b>	85453	Vietnam Air Force	mfd	22jan80	СССР-85453 was a Tu-154 built by this same time !
An-26	<b>99 09</b>	85458	Vietnam Air Force	mfd	13jan81	СССР-85458 was a Tu-154 built by this same time !
An-26	<b>100 05</b>	not known	Vietnam Air Force	mfd	10feb81	
An-26	<b>100 08</b>	not known	Vietnam Air Force	mfd	10sep80	soc in 1982
An-26	<b>101 04</b>	not known	Soviet Air Force	mfd	12sep80	opb mil. unit 35451; reported removed from service
An-26	<b>101 08</b>	not known	Vietnam Air Force	mfd	16sep80	
An-26	<b>101 10</b>	not known	Vietnam Air Force	mfd	25feb81	
An-26	<b>103 01</b>	not known	Soviet Air Force	mfd	20oct80	opb mil. unit 73778; last overhaul completed 31aug90
An-26	<b>104 01</b>	not known	Soviet Air Force	mfd	31oct80	opb mil. unit 32982; last overhaul completed 29aug91
An-26	<b>105 07</b>	not known	Soviet Air Force	mfd	17dec80	opb mil. unit 45076; reported removed from service

An-26	<b>106 01</b>	not known	Madagascar AF	mfd	01dec80	confirmed exported to Madagascar
An-26	<b>106 03</b>	not known	Soviet Air Force	mfd	19jun81	opb mil. unit 97978; reported as 'rescue' version
An-26B	<b>106 06</b>	ER-AZO	Valan ICC	GAQ	07dec14	canx between 09nov18 and 21jan19
An-26	<b>107 08</b>	not known	Mozambique Air Force	mfd	13feb81	reported removed from service in 1981 (accident?)
An-26	<b>108 09</b>	not known	Angola	mfd	13feb81	conf. exported to Angola; removed from service 1988
An-26	<b>109 04</b>	not known	Soviet Air Force	mfd	13mar81	opb mil unit 97978; reported removed from service
An-26	<b>110 03</b>	not known	Vietnam Air Force	mfd	25mar81	
An-26	<b>110 04</b>	not known	Vietnam Air Force	mfd	30mar81	
An-26	<b>110 06</b>	not known	Vietnam Air Force	mfd	21apr81	removed from service in 1984
An-26	<b>110 07</b>	not known	Vietnam Air Force	mfd	07apr81	
An-26	<b>110 09</b>	not known	Vietnam Air Force	mfd	24apr81	
An-26	<b>110 10</b>	not known	Vietnam Air Force	mfd	24apr81	
An-26	<b>111 03</b>	not known	Angola	mfd	27apr81	removed from service in 1986
An-26	<b>111 05</b>	not known	Angola	mfd	05may81	removed from service in 1986
An-26	<b>111 06</b>	not known	Angola	mfd	08may81	removed from service in 1986
An-26	<b>111 09</b>	not known	Angola	mfd	18may81	removed from service in 1988
An-26	<b>112 02</b>	not known	Vietnam Air Force	mfd	27may81	salon version
An-26	<b>112 04</b>	not known	Vietnam Air Force	mfd	03jun81	removed from service in 1985
An-26	<b>112 05</b>	not known	Vietnam Air Force	mfd	05jun81	
An-26	<b>113 07</b>	not known	Afghan Air Force	mfd	17jul81	soc in 1982
An-26	<b>113 09</b>	not known	Afghan Air Force	mfd	22jul81	soc in 1986
An-26	<b>113 10</b>	not known	Afghan Air Force	mfd	28jul81	removed from service
An-26	<b>114 08</b>	not known	Afghan Air Force	mfd	20aug81	soc in 1988
An-26B-100	<b>114 09</b>	ER-AVA	Skylink	KIV	15may18	canx between 09nov18 and 21jan19
An-26	<b>115 01</b>	not known	Afghan Air Force	mfd	02sep81	removed from service
An-26	<b>115 02</b>	not known	Afghan Air Force	mfd	04sep81	soc in 1981
An-26	<b>115 07</b>	not known	Laos	mfd	21sep81	confirmed exported to Laos
An-26	<b>115 09</b>	not known	Afghan Air Force	mfd	02oct81	
An-26	<b>115 10</b>	not known	Afghan Air Force	mfd	05oct81	soc in 1984
An-26	<b>116 02</b>	not known	Afghan Air Force	mfd	14oct81	
An-26	<b>116 10</b>	not known	Afghan Air Force	mfd	04nov81	soc in 1984
An-26	<b>117 01</b>	not known	Afghan Air Force	mfd	11nov81	soc in 1983
An-26	<b>117 04</b>	not known	Vietnam Air Force	mfd	18nov81	
An-26	<b>117 06</b>	not known	Vietnam Air Force	mfd	19nov81	
An-26	<b>117 08</b>	not known	Vietnam Air Force	mfd	01dec81	
An-26	<b>117 09</b>	not known	Vietnam Air Force	mfd	03dec81	salon version
An-26	<b>117 10</b>	not known	Vietnam Air Force	mfd	09dec81	
An-26	<b>118 08</b>	not known	Soviet Air Force	mfd	20jan82	opb mil. unit 52526; soc in 1988; so not Libyan AF 8202 as previously surmised
An-26	<b>119 04</b>	not known	Afghan Air Force	mfd	01feb82	removed from service
An-26	<b>119 06</b>	not known	Afghan Air Force	mfd	01feb82	
An-26	<b>119 10</b>	"27"	Soviet Air Force	mfd	29mar82	opb mil. unit A-1231 at Viniitsa
An-26	<b>121 01</b>	not known	Mongolia	mfd	06apr82	conf. exported to Mongolia; removed from service 1990
An-26	<b>121 03</b>	not known	Vietnam Air Force	mfd	29apr82	
An-26	<b>121 04</b>	not known	Vietnam Air Force	mfd	19apr82	
An-26	<b>121 06</b>	not known	Vietnam Air Force	mfd	26apr82	
An-26	<b>122 10</b>	8204 ?	Libyan Air Force	mfd	17jun82	went to Somalia as 6O204
An-26	<b>124 03</b>	8211 ?	Libyan Air Force	mfd	03aug82	confirmed this c/n exported to Libya
An-26	<b>125 01</b>	not known	Soviet Air Force	mfd	09sep82	opb mil. unit 29666
An-26	<b>125 05</b>	not known	Libyan Air Force	mfd	24sep82	conf. exported to Libya; removed from service in 1986
An-26	<b>125 08</b>	not known	Afghan Air Force	mfd	01oct82	soc in 1987
An-26	<b>125 09</b>	not known	Afghan Air Force	mfd	14oct82	
An-26	<b>125 10</b>	not known	Afghan Air Force	mfd	20oct82	
An-26	<b>126 07</b>	not known	Madagascar Air Force	mfd	29nov82	
An-26	<b>128 03</b>	not known	Mozambique Air Force	mfd	19jan83	
An-26	<b>128 04</b>	not known	Mozambique Air Force	mfd	29jan83	salon version; reported removed from service in 1986
An-26	<b>128 07</b>	not known	Mozambique Air Force	mfd	11feb83	
An-26	<b>129 07</b>	not known	Angola	mfd	19apr83	soc in 1984
An-26	<b>129 10</b>	not known	Angola	mfd	22apr83	soc in 1983
An-26	<b>130 01</b>	not known	Angola	mfd	29apr83	
An-26	<b>130 02</b>	not known	Angola	mfd	06may83	
An-26	<b>131 05</b>	8308 ?	Libyan Air Force	mfd	19jul83	confirmed exported to Libya; serial not confirmed
An-26	<b>132 07</b>	not known	South Yemen Air Force	mfd	26sep83	
An-26	<b>133 02</b>	not known	Afghan Air Force	mfd	03nov83	soc in 1986
An-26	<b>133 09</b>	not known	Soviet Air Force	mfd	03may84	opb mil. unit 97978
An-26	<b>134 06</b>	not known	Afghan Air Force	mfd	22jan84	soc 1987
An-26	<b>134 09</b>	278 (1)	Afghan Air Force	mfd	15feb84	Antonov confirm this aircraft is in the Karachi Museum
An-26	<b>135 08</b>	not known	Afghan Air Force	mfd	03apr84	soc in 1988
An-26	<b>135 10</b>	not known	Afghan Air Force	mfd	17apr84	soc in 1984
An-26	<b>136 01</b>	not known	Afghan Air Force	mfd	23apr84	soc
An-26	<b>136 02</b>	not known	Afghan Air Force	mfd	21apr84	soc in 1986
An-26	<b>136 03</b>	not known	Afghan Air Force	mfd	05may84	
An-26	<b>136 05</b>	not known	Afghan Air Force	mfd	22may84	soc in 1988
An-26	<b>136 06</b>	not known	Angola	mfd	24apr84	confirmed exported to Angola
An-26	<b>136 08</b>	not known	Angola	mfd	06jun84	removed from service in 1988
An-26	<b>137 02</b>	not known	Angola	mfd	30jun84	soc 1987

An-26	<b>137 03</b>	not known	Angola	mfd	02jul84	soc 1985
An-26	<b>137 05</b>	not known	Afghan Air Force	mfd	19jul84	soc in 1987
An-26	<b>137 06</b>	not known	Afghan Air Force	mfd	19jul84	soc in 1985
An-26	<b>139 01</b>	not known	Afghan Air Force	mfd	20nov84	soc in 1987
An-26	<b>139 03</b>	not known	Afghan Air Force	mfd	09dec84	soc in 1987
An-26	---	D2-TAB	TAAG Angola	w/o	29nov82	at Monte Bibala, 6 crew and 9 passengers killed
An-28	<b>1AJ 004-20</b>	RA-28771	not reported	rgd	26jul17	canx between 24dec18 and 19feb19
M28	<b>AJE 003-17</b>	09-0317	USAF Special Ops.	canx	12feb19	from civil register as N317JG as went to Estonia
An-30	<b>05 09</b>	not known	Soviet Air Force	mfd	28sep74	confirmed to the former Soviet Union
An-30	<b>06 01</b>	not known	Soviet Air Force	mfd	04nov74	soc in 1975
An-30B	<b>08 04 ?</b>	"84" ?	Soviet Air Force	mfd	30sep75	dbr Burevestnik when typhoon "Tip" (the largest and most intense ever) struck the island 19/20oct79
An-30	<b>08 05</b>	CCCP-30041	Aeroflot West Siberia	mfd	30sep75	toc 07oct75; rgd 22jul76; f/n 01jul92
An-30	<b>15 02</b>	12-44	Cuban Air Force	mfd	19oct78	c/n confirmed by Antonov
An-30	<b>15 03</b>	12-45	Cuban Air Force	mfd	31oct78	c/n confirmed by Antonov
An-32RE	<b>07 10</b>	KA2734	Indian Air Force	Ban	18feb19	no code
An-74TK100	<b>365470 95 896</b>	RA-74006	Shar Ink	OSF	25aug18	canx between 24dec18 and 19feb19
An-148-100	<b>27015042034</b>	RA-61734	Russian Air Force	h/o	18jan19	opb 32 otsap at SVX; arrived at SVX 18jan19
An-148-100	<b>27015042035</b>	RA-61735	Russian Air Force	h/o	18jan19	opb 32 otsap at SVX; arrived at SVX 18jan19
Il-12	<b>8 30 25 23</b>	CCCP-12592	Aeroflot Turkmenistan	dbr	03mar59	after overhaul by ARB-410 when the left engine failed
Av-14(P)	<b>054 / 704117</b>	CCCP-52032	Aeroflot Ukraine	w/o	16dec59	failed to abort f/o Dnepropetrovsk veered off runway
Il-62M	<b>31 39 9 5 6</b>	UP-I6209	Trust Air Company		06feb19	ferried ALA-Jurmala for display at the Sky Zoo Museum, Jurmala Airport, Latvia
Il-62M	<b>17 48 4 4 5</b>	UN-86505(2)	Kokshetau Al, n/t	ALA	29jan19	scrapped; tail and rear fuselage broken off
Il-76M	<b>00034 23668</b>	RF-86837	Russian Air Force	photo	feb19	equipped with guns
Il-76MD	<b>00134 34023</b>	RF-86897	Russian Air Force	OVB	jan19	
Il-76MD	<b>00434 54631</b>	RF-76605	Russian Air Force	photo	jan19	location withheld
Il-76MD	<b>00934 93807</b>	RF-78809	Russian Air Force	photo	2018	at KLD; reg not visible, quoted from RP; l/n OVB jan19
Il-76TD-90	<b>10334 01015</b>	UP-I7655	Sigma Airlines	no reports		reported by RP; ex RA-76384
Il-76MD-90	<b>01-10</b>	RF-78656	Russian Air Force	ff	22dec18	in basic Aeroflot c/s, no titles
Ka-26	<b>77 061 13</b>	RA-24321	Ufimskiye Avialinii	rgd	19jul02	canx between 24dec18 and 19feb19
Ka-32A11BC	<b>9813</b>	PK-HVK		rgd	09mar17	PT Marta Buana Abadi; ex UR-CIJ
Ka-32A11BC	<b>52332401 9819</b>	TC-HL	Kaan Air	mfd	2018	c/n in the export CofA issued 31jul18; ex PR-IMW ntu
Ka-32A11BC	<b>5233242610012</b>	TC-HLE	Kaan Air	photo		in dark blue/white c/s with Wiking Helikopter Serv. logo
Ka-32A11BC	<b>5233242610015</b>	TC-HLF	Kaan Air	photo	oct18	in dark blue/white c/s with titles
Ka-32A11BC	<b>5233242610018</b>	TC-HLG	Kaan Air	photo	oct18	in dark blue/white c/s with titles
Ansats	<b>33 094</b>	RA-20020	not known	rgd	27dec18	
Ansats	<b>33 095</b>	RA-20021	not known	rgd	27dec18	
Ansats	<b>33 096</b>	RA-20022	not known	rgd	27dec18	
Ansats	<b>33 097</b>	RA-20023	not known	rgd	27dec18	
Ansats-GMSU	<b>33 098</b>	RA-20024	National Ambulance AS	rgd	10jan19	h/o at Tomilino 08feb19
Ansats-GMSU	<b>33 099</b>	RA-20025	National Ambulance AS	rgd	23feb19	h/o at Tomilino 08feb19
Ansats-GMSU	<b>33 100</b>	RA-20026	National Ambulance AS	rgd	23feb19	h/o at Tomilino 08feb19
Ansats-GMSU	<b>33 101</b>	RA-20027	National Ambulance AS	rgd	23feb19	h/o at Tomilino 08feb19
L-200D	<b>17 09 04</b>	UR-WISE	O.V. Zavgorodni	canx	15sep11	offered for sale on the internet oct18
L-200D	<b>17 11 15</b>	OK-RFR	CSA	photo	15jun18	at the 100 years of Czechoslovak Aviation exhibition
L-410MA	<b>75 04 03</b>	OM-FUN	Sky-Diving for Fun	rgd	jun17	canx dec18
L-410UVP	<b>84 13 11</b>	RA-67054(2)	not known	rgd	03dec18	ex RF-38386
L-410UVP-E5	<b>86 18 13</b>	OK-RDA	CityWing	CWL	13jan17	canx 23nov18
L-410UVP-E20	<b>30 17</b>	OK-JPP	Atlantis Armenian	UHE	10apr18	canx 28aug18; still awaiting an AOC and Armenian registration
L-410UVP-E20	<b>31 13</b>	OK-JRB	Aircraft Industries	rgd	12dec17	canx 14feb18
L-410UVP-E20	<b>31 14</b>	OK-JRC	Aircraft Industries	rgd	29jan18	canx 26feb18
L-410UVP-E20	<b>31 15</b>	OK-JRD	Aircraft Industries	rgd	26mar18	canx 01jun18 as to Russia
L-410UVP-E20	<b>31 16</b>	OK-JRE	Aircraft Industries	rgd	20feb18	canx 11apr18
L-410UVP-E20	<b>31 18</b>	OK-JRF	Aircraft Industries	rgd	03may18	canx 28jun18
L-410UVP-E20	<b>32 01</b>	OK-JRH	Skol	UHE	28aug18	canx 14sep18; became RA-67068 (2)
L-410UVP-E20	<b>32 02</b>	RA-67069(2)	not known	rgd	27dec18	ex OK-JRI which was canx 18oct18
L-410UVP-E20	<b>32 03</b>	RA-67070(2)	not known	rgd	28dec18	ex OK-JRJ which was canx 23nov18
L-410UVP-E20	<b>32 04</b>	RA-67071(2)	not known	rgd	28dec18	ex OK-JRK which was canx 22nov18
Li-2	<b>184 302 03 ?</b>	CCCP-L4548	Aeroflot Northern	dbr	30oct51	flight mechanic made an error in handling fuel system
Mi-1M	<b>9 68 013 06</b>	CCCP-68067	Aeroflot Krasnoyarsk	dbr	11jul61	intoxicated pilot performing unauthorised manoeuvres
Mi-1T	<b>6 7 020 19</b>	CCCP-10114	Aeroflot Far East	w/o	04dec67	on a check flight after storage
Mi-1T	<b>6 7 022 09</b>	CCCP-10129	Aeroflot Uzbekistan	dbr	05jun63	on take-off from Urgaz for an aerial survey
Mi-1AU	<b>8 7 038 20</b>	not known	DOSAAF	mfd	1958	opb Sverdlovski aeroklub
Mi-1AU	<b>8 7 039 01</b>	not known	DOSAAF	mfd	1958	opb Sverdlovski aeroklub
Mi-1T	<b>8 7 040 04</b>	CCCP-40394	Aeroflot Kazakhstan	w/o	11sep60	on an unauthorised positioning flight at night
Mi-1AU	<b>8 7 041 17</b>	not known	DOSAAF	mfd	1958	opb Sverdlovski aeroklub
Mi-1	<b>11 008</b>	no code	DOSAAF	mfd	21dec58	opb Sverdlovski aeroklub; w/o 19aug59
Mi-1	<b>14 003</b>	CCCP-40490	Aeroflot Turkmenistan	dbr	13aug60	when the engine developed problems
Mi-1AU	<b>02 013</b>	not known	DOSAAF			opb Sverdlovski aeroklub
Mi-1AU	<b>02 014</b>	not known	DOSAAF			opb Sverdlovski aeroklub
Mi-1AU	<b>03 005</b>	not known	DOSAAF			opb Sverdlovski aeroklub
Mi-1AU	<b>03 006</b>	not known	DOSAAF			opb Sverdlovski aeroklub
Mi-1T	<b>04 006</b>	not known	DOSAAF			toc betw. jul60 and mar61; opb Sverdlovski aeroklub
Mi-1AU	<b>05 004</b>	not known	DOSAAF		20jun60	opb Sverdlovski aeroklub, t/t 8 hours by then

Mi-1AU	05 012	not known	DOSA AF		20jun60	opb Sverdlovski aeroklub, t/t 17 hours by then
Mi-1T	08 003	not known	DOSA AF	mfd	1958	opb Sverdlovski aeroklub
Mi-1M	6 03 022	CCCP-81520	Aeroflot Ukraine	dbr	05jun72	on a crop-spraying flight near Stara Zagora (Bulgaria)
Mi-1MNKh	6 03 024	CCCP-81522	Aeroflot Ukraine	dbr	12apr72	the engine failed, auto-rotation landing; soc 27oct72
Mi-2	53 1936 071	CCCP-15693(1)	Aeroflot Yakutiya	dbr	07may82	when the left engine failed at low altitude
Mi-4	12 58	CCCP-L0546	Aeroflot Yakutiya	dbr	21aug58	when the hydraulics system failed
Mi-4	10 169	CCCP-14848	Aeroflot Leningrad	dbr	19mar84	collided with the concrete mast of a power-line
Mi-8	04 38	CCCP-22477(1)	Aeroflot Northern	w/o	26aug70	when the tailboom failed (due to fatigue)
Mi-8T	9 83 08475	ER-MYC	Pecotox			rgd between 09nov18 and 21jan19; ex RA-22718
Mi-8T	9 86 28903	ER-MYD	Pecotox			rgd between 09nov18 and 21jan19; ex UR-LGW
Mi-8MTV-2	9 5276	RF-34249	Rosgvardiya	trf	05apr16	c/n now known
Mi-8MTV-1	9 7414	RA-22761	not known	rgd	21jan19	
Mi-8AMT	59489617778	B-705K	Qingdao Helicopter	rgd	2018	in a CAAC listing 18dec18; ex UR-CPG
Mi-8AMT	8AMT00804092601U	B-704H	Qingdao Helicopter	rgd	2018	in a CAAC listing 18dec18; ex UR-CMT
Mi-8AMT	8AMT00804092602U	PK-HVY	Dimonim Air	rgd	31oct18	to Company PT Marta Buana Abadi; ex UR-CMU
Mi-8AMT	8AMT00804092603U	B-705H	Qingdao Helicopter	rgd	2018	in a CAAC listing 18dec18; ex UR-CRT
Mi-8AMT	8AMT00804092604U	B-705J	Qingdao Helicopter	rgd	2018	in a CAAC listing 18dec18; ex UR-CRT
Mi-171Sh	171S00604147445U ?	not known	Peruvian Army	LIM	25jan19	digital' camo c/s with 'Ejército del Perú' titles
Mi-8AMT	8AMT00643187616U	RA-22928	not known	rgd	21dec18	f/n KJA 20jan19 all-white c/s
Mi-8AMT	8AMT0064317704U	RA-22846	not known	rgd	24jan19	
Mi-8AMT	8AMT00643187731U	RA-24139(2)	not known	rgd	18jan19	National Ambulance AS titles; h/o at Tomilino 08feb19
Mi-8AMT	8AMT00643187732U	RA-24148(2)	not known	rgd	18jan19	National Ambulance AS titles; h/o at Tomilino 08feb19
Mi-8AMT	8AMT00643187733U	RA-24151(2)	not known	rgd	18jan19	National Ambulance AS titles; h/o at Tomilino 08feb19
Mi-8MTV-5-1PR	---	RF-04443	FSO	mfd	2017	f/n over the Moscow Kremlin 23nov18
Mi-8MTV-5	---	RF-90351	Russian Air Force	Gmv	2018	coded "22" red
Mi-171A2	---	B-105H	Qingdao Helicopter	HET	01nov18	
Mi-171	---	LH992762	Chinese Army	photo	09nov18	ex LH957xx; opb 72nd Brigade
Mi-17V-5	---	ET2015	United Nations	dam	09feb19	on a flight from Kadugli to UNISFA compound at Abyei
Mi-35	203 361	3361	Czech Air Force	w/o	28nov18	crashed NámeÚt nad Oslavou due to engine problems
Mi-24P	340 331	331	Hungarian Air Force	Kes	04jan19	flown by Il-76TD RA-76842 from LED to Kecskemet
Mi-24P	340 332	332	Hungarian Air Force	Kes	05jan19	flown by Il-76TD RA-76842 from LED to Kecskemet
Mi-24P	340 334	334	Hungarian Air Force	Kes	06jan19	flown by Il-76TD RA-76842 from LED to Kecskemet
Mi-24P	340 338	338	Hungarian Air Force	Kes	07jan19	flown by Il-76TD RA-76842 from LED to Kecskemet
Mi-35M	---	"41" blue	Russian Air Force	Ror	23jan19	just 'RF-' on the tailboom; h/o in late jan19
M-101T	15-01-014	RA-15114	Dexter	ZIA	08nov13	active; canx between 24dec18 and 19feb19
PZL-101A	10 7 235	RA-2203G	privately owned	rgd	12feb14	canx betw. 25apr/23may18; c/n known now, ex HA-SBI
PZL-101A	11 9 292	HA-PYC	Kobo-Koop '96 Kft.	photo	12aug18	preserved at Veszprém in 'Zebra' c/s without reg
RRJ-95B	95 010	RA-89002	IrAero	KZN	11nov18	seen stored engineless
RRJ-95	95 180	89136	primer	ff	25jan19	
RRJ-95	95 182	97019	primer	ff	16jan19	to become RA-89135
Tu-22M3	16 83 1 3 4	RF-94159	Russian Air Force	Shk	jun15	coded "35" red; w/o 22jan19 on landing Olenya; t/t 1,157 hours and 1,021 cycles
Tu-22M3	29102 4 2 8	RF-94266	Russian Air Force	photo	26may18	coded "35" red; now with 'VKS Rossii' titles
Tu-124	---	"03"	Soviet AF	photo	apr82	at Tambov Vostochnyye
Tu-134BV	66185	RA-65931	VNIIRA/Aeroflot c/s	Pus	04jun12	and reportedly broken up there early 2019
Tu-154M	06A996	RA-85123(2)	Rossiya	CKL	jan19	
Tu-204-300	1450743164010	RA-64010	Biznes-Aero	VKO	17feb19	canx between 24dec18 and 19feb19
Yak-12M	---	CCCP-K715	Aeroflot	photo		ambulance version; in silver ? c/s with Red Crosses
Yak-12R	---	CCCP-L4006	Aeroflot Yakutiya	dbr	04dec57	at Ugolet (north-west of Vilyuisk)
Yak-12SK	---	RF-00121	privately owned			rebuilt from a Yak-12M, with an M-14P engine
Yak-12M	---	CCCP-05771	Aeroflot Far East	w/o	01aug60	on a crop-spraying flight probably in Khabarovsk region
Yak-12A	---	CCCP-14174	Aeroflot Kazakhstan	w/o	06aug60	on a crop-spraying flight in the Dzhabul district
Yak-12M	---	CCCP-21088	Aeroflot Ukraine	w/o	03apr60	on a crop-spraying flight from Yerchiki
Danko-2	---	CCCP-37001	A. Kashevski		aug91	in a fly-in of home-made aircraft at Chernigov-Pyevtsy
Yak-12A	---	CCCP-62537	Aeroflot Moldova	dbr	14apr60	nosed over on landing
Yak-12M	---	CCCP-62638	Aeroflot Northern	w/o	14may59	when the inexperienced pilot forgot to change the trim
Yak-12M	---	CCCP-72763	Aeroflot Belarus	w/o	06aug60	when teenagers threw stones at the low-flying aircraft
Yak-12M	---	CCCP-74076	Aeroflot Krasnoyarsk	w/o	08jul60	intoxicated pilot tried to climb with oncorrect prop pitch
Yak-12M	---	UP-LA127	Kazavia	w/o	27jul17	when flew a steep left turn at low height and speed
Yak-18A	116 28 05	CCCP-82823	Aeroflot Sasovo FI School	w/o	18sep61	when lost speed while flying a steep turn on finals
Yak-18A	---	CCCP-81462	Aeroflot	photo		in all-dark green c/s
Yak-18A	---	CCCP-82876	Aeroflot	photo		in all-dark green c/s, also carried code "27"
Yak-18T	---	FLA-02028		photo	1996	in red/white c/s
Yak-18T	---	FLARF02488		photo	2012	
Yak-18T	---	05031	Aero Co	TAY	may93	photo, in white/light blue c/s with titles
Yak-18T	---	17028		TAY	may93	photo, in all-yellow c/s
Yak-18T	---	LA-0824		photo		in white c/s with dark blue undersides and trim
Yak-24	04 3 01	CCCP-31514	AFL/Moscow SPiMVL			opb 57 AE as of 01dec60
CJ6A	13 320 43	N4184W	Patrick C Scofield	CGZ	24oct09	CofA expired 30jun18; canx 15dec18
H6G	---	81312	Chinese Navy	photo	jan19	opb 6th Division/17th Regiment
H6G	---	81315	Chinese Navy	photo	jan19	opb 6th Division/17th Regiment
Y7	---	9807	Chinese Navy	SYX	23jan17	
Y7	---	9817	Chinese Navy	ZHA	29sep15	
Y7	---	9917	Chinese Navy	SYX	22oct18	
Y7G	---	55012	Chinese Air Force	Shh	01feb19	ex B-6xxx;
Y9	---	10152	Chinese Air Force	photo	27jan19	

