

**460**

**September 2017**

# Scramble



*Maple Flag 50  
USS George H.W. Bush  
Luftstreitkräfte der DDR - Part 1*

**DUTCH AVIATION SOCIETY**



Seen at Medellin by Ramond van Dijkhuizen is this An-32 EJC-1146, which is based at Bogota-El Dorado and operated by Brigada No.25 de Aviación/Batallón de Aviación No.1 Aviones. (15 July 2017)



Raymond van Dijkhuizen went on a spottertrip to Latin America and photographed at Guaymaral a H-60 Black Hawk from the National Police of Colombia. The not so very well readable registration is PNC-0613. (12 July 2017)



The last picture on this 'c Besides rotary wing assets, the Policia Nacional de Colombia also uses fixed wing assets like the DHC-8-311 PNC-0259 (which was previously HK-4107). The aircraft is painted in a semi-civil scheme. (Santa Fe de Bogota, 12 July 2017, Raymond van Dijkhuizen)

## Editorial

This month you have to do without the Warbirds, Wrecks & Relics and SIS, but we do have some articles for you; a report on the visit to Portsmouth of CVN-77 USS George H.W. Bush, being the last one built in the Nimitz-class aircraft carriers. Another one on Maple Flag, with this being the 50th edition. Last one is an article where we look back on how the Luftstreitkräfte/Luftverteidigung der Nationale Volksarmee was built, including an exhaustive Order of Battle. Finally we take a closer look at the aircraft which were transferred to the Bundeswehr in 1990, as well as at the aircraft still around in East Germany in that year, listing the fate of these planes. This is only part 1, with the remaining parts to feature in upcoming issues of Scramble.

Our current vacancies are for a new editor for SIS, or Scramble Intelligence Service, the Showdates and Showreports. If you are interested in any of these then we look forward to hear from you at [bestuur@scramble.nl](mailto:bestuur@scramble.nl).

We still have copies left of our new publications: Scramble World Airline Fleets 2017, Scramble Military Serials North America 2017-2018 and Scramble Military Transports 2017. Stock is running out fast so head over to our Shop-page at [www.scramble.nl/shop](http://www.scramble.nl/shop) and order your copy before it is too late! Another new publication is BARG DVD3, containing the timeframe 1989-1994, and there are not many left. And next to that we still have quite a few EMOOS 2014 books lying around, ready for your purchase.

## Important dates

Scramble 461  
Deadline copy: 19 September 2017  
Deadline photos: 26 September 2017  
Planned publication date: 10 October 2017

## Contents

Movements Netherlands.....	2
Movements Belgium.....	20
Military Movements Elsewhere.....	28
Civil News.....	37
Manufacturers News.....	37
Airliner News.....	38
Jetliners.....	42
Commuters.....	45
Propliners.....	45
Fokker News.....	46
Bizjets.....	46
Bizprops.....	49
Soviet Updates.....	50
PH register.....	53
Dustpan & Brush.....	54
Military News & Updates.....	59
Showreports.....	80
Triptease.....	83
Miscellaneous	
Maple Flag 50, 4 Wing Cold Lake, Alberta.....	89
Die Luftstreitkräfte der DDR - Teil 1.....	93
USS George H.W. Bush.....	108

## Cover Photo



The 55th Wing deployed RC-135W 62-4138/OF to RAF Mildenhall. Gideon van Dijk was able to make this impressive head-on shot of this intelligence gathering bird on 20 July 2017.

If you would like to subscribe to our digital magazine, go to [www.pocketmags.com](http://www.pocketmags.com) and search for "Scramble"

## Scramble Shop

Items from our shop can be ordered by transferring the applicable amount to our bank-account IBAN NL43INGB0004320790 (BIC INGBNL2A), f.a.o. Dutch Aviation Society, stating your subscription number (or postal code) and the description of the articles you are ordering (e.g. SSB). Delivery time could take up to four weeks!

Please check [www.scramble.nl/shop.htm](http://www.scramble.nl/shop.htm) for ordering from outside the Netherlands. We offer PayPal and credit card services.

Check our website for details on prices for subscribers and non-subscribers.

<b>Scramble World Airline Fleets 2017</b>	<b>236 pages</b>
<b>SMS Europe 2017</b>	<b>158 pages</b>
<b>SMS North America 2017-2018</b>	<b>191 pages</b>
<b>Scramble Military Transports 2017</b>	<b>87 pages</b>
<b>BARG DVD3</b>	

Personal copy

Distribution to a third party is not allowed

# Movements Netherlands



CP Air took delivery of this Boeing in March 1971 as CF-CUR. From April 1977 until August 1978 it operated for Lloyd Aéreo Boliviano. In October 1978 the aircraft entered the corporate world, operating for Revlon as N767RV. The Getty family became involved in May 1986 when the aircraft was acquired by Executive Air Fleet. It was being operated for Paul Getty a famous oil tycoon. One of his sons, Gordon Getty, is the current owner of N311AG. (Amsterdam - Schiphol, 5 July 2017, Robert Eikelenboom)

## Amsterdam

		July 2017					
01.4L-TGO	B737-7CT	Georgian Airways (a/w)	f/v TGZ651/2	N900FZ	TBM-900	Redwood	04
4X-CUZ	Bae125-800XP	Arrow Aviation	f/v 02	OK-TVE	B737-86Q	Travel Service	ISR201/734
9H-VCD	CL-350	VistaJet Malta	VJT432	OK-TVF	B737-8FH	Travel Service	TVS3168/316P
CS-TQZ	A340-313X	Hi Fly (a/w)	dep TFL561	YR-BGJ	B737-82R	Tarom	f/v ROT361/2
CS-TQZ	A340-313X	Hi Fly (a/w)	02 TFL562/BAW9253	04.D-CEFE	Ce525C	Eisele Flugdienst	EFD444
CS-TTZ	ERJ195AR	TAP Portugal	f/v TAP658/9	D-CTIL	Lj35A	Air Alliance Express	AYY111
D-CEFE	Ce525C	E-Aviation	EFD444/444A/444	D-IDAS	EMB500	DAS Private Jets	
D-CGAA	Ce560XLS+	Air Hamburg	AHO552S	D-IEKU	Ce525A	Ohlair	05 ECA222
D-IDAS	EMB500	DAS Private Jets	02	D-ISUN	Ce525A	Ohlair	ECA555
D-IMAX	Ce525A	Sylt Air	AWU901	G-CHUI	Ce560XLS+	Air Charter Schotland	EDC035R
N349AN	B767-323ER	American Airlines	f/v AAL220/1	G-HCSA	Ce525A	Bookajet	dep BOO954
N363AP	Ce680	American Air Charter	f/v	G-HCSA	Ce525A	Bookajet	13 BOO954/097
N904DS	Global Express	Dan Snyder		G-JJET	Ce510	Fly Vectra	VCG376
N988ZJ	Global 5000	Zetta Jet USA		HB-PJC	PA_46-500TP	CP Aviation	06
OE-FKO	Ce525A	Avcon Jet	AOJ48L	LX-JFH	PC-12/45	Jetfly	JFA68A/13W
OO-AMR	Ce525A	Air Service Liège		LY-SPI	A320-214	Small Planet	f/v LLX9023/5023
PK-GIJ	B777-3U3ER	Garuda Indonesia	f/v GIA088/9	LY-SPI	A320-214	Small Planet	05 LLX5024/5301
VP-BFQ	A321-211	Aeroflot	f/v AFL2694/5	M-NTOS	Ce525C	Selementos	
02.A7-ADB	A320-232	Qatar Airways	f/v BAW440/1	N622TX	Ce680	Textron Aviation	f/v 07
D-AHOS	ERJ135BJ	Air Hamburg	f/v 03 AHO287Q/263N	N628BD	G-V	Hewlett Packard	05
D-CAPO	Lj35A	Jet Executive	JEI474	N732MA	B737-81Q	TUIAirlines Netherlands	arr BSK591
D-ITAN	Ce525	Transavia Flug		N3877	Global XRS	MicroStrategy Services	05
G-PRPM	DHC-8-402Q	FlyBe	f/v BEE1377/8	OE-FLG	Ce525	Smartline	05
LX-MBE	Falcon 2000	Global Jet Luxembourg	03 SVW69BE	OE-GRA	Ce525B	Alpla Air Charter	
LX-VMF	Ce560XL	Luxaviation	07 LXA15P	OO-XLS	Ce560XLS+	Air Service Liège	10
M-NTOS	Ce525C	Selementos		TC-SOF	B737-8HC	SunExpress	f/v SXS744/5
N2JW	CL-605	Williams-Kerkher Law Firm	dep	05.D-CAAA	Ce560XLS+	DC Aviation	06 DCS701
N311AG	B727-17	Gordon & Ann Getty	f/v	D-CMMP	EMB505	Luxaviation Germany	LXG55MP
N515TJ	Beech 400A	Blackburn International	dep	F-HELA	ERJ145EU	Enhance Aero / SiAvia	SVB508P/509
N813PD	G-IV	Pegasus Elite Aviation	06 PEG13	LY-SPI	A320-214	Small Planet Airlines	LLX9392/5303
OE-IFD	B747-4B5ERF	ASL Airlines	03 TAY915E	LY-SPI	A320-214	Small Planet	06 LLX9304/5305
OH-DEN	PC-12/47E	Hendell Aviation	f/v	N264C	Falcon 900LX	Int'l Aviation Holdings	dep
03.D-665	CH-47D	298sq	*Grizzly54	N450CE	G450	Exec. Jet Management	07 EJM45
4X-ECF	B777-258ER	El Al	ELY337/8	N518SS	Falcon 2000	4 G's Aviation Services	f/v 07
D-CHIP	Ce525B	Eisele Flugdienst	EFD111	N917GA	G550	Hill Air Corp.	f/v 06
D-CMMP	EMB505	Luxaviation Germany	f/v LXG55MP	OK-TVT	B737-86N	Travel Service	AIZ511/2
D-CTIL	Lj35A	Air Alliance Express	AYY111	PH-HHJ	AS355F2	Heli Holland Holding	
D-ISJP	Ce525A	Ohlair	04 ECA111	06.D-AGBE	Falcon 7X	Volkswagen	f/v 07 WGT84E
D-ISUN	Ce525A	Ohlair	04 ECA555	D-BMVV	Falcon 2000EX	BMW	07 BMW44/5
F-HBTV	Ce525	Aston Jet	04 ASJ620	D-CGEP	G150	Windrose Air	QGA18GA/B
G-FBKJ	Ce510	Blink (Wijet titles)	04 BKK10J	D-CQQQ	Ce560XLS+	DC Aviation	07 DCS709
N311AG	B727-17	Gordon & Ann Getty	07	D-IAAT	EMB500	Arcus Air	07 AZE56P
N669HP	Falcon 2000LX	TTI Aviation	f/v 04	D-IMAX	Ce525A	Sylt Air	AWU906
				F-HBTV	Ce525	Aston Jet	ASJ362
				G-KSFR	CL-300	TAG Aviation (UK)	07
				G-POWK	A320-233	Titan Airways	NAX4529/30

Personal copy

Distribution to a third party is not allowed

I-CNDG	Ce560XLS+	Aliven	07 SSR223	D-AROM	ERJ135BJ	DC Aviation	f/v 10 DCS801
LY-SPI	A320-214	Small Planet Airlines	LLX9306/5307	LX-VMF	Ce560XL	Luxaviation	11 LXA15P
M-ABJA	Lj45XR	Ryanair	RYR3	M-NTOS	Ce525C	Selementos	
N240LG	Falcon 900EX	Liberty Global	11	M-SNER	Falcon 2000LX	Wincor Aviation	
N550JU	G550	Global Management Consulting	f/v 10	N515TJ	Beech 400A	Blackburn International	
N733MA	B737-81Q	TUI Airlines Netherlands	arr BSK593	OK-BEE	Beech 400A	Queen Air	10 JBC139A/B
OE-GBE	IAI1125A	Tyrol Air Ambulance	TYW314/5	OM-ACJ	B747-433BDSF	Air Cargo Global	f/v CCC11P/112
OO-ACO	Ce510	Air Service Liège		OO-GMJ	Beech 350	Air Service Liège	
VP-BFK	A321-211	Aeroflot	f/v AFL2694/5	10.4X-ELE	B747-412	EI AI	ELY337/8
07.4X-ELE	B747-412	EI AI	ELY337/8	D-AZUR	ERJ135BJ	Air Hamburg	f/v AHO364A
9H-ILI	CL-850	VistaJet Malta	08 VJT617	D-CGMR	Ce560XLS	Atlas Air Service	11 ATL2R
CS-TRL	A320-214	Orbest	EVE7251	D-IKBO	Ce525A	Silver Cloud Air	11 SCR357
D-CGMR	Ce560XLS	Atlas Air Service	09 ATL2R/2RC	D-IPVD	Ce525A	Transavia Flug	
EC-ISQ	Ce560XL	Gestair	GES111/2	EC-LAA	A320-214	Vueling Airlines	div VLG8394/5
EI-GBI	B737-8JP	Norwegian	f/v NAX1256/7	EI-EBK	B737-8AS	Ryanair	f/v RYR3101/2
G-SGSG	Global 5000	TAG Aviation (UK)	f/v	G-TWOP	Ce525A	Centreline Air Charter	CLF402
LX-GLD	Falcon 900EX	Global Jet Luxembourg	10 SVW43LD	LZ-PDM	Raytheon 390	TopJets	11 TJJ101/201
M-ARTY	PC-12/47E	Creston (UK)		N301JL	CL-300	Link Snacks	13
M-FISH	G-V	Osprey Wings	f/v	OK-TVE	B737-86Q	Travel Service	ISR201/2
N165SL	P180	Nextgen Partner - Supair		OK-TVF	B737-8FH	Travel Service	TVS3168/9
N716AS	G-V	AS Aviation Holdings	f/v	OK-TVX	B737-8Z9	Travel Service	CND911F/1911
OO-ACO	Ce510	Air Service Liège		TC-KHG	G550	Korvez	11
OO-SDT	Beech 350	Bongrain Benelux		11.9H-MTF	B737-329	Maleth-Aero	13 MLT516/7
RA-02703	DA42	Nepal Airlines	09	C-GUBD	A330-243	Air Transat	f/v TSC334/5
S5-TSV	Falcon 50EX	Elit'avia	17 EAV52V	D-ASXJ	B737-86N	SunExpress Germany	f/v SXD3798/9
SE-RIL	Ce560XLS	H-Bird Aviation	10 ET1807Z/810Z	D-CBBB	Ce560XLS+	DC Aviation	DCS703
SP-NVM	G280	AMC Aviation	AMQ1M	D-IAWU	Ce525	Sylt Air	AWU511
SX-DGM	ERJ135BJ	GainJet	08 GNJ21	D-ISUN	Ce525A	Ohlair	12 ECA555
TC-JVR	B737-8F2	Turkish Airlines	f/v THY1961/2	F-GZHB	B737-8K2	Transavia France	13 TVF050/1
08.A7-ADI	A320-232	Qatar Airways	f/v BAW428/9	HB-IAU	Falcon 2000EX	Cat Aviation	14 CAZ501
CS-TKR	B767-36NER	Euro Atlantic Airw.	f/v CAI106F/106	I-NEOW	B737-86N	Neos	CND991F/2991
CS-TKR	B767-36NER	Euro Atlantic Airw.	CAI105/20	LZ-BHI	A320-232	BH Air	f/v BGH2503/4
D-AIUR	A320-214	Lufthansa	f/v DLH2306/7	M-DMBP	Lj40	Ven Air	
D-ALOA	ERJ135BJ	Air Hamburg	f/v AHO789F	M-NTOS	Ce525C	Selementos	12
D-CHIP	Ce525B	Eisele Flugdienst	EFD111	M-SSYS	Ce525C	Fimway	12
D-IEKU	Ce525A	Ohlair	09 ECA222	N12U	Falcon 7X	United Technologies	f/v 13
G-FBKB	Ce510	Blink	09 BKK2B	N220BA	Ce525C	Sweet Jet	f/v 15
HL7720	A330-323E	Korean Air	f/v KAL925/6	N225EE	G-V	Kaiser Air	12 KAI80
LX-EBE	Ce560XLS+	Flying Group	03 FYL02U/03U	N315MK	G-IV	Universal Air Link	
N229AR	G450	Kalimantan Import Export	f/v 10	N630E	G-IV	Zala Group	f/v 12
N426GA	G650ER	G650 International Corp.	f/v 10	OO-ACO	Ce510	Air Service Liège	12
N428KS	G-IVSP	Zetta Jet	f/v	12.4X-ECF	B777-258ER	EI AI	ELY337/8
OE-GGG	Ce560XLS+	Jetfly Airline		D-ASPI	A320-214	Small Planet Airlines	f/v LLX034/3
OO-GMJ	Beech 350	Air Service Liège		D-CAHO	Ce560XLS+	Air Hamburg	AHO873G
SE-RHD	Ce560XLS+	EFS	09 EUW9352	D-CUUU	Ce560XLS+	DC Aviation	13 DCS711
VN-A868	B787-9	Vietnam Airlines	f/v 11 HVN8	D-IGST	Raytheon 390	Peak Air	
09.4X-CPX	G-IVSP	Arkia	11	F-GGGA	Ce550	Valljet	VLJ331L/M
9H-VJE	Global 6000	VistaJet Malta	11 VJT757	G-GXLS	Ce560XLS	Luxaviation UK	14 LNX45GX
9H-YES	B737-5Q8	Air X Charter	f/v AXY915/6	G-UZHB	A320-251N	EasyJet	f/v EZY2153/4



VW (Volkswagen) Air Services has a large fleet of company aircraft. In April 2016 this Falcon 7X was bought from the manufacturer and registered as VP-CRS. One year later it was re-registered to D-AGBE. (Amsterdam - Schiphol, 7 July 2017, Ad Jan Altevogt)

Personal copy

Distribution to a third party is not allowed



This aircraft started its career in 1989 with Petrolair Systems, which merged with PrivatAir in 2000. In October 2013 Boeing 757 9H-AVM was taken over by Malta based JetMagic and is currently being used by U2 for their The Joshua Tree Tour. (Amsterdam - Schiphol, 28 July 2017, Robert Eikelenboom)

HB-VRW	EMB505	air-connect Int'l	f/v 14	D-INOB	Ce525A	Atlas Air Service	ATL3Z
LZ-PDM	Raytheon 390	TopJets	TJJ229/300	D-IPVD	Ce525A	Transavia Flug	
M-ILLA	Beech 400A	Sunshine Aviation	f/v 13	D-ISAR	Raytheon 390	Euroflug Frenzel	16
N240LG	Falcon 900EX	Liberty Global	13	N887TM	G550	AirFlite	dep
N393AN	B767-323ER	American Airlines	f/v AAL220/1	N912GG	G650ER	GF Management Co.	f/v
OE-FZC	Ce510	GlobeAir	13 GAC285A/388P	OE-FBD	Ce510	GlobeAir	17 GAC826I/444
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3	OO-PRM	Ce510	Air Service Liège	
OK-TSD	B737-8Q8	Travel Service	AIZ511/2	OY-NCP	Do328-300	Sun Air (BAW c/s)	16 SUS9070/770
OO-AMR	Ce525A	Air Service Liège		16.D-AFUN	ERJ135BJ	Air Hamburg	17 AHO844K/519Z
13.4X-ICB	B747-412F	Cargo Air Lines (a/w)	f/v ICL962	D-CBAY	Ce680	Eisele Flugdienst	
9H-VCJ	CL-350	VistaJet Malta	14 VJT492	D-CKBO	Ce525A	Silver Cloud Air	18 SCR357
D-ABEY	CL-605	Jetair Flug	JT1132/3	D-IPCH	Ce525A	Jet Kontor	2x JKH323
D-AIUF	A320-214	Lufthansa	div DLH2YX/941	EI-FVI	B737-8JP	Norwegian	f/v IBK476/7
D-CCCA	Lj35A	Jet Executive Int'l	JEI242	F-HSHA	Ce510	Flybox	
D-CSCA	Ce525B	Silver Cloud Air	f/v 14 SCR378	G-FBKJ	Ce510	Blink (Wijet titles)	17 BKK10J
D-FABS	PC-12/47E	Schumacher Packaging		HB-JTA	Falcon 900LX	Air Sarina	18
D-IAWU	Ce525	Sylt Air	AWU513	N176CA	B757-28A	National Airlines	ELY5425/6
F-GLTK	Ce550	Valljet	VLJ331N/P	N313AG	G550		f/v 18
G-HCSA	Ce525A	Bookajet	14 BOO097	N496BC	B747-4B5BCF	Kalitta Air	f/v CKS205/6
G-POWK	A320-233	Titan Airways	NAX4529/30	OE-FLG	Ce525	Smartline	
I-NEOX	B737-86N	Neos	CND993F/3993	OE-GES	Ce560XLS	Jet24	
LX-VMF	Ce560XL	Luxaviation	15 LXA15P	SP-SPE	ATR72-202	Sprint Air	f/v SRN256/281
M-NTOS	Ce525C	Selementos		SX-FDK	Ce650	Life Line Aviation	17 LLK501
N240LG	Falcon 900EX	Liberty Global	18	XA-AYL	Global Express	Taxis Aer. d.Valle d. Toluca	f/v 30 GES061
N380AN	B767-323ER	American Airlines	f/v AAL220/1	17.4X-ELE	B747-412	EI AI	ELY337/8
N829RA	Global Express	Route 66	f/v 14	D-BADO	CL-300	DH Flugcharter	
TC-NBJ	A320-251N	Pegasus Airlines	f/v 14 PGT1255/6	D-CEEE	Ce560XLS	HTM Aviation	18 HTM017
TC-JVT	B737-8F2	Turkish Airlines	f/v THY1961/2	F-GLTK	Ce550	Valljet	18 VLJ338M/N
VP-BJD	G550	Transworld Oil		G-HCSA	Ce525A	Bookajet	20 BOO923
VP-BRA	Falcon 2000LX	JABJ	f/v	N525L	Ce525B	Morgran Management	21
VQ-BFD	Falcon 8X	Squadron Aviation		N900FZ	TBM-900	Redwood	18
YU-FNR	Ce525	Eagle Express	f/v EES313C/D	OK-TVF	B737-8FH	Travel Service	TVS3168/3169
YU-RDA	Ce560XLS+	Air Pink	14	OK-TVO	B737-8CX	Travel Service	ISR201/2
14.4X-ELC	B747-458	EI AI	ELY337/8	OO-JUK	Falcon 7X	Flying Group	f/v FYG51K/52K
CS-TRL	A320-214	Orbest	EVE7251	OO-PRM	Ce510	Air Service Liège	2x
D-AGPH	Fokker 100	Avanti Air	15 ATV014F/HOP8200	OY-CLZ	ATR72-212A	Alsie Express	MMD6498
G-EZRI	A320-214	EasyJet	f/v EZY6925/6	OY-GEF	Beech B200GT	Lars Thrane	
G-JMCX	B737-406F	West Atlantic / DHL	f/v BCS1443/4	SP-ENR	B737-8Q8	Enter Air	CND993/1993
N757MC	G-IVSP	Frontliner	15	UR-PSX	B737-8EH	Ukraine Int'l	f/v AUI105/6
OE-FBD	Ce510	GlobeAir	GAC285I/B	VP-BJD	G550	Transworld Oil	19
OE-GPS	Ce550	Tyrol Air Ambulance	TYW846S/847S	18.D-ABHF	A320-214	Eurowings	f/v EWG1834/5
OO-ACO	Ce510	Air Service Liège	17	D-ALOA	ERJ135BJ	Air Hamburg	AHO305E
15.9H-VCI	CL-350	VistaJet Malta	16 VJT488	D-CAWR	Ce560	Aerowest	
9H-VJA	Global 6000	VistaJet Malta	VJT721	D-COBI	Ce560XLS	HTM	HTM019
AP-BML	A330-203	Shaheen Airlines	18 SAI003/4	D-CKBO	Ce525A	Silver Cloud Air	SCR357
CS-TFT	B767-3Y0ER	Euro Atlantic Airw.ays	CAI106F/106	G-ZEUF	Ce525A	Centreline	19 CLF30
CS-TFT	B767-3Y0ER	Euro Atlantic Airways	CAI105/20	LX-VMF	Ce560XL	Luxaviation	21 LXA15P
D-CCCB	Lj35A	DRF Luftrettung	AMB393	N376SC	Falcon 2000LX	Steelcase	f/v
D-IADV	Ce551	MCH Holdings		N441PC	Lj35A	Aero Jet Aviation	f/v 19

N900AL	G550	Abbott	f/v 19	VP-BMB	B737-8LJ	Aeroflot	f/v 21 AFL2192/3
OE-FBD	Ce510	GlobeAir	GAC0931/B	VP-CRA	ERJ135BJ	Silver Wings Aviation	
OO-JLO	B737-8K5	Jetairfly	TFL681	21.4X-ELD	B747-458	EI AI	ELY337/8
OY-NCP	Do328-300	Sun Air (BAW c/s)	SUS770/9170	9H-VCA	CL-350	VistaJet Malta	22 VJT401
OY-SPB	CL-300	Execujet Scandinavia	19 VMP334	9H-VCF	CL-350	VistaJet Malta	23 VJT498
SE-RIN	Ce525A	H-Bird Aviation	ETI617T/618T, 618	A7-ADB	A320-232	Qatar Airways	BAW442/3
SP-SPE	ATR72-202	SprintAir	SRN283/4	CS-TRL	A320-214	Orbest	EVE7251/2
SU-GEJ	B737-866	Egypt Air	f/v MSR757/8	D-AHOS	ERJ135BJ	Air Hamburg	22 AHO149V
SU-TCE	A320-232	Almasria Universal	LMU2310/1	D-AHRN	Falcon 900EX	Heron Aviation	27 HRN512
TC-JII	A340-313X	Turkish Airlines	THY1951/2	D-CSCA	Ce525B	Silver Cloud Air	22 SCR378
VP-BJF	B777-21BER	Nordwind Airlines	f/v 21 NWS9801/2	D-CXNL	BAe125-800XP	Jetair Flug	JTI150/1
ZS-GAW	A320-231	Corendon (a/w)	f/v CAI022/204	D-IADV	Ce551	MCH Holdings	25
19.4X-ELE	B747-412	EI AI	ELY337/8	D-ISAR	Raytheon 390	Euroflug Frenzel	23
9H-VCC	CL-350	VistaJet Malta	20 VJT425	EI-EBF	B737-8AS	Ryanair	f/v RYR3006/7
A6-RRJ	A319-115X	Rotana Jet	21 RJD136/7	EI-GBG	B737-8JP	Norwegian	f/v NAX1256/7
D-BIKA	Falcon 2000EX	ACM Air Charter	BVR777	G-CHUI	Ce560XLS+	Air Charter Schotland	EDC668
D-BUBI	CL-300	Windrose Air	QGA736K/737K	LX-VMF	Ce560XL	Luxaviation	28 LXA15P
D-IWIR	Ce525A	Oldenburg Kunststoff-Technik	ECA444	N79MA	G550	Meadow Air	22 EDG79
F-HFKC	ERJ145LR	SiAvia	20 SVB523/P	OO-XLS	Ce560XLS+	Air Service Liège	22
LX-RSQ	Lj45	Luxemb. Air Ambulance	20 DUK5AMB	P4-KBE	A320-232	Air Astana	f/v KZR903/4
N2FE	Global Express	FedEx	20	22.9H-VCK	CL-350	VistaJet Malta	VJT405
N804SW	EMB505	Echo Matrix	f/v 21	A6-BLO	B787-9	Etiihad Airways	f/v ETD77/8
OE-LWP	ERJ195LR	Austrian	f/ 20 AUA377/8	B-8255	G550	Beijing Capital Airlines	23
OK-TSD	B737-8Q8	Travel Service	AIZ511/2	D-CAST	Ce525B	Air Hamburg	AHO647V
OO-JLO	B737-8K5	TUI Airlines Belgium	TFL682	D-CDAS	EMB505	DAS Private Jets	
OO-NEY	EMB545	Air Service Liège		D-IAWU	Ce525	Sylt Air	AWU522
OY-CLZ	ATR72-212A	Alsie Express	MMD6498	EC-LVL	A330-243	Air Europa	AEA1091/8
PH-ECE	EC-120B	Heli Holland Holding		LX-JFR	PC-12/47E	Jetfly Aviation	23 JFA40A/Z
SP-ENV	B737-8BK	Enter Air	CND993F/3993	N922LJ	Falcon 900	Sunset Aviation	f/v 24
20.9H-ILZ	CL-850	VistaJet Malta	VJT683	OO-JEF	B737-8K5	TUI Airlines Belgium	TFL628/629P
9H-VJH	Global 6000	VistaJet Malta	21 VJT804	YU-PMK	Ce560XLS+	Air Pink	23
A7-ADB	A320-232	Qatar Airways	BAW440/1	23.D-CJAF	Lj60XR	Imperial Jet	JTI236/7
D-BOBI	Falcon 2000LX	BASF		M-NTOS	Ce525C	Selementos	24
D-INCS	Ce525	Jetkontor	JKH321	OE-HGG	CL-350	Laudamotion	26 LDM16C
G-FBNK	Ce510	Blink	21 BKK26Z	OM-DEX	B737-46J	Air Explore	RAM646/7
G-HCSA	Ce525A	Bookajet	21 BOO923	OO-AMR	Ce525A	Air Service Liège	
G-POWK	A320-233	Titan Airways	NAX4529/30	24.4X-ELE	B747-412	EI AI	ELY337/8
HB-FVC	PC-12/47E	Lakeside Aviation	23	9A-BTD	Fokker 100	Trade Air	CTN450/1
HB-JME	A340-313E	Swiss	f/v 21 SWR736/7	A6-BLH	B787-9	Etiihad Airways	f/v ETD77/8
LX-NEW	PC-12/47E	Jetfly Aviation	JFA34A/25V	A6-EUN	A380-842	Emirates	f/v UAE149/50
M-SCMG	Falcon 7X	Bluesky	21	A7-ADE	A320-232	Qatar Airways	f/v BAW440/1
N77UF	Global XRS	Fertitta Entertainment		CS-TFO	Lj40	Omni	27 OAV303
N176CA	B757-28A	National Airlines	ELY5425/6	D-CEFO	Ce560XLS+	Air Hamburg	26 AHO393C/825E
N376SC	Falcon 2000LX	Steelcase	21	D-IKBO	Ce525A	Silver Cloud Air	SCR357
N396AN	B767-323ER	American Airlines	f/v AAL220/1	F-HFKG	ERJ145EP	SiAvia (flyKiss c/s)	f/v SVB538/P
N535GA	G550	NetFlix	21	G-HCSA	Ce525A	Bookajet	27 BOO359
PH-BHL	B787-9	KLM	del KLM7879	N2FE	Global Express	FedEx	26
SE-RIL	Ce560XLS	H-Bird Aviation	21 ETI820Z/822Z	N89NC	G550	News America	
SP-LWD	B737-89P	LOT	f/v LOT265/6	N492CA	Ce680	Cava	f/v 25



N917XA is a former Air Berlin and Orenair Boeing 737. In May 2015 it was added to the XTRA Airways fleet. The aircraft has been leased by Corendon Dutch Airlines in full XTRA Airways colours. XTRA Airways was acquired by the principals of AerSale in 2014. (Amsterdam - Schiphol, 30 July 2017, Robert Eikelenboom)