Y12C	---	B-4162	Civ Avn Adm China	HZG	23jan19	Y-12C ? - survey aircraft
Y12E	---	B-50CQ	Shanxi Victor GA	LFQ	01nof18	
MA60	<b>11 01</b>	B-00UT	Boliviana de Avia	KMG	22jan19	
Z8KA	<b>Z8KA-05</b>	6025	Chinese Air Force	photo	oct18	opb 15th Airborne Army; ex 6021
AC313	---	WJ51875	Chinese Police	photo	22jan19	China Armed Police Force (Wu Jing)
AC313	---	WJ51876	Chinese Police	photo	22jan19	China Armed Police Force (Wu Jing)
AC313	---	WJ51877	Chinese Police	photo	22jan19	China Armed Police Force (Wu Jing)
Z8AWJS	---	WJ560307	Chinese Police	photo	14jun18	opb Forrestry Company/2nd Battalion
Z9WZ	---	LH993972	Chinese Army	photo	08aug18	ex LH9109xx; opb 73rd Brigade
Z9WZ	---	LH993978	Chinese Army	photo	apr18	ex LH9109xx; opb 73rd Brigade

## PH register

### Newly registered aircraft:

PH-FJI	Fuji FA-200-160	<b>FA-200-236</b>	17jan19	Ex G-KARI.
PH-FSD	Cessna 208	<b>20800415</b>	17jan19	Ex G-OAFF.
PH-HXN	Boeing 737-800	<b>63623</b>	09jan19	Transavia Airlines.
PH-HXO	Boeing 737-800	<b>63577</b>	23jan19	Transavia Airlines.
PH-JWL	Falcon 2000EX	<b>276</b>	04jan19	Ex OE-HTR, F-WWVGK, Cartier Europe.
PH-KPG	Fuji FA-200-180	<b>FA-200-99</b>	25jan19	Ex D-EKBB, OY-FRI, LX-JFY, LX-MDM, D-EMYY.
PH-LCL	Piper PA-28R-201T	<b>28R-7803083</b>	17jan19	Ex D-EUBB, LX-LCL.
PH-LML	Fokker 100	<b>11287</b>	17jan19	Ex CS-TPC, (EP-IDD) ntu, PH-LML.
PH-MAF	Cessna F172N	<b>F17201724</b>	11jan19	Ex D-EOWA.
PH-MIL	Sonex	<b>0614</b>	31jan19	
PH-PPM	Cameron N-120	<b>4636</b>	09jan19	Ex PH-PPM.
PH-PXX	Leonardo AW139	<b>31841</b>	30jan19	Ex I-RAIN. Landelijke Politie.
PH-TFO	Boeing 737-8	<b>44598</b>	23jan19	TUI Airlines Nederland.
PH-1237	Schleicher K-8B	<b>8362</b>	29jan19	Ex PH-1237, D-5425.
PH-1615	Schempp-Hirth Nimbus 4DT	<b>9</b>	25jan01	Ex G-CENK, BGA 4482.
PH-1620	Sportine LAK-17B FES	<b>251</b>	21jan19	Ex LY-GRI.
PH-1622	Schleicher ASW 27-18	<b>29071</b>	09jan19	Ex D-0729.
PH-1623	Rolladen-Schneider LS8-18	<b>8364</b>	09jan19	Ex D-5868.

### Change of ownership:

PH-AWB	Cessna 172N	<b>17272082</b>	14jan19	
PH-CDS	Cessna 152	<b>15279972</b>	04971 23jan19	
PH-ENH	Lindstrand LBL-105A	<b>844</b>	06243 11jan19	
PH-FLK	Diamond-C DA20-A1	<b>10280</b>	06609 04jan19	
PH-ISU	Colt 90A	<b>932</b>	05795 07jan19	
PH-MMN	Cameron Z-160	<b>10864</b>	06941 09jan19	
PH-NEW	CzechSport PS28 Cruiser	<b>C0444</b>	08082 17jan19	
PH-NVK	Cessna 340A	<b>340A-1018</b>	04373 24jan19	
PH-PAZ	Cessna T182T	<b>T18208081</b>	07337 25jan19	
PH-SHL	Agusta AB139	<b>31041</b>	06916 23jan19	
PH-TDS	Diamond DA40-D	<b>D4.250</b>	08128 17jan19	
PH-ZIP	Europa AL Europa TG	<b>77</b>	07689 25jan19	
PH-2X1	Rans S-6S Coyote II	<b>1095885</b>	20916 10jan19	
PH-4N5	TL TL-3000 Sirius	<b>16 SI 130</b>	08680 17jan19	
PH-4N6	TL TL-3000 Sirius	<b>16 SI 131</b>	08681 17jan19	
PH-7S9	Fresh Breeze BulliX 4 T	<b>002</b>	08570 04jan19	
PH-9F2	Parasport Fun-Alu 125	<b>JB1960</b>	20855 18jan19	
PH-340	Schleicher Ka-6CR	<b>6471</b>	08132 25jan19	

### Cancelled from register:

PH-ATP	ATR72-212A	<b>558</b>	24jan19	Wfu.
PH-BFB	Boeing 747-406	<b>24000</b>	03934 09jan19	Wfu.
PH-EMW	Diamond DA40D	<b>D4.355</b>	08018 23jan18	To Finland.
PH-JJK	Glasair Sportsman 2+2	<b>7137</b>	07137 11jan19	To Norway.
PH-RLG	Cessna 680	<b>680-0531</b>	08298 03jan19	To N531JG.
PH-SHL	Agusta AB139	<b>31041</b>	06916 31jan19	To Mozambique.
PH-TFB	Boeing 737-8K5	<b>35149</b>	07365 30jan19	To OO-TNB.
PH-951	Schneider LS-4B	<b>4861</b>	04627 02jan19	To Czech Republic.
PH-955	Schneider LS-6A	<b>6053</b>	04403 30jan19	To Germany.
PH-1231	DG Flugzeugbau DG-800B	<b>8-237B151</b>	06119 25jan19	To Germany.
PH-1309	PZL-Bielsko SZD-51-1	<b>B-2019</b>	06582 14jan19	To Canada.
PH-1455	Schleicher ASH 25E	<b>25108</b>	07526 30jan19	To Germany.

### Reservations:

PH-BLD	Scottish Aviation Bulldog	<b>181</b>	Ex HA-TUG, 61063 (Sweden), G-AZWJ.
PH-DTO	Piper PA-28RT-201T	<b>28R-8331051</b>	Ex G-IDTO, EC-DTQ.
PH-PPL	Cessna F172M	<b>1348</b>	Ex G-IPPL, OY-PPL, D-EOGO.

### Additions, corrections and news:

PH-ATP	ATR72-212A	Transported from Maastricht Airport to PS Aero in Baarlo (Limburg), 5 February 2019.
PH-BFB	Boeing 747-406	On display in Corendon c/s at Corendon Village Hotel, Badhoevedorp. Transported 5-10 February 2019.
PH-IEJ	Kubicek BB.42Z	To OO-BTA in 2011, OK-9648 in 2015, cancelled 26 September 2018.

Credits: Inspectie Leefomgeving en Transport.



After 29.5 years of operational service for KLM Boeing 747-400 PH-BFB made its last commercial flight on 25 November 2018. After painting in Corendon colours at Rome-Fiumicino its last flight ever took place on 14 December 2018 (see Scramble 476 - page 38). In the second weekend of February, the Boeing was moved to its final resting place at the Corendon Village Hotel in Badhoevedorp (near Schiphol). Transporting the aircraft from Schiphol to the hotel site was quite a complex (and expensive...) operation. (Haarlemmermeer, 9 February 2019, Dino van Doorn)

## Scramble World Airline Fleets 2019



Yet again we are proud to announce another edition of the SWAF – Scramble World Airline Fleets. SWAF 2019 will contain a compact overview of the worlds airliners and (semi government) agencies like aerial firefighting companies. It lists the aircraft in registration, type, construction number and, when applicable, remarks order.

The information provided will be current up to February 2019. As always it comes in the familiar Scramble magazine A5 size and is spiral bound. Publication is planned for end of March so keep an eye out at [www.scramble.nl/shop](http://www.scramble.nl/shop) to order your copy in our web shop.

### Bhutan A5

<b>Bhutan Airlines</b>			<b>(B3/BTN)</b>
<input type="checkbox"/>	A5-DOR	A319-112	4204
<input type="checkbox"/>	A5-RIM	A319-112	4254
<b>Drukair - Royal Bhutan Airlines</b>			<b>(KB/DRK)</b>
<input type="checkbox"/>	A5-JSW	A319-115	6496
<input type="checkbox"/>	A5-RGF	A319-115	2306
<input type="checkbox"/>	A5-RGG	A319-115	2346
<input type="checkbox"/>	A5-RGH	ATR42-500	622

### United Arab Emirates A6

<b>Abu Dhabi Aviation</b>			<b>(AXU)</b>
<input type="checkbox"/>	A6-ADA	DHC-8-202	471
<input type="checkbox"/>	A6-ADB	DHC-8-311	650
<input type="checkbox"/>	A6-ADD	DHC-8-315	627
<input type="checkbox"/>	A6-ADE	DHC-8-315	628
<b>Air Arabia</b>			<b>Maritime Surveillance (G9/ABY)</b>
<input type="checkbox"/>	A6-ABF	A320-214	2764
<input type="checkbox"/>	A6-ABM	A320-214	3246
<input type="checkbox"/>	A6-ABN	-----	-----

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# Luchtvaartbeurs Dutch Spotters Convention

Worldhotel Wings Rotterdam The Hague Airport  
zaterdag 20 april 2019 10:00-16:00

Op zaterdag 20 april 2019 wordt de Rotterdamse luchtvaartbeurs Dutch Spotters Convention (DSC) weer gehouden. Al vele jaren is deze beurs dé plaats voor de Nederlandse luchtvaarthouder om vele verschillende aan de luchtvaart gerelateerde zaken te kopen, te verkopen of te ruilen. Er zullen tientallen stands zijn opgesteld met boeken, tijdschriften, dia's, foto's, DVD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten.

Daarnaast zullen verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby aanwezig zijn.

De luchtvaartbeurs is ook een prima gelegenheid om bij te praten met vrienden en collega-hobbyisten.

Bijvoorbeeld om de plannen voor het komende seizoen te bepraten. Tot slot heb je vanuit de zaal in het hotel uitzicht over een deel van het platform, dus kun je vliegactiviteiten in de gaten blijven houden. Dat gaat nog iets beter vanaf het kleine terras naast de zaal.

Stands worden verhuurd per strekkende meter. De tafels zijn ongeveer 70 cm diep. De kosten zijn € 10 per strekkende meter. Wil je een stand reserveren kijk dan op onze website.

Toegang tot de luchtvaartbeurs bedraagt € 3 per persoon. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.



Voor meer informatie zie onze website  
[www.luchtvaartbeurs-dsc.nl](http://www.luchtvaartbeurs-dsc.nl)



Just add a propulsion system and some steering and this former RAF Vampire T11 XD602 could become the ultimate hotrod. It is currently parked outside at the FahrWERK company at Wurmburg in Germany. (9 February 2019, Otger van der Kooij)

## Netherlands

Soesterberg  
A-407 SE3160 A-253, preserved **1253** feb18  
As predicted last month, an Alouette was pole mounted on 6 February. It is a former Gilze aircraft with a fake serial.

Stroe  
A-275 SA316B stored, ex Gilze **1275** feb18  
The helicopter arrived on 11 February 2019 at the new HeliFlight hangar at Stroerweg 46. The company has intentions to get the aircraft flying again. It did not went to the company's other hangar at Kootwijkerbroek as was previously thought (see Scramble 476).

## Belgium

Brussel Melsbroek  
CH10 C-130H stored **4481** dec18  
The Hercules was withdrawn from service on 20 December 2018. It has now lost part of its tail which will be used on CH07 which was damaged. The CH10 will be used by the fire fighters at Melsbroek. Hercules CH08, which is stored at Beauvechain, will be scrapped soon.

## France

La Tourette (86)  
330 Mirage 3R preserved, ex Savigny jan19  
XL612 Hunter T7 preserved jan19  
XD459 Vampire T11 preserved, on pole **15523** jan19  
These aircraft are with a private owner at La Tourette, some 12km south east of Saumur (N47.15350, W0.00581).

Latresne (33)  
01 Rafale B instructional jan19  
232 Mirage F1CT instructional aug18  
On 22 January the Aérocampus Aquitaine received a Rafale which was stored with Dassault at nearby Bordeaux. Their second Mirage F1CT has now been identified.

## Germany

Eschbach Bremgarten (BW)  
29+14 F-104F restoration **5066** nov18  
The former Alten Buseck (and Gatow owned) Starfighter arrived on 22 November 2018 at Bremgarten for restoration and future display.

308 Sea Fury FB11 N79SF jan19  
The ex Iraqi Fury arrived in January by truck. It is painted in Royal Australian Navy colours. It will be restored for an Italian owner. P51 44-63889/N7710C, which arrived here in March 2018, made its first post overhaul test flight on 5 February 2019. Expected soon is A-26B 44-34769/N500MR which use to be at Tatoi, Greece. It has been bought by the local based Tina Fly GmbH.

Manching Ingolstadt (BY)  
(51-100) HA300 preserved, ex Egypt **V1** jan19  
The ex Oberschleißheim aircraft is now with the Messerschmitt Stiftung.

## Greece

Ano Glyfada  
107 Mirage F1CG preserved **65** nov18  
The former Tanágra Mirage is now pole mounted at a new military cemetery at N37.90562, E23.78222.

Thermos  
The location of pole mounted Mirage F1CG 124 (painted as 115) has been found. It is north of the town at N38.59040, E21.66640

## Portugal

Alverca  
2420 T-37C preserved **40745** jan19  
The Tweety Bird is inside the museum hangar and came from Sintra.

Sintra  
2414 T-37C preserved **40739** jan19  
This T-37 is now on display inside the museum (ex restoration) and has replaced the aircraft above.

## Spain

Sevilla  
(87+66) Bo105P instructional **6166** jan19  
This is the fifth German Bo105 at the ICADA school in town. The others are 80+14, 80+49, 80+73 and 87+44.

## Switzerland

Payerne  
U-1271 Hawk Mk51 HW-310, preserved **312207** feb19

The former Finnish Hawk in the museum Clin d'Ailes is now painted in Swiss colours.

Turkije

Kastamonu  
67-0208 F-4E preserved **2812** jan19  
The Phantom is preserved outside the Kastamonu university at N41.43903, E33.76257. It had arrived in October 2016.

United Kingdom

Belfast, Northern Ireland  
XR529/E Wessex HC2 preserved **WA151** jan19  
A correction to last month's section. The Crumlin Road Gaol

exhibition took delivery of a Wessex during January 2019, not the Ulster Aviation Museum (which already has one).

Brooklands, Surrey  
ZA101 Hawk preserved **312008** jan19  
The Brooklands Museum took delivery of a Hawk from Salmesbury, Lancashire on 24 January 2019.  
Sealand, Wales  
Tornado GR4 ZA607/EB-X arrived by road at the Defence Electronics & Components Agency (DECA) facility on 19 February 2019 for preservation.

Credits: Ken Ellis, Laurent Heyligen, Gerben Hazebroek



On 6 February 2019, Alouette 3 A-253 (painted as A-407) was revealed as a monument in the Vliegdepark along the N237 road in Soesterberg town. (15 February 2019, Manolito Jaarsma)



At first glance this looks like an operational Swedish Boeing Vertol 107. However Hkp4C 04070 is now a 'warbird' as it is flying with civil markings SE-JLY from Göteborg. (20 October 2018, Göteborg/Säve, Oliver Larsson)



Portuguese Air Force North American T-6J 1769 under restoration in Aveiro (26 January 2019, Leonard van Teeffelen)

## Netherlands

The organisers of Wings & Wheels 2019 at Hooegeveen airport have announced a unique happening during this event on 30 May 2019: the roll out of a Fokker D-XXI fighter. The aircraft is a flying reconstruction of the famous pre-war fixed undercarriage Fokker fighter built by Jack van Egmond's company ATN. Van Egmond started collecting original Fokker drawings in 1959 and had this project in mind ever since then. After an official go-ahead from the Dutch Aviation Authorities in 2012, the project started in 2014. Various original parts are incorporated in the new D-XXI: the landing gear came from Denmark, the wheels from the UK and the brake system from the USA. Van Egmond has even obtained an original (now fully overhauled) Wright Cyclone GR-1820-F engine, which was recently mated to the fuselage. It is expected that the new Fokker, registered as PH-XXI and painted in LVA (Luchtvaart Afdeling) colours as '229', will fly early next year.

## Australia

North American Mustang Mk23 A68-170 "Duffy's Delight" (registered as VH-SVU) owned by the Royal Australian Air Force Museum has recently completed its first successful engine runs, after the full overhaul of its Rolls Royce Merlin in the United Kingdom. The fighter was completely restored in the nineties, and made its first post restoration flight on 17 February 1999. The aircraft was grounded in 2012, after metal parts had been detected in the engine oil. This necessitated the Merlin overhaul. The engine was assembled again by the end of 2018. It is to be expected that this Mustang, which used to fly with fake serial 'A68-750', will take to the skies again any time.

## Germany

In the last week of January, Meier Motors announced the arrival of a third Hawker Sea Fury in their workshop. The aircraft is N97SF, a model FB11 which was owned by Walter C. Bowe in Sonoma (CA) until recently. After inspection by Meier mechanics, N97SF has been purchased by Stefano Landi, a well known and experienced Italian aerobatic- and warbird pilot. Korey Wells, MeierMotors' partner at the American West Coast helped to dismantle this machine and prepare it for shipping across the pond. Built as WJ298, the Sea Fury was exported to Iraq in 1952, where it flew as '303'. It was salvaged from that country by Ed Jurist in 1979 and registered N26SF. He then sold the machine to the famous Guido Zuccoli. As VH-HFG the fighter flew for the Zuccoli family from 1983 to 2006, painted in Royal Australian Navy colours as '308/K'. It was sold to the USA in 2007.

North American P-51D 44-63889, the former 'Queen of

Hearts', made its first post restoration flight from Bremgarten on 5 February. On the occasion, it was flown by pilot Achim Meier. The Mustang received civilian registration N7710C in 1963 and became CF-FUZ in 1984. Since 2002 it was flown as N4034S, until it was exported to South Africa where it was flown by Stu Davidson from 2011 to March 2018. It was then shipped to Meier Motors where it arrived in the summer of 2018. It was bought and restored for a German customer. Given previous restorations in Bremgarten, it can be expected that N4034S will receive a German registration.

On 18 February 2019, Douglas A-26B N500MR (44-34769 'K') arrived at Meier Motors in Bremgarten. As we reported in Scramble 477 (page 48) it has been sold to a German owner, the Tina Fly GmbH of Eschbach. N500MR is an On Mark Marketeer, a rare post-war conversion of the A-26. The aircraft was ferried by a crew of Meier personnel, led by Carl Wymann from Athens, over Corfu, Perugia and then on to Bremgarten.

Only three days later, another guest was welcomed at the Meier facilities: North American T-28B Trojan N343NA. This former US Navy trainer, BuNo 138343, was very recently sold by its former owner, Toni Eichhorn, who, by doing this has cancelled his display performances during the coming airshow season. Eichhorn did not reveal the true reasons for this action, referring to these as 'several'. Arriving by container, N343NA has joined its family member, Fennec 51-3647 (ex ZU-FAA) which already arrived in Germany in January 2018.