This is one of the aircraft spending its summer in Europe. N733MA is no stranger to the area as it was leased to Excel Airways in 2001. The Boeing 737 appeared with a Dutch airline for the first time in 2016. This year it carries slightly larger TUI titles. (Amsterdam - Schiphol, 6 July 2017, Wouter Cooremans)

N976BA	B747-4B5BCF	Pacific Air Cargo	CKS205/6	N127GG	G-V	Exec. Jet Management	28 EJM127
N899NC	G550	News America	25	N165SL	P180	Nextgen Partner - Supair	
OK-TVO	B737-8CX	Travel Service	TVS3168/9	OK-CTP	PC-12/47E	OK Aviation Wings	28 NTF269
OK-TVR	B737-4Y0	Smartwings	ISR201/2	OO-FPE	Ce525B	Flying Group	FYG93R/91F
SP-NVM	G280	AMC Aviation	AMQ1M	OY-RUE	MD-83	Danish Air Transport	DTR5392/953
SX-GAB	G450	Gainjet	GNJ45	SP-LRB	B787-8	LOT	f/v LOT267/8
TC-OCF	A330-223	Onur Air	OHY371/2	SP-NVM	G280	AMC Aviation	AMQ1M
VQ-BWA	B737-8LJ	Aeroflot	f/v 25 UAE2192/3	TC-AFF	CL-300	Bonair	
25. MM62203	P180AM	CAE Multi Crew	f/v 27 IAM2860	TC-JII	A340-313X	Turkish Airlines	THY1953/4
9H-OWL	CL-605	TAG Aviation Malta		VP-CMY	G450	JABJ	28
9H-VJE	Global 6000	VistaJet Malta	VJT757/744	XA-FEM	G550	Servicios Aereos	28
9H-VJI	Global 6000	VistaJet Malta	f/v VJT813	28. 4X-CPX	G-IVSP	Arkia	31
D-BUBI	CL-300	Windrose Air	QGA661K/662K	4X-ELC	B747-458	EI AI	ELY337/8
D-CEEE	Ce560XLS	HTM Aviation	26 HTM017	9H-AVM	B757-23A	Jetmagic	JMK429
D-CHIP	Ce525B	Eisele Flugdienst	EFD111	9H-PVL	Global 5000	Emperor Aviation	f/v 30 EMM004
D-IADV	Ce551	MCH Holdings		CS-TRL	A320-214	Orbest	EVE7251/2
F-HADH	Falcon 50EX	Sky Vision	26 SVK477	D-CXNL	BAe125-800XP	Jetair Flug	29 JTI284/256
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA29F/30F	D-IADV	Ce551	MCH Holdings	
OE-FZE	Ce510	GlobeAir	26 GAC822A/B	G-HCSA	Ce525A	Bookajet	
OE-HCA	CL-300	Avag Air	26	G-TCMC	ERJ135BJ	Luxaviation UK	f/v 29 LNX86MC
OY-RUE	MD-83	Danish Air Transport	DTR953/5391	LX-ONE	Lj35A	Luxemb. Air Ambulance	29 DUK1AMB
SU-TCE	A320-232	Almasria Universal	LMU2310/1	M-TBEA	Ce525A	Bealaw	f/v
26. 4X-ELE	B747-412	EI AI	ELY337/8	N144PK	G-IV	Western Air Charter	30
9H-VJC	Global 6000	VistaJet Malta	27 VJT739	N240LG	Falcon 900EX	Liberty Global	2x
D-CSOS	Lj45	Jetcall	JCL1	N288ZJ	Global Express	Global Express	f/v 30
D-CXNL	BAe125-800XP	Jetair Flug	27 JTI313/700	OE-FHC	Ce525A	Avcon Jet	AQJ42C
D-IAAY	EMB500	Arcus Air	AZE02F/P	OE-IVA	A320-214	EasyJet	f/v EZY8881/4
D-IOHL	Ce525A	Ohlair	ECA333	OK-TVR	B737-4Y0	Smartwings	ISR201/2
EC-MAD	B737-4Y0F	Swiftair	BCS831P/832	OO-FPF	Ce525B	Flying Group	FYG21F
EI-FPO	CRJ900	Scandinavian	f/v SAS1553/556	SP-KCS	Ce560XLS	Jet Service	JDI30C
F-GSCR	Ce525B	Luxaviation France	LEA098C	29. A7-ADD	A320-232	Qatar Airways	f/v BAW428/9
G-POWD	B767-36NER	Titan Airways	27 TCX8004/TF1631	B-KQO	B777-367ER	Cathay Pacific	div CPA257
LN-NGQ	B737-8JP	Norwegian	div NAX53C/8460	CN-TRS	G280	Winds Jet	
N377AN	B767-323ER	American Airlines	f/v AAL220/1	D-CFHZ	EMB505	Zollern Flugdienst	f/v
OE-GPS	Ce550	Tyrol Air Ambulance	TYW847S/848S	HB-JBG	CS100	Swiss	f/v SWR734/5
OK-TVH	B737-8Q8	Travel Service	AIZ511/2	M-OLTT	PC-12/47E	One Luxury Travel	30
PH-EXP	ERJ175STD	KLM Cityhopper	del KLM9968	M-OVIE	G650	Hampshire Aviation - INEOS group/f/v	
SE-RIZ	Ce560XLS	H-Bird Aviation	27 ETI726T/727N	N5EQ	PA-46-350P	Steven Brown	
VP-CMY	G450	JABJ	f/v	N959GX	Global Express		f/v 30
27. 9H-VCC	CL-350	VistaJet Malta	28 VJT425	30. C-GXMP	CL-604	Flightpath Charter Airways	f/v 31
A7-ADC	A320-232	Qatar Airways	f/v BAW440/1	D-CXNL	BAe125-800XP	Jetair Flug	JTI300/310
B-LRQ	A350-941	Cathay Pacific	div f/v CPA279	D-IAAR	EMB500	Arcus Air	f/v 31 AZE49P
C-FGFZ	B787-9	Air Canada	f/v ACA2124/5	D-IADV	Ce551	MCH Holdings	31
EC-MAD	B737-4Y0F	Swiftair	BCS831P/832	D-1KBO	Ce525A	Silver Cloud Air	SCR357
G-HCSA	Ce525A	Bookajet	28 BOO359	EP-IJA	A330-243	Iran Air	f/v IRA725/4
G-POWD	B767-36NER	Titan Airways	TFL632/093P	N917XA	B737-86J	Xtra Airways	f/v arr CXP8917
G-POWK	A320-233	Titan Airways	NAX4529/30	OE-FHC	Ce525A	Avcon Jet	AQJ42C
M-NTOS	Ce525C	Selementos	27	OK-KIN	Ce525B	Aero Partner	31 DFC149K/022K
N77UF	Global XRS	Fertitta Entertainment		OK-XLS	Ce560XLS+	Silesia Air	SUA700/1

OO-XLS	Ce560XLS+	Air Service Liège	31
31.2-MATO	CL-601-3A	Volare Aviation	f/v VLZ241
4X-CPX	G-IVSP	Arkia	
4X-ELE	B747-412	EI AI	ELY337/8
CS-TFR	Lj45	Omni	OAV304
EC-LEB	Global XRS	TAG Aviation España	TGM231
G-HCSA	Ce525A	Bookajet	
LX-SHE	Ce560XLS	Luxaviation	LXA5E
LX-VMF	Ce560XL	Luxaviation	LXA15P
OE-FZC	Ce510	GlobeAir	GAC3071/A
OE-FZE	Ce510	GlobeAir	GAC281A
OH-LTS	A330-302	Finnair	f/v FIN841/2
OK-TVF	B737-8FH	Travel Service	TVS3168/9
OK-TVH	B737-8Q8	Travel Service	ISR201/2
OK-UNI	Ce680	Travel Service	TVS37J/49J
OO-JLO	B737-8K5	TUI Airlines Belguim	TFL231P/231
OO-JLO	B737-8K5	TUI Airlines Belguim	TFL232/232P
YL-CSF	CS300	Air Baltic	f/v BT1617/8

British Airways is using some Qatar Airbus A320 aircraft. One of the aircraft visited Amsterdam on the 2nd. On the same day one of the highlights for this month visited. The Boeing 727 arrived from Marseille and departed to Bologna. The aircraft returned the next day from Bologna. On the 4th the first of two Miami Air aircraft arrived for summer lease to TUI Netherlands. The second aircraft arrived two days later. The prime minister of Vietnam paid an official visit to The Netherlands on the 8th. Also on the 8th a second Qatar Airbus operating for British Airways. The Vueling on the 10th was an Eindhoven diversion. The Maleth-Aero Boeing on the 11th carried special Guns N' Roses decals. The Lufthansa on the 13th was a medical diversion. The Shaheen Airbus on the 15th arrived for maintenance. Corendon has added another aircraft to the fleet for this summer. The South African registered Airbus is owned by Global Aviation and was first seen on the 18th. Nordwind Airlines arrived for maintenance this day. On the 20th KLM received another Dreamliner. The H-Bird Aviation Cessna on the 20th was seen with additional Alesso summer tour 2017 titles. Alesso is a Swedish DJ. In issue 456 we published a photo of N976BA with Pacific Air Cargo titles and told you this would be the only visit to Europe of this aircraft. On the 24th of this month the Boeing 747 visited again. Danish Air Transport flew Ajax Amsterdam to Nice for their Champions League qualifier on the 25th. A new fleet addition for City hopper arrived on the 26th. On the same day in the nightly hours a medical diversion by Norwegian. Air Canada ope-

rated the Dreamliner to Amsterdam on the 27th. Also on the 27th a Cathay A350 diverting on its way to Charles de Gaulle. U2 arrived on the 28th performing for their The Joshua Tree Tour. The group used a JetMagic Boeing 757 for their travels. On the 29th another Cathay diversion. This time the flight to London came in for some additional fuel. On the 30th an Xtra Airways Boeing arrived for a short lease to Corendon.

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

## Rotterdam - The Hague

				July 2017
01. C-GMCP	Lj45	Skyservice Business Aviation	dep	
CS-TFR	Lj45XR	Omni - Aviação	dep	OAV304
D-CESA	Ce550 Bravo	Euro Link		
D-CGGG	Lj31A	Jetcall	dep	JCL3
D-CKHK	Ce560XLS+	SFD	02	FFD951
D-CVMG	Beech 350i	Star Wings Dortmund		STQ33B
D-CVMG	Beech 350i	Star Wings Dortmund		STQ33B
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	dep	BCY9591
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)		BCY9592/3
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)		BCY9594/5
N296SW	EMB120ER	Northstar Aviation Services	02	
OK-EMA	Ce680	Travel Service	02	TVS11J/2J
PH-FJK	Ce525B	JetNetherlands	dep	
PH-HRK	P180	JetNetherlands	dep	
PH-HRK	P180	JetNetherlands	06	
02. CS-DXG	C-560L	NetJets Europe		NJE337P
CS-PHH	EMB505	NetJets Europe	03	NJE7QZ/711L
CS-TFR	Lj45XR	Omni - Aviação	04	OAV304
D-ISHF	PA-31T	Heli-Flight		
N312FL	EMB505	Flying Group		
OO-PRM	Ce510	Air Service Liege	04	
PH-FVD	R44	Heli Invest		
PH-VBG	Falcon 2000EX	JetNetherlands	31	
SE-RIL	Ce560XLS	H-Bird Aviation Svs	dep	ET1802N
03. CS-PHJ	EMB505	NetJets Europe	04	NJE9FF
EC-GPS	SA227AC	Flightline	dep	FLT8811
F-HRCA	Ce525	RC Air		
HB-IYU	BAe146-RJ100	Swiss Global Air Lines		SWR7526
N36JE	G-III	Ajoten	dep	
N914X	G550	Jet Aviation	04	JAS914
OE-FRS	Ce525A	SalzburgJetAviation		MOZ403D
04. CS-DFK	Falcon 2000EX	NetJets Europe	05	NJER811E/4RR
G-SCOL	GA-8	Parachuting Aircraft		
N435TF	G-IV	Jet Midwest Group		arr
N576MA	TBM-850	HTG Trading		



This former North American Airlines aircraft ended up in Israel in 2002. In that early period it was operated in basic North American colours and large Sun d'Or titles. In 2009 4X-EKI was the first aircraft painted in the new corporate colours and winglets were added in 2013. The Boeing 737 carries "Operated on Behalf of Sundor" stickers since the summer of 2015. (Amsterdam - Schiphol, 9 July 2017, Robert Eikelenboom)

Personal copy

Distribution to a third party is not allowed



Petro Air is the result of merging assets from four of the National Oil Corporation (NOC) based aviation departments into a commercial venture. Embraer 5A-PAA was added to the fleet in 2010. (Rotterdam - The Hague, 8 July 2017, Peter Heeneman)

OO-ACO	Ce510	Air Service Liège	dep	YU-PZM	Ce560XLS+	Air Pink	
OO-PRM	Ce510	Air Service Liege	05	08. CS-CHF	CL-350	NetJets Europe	09 NJE3HF
OO-VMF	Ce560XLS+	Air Service Liege	2x	CS-TFV	CL-300	Omni - Aviação	09 OAV301/4
PH-HGT	Ce680	ASL		D-CMHA	Do328-100	MHS Aviation (a/w)	MHV761/361
PH-MYX	Ce650	ASL		D-CMOR	EMB505	Star Wings Dortmund	STQ777
PH-TXA	Ce510	JetNetherlands	12	EC-GPS	SA227AC	Flightline	10 FLT8861/11
05. CS-PHE	EMB505	NetJets Europe	NJE679G/302Q	F-GGGA	Ce550	Valljet	VLJ332L/M
CS-TFR	Lj45XR	Omni - Aviação	06 OAV304	G-OBNA	PA-34-220T	Patrice & Oliver Saiman	09
D-CHZF	Ce550 Bravo	Stuttgarter Flugdienst	FFD531	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3
D-IDAZ	Ce525	Donau Air Service		LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5
F-GEXV	Beech A100	Phenix Aviation	PHV705	M-PIRE	P180	Northside Aviation	dep
F-GYPQ	PA-46-350P	Etablissements Courant	6	M-PIRE	P180	Northside Aviation	09
LX-LOE	Raytheon 40000	Flying Group Luxembourg	FYL91E	N733MA	B737-81Q	TUI Airl. Netherlands f/v	TFL091P/615
LX-MBE	Falcon 2000	Global Jet Luxembourg	SVW69BE	OO-GEE	PC-12/47E	Blue Sky Aviation	
M-CCCP	Global 5000	Heda Airlines	06	09. 9H-JPC	ERJ135BJ	Air X Charter	10 AXY0923/1006
N551VL	G550	Indorama Polymers Public Comp.	09	D-CMHA	Do328-100	MHS Aviation (a/w)	MHV371/771
OO-GEE	PC-12/47E	Blue Sky Aviation		N732MA	B737-81Q	TUI Airl. Netherlands	f/v TFL196/5
OO-GMJ	Beech 350	Air Service Liège	08	PH-HGT	Ce680	ASL	10
OO-PRM	Ce510	Air Service Liege	07	PH-HRK	P180	JetNetherlands	14
PH-MYX	Ce650	ASL	06	PH-HSR	B737-8KN	Transavia	f/v TRA5690/6091
06. 2-ANLD	PA-34-220T	David & Lynette Medcraft		10. CS-TFR	Lj45XR	Omni - Aviação	11 OAV304
5A-PAA	ERJ170LR	Petro Air	08 PEO1120/30	D-ABEY	CL-605	Jetair Flug	12 JTI105
CS-DFF	Falcon 2000EX	NetJets Europe	NJE2NF/085G	D-CNOC	Ce560XLS	Atlas Air Service	ATL1C
CS-LPA	EMB505	EJME (Portugal)	JME306A/428Q	D-IKBO	Ce525A	Silver Cloud Air	11 SCR357
D-IDAZ	Ce525	Donau Air Service		D-INOB	Ce525A	Atlas Air Service	15 ATL3Z
D-IKBO	Ce525A	Silver Cloud Air	SCR357	F-HFKE	ERJ145LR	SiAvia (flyKiss c/s)	SVB201P/574
HB-JLG	CL-350	TAG Aviation	FPG288/000	M-CCCP	Global 5000	Heda Airlines	13
N61AJ	Ce421C	Coco Air	09	N100A	G650ER	Exxonmobil Corp.	11
N166JM	G-IV	Jet Midwest Group		OO-HCA	R44	Heli & Co	
N524EA	G650ER	Falstaff Partners		OO-NHU	AS365N3	Netherlands Coastguard	*NCG12
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2	PH-ELP	EC135T2+	ANWB - MAA	Lifeline3
OO-CIV	Ce525A	Luxaviation Belgium	07 AAB424	11. CS-DXU	C-560L	NetJets Europe	13 NJE558A
OO-HCA	R44	Heli & Co		CS-DXX	C-560L	NetJets Europe	12 NJE123T/9CF
OY-PGA	Falcon 7X	Air Alsie	MMD6399	CS-TFR	Lj45XR	Omni - Aviação	13 OAV304
PH-DAM	P180	JetNetherlands	dep	F-HMOD	Falcon 7X	Dassault Aviation	dep SHE89N
PH-DAM	P180	JetNetherlands		F-HMOD	Falcon 7X	Dassault Aviation	12 SHE89N
07. CS-DXN	C-560L	NetJets Europe	08 NJE371U/805W	OE-GMI	BAe125-850XP	Madjet	12
CS-TFR	Lj45XR	Omni - Aviação	09 OAV304	OY-APM	G450	Maersk Aviation Holding	
D-AHRN	Falcon 900EX	Heron Aviation	08 2x HRN512	PH-CJM	Ce680	ASL	12
D-CJOS	Ce525B	Luxaviation Germany	LXG335	PH-FIS	Ce525	JetNetherlands	dep
D-CMOR	EMB505	Star Wings Dortmund	STQ777	YL-RAE	Saab 340B	RAF-Avia	MTL79A/790
D-IVVB	Ce525A	Atlas Air Service	ATL58	12. CS-LAU	C-680	NetJets Europe	13 NJE7TV/254D
G-FJET	C0550	Luxaviation UK	LNx30FJ/72FJ	D-CAHO	Ce560XLS+	Air Hamburg	13 AHO873G/693V
G-JAGA	EMB505	Luxaviation UK	LNx23JG	D-ICTR	Beech C90GTx	TR Electronic	
LX-EAA	Lj45	Ducair - LAR	DUK8AMB	F-HLRA	DA62	Diamond	
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	08 BCY9590/1	G-JJET	Ce510	Catreus	VCG379
N36JE	G-III	Ajoten	11	G-SMLA	BAe146-200	JOTA Aviation	ENZ822P/822
OO-CIV	Ce525A	Luxaviation Belgium	AAB424	LZ-ASO	P180	Aviostart	VSR901/2
PH-PHA	Enstrom 480	Prince Helicopters		M-PIRE	P180	Northside Aviation	14

N225EE	G-V	Di Management Co.	KAI80	EC-LBO	Ce550	Air Taxi & Charter Int'l	IBJ918A/218
OE-GRA	Ce525B	Alpha Air Charter		I-FXRG	P180	K-Air	19 FXR18G
OE-LIR	DO-328	Tyrol Air Ambulance	TYW522L/3L	M-JJTL	PC-12/47E	JJTL Partners	19 XCH281G
OO-MSN	CeT310	Aerodata International Surveys		PH-CJM	Ce680	ASL	19
OO-VLN	Fokker 50	VLM Airlines	WLM3025/7025	PH-NDK	Falcon 900B	Exxaero	22 XRO467/5
PH-TXA	Ce510	JetNetherlands	13	S5-ACK	ATR72-212	Aero4M	AEH800F/801
YL-RAE	Saab 340B	RAF-Avia	MTL791/79B	19.D-CFTG	Lj35A	Quick Air Jet Charter	QAJ874
13.NH-218	NH90-TTH	1.HK/HekoP	FNF188	D-IVAA	Ce510	Centrec	
CS-DXK	C-560L	NetJets Europe	NJE3ZP/681U	F-GEXV	Beech A100	Phenix Aviation	PHV719
D-IPCG	Ce425	PGS Holding		M-CCCP	Global 5000	Heda Airlines	21
F-GEXV	Beech A100	Phenix Aviation	PHV713	OE-GHF	Lj40	Avcon Jet	AOJ40T
F-HMOD	Falcon 7X	Dassault Aviation		OO-AMR	Ce525A	Air Service Liège	2x
F-HMOD	Falcon 7X	Dassault Aviation		OO-PRM	Ce510	Air Service Liege	
LX-GLS	ERJ135BJ	Luxaviation	15 LXA9J	PH-HRK	P180	JetNetherlands	20
PH-COM	PA-30	Dutch Airline Pilots Aero Club		20.CN-AMS	G550	Royal Moroccan Air Force	RMAF130
PH-DAM	P180	JetNetherlands		D-BOBI	Falcon 2000LX	BASF	
PH-JTJ	Ce680	Exxaero	14 XRO474	D-CCCB	Lj35A	DRF	AMB399
PH-TXA	Ce510	JetNetherlands	14	D-CFTG	Lj35A	Quick Air Jet Charter	QAJ879
PH-WRW	EC120B	Heli Holland Holding		D-IAKN	Ce525A	Star Wings Dortmund	STQ111
14.CS-DXP	C-560L	NetJets Europe	NJE8YR	D-ICAO	Ce525	Lothringen Aero Service	211
EC-JCV	SA226AT	Flightline	17 FTL7751/11	HB-GPC	Beech 58P	Schweizerische Eidgenossenschaft	
G-MISG	B737-3L9	Cello Aviation	16 CLJ836/7P	M-CCCP	Global 5000	Heda Airlines	tst
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	15 BCY9590/1	M-PIRE	P180	Northside Aviation	arr
M-PIRE	P180	Northside Aviation	20	OO-JCV	PC-12/47E	Nextgen Aviation	
N61AJ	Ce421C	Coco Air	17	OO-JCV	PC-12/47E	Nextgen Aviation	
N801EE	EMB545		24	ZS-GAW	A320-231	Global Aviation (a/w)	f/v CAI050
OO-VLN	Fokker 50	VLM Airlines	WLM7026/3026	21.D-CAMB	Lj31A	Jetcall	JCL4
PH-CTH	Falcon 2000LX	Flying Group	15 FYG92V/81V	D-IBJJ	Ce525A	Air Hamburg	22 AHO638H/471X
PH-TXA	Ce510	JetNetherlands	22	G-FXCR	400XT	Flairjet	22 FLJ53
15.CS-TFR	Lj45XR	Omni - Aviação	OAV304	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	22 BCY9590/1
D-CAWM	Ce560XLS+	Aerowest		N61AJ	Ce421C	Coco Air	25
EC-LOJ	CRJ1000	Air Nostrum	ANE2530/1	OY-RJC	CRJ200LR	BackBone Aviation	PAV4927
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3	22.CS-TFQ	Lj45XR	Airjetsul	23 AJU451
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5	D-CDOC	Lj45	Jetcall	JCL2
OE-FBD	Ce510	GlobeAir	GAC2991/A	EC-LBO	Ce550	Air Taxi & Charter Int'l	IBJ922A/B
16.PH-CJM	Ce680	ASL	18	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3
17.NH-218	NH90-TTH	1.HK/HekoP	FNF188	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5
166695	166695	C-40A	VR-56	OE-FCB	Ce510	GlobeAir	23 GAC864A/0981
CS-LTC	C-680	NetJets Europe	NJE071E/474L	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW314/5
CS-TFO	Lj40	Omni - Aviação	OAV303	OO-NHM	AS365N3	NHV	*NCG12
D-CJPG	Lj35A	Quick Air Jet Charter	QAJ865	PH-TXA	Ce510	JetNetherlands	24
G-JJET	Ce510	Catreus	18 VCG379/3A	23.CS-PHB	EMB505	NetJets Europe	24 NJE5BF/523C
G-MATO	Falcon 7X	Air Charter Scotland	2x EDC514R	D-IPCG	Ce425	PGS Holding	
M-CCCP	Global 5000	Heda Airlines	19 2x	PH-HRK	P180	JetNetherlands	27
OO-PRM	Ce510	Air Service Liege	18	PH-LBR	Ce208B	Skydive Rotterdam	dep
PH-HRK	P180	JetNetherlands	19	S5-ACJ	ERJ145LU	Aero4M	AEH802/803F
18.D-CAWM	Ce560XLS+	Aerowest		24.CS-DVH	Ce525B	Valair	25 VVV231



This Embraer 120 was delivered to SkyWest Airlines in 1996. N296SW was being operated in United Express colours until the end of 2006 when it was repainted into SkyWest Airlines colours. With these basic colours it was caught on camera on its way to Tanzania. (Rotterdam - The Hague, 1 July 2017, Mathieu Vos)

Personal copy

Distribution to a third party is not allowed



This Gulfstream 4 has spent all of its flying career in Saudi Arabia, with its last operator being the Saudi Arabian Special Flight Services. N435TF was sold to the Jet Midwest Group in May 2017 but its delivery flight to the USA took place when this photo was taken. The departure was delayed until the second week of August due to technical reasons. (Rotterdam - The Hague, 6 July 2017, Kees Harteveld)

F-GLRZ	Beech C90A	Bluesky		M-OVIE	G650	INEOS Group	
G-BJNZ	PA-27	J. A. D. Richardson		N194ER	Ce510	Blue Sky Aviation	
N240LG	Falcon 900EX	Liberty Global		30. CS-LAS	Ce680	NetJets Europe	31 NJE052P/45AR
N805TM	G650ER	Airflite	25	D-CAWB	Ce680	Aerwest	
PH-CJM	Ce680	ASL	28	D-IPIT	DA62	KAirS	
PH-DKI	P68C	Zeeland Air		EC-LBO	Ce550	Air Taxi & Charter Int'l	IBJ930A/B
PH-PXZ	AW139	Nationale Politie	*ZXP26	N194ER	Ce510	Blue Sky Aviation	
PH-TXA	Ce510	JetNetherlands	25	OK-LLL	PA-46-500TP	Fly Service care	
S5-AAAY	CRJ701ER	Adria Airways	25 ADR975/2	OY-RUD	ATR72-201	Danish Air Transport	DTR981/5491
25. D-102	CH-47D	298sq	*Grizzly46	PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
D-CASH	EMB505	Air Hamburg	26 AHO645V/849V	SP-TBM	TBM-930	PLEK2 SP	arr
PH-TXA	Ce510	JetNetherlands	26	31. CS-DXF	C-560L	NetJets Europe	NJE6LC/410B
26. CS-PHJ	EMB505	NetJets Europe	27 NJE866B/912A	CS-TFR	Lj45XR	Omni - Aviação	arr OAV000
D-CAHO	Ce560XLS+	Air Hamburg	AHO783H/645V	N1RP	G550	Penske Jet	arr
D-IAAY	EMB500	Arcus Air	AZE02F/P	OE-FBD	Ce510	GlobeAir	arr GAC099A
EC-LBO	Ce550	Air Taxi & Charter Int'l	IBJ926A/B	OE-FZE	Ce510	GlobeAir	arr GAC281A
F-HAJD	Ce525	Sky Vision	SVK492	OO-HCA	R44	Heli & Co	
G-CIEL	Ce560XL	Luxaviation UK	LNX97CE	OO-JWB	PC-12/47E	Nextgen Partners	
LX-ONE	Lj45	Luxemb. Air Rescue	arr DUK1AMB	PH-VBG	Falcon 2000EX	JetNetherlands	arr
N500LU	PA-46-500TP						
N914BA	Global 6000	Bombardier Aerospace Corp.					
OE-LIR	Do328-110	Welcome Air	TYW523L/4L				
OY-CLY	ATR72-212A	Alsie Express	27 MMD6536				
PH-FIS	Ce525	JetNetherlands	arr				
PH-MDG	Ce680	JetNetherlands	30				
PH-TXA	Ce510	JetNetherlands	27				
S5-AAAY	CRJ701ER	Adria Airways	ADR974/5				
T7-JAT	Global XRS	Empire Aviation Group	27				
27. G-PIGY	SC-7	Invicta Aviation	dep				
M-AJOR	AW139	INEOS Group	f/v 2x				
M-OVIE	G650	INEOS Group					
N77UF	Global XRS	Fertitta Entertainment	28				
N120WW	PA-46-500TP	ACC Flight					
OE-GCG	Ce560XL	Goldeck-Flug	GDK27CG				
OE-GPS	C-550B	Tyrol Air Ambulance	TYW847S/8S				
OO-ACC	Ce525A	Air Service Liège	arr				
PH-OOP	H145	RAV Fryslân - MAA	Medic01				
PH-TXA	Ce510	JetNetherlands	28				
28. CS-GLE	BD6000	NetJets Europe	29 NJE140M/017W				
D-CAWM	Ce560XLS+	Aerowest	29				
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	29 BCY9590/1				
OO-PRM	Ce510	Air Service Liege	30				
PH-LUX	PA-46-350P	Luxajet	dep				
PH-TXA	Ce510	JetNetherlands	arr				
SP-TBM	TBM-930	PLEK2 SP					
29. EC-LPN	CRJ1000	Air Nostrum	ANE2530/1				
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3				
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5				

The month started with an Embraer 120 on its way to Tanzania. The aircraft arrived on the 1st from Kevlavik and continues its journey to Africa via Corfu the next day. On the 3rd a Swiss BAe146 for a fuel stop on its way to Cranfield. The Gulfstream on the 4th was on a delivery flight from Jeddah to Kansas City and is a former Saudi Arabian Special Flight Services aircraft. A second former Saudi Arabian Special Flight Services Gulfstream arrived on the 6th and continued the same day to Kansas City. Also on the 6th a flight operated by Petro Air, a company rarely seen in this part of Europe. Falcon F-HMOD on the 11th, currently used by Shell, was transferred from Dassault Aviation to Shell Aircraft (as operator) on 24 July 2017. Dassault Aviation is still listed as owner. On the 13th a Finnish Army NH-90 arrived from Skrydstrup for a fuel stop on its way to Fairford. The helicopter returned on the 17th on its way back to Denmark. Aero4M departed with Feyenoord to Friedrichshafen on the 18th. The BackBone Aviation Canadairjet on the 21st is currently flying with the Depeche Mode Spirit album cover on its tail. The band is using the aircraft during tour performances in Europe. Feyenoord returned from Friedrichshafen on the 23rd using an Aero4M Embraer. The INEOS group had a rendezvous at Rotterdam on the 27th. A company helicopter and a company Gulfstream met each other after the helicopter had made two trip.

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

## Maastricht - Aachen

				July 2017			
02. A6-DDD	B777-FFX	Ethihad Cargo	03 ETD9869/70	UR-CEZ	An-12BP	Cavok Air	16 CVK7061/2
03. ER-JAI	B747-412(F)	Aerotrascargo	04 ATG4401/2	16. EW-259TG	An-26B	Genex	18 GNX5351/2
F-HELA	ERJ145EP	Enhance Aero Group	05 SVB508/508P	OO-SKY	Ce525A	Luxaviation Belgium	AAB487
04. EI-FXH	ATR72-202(F)	ASL Airl. Irel. (FDX c/s)	tst ABR072T	18. CS-LAU	Ce680A	NetJets Europe	NJE7TV/937N
EI-FXH	ATR72-202(F)	ASL Airlines Ireland	dep ABR073P	D-IAWG	Ce425	Aerowest	
05. D-IVIP	Beech 200	Star Wings Dortmund	2x ATQ99A	N1BN	G650ER	Monaco Partners	23
N412MC	B747-47UF	Atlas Air	THY6615	OY-EKC	Falcon 7X	Air Alsie	MMD11
OY-KFB	CRJ900LR	Scandinavian	arr SAS9280	VQ-BBM	B747-83QF	Silk Way West Airlines	AZG9081/2
06. CS-DTC	EMB500	Valair	VVV452/3	19. N412MC	B747-47UF	Atlas Air	THY6615
D-IMOR	EMB500	Star Wings Dortmund	STQ888	VH-WIO	Falcon 2000LX	Balmoral Air	
EI-DEK	A320-214	Aer Lingus	div EIN610/995	20. D-IGCS	Beech C90GTi		
G-FBKB	Ce510	Blink	BKK2B	EC-LZU	G650	TAG Aviation España	TGM251
PH-RBC	EC120B	HeliAir	dep	ES-LVA	Lj60XR	Panaviatic	VPC2
VP-CAC	A330-243	Mid East Jet		F-HFSD	Falcon 8X	Dassault Aviation	
07. D-CFAF	Lj60	FAI rent-a-jet	IFA1465	G-MEGN	Beech B200	DragonFly Exec. Air Charter	CBM88
D-CITY	Lj35A	Air Alliance	AYY116	N22UB	Ce525C	FlightPartner	2x
ES-ACK	CRJ900	Nordica	f/n	OY-SKK	Falcon 8X	Air Alsie	f/v MMD22A
RA-02703	DA42	Nepal Airlines		21. D-FEPG	PC-12/47E	Rhein-Mosel-Flug	2x
08. G-FBNK	Ce510	Blink	10 BKK26Z	ES-ACK	CRJ900	Nordica	dep
TC-ACR	B747-428FER	Saudia Cargo	09 SVA3933/4	EW-483TI	An-12BK	RubyStar	RSB1008/9
09. N181KA	Ce525B	CMH Homes	10	N537EM	Beech B200		23
OO-GMJ	Beech 350	Air Service Liège	arr	OE-FPK	Ce525A	SalzburgJetAvn	23 MOZ321C/3C
OO-PRM	Ce510	Air Service Liege	arr	ZS-GAW	A320-231	Global Aviation (a/w)	CAI040
10. D-CUBA	Ce525B	Air Service		22. CS-PHH	EMB505	NetJets Europe	NJE7QZ/307N
D-FEPG	PC-12/47E	Rhein-Mosel-Flug	2x	ES-LVA	Lj60XR	Panaviatic	24 VPC2
HA-LPQ	A320-232	Wizzair	div WZZ3525	G-JOTR	BAe146-RJ85	JOTA Aviation	ENZ750F/751P
HA-LWJ	A320-232	Wizzair	div WZZ7715	HB-ALL	ATR72-202(F)	Zimex Aviation	28 IMX501F
LZ-VLZ	G150		12	N202QS	CL-605	NetJets Europe	
PH-CJM	Ce680	ASL	tst	OO-XLS	Ce560XLS	Air Service Liège	
PH-HSK	B737-8K2	Transavia	div TRA6608	TF-AMM	B747-4H6(F)	Saudia Cargo	SVA3933/4
PH-HZI	B737-8K2	Transavia	div TRA6626	23. 4K-AZ100	IL-76TD-90VD	Silk Way Airlines	AZQ4736/7
VQ-BKT	A320-214	Aeroflot	17 AFL7630/1	CS-DRY	BAe125-800XPi	NetJets Europe	NJE3WV
11. N1HC	G550	United States Av. Co.	13	CS-DXR	Ce560XLS	NetJets Europe	NJE4VN/100L
N1RP	G550	Penske Racing	12	CS-DXX	Ce560XLS	NetJets Europe	NJE9CF/ -
12. C9-AUM	DHC-8-402	LAM Mozambique Airl.	arr LAM007	CS-PHF	EMB505	NetJets Europe	NJE805U/5BF
D-IAAY	EMB500	Arcus Air	14 AZE03P	D-CHIP	Ce525B	E-Aviation	24 EFD111
EC-LYL	Ce560XL	Gestair	GES382/3	D-IAWG	Ce425	Aerowest	
N412MC	B747-47UF	Atlas Air	THY6615	N677FP	G-V	Aviation Enterprises	25
13. D-CCAB	Ce550	Jetkontor	JKH322	N719EL	Beech 400A	Donington Aviation	
SX-SHC	CL-605	GainJet	14 GNJ67	OY-SKK	Falcon 8X	Air Alsie	MMD22A
14. D-BEEP	Ce750	Air X Executive Jets	AZE03P/03F	24. D-IMOR	EMB500	Star Wings Dortmund	2x STQ888
D-IAAY	EMB500	Arcus Air		LZ-VLZ	G150		
LX-LAA	Lj45XR	Luxemb. Air Ambulance	DUK7AMB	VP-BCH	B747-467F	Silk Way West Airl.	25 AZG9081/2
PH-ABW	Fokker 100	Air Hollandia	f/n	25. VP-CAQ	B737-2V6	Jet Connections	26
PH-MFX	Ce650	ASL	tst	26. D-CRON	Ce560XLS	Silver Cloud Air	SCR762
15. N215RE	Falcon 2000	Wheatly Larkins	16	N412MC	B747-47UF	Atlas Air	THY6615
N441PC	Lj35A	REVA Air Ambulance	18	OE-LAR	G450	Luxaviation Germany	27 LXG77R
				27. ST40	SF260D	CC Air	tst BAF198
				D-BADC	Do328-310	Aero-Dienst (ADAC c/s)	ADN23C
				D-CITY	Lj35A	Air Alliance	AYY116



Until November 2016 M-AJOR was the registration of a BAe125-900XP, operated by Hampshire Aviation for the INEOS Group. Since June 2017 the registration belongs to this brand new AW139, again operating for the INEOS Group. (Rotterdam - The Hague, 27 July 2017, Maarten Visser Sr)

Personal copy

Distribution to a third party is not allowed



N215RE was manufactured in 2003. Although registered to Compton Kincaid it looks like this colourful Falcon 2000 is operated by Wheatly Larkins. Both companies are listed at the same address in Naples (FL). (Maastricht - Aachen, 15 July 2017, Jan Severijns)

D-FEPG	PC-12/47E	Rhein-Mosel-Flug	2x	N35YY	AS350B2	Schuybroek Aviation	
D-IOWA	Ce525	Waldmann Lichttechnik		PH-DTS	DA42	Wings over Holland	
EW-483TI	An-12BK	RubyStar	RSB1001/2	04.OK-CRO	PA-46-500TP	Letov Air	
G-GILB	Ce510	Fly Vectra	VCG219	05.L-09	PC-7	131EMVOsq	Diamond14
28.D-AVXD	A321-231	Airbus Industries	arr AIB821B	06.S-134	Super Lynx Mk90B	Esk 723	
D-CAHO	Ce560XLS+	Air Hamburg Private Jets	AHO433N	S-191	Super Lynx Mk90B	Esk 723	spec. c/s
EC-JCV	SA226AT	Flightline	FTL7751/2	09.ZJ123/G	Merlin HC3	Culdrose	NAVY761
EC-MOQ	Ce525C	Aluminios Cortizo		ZJ136/U	Merlin HC3i	846NAS	
EI-SLJ	ATR72-201(F)	ASL Airlines Ireland	31 ABR074P/1P	N637TF	CL-604	EAC Air	
LX-EBE	Ce560XL	Flying Group Luxemb.	tst FYL21U/22U	10.OO-ACO	Ce510	Air Service Liege	
OO-XLS	Ce560XLS	Air Service Liège	30	11.60+06	P-3C	MFG3	*GNY4503
29.D-ALFD	B777-FBT	Lufthansa Cargo	GEC8324/6	M-RBIG	Lj45XR	Volantair	
N225EE	G-V	Kaiser Air	30	12.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	
OE-HDU	CL-300	Amira Air	LDM15	N637TF	CL-604	EAC Air	
30.YL-BAQ	DHC-8-402	Air Baltic	arr BTI9881	T7-PBL	PC-12/47E	Fly 7 Executive Aviation	
31.9H-TQM	A340-313	Hi Fly Malta	CAI040	13.G-JJET	Ce510	Fly Vectra	
OO-GMJ	Beech 350	Air Service Liège	arr	14.L-12	PC-7	131EMVOsq	Lucky046
OO-XLS	Ce560XLS	Air Service Liège		D-CITY	Lj35A	Air Alliance Express	
				PH-DIX	PC-12/45	Din-Air	
				PH-JTJ	Ce680	Exxaero	XRO481
				18.83+18	Super Lynx Mk88A	MFG5	*
				L-04	PC-7	131EMVOsq	
				M-JCBB	G650	JC Bamford Excavators	
				19.D-IAWG	Ce425	Aerowest	
				M-RBIG	Lj45XR	Volantair	
				PH-HSR	B737-8KN	Transavia	TRA5168
				20.D-CAMB	Lj31A	Jetcall	
				ZS-GAW	A320-231	Global Aviation (a/w)	f/v
				21.D-IAAB	EMB500	Arcus Air	
				N7779V	Beech B200	Etienne Veen	
				22.N3935Y	PA-46-350P		
				PH-RCI	BAe3201	AIS Airlines	
				25.SP-TBM	TBM-930	PLEK2 SP	
				27.M-OTOR	Beech 250	Pektron Group	
				28.D-ALOA	ERJ135BJ	Air Hamburg	29 AHO959M
				M-OTOR	Beech 250	Pektron Group	
				SP-TBM	TBM-930	PLEK2 SP	
				31.G-CGOA	Ce550	Xclusive Jet Charter	

Worth mentioning is the moving of Fokker 50 SX-MAR to SAMCO on the 3rd in preparation for it to be scrapped. Aerotranscargo operated the Silkway flight from and to Azerbaijan on this day. The ATR on the 4th performed a local testflight before departing to France. The ATR received a fresh coat of paint during its maintenance visit. The Scandinavian Canadairjet on the 5th arrived for maintenance. Also on the 5th Atlas Air operated the first of several flights for Turkish Airways. On the 6th an Amsterdam diversion. The Mid East Jet Airbus was a medical flight. The Estonian Canadairjet noted on the 7th was in basic SAS colours and is former OY-KFB. On the 10th several Eindhoven diversions. The Aeroflot on that day arrived for a repaint. On the 12th a LAM Mozambique Dash-8 arrived in basic colours. The aircraft has been returned to its lessor. Former 4L-GNN was first noted as PH-ABW on the 14th. This Fokker 100 also carries Air Hollandia titles. The Air Alsie Falcon 8X on the 20th was a first visit of type. On the 21st a Global Aviation Airbus operated for Corendon. JOTA was present on the 22nd due to Everton FC playing against RC Genk. The Silk Way Ilyushin on the 23rd picked up an engine for a KLM Airbus stranded in Bucharest. An Airbus destined for Hong Kong Express arrived for painting on the 28th. The ASL ATR on the same day arrived for maintenance. The Air Baltic on the 30th also arrived for maintenance. Antonov UR-CKC was also expected this day but its flight was "cancelled" in Africa. The month ended with a rather large Airbus subbing for Corendon.

Credits: SG Maastricht / Threshold, MST-aviation.

### Groningen - Eelde

July 2017			
02.D-IBJJ	Ce525A	Air Hamburg	
03.ZJ123/G	Merlin HC3	Culdrose	04 NAVY761

The Piper on the 4th has large Crocodile titles on its fuselage.

Credit: GEAS.

### Deventer-Teuge

			June 2017
01.PH-PXY	AW139	Nationale Politie	ZXP25
02.D-FIBE	PC-6/B2-H4	KIAS Airlines	dep
	Beech B100		
04.PH-JPS	R44	HeliCentre	dep
	PH-UNN	HeliCentre	05
05.D-IDPL	Beech B100		
	G-OAFF	Fallschirmsport Damme	08
	PH-PXE	Nationale Politie	ZXP05
06.OE-FNP	Ce510	GlobeAir	
	OO-HCA	Heli & Co	
	OO-HCA	Heli & Co	08

PH-PXA	EC135P2+	Nationale Politie	ZXP01
07.PH-PXY	AW139	Nationale Politie	ZXP25
08.PH-PXZ	AW139	Nationale Politie	ZXP26
09.PH-KGJ	EC120B	HeliFlights – Heli Holland	
PH-KGJ	EC120B	HeliFlights – Heli Holland	
PH-PXZ	AW139	Nationale Politie	ZXP26
10.TC-CAY	Ce402B	Mescioğlu Mühendislik	dep
11.PH-ELP	EC135T2+	ANWB - MAA	
12.D-HGVB	R44	Rotavisie	
OO-RAZ	R44	Pair-Event	
OO-RAZ	R44	Pair-Event	13
13.OO-RAZ	R44	Pair-Event	14
14.HB-FVZ	PC-12/45	Happy Lines	
OO-RAZ	R44	Pair-Event	15
PH-ELP	EC135T2+	ANWB - MAA	
PH-SWN	Ce414A	PARC Air	16
SX-HTE	EC130B4	Peter van Zutphen	
15.OO-RAZ	R44	Pair-Event	
17.PH-ELP	EC135T2+	ANWB - MAA	
PH-PXE	EC135P2+	Nationale Politie	ZXP05
PH-SVZ	Ce550	Slagboom en Peeters	30
18.PH-ELP	EC135T2+	ANWB - MAA	
PH-PXE	EC135P2+	Nationale Politie	ZXP05
20.N22SY	PA-46-350P	Sijben Wooncenter	
N22SY	PA-46-350P	Sijben Wooncenter	
OE-FCS	DA42NG	Flight Charter	21
PH-HHB	H269D	Heli Holland Holding	
PH-PXC	EC135P2+	Nationale Politie	ZXP03
21.PH-PXE	EC135P2+	Nationale Politie	ZXP05
22.G-TVIJ	T-6	Robert William Davies	
N2673D	Ce340A	Kees Meijer - Meijer Beheer	
PH-FVD	R44	Heli Invest	
PH-SWN	Ce414A	PARC Air	
PH-SWN	Ce414A	PARC Air	arr
PH-TSN	DA42	Twin Star Netherlands	
23.LX-ERG	PC-12/47E	Jetfly Aviation	24
PH-ECD	EC120B	Heli Holland Holding	
PH-HHJ	AS355F2	Heli Holland Holding	25
PH-HHK	Bell 206L1	Heli Holland Holding	25
24.PH-UNN	EC120B	HeliCentre	
26.G-TVIJ	T-6	Robert William Davies	
OO-RAZ	R44	Pair-Event	
OO-RAZ	R44	Pair-Event	27
27.OO-RAZ	R44	Pair-Event	28
28.OO-RAZ	R44	Pair-Event	29
OO-RAZ	R44	Pair-Event	

29.PH-RWX	H269C	Rotor & Wings	dep
30.PH-SVY	PA-31T	Slagboom en Peeters	dep

The KIAS Porter visited Teuge for maintenance again this month. The aircraft is being operated by Classic Wings. The Texan on the 22nd was on its way to Germany for an Air-to-Air photoshoot with a Messerschmitt BF109. The aircraft returned on the 26th. the AS355 and theBell on the 23rd were related to the Dutch National Road Race Championships in 's Heerenberg.

July 2017

04.PH-WIK	AS350B3	HeliAir	f/v
05.F-GLHF	CM170	Dutch Historic Jet Association	*
G-OETV	PA-31-350	Atlantic Bridge Aviation	21
OO-MSN	CeT310	Aerodata International Surveys	dep
06.PH-ENK	R44	Bear Helicopters	07
09.PH-HVB	EC135T2+	ANWB - MAA	
11.F-HJLM	EMB505	Brit Aero	
PH-PXA	EC135P2+	Nationale Politie	ZXP01
12.PH-LAW	CeT310R	Slagboom en Peeters	dep
PH-SWN	Ce414A	PARC Air	dep
14.PH-PXA	EC135P2+	Nationale Politie	ZXP01
15.PH-JPS	R44	HeliCentre	
PH-PXZ	AW139	Nationale Politie	ZXP26
16.OE-FWF	Ce510	GlobeAir	17
PH-PXB	EC135P2+	Nationale Politie	ZXP02
17.OO-SEX	Ce208B	Skydiving Promotion	18
OO-TAX	PA-32R-301T	Skydiving Promotion	
18.OO-TAX	PA-32R-301T	Skydiving Promotion	
PH-RIW	R44	Riwald Recycling	
19.OE-FWF	Ce510	GlobeAir	GAC1221
OO-HCA	R44	Heli & Co	
OO-MSN	CeT310	Aerodata International Surveys	
PH-PXA	EC135P2+	Nationale Politie	ZXP01
22.N71SL	H269C	Jan Overeem / Chris Wouters	
23.PH-LBR	Ce208B	Skydive Rotterdam	28
24.PH-ENK	R44	Bear Helicopters	
26.N51WF	RC690C	MBH Services	arr
OE-FNP	Ce510	GlobeAir	
30.PH-AFS	S.11	Fokker Four	
PH-HOG	S.11	Fokker Four	
PH-HOK	S.11	Fokker Four	
PH-HOL	S.11	Fokker Four	

The Fouga on the 5th performed a touch and go. On the 9th a parachute accident resulted in the arrival of a medic heli-



Former N104AJ was flown to Teuge on 18 May 2017 and has taken up a French temporary registration. F-WTDE was seen recently with an arial relay antenna attached to its fuselage. Rumours are the Beech C90A will be registered on the Isle of Manx when all work has been done. (Teuge, 9 July 2017, Ivo de Groot)



Draken International provides tactical fighter aircraft for contract air services, including military and contract customers. N159EM is one of 21 L-159Es, the export version of the L-159A. This former Czech Air Force aircraft was added to the Draken portfolio in 2016. It was one of four aircraft subcontracted by Skyline Aviation for two weeks during the FWIT. (Leeuwarden, 28 June 2017, Wim Sonneveld)

copter. The Slagboom en Peeters Cessna on the 12th has been sold and departed to Stockholm Skavsta. Heli & Co is one of the companies that has taken over the Gasunie (pipeline control) contract from S.P. Helicopter-Service. On the 19th one of their helicopters came in for a fuel stop. A birthday present resulted in a visit of the Fokker Four formation on the 30th.

Credit: Teuge Airport.

## Eindhoven

		July 2017	
01. D-CCCB	Lj35A	DRF	AMB365
M-LWSG	Global 6000	Lynx Aircraft	
PH-FJK	Ce525B	JetNetherlands	
02. D-INCS	Ce525	Jetkontor	JKH321
PH-HWM	CL-605	ASL	04
PH-NDK	Falcon 900B	Exxaero	03 - /XRO352
03. 54+04	A400M	LTG62	GAF524
02	C-17A	HAW	04 Bartok96
<u>D-101</u>	CH-47D	298sq	*Grizzly42, GLV-V
<u>D-665</u>	CH-47D	298sq	*GLV-V
84002/842	Tp84	TSFE	SVF806
D-ITIP	Ce525	Star Wings Dortmund	STQ222
OE-FOA	Ce525A	Avcon Jet	AOJ46D
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW848S/6S
PH-CJM	Ce680	ASL	dep
PH-NDK	Falcon 900B	Exxaero	04 XRO352
PH-TXA	Ce510	JetNetherlands	
04. 10+25	A310-304	FBS BMVg	*
D-BETI	Falcon 50EX	Adolf Würth	
D-IDBA	Raytheon 390	Fly Alpha	
D-ITIP	Ce525	Star Wings Dortmund	STQ222
OK-TVU	B737-86N	SmartWings	TVS454P/-
PH-FJK	Ce525B	JetNetherlands	07
PH-HWM	CL-605	ASL	05
PH-TXA	Ce510	JetNetherlands	
SE-GHF	MU-2B-20	Nyge-Aero	2x Target56
UR-CBG	An-12BP	Cavok Air	05 CVK7021/2
05. D-663	CH-47D	298sq	*Corona2, GLV-V
L-04	PC-7	131EMVOsq	*Diamond09
16803	C-130H	Esq 501	AFP78
D-CAWU	Ce560XLS	Adolf Würth	
OK-GLX	G200	Eclair Aviation	ECC302/3
PH-HWM	CL-605	ASL	18
06. 02	C-17A	HAW	Bartok96
UR-KDM	An-12BK	Cavok Air	07 CVK7089/90
07. 54+04	A400M	LTG62	08 GAF528

84002/842	Tp84	TSFE	SVF806
PH-FJK	Ce525B	JetNetherlands	
UR-CBG	An-12BP	Cavok Air	CVK7023/ -
08. 9H-ZRH	Ce525A	Helispirit	09
F-GTKJ	Beech 1900D	Twin Jet	TJT061P/691A
OK-KIN	Ce525B	Aero Partner	DFC11K
PH-MDG	Ce680	JetNetherlands	09
09. D-CAWR	Ce560 Encore+	Aerowest	10
OO-PKX	Ce750	Air Service Liège	18
PH-CJM	Ce680	ASL	10
10. D-665	CH-47D	298sq	*Grizzly23, GLV-V
J-065	F-16BM	322sq	*Slammer01
CS-TRJ	A321-231	21sq	BAF630
HB-IZZ	Saab 2000	Ethad Regional	DWT9913/2913
PH-CJM	Ce680	ASL	11
SP-WWWW	EC135P2+	HusAir Aviation	
11. CH13	C-130H	20sq	*BAF672
FB21	F-16BM	2w	*BAF235
PH-PXZ	AW139	Nationale Politie	*ZXP26, GLV-V
D-AEAD	A300B4-622RF	EAT Leipzig (DHL c/s)	
D-AWKG	Falcon 900EX	Adolf Würth	
12. 147/XS	TBM-700A	nn	CTM3848
10+23	A310-304	FBS BMVg	2x GAF688
L-06	PC-7	131EMVOsq	*
CS-PHB	EMB505	NetJets Europe	NJE637F/064H
CS-TFX	A340-542	Hi Fly	CAI1J/9V
D-IFMG	Raytheon 390	Forum Air	
UR-CBG	An-12BP	Cavok Air	CVK7021/2
13. 10+23	A310-304	FBS BMVg	GAF552/3
NX139LE	L-39ZO	Skyline Aviation	
NX139LZ	L-39C	Skyline Aviation	
14. 10+23	A310-304	FBS BMVg	GAF554
51+06	C-160D	LTG63	GAF536
15. ZS-GAW	A320-231	Global Aviation (a/w)	f/v CAI041/0
16. ZM413/413	Atlas C1	70sq	17 RRR4596
CS-DXX	Ce560XLS	NetJets Europe	17 - /NJE382A
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	
PH-HGT	Ce680	ASL	17
17. FB20	F-16BM	10w	*BAF431
M-LWSG	Global 6000	Lynx Aircraft	
N313AQ	Ce510	Aquapresen Cosmetiks USA	f/v
PH-HGT	Ce680	ASL	21
18. J-065	F-16BM	322sq	*Saw01
D-AEAC	A300B4-622RF	EAT Leipzig (c/s)	BCS880P/6022
OO-PKX	Ce750	Air Service Liège	19
PH-CJM	Ce680	ASL	
PH-HWM	CL-605	ASL	19
19. CH08	C-130H	20sq	*BAF652

Personal copy

Distribution to a third party is not allowed

FA70	F-16AM	10w	*Mace74	PH-TXA	Ce510	JetNetherlands	
FA94	F-16AM	10w	*Mace73	29.D-IBCT	Ce525A	Gullwing Aviation	
D-666	CH-47D	298sq	*Grizzly75, GLV-V	30.CS-DXQ	Ce560XLS	NetJets Europe	31 NJE360A/528Q
EI-LEO	Ce750	Airlink Airways	GJ175X	OO-PRM	Ce510	Air Service Liège	31
G-OCJZ	Ce525A	Centreline	CLF386	31. <u>ST47</u>	SF260D	CC Air	*BAF195
HB-IZP	Saab 2000	Etihad Regional	DWT2914/9916	03	C-17A	HAW	Bartok01
PH-MDG	Ce680	JetNetherlands	26	D-664	CH-4D	298sq	*Grizzly53, GLV-V
UR-CKL	An-12BK	Cavok Air	arr CVK7007	D-667	CH-47D	298sq	*Grizzly02, GLV-V
20.10+23	A310-304	FBS BMVg	GAF138	Q-29	AH-64DN	301sq	*Knife03, GLV-V
OO-PKX	Ce750	Air Service Liège	21	S-459	AS532U2	300sq	*Wildcat67, GLV-V
21.1x	AS532U2	300sq	*GLV-V	9H-TQM	A340-313X	Hi Fly Malta (black c/s)	CA11J/040
0033/F-RBAI	A400M	ET01.061	CTM2050	D-BIKA	Falcon 2000EX	ACM Air Charter	BVR777
D-CXLS	Ce560XLS+	Air Hamburg	22 AHO644F	OO-XLS	Ce560XLS+	Air Service Liège	arr
HA-LXT	A321-231	Wizz Air	f/v WZZ8BZ/4LU	PH-CJM	Ce680	ASL	arr
OO-TFA	B757-28A(C)	TNT Airways	TAY1524/326P	PH-MDG	Ce680	JetNetherlands	arr
PH-HGT	Ce680	ASL	22				
PH-MYX	Ce650	ASL	27				
VP-BRA	Falcon 2000LX	Jet Aviation Business Jets					
22.50+72	C-160D	LTG61	GAF114				
OO-PKX	Ce750	Air Service Liège	23				
UR-CJN	An-12B	Cavok Air					
23.PH-ELP	EC135T2+	ANWB - MAA					
PH-FJK	Ce525B	JetNetherlands	25				
24.D-AWKG	Falcon 900EX	Adolf Würth					
D-CHRA	Ce525C	E-Aviation	2x EFD555				
LX-AMH	Ce560XLS	Luxaviation	LXA5E				
25.CH11	C-130H	20sq	*				
<u>L-10</u>	PC-7	131EMVOsq	*				
PH-FJK	Ce525B	JetNetherlands	28				
26.CH07	C-130H	20sq	*BAF672	03.OO-HCA	R44	Heli and Co	July 2017 2x
FB22	F-16BM	2w	*BAF215	PH-HCF	Cabri G2	HeliCentre	*
J-011	F-16AM	312/313sq	*Judge02	PH-HVB	EC135T2+	ANWB MAA	Lifeline1
J-020	F-16AM	312/313sq	*Judge01	04.G-SNSI	AW139	CHC Scotia	*
CS-PHD	EMB505	NetJets Europe	NJE372U/658M	05.D-HGVB	R44	Rotavisie	*
OO-VLS	Fokker 50	VLM Airlines	WLM7001/3002	06.PH-ATT	H269C	Heli Holland Holding	
UR-CEZ	An-12BP	Cavok Air	CVK7007/ -	PH-HGB	R44	Heliair	*
27.D-890	CH-47F	298sq	2x *GLV-V	07.PH-HVB	EC135P2+	ANWB - MAA	Lifeline1
L-06	PC-7	131EMVOsq	*Diamond12	08.D-HGVB	R44	Rotavisie	*
Q-14	AH-64DN	301sq	*GLV-V	23.PH-FVD	R44	Heli Invest	
PH-PXY	AW139	Nationale Politie	*ZXP25, GLV-V	25.OO-HCP	R44	Heli and Co	
CS-DRL	BAe125-800XPi	NetJets Europe	NJE879K/644A	31. <u>Q-01</u>	AH-64DN	301sq	*
OE-IKZ	CL-605	Int'l Jet Management	IJM549				
28.CH07	C-130H	20sq	*BAF670				
D-JET	P180	AirGo Flugservice	XGO5MD/3MT				
G-LFBD	Ce525A	Centreline	29 CLF385/7				
OO-VLS	Fokker 50	VLM Airlines	WLM3001/7002				
PH-FJK	Ce525B	JetNetherlands					

The Cessna on the 8th also carried Luciano titles referring to Swiss DJ Luciano. The Darwin charter on the 10th transported PSV to Switzerland for a 9-day training camp. Global Aviation has least an Airbus to Corendon. The aircraft paid a first visit to Eindhoven on the 15th. PSV returned from Switzerland on the 19th.

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

Credits: EWAS, Oscar Sannen, MAR, Scramble MB.

## Hilversum

03.OO-HCA	R44	Heli and Co	July 2017 2x
PH-HCF	Cabri G2	HeliCentre	*
PH-HVB	EC135T2+	ANWB MAA	Lifeline1
04.G-SNSI	AW139	CHC Scotia	*
05.D-HGVB	R44	Rotavisie	*
06.PH-ATT	H269C	Heli Holland Holding	
PH-HGB	R44	Heliair	*
07.PH-HVB	EC135P2+	ANWB - MAA	Lifeline1
08.D-HGVB	R44	Rotavisie	*
23.PH-FVD	R44	Heli Invest	
25.OO-HCP	R44	Heli and Co	
31. <u>Q-01</u>	AH-64DN	301sq	*

Due to a vacation a part of this month is missing. The CHC AW139 on the 4th was doing a VFR test flight from Den Helder and made a low approach on runway 07. The Apache on the 31st was logged via an SBS.

Credits: Ernesto Bauer.