## New Zealand

ZK-COB, Jerry Yagen's newly restored Bell P-39 Airacobra, had its first successful engine run on 5 February. It has been under restoration at Pioneer Aero Ltd., in Ardmore, New Zealand. Its restoration started by Precision Aerospace at Wangaratta, Australia in 2000 but was later transported to Ardmore. Strange thing is that this aircraft was initially announced as a former Soviet Air Force P-39Q, recovered there around 1995. For that reason it has been restored to fly as USAAC 42-20341. But it was later found that this airframe is actually Bell P-39F, 41-7215 (15-554) which was flown by the USAAF 36th squadron, 8th AF. Flown by Lt. Walter Harvey, it was one of a flight of six that crash landed on 1 May 1942. En route to their new base the flight became lost in thick clouds and all came down near Cape York, in Northern Australia. It was salvaged in 1972. But although ZK-COB's true history is known, it still to retain its P-39Q livery of 42-20241. Final assembly work is now being carried out on this aircraft in preparation for the next step: test flying.

Credits: l'Echarpe Blanche, Pioneer Aero.

# Dustpan & Brush



A nice formation take-off of Indian demo team Surya Kiran during the previous edition of Aero India (2017) at Yelahanka AFB. This year the team was practising at Yelahanka for the show when Hawks A3671 and A3679 (the one in the background) collided with each other, on 19 February. This resulted in the loss of both aircraft and one pilot, while two others managed to eject to safety. This picture was taken by Lukas Kinneswenger on 14 February 2017.

## Additions & Corrections:

21dec14	B-55565	Do228-212	<b>8234</b>	w/o
See Scramble 428.				
28aug15	PK-BBY	B737-3Q8BDSF	<b>23535</b>	w/o
See Scramble 437.				
15dec15	N649SW	B737-3H4	<b>27719</b>	w/o
See Scramble 440.				
20mar17	PR-TTH	ATR42-500	<b>506</b>	w/o
See Scramble 455.				
14jun18	UR-CPR	MD-83	<b>49946</b>	w/o
See Scramble 470.				
06dec18	<u>165416/DT-11</u>	F/A-18D	<b>1453/D147</b>	w/o
The unit was VMFA(AW)-242 Bats for the unfortunate Hornet. See also Scramble 477.				

## New Accidents:

...19	214	MD530F	<b>0214FF</b>	w/o
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Pictures can be found on Facebook of a crashed MD530 of the [Afghan National Army's](#) Kabul Air Wing, crashed in mountainous terrain. The exact date, location nor what happened is known.

22jan19	EP-919	F280FX	<b>2145</b>	w/o
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During a routine training flight from its base at Moquegua-Cesar Torque Podesta Airport, Peru, the [Peruvian Air Force](#) lost one of its Enstrom Sharks. It came down in an open area between the Pozo di Lizas beach and Ilo Airport, killing both persons onboard and destroying the chopper. It belonged to the Escuela de Aviación del Ejército and the cause of the crash was not immediately clear but it is believed to have lost power just before the accident.

23jan19	C-GTFX	AS350B3	<b>3341</b>	dam
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A [Peak Aviation](#) Ecureuil was on a wildlife management flight in the Manouane Lake area (Que.), from Chute des Passes, with one pilot and three wildlife officers onboard. Following the deployment of the net to capture a caribou, a sound was heard. The pilot made an immediate landing at a distance of about 100 metres away from the caribou. Once the rotor

stopped, it was found that the animal was on a mound of snow on the shoreline. The pilot conducted an inspection of the aircraft and found damage to the tail rotor, the lower part of the stabilizer, and the lower part of the fin. The caribou suffered fatal injuries.

25jan19	I-EDIC	AS350B3	<b>4458</b>	w/o
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A Jodel D.140E Mousquetaire IV (Aéro-club de Megève F-PMGV, msn **463**) and a Eurocopter Écureuil of [GMH Helicopter Services](#) collided in mid-air over the Rutor Glacier, La Thuile on the border between Val d'Aosta and France. All six occupants of the helicopter died. Onboard the Jodel were a pilot instructor and two students. One occupant of the Jodel died in hospital from the injuries sustained in the crash.

26jan19		helo		dam
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26jan19	TC-MKS	B737-8	<b>64936</b>	dam
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26jan19	TC-OEB	A321-231	<b>968</b>	dam
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26jan19	TC-SOF	B737-8HC	<b>61191</b>	dam
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A thunderstorm with strong winds and a very rare tornado caused several injuries as well as damage to aircraft, vehicles and airport equipment at Antalya Airport, Turkey. Among those aircraft were this Airbus A321 of [Onur Air](#), which suffered serious impact damage to the nose cone and right-hand forward fuselage. Another was an unknown type of [Turkish Police](#) helicopter, a Boeing 737 MAX8 of [Corendon Airlines](#), which was hit by a blown over bus (coming to rest against the left-hand engine cowling) and a Boeing 737 of SunExpress which received damage to the nose landing gear. The powerful storm (which produced no less than five tornadoes in four days!) started Wednesday night, 23 January, hitting Antalya's Kumluca, Kemer and Finike districts and damaging buildings, agricultural areas, and vehicles.

28jan19		Jaguar		w/o
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The pilot of a Jaguar fighter bomber of the Bharatiya Vayu Sena ([Indian Air Force](#)) managed to eject to safety while his aircraft plummeted into Mother Earth. The Jag came down in open fields, near Gorakhpur AFS, just after take-off. The reason for the crash remains unknown for now. Gorakhpur is home to the IAF's 17 Wing. This wing commands two squad-

rons: 16sq 'The Black Cobras' and 27sq 'Flaming Arrows'. Both squadrons are equipped with a mix of Jaguar IS and Jaguar IT aircraft.

28jan19 N173AC S-64E **64015** w/o

An S-64E of Erickson Air-Crane crashed into a lake near Gipp-land (VIC), with its three crew members managing to swim to the edge of a dam, near where the helicopter crashed. The S-64E was once a CH-54A Tarhe within the US Army (serial 66-18413). After its military service it switched to Erickson, where it continued to serve until today's accident. The accident occurred during fire fighting operations over the Thomson Complex Catchmen and the Skycrane was one of ten air assets working on the fire.

28jan19 9352 Rafale EM **EM02** w/o

A Rafale EM of the Al Quwwat Al Jawwiya Il Misriya (or Egypt Air Force in plain English) crashed while on a training mission near Gebel el-Basur AFB, Egypt, sadly killing the pilot. The fighter swooped sharply and crashed into the ground, and all this happened before the eyes of French technicians from Dassault Aviation and instructors. Initially it was reported that a Hongdu K-8E Karakorum was involved in this accident, but this appeared to be incorrect.

28jan19 SA316 w/o

A Madagascar Army Alouette II crashed at Ivato Airport, Anadabo after the pilot lost control. Of the five occupants (two pilots, two commanders of the Malagasy gendarmerie and one civilian) only the pilot received injuries, as the other four jumped out of the chopper before it crashed on the ground. The Alouette was overflying towns and vil-lages which are often the target of armed gangs who do not hesitate to kidnap citizens for ransoms. Returning from this mission, the pilot was faced with a sudden change in weather conditions. During a gust and poor visibility he lost control, eventually resulting in the crash.

29jan19 N13LY Beech B200 **BB-1718** w/o

The US Coast Guard was searching for an overdue Guard-ian Flight Beech King Air with three people onboard, about twenty miles west of Kake (AK). Coast Guard Sector Juneau watch standers received notification from Sitka Flight Ser-vices that the King Air medical life flight was expected to land in Kake at 6:19 pm, however, the aircraft never landed. The aircraft departed from Anchorage. Watch standers directed the launch of the Coast Guard Cutter Anacapa crew to conduct the search near the last known position of the aircraft. Good

Samaritan vessels were also searching the area. The search was suspended on 31 January at 5:30 pm after 63 hours span-ning 240 square nautical miles.

29jan19 N407SF Bell 407 **53737** w/o

A Survival Flight Bell 407 crashed into wooded terrain in south-east Ohio with three persons onboard. Photos from the crash scene show that the helicopter was completely destroyed and all three occupants perished. At approximately 10:16hrs local time, the Ohio State Highway Patrol found the wreckage near Lake Hope State Park, Vinton County, McAr-thur, east of State Route 278 and south of King Hollow Trail. The Bell had departed Mount Carmel Grove City hospital and was flying to Holzer Meigs hospital in Pomeroy to pick up a patient. The chopper had been dispatched only after two other air ambulance companies (MedFlight operated by Metro Aviation, and HealthNet Aeromedical, operated by Air Methods) rejected the flight as being below their established weather minimums. The Survival Flight helicopter had been dispatched from Grove City to pick up a patient in Pomeroy.

30jan19 Beech 200 w/o

It is feared that the two persons onboard this Air Tindi Beech Super King Air are dead, after the twin prop was reported missing on a flight from Yellowknife (NT) to Whati in Canada. The aircraft may have been spotted by the crew of a C-130 Hercules aircraft, some thirty kilometres from Whati-Lac La Matre Airport (NT). Rescuers were parachuted to the site, but have not yet reported back. Weather at the site is poor with a temperature of -23° C with blowing snow.

30jan19 4X-FBY/522 KC-130H **4660** dam

Two Israeli ground technicians were slightly injured at Nevatim air base after the Heyl Ha'Avir (Israeli Air Force) KC-130H Karnaf they worked on rolled free of its wheel chocks during engine tests. The Hercules (serial 522 and marked with a 131 The Yellow Bird Squadron badge) ended up badly damaged. A third technician in the cockpit was apparently not able to stop the aircraft, so the work horse ran over the platform for some 100 metres, jumped over the edge and ended up in the dirt.

Serial 522 is one of four KC-130H Karnafs of the IAF. Serials 420, 436 and 545 are remaining, with this unfortunate 522 stored at Nevatim since October 2012. Although 522 carried the badge of 131sq on its tail, the aircraft operate in a pool within 103 and 131 squadron.



Cessna Chancellor N414RS experienced an apparent inflight breakup on 3 February and subsequently impacted a house in Orange County, Yorba Linda (CA), not long after take-off from Fullerton Municipal Airport (CA), fifteen miles west of the crash site. David Alders was able to capture it at Oshkosh's (WI) runway 27, on 24 July 2012.

30jan19 PP-AAS PA-34-220T **3449434** dam

Severe weather conditions at Aeroporto Campo de Marte, Brazil, caused a roof of a hangar to collapse. In the hangar were several aircraft who received damage, including this private Piper Seneca V.

01feb19 Mirage 2000TI w/o

An Indian Air Force Mirage 2000TI has crashed, killing both pilots. It had just received an TI upgrade at Hindustan Aeronautics Limited (HAL) and was on an acceptance flight by the IAF Aircraft Systems Testing Establishment (ASTE) after the upgrade was carried out. The crash took place at HAL's airfield at Bengaluru. The pilots ejected, but one of them landed on the wreckage, whereas the other one died in hospital. This is the second crash for the IAF in one week. On Monday 28 January a Jaguar crashed near Gorakhpur AFS just after take-off. In that instance, the pilot managed to eject safely. On 27 June 2018, an IAF Sukhoi Su-30MKI manufactured by HAL also crashed during a test flight before delivery to the IAF.

02feb19 5N-CML AW139 **31389** dam

Nigerian Vice President Professor Osinbajo and his brother were among the twelve occupants of the Caverton Helicopters AW139, which made a crashlanding near Kabba, Kogi State, but they and the entire crew got out safely. According to an eyewitness, the helicopter managed to land at about 2.22 pm at the township stadium before its propeller suddenly pulled off to the surprise of supporters of the All Progressives Congress (APC) who had gathered to welcome the Vice President. Channels Television (a Nigerian news station) gathered that the pilot of the helicopter found it difficult to land the chopper due to the dusty terrain of the stadium. The incident happened at a crucial time in Nigeria as the general elections are holding in exactly two weeks.

Pictures on the internet showed a window with the number 85 on it, which would identify the helicopter as 5N-BOJ with msn **31385**. However, it turns out that particular window was put in 5N-CML, making 5N-CML the unlucky one.

03feb19 ZU-RZM SA341G **022** dam

The helicopter rolled over in an accident at Rand Airport, Alberton, Gauteng, South Africa. The former Serbian Air Force Gazelle (serial 12653) had four occupants, all of whom survived, but there was on fatality on the ground. It appears that the owner was undergoing a check ride when things went south.

03feb19 N414RS Ce414A **414A0821** w/o

The private Cessna Chancellor experienced an apparent inflight breakup and subsequently impacted a house in Orange County, Yorba Linda (CA), not long after take-off from Fullerton Municipal Airport (CA), fifteen miles west of the crash site. The twin was destroyed during the accident, killing the sole person onboard plus four people inside the house itself, located on Canyon Drive near Crestknoll Drive. Next to those four inside the house were two persons with severe burn injuries. NBC further reported that the aircraft burst into flames and nosedived into the ground, spreading debris over four blocks of the neighbourhood.

04feb19 Mi-35M2 w/o

The Mi-35 attack helicopter was operated by the Venezuelan Army's (Aviación del Ejército) 716 Batallón de Helicópteros Multipropósito (CAVBHM). Judging by the colour scheme it was one of five that were refurbished relatively recently. Five people onboard were injured when it crashed into a field in El Pao, Cojedes, a village near Valencia. Of course a lot of rumours go around, but the government denies it was involved in counter insurgency training.

04feb19 497 CH2000 w/o

A brand new Alarus CH2000 of the Fuerza Aérea del Perú made an emergency landing in the middle of a residential area in Santiago de Surco, Lima. The aircraft hit a truck, a motorcycle

and a car but, miraculously, nobody was killed. Both pilots were found a little bruised and are okay. The CH2000s of the FAP were only recently delivered as on 3 December 2018 the first three of an order of eighteen were handed-over to the South American country. The training aircraft are operated by the Escuela de Aviación Civil at Pisco air base.

06feb19 N997MA PA-46-350P **4636126** dam

The private Piper Malibu Mirage clipped a transmission antenna and impacted open field terrain while on final approach to Aurora State Airport (OR). On impact, the right wing was torn off and the airplane came to rest on its belly. The two occupants onboard received apparent minor injuries.

06feb19 18306 AS350B2 **3933** w/o

An AS350 of the Royal Rain-making and Agricultural Aviation Department (translation of KASET) crash-landed while on a training flight in Nakhon Sawan, north of Bangkok. The pilot, a co-pilot and a mechanic escaped with only minor injuries after the chopper crashed into an empty field and caught fire. Rescuers managed to extinguish the fire. Department officials said that the helicopter developed engine trouble while it was on a training flight, but the pilot managed to crash-land. They said that a leak from the fuel tank ignited, partially damaging the chopper, but the fire was quickly brought under control.

07feb19 XA-DOC Lj35A **35A-447** dam

A Jet Rescue Learjet 35A suffered a problem (with its undercarriage?) after take-off from Toluca International Airport, near Mexico City, with the pilot electing to return to have it inspected. The aircraft subsequently landed on runway 15 with its right main undercarriage retracted and ground looped off the left side of the runway; coming to rest on the grass. There were no reported serious injuries to the two crew and seven passengers onboard. The bizjet was operating a flight to Guanajuato International Airport, Leon, Mexico.

08feb19 N145GT C-131B **256** w/o

Conquest Air Cargo flight QAI504, operated by this Convair C-131B Samaritan, ditched into the Atlantic Ocean off Miami (FL). The first officer was rescued by a USCG helicopter. The Coast Guard conducted maritime and aerial searches for the missing pilot for approximately 21 hours and in an area of 364 square nautical miles. The search was then suspended. The aircraft departed Nassau-Lynden Pindling Airport, Bahamas at 11:13 hours local time on a cargo flight to Opa-Locka Airport (FL) and climbed to the en route altitude of 4,500ft. At 12:03 hours, at a distance of 95 kilometres from Opa-Locka, the aircraft began to lose altitude. The aircraft continued to lose height until it hit the sea about 12:15, 21 kilometres off shore and 37 kilometres from Opa-Locka. The left-hand wing separated from the fuselage.

On 22 February the NTSB (National Transportation Safety Board) released their preliminary report stating the crew had departed Opa Locka for Nassau with 900 gallons of fuel onboard but experienced trouble with the left-hand propeller control enroute to Nassau, when the propeller became stuck at 2,400rpm. The crew was unable to reset the propeller control and a message attempt to maintenance did not transmit. The captain decided that they wouldn't start up for the return flight, if the propeller control had not reset. They would shut down again and wait for maintenance. However, both engines and propellers came up normally and they departed for Opa Locka.

Climbing through 4,000ft the left-hand propeller became again stuck at 2,400rpm. The captain managed to bump the propeller up to 2,700rpm, equalized power on both engines, levelled off at 4,500ft, cancelled the IFR flight plan and continued visually to Opa Locka. The flight was uneventful until they began the descent to 1,500ft. At that point the right-hand engine "backfired" and surged. The crew shut the

engine down followed a short time later by the left-hand engine, which also backfired and surged. The captain continued flying the aircraft while the first officer worked the related checklists. However, when they were getting too low and it became clear they had to ditch the captain instructed to declare Mayday and brace for impact.

08feb19 225 MD530F **0225FF** w/o  
The Afghanistan Air Force Cayuse Warrior rolled over on flat, snow-covered terrain in the Wardak region. Exactly what happened is unclear.

09feb19 UNO-379P Mi-17 w/o  
A Federal Democratic Republic of Ethiopia Air Force (FDREAF) Mi-17, with 23 passengers onboard, has crashed at Abyei, UNISFA compound, South Sudan. The helicopter (UN registration UNO-379P), supporting the United Nations Interim Security Force for Abyei (UNISFA) came down inside the compound, killing four of its crew members and injuring ten passengers of which two are in critical condition. All wounded were brought to the UNISFA Level II hospital in Abyei. The Mi-17 arrived from Kadugli, South Sudan and supported an Ethiopian troop rotation in the Abyei area. The cause of the crash is not known yet.

The FDREAF operates Mi-8M, Mi-8MT and Mi-17V-5s from Debre Zeit-Harar Meda air base (with 8sq) and Dire Dawa-Aba Tenna Dejazmatch Yilma air base (with 20sq). Exact numbers are unknown but Scramble assesses that currently some 35 Mi-8/-17s are operational within this Air Force.

09feb19 5Y-FFF ERJ190AR **19000594** dam

09feb19 5Y-KYR ERJ190AR **19000468** dam

Kenya Airways Embraer 5Y-KYR was being serviced on the apron at Nairobi-Jomo Kenyatta International Airport, Kenya and maintenance personnel wanted to carry out an engine run, with chocks placed at the wheels (which is standard procedure). As the engines were powered, the aircraft jumped the chocks. The crew on KYR did manage to evade a wall, but ploughed into parked 5Y-FFF. Both aircraft suffered serious damage.

10feb19 N380GB G-73T **J-34** dam

ATCC Air Services Grumman Turbo Mallard sustained damage to its right-hand horizontal stabiliser when making a hard water landing near Bavaro, La Romana, Dominican Republic. The aircraft became briefly airborne during take-off before landing back in the water again. All onboard remained unhurt.

11feb19 PT-HPG Bell 206B-2 **1705** w/o

RQ Helicópteros – Serviços Aéreos Especializados lost a Bell JetRanger II after it crashed on the Anhanguera Highway, and got hit by a truck. A fire ensued, destroying the chopper and killing both occupants, one of them is the journalist Ricardo Boechat. They had taken off from Campinas and were headed for the São Paulo office of Band TV.

11feb19 UH-1H w/o

Unfortunately, the crew of four was killed after the Türk Kara Kuvvetleri (Turkish Army Aviation) Huey crashed into an urban area named Çekmeköy. In a released bad quality mobile phone video clip, it is seen that the helicopter made a slight right turn at a height of several hundred metres, this turn was followed by some smoke and then the helicopter was seen dropping to the ground almost vertically. The Turkish Ministry of Defense announced that the helicopter had in-flight technical malfunctions and was forced to land immediately. The Huey was most likely operating out of Samandira air base and crashed after just thirty minutes. At Samandira, the 1nci Helicopter Taburu (Istanbul) is based, operating the UH-1H and AB205 with the 2nci Bölük.

12feb19 MiG-27 w/o

A MiG-27MU of the Bharatiya Vayu Sena (Indian Air Force) crashed at the Pokhran Air to Ground Armament range in Rajasthan, during an evening training mission. The aircraft, most probably from 32 Wing (Jodhpur AFS), took off from Jaisalmer AFS which is located roughly 100 kilometres west of the Pokhran range. The pilot managed to escape safely with its ejection seat. The crash happened a few days before the Indian Air Force started exercise Vayu Shakti 2019. During



On 21 January 2019, the Royal Moroccan Air Force lost one of its Mirage F1 fighters when it crashed at Taounate due to a technical malfunction. The pilot was able to eject safely. Mirage 159 is seen here by Stephan de Bruijn on 15 October 2003 at Châteaudun Air Base.



Conquest Air Cargo flight QAI504, operated by Convair C-131B Samaritan N145GT, ditched into the Atlantic Ocean off Miami (FL). The first officer was rescued by a United States Coast Guard helicopter, which conducted maritime and aerial searches for the missing pilot for approximately 21 hours and in an area of 364 square nautical miles. On 22 February more information became known about the accident via the National Transportation Safety Board, which you can read in this issue of *Dustpan & Brush*. (Michael Prophet, via Scramble Facebook News)

this exercise the IAF conducted a fire power demonstration at the Pokhran range, which included 65 aircraft of different types. The demonstration was planned for Saturday 16 February 2019. Training for the demonstration was reported to start on 13 February. This is already the third crash of the IAF this year, on 28 January a Jaguar was written off, while on 1 February a Mirage 2000 was lost.

13feb19	PH-BHA	B787-9	<b>36113</b>	dam
13feb19	PH-BFV	B747-406	<b>28460</b>	dam

KLM flight KL601, operated by Boeing 747-400 PH-BFV, and KLM flight KL623, Boeing 787-9 PH-BHA, both suffered damage in a ground contact incident at Amsterdam-Schiphol International Airport. Photographic evidence and passenger statements suggest that KL623 was stationary on the taxiway after having just been pushed back from gate F8. KL601 was then being pushed back from a gate at concourse E. During this manoeuvre, the right-hand winglet of KL601 hit the right-hand horizontal stabilizer of the Boeing 787. Both aircraft got taken off the line for repairs, KL601 was operated by PH-BFI and KL623 was cancelled.

15feb19	N421NS	Ce421C	<b>421C-0874</b>	w/o
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A private Cessna Golden Eagle III crashed north of River Road/Wagon Wheel Road, east of Quarter Horse Road and west of Waterfield Lake, just west of the Hemphill County Line, in Roberts County (TX). There was a post impact fire and both occupants were fatally injured.

18feb19	PA-31-350			w/o
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The private Piper Navajo Chieftain crashed under unknown circumstances between Chiquimula and Zacapa, Guatemala, while attempting to land on highway El Ingeniero. It came to a stop against a house with eight people inside, all of whom survived. Both occupants survived the crash and fled the scene. Apparently the pilots conducted an unregistered flight, most likely transporting narcotics. The registration painted on the aircraft, N284YC, is fake because it is not registered as such by the FAA.

18feb19	N350ST	AS350B2	<b>2789</b>	dam
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During skiing operations at Glacier View (AK) the Rota Aviation Consulting Écureuil struck a rock and rolled over. The helicopter sustained substantial damage and there were no reported injuries.

18feb19		Beech F90		w/o
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Yet again an illegal drugs flight was the cause for another written off aircraft. This one was found abandoned and burnt by law enforcement agents at Champerico, Retalhuleu, Guatemala. The aircraft appears to be a Beechcraft King Air. Photos from the scene suggest it to be a Model 200, or, more likely an F90 which also has a T-tail.