This ATR started its career in Finland, operating for Karair. Via Estonia, Korea and Lithuania it ended up in Ireland with Air Contractors in 2009. During that time it was converted to a freighter. EI-SLJ flew from Maastricht to Shannon on 31 July 2017, reportedly to be scrapped. (Maastricht - Aachen, 28 July 2017, Arjen Sleuvenhoek)

Personal copy

Distribution to a third party is not allowed



This EC135P2+ was manufactured in 2008. It was acquired by HusAir Aviation as SP-WWW in 2010. It was recently seen on board yacht "New Secret" in Scandinavia before it returned to Central Europe. (Lelystad, 9 July 2017, Berend Jan Floor)

### Gilze-Rijen

				July 2017			
03. L-04	PC-7	131EMVOsq	*Diamond08	<u>ZZ395</u>	Wildcat AH1	652sq	*NVY760
L-13	PC-7	131EMVOsq	*Diamond09,09,07	<u>ZJ136/U</u>	Merlin HC3i	846NAS	*NVY762
PH-PXF	EC135P2+	Nationale Politie	*	04. L-12	PC-7	131EMVOsq	
04. Q-17	AH-64DN	301sq	tst Redskin07	06. <u>G-BYMK</u>	Do328-110	Loganair (a/w)	
11. <u>J-021</u>	F-16AM	322sq	*Saw02	10. S-134	S.Lynx Mk90B	Esk 723	
<u>J-513</u>	F-16AM	322sq	*Saw01	S-191	S.Lynx Mk90B	Esk 723 (Artic c/s)	
PH-PXZ	AW139	Nationale Politie	ZXP26	L-03	PV-7	131EMVOsq	
17. L-04	PC-7	131EMVOsq	*Diamond15,Razor02	LN-WND	C-53D	Dakota Norway Foundation	*
18. J-065	F-16BM	322sq	*Saw01	12. 83+25	S.Lynx Mk88A	MFG5	
L-10	PC-7	131EMVOsq	*Diamond15	13. 84+82	CH-53GA	HSG64	*
20. L-05	PC-7	131EMVOsq	*Diamond09	89+70	Sea King Mk41A	MFG5	
26. J-011	F-16AM	312/313sq	*Judge02	D-HDDL	EC135P2	MFG5	
J-020	F-16AM	312/313sq	*Judge01	G-781	C-130H	336sq	
L-05	PC-7	131EMVOsq	*Diamond12	L-08	PC-7	131EMVOsq	
27. CH07	C-130H	20sq	*BAF677	17. 89+70	Sea KingMk41A	MFG5	
L-06	PC-7	131EMVOsq	*Diamond12	D-HDDL	EC135P2	MFG5	
PH-PXY	AW139	Nationale Politie	ZXP25	J-362	F-16AM	322sq	*
28. J-016	F-16AM	312/313sq (td 312sq mks)	*Angel01	J-511	F-16AM	322sq	*
J-063	F-16AM	312/313sq (td 313sq mks)	*Tiger01	S-456	AS532U2	300sq	*
L-06	PC-7	131EMVOsq	*Rebel01,Diamond07	18. 83+25	S.Lynx Mk88A	MFG5	
L-09	PC-7	131EMVOsq	*Diamond06	L-04	PC-7	131EMVOsq	
31. L-10	PC-7	131EMVOsq	*Diamond32	25. 2x	F-16AM	322sq	*
S-453	AS532U2	300sq	arr Duke6				

The Apache of 4 July made the news headlines as it was performing a test flight and assisted on inspecting a Swiss Mooney M20 that gave a squawk 7500 on its transponder, indicating a possible hijack. After establishing contact with the pilot the system malfunction was found and the Mooney landed safely at Seppe. The Cougar on 31 July also became local news as this helicopter made an unforeseen landing in a field 30km from Gilze-Rijen and after some technical support the Cougar returned in the afternoon

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

				July 2017			
03. 89+57	Sea King Mk41A	MFG5	*	03. T-264	KDC-10	334sq	*NAF41
G-781	C-130H	336sq		ZZ389	Wildcat AH1	652sq	NVY761
<u>ZZ389</u>	Wildcat AH1	652sq	*NVY761	ZZ395	Wildcat AH1	652sq	NVY760
				<u>ZJ136/U</u>	Merlin HC3i	846NAS	NVY762
				04. 15110	F-16AM	Esq 201/301	14 AFP82
				05. G-781	C-130H	336sq	*NAF71
				J-008	F-16AM	312/313sq (313sq mks)	AG02
				J-643	F-16AM	312/313sq (313sq mks)	AG01
				06. J-873	F-16AM	DMO/PAF	24 Cowboy01/Nasty1
				07. FA102	F-16AM	10w	14 BAF421/512
				G-781	C-130H	336sq	14 NAF79
				10. J-512	F-16AM	312/313sq (nmks)	14
				15119	F-16BM	Esq 201/301	AFP33A
				15120	F-16BM	Esq 201/301	AFP33B
				NX139LE	L-39ZO	Skyline Aviation	Lion39
				11. L-02	PC-7	131EMVOsq	Diamond14

Personal copy

Distribution to a third party is not allowed

12.ZZ389	Wildcat AH1	652sq	NVY763	07.SE-CFP	DC-3C	Stiftelsen Flygande Veteraner	21
ZZ395	Wildcat AH1	652sq	NVY762	08.OO-JWB	PC-12/47E	Nextgen Partners	
ZJ125/J	Merlin HC3	845NAS	NVY764	09.SP-WWWW	EC135P2+	HusAir Aviation	
14.FB22	F-16BM	2w	BAF211/214	10.D-ICKE	Beech B200GT	Dachser	
16805	C-130H	Esq 501	AFP04	PH-HVB	EC135T2+	ANWB - MAA	
17.G-781	C-130H	336sq	*NAF72	PH-NCI	BAe3201	AIS Airlines	
S-441	AS532U2	300sq	Wildcat1	15.OO-JWB	PC-12/47E	Nextgen Partners	
S-459	AS532U2	300sq	Wildcat2	16.D-HHNN	S-76B	HeliService International	
18.83+18	S.Lynx Mk88A	MFG5	GNV4661	17.OO-MSN	CeT310	Aerodata International Surveys	
L-12	PC-7	131EMVOsq	Diamon08	OO-TJK	P68	Aerodata International Surveys	
S-441	AS532U2	300sq	Wildcat1	OY-ILS	P68C	Bio Flight	BIO01
S-459	AS532U2	300sq	Wildcat2	PH-HVB	EC135T2+	ANWB - MAA	
19.G-781	C-130H	336sq	*NAF75	18.G-RVRX	P68B	Ravenair Aircraft	
21.G-781	C-130H	336sq	*NAF78	N3935Y	PA-46-350P		
26.Q-08	AH-64DN	301sq	Redskin13	OO-DTE	EC120B	Heliventure FTO	
Q-17	AH-64DN	301sq	Redskin14	PH-ULP	EC135T2+	ANWB - MAA	
27.Q-05	AH-64DN	301sq	Redskin12	28.G-OSMD	Bell 206B	TR Aviation	
Q-08	AH-64DN	301sq	Redskin14	29.OO-JWB	PC-12/47E	Nextgen Partners	
28.J-016	F-16AM	312/313sq (td 312sq mks)	*Angel01	30.PH-RIW	R44	Riwald Recycling	
J-063	F-16AM	312/313sq (td 313sq mks)	*Tiger01	31.PH-VIG	DA42M	Vigilance	
Q-05	AH-64DN	301sq	Redskin13				
Q-23	AH-64DN	301sq	31 Redskin14/23				
31.D-101	CH-47D	298sq	Grizzly2				

The FWIT is still in full swing at Leeuwarden and other visits during July are related to airplanes visiting UK shows like Yeovilton and the RIAT.

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

### Lelystad

				July 2017			
01.N616CM	TBM-850	iConnect					
03.G-CKIJ	R44	Heli Air					
N23HJ	DA62	Jill Roeschel	dep				
04.D-HGVB	R44	Rotavisie	*				
G-RVNP	P68B	Ravenair Aircraft	tst RVR7NP				
OY-GIS	P68C	Bio Flight					
PH-HGB	R44	HeliAir	*				
PH-RIW	R44	Riwald Recycling					
05.N-110	NH90-NFH	DHC					
D-HGVB	R44	Rotavisie					
F-GLHF	CM170	Dutch Historic Jet Association	tst				
G-RVNP	P68B	Ravenair Aircraft	tst RVR7NP				
N750GF	Ce750	FlightPartner					
PH-RCI	BAe3201	AIS Airlines					
PH-VIG	DA42M	Vigilance					
06.PH-HGB	R44	HeliAir	*				
PH-TAK	DA42	Happy Landings	arr				
PH-VIG	DA42M	Vigilance					

The chopper on the 3rd refueled on its way to Bremen. The NH90 on the 5th was most probably visiting due to the special "100 year MLD" exhibition in the Aviodrome, opening this day. Before landing the helicopter was part of a formation flight with the local Catalina. The Swedish Dakota on the 7th returned to the airport shortly after departure due to a 'low oil pressure' failure. The polish helicopter on the 9th departed to Lydd.

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

### Volkel

				July 2017			
05.L-04	PC-7	131EMVOsq	*Diamond09				
10.1x	PC-7	131EMVOsq	*Diamond14				
18.92-3294	C-17A	62nd AW	RCH525				
27.LX-N90442	E-3A	NAEW&CF	*Nato40				

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

Credits: SGVolkel Message Board, Oscar Sannen, Scramble MB.

### Woensdrecht

				July 2017			
03.FB22	F-16BM	2w	*BAF235				
Q-04	AH-64DN	301sq	tst Redskin06				



In June 2010 Comlux Aviation took delivery of this ACJ as 9H-AFT. It was acquired by Tyrolean Jet Service as OE-LUX in September 2011. Global Jet Luxembourg added this Airbus A318 to its fleet in December 2016. (Woensdrecht, 4 July 2017, Johan Havelaar)

Personal copy

Distribution to a third party is not allowed



This Airbus has spend most of its career in Spain. In 2005 it was delivered to Spanair. The Airbus A320 spend a few months with its lessor in 2012 before it was taken up by Vueling Airlines as EC-LRA in April of that same year. It was caught on camera during its final test flight before delivery to Orange2Fly as SX-SOF. (Woensdrecht, 19 July 2017, Johan Havelaar)

CS-TFY	A320-232	MasterJet	LMJ039Y/027Y
PH-KBX	Fokker 70	Dutch Government	tst FOP547
04. Q-04	AH-64DN	301sq	tst Redskin04
LX-LTI	A318-112(X)	Global Jet Luxembourg	SVW45LT/
05. J-512	F-16AM	312/313sq (nmks)	tst Shark01
Q-04	AH-64DN	301sq	dep Redskin05
Q-13	AH-64DN	301sq	arr Redskin05
06. J-013	F-16AM	322sq	tst Slammer
J-017	F-16AM	322sq	07 Slammer
J-199	F-16AM	DMO/PAF	*Dawg
PH-PXB	EC135P2+	Nationale Politie	ZXP02
07. J-021	F-16AM	312/313sq	*Cobra-form
J-362	F-16AM	322sq	*Cobra-form
10. J-013	F-16AM	312/313sq	dep Cobra
J-879	F-16AM	322sq	arr Cobra
11. 9A-BTE	Fokker 100	Trade Air	17 TDR9000/9100
12. PH-AQH	Fokker 100	TUS Airways	tst FOP417
VQ-BZS	A320-232	Yamal Airlines	tst
14. PH-AQH	Fokker 100	TUS Airways	tst FOP427
17. PH-AQH	Fokker 100	TUS Airways	dep
PH-LAB	Ce550	NLR - TU Delft	*
18. G-781	C-130H	336sq	*NAF75
19. G-781	C-130H	336sq	*NAF75
EC-LRA	A320-232	Orange2Fly	tst VLG991T
20. N-319	NH90-NFH	860sq	arr Guardian22
21. FAC-0002	F28-1000	GRUVE82	tst
24. FB24	F-16BM	10w (spec mks)	*BAF451
SX-SOF	A320-232	Orange2Fly	del VLG991T
25. FB24	F-16BM	10w (spec mks)	*BAF451
FAC-0002	F28-1000	GRUVE82	tst
D-102	CH-47D	298sq	*Grizzly46
Q-19	AH-64DN	301sq	tst Redskin06
EC-JBK	B737-85P	Air Europe	arr AEA006
26. N-277	NH90-NFH	860sq	tst Neptune06
Q-19	AH-64DN	301sq	tst Redskin06
27. FAC-0002	F28-1000	GRUVE82	dep
D-101	CH-47D	298sq	*Shadow3
N-277	NH90-NFH	860sq	tst Neptune06
Q-19	AH-64DN	301sq	tst Redskin06
S-444	AS532U2	300sq	*Duke6
28. 1x	SF260D	CC Air	*BAF195
J-016	F-16AM	312/313sq	*Tiger2
J-063	F-16AM	312/313sq	*Tiger1
N-277	NH90-NFH	860sq	dep Neptune03
31. D-664	CH-47D	298sq	*Grizzly46

In July the Colombian Air Force Fokker 28 came out for her final test flights prior to departing back home on 27 July. The well-known Fokker 70 PH-KBX made a customer acceptance test flight as she is readied for the ferry down under. On the

military side a lot of domestic traffic. Welcome variation in this month's list are the two NH90's as N-277 completed her base maintenance journey and N-319 entered hers.

Credits: Woensdrecht Aviation Society, Johan Havelaar, Scramble MB.

### Texel

			July 2017
01. PH-WRW	EC120B	Heli Holland Holding	
02. N676MA	PA-46-500TP	Alex Erismann	dep
04. PH-WIK	AS350B3	HeliAir	f/v
06. N504DT	PA-46-350P	Erdtracht	08
PH-DKI	P68C	Zeeland Air	07
07. ST40	SF260D	CC Air	BAF195
D-HAOE	BK117-C1	HTM - Helicopter Travel Munich	
PH-DKI	P68C	Zeeland Air	10
08. PH-CGN	Do228-212	Kustwacht	NCG01
09. N955SH	PA-46-350P	Strutt	
PH-CGN	Do228-212	Kustwacht	NCG01
10. PH-PXB	EC135P2+	Nationale Politie	ZXP02
11. PH-PXA	EC135P2+	Nationale Politie	ZXP01
15. OO-NHX	AS365N3	NHV (SAR titles)	CG08
16. PH-CGN	Do228-212	Kustwacht	NCG01
PH-HCC	Cabri G2	HeliCentre	
17. S-456	AS532U2	300sq	Wildcat64
N748D	Beech 76	Ó. Satir	
OO-HCA	R44	Heli & Co	
PH-DKI	P68C	Zeeland Air	18
PH-RBC	EC120B	HeliAir	
18. PH-CGC	Do228-212	Kustwacht	NCG03
PH-DTX	Yak-52	Dutch Thunder Yaks – Hans Hollink	
PH-HBH	H269C	Heli Holland Holding	
PH-TSN	DA42	Twin Star Netherlands	
19. PH-CGC	Do228-212	Kustwacht	NCG03
21. G-781	C-130H	336sq	*NAF78
22. N417RK	PA-46-350P	Marco van der Horst	
OO-NHX	AS365N3	NHV (SAR titles)	*CG08
25. JY-RFB	Extra 300L	Royal Jordanian Falcons	26
JY-RFC	Extra 300L	Royal Jordanian Falcons	26
JY-RFD	Extra 300L	Royal Jordanian Falcons	26
JY-RFE	Extra 300L	Royal Jordanian Falcons	26
26. D-101	CH-47D	298sq	Grizzly53

The latest addition for HeliAir paid a visit on the 4th. HTM arrived and departed to Hoogeveen airfield on the 7th. The Royal Jordanian Falcons nightstopped on the 25th on their way from RAF Barkston Heath to Roskilde Airport.

Credit: Texel Airport, avia-dejavu.net.

## Flamingo (Bonaire, Dutch Caribbean)

			July 2017			
01. N259FG	G280	FDGC Aviation Corp.	04	N525AK	IAI1124	Aerotrast Services Corp.
02. G-DIGA	R66	Helicopter Services		28. HI1007	Beech 1900D	Sky High Aviation
PZ-TFB	Fokker 70	Fly Always		HK-4756	Beech 400A	Servicio Aéreo de Capurgana
03. PH-DCG	AW139	DCCG		N2333K	CeU206G	
04. YV2724	RC690			PH-FBH	AW149	DCCG
YV3255	PA-31			YV503T	Beech F90	
06. N2333K	CeU206G		08	29. PH-FBH	AW139	DCCG
09. N2333K	CeU206G			31. PH-FBH	AW139	DCCG
10. N23TA	PA-23-250	Air Paradise		<u>Delta:</u>		
N259FG	G280	FDGC Aviation Corp.		N379DA	09	N3732J
N47WY	Beech C90GTi	Aircraft Mergers		N389DA	02	N3733Z
PH-DCG	AW139	DCCG		N398DA	23	N3758Y
PZ-TFA	Fokker 70	Fly Always		N555NW	15	N6700
YV3310	Ce550		11	N686DA	22	N6707A
11. N876DG	BD100	Digicel		N696DL	08	
12. N180CP	Lj60	Global Parcel Services Corporation		<u>TUI Airlines Netherlands:</u>		
YV2921	PA-31			PH-TFK	04, 07, 08, 14, 21, 22, 25	
13. YV2567	Lj45XR	Petróleos de Venezuela		PH-TFL	01, 11, 15, 18, 28, 29	
14. N180CP	Lj60	Global Parcel Services Corporation		<u>United:</u>		
PH-FBH	AW139	DCCG		N12218	15-16	N27239
YV1345	PA-34-200T			N12754	01-02	N73270
YV2921	PA-31			N12754	01-02	N73270
15. YV3148	Ce510			N17229	29	N73291
18. PH-FBH	AW139	DCCG		N18243	29-30	N78285
19. PH-FBH	AW139	DCCG		N26226	01	N78501
20. N180CP	Lj60	Global Parcel Services Corporation		Left out were KLM, Insel Air (Fokker 50), Divi Divi Air, EZ Air (BN2) and Learjets N389KA and N824CC which are based here, unless operating on a non-scheduled flight.		
N2333K	CeU206G			The Fly Always Fokker on the 2nd arrived from Curacao and left for Santiago, Cuba after just an hour and it came again in the evening for a return flight to Cuba. On the same day the Robinson came from Aruba and continued to Trinidad. Fly Always also sent their other Fokker on the 10th, also from and to Cuba. World Atlantic operated a flight under their own callsign from and to Miami on the 21st. The 24th and 26th brought 2 nice Swearingen aircraft, of which the latter continued all the way to Viru Viru airport, Bolivia. The Delta on the 27th is mentioned separately as first of all it operates in Sky Team colours and secondly it was a diversion from Aruba. After on and a half hour on the ground it continued to Aruba. The 28th was probably the best day of the month with Beeches from three different countries.		
PH-FBH	AW139	DCCG		<u>Credit:</u> Danny de Kiewit.		
YV2921	PA-31					
21. N2333K	CeU206G		22			
N803WA	MD-82	World Atlantic				
YV1345	PA-34-200T					
22. PH-FBH	AW139	DCCG				
23. N440JJ	Lj45	JLL Aviation	24			
PP-LMH	EMB500	MCL Empreendimentos e Negocios				
YV1919	Beech 55					
24. N197SW	G-IVSP	Cartera de Invers. Venezolana	26			
N403SL	G200	A-OK Jets				
PH-FBH	AW139	DCCG				
YV147T	SA227AC	Helitec				
25. PH-FBH	AW139	DCCG				
YV1345	PA-34-200T					
YV1919	Beech 55					
26. N888AY	SA227TT		27			
PH-FBH	AW139	DCCG				
27. N3758Y	B737-832	Delta Air Lines	div			



Development of the BK117 started in 1977 as a co-production between Kawasaki Heavy Industries from Japan and MBB from Germany. After a crash in Italy the damaged fuselage was used to rebuild the helicopter. Via a short time in Croatia the BK117-C1 ended up with HTM - Helicopter Travel Munich in 2009 as D-HAOE. The helicopter is currently being used on flights to the offshore windfarms in the North Sea. (Texel, 7 July 2017, Mike de Bruijn)

Personal copy

Distribution to a third party is not allowed

# Movements Belgium



This Cessna 525A was delivered to Germany in 2007. In August 2016 the CJ2 was registered in Greece but three months later it was acquired by Helispirit and registered in Malta as 9H-ZRH. Helispirit is a Luxembourg based company. During the summer the aircraft is being used by Swiss DJ Luciano. (Antwerp, 28 July 2017, Walter Van Brempt)

## Antwerp

				July 2017			
01.F-GJFE	Beech B200	Aero Sotravia	tst	OO-GEE	PC-12/47E	Blue Sky Aviation	08
F-HEND	Ce510	Astonjet		08.D-CSKY	Beech 350	Aero-Dienst	09
F-HFTV	Beech 250	Aero Sotravia	tst	G-IPLY	Ce550 Bravo	Xclusive Jet Charter	09
N127QR	Beech 300LW	A. Ruijgrok	03	N855MS	Eclipse 500	Vikram Gavande	f/v 14
OO-GEE	PC-12/47E	Blue Sky Aviation	02	OO-GEE	PC-12/47E	Blue Sky Aviation	09
PH-DIX	PC-12/45	Din-Air		OO-SVA	SV-4B	F. Ceuppens	
PH-TXA	Ce510	ASL	03	09.OO-GEE	PC-12/47E	Blue Sky Aviation	12
02.CS-CHC	CL-350	NetJets Europe	03	OO-PCK	PC-12/47E	EAPC	
F-GJFE	Beech B200	Aero Sotravia	tst	OY-GIS	P68C	Bio Flight	tst
F-HFTV	Beech 250	Aero Sotravia	tst	10.CS-DXI	Ce560XLS	NetJets Europe	11
03.9H-FAM	EMB500	Luxwing	04	N2673D	Ce340A	Meijer Beheer	
CS-LAS	Ce680A	NetJets Europe	f/v	PH-HGT	Ce680+	JetNetherlands	11
OK-PMI	Beech 400A	Queen Air	04	11.D-AHRN	Falcon 900EX	Heron Aviation	f/v
OO-JDB	PA-46R-350T	Juri		D-ICCC	CeF406	Air Taxi Europe	12
OO-PMV	R44	Take		D-IHEB	Ce525	Silver Cloud Air	
OY-GNS	P68C-TC	Bio Flight	tst	OO-GMJ	Beech 350	Air Service Liège	17
OY-ILS	P68	Bio Flight	tst	12.D-IMVC	Beech B200	Star Wings	
04.D-CSKY	Beech 350	Aero-Dienst		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	
D-CSKY	Beech 350	Aero-Dienst	05	13.CS-CHC	CL-350	NetJets Europe	
D-EIIC	PA-46-350P	Switchpoint	f/v 2x	CS-DXK	Ce560XLS	NetJets Europe	
D-IVER	DHC-6-300	Business Wings		CS-LTC	Ce680A	NetJets Europe	f/v 14
F-HVDA	Falcon 900LX	Dassault Aviation		D-GOOO	PA-34-200T	G. Spleet	f/v
G-FBKB	Ce510	Blink	05	D-HBWH	Bo105S	Air Lloyd	
OO-ACC	Ce525A	Air Service Liège	05	D-IRUP	Ce551	R+P Flugcharter	
OO-ACO	Ce510	Air Service Liège	05	LX-JFX	PC-12/47E	Jetfly Aviation	
OY-GIS	P68C	Bio Flight	14	LY-LTA	BAe125-800XP	Charter Jets	f/v 16
PH-TXA	Ce510	ASL		OM-BJB	Ce525A	Berlin Jets	14
05.D-CEFO	Ce560XLS+	Air Hamburg		OO-GEE	PC-12/47E	Blue Sky Aviation	14
HB-IGV	Falcon 50EX	VF International		OY-GIS	P68C	Bio Flight	tst
OO-ACC	Ce525A	Air Service Liège		SP-FNV	Ce421C	Smart Jet	f/v
OO-ACO	Ce510	Air Service Liège	06	14.CS-DFK	Falcon 2000EX	NetJets Europe	15
OO-PCK	PC-12/47E	EAPC		D-HBWH	Bo105S	Air Lloyd	
OO-PCK	PC-12/47E	EAPC		D-ITFA	Ce340A	TFC Flugbetrieb & Technik	f/v
PH-STB	Falcon 900C	Exxaero		LX-JFX	PC-12/47E	Jetfly Aviation	
T7-YES	CL-605	Continental Jet Service	f/v 06	OE-GBD	IAI1125	Tyrol Air Ambulance	
06.9H-GPS	Ce560XL	Luxwing	f/v	OO-GEE	PC-12/47E	Blue Sky Aviation	15
CS-LAS	Ce680A	NetJets Europe		OO-HEY	R44	MMR Group	
D-BEKY	Falcon 2000LX	BASF		OO-PCK	PC-12/47E	EAPC	
D-BEKY	Falcon 2000LX	BASF		15.N600J	G550	Johnson & Johnson	17
D-FNAH	PC-12/47E	Fresena Flug	07	OK-AST	Ce560XL	Air Bohemia	f/v
D-IMAX	Ce525A	Silver Cloud Air	07	OO-GEE	PC-12/47E	Blue Sky Aviation	17
N917GA	G550	Hill Air Corp	f/v	OO-PCJ	PC-12/47E	EAPC	
OE-FZA	Ce510	GlobeAir		PH-CGN	Do228-212	Kustwacht	
07.D-IPVD	Ce525A	Transavia		PH-STB	Falcon 900C	Exxaero	
OE-FPP	Ce510	GlobeAir		SX-DVI	A320-232	Aegean Airlines	f/v
OK-PMI	Beech 400A	Queen Air		17.D-CAST	Ce525B	Air Hamburg	
				G-FBKH	Ce510	Blink	18
				LX-EMO	Falcon 900C	Flying Group Luxembourg	arr

Personal copy

M-ARTY	PC-12/47E	Creston (UK)		N500LU	PA-46-500TP	Medtronic Belgium nv	27
OO-ACO	Ce510	Air Service Liège	20	OE-GBD	IAI1125	Tyrol Air Ambulance	
UR-HBD	Beech 350	Aerostar	f/v	OO-STR	AS350B3	Stephex Stables	
18.9A-JSD	Ce525A	Jung Sky		27.D-CAWX	Ce680+	Aerowest Flugcharter	28
D-CJET	Ce525B	Air Hamburg	19	D-IHEB	Ce525	Silver Cloud Air	
HB-IGV	Falcon 50EX	VF International	19	D-ISKY	Beech B200	Air Hamburg	28
M-PCPC	PC-12/45	Treetops Aircraft		D-IVER	DHC-6-300	Business Wings	
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		G-FBKC	Ce510	Blink	28
PH-DAM	P180	JetNetherlands	f/v 20	HB-IGV	Falcon 50EX	VF International	
19.D-CJET	Ce525B	Air Hamburg		N363JR	PA-46-500TP	Devuma	
N313AQ	Ce510	OnTop Air Charter	f/v	OK-BII	Beech 400A	Praga Aviation	28
OO-JDB	PA-46R-350T	Juri		PH-MYX	Ce650	JetNetherlands	
20.RN05	NH90-TTH	18sq/1w		28.9H-ZRH	Ce525A	Helispirit	f/v
D-CAWR	Ce560	Aerowest Flugcharter	f/v	D-IAWG	Ce425	Aerowest	
D-ICMS	Ce525A	Brose Fahrzeugteile		F-HAGH	Ce525	Aero Business Charter	f/v
OO-ACO	Ce510	Air Service Liège	23	M-ARTY	PC-12/47E	Creston (UK)	29
PH-DAM	P180	JetNetherlands	22	N148QS	Global 6000	Netjets	f/v 29
21.HB-JST	Falcon 7X	CAT Aviation	f/v	OO-ACO	Ce510	Air Service Liège	01
OE-LIR	Do328-110	Tyrol Air Ambulance		29.D-IKOB	Beech B200	Jet Executive	
OO-GEE	PC-12/47E	Blue Sky Aviation	22	D-ISUN	Ce525A	Ohlair	30
22.9H-MXP	Ce550	Pontair	f/v 24	F-HBTV	Ce525	Astonjet	30
D-CAWM	Ce560XLS+	Aerowest Flugcharter	23	OK-JFA	Beech 400XT	Time Air	f/v
D-IKBO	Ce525A	Silver Cloud Air		OK-PRG	Beech C90B	Jetbee Czech	f/v
D-IWIR	Ce525A	Wirtgen Group	23	PH-CGN	Do228-212	Kustwacht	
F-HALM	Falcon 50	Sky Vision		30.CS-CHD	CL-350	NetJets Europe	
OO-GEE	PC-12/47E	Blue Sky Aviation	26	CS-DXM	Ce560XLS	NetJets Europe	
OO-HEY	R44	MMR Group	tst	CS-DXX	Ce560XLS	NetJets Europe	
PH-CJM	Ce680	ASL	f/v 23	CS-TFO	Lj40	Omni Aviacao e Tecnologia	
23.9A-JIM	Ce525	Air Pannonia		D-AHER	Falcon 900EX	Heron Aviation	f/v
CS-PHA	EMB505	NetJets Europe		F-GJFA	Beech B200	Aero Sotravia	04
CS-TFO	Lj40	Omni Aviacao e Tecnologia		F-GPJD	Beech E90	Arkata Aviation	05
D-CHDJ	Ce560XLS	Ohlair	f/v 24	F-HIBF	Ce510	Astonjet	
D-CSKY	Beech 350	Aero-Dienst		F-HNOA	Falcon 2000LXS	Dassault Aviation	f/v 31
D-IANA	Beech B200	Alpha Air		OE-FZC	Ce510	GlobeAir	31
D-IOHL	Ce525A	Ohlair		OK-UNI	Ce680	Travel Service	31
OO-ACO	Ce510	Air Service Liège	25	31.9A-DWA	Ce525A	Winair	01
OY-ILS	P68	Bio Flight		G01	Ce182R	Federale Politie	
24.F-GNSI	Beech 58	ENAC	f/v	LX-EBE	Ce560XLS+	Flying Group Luxembourg	
G-CKBI	R44	D. McGarrity	del	LX-TAC	EMB505	Tika	f/v
LX-JFU	PC-12/47E	Jetfly Aviation		OK-UNI	Ce680	Travel Service	
25.G-LUBB	Ce525	Centreline Air Charter	26	OO-GEE	PC-12/47E	Blue Sky Aviation	02
M-ARTY	PC-12/47E	Creston (UK)					
OO-ACO	Ce510	Air Service Liège	28				
26.9H-KAZ	BAe125-900XP	Hyperion Aviation					
CS-CHB	CL-350	NetJets Europe	27				
LX-EBE	Ce560XLS+	Flying Group Luxembourg	31				

The Aegean Airbus on the 15th was the highlight for this month. It was the first ever Airbus for Antwerp, transporting 35 members of an Athens based football team back home. The Falcon on the 17th arrived from Luxembourg and is report-



Flying Group took delivery of this Sovereign in 2009. The Cessna 680 was transferred to the Dutch branch of Air Service Liège as PH-CJM in June 2017. (Antwerp, 22 July 2017, Paul Soons)



Former operator Cathay Pacific can easily be recognized if you look at this photo. The Boeing 747 was acquired by Cargolux in July 2016 as LX-GCL. (Brussels, 10 July 2017, Wouter Cooremans)

edly based at Antwerp from that date. The Robinson helicopter on the 24th was a delivery flight and is awaiting a Belgian mark.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

			July 2017			
01. 17402	Falcon 50	Esq504		06. 9H-YOU	CL-850	Air X Charter
	Raytheon 390	Peak Air			G550	DC Aviation
	Beech B200GT	DGAC			Falcon 8X	Volkswagen
	Ce560XLS	Luxaviation			Falcon 2000EX	BMW
	Ce750	Bairline			Ce525A	Liebherr Aerospace
02. Z21113	C-130B	21sq	"TS-MTC"		G450	Prada
	CL-350	VistaJet Malta			Beech B300	Bongrain Benelux
	CRJ200ER	Backbone Avn (a/w)	03 BOB4829/ -		Ce525A	Flexflight
	A340-542	Hi Fly	CAI721/2		Ce650	JetNetherlands
	Ce680	Aerowest			ATR72-202	SprintAir
	Lj55	FAI Rent-A-Jet		07. 130608	CC-130J	436sq
	Raytheon 390	Peak Air			Falcon 2000EX	NetJets Europe
	Beech B200GT	DGAC			Lj35A	Air Alliance
	ERJ145EU	Enhance Aero Group			Ce550	Valljet
	TBM-700	NeoNucleon KFT			ERJ145EU	Enhance Aero Group
	Pilatus PC-12	Jetfly Aviation			ERJ135BJ	Luxaviation UK
	Ce525B	Luxaviation Belgium			Beech B200	Airwing
	Ce525A	Luxaviation Belgium			Lj45	Luxemb. Air Rescue
	Ce525A	Luxaviation Belgium			Ce510	GlobeAir
	Ce560XLS+	Air Service Liège			Beech B300	Bongrain Benelux
03. D-BOBI	Falcon 2000LX	BASF			Saab 340A	Sky Taxi
	BAe125-800XP	laboratoire puresentiel			Falcon 2000LXS	Milta Turizm
	Ce510	Blink		08. 9H-YOU	CL-850	Air X Charter
	Pilatus PC-12	Jetfly Aviation			CL-350	NetJets Europe
	Falcon 50	Serbian Government			Hawker 800XPi	NetJets Europe
	Ce550 Bravo	Air Pink			Ce560XLS	NetJets Europe
	Ce525	John Naisbitt University			Ce525A	Atlas Air Service
04. 2-CUTE	CL-601-3A	Volare Aviation			B757-256	Titan Airways for JAF
	CL-300	SAP Systeme			PC-12/47E	Jetfly Aviation
	Ce525B	Star Wings Dortmund			Falcon 900LX	Luxaviation Belgium
	A319-111	Qeshm Air		09. 9H-IJK	CL-601	Air CM Global
	Ce525A	Ixair			BAe125-900XP	Hyperion Aviation
	Falcon 2000LX	Michelin Air Services			EMB505	NetJets Europe
	EMB500	Lei Moa			Ce680	Aerowest
	CL-300	Laudamotion			ERJ190BJ	Flying Group
	PC-12/47E	T-Air			Ce650	JetNetherlands
	Ce560XLS+	Air Service Liège		10. 0260	Yak-40	241.dlt
05. 54+06	A400M	LTG62	<a href="#">GAF123</a>		Global 5000	FBS BMVg
	B747-47C	701 Hikotai			Lj45	MATS
	B747-47C	701 Hikotai			MM62209	306° Gruppo TS
	CL-605	Image Air Charter			T.18-4/45-43	451 Esc
	Global 6000	NetJets Europe			TL.10-01/31-01	Ala 31
	A340-542	Hi Fly			9H-VCC	VistaJet Malta
					CS-DRY	NetJets Europe
					Ce680	Comfort Air
					Falcon 2000LX	Michelin Air Services
					B767-304ER	Thomsonfly
					G300	Saudi Armed Forces
					OO-ACC	Air Service Liège
					SP-SPE	SprintAir
					YU-BTB	Air Pink
					Ce550 Bravo	Air X Charter
					CL-850	DC Aviation
					G550	Volkswagen
					Falcon 8X	BMW
					Falcon 2000EX	Liebherr Aerospace
					Ce525A	Prada
					G450	Bongrain Benelux
					Beech B300	Flexflight
					Ce525A	JetNetherlands
					Ce650	SprintAir
					ATR72-202	436sq
					CC-130J	NetJets Europe
					Falcon 2000EX	Air Alliance
					Lj35A	Valljet
					Ce550	Enhance Aero Group
					ERJ145EU	Luxaviation UK
					ERJ135BJ	Airwing
					Beech B200	Luxemb. Air Rescue
					Lj45	GlobeAir
					Ce510	Bongrain Benelux
					Beech B300	Sky Taxi
					Saab 340A	Milta Turizm
					Falcon 2000LXS	Air X Charter
					CL-850	NetJets Europe
					CL-350	NetJets Europe
					Hawker 800XPi	NetJets Europe
					Ce560XLS	NetJets Europe
					Ce525A	Atlas Air Service
					B757-256	Titan Airways for JAF
					PC-12/47E	Jetfly Aviation
					Falcon 900LX	Luxaviation Belgium
					CL-601	Air CM Global
					BAe125-900XP	Hyperion Aviation
					EMB505	NetJets Europe
					Ce680	Aerowest
					ERJ190BJ	Flying Group
					Ce650	JetNetherlands
					Yak-40	241.dlt
					Global 5000	FBS BMVg
					Lj45	MATS
					MM62209	306° Gruppo TS
					T.18-4/45-43	451 Esc
					TL.10-01/31-01	Ala 31
					9H-VCC	VistaJet Malta
					CS-DRY	NetJets Europe
					Hawker 800XPi	NetJets Europe

Personal copy

CS-DTT	Falcon 7X	Vinair		OK-RAH	Beech 400XT	Time Air
CS-DXX	Ce560XLS	NetJets Europe		PH-MYX	Ce650	JetNetherlands
CS-PHH	EMB505	NetJets Europe		14.9H-BOO	CL-850	Air X Charter
D-IAWG	Ce425	Aerowest		9H-CGH	Falcon 50EX	Elit'avia Malta
G-FLBK	Ce510	Blink		9H-KAZ	BAe125-900XP	Hyperion Aviation
G-RNFR	CL-605	TAG Aviation (UK)		9XR-WP	A330-343E	RwandAir
HB-JSG	CL-605	Scantilla		CS-DXO	Ce560XLS	NetJets Europe
LX-GCL	B747-467F	Cargolux Italia		CS-DXQ	Ce560XLS	NetJets Europe
N587G	G550	General Dynamics		OO-PAR	Ce525B	Luxaviation Belgium
OE-FHC	Ce525A	Avcon Jet		OO-SKY	Ce525A	Luxaviation Belgium
OE-GCG	Ce560XL	Goldeck Flug		PH-MFX	Ce650	JetNetherlands
OM-BYA	A319-115X	Slovak Government		YU-BNA	Falcon 50	Serbian Government
OO-PRM	Ce510	Air Service Liège		15.D-IAWG	Ce425	Aerowest
SX-GAB	G450	Gainjet Aviation		F-HEND	Ce510	Astonjet
UR-EMC	ERJ190STD	Ukraine International		16.678	G-V	352 MMYP
11.B-537	C-130J-30	Esk 721	<u>DAF3060</u>	MM62209	A319-115X	306° Gruppo TS
ZM407	Atlas C1	24/70sq	<u>RRR4527</u>	T.18-1/45-40	Falcon 900B	451 Esc
MM62026	Falcon 50	306° Gruppo TS		Z21113	C-130B	21sq
9H-BOO	CL-850	Air X Charter		CS-DXF	Ce560XLS	NetJets Europe
G-RNFR	CL-605	TAG Aviation (UK)		CS-DXU	Ce560XLS	NetJets Europe
LX-LAA	Learjet 45	Duc Air		OE-FPM	Ce525A	Jet24
M-ABJA	Lj45XR	Ryanair		OE-FZA	Ce510	GlobeAir
N240LG	Falcon 900EX	Liberty Global		OO-FPE	Ce525B	Flying Group
N843GX	Global Express	Greystar Real Estate Partners		17.0260	Yak-40	241.dlt
OE-FBD	Ce510	GlobeAir		51+01	C-160D	LTG61
OE-FZB	Ce510	GlobeAir		MM62244	Falcon 900EX	93° Gruppo TS
OK-MAR	Ce525A	Aeropartner		0001	G550	Polish Air Force
OO-LMS	Falcon 900LX	Luxaviation Belgium		T.21-04/35-42	C295M	353 Esc
OO-SDT	Beech B300	Bongrain Benelux		ZE700	BAe146 CC2	32(TR)sq
RA-64057	Tu-204-300	Rossia	12	ZE701	BAe146 CC2	32(TR)sq
TC-VTN	G450	ATP Havacilik Ticaret		9H-VFC	CL-605	VistaJet Malta
12.9H-VFF	CL-605	VistaJet Malta		CS-CHA	CL-350	NetJets Europe
D-AERO	ERJ135BJ	Air Hamburg		D-CDAS	EMB505	DAS Private Jets
D-GOFW	PA-44-180	RWL		D-CFLY	Ce560XLS+	Air Hamburg
F-HMAU	EMB500	Lei Moa		D-IABE	PA-42-720	Finow Air Service
G-FBKB	Ce510	Blink		EI-FJP	B737-8JP	Norwegian
LX-LOE	Raytheon 4000	Flying Group		N5465M	G550	Monsanto Company
N585DW	G550	Colleen Corp		OE-FPM	Ce525A	Jet24
N757MC	G-IVSP	Frontliner Inc		OO-FPE	Ce525B	Flying Group
N801AR	G-V	Perpetual Air		OO-SDT	Beech B300	Bongrain Benelux
OE-FCP	Ce510	Fly Tyrol		YU-BZZ	Ce550 Bravo	Air Pink
13.51+01	C-160D	LTG61		ZS-GAW	A320-231	Global Aviation (a/w)
D-CITY	Lj35A	Air Alliance		18.T.18-2/45-41	Falcon 900B	451 Esc
D-IPVD	Ce525A	Transavia Flug		9H-SUN	A340-313X	Hi Fly Malta
LX-LAR	Lj45	Luxemb. Air Rescue		9H-TQM	A340-313X	Hi Fly Malta
LX-NEW	PC-12/47E	Jetfly Aviation		D-CFLY	Ce560XLS+	Air Hamburg
LX-ONE	Lj45	Luxemb. Air Rescue		F-HLRX	Falcon 2000S	Michelin Air Services



South Africa based Global Aviation Operations has a fleet of six Airbus A320s. Some have been leased to other carriers and some are operated by Global Aviation. ZS-GAW was added to their fleet in September 2015. Is was leased to Air Cote d'Ivoire in April 2017 but is currently operating a Corendon lease from 15 July 2017 until 31 October 2017, unfortunately all white. (Brussels, 24 July 2017, Jan-Pieter Libens)



In August 2002 Chautauqua Airlines took delivery of this Embraer 140, A shortened version of the Embraer 145. N382SK was ferried to South Africa via Brussels and is destined for Airlink as ZS-ALG. (Brussels, 21 July 2017, Wout Goossens)

	OE-FXE	Ce525A	Speedwings Executive Jet		LX-LAB	Pilatus PC-12	Jetfly Aviation
	SE-RLU	Ce560	Grafair		OE-FID	Ce510	Sky Taxi
	TC-VTN	G450	ATP Havacilik Ticaret		SE-RMO	Lj45	H-Bird Aviation Services
	YU-FSS	Falcon 2000LXS	Prince Aviation		26.900531	C-26D	Sigonella AOD <a href="#">27 CNV6181</a>
19.	L1-01	Falcon 2000EX	Slovenian Air Force	<a href="#">LSV101</a>	27.B-3246	Global 6000	Wanfeng General Aviation Co
	9H-TOO	Falcon 7X	Skyfirst		D-AFAI	CL-604	FAI Airservice
	CS-PHD	EMB505	NetJets Europe		D-BIKA	Falcon 2000EX	ACM Air Charter
	D-BEAR	Ce750	Air X Charter		D-CJOS	Ce525B	Star Wings Dortmund
	F-HCPE	P180	Oyonnair		D-CLHS	Ce560XLS+	Challengeline
	F-HLRX	Falcon 2000S	Michelin Air Services		EC-LGV	Falcon 2000LX	Corporate Jets
	F-HREX	BAe125-800XP	Valljet		N141QS	Global Express	NetJets
	HZ-SKY3	A320-214	Sky Prime Aviation		OE-FWD	Ce510	Jet24
	N240LG	Falcon 900EX	Liberty Global		OE-IML	ERJ135BJ	Avcon Jet
	N8100E	Falcon 900EX	Emerson Electric		OK-AST	Ce560XL	Air Bohemia
	OD-MEC	A330-243	MEA - Middle East Airlines		OM-BYA	A319-115X	Slovak Government
	OE-GBE	IAI1125SPX	Tyrol Air Ambulance		28.9H-JOY	CRJ200ER	Air X Charter
	OO-CIV	Ce525A	Luxaviation Belgium		D-CAST	Ce525B	Vibro Air Flugservice
	OO-PPF	Ce525B	Flying Group		D-CEIS	Ce680	Eisele Flugdienst
	OO-PAR	Ce525B	Luxaviation Belgium		D-CNUE	Lj60	Flight Ambulance International
20.	LX-JFS	PC-12/47E	Jetfly Aviation		G-POWH	B757-256	Titan Airways
	OE-HUB	Ce750	Bairline		LX-EBE	Ce560XLS+	Flying Group
	OO-CIV	Ce525A	Luxaviation Belgium		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance
	OO-GHE	Falcon 2000LX	Luxaviation Belgium		OE-HUB	Ce750	Bairline
21.	100/ABP	TBM-700A	EAAT		PH-CJM	Ce680	ASL
	9A-JSC	Ce525A	Jung Sky		PR-BCO	Ce680	Banco Daycoval
	F-HMSG	Ce525A	Aeromecanic		29.9H-CGH	Falcon 50EX	Elit'avia Malta
	N382SK	ERJ140LR			9H-WFC	ERJ135BJ	Air X Charter
	VT-BRS	G550	Grasim Industries		A7-BAJ	B777-3DZER	Qatar Airways <span style="float:right">div QTR708</span>
22.	C-GLXC	Falcon 7X	Galaxy Airways		CS-DPA	Hawker 900XP	NetJets Europe
	D-BUBI	CL-300	Windrose Flugcharter		D-CDAS	EMB505	DAS Private Jets
	D-CJET	Ce525B	Air Hamburg		G-FBKC	Ce510	Blink
	D-ICEE	Ce525	Krause Bautrager Holding		OE-FWF	Ce510	GlobeAir
	D-IMGW	Ce525A	Dr H. Weiss		OO-SDT	Beech B300	Bongrain Benelux
	G-CIEL	Ce560XL	Luxaviation UK		PH-HGT	Ce680+	JetNetherlands
	G-CKAG	ERJ145EP	bmi Regional <span style="float:right">f/v for BEL</span>		30.CS-DUC	BAe125-750	NetJets Europe
	LZ-PDM	Raytheon 390	Top Jets		D-CGAA	Ce560XLS+	Air Hamburg
	OE-FFB	Ce510	GlobeAir		D-CSKY	Beech 350	Fly-Alpha
	OE-HUB	Ce750	Bairline		D-IMHA	Ce525A	MHS Aviation
	S5-TSV	Falcon 50EX	Elit'avia		D-IWWW	Raytheon 390	MSR Flug Charter
	SE-RCM	Ce560XLS	European Flight Service		HB-JSS	Falcon 7X	CAT Aviation
	SE-RIL	Ce560XLS	H-Bird Aviation Services		N505GA	IAI1126	TWC Aviation
23.	D-CAWM	Ce560XLS+	Aerowest		OE-FPP	Ce510	GlobeAir
	D-IWWW	Raytheon 390	MSR Flug Charter		OE-GWS	Ce560XLS+	Avcon Jet
	EC-LZO	B767-35DER	Privilege Style		OO-AMR	Ce525A	Air Service Liège
	F-GLTK	Ce550	Alsair		OO-CIV	Ce525A	Luxaviation Belgium
	F-GMTJ	Ce510	Ouest Participations		OO-FPE	Ce525B	Flying Group
	G-CKAG	ERJ145EP	bmi Regional <span style="float:right">for BEL</span>		OY-JJJ	Raytheon 4000	JoinJet
	N886WT	G650	Qualcomm Inc		OY-RJC	CRJ100LR	Backbone Aviation
	OE-FLG	Ce525	Smartline		PH-MDG	Ce680+	JetNetherlands
	OE-FZD	Ce510	GlobeAir		31.C-GXMP	EMB500	Aurora Jet Partners
	OE-GLS	Ce650	Tyrolean Jet Service		CS-TFX	A340-542	Hi Fly
	OY-JJJ	Raytheon 4000	JoinJet		G-FLBK	Ce510	Blink
24.	D-CJOS	Ce525B	Star Wings Dortmund		M-OLTT	PC-12/47E	One Luxury Travel

N808RD	Ce510	Cancom – Heiko Gerhard Sauer
OE-FWD	Ce510	Jet24
OO-KOR	Ce525A	Luxaviation Belgium
OO-PAR	Ce525B	Luxaviation Belgium
OO-PRM	Ce510	Air Service Liège
OY-RJC	CRJ100LR	Backbone Aviation
SP-KPZ	Saab 340A	SprintAir

The Canadairjet on the 2nd is being leased from Voyageur Airways. Rumours are the aircraft will be transferred to the Danish registry. The Norwegian on the 17th was on its way from Alicante to Oslo when it diverted to Brussels. The Qatar Boeing on the 29th has been reported as a technical (fuel) diversion enroute from Washington to Doha.

Credits: ASA Belgium vzw, Luchtzak forum, Scramble forum.

### Kleine Brogel

			July 2017
03.AT14	Alpha Jet 1B+	AJeTS	*
AT30	Alpha Jet 1B+	AJeTS	*
H31	A109BA	1w	*
04.CH13	C-130H	20sq	*
05.CE03	ERJ145LR	21sq	*
07.CE04	ERJ145LR	21sq	*
L-13	PC-7	131EMVOsq	*
10.FB22	F-16BM	2w	*
11.CH12	C-130H	20sq	*
CH13	C-130H	20sq	*
12.L-05	PC-7	131EMVOsq	*
13.ST40	SF260D	CC Air	*
14.CE02	ERJ135LR	21sq	*
17.FA132	F-16AM	2w (special c/s)	*
92-3294	C-17A	62nd AW	18
19.CH08	C-130H	20sq	*
20.RN05	NH90-TTH	1w	*
24.ST44	SF260D	CC Air (grey c/s)	*
25.CH11	C-130H	20sq	2x *
26.CH07	C-130H	20sq	*
FB22	F-16BM	2w	*
27.CH07	C-130H	20sq	2x *
28.CH07	C-130H	20sq	*
31.H29	A109BA	1w (special c/s)	*
RN06	NH90-TTH	1w	*
ST47	SF260D	CC Air	*

Credits: Rik Brebels, Toon Cox, Dirk Geuns, Quinn Loots, Stephan Lodewijks.

### Koksijde

			July 2017
03.H31	A109BA	17sq/1w	2x
FA94	F-16AM	10w (tiger mks)	*
GZ100	A109SP	32(TR)sq	2x *
04.H31	A109BA	17sq/1w	2x *
ZH900	Chinook HC5	QinetiQ	*
07.N-175	NH90-NFH	860sq	
10.ZJ123/G	Merlin HC3	846NAS	
ZJ136/U	Merlin HC3i	846NAS	
11.ST44	SF260D	CC Air	2x *
12.H31	A109BA	17sq/1w	
FA83	F-16AM	2w	*
FA98	F-16AM	2w	*
FA117	F-16AM	10w	*
13.FA132	F-16AM	2w (spec mks)	*
ST44	SF260D	CC Air	
89+70	Sea King Mk41	MFG5	
17.FA70	F-16AM	10w (spec mks)	*
FA132	F-16AM	2w (spec mks)	*
89+70	Sea King Mk41	MFG5	
18.ST40	SF260D	CC Air	*
19.1x	A109BA	17sq/1w	*
FB15	F-16BM	10w	*
20.H26	A109BA	17sq/1w	
24.FA106	F-16AM	10w	*
ST45	SF260D	CC Air	2x *
25.H35	A109BA	17sq/1w	
ST47	SF260D	CC Air	
26.FB17	F-16BM	10w	2x *
27.1x	NH90-TTH	18sq/1w	
FA116	F-16AM	10w	*
FB15	F-16BM	10w	*
28.H24	A109BA	17sq/1w	31
H44	A109BA	17sq/1w	31
H46	A109BA	17sq/1w	31
ST42	SF260D	CC Air	2x *
30.GZ100	A109SP	32(TR)sq	2x *
31.H21	A109BA	17sq/1w	

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Filip Candaele, Patrick Peulmeule, Christopher Noens, Aaron Konz.

### Liège

			July 2017
01.D-IBJJ	Ce525A	Air Hamburg	dep



Qeshm Airlines has started regular flights to Europe a few months ago. Brussels welcomed the inaugural flight on 27 June 2017, operated by the sole Airbus A319 of Qeshm. EP-SAS was added to the fleet in March 2017. (Brussels, 11 July 2017 Wouter Cooremans)



Voyageur Airways is an operator specializing in ad-hoc or contract-based aircraft charter services and aircraft leasing. The company is mostly known for operating contracts on behalf of the United Nations. Canadairjet C-FXLH was operating for ACMI Customer United Nations Humanitarian Air Service. This CRJ200LR was delivered to British Airways in January 2009. (Ostend, 21 July 2017, Nik Deblauwe)

02. 9H-AVM	B757-23A	JetMagic	03 JMK403/5	28. OE-FFB	Ce510	GlobeAir	dep
F-GBMQ	AS350BA	Helicopteres de France	"VIP 4"	OE-HMR	Falcon 2000LX	MHS Aviation	arr
F-GHLS	AS355N	Helicopteres de France		OE-HUB	Ce750	Bairline Flug	arr
F-GVTB	AS355N			OO-TNP	B737-45D(F)	ASL Airl. Belgium (FDX c/s)	arr
F-HHPM	AS350BA	Helicopteres de France	"VIP 3"	VP-CHW	Falcon 7X	VW Air Services	arr
F-HKMO	Falcon 900	Dassault Aviation	DSO02MO	29. 9H-ILA	CL-850	VistaJet Malta	
OO-KOR	Ce525A	Luxaviation Belgium	2x AAB386	CS-DOF	CL-650	Jetcapital Aviation	
03. D-CEFE	Ce525C	E-Aviation		SP-KPZ	Saab 340A(F)	SprintAir	
F-HALM	Falcon 50	Sky Vision					
N531EA	Eclipse 500	Feggair	arr				
04. 9H-AUL	B737-375(F)	Maleth-Aero	dep				
D-BUZZ	Ce750	Air X Charter	arr				
HB-FVC	PC-12/47E	Lakeside Aviation	arr				
SP-KPH	Saab 340A(F)	SprintAir	arr				
07. OO-LMG	Falcon 7X	Luxaviation Belgium					
RA-76511	Il-76TD-90	Volga-Dnepr	08 VDA5069/ -				
RA-82047	An-124-100	Volga-Dnepr	arr VDA4867				
08. F-GLPT	SA226T(B)	Airlec					
G-THFC	ERJ135BJ	Luxaviation UK	09				
09. 9H-JOY	CRJ200ER	Air X Charter	10				
SE-RMB	Ce525B	H-Bird Aviation Services	dep	01. D-ISHF	PA-31T	Heli-Flight	
12. SP-KPO	Saab 340A(F)	SprintAir	arr	PH-CGC	Do228-212	Kustwacht	
SP-KPZ	Saab 340A(F)	SprintAir		02. 9A-BTD	Fokker 100	Trade Air	TDR222
13. LX-JFN	PC-12/47	Jetfly Aviation	dep	N40D	G650ER	Dow Chemical Co.	dep
LX-JFS	PC-12/47E	Jetfly Aviation		03. M-ARTY	PC-12/47E	Creston (UK)	
N176CA	B757-28A	National Airlines	NCR909	OO-VLN	Fokker 50	VLM Airlines	3x
SP-KPH	Saab 340A(F)	SprintAir	arr	04. D-IZMM	Ce510	We Fly	
15. UR-CEZ	An-12BP	Cavok Air	dep CVK7061	OK-EMA	Ce680	Travel Service	TVS095J/096J
16. RA-76950	Il-76TD-90	Volga-Dnepr	18	OO-JWB	PC-12/47E	Nextgen Partners	05
17. VP-BIN	B777-31HER	VIM Airlines (a/w)	*	OO-VLN	Fokker 50	VLM Airlines	3x
20. FA91	F-16AM	10w	*	TC-FHE	A320-232	Freebird Airlines	FHY2885/6
FA132	F-16AM	2w (spec. c/s)	*	05. D-CCVD	Ce560XLS	Dulco	06
EW-259TG	An-26B	Genex	GNX5352	F-HIPE	EMB505	Pan Européenne Air Service	
F-HLAK	AW139	AKDN Logistique		M-ARTY	PC-12/47E	Creston (UK)	06
RA-01901	A109E	Alliance		OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
21. SP-SPE	ATR72-202	SprintAir	arr	XA-CHG	G400	Operadora De Vuelos Ejecutivos	09
22. D-CDAS	EMB505	DAS Private Jets	arr	06. S-134	S.Lynx Mk90B	Esk723	07 DAF3171
D-CSCA	Ce525B	Silver Cloud Air		S-191	S.Lynx Mk90B	Esk 723 (Artic c/s)	07 DAF3170
D-CURT	Lj31A	Air Alliance Express		CS-CHF	CL-300	NetJets Europe	07
F-GLNK	Beech 1900D	Twin Jet		OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
LZ-FLL	An-26B	Bright Flight	arr	07. D-ANMB	Global 6000	ImperialJet Europe	
SE-RIL	Ce560XLS	H-Bird Aviation Services	arr	D-CGGG	Lj-31A	Jetcall	JCL3
23. UR-CGV	An-12BK	Ukraine Air Alliance	UKL4084/5	F-HCPB	Ce525	Bleu Azur	
D-ISAR	Raytheon 390	Euroflug Frenzel		N165SL	P180	Nextgen Partners - Supair	dep
24. N176CA	B757-28A	National Airlines	arr	N165SL	P180	Nextgen Partners - Supair	arr
SP-SPE	Saab 340AQC	SprintAir	arr	OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
25. F-HITM	Beech 400A	Air ITM		08. HB-JLG	CL-350	TAG Aviation	09 FPG287/8
G-SUEJ	EMB550	Saxonair Charter	arr	OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
G-USHA	Lj75	Zenith Aviation		SP-MRB	Saab 340A(QC)	Sky Taxi	IGA725/6
N876AM	Ce510	Metal Finance		09. CS-CHA	CL-350	NetJets Europe	NJE837L/005K
26. UR-CAJ	An-12BK	Ukraine Air Alliance		D-ANMB	Global 6000	ImperialJet Europe	
27. OY-MGA	Falcon 2000LXS	Air Alsie	dep	D-IKBO	Ce525A	Silver Cloud Air	10 SCR357
PR-JAQ	Ce750	Autotrac Comércio e Telecom.	arr	F-HBDX	EMB505	Jetkey Invest	2x KDB216
				LX-TAI	PC-12/47E	JetFly	JFA050/060

The helicopters on the 2nd were related to the Tour de France. Both helicopter on the 20th were seen at the Leonardo facility. The Belgian F-16s performed an overhead break, followed by a touch and go. The ASL Airlines Boeing on the 28th arrived at the end of the day, repainted in FedEx colours.

Credits: MST Aviation forum, Luchtzak.be forum.

## Ostend-Bruges

July 2017

01. D-ISHF	PA-31T	Heli-Flight	
PH-CGC	Do228-212	Kustwacht	
02. 9A-BTD	Fokker 100	Trade Air	TDR222
N40D	G650ER	Dow Chemical Co.	dep
03. M-ARTY	PC-12/47E	Creston (UK)	
OO-VLN	Fokker 50	VLM Airlines	3x
04. D-IZMM	Ce510	We Fly	
OK-EMA	Ce680	Travel Service	TVS095J/096J
OO-JWB	PC-12/47E	Nextgen Partners	05
OO-VLN	Fokker 50	VLM Airlines	3x
TC-FHE	A320-232	Freebird Airlines	FHY2885/6
05. D-CCVD	Ce560XLS	Dulco	06
F-HIPE	EMB505	Pan Européenne Air Service	
M-ARTY	PC-12/47E	Creston (UK)	06
OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
XA-CHG	G400	Operadora De Vuelos Ejecutivos	09
06. S-134	S.Lynx Mk90B	Esk723	07 DAF3171
S-191	S.Lynx Mk90B	Esk 723 (Artic c/s)	07 DAF3170
CS-CHF	CL-300	NetJets Europe	07
OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
07. D-ANMB	Global 6000	ImperialJet Europe	
D-CGGG	Lj-31A	Jetcall	JCL3
F-HCPB	Ce525	Bleu Azur	
N165SL	P180	Nextgen Partners - Supair	dep
N165SL	P180	Nextgen Partners - Supair	arr
OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
08. HB-JLG	CL-350	TAG Aviation	09 FPG287/8
OO-VLN	Fokker 50	VLM Airlines	WLM9901/2,3/4,5/6
SP-MRB	Saab 340A(QC)	Sky Taxi	IGA725/6
09. CS-CHA	CL-350	NetJets Europe	NJE837L/005K
D-ANMB	Global 6000	ImperialJet Europe	
D-IKBO	Ce525A	Silver Cloud Air	10 SCR357
F-HBDX	EMB505	Jetkey Invest	2x KDB216
LX-TAI	PC-12/47E	JetFly	JFA050/060

VP-CPO	CL-350	Trevo Aviation		26.9H-RBA	Beech B200GT	Tyrolean Jet Service (Malta)	27
10.N2N	G650	Apple Corporation	dep	D-IAKN	Ce525A	Star Wings Dortmund	
OO-VLN	Fokker 50	VLM Airlines	2x	LY-RUS	Saab 340A	DOT LT	DNU912/DTR913
UR-11819	An-12BP	Motor Sich Airlines	13 MSI6531/3	OE-LMK	ERJ170	People's Viennaline	f/v PEV626/976
11.CS-PHB	EMB505	NetJets Europe	12 NJE9QL/637F	OY-RUE	MD-83	Danish Air Transp.	TVF038/DAT5401
N2N	G650	Apple Corporation		27.CS-DKD	G550	NetJets Europe	NJE316/314N
TC-FBO	A320-232	Freebird Airlines	FHY2885/6	D-CPRS	Beech 350	Tyrolean Jet Service	28
12.F-HMAS	Falcon 7X	Xstream	DSO11AS	G-XJET	Lj45	Cega Air Ambulance	EGL999
13.D-CCVD	Ce560XLS	Dulco		LX-LAB	PC-12/45	Jetfly Aviation	31 JFA566/577
D-CONU	Lj55	FAI Airservice		OO-PCJ	PC-12/47E	EAPC	
D-ISSS	Ce510	Alfred Kaut		TC-JHE	B737-8F2	Turkish Airlines	f/v THY3381/2
F-HCPB	Ce525	Bleu Azur	2x	28.OE-LMK	ERJ170	People's Viennaline	29 PEV980/3
F-HELA	ERJ145EU	SiAvia	14 SVB445/6	29.D-FEPG	PC-12/47E	Rhein-Mosel-Flug	
G-RMMA	Falcon 900EX	TAG Aviation (UK)		N546QS	G550	NetJets	NJE421Q
15.HB-JLG	CL-350	TAG Aviation		SP-KPC	Saab 340A	SprintAir	SRN210/211
LZ-PDM	Raytheon 390	Top Jets		30.G-MSPT	EC135T2	Spencer Jon Golding	
16.F-HBDX	EMB505	Jetkey Invest	LXA701	31.15+01	A319-115X	FBS BMVg	GAF604
G-LALE	ERJ135BJ	Luxaviation UK	LNX063G	<u>525/31-CN</u>	KC-135RG	GRV02.091	FAF4013/4014
G-PCTW	PC-12/47E	Yellow Skies		D-ASBG	Falcon 900LX	Airservice Bremgarten	
N76RP	G550	Warner Communications		<u>EgyptAir Cargo:</u>			
VP-BWR	B737-79T	Bel Air		SU-GAC	20	SU-GAY	06, 16, 23, 27, 30
17.D-HKMG	AS350BA	KMN Helicopter		SU-GAS	02, 09		
18.G-CJZS	H135	Airbus Helicopters UK	RDF25	<u>JetairFly:</u>			
18.TC-FHE	A320-232	Freebird Airlines	FHY2885/6	OO-JAH	13 - 20 daily	OO-JLO	01 - 06 daily
19.CS-PHA	EMB505	Netjets Europe	20 NJE8QE/797N	OO-JAU	arr 27	OO-JNL	13
F-HCPB	Ce525	Bleu Azur		OO-JBG	20 - 31 daily	OO-JVA	14 - 18 daily
OK-MYS	Ce510	Aeropartner	DFC108K/	OO-JEF	07 - 13 daily	OO-TEA	01 - 11,14, 15
P4-GVV	G550	ABS Jets	23	OO-JEM	11 - 13,18 - 31 daily	OO-TUK	01 - 31 daily
20.C-FXLH	CRJ200LR	Voyageur Airways	21 VAL210				
21.F-HKFK	ERJ145LR	SiAvia	SVB504/				
OO-VLN	Fokker 50	VLM Airlines	2x				
22.D-ASBG	Falcon 900LX	Airservice Bremgarten					
D-CKHG	Ce560XLS	Windrose Air	QGA747K/773K				
LZ-PDM	Raytheon 390	Top Jets	TJJ601/2				
23.B-8126	G550	Deer Jet					
CS-DXL	Ce560XLS	NetJets Europe	NJE120A/346T				
F-HBTV	Ce525M2	Aston Jet	ASJ092				
PH-JTJ	Ce680	Exxaero	XRO492				
SE-RMC	CL-300	Svenskt Industriflyg	JET004				
24.CS-PHB	EMB505	NetJets Europe	NJE372T/				
D-IAAR	EMB500	Arcus Air Logistic	AZE003				
D-HKMG	AS350BA	KMN Helicopter					
I-XPRA	G450	Alba Servizi - Prada					
N45WF	PA-46-350P	Hexaconseil					
OO-NLT	PC-12/47E	Aerocon	29				
TC-JGM	B737-8F2	Turkish Airlines	f/v THY3381/2				
25.D-ASBG	Falcon 900LX	Airservice Bremgarten					
D-CKHK	Ce560XLS+	Stuttgarter Flugdienst	FFD951				
TC-FBH	A320-214	Freebird Airlines	FHY2885/6				



Manufactured as an Antonov 12LL in the 1960s, this aircraft was re-converted to standard transport in 1991. Motor Sich has added the An-12BP to its fleet in 2004. (Ostend, 11 July 2017, Nik Deblauwe)

# Military Movements Elsewhere



Although the NATO's E-3s are based at Geilenkirchen, they are sometimes not the only ones around. US Air Force E-3C 83-0009 of the 960th AACB based at Tinker was photographed at Geilenkirchen by Rolf Flinzner on 8 June.