19feb19	A3671	Hawk Mk132		w/o
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19feb19	A3679	Hawk Mk132		w/o
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A crash occurred at 11:46 hrs local time at Yelahanka Air Force Station, India, during the practice of Indian Air Force demo team Surya Kiran, for Aero India 2019. It is reported that these two Hawks were involved. Two pilots managed to eject safely, the third pilot sadly died. The crash happened just after the two Hawks passed parallel to the crowd line in the mirror position, which is the final manoeuvre before ending the display.

20feb19		F-2B		w/o
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During a morning sortie a JASDF (Japan Air Self-Defense Force) 6 Hikotai Mitsubishi F-2B took off from Tsuiki-Nakatsu Air Base, for a so-called ACM (Air Combat Manoeuvring) exercise, together with two other F-2s. During training over the Sea of Japan, 130 kilometres north-east of Tsuiki, the F-2B crashed while flying off Yamaguchi Prefecture. Both pilots ejected safely but endured G-forces of ten G! Fifty minutes after the crash was reported both of them were rescued from the sea and taken to nearby hospitals for check-ups. Since the cause of the crash is unknown the JASDF has halted all training on the F-2 until the cause of the crash is known.

Potential serials for the F-2B are: 03-8106, 23-8115 or 73-8132.

20feb19	KG-93	Su-24MRK2		w/o
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Sadly both pilots died after the Algerian Air Force Sukhoi 24 crashed under unknown circumstances in Rechaïga, Wilaya de Tiaret, while on a night training mission.

21feb19		Be58		w/o
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Yet another illegal narcotics flight that ended up crashing. This time it concerned an unknown Beech Baron which came down at Sierpe de Osa, Costa Rica. Law enforcement authorities located the burnt-out wreckage in a forest area.

Credits: ASN, Aviation Herald, J.A.C.D.E.C., Leo Hoogerbrugge, Reinier Schreurs, The Thaiger.com, Facebook

# Military News & Updates



Loyal correspondent Stephan Widmer provided us with some local Pilatus produce again. This Swiss Air Force PC-24 T-786 was deleted from the Swiss Aircraft Registry, ex HB-VPN, on 22 January 2019. It was formally handed over to the Air Force on 18 February 2019. (Stans-Buochs, 13 February 2019)

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

### Finland

#### Ilmavoimat (AF)

Finland received responses on the tender for the HX Fighter Replacement Programme (HX-FRP, HX stands for Hornet replacement with candidate X aircraft). The planned service life of the F-18C/D Hornets will end by 2030. The aircraft were commissioned between 1995 and 2000. Requests for information were sent out during the government term 2015-2019. The multi-role fighter aircraft on which responses were received were the Boeing F/A-18 Super Hornet, Dassault Rafale, Eurofighter Typhoon, Lockheed-Martin F-35 Lightning II and Saab 39 Gripen NG. The responses were analysed and the preparation of a more detailed call for tenders was sent to the respective manufacturers in April 2018. The due date for the responses to the call for tenders was set on 1 February 2019.

The responses contain binding information on the overall solution and procurement package around each multifunctional aircraft. In addition to the 64 aircraft requested, the responses to the invitation to tender include the technical systems, training systems, necessary maintenance equipment, test equipment and spare parts, as well as weapons, sensors and other type-specific support functions required. In the second half of 2019, a more detailed call for tenders will be sent and the content of the final procurement packages with the tenderers will be defined at the next stage of the negotiations. The second phase of negotiations will end in 2020, when manufacturers will be asked for final offers. The Government will make a decision on the successor to Hornet in 2021.

Saab Aircraft submitted its proposal for the Finnish HX-FRP on 1 February 2019. The proposal comprises 64 Gripen NG

aircraft, both single-seat JAS39E Gripen and dual-seat JAS39F Gripen. As part of the proposal, Saab offers a substantial weapon and sensor package as well as the necessary equipment and associated services needed for operating the system, including an industrial co-operation programme with the aim to build extensive national capabilities in Finland for Security of Supply. It also includes transfer of maintenance, repair and overhaul capabilities to local industry, production of aircraft and an establishment of a Gripen sustainment and development centre in Finland.

### France

LFOC = Châteaudun

Armée de l'Air (AF)

#### CN235M-200

160/64-IS	ET01.062	ex 62-IS	<b>160</b>	feb19
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#### Rafale B

358/4-FY	EC02.004	ex Dassault		feb19
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#### Rafale C

125/7-GD	EC01.007	ex 30-GD		jan19
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The 7-coded Rafales are back. After Saint Dizier changed their codes from 7- via 113- (from Base Aérienne 113) to 4- now, the Abu Dhabi based EC01.007 is changing them from 104- (from BA104) to 7-.

#### TB30

30	to N42/8TB	ex store LFOC	<b>30</b>	jan19
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Armée de Terre (AR)

#### SA342M

3868/GAO	EALAT	ex 1RHC	<b>1868</b>	jan19
3996/GAW	EALAT	ex 1RHC	<b>1996</b>	jan19
4114/GBO	EALAT	ex 3RHC	<b>2114</b>	jan19

### Italy

Aeronautica Militare (AF)

#### AB212ICO

MM81151/9-51	21° Gruppo	ex -/NTM Tiger 2018	<b>5808</b>	jan19
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#### AMX ACOL

MM7164/51-40	GEA 51° Stormo	ex -/3° RMV	<b>IX076</b>	jan19
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#### F-2000A

MM7340/4-64	904° GEA	ex 4-9/special livery	<b>IS066</b>	sep18
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## Marina Militare Italiana (NY)

**SH-90A**

CSX81608/- Leonardo new jan19

Guardia di Finanza (PO)

**AW139**CSX81949/GF-408 Leonardo new **31819** dec18CSX81950/GF-409 Leonardo new **31839** jan19**NH500M**MM80962/GdiF-60 to RP-C588 ex dump Roma **83-0237M** 18

Our regular Italian reporter Daniele Mattiuzzo discovered the three ex Guardia di Finanza NH500Ms are flying in the Pacific! But only for NH500M MM80962/GdiF-60 the actual identity was found with the registration RP-C588 (ex PI-C588) with new construction number **690054M**. The other two examples should be registered N40490 construction number **820400S** and N831FG construction number **830511S** both registered to 'Marlin Bay Helicopters Inc.' at Port Villa, Vanuatu! See Youtube <https://www.youtube.com/watch?v=uPVqGakm1gk> with almost at the end the Italian roundel under the belly and code 60 on the nose still visible.

Vigili del Fuoco (PO)

**AW139**I-RAIN/VF-140 Leonardo new **31845** feb19

In 2019, the Vigili del Fuoco will receive three AW139s with thirteen more examples on order. In February 2019, their first AW139 I-RAIN coded VF-140 was noted at Cascina Costa (VA), but was later noted only with test registration I-RAIN.

Guardia Costiera (PO)

**AW139CP**CSX81947/- Leonardo correction Scr 475 **31818** oct18

Is not destined for the Guardia di Finanza, but was noted uncoded in Guardia Costiera livery during a test flight at Venegono (VA).

**Norway**

## Norske Luftforsvaret (AF)

It is reported that the F-16 Fighting Falcon unit at Ørland will move to Bodø in April 2019. This might indicate the formal start-up of F-35A Lightning II operations with 332 skv at Ørland. So far nine Lightning IIs have been delivered to Ørland, the first group was delivered on 3 November 2017 and the latest group was delivered on 21 September 2018. All aircraft have been delivered to the NDMA (Norwegian Defence Materiel Agency) and after a proper introduction period the aircraft will be officially transferred to 332 skv.

**F-35A-?**5288 Lockheed Martin f/f 08feb19 **AM-17** feb18

The block number of this Lightning II is still unknown.

**Portugal**

## Força Aérea Portuguesa (AF)

On 16 February 2019, the Portuguese Air Force added a new type to its inventory with the delivery of the first two Leonardo AW119Kx Koala helicopters to Esq552 Zangões based at BA1 Beja. This new type of helicopter of which three more are to follow, will replace the unit's venerable SE3160 Alouette 3 to take over various tasks, including search and rescue, basic and advanced flight instruction, sanitary evacuation, patrol and observation. In addition, the modern AW119Kx is able to execute night operations as well as bambi bucket support during firefighting operations. Apparently, Esq552 only has three Alouette 3s left in operational service. That means that five of the eight we still have listed in our database as active with Esq552 have been withdrawn from use. Any updates on this are welcome.

**AW119**29701 Esq552 new, ex N677SS **14959** feb1929702 Esq552 new, ex N681SS **14960** feb19**Russia**

## Voyenno Vozdushnyye Sily (AF)

In Scramble 465 we first reported on the deliveries of Diamond DA42Ts to the Russian air force. We can now present some more details and their first deliveries. The ministry of defence first reported their interest in the DA42NG twin-engine aircraft for training purposes in 2010-2011. In 2013 the Ural Civil Aviation Plant (UZGA) JSC in Jekaterinenburg was awarded a contract to develop a specialised Russian training version named DA42T. Assembly was planned for 2015-2017, but only started in 2017 on three DA42NGs (coded 051, 052 and 053). In 2018 the State Tests were completed. The vice-minister of Defence announced that the three aircraft were the first of a fixed order for 35 DA42s, seventeen planned to be delivered in 2018 and fifteen in 2019. In December 2017 a DA42T (coded 054 black) was showcased at the UZGA plant, along with an L410 (coded 001 black) and several Forpost drones. In January 2019 the first video was unofficially published of three or four DA42Ts (all white, one coded 06 black) at the Balashov Aviation Training Center of the Krasnodar Higher Military Aviation Pilot School (KVVAUL). At Balashov they complement the An-24/26s in the multi-engine transport aircraft training role.

The ministry of defence has also expressed their interest in the DA42 in the unmanned observation role. Although Diamond has developed their own DA42 MPP version, the FSB has ordered two DA42M-NGs. Both were ordered by the FGKU Military Unit 55056 (FSB logistic unit) and were assembled



During a base visit from avigraphers at Montijo, this EH101 was on the ramp catching some rays of sunlight on a cloudy day. (19609, 28 January 2019, Leonard van Teeffelen)

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The delivery of the SH-90A to the Marina Militare Italiana is in full swing. On 16 January 2019, the uncodded CSX81608 was noted during a test flight above Campo Jonathan at Cimadolmo (TV) doing some hovering and winch-use tests. (Campo Jonathan, 16 January 2018, Daniele Mattiuzzo)

by UZGA. RTI Aerospace Systems OOO equipped two aircraft (coded 421 black and 422) with electro-optical systems, a digital antenna, internal radar, broadband and satellite communication systems. The two aircraft were displayed at MAKS 2015 in Zhukovsky. RTI announced plans to develop an unmanned, optionally manned, version DA42B.

The ministry of defence has also ordered eighteen L410s from UZGA. These will be used for operations in hard conditions, like landing on water or snow.

The first series-produced Mi-28NM helicopters will be delivered to the ministry of defence at the end of April. Two were planned to be delivered before the end of 2018, but the delivery was postponed. The development of the Mi-28NM started in 2009, but the new version differs a lot from the prototype. The new version includes a hem-mounted targeting system, an electronic warfare suite and a new H025 radar system that enables a 360 degrees sight.

Russian Helicopters announced also that the Ka-52 will be upgraded. Work will include the replacement of the generators in order to produce more energy and an upgrade of the electro-optical systems. The upgrade is already approved by the ministry of defence.

## Spain

LEAB = Albacete  
LEVS = Cuatro Vientos  
LEZL = Sevilla/San Pablo

### Ejército del Aire (AF)

The earlier reported intention of the Spanish Ministry of Defense to develop and produce a fully Spanish-designed trainer jet for the replacement of both the C101EB and the F-5M apparently was a bridge too far. A more realistic option to make new jet trainers available in time may follow from negotiations with South Korea which are expected to commence soon. While Spain is in need for trainer jets, the South Korean Air Force has indicated the need to increase their current C-130 Hercules fleet with larger transport aircraft. A win-win proposal would therefore entail the swap of four to six Spanish Airbus A400M transport aircraft for 30 KT-1 and 20 T-50 trainer aircraft from Korea Aerospace Industries. Spain initially ordered 27 A400M aircraft but now intends to sell thirteen of them. To be continued.

### A400M

T.23-.. Airbus Military f/n 101 feb19

### C-130H

T.10-08/31-05 std (?) LEZL ex Ala 31 382-4835 feb19

This Hercules was noted parked with sister ship T.10-04 and Orion P.3-10, both of which have been stored at Sevilla/San Pablo for quite some time. Despite this, the withdrawal of T.10-08 needs official confirmation.

### CASA 212-100

T.12B-55/72-08 std LEVS ex 721 Esc 113 dec18

### CASA 212-200

T.12D-74/54-11 std LEVS ex Grupo 54/CLAEX 301 dec18

TR.12D-79/72-23 std LEVS ex 721 Esc 323 dec18

### EF2000

C.16-26/11-26 Ala 11 ex Ala 11/11-06 SS006 feb19

C.16-33/11-33 Ala 11 ex Ala 11/11-12 SS014 feb19

C.16-35/11-35 Ala 11 ex Ala 11/11-14 SS016 nov18

C.16-38/11-38 Ala 11 ex Ala 14/14-05 SS019 jan19

C.16-42/11-42 Ala 11 ex Ala 14/14-08 SS023 jan19

C.16-51/11-51 Ala 11 ex Ala 11/11-21 SS032 jan19

C.16-52/11-52 Ala 11 ex Ala 11/11-22 SS033 jan19

C.16-54/11-54 Ala 11 ex Ala 11/11-24 SS035 dec18

C.16-61/14-20 Ala 14 ex uncodded SS043 dec18

C.16-62/14-21 Ala 14 ex uncodded SS044 dec18

### EF2000(T)

CE.16-06/11-06 Ala 11 ex Ala 11/11-75 ST006 feb19

CE.16-13/11-13 Ala 11 ex Ala 11/11-80 ST013 jan19

CE.16-14/11-14 Ala 11 ex Ala 11/11-81 ST014 jan19

### Mirage F1M

C.14-20/14-13 i/a León ex std LEAB ...18

C.14-88/14-46 i/a León ex std LEAB ...18

## Sweden

### Flygvapnet (AF)

#### JAS39C

39282/282 F7 ex F21 39-282 feb19

## Ukraine

### Ministerstvo Vnutrishnikh Sprav Ukraiyiny (GV)

According the Ukrainian site Defense Express on 22 January, the Ukrainian minister of Internal Affairs Mr. Avakov has plans to purchase thirteen transport airplanes. The contract for the delivery of two An-74s is scheduled to be signed within two months and they will be used by the National





Stunning colours against a crisp blue sky, what more do you want? Cameroon has four AW109E on order. Seen here is CSX81936, the ultimate one. (Varese/Venegono, 22 January 2019, Fabrizio Capenti)

shipment to the USA. Denel Aeronautics (South Africa) is almost ready to send the first batch of former South African Air Force (SAAF) Cheetah fighter aircraft to the USA. Twelve Cheetahs (nine Cheetah C and three Cheetah D2) were sold to US-based Draken International at Lakeland (FL). Draken Intl pilots have already started training on the Cheetah in October 2018 and most aircraft have been made flight worthy and underwent functional testing.

## Uganda

Uganda People's Defence Force (AF)

### Ce172S

AF-269	ex G-DJMM	f/n DB, photo	<b>172S8468</b>	aug18
AF-271		f/n DB, photo		jul18
AF-273	ex LZ-UGD	f/n DB, photo	<b>172S9848</b>	feb19

Two different photos were found on Facebook of Skyhawk SP AF-273, on one of the photos, which was of the instrument panel, its previous registration was still readable, G-TDRA. The Cessna was built in 2005 and first received serial N1539T. It went to the United Kingdom and was cancelled from the FAA database on 22 July 2005. On 20 July 2016 it was de-registered from the Great Britain CAA database when it was sold to Bulgaria as LZ-UGD. From there it was sold to Uganda.

Also, from AF-269 a cockpit shot was found, and here its American serial was readable, N227ME. This one was cancelled from the FAA database on 9 March 2005 and became G-DJMM. On 14 March 2016 de-registered when it also was sold to Bulgaria. Unfortunately we do not have its former Bulgarian serial yet.

In total we now have five different Cessna 172Ss in our database, AF-265, AF-267, AF-269, AF-271 and AF-273. Only the construction number of AF-271 is still missing.

### DA42MPP

AF-156	FI. Academy	f/n DB, photo		jun18
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Finally a photo of this Twin Star was found on Facebook with the serial readable. In the past more photos were found on Facebook, the first one found by us was posted in March 2015.

### L-39ZO

...	ex LARAF 9437	c/n update	<b>931437</b>	oct18
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The construction number of this L-39 was read off a photo found also on Facebook. Unfortunately no tie-up with its serial, but this must be one of the three first L-39s delivered by Libya, AF-701, AF-702 or AF-703.

### L-39ZA

UPAF301		f/n DB, photo		jan18
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This L-39 UPAF301 is a little bit of a mystery. It is for the moment unknown if it is a new one or one of the old ones that is re-serialised.

## Zambia

Zambia Air Force (AF)

### C-27J

AF002	o/o	as CSX62307		feb19
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The C-27 was first noted on 14 February at Torino, Italy, with its new serial.

### MiG-21bis

AF926		f/n DB, photo		1989
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## Asia

### Brunei

Tentera Udara Diraja Brunei (AF)

### B787-8 (BBJ)

V8-OAS	Gvmt	ex N508BJ	<b>44572/325</b>	feb19
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## China

People's Liberation Army Air Force (AF)

### J-7II

3816		Xi'an FA/1st Brig		jan19
3910		Xi'an FA/1st Brig		jan19

### J-10C

68039		72nd Brigade		feb19
68139		72nd Brigade		feb19
74522		131st Brigade		feb19

### J-16

70096		98th Brigade		jan19
70192		98th Brigade		feb19
70293		98th Brigade	<b>0212</b>	feb19

### J-20A

78278		FTTB/176th Brigade		feb19
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### JH-7A

69049		83rd Brigade		aug17
73170		126th Brigade		dec17

### Y-7G

55012		CTC/Transport & SAR Brigade		feb19
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### Y-8C

30971		26th Div/77th Reg		feb19
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### Y-12C

B-4162		Aerial Survey Department		jan19
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## People's Liberation Army (AR)

<b>Mi-17-1V</b>			
LH992731	72nd Brigade		feb19
<b>Mi-171</b>			
LH981731	74th Brigade		jan19
<b>Z-8B</b>			
LH991823	71st Brigade		jan19
LH991850	71st Brigade		jan19
<b>Z-9WZ</b>			
LH911916	Xinjiang Brigade		jul18
LH981903	74th Brigade		jan19
LH981907	74th Brigade		feb19
LH981912	74th Brigade		feb19
LH981922	74th Brigade		feb19
LH981940	74th Brigade		feb19
LH981946	74th Brigade		feb19
LH992977	72nd Brigade		photo
<b>Z-19</b>			
LH991522	71st Brigade		jan19
LH991536	71st Brigade		jan19
<b>Z-10</b>			
LH953110	161st Brigade		jan19
LH992122	72nd Brigade		feb19
LH992131	72nd Brigade		feb19
LH992133	72nd Brigade		feb19
LH992135	72nd Brigade		feb19
LH992138	72nd Brigade		feb19
LH992186	72nd Brigade		feb19
<b>Z-19</b>			
LH982510	121st Brigade		feb19
People's Liberation Army Navy (NY)			
<b>J-11BSH</b>			
81995/95	8th Div/22nd Reg		feb19
<b>KJ-500H</b>			
81034	3rd Div		feb19
<b>Y-8C</b>			
9251	2nd Div/4th Reg		feb19
<b>Y-8CB</b>			
9562	2nd Indep. Reg		feb19
9572	2nd Indep. Reg		oct18
Police (PO)			
<b>Z-8AWJ</b>			
WJ51875	Police		jan19
WJ51876	Police		jan19
WJ51877	Police		jan19

## India

## Indian Defence (DF)

The US State Department has approved a possible Foreign Military Sale (FMS) of two Large Aircraft Infrared Countermeasures (LAIRCM) Self Protection Suites (SPS) for Boeing aircraft, worth USD190 million, to be used in India. On 7 February 2019, the US Department of Defense's DSCA (Defense Security Cooperation Agency) has delivered the required certification notifying US Congress of this possible sale.

We already reported in June 2015 that India will have its own Air Force One. At that time it was unofficially reported that India's Defence Acquisition Council (DAC) will take up the acquisition of two Boeing B777-300ER aircraft for the exclusive use by the Prime Minister and the President. The two aircraft were to be bought from Air India and then specially configured for VVIP travel and retrofitted with self-protection suites by Boeing. The aircraft will be based with the Air HQ Communication Squadron at Palam AFS.

In December 2015, we reported that two of the youngest B777-300ER aircraft from Air India, VT-ALT and VT-ALU, would be transferred to the defence ministry by the end of 2015. Both aircraft joined the Air India fleet in 2010 and had been flying for almost five years at that time. The aircraft were reported to be sent to Boeing (USA) for VVIP retrofitting and high-end security fixtures like anti-missile systems. Late 2015 it was reported that this retrofitting would take at least two to three years before the two B777s will succeed the B747s currently being used as VVIP aircraft.

Three years later, February 2019, the US approved the possible FMS of the LAIRCM-SPS for the two B777-300ERs. Definitely the clock will start ticking from now on. So we might see the first delivery of the aircraft halfway 2021. The prime contractor will be Boeing Company, Oklahoma City (OK). According to the Scramble database the two aircraft were withdrawn from use with Air India in August 2018 (VT-ALT) and September 2018 (VT-ALU).

## Bharatiya Vayu Sena (AF)

India has requested Russia to prolong the licence for manufacturing the Su-30MKI fighter aircraft at Hindustan Aeronautics Ltd (HAL). It is reported that India has asked for an additional eighteen Su-30MKIs, the equivalent of a squadron, to be assembled at HAL under a licence-manufacturing agreement. So far, Hindustan Aeronautics



The biennial events IDEX (International Defence Exhibition and Conference) en NAVDEX (Naval Defence Exhibition and Conference) are held at ABNEC (Abu Dhabi National Exhibition Center). The 2019 edition was held from 17 to 21 February 2019 and apart from a small static holding this UH-60 2653, a tactical display was performed. That featured numerous aircraft and helicopters zooming by between 11:15 and 11:45. (Abu Dhabi, 14 February 2019, Eric Kunst)



Very fine shot of SMH-4419, a Sri Lankan Mi-171Sh operated by the VIP flight. Painted gloss black, the airconditioning unit with which it is equipped is probably a necessity in any case. (Colombo/Ratmalana, 24 January 2019, Robbert Snijders)

Ltd has manufactured 202 Su-30MKIs. India has ordered 272 aircraft and this will increase to 290 aircraft. HAL is facing the prospect of its Su-30MKI assembly line falling silent but with the proposed new order, the Su-30MKI could continue to roll from the assembly line for 2-3 years.

A little dive into the history of the Sukhoi Flanker fleet shows us that the delivery was split up in four stages. But before those deliveries commenced the Indian Air Force made temporary use of eighteen Flankers directly obtained from Russia, type Su-30K. These aircraft were returned somewhere between September 2011 and November 2011. The aircraft involved were however delivered to Belarus for further sale. The first fifty aircraft from stage 1 were directly ordered from Russia in 1996 and delivered as Su-30MK. These aircraft have all been modified to Su-30MKI standard. The second group of forty aircraft was ordered in 2007. The third order was license-built by HAL for 140 aircraft in the period 2013 to 2017. The last group of 42 HAL-built Su-30MKIs was ordered in December 2012.