## Germany

### Geilenkirchen

		June 2017					
01.01-0194	C-17A	89th AS AFRC	02 RCH167	13-08432	CH-47F	1-214th AVN	03 Army45453
62-3547	KC-135R	117th ARS KS ANG	14 RCH942	04-05453	AH-64D	1-3rd AVN	03 Army45453
83-0009/OK	E-3C	964th ACCS	16 Scout21	D-AOLG	Fokker 100	Avanti Air	TAY5016/594P
D-HEGL	AS332L1	Bundespolizei	* BPO17	OO-TFA	B757-28AC	ASL Airlines	
D-ISKY	Beech B200	Air Hamburg	AHO986L	30.AT14, AT30	Alpha Jet 1B+	11sm	03 BAF101,102
OO-TFA	B757-28AC	ASL Airlines	TAY5015/501P	FA94, FA132	F-16AM	31sm, 1sm	03 BAF431,231
02.D-CNAC	SA227DC	Bin Air	BID5A/5P	0454	C295M	242.tsl	CEF680
06.30+31	EF-2000T	TLG31	* Pack31	9820	JAS39D	211.tl	03 CEF375
08.D-HVBE	EC135T1	Bundespolizei	* BPO6	3366	Mi-35	221.vrl	03 CEF411
09.59-1467	KC-135T	171st ARW PA ANG	dep RCH663	C-168	CL-604	Esk721	03 DAF2513
59-1468	KC-135T	171st ARW PA ANG	dep RCH983	E-602	F-16AM	Esk727/730	03 DAF3268A/B
D-CNAC	SA227DC	Bin Air	BID5P/5A	ET-210	F-16BM	Esk727/730	03 DAF3268A/B
13.84-00162	C-12U-3	1-214th AVN	Duke39	33/XA	TBM-700A	ET00.043	CTM3884
58-0067	KC-135R	174th ARS IA ANG	26 RCH337	111/XM	TBM-700A	ET00.041	CTM1305/3880
D-CKPP	SA227DC	Bin Air	BID5	54+04	A400M	LTG62	GAF524
14.525/31-CN	KC-135RG	GRV02.091	FAF4018	51+01	C-160D	LTG61	GAF023
30+31	EF-2000T	TLG31	* Smash41	82+60	EC135T1	HFWS	03 Heli301
93-00603	C-17A	89th AS AFRC	16 RCH137	30+26	EF-2000	TLG74	03 Zapata1
95-00123	UC-35A1	1-214th AVN	Duke01	60+06	P-3C	MFG3	03 GNY4537
F-HFKE	ERJ-145LR	Fly Kiss	SVB475P	46+11	Tornado IDS	TLG33	03 BU03
16.D-665	CH-47D	298sq	o Grizzly42	46+54	Tornado ECR	TLG51	04 Raptor
D-890	CH-47F	298sq	o Grizzly41	01501	F-4E	339 MDV	03 HAF339B
19.54+01	A400M	LTG62	o GAF243	71750	F-4E	339 MDV	03 HAF339A
61-0277	KC-135R	117th ARS KS ANG	30 RCH727	406	An-26	59MHSzD.REB.	HUAF325
D-HEGK	AS332L2	Bundespolizei	* BPO22	34	JAS39C	59MHSzD.REB.	03 Puma76
20.144615	CC-144B	412sq	21 CFC3845	T-264	KDC-10	334sq	03 NAF41
30+31	EF2000T	TLG31	Smash	1006	M28B-1R	44 BLotM	03 PNY586
23.OO-TFA	B757-28AC	ASL Airlines	TAY5015/5115	0205	M28B-TD	14.el	03 PLF461
28.ST40	SF260D	CC Air	04 BAF195	99-0402	C-37A	76th AS	Spar80
62-3572	KC-135R	117th ARS KS ANG	RCH403	92-1532	C-130H	187th AS WY ANG	03 RCH835
D-AOLG	Fokker 100	Avanti Air	TAY593P/5015	168440/440	P-8A	VP-16	03 Talon75
29.16+02	A340-313X	FBS BMVg	GAF579	D-EFTB	PA-18	private	03
50+73	C-160D	LTG61	GAF013	D-HMFA	Bell 206B	IHAZ	03
MM7316/37-07	F-2000A	18°Gr 03 IAM3701		D-ILHA	Ce525 CJ1+	Lufthansa Flight Training	03 LH9911
MM7319/37-05	F-2000A	18°Gr	03 IAM3701	D-IWMS	HA200	Flugmuseum Messerschmitt	03
MM62293/14-11	E-550A	71°Gr GE	03 IAM1495				July 2017
MM62163	P-180RM	71°Gr GE	03 IAM1496	02.71+34	UH-1D	THR30	RESQ41
J-011	F-16AM	313sq	03 NAF313A/B	04.ST-..	SF260	CC Air	BAF196
J-063	F-16AM	313sq	03 NAF313A/B	406	An-26	59MHSzD.REB.	HUAF330
012	C295M	13.eltr	03 PLF048	05.FB24	F-16BM	10W	* BAF451
023	C295M	13.eltr	03 PLF044	S-444	AS532U2	300sq	* Wildcat62
15	Mig-29UB	1.eltr	03 PLF201	06.45+76	Tornado IDS	TLG33	* BU12T
707	Su-22UM-3K	21.BLT	03 PLF940	ZD792/100	Tornado GR4	Marham Wg	RFR7081
2704	C-27J	90 TRA	03 ROF132	10.57-1486	KC-135R	153rd ARS MS ANG	28 RCH714/657
ZH106/06	Sentry AEW1	8/54sq	03 NATO31/33	60-0341	KC-135R	153rd ARS MS ANG	28 RCH823/652
				OO-TFA	B757-28AC	ASL Airlines	TAY5012
				12.D-CNAC	SA-227DC	Bin Air	BID5A
				14.58-0027	KC-135R	191st ARS UT ANG	28 RCH136

Personal copy

Distribution to a third party is not allowed

62-3572	KC-135R	117th ARS KS ANG	RCH403	06-6163	C-17A	60th AMW	03 RCH160
19.D-HLTF	EC155B	Bundespolizei	* BPO22	06-6167	C-17A	436th AW	RCH170
20.46+11	Tornado IDS	TLG33	* Attack	08-8191	C-17A	437th AW	03 RCH415
21.30+31	EF2000	TLG31	* Smash11	08-8196	C-17A	62nd AW	04 RCH435
30+96	EF2000	TLG31	* Smash12	08-8202	C-17A	62nd AW	03 RCH696
30+98	EF2000	TLG31	* Packet31	06-0500	C-37B	99th AS	dep SAM844
26.44+78	Tornado IDS	TLG33	* Apex	03 96-0005	C-17A	137th AS NY ANG	dep RCH887
27.60+06	P-3C	MFG3	* GNY4521	00-0176	C-17A	155th AS TN ANG	05 RCH936
28.D-661	CH-47D	298sq	NAF21Form	03-3126	C-17A	305th AMW	04 RCH286/498
D-665	CH-47D	298sq	NAF23	07-7169	C-17A	436th AW	05 RCH371/499
SP-KPC	Saab 340A	Sprint Air	SRN234	07-7184	C-17A	437th AW	04 RCH481
31.45+67	Tornado IDS	TLG33	* GAFE23	08-8191	C-17A	437th AW	04 RCH415/544
				10-0213	C-17A	437th AW	04 RCH374
				10-0223	C-17A	437th AW	04 RCH372
				164996/BD	C-130T	VR-64	04 CNV6524
				165810/BH	KC-130J	VMGR-252	06 Bronco91
				92-1531	C-130H	187th AS WY ANG	06 RCH835
				11-5738	C-130J-30	19th AW	05 Lion150/Herky30
				61-0314	KC-135R	91st ARS	05 RCH707
				07-20065	UH-60M	2-10th AVN	Army20065
				04.85-0007	C-5M	436th AW	19 RCH292
				01-0192	C-17A	137th AS NY ANG	06 RCH539/174
				03-3125	C-17A	305th AMW	06 RCH736
				08-8606	C-130J-30	19th AW	07 Herky30/72
				05.86-0016	C-5M	60th AMW	06 RCH602/292
				00-0176	C-17A	155th AS TN ANG	06 RCH936
				02-1099	C-17A	437th AW	15 RCH275/522
				08-8191	C-17A	437th AW	06 RCH544
				88-4402	C-130H	96th AS AFRC	06 RCH697/Herky680
				88-4403	C-130H	96th AS AFRC	06 RCH558/Herky681
				91-1238	C-130H	165th AS KY ANG	06 Herky677/CH695
				10-5771	C-130J-30	19th AW	07 Lion214/411
				63-8871/D	KC-135R	351st ARS	06 Quid32/42
				06.84-0061	C-5M	436th AW	08 RCH542
				86-0034	KC-10A	60th AMW	07 RCH186
				97-0048	C-17A	89th AS AFRC	07 RCH554
				99-0059	C-17A	62nd AW	07 RCH531
				01-0187	C-17A	62nd AW	dep RCH275
				03-3125	C-17A	305th AMW	07 RCH736
				05-5141	C-17A	729th AS AFRC	07 RCH143
				08-8191	C-17A	437th AW	08 RCH544
				08-8192	C-17A	62nd AW	07 RCH547
				08-8198	C-17A	437th AW	07 RCH288
				09-0017	C-32A	1st AS	08 SAM18
				01-0041	C-40B	1st AS	09 SAM741/8741

Credits: Rolf Flinzner, Scramble messageboard.

Ramstein

			July 2017				
01 83-1285	C-5M	436th AW	02 RCH144	164996/BD	C-130T	VR-64	04 CNV6524
84-0061	C-5M	436th AW	04 RCH542	165810/BH	KC-130J	VMGR-252	06 Bronco91
87-0028	C-5M	60th AMW	dep RCH978	92-1531	C-130H	187th AS WY ANG	06 RCH835
87-0121	KC-10A	305th AMW	03 RCH336	11-5738	C-130J-30	19th AW	05 Lion150/Herky30
96-0006	C-17A	167th AS WV ANG	dep RCH860	61-0314	KC-135R	91st ARS	05 RCH707
97-0048	C-17A	89th AS AFRC	02 RCH346	07-20065	UH-60M	2-10th AVN	Army20065
00-0172	C-17A	437th AW	dep RCH255	04.85-0007	C-5M	436th AW	19 RCH292
00-0176	C-17A	155th AS TN ANG	02 RCH936	01-0192	C-17A	137th AS NY ANG	06 RCH539/174
02-1099	C-17A	437th AW	dep RCH825	03-3125	C-17A	305th AMW	06 RCH736
02-1112	C-17A	183rd AS MS ANG	RCH458	08-8606	C-130J-30	19th AW	07 Herky30/72
04-4132	C-17A	305th AMW	02 RCH459	05.86-0016	C-5M	60th AMW	06 RCH602/292
06-6157	C-17A	60th AMW	02 RCH393	00-0176	C-17A	155th AS TN ANG	06 RCH936
06-6163	C-17A	60th AMW	dep RCH160	02-1099	C-17A	437th AW	15 RCH275/522
06-6167	C-17A	436th AW	RCH170	08-8191	C-17A	437th AW	06 RCH544
07-7172	C-17A	60th AMW	02 RCH541	88-4402	C-130H	96th AS AFRC	06 RCH697/Herky680
07-7180	C-17A	437th AW	02 RCH216	88-4403	C-130H	96th AS AFRC	06 RCH558/Herky681
07-7187	C-17A	437th AW	02 RCH564	91-1238	C-130H	165th AS KY ANG	06 Herky677/CH695
08-8191	C-17A	437th AW	dep RCH415	10-5771	C-130J-30	19th AW	07 Lion214/411
10-0219	C-17A	437th AW	02 RCH497	63-8871/D	KC-135R	351st ARS	06 Quid32/42
91-1238	C-130H	165th AS KY ANG	03 Herky670/677	06.84-0061	C-5M	436th AW	08 RCH542
11-5738	C-130J-30	19th AW	dep Lion150	86-0034	KC-10A	60th AMW	07 RCH186
13-5770	MC-130J	9th SOS	02 RCH1027	97-0048	C-17A	89th AS AFRC	07 RCH554
02.02	C-17A	HAW	03 Bartok51	99-0059	C-17A	62nd AW	07 RCH531
69-0024	C-5M	436th AW	04 RCH302	01-0187	C-17A	62nd AW	dep RCH275
83-1285	C-5M	436th AW	07 RCH144	03-3125	C-17A	305th AMW	07 RCH736
01-0192	C-17A	137th AS NY ANG	03 RCH539	05-5141	C-17A	729th AS AFRC	07 RCH143
02-1099	C-17A	437th AW	03 RCH825	08-8191	C-17A	437th AW	08 RCH544
02-1109	C-17A	62nd AW	09 RCH423/287	08-8192	C-17A	62nd AW	07 RCH547
04-4132	C-17A	305th AMW	03 RCH459	08-8198	C-17A	437th AW	07 RCH288
06-6158	C-17A	60th AMW	03 RCH290	09-0017	C-32A	1st AS	08 SAM18
				01-0041	C-40B	1st AS	09 SAM741/8741



Besides the large amount of KC-135s, many other aircraft types visit Mildenhall, like this C-17A 00-0175. It is operated by the 6th AS at McGuire Air Force Base. (RAF Mildenhall, 18 July 2017, Gordon Gray)

Personal copy

Distribution to a third party is not allowed

63-8871/D	KC-135R	351st ARS	Quid42	11-20408	HH-60M	C/3-10th AVN	Army20408
07.83-1285	C-5M	436th AW	21 RCH144/189	15.83-0082	KC-10A	305th AMW	16 RCH160
01-0187	C-17A	62nd AW	RCH275/428	97-0041	C-17A	437th AW	RCH409
02-1105	C-17A	62nd AW	08 RCH325	00-0178	C-17A	89th AS AFRC	16 RCH188
06-6156	C-17A	60th AMW	08 RCH120	01-0192	C-17A	137th AS NY ANG	16 RCH601
06-6159	C-17A	60th AMW	14 RCH289	06-6167	C-17A	436th AW	16 RCH785
06-6165	C-17A	436th AW	08 RCH157	10-0223	C-17A	437th AW	RCH513
85-1362	C-130H	181st AS TX ANG	08 RCH529	16.01	C-17A	HAW	Bartok50
88-4403	C-130H	96th AS AFRC	10 Herky681/691	03-3113	C-17A	183rd AS MS ANG	22 RCH801
07-4635	C-130J-30	19th AW	09 RCH975	06-6167	C-17A	436th AW	17 RCH785
08-8606	C-130J-30	19th AW	10 Herky72/82	10-0218	C-17A	62nd AW	RCH620/513
08.02	C-17A	HAW	Bartok43	08-5693	C-130J-30	317th AG	18 RCH556
00-0177	C-17A	137th AS NY ANG	09 RCH317	17.L9-69	PC-9M	Slovenian AF	LSV961
02-1101	C-17A	437th AW	09 RCH677	L4-01	Let410UVP	Slovenian AF	LSV401
04-4137	C-17A	305th AMW	09 RCH138	97-0042	C-17A	155th AS TN ANG	18 RCH654
05-5141	C-17A	729th AS AFRC	09 RCH143	01-0192	C-17A	137th AS NY ANG	18 RCH601/557
06-6156	C-17A	60th AMW	09 RCH120	02-1111	C-17A	62nd AW	18 RCH170
06-6166	C-17A	436th AW	09 RCH483	07-7187	C-17A	437th AW	18 RCH919
08-8191	C-17A	437th AW	09 RCH544	88-4403	C-130H	96th AS AFRC	20 Herky689/RCH558
08-8203	C-17A	62nd AW	09 RCH486	18.97-0048	C-17A	89th AS AFRC	22 RCH190
09-9206	C-17A	437th AW	09 RCH291	02-1099	C-17A	437th AW	RCH935/275
10-0213	C-17A	437th AW	09 RCH482	07-7182	C-17A	437th AW	RCH489
10-0221	C-17A	437th AW	09 RCH485	08-3172	C-130J-30	317th AG	19 RCH972
11-5738	C-130J-30	19th AW	31 Herky30/82	11-5740	C-130J-30	19th AW	21 Herky690/Lion420
02-9111/GA	E-8C	116th ACW GA ANG	09 Peach68	165093	C-20G	VR-51	CNV6363
09.84-0060	C-5M	60th AMW	10 RCH153	19.E-074	F-16AM	ETK727	21 DAF3265
86-0015	C-5M	60th AMW	14 RCH782	146/XR	TBM-700A	ET00.060	CTM3833
02-1109	C-17A	62nd AW	11 RCH287/417	MM62201	P-180AM	71°Gr GE	20
03-3113	C-17A	183rd AS MS ANG	11 RCH958	86-0027	KC-10A	305th AMW	20 RCH830
04-4136	C-17A	305th AMW	10 RCH808	94-0069	C-17A	167th AS WV ANG	20 RCH526
06-6167	C-17A	436th AW	10 RCH364	01-0192	C-17A	137th AS NY ANG	20 RCH557
08-8196	C-17A	62nd AW	10 RCH417	07-7173	C-17A	436th AW	20 RCH469
88-4402	C-130H	154th AS AR ANG	13 Herky680/684	08-8196	C-17A	62nd AW	21 RCH268/386
11-5745	C-130J-30	19th AW	14 Lion411/418	08-8198	C-17A	437th AW	RCH280
10.01	C-17A	HAW	11 Bartok35	09-9211	C-17A	62nd AW	21 RCH170
97-0045	C-17A	137th AS NY ANG	11 RCH149	91-1236	C-130H	165th AS KY ANG	20 RCH164/Herky685
00-0177	C-17A	137th AS NY ANG	11 RCH317/Bandage02	63-8871/D	KC-135R	351st ARS	20 Evac10E2
02-1101	C-17A	437th AW	11 RCH677	20.94-0069	C-17A	167th AS WV ANG	23 RCH526
04-4137	C-17A	305th AMW	13 RCH138	05-5141	C-17A	729th AS AFRC	21 RCH347
07-7180	C-17A	437th AW	11 RCH175	10-0219	C-17A	62nd AW	21 RCH555
08-8196	C-17A	62nd AW	13 RCH417/378	11-5745	C-130J-30	19th AW	24 Lion418/Herky695
88-4403	C-130H	96th AS AFRC	11 Herky691/687	62-3542	KC-135R	77th ARS AFRC	21 RCH156
08-8606	C-130J-30	19th AW	13 Herky82/RCH184	166695	C-40A	VR-56	CNV6321
11.01	C-17A	HAW	12 Bartok35/50	21.08-8190	C-17A	437th AW	22 RCH876/443
02-1109	C-17A	62nd AW	RCH417	08-8203	C-17A	62nd AW	22 RCH298
03-3125	C-17A	305th AMW	14 RCH521	10-0219	C-17A	62nd AW	22 RCH555
05-5145	C-17A	729th AS AFRC	12 RCH294	63-8003	KC-135R	141st ARS NJ ANG	22 RCH245
97-01944	C-37A	OSACOM/PAT	12 PAT44	22.86-0027	KC-10A	305th AMW	23 RCH960
165810/BH	KC-130J	VMGR-252	Bronco57	00-0182	C-17A	167th AS WV ANG	25 RCH161
88-4403	C-130H	96th AS AFRC	12 Herky687/682	01-0188	C-17A	137th AS NY ANG	23 RCH154/Bandage51
11-5740	C-130J-30	19th AW	18 Lion412/Herky690	03-3123	C-17A	167th AS WV ANG	25 RCH418
1x	UH-60A	US Army		05-5141	C-17A	729th AS AFRC	23 RCH347
12.90-0534	C-17A	437th AW	14 RCH816	06-6159	C-17A	60th AMW	23 RCH806
00-0177	C-17A	137th AS NY ANG	13 Bandage01/RCH152	08-8190	C-17A	437th AW	24 RCH443
05-5145	C-17A	729th AS AFRC	RCH294	10-0213	C-17A	437th AW	23 RCH158
09-0016	C-32A	1st AS	SAM18	91-1236	C-130H	165th AS KY ANG	25 Herky685
88-4403	C-130H	96th AS AFRC	16 Herky682/689	63-8031	KC-135R	91st ARS	24 RCH610
08-3176	C-130J-30	317th AG	13 RCH972	900531	C-26D	Naples AOD	23 CNV6421
08-3178	C-130J-30	317th AG	13 RCH800	23.87-0038	C-5M	433rd AW AFRC	RCH890
13.01	C-17A	HAW	Bartok50	07-7170	C-17A	436th AW	26 RCH377/459
L9-69	PC-9M	Slovenian AF	LSV961	10-0213	C-17A	437th AW	24 RCH158
L4-01	Let410UVP	Slovenian AF	LSV401	166380/BH	KC-130J	VMGR-252	26 Bronco91
97-0048	C-17A	89th AS AFRC	14 RCH190	24.87-0028	C-5M	60th AMW	26 RCH453
00-0178	C-17A	89th AS AFRC	14 RCH188	92-3292	C-17A	437th AW	25 RCH175
07-7178	C-17A	305th AMW	14 RCH522	94-0067	C-17A	137th AS NY ANG	25 RCH629
09-9206	C-17A	437th AW	15 RCH523	00-0184	C-17A	62nd AW	25 RCH904
10-0213	C-17A	437th AW	14 RCH524	01-0188	C-17A	137th AS NY ANG	25 Bandage51/RCH554
14.87-0030	C-5M	60th AMW	RCH112/237	08-8195	C-17A	62nd AW	RCH301/376
96-0002	C-17A	437th AW	15 RCH337	08-8196	C-17A	62nd AW	RCH645/427
03-3119	C-17A	183rd AS MS ANG	15 RCH786/519	59-1460	KC-135T	171st ARW PA ANG	25 RCH565
04-4137	C-17A	305th AMW	15 RCH138	13-08135	CH-47F	H/1-214th AVN	a/f out
07-7178	C-17A	305th AMW	19 RCH522/620	13-08437	CH-47F	H/1-214th AVN	a/f out
08-8194	C-17A	62nd AW	RCH363/490	89-26163	UH-60A+	C/1-214th AVN	25 Duke99
08-8196	C-17A	62nd AW	RCH378/268	02-05321	AH-64D	1-3rd AVN	
88-4402	C-130H	96th AS AFRC	20 Herky684/RCH697	25.87-0121	KC-10A	305th AMW	26 RCH178
59-1450	KC-135R	197th ARS AZ ANG	15 RCH217	08-8190	C-17A	437th AW	26 RCH443
				91-1236	C-130H	165th AS KY ANG	26 Herky685/606





Get them while they are still hot! The French C-135s will be replaced by the A330 in the upcoming years, but luckily the Istres-based aircraft can be seen around Europe on a regular basis. (RAF Mildenhall, 18 July 2017, Mark van der Vliet)

## Ireland

Shannon		July 2017	
04.88-4402	C-130H	96th AS AFRC	
88-4403	C-130H	96th AS AFRC	
05.MM62245	VC-900EX	93°Gr	
07.05-4613	C-40C	73rd AS AFRC	
08.471/31-CB	KC-135RG	GRV02.091	
10.11-3075	C-146A	524th SOS	
11.05-4613	C-40C	73rd AS AFRC	
13.01-0041	C-40B	1st AS	
15.97-01944	C-37A	USAPAT	
18.83-0494	C-12D	USE Flt Accra	
20.84-24380	C-12U-3	6-52nd AVN	
21.167108/QB	KC-130J	VMGR-352	
167984/QB	KC-130J	VMGR-352	
24.00-9001	C-32B	150th SOS NJ ANG	Malt72
99-0004	C-32A	1st AS	
27.08-8605/RS	C-130J-30	37th AS	Herky37
29.01-0030	C-37A	310th AS	
07-8608/RS	C-130J-30	37th AS	Herky92
08-8603/RS	C-130J-30	37th AS	Herky91
09-0540	C-40C	73rd AS AFRC	

Credits: MAR, Scramble messageboard.

## Portugal

Lajes, Azores		July 2017	
02.1274/SU-BAE	C-130H	4sq/16sq	03 EGY1115
4159	C-130E	6sq/21sq	03 PAAF484
03.74-1680	C-130H	118th AS CT ANG	RCH595
157325	EP-3E	VQ-1	PR325
05.74-1687	C-130H	118th AS CT ANG	RCH565
06.4159	C-130E	6sq/21sq	PAAF484
07.93-3125	C-17A	305th AMW	RCH736
74-2069	C-130H	118th AS CT ANG	RCH310
74-2134	C-130H	118th AS CT ANG	RCH225
08.1274/SU-BAE	C-130H	4sq/16sq	10 EGY1115
88-1302	AC-130W	16th SOS	RCH10040
168980	C-40A	USN	CNV4182
10.169036	C-40A	USN	CNV4082
11.165832	C-40A	USN	CNV4582
12.7T-VPM	G-IV	Gvmt of Algeria	
14.CH08	C-130H	20sm	15 BAF668
16.CN-AON	C-130H	Esc de Transporte 3	RMAF217

18.84-0126	C-21A	76th AS	19 Falcon38
79-0168/DM	A-10C	354th FS	19 Tabor61-66
80-0275	A-10C	354th FS	20 Tabor71-76
81-0945/DM	A-10C	354th FS	20 Tabor71-76
81-0965/DM	A-10C	354th FS	20 Tabor71-76
81-0976/DM	A-10C	354th FS	20 Tabor71-76
81-0980	A-10C	354th FS	19 Tabor61-66
81-0983/DM	A-10C	354th FS	19 Tabor61-66
81-0988/DM	A-10C	354th FS	19 Tabor71-76
81-0991/DM	A-10C	354th FS	19 Tabor61-66
81-0992/DM	A-10C	354th FS	20 Tabor61-66
82-0648	A-10C	354th FS	19 Tabor61-66
82-0656	A-10C	354th FS	20 Tabor71-76
79-1946	KC-10A	60th AMW	Clean21
86-0034	KC-10A	60th AMW	Clean11
06-6158	C-17A	60th AMW	20 RCH488
19.1291/SU-BEX	C-130H	4sq/16sq	20 EGY1116
240/F-RARF	A330-203	ET00.060	CTM1275
86-0043	KC-10A	60th AMW	dep Clean11
20.88-4402	C-130H	96th AS AFRC	21 RCH697
88-4403	C-130H	96th AS AFRC	21 RCH558
21.87-0120	KC-10A	305th AMW	22 Gold71
165151	C-20G	CFSLW Det Sigonella	Catbird1
168073/QH	KC-130J	VMGR-234	22 Ranger34
168347/EM-15MV-22B		VMM-261	22 Mazda21-24
168602/EM-13MV-22B		VMM-261	22 Mazda21-24
168615/EM-17MV-22B		VMM-261	22 Mazda21-24
168618/EM-08MV-22B		VMM-261	22 Mazda21-24
23.129/62-IL	CN235M-200	ET01.062	24 CTM2051
94-0069	C-17A	167th AS WV ANG	26 RCH526
88-2102	HC-130H	102th RQS NY ANG	24 King22
05-0447	U-28A	319th SOS	24 RCH1023/21
07-0711	U-28A	319th SOS	24 RCH1023/21
24.1291/SU-BEX	C-130H	4sq/16sq	26 EGY1116
240/F-RARF	A330-203	ET00.060	* CTM1276
25.99-0004	C-32A	1st AS	SAM015
27.4159	C-130E	6sq/21sq	28 PAAF506
63-13187	C-130E	222 Filo	28 TUAF934
30.1290/SU-BEW	C-130H	4sq/16sq	31 EGY1117
31.54+04	A400M	LTG62	01 GAF123
165151	C-20G	CFLSW Det Sigonella	Catbird1
165810/BH	KC-130J	VMGR-252	Otis81
166472/BH	KC-130J	VMGR-252	Otis82

Credits: MAR, Scramble messageboard.

## United Kingdom

Brize Norton			July 2017
01.HZ-124	A.340	1sq/Royal Flight	SVA003
T18-3	Falcon 900B	451 Esc	02 AME4534
05.177704	CC-177	429sq	CFC3611
06.ZA612	Tornado GR4	Marham Wg	* MRH03
07.ZZ502	Avenger T1	750NAS	* NVY572
11.03	C-17A	HAW	BRK39
87-3601	B-767	404 Hikotai	13 JF404/Cobby61
347	C-130H	3sq	RJZ344
T.22-1/45-40	A310-304	451 Esc	14 AME4518
XX342	Hawk T1	QinetiQ	* Gauntlet12
12.RF-36052/87	An-30	RussianAF/OpenSkies	14 OSY33F
84006/846	Tp-84	TSFE	* SVF642
14.05-4613	C-40C	73rd AS AFRC	16 SPAR18
19.Z21021/TS-MTK	C-130J-30	21sq	20 TUN17
20.G-LUXE	BAe146	MetResearchFlight	* MET1
21.ZE701	BAe 146 CC2	32(TR)sq	24 NOH11/KRF67
23.EC-406	A.400M	Airbus	29
24.177704	CC-177	429sq	25 CFC3641
A41-206	C-17A	36sq	25 ASY571
27.5607	C-130J-30	335Skv	NOW335F
28.177705	CC-177	429sq	CFC4002
ZJ245	Squirrel HT2	670sq	*

Credits: MAR, Scramble messageboard.

Cambridge			July 2017
04.ZH872/872	Hercules C4	24/30/47sq	MCE08
05.1326	Global Express	UAE	MCE02
07.ZA720	Chinook HC4	Odiham Wg	Pegasus1
1326	Global Express	UAE	MCE08
10.H44,H46	A109BA	1W	BAF31728
1326	Global Express	UAE	MCE02
11.ZH888/888	Hercules C5	24/30/47sq	dep MCE03
14.ZH871/871	Hercules C4	24/30/47sq	dep MCE05
19.ZH879/879	Hercules C4	24/30/47sq	arr MCE
28.1326	Global Express	UAE	MCE02

Credits: MAR, Scramble messageboard.