On 1 February 2019, the first CH-47F Chinook, serial ZL4674, was officially handed over to the Indian Air Force in a ceremony at the Boeing facility at Ridley Park (PA). Earlier we reported that Boeing Helicopters will start delivery of the Chinooks in February 2019 and the helicopters will be shipped in a partially disassembled condition to the port of Okha in the state of Gujarat.

However, this has been altered to the Port of Mundra, which is opposite to the port of Okha, on the north side of the Gulf of Kutch. At this port the helicopters will be reassembled and tested before the handover to the Indian Air Force. After acceptance tests, the helicopters will be delivered to Chandigarh AFS (Union territory, state of Punjab and Haryana), where they will be permanently based. On 10 February 2019, the first four CH-47F Chinooks were offloaded from a Roll-On Roll-Off vessel in the port of Mundra. Visible on a video was Chinook ZL4670, with test registration N283RN still applied.

It is still unknown if the Chinooks will take over the unit number-plate from 126HF 'Featherweights' or that a new unit will stand up. If you have more information on this, please let us know.

<b>An-32RE</b>				
KA3068	unit nn	ex K3068	<b>23 08</b>	jan19
<b>CH-47F</b>				
ZL4670	Boeing	N283RN, d/d 10feb19	<b>M2405</b>	feb19
ZL4674	Boeing	N287RN, h/o 01feb19	<b>M2409</b>	feb19

<b>Mi-17-1V</b>				
Z3363	ex 129HU	o/h NARZ (Novosibirsk)		aug18
<b>MiG-29UPG</b>				
KBU725	28sq	ex KB725	<b>296052xxxx/3006</b>	feb19
KBU3113		ex KB3113	<b>296053xxxx/4101</b>	jan19
KBU3122		ex KB3122	<b>296053xxxx/4110</b>	jan19
<b>Tejas LCA Mk1</b>				
LA5013	HAL	f/f 30jan19	<b>SP-13</b>	jan19
Bharatiya Thatrakshak (CG)				
<b>Do228-201</b>				
CG774	unit nn	l/h may17 CGAS744	<b>4069</b>	feb19
CG781	CGAS750	ex CGAS744		feb19
<b>Do228-202</b>				
CG790	CGAS750	c/n to be confirmed	<b>4113?</b>	jan19
Indian Border Security Force (GV)				
<b>Mi-17-1V</b>				
Z4104	ex BSF	o/h NARZ (Novosibirsk)		apr18

### Indonesia

Tentara Nasional Indonesia-Angkatan Udara (AF)  
WIHH = Halim Perdanakusuma

**F28-3000**  
A-2802/"A-2803" pres WIHH ex std WIHH **11113** feb19  
Inaugurated on 8 January 2019, it baffles us why they did not use the real serial; or the real A-2803 for that matter because that is still stored on base as well!

Tentara Nasional Indonesia - Angkatan Darat (AR)

<b>S300C</b>				
HL-4217	SekBang	h/o 22jan19		jan19
HL-4218	SekBang	h/o 22jan19		jan19
HL-4219	SekBang	h/o 22jan19		jan19
HL-4220	SekBang	h/o 22jan19		jan19
HL-4221	SekBang	h/o 22jan19		jan19
HL-4222	SekBang	h/o 22jan19		jan19
HL-4223	SekBang	h/o 22jan19		jan19

The Sekolah Penerbangan (pilot school) of the Army received seven new Schweizer 300C helicopters. They were being prepared for service by SkuAD11/Serbu but we expect them to be operated by the school that is based at Semarang co-located with SkuAD11.

Tentara Nasional Indonesia - Angkatan Laut (NY)

<b>AS565Mbe</b>				
HS-4201	SKU400	h/o 24jan19	<b>7021</b>	jan19
HS-4208	SKU400	h/o 24jan19		jan19
HS-4209	SKU400	h/o 24jan19		jan19
HS-4210	SKU400	h/o 24jan19		jan19
HS-4211	SKU400	h/o 24jan19		jan19

The four last ones are construction numbers **7042**, **7043**, **7046** (F-ZKBW) and **7047** but the tie-ups are not confirmed. With **7043** being processed before **7042**, we would not hazard a guess... Also, the temporary registrations were almost certainly HX-56xx, with the last two digits coinciding with the eventual serial number.

#### CN235-220MPA

P-8305 SkU800 h/o 24jan19 ex AX-2346 **N067** jan19

#### Japan

##### Nihon Koku-Jieitai (AF)

RJCJ = Chitose	RJNA = Nagoya/Komaki
RJNG = Gifu	RJTA = Atsugi
RJTU = Utsunomiya	
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jikkendan
AGG = Hiko Kyodogun	ARTS = Kyunan Kyoikutai
ATS = Kyoiku Kokutai	ARW = Koku Kyunandan
AWSG = Hiko Keikai Kanshigun	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	TS = Jyutsuka Gakko
nmks = no tail unit-number	

##### Nihon Koku-Jieitai (AF)

**C-1**  
88-1028 402 Hikotai ex IRAN **8028** feb19

#### Ce680A

N137A/1.-3031? Textron o/o, d/d mar21 **680A-0...** dec18  
1.-3032? Textron o/o, d/d mar21 **680A-0...**

Three aircraft are needed to replace the two YS-11FCs and the U-125 which crashed in April 2016. For the moment only two aircraft are funded under the FY2017 budget. The aircraft will be modified by the Japanese Textron sales agent Kanematsu Corporation which has previously supplied three special mission Citation CJ4s to the Japanese Civil Aviation Bureau. Planned delivery is set for March 2021 however a photo in the magazine Koku-Fan showed an aircraft with registration N137A and last three '031' on the nose. According to the

FAA register, no Ce680A is currently registered with that registration, the previous N137A was cancelled in August 2018 as exported to Norway. The JASDF type designation is not known yet, we put our money on 'U-680 or U-680A'.

#### E-2C

44-3462 AWSG nb, ex IRAN feb19

#### F-2A

43-8526 8 Hikotai nb, ex IRAN **1026** feb19

#### F-2B

03-8106 6 Hikotai nb, ex IRAN **3006** jan19

#### F-4EJ Kai

57-8357 o/h RJNA nb, test **M057** feb19

This is the very last JASDF Phantom ever to leave the Mitsubishi Komaki complex after receiving overhaul. It will probably end its flying career at Gifu.

#### F-15DJ

82-8066 23 Hikotai ex 203 Hikotai feb19

12-8074 AGG active, prev. l/h dec17 feb19

32-8081 o/h RJNA nb, ex AGG feb19

82-8093 AGG ex IRAN feb19

92-8097 203 Hikotai ex nb/ex 306 Hikotai feb19

Aggressor 074 was seen again after going unnoticed for more than a year. Camouflage scheme remained unchanged.

#### F-15J

02-8801 o/h RJNA nb, ex ADTW **J1-0544** feb19

22-8809 201 Hikotai ex IRAN **J1-0591** feb19

32-8822 203 Hikotai nb, ex IRAN **022** feb19

42-8831 o/h RJNA nb, ex 305 Hikotai **031** feb19

42-8842 ? Hikotai nb RJCJ, ex 201 Hikotai **042** feb19

62-8869 303 Hikotai ex 305 Hikotai **069** feb19

62-8872 203 Hikotai ex nb/IRAN **072** feb19

72-8893 o/h RJNA? nb, ex 1TS **093** jan19

02-8914 o/h RJNA nb, ex ADTW **114** feb19

22-8930 306 Hikotai ex IRAN **130** jan19

22-8933 o/h RJNA nb, ex 204 Hikotai **133** feb19



Most of us will never encounter an Iranian or Pakistani AB205A. Well, if you go to Chaman Zar e Askari leisure park in Multan, Pakistan, you will get a bit of both! This former Iranian Huey is marked '786-404' and is very likely ex-IRIAA 6-4404. The picture was posted on Google Photos. (Multan, 28 April 2018, TechnoProz)

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Seen on a 'regular' afternoon mission, 312 squadron's J-630 wears an 313 squadron tiger drop tank. (Volkel, 2 January 2019, Carlos Geurts).

42-8948 306 Hikotai ex nb/IRAN **148** jan19  
 82-8964 306 Hikotai ex IRAN **164** jan19  
 Eagle 842 was noticed departing Chitose on its way to another unit. Former temporary instructional frame 893 was seen at Hamamatsu preparing for a departure, we think to Nagoya for overhaul.

**F-15J Kai**  
 72-8961 306 Hikotai active, prev. l/n may17 **161** jan19  
 Another Eagle with a very long absence, we have no evidence it was at Nagoya for overhaul.

**F-35A**  
 99-8712 MitsubishiHI f/n, test Nagoya **AX-12** feb19  
 99-8713 MitsubishiHI f/n, test Nagoya **AX-13** feb19  
 If the FY2019 budget request for six F-35As is approved, only two more are needed to conclude the original 42 aircraft purchase agreement. As published earlier, the Nagoya Final Assembly and Check-Out facility will most probably be closed and subsequent F-35s will be built at Ft. Worth (TX).

**UH-60J II**  
 88-4607 ARW at Ashiya, ex MHI **2057** jan19

**T-4**  
 26-5687 ADC ex IRAN **1087** feb19  
 36-5697 11 Hikotai ex IRAN **1097** feb19  
 66-5751 ADTW ex IRAN? 32FTS **1151** feb19  
 Blue Impulse T-4 697 was seen at Komaki in full colours, including badge and Blue Impulse lettering. This is normally applied at the home base so we presume it is delivered.

**T-7**  
 56-5927 o/h RJTU nb, ex 11 FTW **27** feb19

**U-125A**  
 52-3001 ARTS ex IRAN **258245** feb19  
 02-3027 ARTS ex IRAN **258824** feb19  
 12-3028 o/h RJTU ex Komatsu **258843** feb19

We believe both U-125As 001 and 027 are operated by the Komaki-based Training Squadron. They have the sticker below the ARW badge, unfortunately the actual text ("Training Sq.") could not be confirmed. Both 027 and 028 were painted in an experimental dark blue c/s, 027 in a sort of F-2A/B pattern and 028 in the UH-60J scheme. It looks like the F-2 pattern will not be adopted as 027 was repainted in standard colours. We will have to wait if 028 will be repainted too after receiving overhaul.

**YS-11EA**  
 12-1163 o/h RJTA test **2162** jan19  
 Rikujo Jieitai (AR)

**AH-1S**  
 73447 VATH ex IVATH **47** nov18  
 73472 o/h RJTU still with VATH code **72** feb19

**UH-1J**  
 41845 II ex SD(oct14) **1J45** feb19  
 41890/890 NEH TDY RJTU/KokuGakko **1J90** feb19  
 41912 X? ex WH, unit surmised **1J112** jan19  
 41925 X toned-down badge **1J125** jan19

JG-1845 has ventured a long way from home base Asahikawa the last couple of months. It was seen at the Akeno open house in November and at Tokushima and Utsunomiya in February. There are no large white 'last three' applied so we do not believe it is on TDY with a Koku Gakko unit. JG-1925 was photographed head-on but with both pilot doors opened, so code -X- could not be confirmed. However both doors had a black whale marking applied, which we believe is the toned-down version of the 10 Hikotai badge.

**CH-47J**  
 52906 o/h RJNG no code/test, ex HGPV **5008** jan19

**CH-47JA**  
 52974 o/h RJNG no code, test, ex HGPIV **5087** feb19

**UH-60JA**  
 43125 o/h RJNA ex WH **4025** jan19

Kaijo Jieitai (NY)

**SH-60J**  
 8262 22 Kokutai unit confirmed **1062** feb19  
 8271 o/h RJNA NOT wfu, 22Kok mks **1071** jan19

**UH-60J**  
 8973 o/h RJNA nmks, ex 73 Kokutai **3013** jan19

**SH-60K**  
 8459 51 Kokutai ex 22 Kokutai?/MHI **5059** feb19  
 This helicopter was originally destined for 22 Kokutai, if it indeed was delivered to Omura before it ended up at Atsugi is not known.

**P-1**  
 5519 3 Kokutai confirmed **19** feb19  
 5520 3 Kokutai nmks, ex KHI **20** feb19  
 5521 KawasakiHI f/n, test at Gifu **21** feb19

**P-3C**  
 5047 203 ATS prev. l/n feb17 **9044** feb19  
 5071 5 Kokutai? nmks Naha, ex Nippi? **9068** jan19

**T-5**  
 6364 201 ATS IRAN at RJTU **64** feb19

## Myanmar

Tamdaw Lay (AF)

On 1 January 2019, the Myanmar Defence Force received another six Yak-130 advanced jet trainer/light attack aircraft. In June 2015, Myanmar signed a contract for six Yak-130s with an option on six more aircraft. During the Zhuhai air show (China), it was reported that Myanmar already received

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ten Yak-130s. The first batch of three aircraft arrived in Myanmar in 2016 and three more followed in 2017. Early 2018, it was officially announced that six more Yak-130s would be ordered. These six were an option within the 2015 contract. Photo material showed a Yak-130 with serial 1808, this confirms to us that only six aircraft were delivered so far. Serial 1808 first flew on 17 May 2018 at the Irkutsk Aviation Plant. The Yak-130s are operated by the 1st FTS at Mandalay Intl.

#### Yak-130

1807	1FTS, d/d 01jan19 (tbc)	<b>130 12 03-0107</b>	
1808	1FTS, d/d 01jan19	<b>130 12 03-0108</b>	jan19
1809	1FTS, d/d 01jan19 (tbc)		
1810	1FTS, d/d 01jan19	<b>130 12 03-0110</b>	jan19
1811	1FTS, d/d 01jan19 (tbc)		
1812	1FTS, d/d 01jan19 (tbc)		

We have strong reasons to believe all six above mentioned Yak-130s were delivered on 1 January 2019. But we still need confirmation for that.

#### Pakistan

##### Pakistan Fiza'ya (AF)

##### JF-17 (Block-II)

18-253	PAC Kamra	f/n, full colour scheme	sep18
...	PAC Kamra	f/n, primer	<b>2P-54</b> oct18

We expect the last one to become 18-254.

##### Pakistan Fauj (AR)

The Mi-35Ms are based at Quetta-Khalid Army Air Base with 4AAsq, so they are not with 35AAsq as we thought previously.

Over the years, Pakistan has become a major Ecureuil operator with over 40 delivered. As Syed Usman pointed out to us, most are AS350B3 and the fancy AS550A3/U3 designations are not used. Time for a small overview.

Quantity	Type	Ordered	Delivered	Serials
<b>Army</b>				
10	AS350B3	2004	from 2006	2801 to 2810
10	AS550C3	2007	from 2010	786401 to 786410
7	AS350B3	2009	from 2011	2811 to 2817
4	H125 (AS350B3e)	2014/15	from 2016	2818 to 2821
4	H125 (AS350B3e)	2015/16	from 2016/17	2822 to 2825
5	H125 (AS350B3e)	2015/16	from 2018/19	2826 to 2830?
<b>Frontier Corps</b>				
2	H125 (AS350B3e)	2014	from 2014/15	2841 to 2842

3?	H125 (AS350B3e) ?	from 2018	2843 to 2845
<b>Unknown operator</b>			
2 or 3?	H125 (AS350B3e)	2014	from 2014 2851? to 2853

Of the above, 2817, 2821, and 2851 are not reported and 2827 to 2830 are unconfirmed. The ones with 285x serials are not photo proofed and likely operated by a branch of the Ministry of the Interior, 2853 wears a white colour scheme. The last two orders are being processed, so you might encounter a couple still at Marseille.

Identities so far, from our own sightings, gleaned from photographs and cross-checked against Jos Stevens' Rotorspot table:

Serial	Cn	Previous id	Serial	Cn	Previous id
2801	<b>3929</b>	F-WWXU	2823	<b>8333</b>	F-WWXI
2802	<b>3936</b>	F-WWXD	2824	<b>8335</b>	F-WWXM
2803	<b>3955?</b>	F-WWXE	2825	<b>8341</b>	F-WWXV
2804	<b>3958</b>	F-WQDI	2826	<b>8637</b>	F-WWPH
2805	<b>3960</b>	F-WQDA	2841		
2806	<b>3966</b>	F-WQDB	2842	<b>8344</b>	F-WJXE
2807	<b>3971</b>	F-WQDC	2843	<b>8642</b>	F-WJXU
2808	<b>3984</b>	F-WWXQ	2844	<b>8641</b>	F-WJXQ
2809	<b>3988</b>	F-WWXH	2845	<b>8639</b>	F-WJXR
2810	<b>3991?</b>		(2851)		
2811	<b>7090</b>		2852		
2812	<b>7135</b>	F-WWPD	2853	<b>8347</b>	F-WJXH
2813	<b>7156?</b>	F-WWPH	786401	<b>4394</b>	F-ZVLA
2814	<b>7165</b>		786402	<b>4406</b>	F-ZWBD
2815			786403	<b>4410</b>	F-ZWPG
2816	<b>7187</b>	F-WWPX	786404	<b>4431</b>	F-ZKBW
(2817)			786405	<b>4436</b>	F-ZWBO
2818			786406	<b>4451</b>	
2819			786407	<b>4459</b>	F-ZKBW
2820	<b>8323</b>	F-WWXP	786408	<b>4470?</b>	F-ZKBG
(2821)			786409	<b>4496?</b>	F-ZKBY
2822	<b>8301</b>	F-WWPA	786410	<b>4498?</b>	F-ZKBI
....		F-WWXF maybe 2810?			
....		F-WWPM maybe 2814?			
....		F-WWPY maybe 2817?			

The last three test registrations were not tied up to a construction number. All were seen in 2011, fitting the timeframe for the first block of seventeen AS350B3.

##### AB205A

"786-404"/404	pres Multan	f/n apr18	jan19
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Fabrizio Capenti provided us with a stunner yet again. This AW139 wears the livery of the Pakistan Army. After Italy, Pakistan is easily the largest military operator of the type with the tally currently standing at 25 for all branches. (Varese/Venegono, 18 January 2019)



The Spanish Air Force has once again made a change in its serial / code system. As demonstrated on this EF2000 Typhoon from Ala 11, the code now matches the last two of the serial: C.16-52/11-52. During a base visit to Morón air base in southern Spain, several Typhoons were seen with the new codes applied. (Morón, 13 February 2019, Jochem Manders)

This is near the Chaman Zar e Askari fairgrounds, 30.17881°, 71.41640° in Multan. It is almost certainly former Iranian 6-4404, fittingly ending its life next to the local McDonalds. The helicopter inside the gate at Multan Army Aviation Base by the way, turns out to be an AH-1F, not a Huey, and remains unidentified although it has been there since June 2010 already.

**AH-1F**  
 (786-)041 f/n, ex Jordan sep16

**AW139**  
 16-061 ex -I-EAST, c/n update **31706**  
 ... Leonardo I-RAIO, t/f 18jan19 **31829** jan19

Another camouflaged one appeared, this is a separate order, apart from the fourteen delivered to the air force.

**Ce208B**  
 16-701 f/n, dark green sep18  
 The serial seems painted over a previous marking. We suspect this is one of the three Ce208s that were handed over by the Department of State to Pakistan.

**Enstrom 280FX**  
 ... ex N689EH **2159**  
 ... ex N852GE **2160**

Two more Sharks were delivered, these were de-registered on 2 October 2018, bringing the total to eleven.

**UH-1H-II**  
 84 nn f/n oct17  
 It has a brown/tan/sand colour scheme.

**MFI-17**  
 88-5165 nn f/n **15.165** oct17  
 95-5376 8AAAsq FY95 confirmed **15.376** sep18  
 8AAAsq 'Saviours' is at Qasim AAB, not at Karachi-Merhan.

## South Korea

Han Guk Gong Gun (AF)

Some unit updates received from South Korea: de-activation dates for former F-4E Phantom units are October 2012 for 156th FS and FY2016 for 152nd FS. The latter is confirmed as the first F-35A unit.

159th FS at Chungju was renamed 159th TRS after the retirement of the RF-4C. Some KF-16s were modified to carry recon pods. However we believe the unit also operates non-modified KF-16s because the unit is still part of 19th FW and at the

same time also subordinate to 39th TRG.

125th TRS at Seongnam is believed to relocate to Sacheon sometime after the arrival of four RQ-4s. The unit is operating the special mission Hawker 125s and is believed to operate the modified Falcon 2000S as well.

In Scramble 475 we reported on the possible swopping deal between South Korea and Spain. It looks like this is still a possibility (after various parties denied such a deal) and talks could start in the very near future. Spain is looking to sell thirteen A-400Ms out of an order for 27 and hopes South Korea is interested in obtaining four to six. South Korea in return hopes Spain will be interested in the KT-1 and T-50.

KAI has started building parts for the prototype of the KF-X, a joint Korean/Indonesian project intended to replace the RoKAFs fleet of KF-5E/F Tigers. As design drawings are far from complete, it is said around 80 percent will be completed after September, the final look is still sort of a mystery. However most artist's impressions picture a mix of F-22 and F-35 details. A complete prototype is not expected to emerge before April 2021.

**KC-330 Cygnus**  
 18-001 261 ATS **1787** nov18

Official RoKAF name for the A330-MRTT is now known. A new unit was formed at Gimhae to operate the tankers, 261st Air Tanker Squadron.

### KT-100

We only have two aircraft in our database out of an expected number of around twenty. This military version of the KAI KC-100 Naraon was supposed to replace the Ilyushin T-103 by the end of 2016. First flight of the military KT-100 with serial 16-001 was 5 October 2015. Anyone with further details?

Han Guk Yuk Gun (AR)

Missing in our list of OrBats is the one for the Republic of Korea Army. We do have some unit-designations and linked to that the type assigned to that unit. However, we are still looking for the operating bases for most units.

Han Guk Hae Gun (NY)

The Republic of Korea Marine Corps (RoKMC) will establish its own Air Corps in 2021. It will initially consist of three helicopter battalions, two equipped with the MUH-1 Marineon and one with the future attack helicopter. Although

as long ago as early 2000 it was mentioned the RoKMC needed attack helicopters, only by January 2019 some money was allocated to start a cost analysis with the aim to estimate total project costs and life cycle for a successful attack helicopter acquisition. So.....still a long way to go and 2021 seems quit ambitious. Possible candidates are AH-1Z, AH-64E, T-129, S-70i and an armed version of the KAI MUH-1.

## Thailand

Police (PO)

### AW189

34xx o/o Varese – Venegono test flight 11jan19 as I-RAIU

## Latin America

### Argentina

Fuerza Aérea Argentina (AF)

SADJ = Jose C. Paz/Dr. Mariano Moreno, BA

### UH-1H

'H-12' pr Sta.Romana ex std SADJ **10044** mar17

This is the former 67-17846.

### Bolivia

Fuerza Aérea Boliviana (AF)

SLCB = Cochabamba/Jorge Wilsterman

SLSU = Sucre/Juana Azurduy de Padilla

### PC-7

FAB-472 pres SLSU ex std SLCB **255** sep18

It has been preserved at the airport entrance, Google Earth imagery first shows it in April 2017.

### Brazil

Força Aérea Brasileira (AF)

SBMT = São Paulo/Marte

### C-115

2363 auctioned 26sepex std SBMT sep18

2367? auctioned 26sepex std SBMT sep18

These were auctioned off for scrap. Confusingly, 2367 is the one preserved at Vila Militar with the tail of 2362.

### H-34

8730 auctioned 24oct ex 3°/8°GAv **2171** oct18

8736 auctioned 26sepex 3°/8°GAv sep18

8738 auctioned 24oct ex 3°/8°GAv **2212** oct18

These were auctioned off for scrap. At least, they tried. In January a second attempt was needed of which the outcome is still unclear.

### AT-26

4570 p Guaramiranga ex pres Recife **77112355** jan19

The hotel Vale das Nuvens has chalets from recycled plastic and since October last year an AT-26 was installed in front of the museu EPCAR, -4.26639, -38.91722. In it, you can make 'virtual flight', the owner once was a cadet with FAB at EPCAR.

## Colombia

Fuerza Aérea Colombiana (AF)

Several OH-58s formerly operated by the Armed Forces Helicopter School (EHFFAA) at Melgar have been sold for scrap in the USA. On the bright side, some tie-ups became known through the auctions. The helicopters only wore the last two digits of their Colombian serials as large Fort Rucker-style codes during their loan.

### OH-58A+r

FAC4537/37 c/n update sold for scrap **41955** may18

FAC4544/44 c/n update sold for scrap **40365** feb19

FAC4549/49 c/n update sold for scrap **41681** jan18

FAC4550/50 c/n update sold for scrap **40401** oct18

FAC4553/53 c/n update sold for scrap **41685** oct18

FAC4554/54 c/n update sold for scrap **41506** jan19

FAC4558/58 c/n update sold for scrap **40601** aug18

FAC4560/60 c/n update sold for scrap **40352** dec18

FAC4561/61 c/n update sold for scrap **41380** jan19

FAC45\_6/ 6 sold for scrap **42168** jan18

The last one is/was either coded 36 or 56.

## Ecuador

Aviación del Ejército Ecuatoriana (AR)

### SA315B

IGM-314 reregistered as A.E.E.-314 **2314/M296**

E-314 as A.E.E.-314 ex IGM-314 **2314/M296** jan19

Policía Nacional (PO)

### AS350B2

PNE-146 SAP Guayaquil c/n update **7977** jan19

## Mexico

Mexico's parliament has voted in favor of the creation of a national guard, which will combine civil, federal and military police under one command to combat crime more effectively. The military police forces of the army and navy will become part of the national guard. Will have to wait and see how this effects the federal police aviation branch.

Fuerza Aérea Mexicana (AF)

RUAG from Switzerland has overhauled several General Electric J85 engines of the Mexican F-5 fleet. A total of six engines will be overhauled. For the past eight years, the FAM had only a very small number of F-5s in flying condition, and this could help bring more aircraft back in the air. The engines have never been overhauled till now, but the aircraft



Brazil is parting with some of its older Hercules. But this KC-130 2462 is still in the ranks. Recently, the Portuguese OGMA scored a deal to overhaul the remaining fleet. (Natal, 27 November 2018, Henk de Vries)



End of an era, the retirement of the Tornado from RAF service was honoured by a flying tour around the realm. Several aircraft received commemorative markings. This ZG752 was adorned with the legacy green-grey colour scheme, unit crests and a 1982-2019 legend marking their 37 years of service. Salute to the Tonka, we will miss you! (RAF Marham, 23 January 2019, Martin Fox)

may have about half of their flying hours left, despite their 40 years of age, which makes them ideal candidates for an upgrade. Meanwhile, Lt Karen Velasquez became the first female Mexican F-5 pilot on 10 February, one out of thirteen Mexican fighter jet pilots. Let's hope she will be able to make some flying hours.

**Ce182S**

5464 re-registered as 6364  
 6364 pres UACJ ex active jan19

Thanks to Hans van der Vlist for checking the serial of this Skylane at the Universidad Autonoma de Ciudad Juarez (CHH).

Peru

Fuerza Aérea del Perú (AF)

**CH2000**

497 Grupo 51 w/o 04feb19

Uruguay

Uruguay is in the process of sourcing a single Bell 212 in the USA through the Foreign Military Sales program. After the request back in March 2018, the US government now has issued a request for proposals. One of the provisions is that the helicopter will be delivered in flyable condition within four months of the contract date.

Venezuela

Ejército Nacional Bolivariano (AR)  
 SVCS = Charallave/Oscar Machado Zuloaga Intl, Miranda

**BN2A-21**

EV-7911 to YV2622 ex std SVCS

Guardia Nacional Bolivariana (PO)  
 SVMG = Margarita, Nueva Esparta (Porlamar/Del Caribe Intl)  
 Over the last years, the GNB effectuated a reorganization. The numbered regions were replaced by so-called strategic regions. Also, the air detachments were renumbered. The current situation should be as follows:

**Región Estratégica de Defensa Integral Occidental (REDI Occidental)**

Comando de Zona No.11 (Zulia) Maracaibo/Rafael Urdaneta  
 Destacamento de Apoyo Aéreo No.11 AS355, Bell 412EP, Beech 65  
 Santa Bárbara del Zulia  
 Sección de Apoyo Aéreo ??

Comando de Zona No.12 (Lara) Barquisimeto/Vicente Landaete Gil  
 Destacamento de Apoyo Aéreo No.12 AS355F2, Bell 206L  
 Beech 90, M28-02

Comando de Zona No.13 (Falcón)  
 no DAA or aircraft

**Región Estratégica de Defensa Integral Los Andes (REDI Los Andes)**

Comando de Zona No.21 (Táchira) San Cristobal/Paramillo  
 Sección de Apoyo Aéreo Bell 412EP

Comando de Zona No.22 (Mérida)  
 no DAA or aircraft

Comando de Zona No.23 (Trujillo)  
 no DAA or aircraft

**Región Estratégica de Defensa Integral Los Llanos (REDI Los Llanos)**

Comando de Zona No.31 (Portuguesa)  
 no DAA or aircraft

Comando de Zona No.32 (Cojedes)  
 no DAA or aircraft

Comando de Zona No.33 (Barinas) Santa Barbara de Barinas  
 Destacamento de Apoyo Aéreo No.33 Bell 206B-3

Comando de Zona No.34 (Guárico)  
 no DAA or aircraft

Comando de Zona No.35 (Apure) San Fernando de Apure  
 Destacamento de Apoyo Aéreo No.35 Bell 206B, Bell 412EP  
 CeU206, IAI201

**Región Estratégica de Defensa Integral Central (REDI Central)**

Comando de Zona No.14 (Yaracuy)  
 no DAA or aircraft

Comando de Zona No.41 (Carabobo) Valencia/Arturo Michelena Intl  
 Destacamento de Apoyo Aéreo No.41 Beech B200, Bell 412EP  
 CeT210, IAI201

Comando de Zona No.42 (Aragua)  
 no DAA or aircraft

**Región Estratégica de Defensa Integral Capital (REDI Capital)**

Comando de Zona No.43 (Distrito Capital) Caracas/La Carlota  
 Destacamento de Apoyo Aéreo No.43 AS355F2, Beech 90  
 Bell 412EP, M28-02

Comando de Zona No.44 (Miranda)  
 no DAA or aircraft

Comando de Zona No.45 (Vargas)  
 no DAA or aircraft

**Región Estratégica de Defensa Integral Oriental (REDI Oriental)**

Comando de Zona No.51 (Monagas)  
no DAA or aircraft

Comando de Zona No.52 (Anzoátegui)  
no DAA or aircraft

Comando de Zona No.53 (Sucre)  
no DAA or aircraft

**Región Estratégica de Defensa Integral Guayana (REDI Guayana)**

Comando de Zona No.61 (Delta Amacuro) Tucupita  
Destacamento de Apoyo Aéreo No.61 Bell 412EP

Comando de Zona No.62 (Bolívar)  
no DAA or aircraft

Comando de Zona No.63 (Amazonas) Puerto Ayacucho/José A. Paéz  
Destacamento de Apoyo Aéreo No.63 AS355F2

**Región Estratégica de Defensa Integral Marítima e Insular (REDIMAIN)**

Comando de Zona No.71 (Nueva Esparta) Porlamar  
Destacamento de Apoyo Aéreo No.71 AS355F2, Bell 206B  
Bell 412EP, Beech 58  
Ce152, Ce172, CeU206G  
F28C, F280FX, M26-01

**Comando de Zona Especial No.81**

Grupo Aéreo de Operaciones Especiales No.21 Maturín/Monagas  
??

**Beech 200**

GNB-77149 nn f/n feb19

This is almost certainly the one that was taken on charge in July 2018 together with three CeT210s, of which only GNB-78146 has been identified. In that case, the other two Ce210 serials should end in 147 and 148.

**Bell 412HP**

GNB-97115 DAA-41 ex GN-97115 **36185** feb19

**CeU206G**

GNB-8063 DAA-61 ex GN-8063 **U206-05042** jan18

**M26**

GN-98125 to N2601M ex std SVMG **1AP002-04** mar18

**North America****Canada****Royal Canadian Air Force (AF)**

In the first week of January, five CF-188s deployed as part of OpReassurance went home to CFB Bagotville (Que.) via Lajes (Azores, Portugal) after a four month stay at Mihail Kogalniceanu (Romania). CF-188s involved were 188730, 188742, 188756, 188762 and 188797. Later in 2019, another CF-188 contingent will be deployed to Romania.

On 17 February, the first two ex-RAAF F/A-18As arrived at Cold Lake after taking part in Red Flag 2019-1 at Nellis AFB. The remainder of the 25 on order, of which 18 will see operational service, will be delivered per An-124 in the upcoming months. The contract for ex-RAAF F/A-18s was finally inked during January.

Ex-RAAF Hornets will be serialled 188001 and on for the single-seaters, and 188101 for duals. It is said the last two will resemble their Australian serials, like A21-1 will become 188001 etc. The highest CF-188 single being 188798, the RCAF choose not to allocate serials up from 188798 for their "new" Hornets. Since RCAF policy is not to duplicate the last four of any serial (often used as a radio callsign) on an operational type of aircraft, serials of ex-RAAF Hornets would duplicate the last four of the CH-148 fleet (148801 and up). The fourth digit of a new type's serial range is chosen in line with this policy. Recently, newly purchased types had the last digit of the type repeated as the fourth digit (i.e. CC-177701, CH-148801, CH-149901). We will soon learn if the first C295SAR (msn 183) will indeed become CC-295501 as has been said.

**F/A-18A**

A21-53	ex 77sq	d/d 17feb19	<b>794/AF53</b>
A21-55	ex 77sq	d/d 17feb19	<b>814/AF55</b>

These will become 188053 and 188055 in due time.

The RCAF issued a plan to upgrade 85 CH-146 Griffon helicopters, to enable the fleet to serve till at least 2031. Not surprisingly, Bell Helicopter Textron Canada Ltd will perform



This C-12U-3, 84-00165, belongs to Company E, 1st Battalion, 214th Aviation Regiment, which in turn is part of the 12th Combat Aviation Brigade. 1-214th Avn is based at Wiesbaden, Germany. (Antwerpen, 19 January 2019, Jonas Evrard)



Atmospheric shot of this German NH90-TTH 78+24 during an exercise with sling loads. Not as big as Falcon Autumn, but it still brought some visiting helicopters to Deelen and exercise area Edense Heide where this shot was taken. (23 January 2019, Manolito Jaarsma)

the work. The project is named Griffin Limited Life Extension. CH-146s are currently deployed with OpPresence in Mali, as armed escorts for CH-147Fs.

The second deployment of a CH-148 Cyclone on board a Canadian naval vessel is well under way. After HMCS Halifax returned to port with Cyclone 148823 in January, and HMCS Toronto left port to take over its duties in European waters with Cyclone 148822. The first deployment of a CH-148 off the West Coast takes place from 6 February. HMCS Regina left port for OpProjection in Asia and the Middle East until August 2019, with 148824 embarked.

The RCAF has been testing many types of UAVs over the last two decades to determine the best option available to support missions abroad and patrolling the Canadian arctic, or the True North as Canadians refer to it. Beside the lease of a few CU-170 Heron Is for duties in Afghanistan, the RCAF has not been able to make much progress on a permanent fleet. The current government appears to be moving ahead with the UAV procurement, which also involves an armed version.

## United States

### United States Air Force (AF)

#### AC-130U

89-0511 309th AMARG ex 4th SOS **382-5230** may18  
89-0512 309th AMARG ex 4th SOS **382-5231** jan18

#### B-1B

85-0061/OT 337th TES ex 28th BS **21** jan19  
85-0088/DY 9th BS ex 28th BS **48** jan19  
86-0098 MROTC Tinker ex 28th BS **58** jan19  
86-0101 MROTC Tinker ex 28th BS **61** jan19  
86-0109 MROTC Tinker ex 28th BS **69** jan19

#### B-2A

88-0328/WM 13th BS ex 393rd BS **1007/AV-7** jan19  
88-0331/WM 13th BS ex 393rd BS **1010/AV-10** jan19

#### B-52H

60-0007/MT 23rd BS ex 69th BS **464372** jan19

#### C-130H

86-1395 309th AMARG ex 154th TS **382-5101** jan18

#### C-130J

02-0314 19th AW ex 62nd AS **382-5545** jan19  
08-5684 19th AW ex 39th AS **382-5684** jan19  
17-5865 317th AW new delivery **382-5865** jan19

#### C-5M

68-0216 22nd AS ex Marietta-LMTAS **500-19** feb19

#### CV-22B

14-0074 20th SOS ex 8th SOS jan19

#### E-3G

75-0558/OK 965th AACs ex 964th AACs **21208/909** jan19

#### F-111D

68-0111/CC to HVF West scrapped **27** may01

#### F-15E

87-0187/SJ 336th FS ex 333rd FS **1052/E027** jan19  
87-0194/SJ unmarked ex 334th FS **1059/E034** jan19  
87-0195/SJ 333rd FS ex 336th FS **1060/E035** jan19  
87-0197/SJ 334th FS ex 335th FS **1062/E037** jan19  
88-1677/SJ 334th FS ex 333rd FS **1086/E061** jan19  
89-0489/SJ 334th FS ex 336th FS **1136/E111** jan19  
89-0490/SJ 334th FS ex 336th FS **1137/E112** jan19  
90-0230/SJ 333rd FS ex 335th FS **1159/E132** jan19  
90-0243/MO 389th FS ex 391st FS **1176/E145** jan19

#### F-16A

78-0038/HI to HVF West scrapped **61-34** apr18  
78-0047 to HVF West scrapped **61-43** apr18  
79-0370 to HVF West scrapped **61-155** apr18  
80-0494 to HVF West scrapped **61-215** apr18  
80-0518 to HVF West scrapped **61-239** apr18  
80-0553 to HVF West scrapped **61-274** apr18

#### F-16B

80-0625/AL to HVF West scrapped **62-67** apr18

#### F-16C

84-1261/LF to QF-16 as QF-061 **5C-98** dec18  
85-1477/DC to QF-16 as QF-045 **5C-257** mar18  
86-0207/- to QF-16 as QF-047 **5C-313** apr18  
86-0289/DC 121st FS ex 134th FS **5C-395** feb19  
87-0289/DC 121st FS ex 176th FS **5C-550** jan19

#### F-16CM

88-0415/WP 35th FS ex 421st FS **1C-17** feb19  
89-2065 175th FS ex 4th FS **1C-218** jul18  
89-2072/OS 36th FS ex 4th FS **1C-225** jan19  
89-2124 175th FS ex 4th FS **1C-277** jul18  
01-7051/SW 79th FS ex 77th FS **CC-229** jan19  
91-0345/SW 55th FS ex 77th FS **CC-43** jan19  
94-0048/SW 79th FS ex 77th FS **CC-200** jan19

#### F-16DM

90-0845/SW 79th FS ex 55th FS **CD-12** feb19  
91-0464/ED 416th FLTS ex 445th FLTS **CD-19** nov18

#### F-22A

07-4135/AK 525th FS ex 90th FS **645-4135** jan19

#### F-35A

15-5165/HL 4th FS new delivery **AF-140** feb19

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Distribution to a third party is not allowed

15-5195/HL	4th FS	new delivery	<b>AF-170</b>	feb19	17-46030	22nd ARW	new delivery	<b>34112/1139</b>	jan19
17-5238/HL	421st FS	new delivery	<b>AF-180</b>	jan19	17-46031	22nd ARW	new delivery	<b>34115/1143</b>	jan19
17-5242/OT	422nd TES	new delivery	<b>AF-184</b>	jan19	<b>MC-130J</b>				
17-5243/HL	4th FS	new delivery	<b>AF-185</b>	jan19	16-5850	9th SOS	new delivery	<b>382-5850</b>	jan19
<b>F-4E</b>					<b>MC-130P</b>				
66-0306/GA	to HVF West	scrapped	<b>2494</b>	apr18	66-0219	309th AMARG	ex 130th RQS	<b>382-4175</b>	may18
67-0229/GA	to HVF West	scrapped	<b>2891</b>	apr18	<b>MQ-1B</b>				
67-0256/GA	to HVF West	scrapped	<b>2961</b>	apr18	99-3058/WA	w/o 26oct12	18th RS	<b>P058</b>	oct12
67-0288/GA	to HVF West	scrapped	<b>3046</b>	apr18	05-03143	w/o 04sep17	432nd Wing	<b>P143</b>	
68-0357/NJ	to HVF West	scrapped	<b>3419</b>	apr18	<b>RF-4C</b>				
68-0507/FW	to HVF West	scrapped	<b>3694</b>	apr18	63-7741/BA	to HVF West	scrapped	<b>433</b>	apr18
73-1187/SJ	to HVF West	scrapped	<b>4745</b>	apr18	65-0868	to HVF West	scrapped	<b>1426</b>	apr18
74-0657/GA	to HVF West	scrapped	<b>4808</b>	apr18	65-0924	to HVF West	scrapped	<b>1647</b>	apr18
74-1049	to HVF West	scrapped	<b>4832</b>	apr18	67-0441	to HVF West	scrapped	<b>2853</b>	apr18
74-1053/SJ	to HVF West	scrapped	<b>4838</b>	apr18	72-0150	to HVF West	scrapped	<b>4327</b>	apr18
74-1642/GA	to HVF West	scrapped	<b>4887</b>	apr18	<b>RQ-4B</b>				
<b>F-4G</b>					08-2032	9th RW	ex unknown	<b>AF-25</b>	feb19
69-0236	to HVF West	scrapped	<b>3757</b>	apr18	<b>T-38A</b>				
69-0270/SP	to HVF West	scrapped	<b>3803</b>	apr18	68-8185/FF	71st FTS	ex 2nd FTS	<b>T6190</b>	jan19
69-7216	to HVF West	scrapped	<b>3876</b>	apr18	<b>T-38C</b>				
69-7293	to HVF West	scrapped	<b>3972</b>	apr18	61-0899/RA	88th FTS	ex 434th FTS	<b>N5265</b>	jan19
69-7560	to HVF West	scrapped	<b>4009</b>	apr18	65-10399/RA	435th FTS	ex 88th FTS	<b>N5818</b>	jan19
<b>HH-1H</b>					66-4342/EN	469th FTS	ex 90th FTS	<b>N5919</b>	jan19
70-2467	to N2071S		<b>17111</b>	may15	66-8359/EN	90th FTS	ex 87th FTS	<b>N5917</b>	jan19
<b>HH-60G</b>					United States Army (AR)				
97-26775/FT	41st RQS	ex 55th RQS	<b>70-2446</b>	jan19	<b>Units</b>				
<b>KC-135E</b>					A/2-1st AVN	Marshall AAF, Fort Riley (KS)			
56-3643	to HVF West	scrapped	<b>17392/T0082</b>	nov18	B/2-1st AVN	Marshall AAF, Fort Riley (KS)			
<b>KC-135R</b>					C/2-1st AVN	Marshall AAF, Fort Riley (KS)			
58-0023	191st ARS	ex 133rd ARS	<b>17768/T0238</b>	jan19	3-1st AVN	Marshall AAF, Fort Riley (KS)			
58-0038	328th ARS	ex 77th ARS	<b>17783/T0253</b>	dec18	C/2-3rd AVN	Hunter AAF, Fort Stewart (GA)			
58-0104	108th ARS	ex 133rd ARS	<b>17849/T0319</b>	jan19	1-6th CAV	Marshall AAF, Fort Riley (KS)			
59-1501	92nd ARW	ex 91st ARS	<b>17989/T0404</b>	jan19	5-101st AVN	Sabre AHP, Fort Campbell (KY)			
60-0328	54th ARS	ex 909th ARS	<b>18103/T0442</b>	apr18	B/6-101st AVN	Sabre AHP, Fort Campbell (KY)			
61-0292	351st ARS	ex 22nd ARW	<b>18199/T0514</b>	jan19	C/6-101st AVN	Sabre AHP, Fort Campbell (KY)			
61-0310	126th ARS	ex 133rd ARS	<b>18217/T0532</b>	jan19	1-158th AVN	USARC			
62-3537	77th ARS	ex 465th ARS	<b>18520/T0588</b>	jan19	1-223rd AVN	Cairns AAF, Fort Rucker (AL)			
63-7980	309th AMARG	ex 418th FLTS	<b>18597/T0636</b>	dec18	3-227th AVN				
63-7980	309th AMARG	ex 418th FLTS	<b>18597/T0636</b>	dec18	AFTD	Army Fight Test Directorate at Huntsville (AL)			
63-8019	91st ARS	ex 22nd ARW	<b>18636/T0675</b>	feb19	BEST	BEST Aircraft Consolidation Facility, Huntsville (AL)			
63-8878	22nd ARW	ex 909th ARS	<b>18726/T0709</b>	jan19	<b>CH-47F</b>				
63-8888/ZZ	909th ARS	ex 54th ARS	<b>18736/T0719</b>	jan19	14-08168	B/2-1st AVN	ex AFTD	<b>M8168</b>	jan19
<b>KC-135T</b>					14-08171	B/2-3rd AVN	f/n	<b>M8171</b>	dec18
59-1480	22nd ARW	ex 6th AMW	<b>17968/T0383</b>	jan19	14-08455	B/2-3rd AVN	f/n	<b>M8455</b>	aug18
<b>KC-46A</b>					14-08456	B/2-3rd AVN	ex B/6-101st AVN	<b>M8456</b>	sep18
15-46009	22nd ARW	new delivery	<b>41858/1102</b>	jan19					
16-46022	22nd ARW	new delivery	<b>34136/1126</b>	jan19					
17-46027	56th ARS	new delivery	<b>34126/1134</b>	feb19					



The deliveries of PC-21s to Australia are in full swing. This (A54-034)/34 antipodan will not likely meet with snow in its career again! The colour scheme is for the Roulettes, it has registration HB-HWH, and construction number 267, for its test flight. (Stans/Buochs, 5 February 2019, Stephan Widmer)

14-08461 B/2-3rd AVN f/n **M8461** sep18  
 15-08173 B/2-3rd AVN f/n **M8173** nov18  
 16-08201 B/2-1st AVN f/n **M8201** jan19

On 10 January 2019, damaged CH-47F 11-08832 arrived on board a 437th AW C-17A (08-8191) at RAF Fairford. Both the lower part of the rear pylon and the top side of the very rear fuselage showed serious damage. The rear pylon still carried B/3-25th AVN markings. This unit was attached to the 101st CAB for Task Force No Mercy in Afghanistan. Likely the helicopter suffered a mishap while deployed, but no details are known.