Coningsby			July 2017
05.ZH104/04	Sentry AEW1	8/54sq	* NATO34
ZH887/887	Hercules C5	24/30/47sq	* RRR058
06.ZZ398	Wildcat AH1	847NAS	Marine14
07.97-0220/LN	F-15E	492nd FS	* Duster41
G-BYWT	Tutor T1	nn	WIT52Y
10.ZE701	BAe146 CC2	32(TR)sq	RRR1217
G-FRAS	Falcon 20ECM	Cobham	13 Zodiac51/Vader64
ZK365/EB-L	TyphoonFGR4	nn	arr Lossie78
G-BYUC	Tutor T1	3 FTS	* CWL57
13.RF36052	An-30	RussianAF/Open Skies	o
14.ZK453/L	Beech B200	45(R)sq	*
17.08-4163/FF	F-22A	94th FS	* Raptor1/2
09-4180/FF	F-22A	94th FS	* Raptor1/2
G-FRAL	Falcon 20ECM	Cobham	18 Vader62
18.-/CC	Hawk T1A	100sq	Pirate15/Javlin15
ZG771/133	Tornado GR4	Marham Wg	* MRH48
91-0416/SP	F-16C	480th FS	19 e/I Total01/02
96-0080/SP	F-16C	480th FS	19 Total01/02
19.84-0015/LN	F-15C	493rd FS	* Hitman31/32
84-0046/LN	F-15D	493rd FS	* Hitman31/32
28.ZK300	Typhoon FGR4	nn	Lossie57
31.G-FRAH	Falcon 20ECM	Cobham	Vader61

Credits: MAR, Scramble messageboard.

Fairford			July 2017
01 60-0324	KC-135R	351st ARS	* Quid42
07.90-0532	C-17A	62nd AW	RCH495
92-3881	F-16CM	FDS	dep 17
92-3908	F-16CM	FDS	dep 17
92-3888	F-16CM	FDS	dep 17
91-0392	F-16CM	FDS	dep 17
91-0413	F-16CM	FDS	dep 17
92-3896	F-16CM	FDS	dep 17
92-3898	F-16CM	FDS	dep 17
91-0479	F-16DM	FDS	dep 17
11.80-1083	U-2S	99th RS	12 Dragon88/53

09-9212	C-17A	437th AW	RCH361
12.80-1096	U-2S	99th RS	13 Dragon86/51
80-1067	U-2S	99th RS	17 Dragon31
13.80-1073/BB	U-2S	99th RS	17 Dragon21
18.85-0060/EL	B-1B	28th BW	Razor69
60-0022/LA	B-52H	96th BS	Doom96
24.ZK021/L	Hawk T2	4(R)sq	Poison1
ZK032/W	Hawk T2	4(R)sq	VYT77/Poison2
25.ZH871/871	Hercules C4	24/30/47sq	Jigsaw2/Omen2
ZH883/883	Hercules C5	24/30/47sq	Jigsaw1/Omen1
26 90-0300	C-20H	76th AS	27 Spar80

Credits: MAR, Scramble messageboard.

Farnborough			June 2017
04.EYE77	CL-605	Pakistan Army	13
12.A7-MBK	A320-232CJ	Qatar Amiri Flt	A7-MBK
15.A9C-BHR	G450	Gvmt of Bahrain	16 BAH4
17.A9C-BAH	G650	Gvmt of Bahrain	18 BAH6
A6-HRS	B737-7E0	Gvmt of Dubai	DUB4
18.A6-HRS	B737-7E0	Gvmt of Dubai	22 DUB4
A6-MRM	B737-8EC	Gvmt of Dubai	19 DUB5
19.ZZ419	Shadow R1	14sq	28 Vantage49/WAD49
ZZ504	Shadow R1	14sq	Knight54
20.G-LBSB	King Air 350	14sq	
22.A6-FZZ	B737-8KN	Gvmt of Dubai	23 DUB12
23.A6-MRM	B737-8EC	Gvmt of Dubai	24 DUB5
A6-MRS	B737-8EO	Gvmt of Dubai	28 DUB7
25.A6-FZZ	B737-8KN	Gvmt of Dubai	26 DUB12
A6-HRS	B737-7E0	Gvmt of Dubai	DUB4
A7-MHH	A319-115X	Gvmt of Qatar	A7MHH
26.A6-MRM	B737-8EC	Gvmt of Dubai	27 DUB5
27.A6-FZZ	B737-8KN	Gvmt of Dubai	28 DUB12
29.ZJ267	Squirrel HT1	DHFS	SYS17/Red10
10x	Hawk T1A	RAFAT	01
30.A9C-BRN	G550	Gvmt of Bahrain	08 BAH5
XX254	Hawk T1	RAFAT	01 CWL04

			July 2017
01.ZJ267	Squirrel HT1	DHFS	SYS17
555	A320-232	Oman AF	03 MJN520
A6-MRM	B737-8EC	Gvmt of Dubai	02 DUB5
03.A6-HEH	B737-8AJ	Gvmt of Dubai	17 DUB6
A6-HHH	G400	Gvmt of Dubai	DUB9
04.A6-FZZ	B737-8KN	Gvmt of Dubai	05 DUB12
05.A6-HRS	B737-7E0	Gvmt of Dubai	06 DUB4
09.A36-001	B737-7DT	34sq	11 ASY333
13.A6-HHH	G400	Gvmt of Dubai	14 DUB9
15.A9C-BAH	G650	Gvmt of Bahrain	BAH6
A9C-BHR	G450	Gvmt of Bahrain	17 BAH4
18.A6-SHJ	A320-232	Gvmt of Sharjah	26 SHJ01
A6-FZZ	B737-8KN	Gvmt of Dubai	+19,20,21 DUB12
21.DU-141	AW-139	Gvmt of Dubai	DU141
A6-FZZ	B737-8KN	Gvmt of Dubai	26 DUB12
23.A9C-BRF	G-IVSP	Gvmt of Bahrain	24 BAH7
24.A6-HRS	B737-7E0	Gvmt of Dubai	25 DUB4
25.A6-HEH	B737-8AJ	Gvmt of Dubai	30 DUB6
26.A6-HHH	G400	Gvmt of Dubai	DUB9
27.A9C-BHR	G450	Gvmt of Bahrain	28 BAH4
28.A6-HRS	B737-7E0	Gvmt of Dubai	29 DUB4
29.A6-SHJ	A320-232-CJ	Gvmt of Sharjah	arr SHJ01
30.A6-HEH	B737-8AJ	Gvmt of Dubai	arr DUB6

Credits: MAR, Scramble messageboard.

Lakenheath			July 2017
06.88-4403	C-130H	96th AS AFRC	07 Herky681
88-4402	C-130H	96th AS AFRC	07 Herky680
07.11-5731	MC-130J	67th SOS	* Strix22
10.90-0813/SP	F-16CM	480th FS	tdy31 Weasel01-06
90-0827/SP	F-16CM	480th FS	tdy 31 Weasel01-06
90-0828/SP	F-16CM	480th FS	tdy 31 Weasel01-06
91-0338/SP	F-16CM	480th FS	tdy 31 Warhawk01-06
91-0340/SP	F-16CM	480th FS	tdy 31 Viper01-06
91-0342/SP	F-16CM	480th FS	tdy 31 Warhawk01-06
91-0343/SP	F-16CM	480th FS	tdy 31 Warhawk01-06
91-0344/SP	F-16CM	480th FS	tdy 31 Warhawk01-06
91-0351/SP	F-16CM	480th FS	tdy 31 Viper01-06
91-0358/SP	F-16CM	480th FS	tdy 31 Viper01-06

Personal copy

Distribution to a third party is not allowed

91-0361/SP	F-16CM	480th FS	tdy 31 Viper01-06	24.XX258/CE	Hawk T1A	100sq	26 Pirate25
91-0403/SP	F-16CM	480th FS	tdy 31 Viper01-06	ZE707	BAe146 C3	32(TR)sq	Kittyhawk45R
91-0412/SP	F-16CM	480th FS	tdy 31 Weasel01-06	26.XW216	Puma HC2	Benson Wg	27 Airwolf2
91-0416/SP	F-16CM	480th FS	tdy 31 Weasel01-06	ZA936	Puma HC2	Benson Wg	27 Airwolf3
91-0418/SP	F-16CM	480th FS	tdy 31 Viper01-06	ZK335/335	Typhoon FGR4	41(R)TES	Apollo11
96-0080/SP	F-16CM	480th FS	tdy 31 Warhawk01-06	G-FRAF	Falcon 20ECM	Cobham	
96-0083/SP	F-16CM	480th FS	tdy 31 Warhawk01-06	27.G-FRAK	Falcon 20ECM	Cobham	
91-0472/SP	F-16DM	480th FS	tdy 31 Weasel01-06	31.XX258/CE	Hawk T1A	100sq	Pirate25
7x	F-16CM/DM	FDS/Thunderbirds	flypast	ZH827	Merlin HM2	nn	
13.1017	M28B-1R	44.BlotM	PNY585	168440/440	P-8A	VP-16	Talon11
17.84-0096	C-21A	76th AS	Falcon10	168853/LF853	P-8A	VP-16	arr Talon75
08-4163/FF	F-22A	94th FS	23 Raptor01/Tabor31/32				
09-4180/FF	F-22A	94th FS	23 Raptor01/Tabor31/32				
18.07-8608/RS	C-130J-30	37th AS	19,20 Herky61				
20.61-0288/D	KC-135R	351st ARS	26 Quid4434				
58-0069/D	KC-135T	351st ARS	24 Quid41				
21.99-0165	C-17A	89th AS AFRC	RCH562				
25.11-5731	MC-130J	67th SOS	Strix61				
12-5759	MC-130J	67th SOS	Strix62				
89-26163	UH-60L	1-214th AVN	Duke99				
26.92-1451	C-130H	169th AS IL ANG	RCH595				
12-5759	MC-130J	67th SOS	2x Strix61				
13-5778	MC-130J	67th SOS	Strix62				
28.G-273	C-130H-30	336sq	NAF73				
31.16-0055	A400M	221 Filo	01 TUAUF933				
63-13187	C-130E	222 Filo	01 TUAUF934				

Credits: MAR, Scramble messageboard.

Lossiemouth			July 2017
01.XX198/CH	Hawk T1A	100sq	Pirate09
04.XX198/CH	Hawk T1A	100sq	
05.ZM415/415	Atlas C1	70sq	RRR450/451
06.ZM401/401	Atlas C1	70sq	RRR452/453
10.140117	CP-140	RCAF	14 CFC0460
11.168440/440	P-8A	VP-16	13 Talon16
13.ZE700	BAe146 CC2	329TR)sq	RRR1335
G-LBSB	King Air 350	14sq	
14.ZK010/A	Hawk T2	4(R)qn	17
164993/BD	C-130T	VR-64	
19.ZJ694	Sentinel R1	5sq	
ZE700	BAe146 CC2	32(TR)sq	+20
ZG771/128	Tornado GR4	MarhamWg	
20.G-MCGE	S-92	HM Coast Guard	
21.ZK030/U	Hawk T1	4(R)sq	Ninja1
ZK023/N	Hawk T2	4(R)sq	Ninja2

Credits: MAR, Scramble messageboard.

Mildenhall			July 2017
01.58-0058	KC-135R	465th ARS AFRC	15 RCH199
06.92-3292	C-17A	437th AW	RCH635
06.62-3541	KC-135R	nmks	09 RCH113
07.10-0223	C-17A	437th AW	RCH518
59-1461	KC-135R	126th ARS WI ANG	dep RCH439
64-14837	KC-135R	91st ARS	09 Blue71
58-0049	KC-135T	171st ARS MI ANG	08 Blue61
08.83-0082	KC-10A	305th AMW	09 RCH719
97-0041	C-17A	437th AW	15 RCH110/409
09.S-134	Lynx Mk90B	Esk723	o DAF3170
S-191	Lynx Mk90B	Esk723	o DAF3170
00-0178	C-17A	89th AS AFRC	10 RCH273
60-0313	KC-135R	22nd ARW	01 Gold73
10.LX-N90454	E-3A	NAEW&CF	* NATO40
ZZ665	Airseeker R1	51sq	* Rooster31
84-0083	C-21A	76th AS	Valor21
61-0311	KC-135R	nmks	11 RCH163
12.62-3568	KC-135R	22nd ARW	13 RCH923
13.78-0614/FT	A-10C	74th FS	15 Tabor52
78-0616/FT	A-10C	74th FS	15 Tabor42
78-0621/FT	A-10C	74th FS	15 Tabor43
78-0644/FT	A-10C	74th FS	15 Tabor44
78-0646/FT	A-10C	74th FS	15 Tabor45
79-0157/FT	A-10C	74th FS	15 Tabor53
79-0189/FT	A-10C	74th FS	15 Tabor46
79-0223/FT	A-10C	23rd FG	15 Tabor51
80-0172/FT	A-10C	74th FS	15 Tabor55
80-0188/FT	A-10C	74th FS	15 Tabor41
80-0223/FT	A-10C	74th FS	15 Tabor54
82-0657/FT	A-10C	74th FS	15 Tabor56
79-1946	KC-10A	60th AMW	15 Clean01



As evidenced by the many photos taken at RAF Mildenhall presented in this issue, many spotters spend some days there around RIAT. This C-12V-1 of the 2-228th AVN paid a visit on 18 July 2017. (Mark van der Vliet)

86-0034	KC-10A	60th AMW	15 Clean91	26 ZJ276	Squirrel HT1	DHFS	27 SYS70/Sharkform
08-8602/RS	C-130J-30	86th OG	16 Herky37	ZJ273	Squirrel HT1	DHFS	27 Shark01/Sharkform
64-14847/OF	RC-135U	55th Wg	14 Olive78/Cobra55	ZJ275	Squirrel HT1	DHFS	27 Shark02/Sharkform
14.87-0030	C-5M	60th AMW	15 RCH237	27.ZK563	Chinook HC6	7sq	SHF480
10-0218	C-17A	62nd AW	16 RCH964/620				
15.62-3503	KC-135R	465th ARS AFRC	29 RCH109				
166382/QB	KC-130J	VMGR-352	17 Shiva80/Raider11				
16.08-8190	C-17A	437th AW	17 RCH107				
58-0009	KC-135R	126th ARS WI ANG	19 Spur84/Blue32				
17.00-0175	C-17A	305th AMW	18 RCH296				
62-3545	KC-135R	22nd ARW	18 RCH970				
18.471/31-CB	C-135FR	GRV02.091	* FAF4016				
ZJ694	Sentinel R1	5sq	* Snapshot01				
ZH106/06	Sentry AEW1	8/54sq	* NATO31				
63-8014	KC-135R	77th ARS AFRC	19 Clean12/Blue31				
10-00259	C-12V-1	2-228th AVN	Duke83				
19.60-0355	KC-135R	92nd/141stARW WAANG	20 RCH865				
20.ZM407/407	Atlas C1	70sq	* RRR409				
84-0085	C-21A	76th AS	Valor21				
84-0126	C-21A	76th AS	Falcon03				
99-0004	C-32A	1st AS	* SAM876				
61-0292	KC-135R	22nd ARW	23 RCH146				
59-1508	KC-135R	92nd/141stARW WAANG	21 RCH607				
164993/BD	C-130T	VR-64	CNV6203				
21.84-0126	C-21A	76th AS	Falcon03				
23.83-0075	KC-10A	60th AMW	24 RCH545				
162159/46	C-2A	VRC-30	26 RG02				
162168/45	C-2A	VRC-30	26 RG01				
24.64-14841/OF	RC-135V	55th Wg	24 Olive78/56				
62-3565	KC-135R	92nd/141stARW WAANG	25 RCH191				
59-1495	KC-135R	173rd ARS NE ANG	25 RCH335				
60-0337	KC-135T	22nd ARW	26 RCH973				
166695	C-40A	USN	25 CNV6405				
26.86-0160/LN	F-15C	493rd FS	Conan23				
86-0163/LN	F-15C	493rd FS	Conan21				
86-0166/LN	F-15C	493rd FS	Conan24				
86-0175/LN	F-15C	493rd FS	Conan22				
162159/46	C-2A	VRC-30	04 RG02				
162168/45	C-2A	VRC-30	03 RG01				
165093	C-20G	USN	CNV6485				
27.14-5805	MC-130J	9th SOS	RCH1033				
58-0011	KC-135R	22nd ARW	28 RCH955				
166695	C-40A	USN	CNV6185/4563				
28.06-6161	C-17A	60th AMW	RCH412/345				
165093	C-20G	USN	CNV6521				
29.59-1495	KC-135R	173rd ARS NE ANG	30 RCH800				
169036	C-40A	USN	CNV6565				
30.86-0029	KC-10A	60th AMW	31 Clean71				
79-1712	KC-10A	305th AMW	31 Clean61				
86-0027	KC-10A	305th AMW	31 RCH600				
31.ZM415/415	Atlas C1	70sq	* Comet410				
06-8611/RS	C-130J-30	37th AS	Herky609				
169036	C-40A	USN	CNV6601				
168440	P-8A	(VP-16)	01 Talon11				

Credits: MAR, Scramble messageboard.

Northolt			July 2017				
05.ZZ394	Wildcat AH1	847NAS	Marine13	19.09-0662	MC-12W	ex-451AEG	20 PapaLima31
06.ZM409	Atlas C1	70sq	2x RRR4650	165151	C-20G	CFLSW det Sigonella	Catbird1
258	Lj45	102sq	IAC258	20.09-0004	C-32A	1st AS	21 SAM876
ZJ222	Apache AH1	AAC	AA444	21.79-1950	KC-10A	60th AMW	23 RCH103
07.10-00259	C-12V	2-228th AVN	Duke84	99-0165	C-17A	89th AS AFRC	22 RCH965
ZA720	Chinook HC4	Odiham Wg	Pegasus1	09-0001	C-32B	150th SOS NJ ANG	Malt42
ZA671	Chinook HC4	Odiham Wg	Pegasus2	22.84-0191	KC-10A	60th AMW	RCH166
11.CE03	ERJ145LR	21sm	BAF603	86-0030	KC-10A	305th AMW	23 Clean81
MM62244	VC-900	306°Gr	IAM3119	23.07-7174	C-17A	436th AW	24 RCH787
ZJ787	AS365N3	658sq	Lords26	25.177705	CC-177	437sq	27 CFC4002
12.01-0028	C-37A	310th AS	14 SPAR34	87-0124	KC-10A	305th AMW	26 RCH185
13.83+25	S.Lynx Mk88A	MFG5	GNV4680	79-0475	C-130H	120th AS MT ANG	26 RCH472
ZH869/869	Hercules C4	24/30/47sq	RRR5709	79-0476	C-130H	120th AS MT ANG	26 RCH203
16.MM62029	VC-50	93°Gr	IAM3134	92-3023	C130H	757th AS AFRC	26 RCH982
17.83+25	S.Lynx Mk88A	MFG5	GNV4680	92-3024	C-130H	757th AS AFRC	26 RCH269
20.ZJ694	Sentinel R1	5sq	Snapshot2	84-00170	C-12U-3	D/1-214th AVN	Rebel70
21.ZM415/415	Atlas C1	70sq	RRR471	26.CH11	C-130H	20sm	BAF667
ZK553	Chinook HC6	7sq	22 SHF497	ZH871/871	Hercules C4	24/30/47sq	RRR136
22.TE311	Spitfire	BoBMF	SHF525	ZA462/027	Tornado GR4	12sq	* Wolf08
24.ZA671	Chinook HC4	Odiham Wg	SHF525	99-0165	C-17A	89th AS AFRC	27 RCH181

Personal copy

Distribution to a third party is not allowed

27.03	C-17A	HAW	Bartok15	21.MAM	C-17A	12Transportsq	LHOB242
ZZ172	C-17A	99sq	RRR6660	MAN	C-17A	12Transportsq	LHOB246
84-0083	C-21A	76th AS	Valor10	25.165151	C-20G	CFLSW det Sigonella	26 Catbird
10-00259	C-12V	2-228th AVN	Wing59	26.90-0300	C-20H	76th AS	
10-00261	C-12V	2-228th AVN	Wing60	910502	C-26D	Sigonella AOD	CNV6181
28.KAF343	C-17A	41sq	29 KAF3227	162159/46	C-2A	VRC-40	RG02
ZZ336/336	Voyager KC3	10/101sq	31 RRR9000/2884	162168/45	C-2A	VRC-40	RG01
30.169036	C-40A	VR-61	CNV6567	HZ-HM1C	B-747SP-68	Gvmt of Saudi-Arabia	SV01C
59-1505	KC-135R	151st ARS TN ANG	31 RCH134	OK1	Global 5000	Gvmt of Botswana	F001
31.KAF343	C17A	41sq	02 KAF3227	5N-FGT/001	B737-7N6	NigerianAF	
84-00488	C-12V	2-228th AVN	Duke82	5N-GFV	Falcon 7X	Nigerian AF	
				A6-GGP	B747-412F	Gvmt of Dubai	

Credits: MAR, Scramble messageboard.

#### Stansted

02.A4O-SO	B747SP-27	Gvmt of Oman	ORF2
05.A6-HRM	B747-422	Gvmt of Dubai	+13, 25 DUB1
A7-MBK	A320-232CJ	Gvmt of Qatar	
07.A9C-HMH	B767-4FSER	Gvmt of Bahrain	+26, 28 BAH3
11.A7-HHJ	A319-133X	Gvmt of Qatar	
A6-MMM	B747-422	Gvmt of Dubai	+31 DUB2
5N-FGW	G550	Nigerian AF	NGR002
T.18-1/45-40	Falcon 900B	451 Esc	AME4561
T.22-1	A310-304	451 Esc	AME4518
12.05-4613	C-40C	73rd AS	SPAR18
15.A4O-AA	A320-233	Gvmt of Oman	ORF5
16.A6-PFE	B787-8	Gvmt of Dubai	
5N-FGT/001	B737-7N6	Nigerian AF	
17.A9C-HAK	B747-4F6	Gvmt of Bahrain	BAH2
20.102005/005	Tp-102D	TSFE	SVF636
164993/BD	C-130T	VR-64	CNV6203.

Credits: MAR, Scramble messageboard.

#### Waddington

03.ZD848	Tornado GR4	12sq	July 2017
ZA459	Tornado GR4	12sq	* Jackal21
05.ZM409/409	Atlas C1	70sq	* Jackal22
07.ZM409/409	Atlas C1	70sq	* RRR423
ZM415/415	Atlas C1	70sq	* RRR471
ZH883/883	Hercules C5	24/30/47sq	* Comet425
17.A30-006	E-7	2sq	RRR065
19.ZM407/407	Atlas C1	70sq	Aussie254
20.ZK383	Typhoon FGR4	nmks	* RRR476
21.ZG998	Defender AL1	651sq	Warman
25.ZA671	Chinook HC4	Odiham Wg	AA525
26.ZG998	Defender AL1	651sq	SHF575
ZA671	Chinook HC4	Odiham Wg	AA539
29.ZG998	Defender AL1	651sq	* VTX575
			AA525

Credits: MAR, Scramble messageboard.



Alpha Jet E81 features a special tail, celebrating 100 years of Escadrille SPA57, one of two escadrilles in EE03.008. "La Mouette" on the tail refers to the seagull, which is the unit's official emblem. (RAF Leeming, 14 June 2017, Martin Greenman)

Scramble Digital? Go to [www.pocketmags.com](http://www.pocketmags.com) and search for Scramble

# Civil News



Cobalt is a new airline from Cyprus which launched scheduled services on 1 June 2016. As of summer 2017, Cobalt Air flies to eighteen destinations in eleven countries, all in Europe and the Middle East. Its fleet consists of two Airbus A319s and five Airbus A320s. One of the A319s is 5B-DCV and is pictured here during landing at Frankfurt. Cobalt plans to start long haul services, potentially first to China in the near future using A330 aircraft, to be followed eventually by South Korea, India, North America and South Africa. (29 July 2017, Guido Wolfs)

## Manufacturers News

### Airbus

#### A321

Oregon based Precision Aircraft Solutions has launched a cargo conversion programme for the Airbus A321. Precision Aircraft Solutions will work together with the Air Transport Services Group (ATSG) leasing daughter Cargo Air Management and the new formed venture will be named 321 Precision Conversions. It is planned to get the approval for the supplemental type certificate for the modification in 2019. The A321 converted freighter will have a capacity similar to that of the 757-200 freighter, while the operating costs are those of a 737 freighter, according to Precision Aircraft Solutions.

This new conversion initiative is the third conversion programme for the A321. Airbus/EFW launched a conversion programme for the A320/A321 together with ST Aerospace in 2015. US/German PacAvi announced a passenger-to-freighter conversion for the A320/A321, branded as "PacAvi Freighter LITE" in 2014.

### Boeing

#### B787

As part of the certification process for the Rolls Royce Trent 1000-Ten upgrade programme, Boeing made an 18h test flight above the continental USA, which traced the outline of a 787-8 on 3 August. The nose is pointing at the Puget Sound region, home to Boeing Commercial Airplanes. The wings stretched from northern Michigan, near the Canadian border, to southern Texas, with the tail touching Huntsville (AL). Knowing that with all kinds of flight tracking websites and apps an aircraft flight path can be made visible, Boeing made a huge social media event of this flight. The new version of the Rolls-Royce Trent 1000-TEN engine increases the maximum thrust rating up to 78,000lb and will enter service with the 787-10

in mid-2018. The engine is also offered as a fuel efficiency update for the smaller 787-8 and 787-9. Certification of the engine was granted by the European Aviation Safety Agency on 18 August.

### Irkut

#### MC-21

Late August 2017 Irkut welcomed the second flying prototype to the MC-21-300 fleet. The MC-21 is the Russian answer to the Boeing 737 and Airbus A320. It will be offered in the shorter MC-21-200 model and the longer MC-21-300, and they are capable of flying 134-211 passengers, depending on the seat pitch and class configuration. With 175 firm orders at this moment the future is looking bright for Irkut as they are on schedule for delivering the first MC-21-300 to launch customer Aeroflot in 2019.

### Ilyushin

#### Il-114-300

After an unsuccessful start of the Il-114 in 1990 a new remodelled version is launched once more. Designated Il-114-300 the classic platform has been modified on various conditions such as new glass cockpit, extended range and improved performances. Ilyushin is aiming for the regional market where Antonov 24 and 26 are still soldiering on. At this moment Ilyushin is working on promoting their new turboprop airliner and obtaining the airworthiness directive. This latter is expected mid 2018 at best. For now state lessor GTLK signed a LoI for fifty Il-114-300 and the first deliveries are expected in 2022. This order is a doubling of the previous batch as between 1990-1998 the Il-114-100 never passed the twenty airframes delivered. Aside United Engine Corporation is preparing one Gromov Il-76 for flight testing the new Klimov TV7-117ST turboprop engine that will power the Il-114 and the Il-112V.

Personal copy

Distribution to a third party is not allowed



British Cargo operator CargoLogicAir has taken delivery of its first B747-8F. G-CLAB has extra titles showing this is the 100th B747-8 airframe built by the Boeing Company. (7 August 2017, Frank Doornbos)

## Europe

### Austria

Austrian Airlines has ended their Fokker 70-operations. The last flight took place at the end of July and the last plane has been sold to Alliance Aviation Slovakia, a subsidiary of Alliance Aviation in Australia which already operates a significant and growing number of Fokker 70s and 100s.

### Belgium

With the upcoming start of the winter season, Brussels Airlines will be shifting its first flights to Eurowings and its transformation into becoming a budget carrier. The first route to shift will be the flights between Brussels and Berlin. Brussels Airlines will use the extra capacity to increase service to Bordeaux and Rome. Brussels Airlines became fully owned by Lufthansa last year and under the deal it was agreed that the airline will continue to operate flights as Brussels Airlines, but with "Member of the Eurowings Group" titles added at first.

### Cyprus

In an interview with our friends of CH-Aviation, the CEO of Cobalt has given some more insights in the development of its fleet. The airline is planning to standardize on the A320, meaning its two A319s are going to be replaced. As a replacement Cobalt is thinking about leasing two A320neos in 2018/2019. The CEO also plans to replace their current four A320s with newer technology aircraft later on. To do so the airline is thinking about placing an order in two to three years after reaching profitability, which is expected in 2019. Although the CEO acknowledges that Airbus might have the edge, the airline has also been in talks with both Bombardier and Embraer for the C-Series and ERJ-E2. Cobalt is also planning to enter the longhaul market at the end of next year and is mulling about using the A330-200 or A340-300 for its plans. Starting their longhaul operations with A340-300s at first and later moving to the A330-200 is a preferred route as the leasing rates of the A340 are very low. In the longterm the airline is thinking about the A330neo and A350. Despite Airbus being favoured due to operating the A320, Boeing is also in play and the airline is talking with them about the B787 and B777. The latter is, however, deemed too big by Cobalt.

### Germany

After Etihad decided to withdraw financial support on 11 August, Air Berlin was forced to file for insolvency four days later. Thanks to an emergency loan from the government the airline was able to continue to operate and talks with potential buyers started immediately. Currently the administrators of the airline are talking with Condor, easyJet, Lufthansa and TUI about a possible sale of assets or take-over. A former LTU-investor is also interested, but is deemed not suitable for a possible role. Ryanair has also expressed their interest, but hasn't started talks. According to German newspapers Lufthansa is the front runner and a deal could be reached by the end of September, which will also include Air Berlin-subsidaries LGW and Niki.

### Greece

Sky Express has announced that the airline will withdraw its last Jetstream 41 from operations which will result in the airline becoming an all-ATR-operator.

### Italy

Alitalia has received about fifteen proposals from various interested parties. Among the airlines that have submitted a bid are easyJet, Etihad, Lufthansa and Ryanair. The commissioners of Alitalia will now study all the proposals and seek if one of those are an option for the troubled carrier.

### Moldova

ACMI-carrier Terra Avia has returned its single A320 to its lessor and has taken on a B747-400 to operate on ACMI-leases. The first charter was to fly Hajj-flights for flynas of Saudi Arabia.

### Portugal

Air Lease Corporation and TAP Portugal signed lease agreements for four new A330-900neos and one new A320neo. TAP has also announced that it will rebrand itself back to its old name, TAP Air Portugal.

### Romania

TAROM has issued a RFP for the lease of three widebody aircraft. The airline is seeking offers for aircraft that need to seat 225-270 passengers and can fly 5,200 nautical miles. All offers should have reached the airline by the time you read this and the airline hopes to decide in the upcoming months.

## Russia

Alrosa Aviakompania and IFC signed a Letter of Intent for the lease of three MC-21-300s. The airline also took an option to lease another three MC-21s. The new planes will be delivered between 2023 and 2025.

Angara Airlines, a company currently operating five An-148s, one An-2, six An-24s and thirteen helicopters, has signed a Letter of Intent with Irkut for three MC-21-300s.

Sukhoi and Azimuth signed an order for four SSJs, which will be delivered in 2021 and 2022. Azimuth is a new company which already has eight SSJs on order, of which two are already delivered. By the time you read this Scramble the airline should be almost operational out of Krasnodar.

IFC and Saratov Airlines agreed on a deal for the lease of six MC-21-300s. The planes will be delivered between 2022 and 2025. The airline also signed a lease agreement with GECAS for two more ERJ195s.