**OH-58C**  
 70-15365 to N510MN ex 1-223rd AVN/65F **40916** dec18  
 71-20798 to N980SD ex 1-223rd AVN/98A **41659** jan19  
 72-21084 to N840SD ex 1-223rd AVN/84A **41750** jan19

**EH-60A**  
 87-24669 to N669JH ex BEST **70-1257** feb19

**HH-60L**  
 83-23892 to N892AW ex std BEST **70-717** jan19

**UH-60L**  
 90-26260 A/2-1st AVN ex nb **70-1488** jan19  
 90-26266 A/2-1st AVN ex nb **70-1496** jan19  
 90-26300 A/2-1st AVN ex nb **70-1534** jan19  
 93-26478 A/2-1st AVN ex nb jan19  
 96-26706 A/2-1st AVN ex 1-158th AVN jan19  
 96-26707 A/2-1st AVN ex nb jan19

**HH-60M**  
 08-20160 C/2-1st AVN ex C/6-101st AVN jan19  
 08-20162 C/2-1st AVN FY confirmed jan19  
 08-20163 C/2-1st AVN FY confirmed jan19  
 08-20165 C/2-1st AVN FY confirmed jan19  
 08-20168 C/2-1st AVN FY confirmed jan19  
 08-20169 C/2-1st AVN FY confirmed jan19  
 08-20170 C/2-1st AVN FY confirmed jan19  
 08-20171 C/2-1st AVN FY confirmed jan19  
 08-20172 C/2-1st AVN FY confirmed jan19  
 10-20303 C/2-1st AVN FY confirmed jan19  
 10-20309 C/2-1st AVN f/n jan19  
 11-20350 C/2-1st AVN FY confirmed jan19  
 11-20351 C/2-1st AVN FY confirmed jan19  
 11-20352 C/2-1st AVN FY confirmed jan19  
 ..-20611 C/6-101st AVN ex C/2-3rd AVN nov18  
 14-20652 2-158th AVN ex 4-3rd AVN **70-4371** jan19

**UH-60M**  
 07-20092 3-1st AVN FY confirmed jan19  
 07-20093 3-1st AVN FY confirmed jan19  
 07-20094 3-1st AVN ex 2-158th AVN **70-3342** jan19  
 ..-20118 3-1st AVN ex 2-158th AVN jan19  
 09-20187 3-1st AVN FY confirmed **70-3348** jan19  
 09-20221 3-1st AVN ex 2-158th AVN **70-3443** jan19  
 09-20223 3-1st AVN ex 2-158th AVN **70-3451** jan19  
 09-20225 3-1st AVN ex 2-158th AVN **70-3454** jan19  
 10-20251 3-1st AVN FY confirmed jan19  
 10-20255 3-1st AVN FY confirmed jan19  
 10-20260 3-1st AVN FY confirmed jan19  
 10-20281 3-1st AVN ex 2-158th AVN **70-3661** jan19  
 10-20313 3-1st AVN ex 2-158th AVN **70-3681** jan19  
 10-20318 3-1st AVN ex 2-158th AVN **70-3730** jan19  
 11-20346 3-1st AVN FY confirmed jan19  
 11-20375 3-1st AVN FY confirmed jan19  
 11-20398 3-1st AVN ex 2-158th AVN **70-3944** jan19  
 11-20399 3-1st AVN FY confirmed jan19  
 11-20412 3-1st AVN FY confirmed jan19

11-20413 3-1st AVN FY confirmed jan19  
 11-20418 3-1st AVN FY confirmed jan19  
 11-20419 3-1st AVN f/n **70-3977** jan19  
 11-20420 3-1st AVN FY confirmed jan19  
 12-20451 3-1st AVN FY confirmed jan19  
 12-20459 3-1st AVN FY confirmed jan19  
 ..-20733 5-101st AVN ex 3-227th AVN jan19  
 ..-20806 5-101st AVN ex 3-227th AVN jan19

**AH-64D**  
 02-05327 to CONUS ex 1-3rd AVN **PVD327** feb19  
 03-05381 to CONUS ex 1-3rd AVN **PVD381** feb19  
 04-05437 to CONUS ex 1-3rd AVN **PVD437** feb19  
 04-05467 to CONUS ex 1-3rd AVN **PVD467** feb19

Interestingly, four USAREUR AH-64D Apaches (1-3rd AVN) were shipped back to CONUS together with 4th CAB in February 2019. Pure speculation, but chances are that this is a way for 1-3rd AVN to ship some of their high-flying hours airframes back to the USA to be inducted into the AH-64E conversion line. At the same time, they probably got some lower-flying hours airframes in return from 6-17th CAV (4th CAB).

**AH-64E**  
 17-03139 1-6th CAV f/n **NM139** jan19  
 17-03140 1-6th CAV f/n **NM140** jan19  
 17-03141 1-6th CAV f/n **NM141** jan19  
 17-03143 1-6th CAV f/n **NM143** jan19  
 17-03144 1-6th CAV f/n **NM144** jan19  
 17-03145 1-6th CAV f/n **NM145** jan19  
 17-03146 1-6th CAV f/n **NM146** jan19  
 17-03147 1-6th CAV f/n **NM147** jan19  
 17-03149 1-6th CAV f/n **NM149** jan19  
 17-03151 1-6th CAV ex Boeing **NM151** jan19  
 17-03153 1-6th CAV ex Boeing **NM153** jan19  
 17-03156 1-6th CAV f/n **NM156** jan19  
 17-03163 1-6th CAV f/n **NM163** jan19  
 17-03169 1-6th CAV ex Boeing **NM169** jan19  
 17-03170 1-6th CAV ex Boeing **NM170** jan19  
 17-03171 1-6th CAV ex Boeing **NM171** jan19  
 17-03173 1-6th CAV f/n **NM173** jan19  
 17-03175 1-6th CAV f/n **NM175** jan19

**UH-72A**  
 ..-72427/27J 1-223rd AVN f/n jan19

**RO-6A**  
 Two US Army DHC-8 aircraft were not yet mentioned by us previously. The first one is DHC-8-314 with registration 16-00397 (**397**), this aircraft was taken on charge in June 2017. The second one is DHC-8-311 with registration 16-00276 (**276**), which was taken on charge in September 2018. Both aircraft are (being) converted to RO-6A ARL-E Saturn Arch standard. If anyone has recent reports of the whereabouts of these two aircraft we would gladly hear so!

**Credits**  
 Danny Bonny, Ian Carroll, Edwin de Greeuw, Damiano Gualdoni, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jeff Rankin, Jos Stevens, Syed Usman, Peter Weinert

**Abbreviations**  
 AF = Air Force GV = Government  
 AG = Agricultural Aviation JF = Joint Forces  
 AR = Army NY = Navy  
 CG = Coast Guard PO = Police  
 DF = Defence Forces SV = Survey

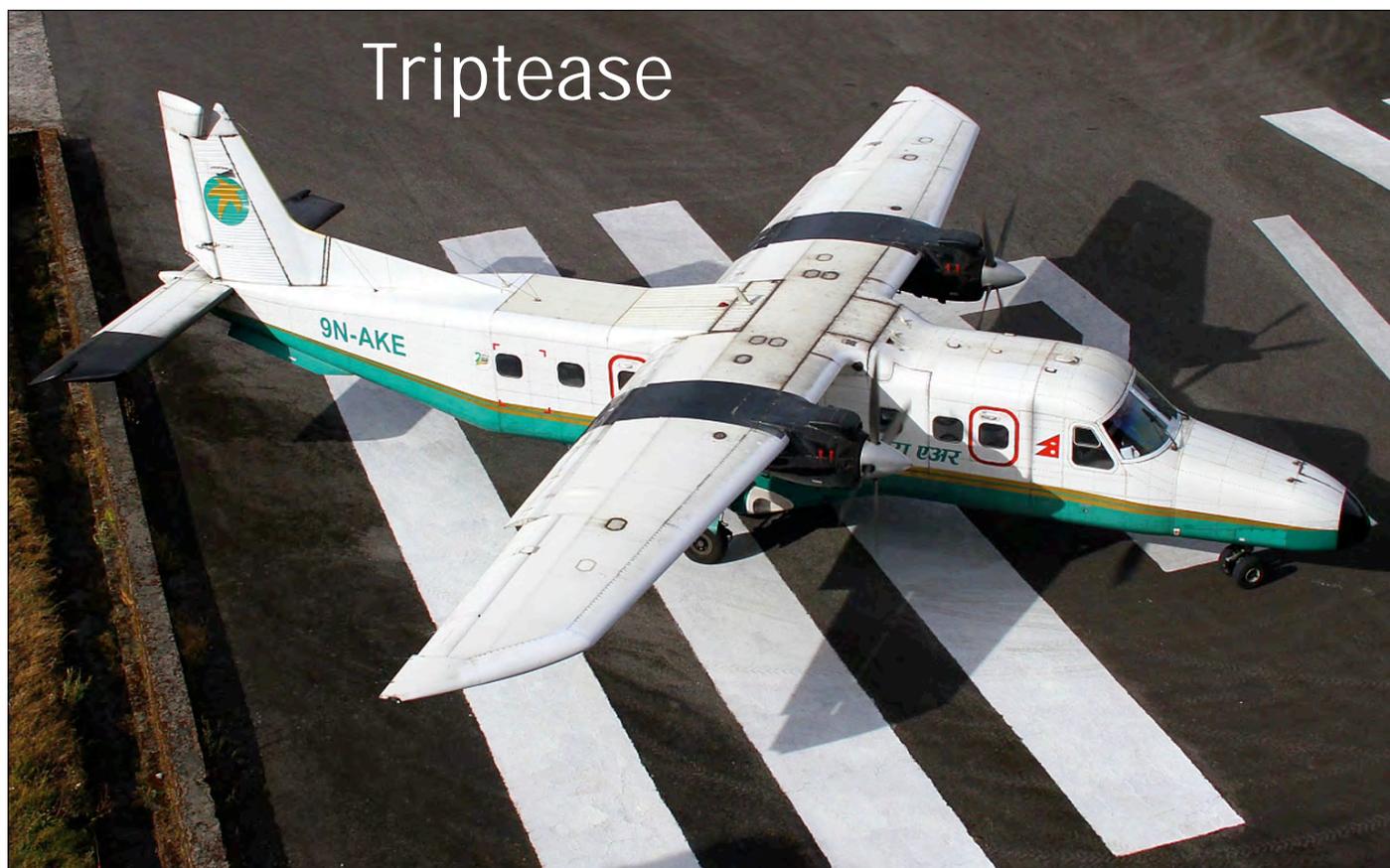
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# Triptease



Tenzing-Hillary airport is dubbed "top-of-the-World", literally! We do not receive accounts from this place that often, so it is fitting to open our Triptease with it we think. (Lukla, 28 November 2018, Robin Frosch).

## Civil trips

### Brazil

It took a long time before a new Cruzex exercise was organised, and when the rumours started I was sure to go. I booked a trip via 4Aviation to Brazil and we met the biggest part of the group at Schiphol on 25 November. We flew with TAP to Lisbon and from there with another TAP flight (operated by HiFly) to the new airport near Natal. In Natal we picked up our rental cars and drove to our hotel where we stayed for the whole week.

Lisbon		25 November 2018	
17401	Falcon 50	Esq504	
9H-FOX, 9H-SUN	A340-313X	HiFly Malta	n/t
CS-TKT	B767-36NER	Euro Atlantic Airways	
CS-TRO	A320-214		a/w
D2-ANT	Falcon 900B	Angola Gvmt	
EC-MXG	A320-232	Vueling	
EI-EMO, EI-ENL	B737-8AS	Ryanair	
F-HEPC	A320-214	Joon	
G-EZTC	A320-214	easyJet	
G-SPCY	EMB135BJ	London Executive Aviation	
JY-JAL	B767-204ER	Jordanian Aviation	
OE-LQW	A319-111	easyJet	
P4-BFL	G450	BestFly	
TC-JTK	A321-231	Turkish Airlines	

### Hub traffic

TAP	A319 (2), A320 (2), A321 (4), A330 (5), A340 (1)
TAP Express	ATR72 (3)

Natal-Governador Aluizio Alves		25 November 2018	
PR-GXR	B737-8EH	GOL	

Natal 26 - 29 November 2018  
Between 26 and 29 November we visited Cruzex. You will find the complete report in the Show report section of our magazine.

Natal City		29 November 2018	
4480/80	AT-26	pres., ex Brasil AF	

In the early morning a small group searched for the only aircraft in Natal, preserved outside of the military base, near of the city. After this very nice preserved MB326 we got back in our hotel and pick up the rest of the group for our last day on the air base.

Natal-Governador Aluizio Alves		30 November 2018	
9H-SOL	A340-313X	HiFly Malta	n/t
PP-ERN	EMB110P1	Estado Rio Grande do Norte	
PR-ATE	ATR72-212A	Azul	
PR-NTO	EMB500		n/t
PR-VBH	B737-73V	GOL	
PT-FRG	EMB121A1		n/t

Our last day we decided to around 11 AM to the air base, after a relaxing visit to the beach. We drove to the air base to see what was happening this day. Cruzex had its last day with a symposium and no flying activities planned. After an hour waiting, there started a bit of activities with the arrival of a Chilean Air Force C-130 and some Brazilian aircraft. Around 5 PM we drove to the hotel for a nice shower and our last dinner in the food court. After this, we drove back to the airport to drop off our rental cars and our flight back to Amsterdam via Lisbon.

Lisbon		1 December 2018	
9H-SOL	A340-313X	HiFly Malta	n/t
A6-EGW	B777-31HER	Emirates	
CS-TGV	A310-304	SATA	
CS-TRO	A320-214	White	
CS-TSF	A321-253N	Azores Airlines	
D-AIKO	A330-343	Lufthansa	
D-ALEW	B757-236SF	EAT/DHL	
D-ASEE	A320-214	SundAir	
EC-JEI	A319-111	Iberia	
EC-KYO	EMB190-200LR	Air Europa Express	
EC-LVD	A320-216	Iberia	
EC-MHA	A321-231	Vueling	
EC-NAB	B737-81Q	AlbaStar	
EI-CVA	A320-214	Aer Lingus	
F-GKXY	A320-214	Joon	

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F-HBIS	A320-214	Aigle Azur	n/t
F-HTVJ	B737-8K2	Transavia France	
G-EUUG	A320-232	British Airways	
G-EZTD	A320-214	easyJet	
I-FEDN	Falcon 2000LX	Sirio Executive	n/t
N89NC	G550		n/t
N34137	B757-224	United Airlines	
OO-SFY	A330-223	Brussels Airlines	
P4-BFM	CL-600-2B16		n/t
TC-JYC	B737-9F2ER	Turkish Airlines	
YR-AME	B737-530	BlueAir	

**Hub traffic**

easyJet Europe	A319 (1), A320 (2)
Ryanair	B737 (9)
TAP	A319 (6), A320 (10), A321 (1), A330 (6), A340 (2)
TAP Express	ATR72 (4), EMB190 (3)

After a flight of 7 hours with HiFly we arrived in Lisbon and started directly with spotting on this airport. The airport of Lisbon is not very busy and most of the aircraft you can see here are from TAP and Ryanair. After a three hour stay, we flew back to Schiphol where it was very good visible that the winter season was started and it was very quiet.

Credit: Raymond van Dijkhuizen

Nepal

Welcome to the "Top of the World"

The Tenzing-Hillary Airport also known as Lukla Airport or the so called "the world's most dangerous airport" in Khumbu, Solukhumbu District in eastern Nepal is truly something special. Located at an elevation of 9100 ft (2774 m) and a runway which is only 1500 ft (457m) long, Lukla Airport is situated in the Himalayan mountain range of Nepal. Depending on the weather, there are a dozen flights per day between Kathmandu and Lukla during daylight. There is no room for errors and a go-around during landing is no option. All flights are landing upwards and departing downwards.

Lukla is the place where most people start the climb to Mount Everest or their trekking tour to the Base Camp. It was

always one of my dreams to see Mount Everest and to do the trekking tour to the Base Camp. As a planespotter Lukla is of course on everyone's "to-do list" and so I did some research in mid-2018 and then soon everything was booked for my trip to the Lukla and the Mount Everest Base Camp in November 2018.

My flight from Kathmandu to Lukla was operated by Tara Air and their Do228-202 9N-AKK. It was one of the best flights I ever had, flying just a few meters above the mountains in a tiny little airplane with zero legroom. Only aircrafts like the Do228, Twin Otter and Let-410 with STOL capabilities are allowed to fly into Lukla. After 30min the flight was over and I finally reached Lukla Airport. Lukla Airport has only a small ramp for four aircraft and some helicopter pads. However our aircraft was the 5th and we did a backtrack and parked on the runway where we disembarked.

The weather in Lukla is normally always good during the morning hours and that is why most flight are between sunrise and 12pm. The clouds are rolling in and the VFR flight rules did not allow any take off or landing.

You can stay at the top of runway 24 to take some pictures or on the south side of the runway. You do not need any ladder as the fence is only like 1,50m high. There are several Lodges or Teahouses in Lukla where you can stay overnight and you can reach every position within 5min walking time. You can get flights for € 250,00 return in 1 night at the Teahouse will cost you less than € 5,00. But be warned it can get very cold during the night and they don't have a heater or electricity in the rooms. So better you prepare everything in advance and buy some power banks to recharge your batteries. And for those who can not survive without internet, you can buy a Ncell simcard and you will have internet connection basically everywhere in the mountains.

Credit: Robin Frosch.



Showing off the steep runway at Lukla is DHC-6 Twin Otter 9N-ALO. Obviously, it takes a strong stomach to fly in and out of this place... (Lukla, 28 November 2018, Robin Frosch)



Taiwan is one of those countries where the flying is still good. But beware, as they are not accustomed to tourists, let alone aircraft spotters. Anyway, going there proves to be very worthwhile as this report shows. We kick off with this taxiing shot from a couple of Hsinchu's Mirage 2000s (26 November 2018, Andrew Binks)

## Military trips

### Taiwan

The Republic of China Air Force (ROCAF) has a mixture of both classic and modern foreign-supplied aircraft supported in the main by American and French industries as well as unusual indigenously designed planes thus making it a place of great interest for aircraft enthusiasts as the aircraft themselves are rarely, if ever, seen outside Taiwan itself.

However, the Republic of China has always been perceived as a difficult place to travel to, as it is not really geared-up for tourists, security is obviously tight and the language most unusual. Being seen as an exotic country, there are easier pickings to be had elsewhere in the aviation world but in our case, it was decided to take the plunge and see what would unfold from a voyage of discovery.

Firstly, there are no direct flights from Europe, so a changeover in Hong Kong was required. This was not too onerous and we were soon landing at Taoyuan International Airport to the west of Taipei. Our schedule had dictated that we would travel down the densely populated, industrialised west coast first which besides giving us shorter initial drives, also gave us a chance to understand our GPS system and the local driving style!

Hsinchu	26 November 2018
2009/Ei09, 2011/Ei11	Mirage 2000-5Ei 2nd TFW
2014/Ei14, 2017/Ei17	Mirage 2000-5Ei 2nd TFW
2030/Ei30, 2031/Ei31	Mirage 2000-5Ei 2nd TFW
2037/Ei37, 2039/Ei39	Mirage 2000-5Ei 2nd TFW
2054/Di04, 2057/Di07	Mirage 2000-5Di 2nd TFW
2060/Di10, 2061/Di11	Mirage 2000-5Di 2nd TFW
2062/Di12	Mirage 2000-5Di 2nd TFW
5153	F-5E ROCAF decoy

5221	F-5E	ROCAF	decoy
5330	F-5E	ROCAF	decoy
0921	UH-60M	ROC Army	overflight
0817	AH-64E	ROC Army	overflight

The first port of call was the Mirage 2000-5 base at Hsinchu on a damp and dull day. Not the best of starts but once the first pair of aircraft had taxied out and taken off, to be followed by eleven more mixed single and two-seaters, we began to feel better. The overflight of an AH-64E Apache warmed us up even further and after a couple of hours of multiple landings, we had had plenty of opportunities for some excellent photos which weren't going to be bettered considering the weather forecast, so we decided to move on to the area around Taichung International Airport or CCK as it is known locally, in readiness for the next day, whilst also taking in our first memorial along the way.

Taichung	27 November 2018
1409, 1432, 1436	F-CK-1C 3rd TFW
1450	F-CK-1C 3rd TFW
1602, 1604, 1605	F-CK-1D 3rd TFW
1607	F-CK-1D 3rd TFW
0907, 0928	UH-60M ROC Army
B-16852	ATR72-212A Mandarin Airlines
B-17007	ATR72-212A Uni Airways

#### Preserved

5308	F-5E Tiger 2000	in tiger mks
4147	TF-104G	at base gate
1x	F-CK-1	test frame
Chiayi	27 November 2018	
2251	EC225	ROCAF
6631, 6637	F-16A	4th TFW
6644, 6645	F-16A	4th TFW
6646, 6699	F-16A	4th TFW
6808, 6817	F-16B	4th TFW



The indigenous fighter Ching-Kuo can only be found in Taiwan. Seasoned traveller Jim Walg went to the Republic of China in December and we can further illustrate the other trip report with his photographs. (1611, Taichung/Ching Chuan Kang ('CCK'), 7 December 2018, Jim Walg)

Yunlin		27 November 2018				
5138	F-5E	pres., ex ROCAF		very distant but colourful EC-225 helicopter from the SAR flight.		
Hsihu		27 November 2018				
0009	F-100F	pres., ex ROCAF	Gangshan			28 November 2018
3160	C-119	pres., ex ROCAF	3405, 3410	T-34C	AFA	
4400	F-104G	pres., ex ROCAF	3412, 3414	T-34C	AFA	
5140	F-5E	pres., ex ROCAF	3415, 3416	T-34C	AFA	
			3418, 3420	T-34C	AFA	
			3422, 3431	T-34C	AFA	
			3435, 3436	T-34C	AFA	
			3439, 3440	T-34C	AFA	
			3442	T-34C	AFA	
			0720	A-CH-1B	pres., ex ROCAF	
			Tainan			28 November 2018
			0822	AT-3	AFA	
			1456, 1457	F-CK-1C	1st TFW	
			1458, 1459	F-CK-1C	1st TFW	
			1466, 1477	F-CK-1C	1st TFW	
			1480, 1482	F-CK-1C	1st TFW	
			1489, 1491	F-CK-1C	1st TFW	
			1494, 1496	F-CK-1C	1st TFW	
			1497, 1498	F-CK-1C	1st TFW	
			1499	F-CK-1C	1st TFW	
			1601, 1613	F-CK-1C	1st TFW	
			1616, 1618	F-CK-1D	1st TFW	
			1621, 1627	F-CK-1C	1st TFW	
			1628	F-CK-1D	1st TFW	
			1311	C-130H	10th TAG	
			6824	F-16B	nn	



On a good day you can end up with twenty or more Mirage 2000s at Hsinchu. (2057, 7 December 2018, Jim Walg)



Another treat in Taiwan is that they still fly with a lot of F-5 Tigers. This RF-5E being a big catch in any case. (5501/30085, Hualien, 4 December 2018, Andrew Binks)

B-17002	ATR72-212A	Uni Airways
B-17011	ATR72-212A	Uni Airways
VN-A683	A321-211	Vietjet Air

#### Preserved (behind base wall)

0711	A-CH-1B	gate guard
3343	T-33A	gate guard
5157	F-5E	gate guard
6047	F-86F	gate guard
9304	L-19	gate guard

In the early morning of day three, we sought out Gangshan first because Tainan seemed to be very quiet. Upon arrival at the end of the runway, we were entertained by fifteen T-34 Mentors doing circuit and bumps training, thus allowing plenty of photo opportunities.

Once all of the T-34s had finally landed around lunchtime, we headed back to Tainan hoping for an afternoon wave of locally based F-CK-1s to perform. The local spotter community was also out in force and we were not disappointed as we witnessed flying that continued until well beyond dusk. All-in-all, a very impressive sight and sound.

Pingtung North 29 November 2018

2505	E-2T	6th T/EWW
3311	P-3C	6th T/EWW

Pingtung South 29 November 2018

1303	C-130H	10th TAG
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By now, we were getting the hang of the road system and travelling around, so we started the next day with a brief visit to Pintung South air base, where we saw two C-130s leaving before we could even get out of the car. With little else happening, we moved just up the road to Pintung North and were entertained by an E-2T Hawkeye and P-3C Orion doing circuits whilst bathed in marvellous warm sunlight.

In the afternoon, we went back to Gangshan to visit the superb Republic of China Air Force Museum and it's many exhibits charting the history of the air force and some of the defections of MiGs, Shenyangs and Ilyushins from mainland China, all of which were on show.

Luckily for us, the weather reports had improved as expected for the time of year and they promised sunshine all day long, so we made an early start at Tainan again. However, apart from a few colourful airliners, all was quiet on the military

side, so we decided to go in search of the other rare indigenous aircraft, the AT-3 Tzu Chung two-seat jet trainer.

Gangshan 30 November 2018

0817, 0818	AT-3	AFA
0819, 0822	AT-3	AFA
0824, 0835	AT-3	AFA
0840, 0841	AT-3	AFA
0845, 0848	AT-3	AFA
0852, 0853	AT-3	AFA
0855, 0861	AT-3	AFA
0862, 0863	AT-3	AFA
1910	Beech 1900	STS
3404, 3419	T-34C	AFA
3429, 3438	T-34C	AFA
5365	F-5F	pres., ex ROCAF

Tainan 30 November 2018

0806	AT-3	AFA
1484	F-CK-1C	1st TFW
1479	F-CK-1C	1st TFW
1464	F-CK-1C	1st TFW

Niaosang 30 November 2018

4182	TF-104G	pres., ex ROCAF
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It seems that morning is jet training time at Gangshan and the AT-3s were out in force. In its patriotic white, red and blue paint scheme, the elegant but dated design was well highlighted against the blue skies. As was becoming our understanding of the ways of working at each base we visited, the flying was a relatively short, sharp burst of dramatic action followed by a long lull in proceedings. Some T-34s did eventually materialise but we felt a need for fast jet action instead, so it was back to Tainan yet again.

As before, the flying took place later in the day and the landings all happened just as the sun dipped below the horizon, so sadly the photos we took weren't perfect, but who is complaining? It was pleasant to then just to sit and watch the spectacle. After all, we had earlier been able to photo a ROCAF C-130 in great light!

Kaohsiung 1 December 2018

B-18651	B737-8Q8	China Airlines
B-17008	ATR72-212A	Uni Airways
B-28021	MD-82	Far Eastern Air Transport
B-28066	ATR72-212A	Far Eastern Air Transport
B-55573	DHC-6-400	Daily Air

B-90609 G550  
 JA813P A320-214 Japan Airlines

With all the chopping and changing to our original plan, this left Saturday free for a relaxed cross-island journey, after visiting Kaohsiung airport for some spotting of course, through the scenic mountains of central Taiwan and then north along the coastal highway to Taitung, the home of 7 TFW and its squadrons of F-5s along with the tactical training squadron too. Little did we know what was to happen early on Sunday.

Taitung 2 December 2018

5261, 5265	F-5E	7th TFW
5284, 5286	F-5E	7th TFW
5287, 5288	F-5E	7th TFW
5291, 5292	F-5E	7th TFW
5352, 5374	F-5E	7th TFW
5377, 5378	F-5F	7th TFW
5380, 5384	F-5E	7th TFW
5389, 5398	F-5F	7th TFW
5396, 5399	F-5E	7th TFW
5404, 5414	F-5F	7th TFW
5416, 4179	TF-104G	pres., ex ROCAF

Taitung Civil 2 December 2018

B-11112	BN-2A/III-2	pres., ex Taiwan Airlines
B-55571, B-55575	DHC-6-400	Daily Air

We had designated Sunday for a bit of rest and relaxation in the natural hot springs of the Taitung area but as we were eating breakfast, we heard jet noise overhead. Surely it was an airliner but no, it was two F-5s returning to base. The plan changed instantly and after a hasty departure from the hotel, we made our way to our observation point at the end of the runway, along the way managing to stop just in time to photograph six more F-5s in the landing pattern. This was not the end of the action either, as by 10.30 we had managed to take pictures of more than twenty different F-5s in a variety of colour schemes. The majestic mountain backdrop and perfect sunlight had given us the highlight of our trip so far

and it was not to be beaten during the rest of our time on Taiwan.

Because of the fantastic Sunday happenings, the flexible plan changed yet again as we decided to take an early Monday breakfast and then a long drive up the wonderful eastern coastal highway before going through some very twisting and steep mountain roads, to arrive at Hualien air base, unfortunately just missing the landings of the morning wave of F-16s.

However, around 14.00, the base came to life again and the afternoon sorties took-off to return an hour or so later. This gave us a feel for where we needed to stand in order to hopefully catch the rarest beast of them all, the RF-5 from 12 TRS, in action.

With just five active RF-5s remaining in the ROCAF inventory, we were up early and waiting. Our perseverance was rewarded with the first flight of the day. Sadly this was to be our only sighting of the whole tour but at least we had seen one fly. The remainder of Tuesday also brought our first Beech 1900, Sikorsky S-70 and Fokker 50 too, so we retired happy at dusk, only to be shocked by yet more jet noise later in the evening. It seemed that the ROCAF never rests as numerous F-16s performed night landings. It was not good for photos but certainly interesting to see the low approaches straight in over the town centre.

Hualien 3-5 December 2018

1901, 1908	Beech 1900	STS
5002	Fokker 50	SAC
5387, 5408	F-5F	12th TRS
5501	RF-5E	12th TRS
6657, 6658	F-16A	5th TFW
6666, 6667	F-16A	5th TFW
6668, 6669	F-16A	5th TFW
6670, 6671	F-16A	5th TFW



Special colours are not everybody's portee, but if a Taiwan Tiger wears them, we doubt anyone will complain! (Taitung /Jhijhang, 2 December 2018, Andrew Binks)

6672, 6674	F-16A	5th TFW
6676, 6679	F-16A	5th TFW
6683, 6684	F-16A	5th TFW
6694, 6697	F-16A	5th TFW
6705, 6708	F-16A	5th TFW
6713, 6714	F-16A	5th TFW
6720	F-16A	5th TFW
6824	F-16B	5th TFW
B-16851	ATR72-212A	Mandarin Airlines
B-55507	BK117	Daily Air Corporation
5226, 5206, 5236	F-5E	decoy
1x	F-5E	decoy no visible serial

Wednesday started with a brief sojourn to Hualien again in the hope of another RF-5 but we were only treated to more F-16s. Therefore, we decided to head back to the capital city Taipei in order to complete a visit to our final base, Songshan.

Songshan 5-6 December 2018

1312	C-130H	10th TAG
1902, 1903	Beech 1900	STS
1904, 1906	Beech 1900	STS
1911	Beech 1900	STS
5001	Fokker 50	ROCAF
3701	B737-8AR	ROCAF
7016	S-70C	ROCAF
0937	UH-60M	ROC Army
NA-101, NA-108	AS365	Fire Department
B-00101	Beech 350	CAA flight calibrator

B-17001, B-17003	ATR72-212A	Uni Airways
B-17005	ATR72-212A	Uni Airways
B-28068	ATR72-212A	Far Eastern Air Transport
B-68802	BN-2A	
B-77709	P-68C	
B-95959	Global Express	
B-95995	Beech 400	

The air force installation shares its space with the international airport and as such, contains the VIP fleet of aircraft more suited to the surroundings, namely a solitary Boeing 737-800, Fokker 50s and Beech 1900s all of which were photographed over the final two days of the tour albeit in poorer light than we had come to expect. Beech 1900 1911 was seen in the calibration colours.

What conclusions can we take from this trip? At times it was hard to get around but we soon learned how to get along relatively easily. Away from Taipei, very little English is spoken although all the hotel staff were incredibly helpful in their own way. However, it was definitely worth going to the Republic of China both for aviation and general sight-seeing although it is not a tourist destination in the true sense of the phrase.

Credits: Andy Binks, Sue Wyllie and Paul Wilson (the log keeper!)



How about this! One of the Do228s just turned at the 24 threshold. On the bottom photo it touches down at runway 06 of the world's most dangerous airport.... (Lukla, 21 and 28 November 2018, Robin Frosch)

Personal copy

# 'Big Red One' arrives in Europe!



Marijn van der Burgt / Jochem Manders / Paul van der Linden

For several days the persistent low cloud base, fog and snow prevented flying movements from the port of Zeebrugge. When the weather finally cleared, the helicopters were rapidly moved to Chievres. AH-64E 17-03144 was one of over sixty helicopters transferred in one day. It is seen here upon its arrival at Chievres, the staging point for further deployment into the European hinterland. (3 February 2019, Jeroen Hensbergen)

On 29 January the 1st Infantry Division Combat Air Brigade (CAB), arrived in the port of Zeebrugge (Belgium) for the next nine-month 'heel-to-toe' rotation in support of Atlantic Resolve.

## Operation "Atlantic Resolve"

Atlantic Resolve is made possible by the European Deterrence Initiative and is a strong signal of the United States' ironclad commitment to the NATO Alliance and to regional stability. It builds readiness, increases interoperability and enhances the bond between ally and partner militaries using multinational training events in Bulgaria, Estonia, Hungary, Latvia, Lithuania, Poland and Romania. Since April 2014, U.S. Army Europe has led the Department of Defense's Atlantic Resolve land efforts by bringing units based in the U.S. to Europe for nine months at a time. There are three types of Atlantic Resolve rotations - armoured, aviation and sustainment task force. These rotations are overseen by the Mission Command Element, a regionally aligned headquarters based in Poznan, Poland. There are approximately 6,000 soldiers participating in Atlantic Resolve at any given time.

## 1st Inf. Div. Combat Aviation Brigade

The Combat Aviation Brigade brings 49 UH-60L/M and HH-60M Black Hawks, 12 CH-47 Chinooks, 24 AH-64E Apaches, approximately 1,900 personnel and more than 1,500 pieces of equipment to Europe. Aviation units involved are 2-1st GSAB (General Support Aviation Battalion - UH-60L, HH-60M and CH-47F), 3-1st AHB (Assault Helicopter Battalion - UH-60M) and 1/6th CAV (Attack Reconnaissance Battalion - AH-64E and Shadow UAS).

Host Nation support was provided by Belgian defence forces, and consisted for example of security personnel, aviation fuel, fire services. Also the Belgian Police and the stevedore company ICO were supporting the port operations. From Zeebrugge, the helicopters were staged to Chievres air base, from where they flew to Ansbach (Katterbach Barracks) and Illesheim (Storck Barracks) in Germany or directly to their FOBs in Poland and Latvia.

By February 2019 units will be forwarded to Eastern-Europe:

- Approximately thirteen helicopters (mainly Black Hawks) and sixty Soldiers in Lielvārde (Latvia)

- Approximately seventeen helicopters (Black Hawks and a platoon of Apaches) and 150 Soldiers in Powidz (Poland). Also the Shadow UASs will be based in Poland, flying in designated zones.

- Approximately fourteen helicopters (Black Hawks and a platoon of Apaches) and 100 Soldiers at Mihail Kogălniceanu (Romania)

From these Forward Operation Bases and out of Germany, the CAB will conduct bilateral, joint and multinational training events in Bulgaria, Estonia, Hungary, Latvia, Lithuania, Poland and Romania. At least four Tier 1 exercises will be supported, focusing on strengthening bonds between allies and partners, increasing interoperability and building readiness.

The following helicopters were deployed through Zeebrugge harbour:

<u>A/2-1 GSAB (CMD)</u>		<u>UH-60L</u>				
90-26260	90-26266	90-26271	90-26300	93-26478	94-26555	
96-26706	96-26707					
<u>B/2-1 GSAB (HH)</u>		<u>CH-47F</u>				
14-08168	15-08194	15-08195	15-08196	15-08197	15-08466	
15-08467	16-08198	16-08199	16-08200	16-08201	16-08202	
<u>C/2-1 GSAB (AA)</u>		<u>HH-60M</u>				
08-20160	08-20162	08-20163	08-20164	08-20165	08-20168	
08-20169	08-20170	08-20171	08-20172	10-20303	10-20309	
11-20350	11-20351	11-20352				
<u>3-1 AHB (ASLT)</u>		<u>UH-60M</u>				
07-20092	07-20093	07-20094	08-20118	08-20121	09-20187	
09-20221	09-20223	09-20225	10-20251	10-20255	10-20260	
10-20281	10-20313	10-20318	11-20346	11-20375	11-30398	
11-20399	11-20412	11-20413	11-20418	11-20419	11-20420	
12-20451	12-20459					
<u>A/1-6 CAV (AR)</u>		<u>AH-64E</u>				
17-03140	17-03147	17-03151	17-03153	17-03156	17-03163	
17-03166	17-03169					
<u>B/1-6 CAV (AR)</u>		<u>AH-64E</u>				
17-03139	17-03143	17-03144	17-03154	17-03164	17-03170	
17-03173	17-03175					
<u>C/1-6 CAV (AR)</u>		<u>AH-64E</u>				
17-03141	17-03145	17-03146	17-03149	17-03165	17-03168	
17-03171	17-03174					

## 4th Inf. Div. Combat Aviation Brigade

The 1st Infantry Division CAB (Combat Aviation Brigade) out of Marshall AAF/Fort Riley, Kansas, replaces the 4th Infantry Division CAB, out of Fort Carson, Colorado. The latter arrived in Europe in June 2018. Back then, all helicopters but the AH-64s were offloaded in the port of Rotterdam and for the most part flew via Eindhoven to their destination.

On the way out, in total 48 helicopters were staged through Wiesbaden, Koln-Bonn and Eindhoven before arriving at Rotterdam harbour. Also four ex-US Army Europe 12th CAB Apaches were part of the shipment, likely the 4th Infantry Division's CAB and 12th CAB exchanged some helicopters. Almost all helicopters remained overnight at Eindhoven. We now present the helicopters, including arrival and departure dates (all February) at Eindhoven:

A/2-4 GSAB (CMD)		UH-60L	
90-26267 (1-8)	90-26297 (1-8)	92-26425 (5-7)	93-26497 (5-7)
93-26509 (8-11)	94-26569 (8-11)	94-26589 (1-12)	98-26810 (8-11)

B/2-4 GSAB (HH)		CH-47F	
15-08185 (6-8)	15-08186 (1-7)	15-08187 (4-8)	15-08190 (6-11)
15-08191 (4-8)	15-08192 (1-7)	15-08193 (1-7)	15-08464 (4-7)
15-08465 (4-8)			

C/2-4 GSAB (AA)		HH-60M	
13-20601 (7-11)	13-20602 (7-8)	16-20871 (7-12)	16-20872 (8-11)
16-20873 (4-8)	16-20874 (8-11)	17-20942 (8-11)	17-20943 (4-7)
17-20945 (4-7)			

3-4 AHB (ASLT)		UH-60M	
16-20835 (11-12)	16-20837 (1-8)	16-20838 (19-19)	16-20840 (1-8)
16-20841 (5-7)	16-20842 (11-11)	16-20843 (7-11)	16-20845 (7-11)
16-20849 (11-11)	16-20879 (19-19)	16-20885 (5-7)	16-20916 (11-12)

6-17 CAV (AR)		AH-64D	
07-07036 (4-12)	08-05540 (4-7)	09-05575 (4-7)	09-05584 (4-7),
09-07056 (6-8)	09-07064 (4-7)		

(ex 1-3 AHB / 12th CAB)		AH-64D	
02-05327 (4-8)	03-05381 (4-7)	04-05437 (4-8)	04-05467 (4-7)

The other helicopters of the 4th Infantry Division CAB were transported out of Europe through Greece.



UH-60M 10-20318 from 3-1 Assault Helicopter Battalion departing Zeebrugge. (3 February 2019, Nik Deblauwe)



A CH-47F Chinook from B/2-1 General Aviation Support Battalion has its rotorblades fitted again in preparation for departure from the port of Zeebrugge. The helicopters were parked in a part of the docks shielded from outside view by containers. On 30 January 2019 a media event was staged, allowing for pictures from inside the compound. (Dino van Doorn)



The 1st Infantry Division CAB arrived in Europe under adverse weather conditions. It would be several days before the choppers were able to continue their journey. Seen here are a couple of almost brand-new AH-64E Guardians, of which twenty-four have been deployed with the 1st Squadron of the 6th Cavalry Regiment. (Zeebrugge, 30 January 2019, Paul van der Linden)



The HH-60M is the Medevac-version of the UH-60M Black Hawk. A Combat Aviation Brigade has fifteen HH-60Ms on strength in the General Support Aviation Battalion. (Zeebrugge, 30 January 2019, Marijn van der Burgt)

# Strike Eagle's Lair

Seymour Johnson AFB



Rob van Disseldorp

*F-15E 89-0472 of the 333rd Fighter Squadron 'Lancers' has turned on the burners and departs Seymour Johnson AFB.*

We all know North Carolina as the state where the first flight in history took place. A lot has changed since the days of the Wright Brothers except the fact that the state is still an aviation powerhouse. Deep in the heart of the 'First in Flight' state lays a small town called Goldsboro. What the town lacks in size, it more than makes up for in airpower with Seymour Johnson AFB, the premier Strike Eagle base in the world.

## History

When it became clear that the United States was entering World War II there was an increasing need for military training centers. Construction started in the early 1940's and Seymour Johnson was activated on 12 June 1942 as Headquarters, Technical School, Army Air Force Technical Training Command. An interesting note is that Seymour Johnson is the only USAF base named in honor of a Navy officer, Lt. Seymour A. Johnson. Lt. Johnson was a US Navy test pilot and a Goldsboro native who died in a plane crash near Norbeck (MD), on 5 March 1941.

After the war, operations at Seymour Johnson were ceased and the base was deactivated in May 1946. In 1950 local politicians started fighting to reopen the base and with success. Seymour Johnson re-opened its doors again on 1 April 1956 as a Tactical Air Command Installation. In 1957 the 4th Fighter Wing was assigned to Seymour Johnson and it continues to be the host unit until this day. Since being assigned to Seymour Johnson the 4th FW has flown planes like the F-100 Super Sabre, F-105 Thunderchief and several F-4 Phantom II models. Once you pass the main gate, you will find all these models on display inside the base. In 1988 the 4th FW started transitioning to the F-15E Strike Eagle. On 1 July 1991 the 4th FW completed the transition from the F-4E to the F-15E and it became the first operational F-15E unit in the USAF. Today, Seymour Johnson is the largest F-15 base worldwide.

## Flying Units

The host unit at Seymour Johnson is the 4th FW that consists of four fighter squadrons: the 333rd FS 'Lancers' and the 334th FS 'Eagles' are both fighter training squadrons which are responsible for training future F-15E flight crews. The

335th FS 'Chiefs' and 336th FS 'Rocketeers' are the operational squadrons of the wing. Each squadron is equipped with roughly 24 F-15E Strike Eagles. Seymour Johnson is also host to the Air Reserve Command's 307th FS, 414th FG, 944th FW. Personnel of that unit are mainly split between the 333rd FS and 334th FS and assist in the training operation.

Also based at Seymour Johnson is the 916th Air Refueling Wing (ARW), Air Force Reserve Command (AFRC). The 916th ARW consists of two air refueling squadrons, the 77th ARS and 911th ARS. The unit currently operates twelve KC-135Rs but is scheduled to transition to the KC-46A Pegasus in early 2020.

## Flying Activity

During Scramble's two-day stay at this Super Base the first wave of Strike Eagles took off around 7:00 local time and the last flight touched down around 23:00. There is continuous flying action throughout the day (and evening), although you will see a little dip in flying activity around lunch and dinner. Most launches are in pairs but you will see anywhere from two to twelve F-15E's lined up at the last chance check at most times during the day. Scramble was also lucky to witness hot pit refuelling practice so it was a coming and going of the mighty machines of the 333rd, 334th and 336th FS on both days. The 335th FS wasn't participating in the activities as they were deployed to Nellis AFB (NV) for a Green Flag exercise.

## Aircraft

Below is an overview of the based aircraft per squadron. The ones marked with a "\*" were noted during the visit.

### F-15E 333rd FS 'Lancers' 'SJ' red tail band

86-0190*	87-0179*	87-0185*	87-0188*	87-0190*
87-0191	87-0195*	88-1674*	88-1680*	88-1683*
88-1684	88-1685*	88-1693	89-0472*	89-0473*
89-0478*	89-0480	89-0482*	89-0485*	90-0228*
90-0229	90-0230*			

88-1683 had a green tail band but had a 333rd logo on the plane. 87-0190 has 307th FS markings and 89-0482 has 414th FG markings.

**F-15E 334th FS 'Eagles' 'SJ' blue tail band**

87-0178	87-0184*	87-0189*	87-0193	87-0197*
87-0200*	87-0205	88-1672*	88-1677*	88-1679
88-1686*	88-1690	88-1691*	88-1698*	88-1702
88-1703	88-1704*	89-0475*	89-0481*	89-0489*
89-0490*	89-0499*	89-0500*		

87-0200 has 'Spirit of Goldsboro' '4th FW' markings. 88-1704 has '334th FS' markings

**F-15E 335th FS 'Chiefs' 'SJ' green tail band**

86-0189	87-0171	87-0174	87-0175	87-0192
87-0196	87-0199	88-1670	88-1676	88-1695
88-1696	88-1708	89-0471	89-0476	89-0477
89-0483	89-0484	89-0486	89-0487	89-0493
89-0496	89-0498	89-0502	90-0232	

**F-15E 336th FS 'Rocketeers' 'SJ' yellow tail band**

86-0187*	87-0176*	87-0177	87-0181	87-0187*
87-0206	88-1668*	88-1669*	88-1671*	88-1673
88-1675*	88-1682	88-1687	88-1688*	88-1700
88-1706*	89-0474	89-0488	89-0492	89-0494
89-0495*	89-0501*	89-0503	89-0505	

88-1669 has '336th FS' markings. 87-0194 had no tail band or squadron markings.

**KC-135R 77th ARS 'The Totin' Tigers' green tail band**

57-1437*	57-1456	57-2599*	60-0349*	61-0294*
61-0313	62-3509*	62-3528	62-3537*	62-3542
62-3577*	63-8014*			

Special thanks go to the 4th Fighter Wing Public Affairs Office, and in particular SSgt Crolley for making this visit possible.



A 336th FS Strike Eagle takes to the sky after a Hot-Pit Refuelling exercise.



An instructor and student of the 334th FS walking on the flightline at Seymour Johnson AFB to F-15E 89-0475 for a training mission.

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**Scramble Magazine:**  
**ISSN 0927-3417**

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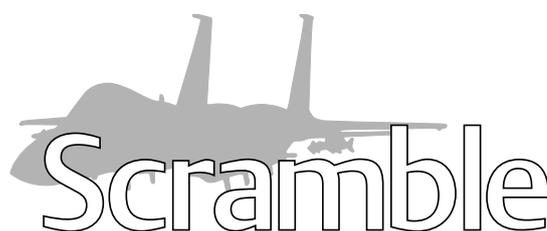
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Fortunately, we received many updates for our database and nice photographs from CRUZEX 2018. So, here is a selection of these, like this AF-1C (A-4KU) N-1022 of VF-1 (Natal, 28 November 2018, Raymond van Dijkhuizen)



This A-37B 127 of Grupo 7 is operational for at least 44 years by now (Natal, 27 November 2018, Raymond van Dijkhuizen)



In contrast OA-37B 282 flying with EA2 (Caza) is flying with Uruguay for only 30 years (Natal, 29 November 2018, Raymond van Dijkhuizen)



*This year the "Queen of the Skies" will celebrate her 50th birthday. The first flight was on 9 February 1969. Many different versions were built and the Boeing 747-300 series is one them. Nowadays, most of the time EP-MND of Mahan Air can now be found on domestic flights. (Dubai IAP, 17 November 2009, Marco van Halum)*



*The 50 years celebration seen on the D-ABVH has nothing to do the 50 years of the Boeing 747. In 2011 Lufthansa was celebrating 50 years partnership with Boeing. (Frankfurt-Main, 3 March 2011, Gerard Heijmen)*



*Many Boeing 747s are converted to a freighter version. One of them is Boeing 747-200 N761SA which was operated by Southern Air. It was originally built in 1979 for Philippine Airlines. (Liège, 25 February 2012, Toon Cox)*