Airbus and VIM Airlines have been talking about a possible order for the A320neo-family. No deal has been reached so far and the talks are ongoing.

## Spain

IAG has firmed up three A330-200-options with Airbus, which will be delivered to LEVEL. The new aircraft are expected in September 2018.

## Switzerland

Eti had sold its 33,3% stake in Darwin Airlines, which operated under the Eti had Regional-brand. The stake has been sold to Slovenian carrier Adria Airways, which also bought the other shares of Darwin Airlines and is now the sole owner of the Swiss airline. The airline will formally remain registered as Darwin Airlines, but will operate as Adria Airways Switzerland out of their current bases in Geneva and Lugano using the same aircraft.

On 15 August Swiss ended RJ100-operations with the last flight operated between Geneva and Zurich. The CEO of Swiss also has said that the company is studying the possibility of an A321neoLR-order.

## Ukraine

Ukraine International Airlines has announced that it has delayed the start of Boeing 777-operations until early next year, instead of October this year. The airline is planning

to operate four B777-200ERs next to its fleet of four B767-300ERs. The delay comes as the airline isn't ready for servicing the new planes and reach an acceptable dispatch rate.

The government of Ukraine has announced that it is set to start-up a LCC in the country, in which the government will have a 51% stake. It hopes to have the new airline operational in 2018 and that it will help to drive down the cost of air travel in the country. The government is now seeking an airline to partner with for this project.

## United Kingdom

Air France-KLM has taken a stake of 31% in Virgin Atlantic. The British airline will also join the AF-KLM and Delta transatlantic joint venture.

## Africa

### Cabo Verde

TACV has signed a partnership deal with Loftleidir Icelandic, which is part of the Icelandair Group. Loftleidir is going to help to transform TACV into a connecting airline, making Praia a hub to link Europe, Africa, North- and South-America. Fleetwise TACV will lease a B757 from Loftleidir this winter and is planning to grow the fleet to five aircraft by the end of next year. By 2020-2021 the new TACV wants to operate eleven aircraft.

### Cameroon

As part of its turn-around plan, Camair-Co hopes to restart international flights to Paris-Charles de Gaulle and Brussels by December this year. It will use their single B767-300ER for these flights, which is currently stored at Douala since December last year.

### Nigeria

Aero Contractors has bought two new DHC-8-400s via AJW Group. If the planes are brand new is not known at this moment as is their date of delivery.

New airline Air Peace will expand its fleet with four B777-200ERs. The planes will be used for flights to Atlanta (GA), Dubai, Guangzhou, Johannesburg, London-Gatwick and Mumbai. The first B777 is currently being prepared and is a former Emirates-aircraft.

Eagleair Nigeria is a new airline in Nigeria that is currently seeking a single A340-300 which it wants to use on flights between Africa and the Caribbean. The company plans to also



*Ellinair is a Greek airline operating scheduled and charter flights from its main bases Thessaloniki and Corfu. The name Ellinair is a combination of the words "Ελλην" (Ellin - "Greek") and "air". The company mainly focuses on tourist flights to and from Russia. Ellinair currently operates a fleet of nine aircraft; two Airbus A319s, one Airbus A320, two Boeing 737-300s, two Boeing 737-400s and two Avro RJ85s. The A319s and RJ85s are registered in Greece. The other aircraft are registered in Lithuania and are leased from Grand Cru and Avion Express. SX-EMB is one of the Airbus A319s in the Ellinair-fleet and is a former Volaris aircraft. (Frankfurt, 29 July 2017, Guido Wolfs)*



Lion Air's Malaysian subsidiary Malindo Air was rebranded as Batik Air Malaysia earlier this year. But that was not the most newsworthy event for the airline this year, because in March 2017 Batik Air Malaysia was identified as the first airline which would put Boeing's 737 MAX 8 into commercial service. Boeing 737-8 9M-LRC was the first 737 MAX 8 to be delivered and was ferried from Renton (WA) to Kuala Lumpur on 16-17 May. (Kuala Lumpur, 24 June 2017, Aad Rehorst)

offer flights out of Banjul in Gambia. Other destinations in their plans are Brussels, London-Gatwick and Rio de Janeiro. For regional operations the company wants to use ERJ145s.

#### Uganda

Vule Airways is a new start-up in the African country with big plans. The new airline is planning to start operations in November with one DHC-8-200 and one DHC-8-400 that will be used on domestic and regional operations. After their start, the company also wants to quickly add three B737-700s for flights to destinations further away like the United Arab Emirates, Russia, Israel and India. Vule also plans to add a single B777-200ER which is to be used on flights to Bangkok, Guangzhou and London-Stansted.

#### Zambia

Sukhoi announced that it has signed orders with two companies in Zambia for a total of five SSJs. Four are for a new start-up carrier and one is a VIP-plane. The first aircraft should be delivered early next year.

#### Zimbabwe

Last month we reported about the establishment of a new airline in the country, Zimbabwe Airways and this month we can report that the government is negotiating with Embraer for four ERJs to boost the new airline's regional and domestic fleet.

### Asia

#### Hong Kong

Cathay Dragon has signed a Memorandum of Understanding for 32 A321neos to replace its current narrow body fleet. The aircraft will be delivered between 2020 and 2023.

#### Malaysia

From 15 January 2018, Malaysia Airlines will operate the A350 into London Heathrow instead of the current A380s.

#### Nepal

Nepal Airlines has asked government approval for the purchase of two more A320s.

#### Taiwan

EVA Airways operated its last passenger B747 flight on 21 August. Its B747 freighters will soldier on until 2019.

### Latin America

#### Argentina

Newcomer Flybondi has secured enough funds and signed lease agreements for two B737-800s to start planning ahead its official launch in Q4 of this year.

### Middle East

#### Iran

Start-up airline Fly Qeshm is reportedly in talks with Bombardier about the acquisition of ten 104-seat passenger aircraft. The new company is in the final stages of obtaining the necessary papers from the Iranian Civil Aviation Authority and hopes to take delivery of their first aircraft in March next year.

Kish Air has signed a MOU with Boeing for ten B737MAXs. The airline is also planning to order six A320-family aircraft with Airbus.

Just like in Zambia, Sukhoi has announced that it sold an unknown amount of SSJs to an unknown Iranian airline. Russian newspapers are suggesting that the deal includes twelve SSJs.

#### Israel

El Al has taken delivery of their first B787-9 on 23 August. The new type can be spotted on flights from Tel Aviv to London-Heathrow, Newark (NJ) and Hong Kong.

#### Jordan

The CEO of Royal Jordanian has mentioned in an interview that the airline is thinking about streamlining its fleet to only two types in order to reduce the costs. Currently the airline operates a fleet of five ERJs, thirteen A319/A320/A321s and seven B787-8s. No information was given about which types the airline wants to standardize to. In the meantime the airline has decided not to take on an A330-200F, which was already readied for delivery to the company, but has now been put into storage at Mojave (CA).

#### United Arab Emirates

Etihad has ended A340-500-operations and has flown its last plane to Teruel in Spain for storage. With the airline ending operations the A340-500 is now only operational with two airlines; HiFly and Azerbaijan Airlines.

### North America

#### Canada

Wesaya Airways intends to add ten former Air Canada Dash 8s in the next five years.

#### Mexico

AeroMéxico signed an agreement with ALC to lease another B787-9. The plane is expected to be delivered in April 2019.

#### United States of America

United Express feeder CommutAir will retire its twenty Dash 8s and replace them with 21 additional Embraer 145s.

Havana Air is leasing a Swift Air B737-800, which is being operated in full colours on services between Florida and Cuba. This B737 was previously operated by Eastern Air Lines and the current two-tone cheatline more or less shows: the upper part, which used to be blue, is now red.

American football team and current Superbowl champion, the New England Patriots acquired two former American Airlines B767-300s to be repainted and refitted for team travels. Apparently this is more convenient than chartering airliners for such needs. Usually airlines like American, Delta, United, etc. are contracted for charter tasks during the football season, but more and more of these airlines have ended such charter contracts, as they need the aircraft for standard operations. Usually such aircraft temporarily fly with different seat layouts to accommodate the athletes and cannot be used for regular service for a period of five to six months.

PenAir has filed for Chapter 11 bankruptcy protection in order to reorganize and restructure the airline. As such, the airline already closed one of its bases to save costs and intends to also close its Denver (CO) base.

Silver Air ordered twenty ATR42s with the option to convert these to larger ATR72s to replace its current fleet of Saab 340s by 2020. As the airline intends to drastically increase its presence in Florida and Puerto Rico, the airline expects to eventually operate fifty ATRs.

Southwest Airlines converted four B737-800 options for four MAX8s.

If you are missing any United Airlines B767-400s in your notebook or photo database, you simply have to go to Newark (NJ), as of the coming winter season all B767-400s will be based there.

## Aircraft orders

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

### Airbus 2017 firm orders

AerCap	1 A320neo
AirAsia	3 A320
Air France	3 A350-900
Air Lease Corporation	12 A321neo
BOC Aviation	2 A320
CALC	9 A320
	2 A320neo

Cebu Air	7 A321
China Southern Airlines	20 A350-900
Delta Air Lines	40 A321
GECAS	100 A320neo
Hi Fly	2 A330-200
<u>IAG</u>	3 <u>A330-200</u>
Iberia	1 A330-200
K-Air Airlines	8 A320
Nile Air	2 A321neo
Spirit Airlines	2 A320
<u>Undisclosed</u>	7 A319
	5 A320
	4 A320neo
	10 A350-900
	1 <u>A350-1000</u>
Viva Aerobus	1 A320
Vueling	3 A320
Yemenia	4 A320neo
Total	252 (+4)

### ATR 2017 firm orders

Air Senegal	2 ATR72-600
Air Tahiti	1 ATR72-600
BRA Sweden	1 ATR72-600
Hantong Aviation	3 ATR42-600
IndiGo	50 ATR72-600
Iran Air	20 ATR72-600
Mandarin Airlines	6 ATR72-600
Tianju Investment Group	10 ATR42-600
Undisclosed	1 ATR42-600
	1 ATR72-600
Total	95

### Boeing 2017 firm orders

AerCap	30 B787-9
<u>Air Lease Corporation</u>	<u>12 B737MAX10</u>
	<u>2 B787-9</u>
	2 B787-9
Arik Air	20 B737MAX10
Aviation Capital Group	<u>10 B737MAX10</u>
<u>BOC Aviation</u>	4 B787-9
	50 B737MAX
	3 B787-9
	1 B777-200F
	<u>1 B737MAX8</u>
	4 P-8I
	5 B737MAX8
	2 B737MAX8
	8 B737MAX9
	<u>6 BBJ</u> (+1)



This is something new, a Russian airline starting a western European subdivision. Azur Air Germany started operations in 2017 from Dusseldorf airport with Boeing 767 aircraft. D-AZUB is now almost 27 years old, and used to fly for Air France and TransAero in the past. (Dusseldorf, 6 August 2017, Frank Doornbos)

Royal Air Force	2	P-8A	
Royal Australian Air Force	4	P-8A	
Ryanair	10	B737MAX200	
SMBC Aviation Capital	3	B737	
Tassili Airlines	3	B737-800	
Unidentified	186	B737	
	2	B747-8	
	1	B747-8F	
	32	B777	(+4)
	31	B787	(+1)
United Airlines	4	B777-300ER	
US Air Force	15	KC-46A	
US Navy	11	P-8A	
WestJet	10	B787-9	
Total	474		(+34)

**Bombardier 2017 firm orders**

CemAir	2	DHC-8-400Q
CityJet	10	CRJ900
Ethiopian Airlines	5	DHC-8-400Q
Ilyushin Finance Corporation	1	DHC-8-400Q

Philippines Airlines	7	DHC-8-400Q
SpiceJet	25	DHC-8-400Q
Total	50	

**Embraer 2017 firm orders**

American Airlines	4	ERJ185
Belavia	1	ERJ175
	1	ERJ195
	3	ERJ175
	1	ERJ190
	2	ERJ190
	5	ERJ175
	20	ERJ190-E2
	10	ERJ195-E2
	3	ERJ190-E2
Wideroe		
Total	50	

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

**Jetliners**

After the economic sanctions against Iran were lifted Iran Air could finally start to modernize its fleet. This Airbus A330-200 EP-IJA is one of the first three brand new Airbus aircraft that were delivered to the airline earlier this year. It was originally built for AVIANCA Brazil in 2014 but not taken up by this airline. It had been stored at Toulouse and Teruel before being delivered to Tehran on 11 March 2017. (Frankfurt, 29 July 2017, Guido Wolfs)

A319	-115 (ACJ)	<b>1485</b>	OM-BYK	Government of Slovakia, ex VQ-BKK of TAG Aviation Asia. Delivered on 15 August.
	-132	<b>2738</b>	AP-BNN	Shaheen Air International, ex TC-JLM of Turkish Airlines. Delivered on 1 August.
A320	-231	<b>322</b>	UR-CQP	Dart Airlines, ex N504JP of Jetpro International LLC. Delivered on 10 August. Former SU-GCL of Egypt Air.
	-231	<b>424</b>	LZ-EAA	Electra Airways, ex ER-AXU of Safi Airways. Delivered on 14 July. The aircraft was leased by Safi Airways from Terra Avia.
	-212	<b>427</b>	SX-ABX	Aigle Azur, ex Olympus Airways. Delivered on lease for the summer season on July. The aircraft is all white with Aigle Azur titles.
	-212	<b>438</b>	5A-WAT	Rahila Air, ex Ghadames Air Transport. Delivered on 4 August.
	-232	<b>2044</b>	EI-GCC	Ernest, ex PR-MBL of LATAM Airlines. Brasil. Delivered on 12 August.
	-232	<b>2372</b>	VP-BWW	Red Wings, ex PR-MAS of LATAM Airlines Brasil. Delivered on 3 August.
	-232	<b>2688</b>	VQ-BZS	Yamal Airlines, ex TC-OBO of Onur Air. Delivered on 4 August.
	-214	<b>3052</b>	RP-C8979	AirAsia Philippines, ex VP-BRY of Aeroflot. Delivered on 22 August. Registered in between as OE-IFQ of GECAS.
	-214	<b>3949</b>	HK-5222	Viva Colombia, ex TC-JPY of Turkish Airlines. Delivered on 5 August. Registered in between as LZ-AWJ of AWAS.
	-214	<b>4953</b>	D-ASEE	Sundair, ex PR-MYN of LATAM Airlines Brasil. Delivered on 30 July.
	-214	<b>7404</b>	XU-996	JC International Airlines, ex D-ABHD of Air Berlin. Delivered on 14 August.
	-271N	<b>7577</b>	D-AINF	Lufthansa. Delivered on 31 July. Test registration was D-AUBF.
	-251N	<b>7602</b>	SE-ROA	SAS Scandinavian Airlines. Delivered on 9 August. Test registration was D-AUBM.
	-251N	<b>7786</b>	TC-NBK	Pegasus Airlines. Delivered on 4 August. Test registration was F-WWIE.
	-214	<b>7797</b>	A6-AOT	Air Arabia. Delivered on 4 August. Test registration was F-WWBD.
A321	-211	<b>2330</b>	UR-CQK	Dart Airlines, ex VP-BWN of Aeroflot. Delivered on 15 August.
	-231	<b>7763</b>	HA-LXU	Wizz Air. Delivered on 3 August. Test registration was D-AZAH.
	-211	<b>7801</b>	VP-BKQ	Aeroflot. Delivered on 16 August. Test registration was D-AZAN.
	-253N	<b>7807</b>	SE-RKB	Novair. Delivered on 10 August. Test registration was D-AVZB.
A330	-202	<b>211</b>	CS-TQP	XL Airways France, ex Hi Fly. Delivered on lease for the summer on 22 June.
	-243	<b>283</b>	EI-FNX	I Fly, ex DAE Capital. Delivered on 14 July. Former A6-EKS of Emirates.
	-343E	<b>1012</b>	CS-TOW	TAP Portugal, ex 9V-STG of Singapore Airlines. Delivered in a special "Portugal Stopover" colour scheme on 27 July.
	-343E	<b>1015</b>	CS-TOX	TAP Portugal, ex 9V-STH of Singapore Airlines. Delivered on 23 August.

Personal copy

Distribution to a third party is not allowed



On 8 June 2017 Atlasglobal added this SunExpress TC-SNT 737-800 to its fleet. The aircraft is leased for the summer and will return to SunExpress in September. Atlasglobal is an Airbus operator so a scimitar-equipped Boeing aircraft in Atlasglobal colours is quite an odd sight. (Amsterdam-Schiphol, 18 July 2017, Robert Eikelenboom)

	-343E	<b>1146</b>	B-LHD	Hong Kong Airlines, ex OE-IEY of LCI – Lease Corporation International. Delivered on 17 August. Former B-22103 of TransAsia Airways.
	-223F	<b>1164</b>	JY-AIH	Royal Jordanian (addition Scramble 459 – Page 45). This should be the Jordan registration, but the deal fell through and the freighter was not taken up by Royal Jordanian and ferried to Marana (AZ) for storage on 16 August.
A340	-343E	<b>1796</b>	B-8967	China Eastern Airlines. Delivered on 28 July. Test registration was F-WWCY.
	-343E	<b>1801</b>	B-8383	Air China. Delivered on 1 August. Test registration was F-WWYM.
	-313X	<b>292</b>	EP-MMT	Mahan Air, ex UP-A4003 of Halyk Air. Delivered at Tehran already in February, but only entered service with Mahan Air late June.
	-313	<b>367</b>	9H-SUN	Corsair, ex Hi Fly Malta. Delivered on lease for the summer on 24 June. The aircraft is all white with blue Corsair titles.
A350	-941	<b>115</b>	N501DN	Delta Air Lines. Delivered on 5 August. First A350 for Delta. Test registration was F-WZGP.
	-941	<b>127</b>	D-AIXD	Lufthansa. Delivered on 14 August. Test registration was F-WZFN.
B737	-941	<b>129</b>	VN-A893	Vietnam Airlines. Delivered on 19 August. Test registration was F-WZFF.
	-4K5	<b>24901</b>	SX-MAI	Meridiana, ex Air Mediterranean. Delivered on lease on 27 July. The aircraft was not leased by Air Mediterranean from VVB Aviation Malta, so this Greece registration is also a new one (addition Scramble 459 – Page 46)
	-4Q8SF	<b>25109</b>	OE-IBW	Fedex Express, ex ASL Airlines Belgium. Delivered on 18 August. Aircraft is painted in Fedex Express, but still operated by ASL Airlines Belgium
	-436SF	<b>25856</b>	G-JMCJ	West Atlantic (Addition Scramble 459 – Page 46)
	-45DSF	<b>27131</b>	OO-TNN	Fedex Express, ex ASL Airlines Belgium. Delivered on 11 August. Aircraft is painted in Fedex Express, but still operated by ASL Airlines Belgium.
	-45DSF	<b>27256</b>	OO-TNP	Fedex Express, ex ASL Airlines Belgium. Delivered on 27 July. Aircraft is painted in Fedex Express, but still operated by ASL Airlines Belgium.
	-33S	<b>29072</b>	LZ-BVL	Thomas Cook Airlines, ex Bul Air. Delivered on lease on 3 July. Aircraft is all white with Thomas Cook titles and logos.
	-4M0SF	<b>29206</b>	OE-IAP	Fedex Express, ex ASL Airlines Belgium. Delivered on 4 August. Aircraft is painted in Fedex Express, but still operated by ASL Airlines Belgium.
	-89L	<b>30159</b>	VP-BYB	Azur Air, ex B-2649 of Air China. Delivered in August.
	-89L	<b>30160</b>	VP-BYD	Azur Air, ex B-2650 of Air China. Delivered on 17 August.
	-8K5	<b>30414</b>	ZS-ZWV	Comair, ex VQ-BNK of Rossiya. Delivered on 28 July.
	-86J	<b>30878</b>	D-ABAF	Niki, ex Air Berlin. Air Berlin titles replaced with Niki titles in August.
	-86J	<b>30881</b>	N881XA	Norwegian, ex Xtra Airways. Delivered on summer lease on 28 July.
	-86J	<b>32917</b>	N917XA	Corendon Dutch Airlines, ex Xtra Airways. Delivered on summer lease on 30 July.
	-7JR (BBJ1)	<b>37311</b>	N999TY	JW Aviation, ex N92SR of Starflight Express. Delivered and registered on 17 August.



WOW Air took delivery of its first Airbus A321-200NEO on 20 June 2017. The TF-SKY registered aircraft visited Amsterdam-Schiphol on 1 August which marked the first visit of an Airbus A321NEO on Dutch soil. Maarten Visser Sr. was present to digitalize this "historic" event.

Personal copy

Distribution to a third party is not allowed

	-800	<b>40085</b>	YI-ASW	Iraqi Airways. Delivered on 14 August. Line # 6529.
	-800	<b>41233</b>	VP-BMO	Aeroflot. Delivered on 1 August. Line # 6491.
	-800	<b>41238</b>	VP-BOD	Rossiya - Russian Airlines. Delivered on 28 July. Line # 6502.
	-8	<b>42827</b>	EI-FYE	Norwegian. Delivered on 1 August. Line # 6420.
	-8	<b>42829</b>	EI-FYF	Norwegian. Delivered on 11 August. Line # 6430.
	-800	<b>44436</b>	VP-BPF	Aeroflot. Delivered on 9 August. Line # 6506.
	-800	<b>44438</b>	VP-BNP	Aeroflot. Delivered on 14 August. Line # 6524.
	-800	<b>60587</b>	EC-MPS	Air Europa. Delivered on 31 July. Line # 6509.
	-8	<b>60966</b>	A6-MAX	FlyDubai. Delivered on 1 August. First 737 MAX for FlyDubai. Line # 6326.
B747	-230F	<b>23348</b>	N976RB	Dow Aero Logistiscs, ex 4X-ICO of Cargo Air Lines. Registered in the US on 27 July. The Aircraft was withdrawn from use by Cargo Air Lines already in September 2014. It was ferried to Mojave (CA) for storage on 29 September of that year and has never flown again. Aircraft probably acquired for spares.
	-4F6	<b>28959</b>	ER-BAC	Terra Avia, ex 9M-AZB of Delivered on 22 July. Only one day later... (correction Scramble 459 – Page 48).
	-4F6	<b>28959</b>	ER-BAC	Flynas, ex Terra Avia. Delivered on Hajj lease on 23 July. (correction Scramble 459 – Page 48).
	-467F	<b>30804</b>	VP-BCH	Sky Gates Airlines, ex Silk Way West Airlines. Delivered on 15 August.
	-41R	<b>32746</b>	ER-BAE	Terra Avia, ex N583BC of Boeing Capital Coproration. Delivered on 27 July. Former G-VROC of Virgin Atlantic. The aircraft had been stored at Marana (AZ) and San Bernardino (CA) since 6 June 2016.
	-481F	<b>34283</b>	N404KZ	Wilmington Trust, ex JA04KZ of NCA – Nippon Cargo Airlines. Registered in the US on 3 August.
	-4HAERF	<b>35235</b>	N589CC	Aircastle, ex OO-THC of ASL Airlines Belgium / Emirates. Registered in the US on behalf of the lessor on 10 August. The freighter flew for Emirates in full Emirates colours. The lease to Emirates ended already in June an the freighter was returned to the lessor early August.
	-8I	<b>60411</b>	HL7644	Korean Air. Delivered on 31 July. Probably the last 747 Passenger delivery ever!!! Line # 1539.
B757	-28ASF	<b>28161</b>	G-DHKI	DHL Air, ex VP-BAS of Azur Air. Delivered after freighter conversion on 18 August. Registered in between as N286DH of AerCap.
B767	-3W0ER	<b>28149</b>	VP-BRE	Royal Flight, ex N968AS of ALC – Air Lease Corporation. Delivered on 22 August. Former JU-1011 of MIAT Mongolian Airlines.
	-3B1ER	<b>26265</b>	N1361A	Prime Air ex CC-CXL of LAN Airlines. Delivered after freighter conversion at Singapore-Paya Lebar on 5 August. Aircraft is operated by Atlas Air and was registered as N639GT during conversion.
	-316FER	<b>30780</b>	N532LA	LATAM Cargo Chile, ex N68077 of FedEx. Delivered on 17 August. The aircraft was leased by Fedex from LATAM for two and half years.
B777	-212ER	<b>28530</b>	9M-FGA	Biman Bangladesh Airlines, ex FlyGlobal. Delivered on lease on 27 July.
	-F6N	<b>37708</b>	D-AALI	AeroLogic, ex N772LA of LATAM Cargo Chile. Delivered on 11 August.
	-300ER	<b>42350</b>	A6-EQE	Emirates. Delivered on 18 August. Line # 1512.
	-300ER	<b>62765</b>	HZ-AK45	Saudia - Saudi Arabian Airlines. Delivered on 27 July. Line # 1509.
	-300ER	<b>63356</b>	B-1429	Air China. Delivered on 30 July. Line # 1510.
	-300ER	<b>63528</b>	B-16739	EVA Air. Delivered on 17 August. Line # 1513.
B787	-9	<b>34314</b>	B-1466	Air China. Delivered on 12 August. Line # 589.
	-8	<b>36297</b>	VT-ANZ	Air India. Delivered on 24 August. Line # 592.
	-8	<b>37126</b>	9V-OFJ	SCOOT. Delivered on 19 August. Line # 599.
	-9	<b>38776</b>	PH-BFM	KLM. Delivered on 22 August. Tenth Dreamliner for KLM. Line # 597.
	-9	<b>38468</b>	CC-BGN	LATAM Airlines Chile. Delivered on 1 August. Line # 584.
	-9	<b>38784</b>	G-CKNA	Norwegian UK. Delivered on 16 August. Line # 593.
	-9	<b>41551</b>	HZ-ARH	Saudia – Saudi Arabian Airlines. Delivered on 24 August. Line # 594.
	-9	<b>60146</b>	N26970	United Airlines. Delivered on 17 August. Line # 591.
	-9	<b>63548</b>	4X-EDA	El Al Israel Airlines. Delivered on 22 August. First Dreamliner for El Al. Line # 590.
BAe146	-RJ100	<b>E3382</b>	5A-FLE	Air Libya, ex M-ABKX of Mohamed Ahmed Elobeid. Delivered on 8 August.
CRJ	200LR	<b>7384</b>	D-AGRA	ProAir Aviation, ex S5-AAG of Adria Airways. Delivered on 3 August.
	900	<b>15211</b>	ES-ACK	Nordica, ex OY-KFB SAS. Delivered on 3 August.
CS	300	<b>55009</b>	YL-CSG	airBaltic. Delivered on 10 Augustus.
ERJ	135BJ	<b>14501029</b>	VP-CRC	Seacons Trading Ltd, ex A6-SSH. Registered on 13 July.
	135BJ	<b>14501166</b>	TC-CJB	Sağlık Bakanlığı Ambulans, D-AJET of Air Hamburg Private Jets.
	135BJ	<b>14501227</b>	D-AJET	Air Hamburg Private Jets. Delivered on 27 July.
	170SU	<b>17000037</b>	VQ-BYK	S7 Airlines, ex N816MA of Republic Airlines. Delivered on 11 August.
	195LR	<b>19000553</b>	OE-LWN	Austrian Airlines, ex D-AEBP of Lufthansa CityLine. Delivered on 1 August.

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



Air France KLM has an order of 25 Dreamliners and an option for another 25. By the summer of 2017, ten were delivered to KLM and only two to Air France. This imbalance is keeping all unions in both countries busy. The French Dreamliners are also used on short scheduled hops to London and Lyon. (Lyon, 5 July 2017, Ton Jochems)

## Commuters

ATR72	-202F	<b>222</b>	EI-SLX	ASL Airlines Ireland, ex HB-AFL of ASL Airlines Switzerland. Transferred on 29 July.
	-202F	<b>232</b>	EI-SLW	ASL Airlines Ireland, ex HB-AFK of ASL Airlines Switzerland. Transferred on 7 August.
	-212A	<b>1028</b>	ES-ATB	Nordica, ex EI-GCD of Elix Assets 14 Ltd. Per 5 August. In full SAS colours.
	-212A	<b>1038</b>	ES-ATA	Nordica, ex OE-LIB of AS Air Lease XXVI (Ireland) Ltd. Delivered in June. In full SAS colours.
DHC-8	-402	<b>4103</b>	C-FWUC	World Wide Aircraft Ferrying Ltd, ex G-JECH of Flybe. Registered on 11 August and ferried to Toronto (Ont.) six days later.
	-402	<b>4262</b>	TF-FXL	Air Iceland Connect, ex P2-PXS of Air Niugini. Delivered in July.
	-402	<b>4562</b>	LX-LQJ	Luxair. Delivered on 2 August.

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

## Propliners



The Irish Historic Flight Foundation will be demonstrating ZS-NTE in the historical colours of Aer Lingus in the summer of 2017. The Dakota was painted at Shannon in July 2017, and will be shown in the air show circuit. One of the first places to see this beauty in action was the Foynes Air Show on 22 July 2017. (Malcolm Nason)

Beech	3TM	<b>A-785</b>	VH-BHS	Ex N6127. After a two-year restoration project by Luskintyre Aircraft Restoration, this Beech 18 made its first flight again on 9 July 2017. Despite its former American registration it has always been based Down Under, since 1999, and flew with Australian Outback Safari-titles.	
CASA	212	<b>265</b>	C-GDPP	Exported to USA 7 July.	
	Curtiss C-46A	<b>26714</b>	HK-520	Former TAO, Taxi Aéreo Opita, crashed on 17 October 1964. The remains (it is missing both wings and the tail section) were noted still in very recognizable state as a C-46 at Araracuara, in the remote Colombian lowlands on 2 September 2016.	
DHC	2	<b>1149</b>	N43E	Crashed 31 August 2014 at Lake Hood Anchorage (AK), but has been rebuilt and modified with a larger type door. Noted back on its feet awaiting a paint scheme, at Chilliwack (BC) on 6 May 2017.	
	2T	<b>1511</b>	N117BB	Jeff S Lott, registered this Turbo Beaver on 28 October 2016. Recently noted in the new red and blue colours.	
Douglas	C-47		FAC1693	Fuerza Aérea Colombiana, ex FAC670 and was preserved at Bogotá-Madrid AFB. Still at Madrid but with a good facelift and a new tail number and was noted there August 2017. Unfortunately the construction number remains a mystery. Another FAC C-47 with an unknown construction number is FAC667, which was preserved at the entrance road to the Air Force base and museum at Bogotá International. It was moved to the new museum location north of the city in late August 2017. Online pictures show the airframe with doors and panels opened, let us hope one of the movers has made a picture of the ID plate inside!	
	DC-3A	<b>2054</b>	N143D	Dan Gryders DC-3, is now sporting Online Groundschool titles, used to be in Herpa colours. Noted as such with the new markings at the EAA in Oshkosh (WI) July 2017.	
	C-47	<b>9068</b>	PT-AOB	TAF. For years there were two DC-3s in the 'cemetery' of Fortaleza Airport. These airframes were moved to a private collector in southern Brazil between 2014 and 2016. Eloy Biesuz started with ex VASP Boeing 737-200 PP-SMH, which he had moved from Brasília to Barra Grande, Itapejara D'Oeste, in Parana state in early 2014. He now also has a B737-300 and a Learjet. The Dakota fuselages were noted there when the B737-300 arrived in April 2016. Fortaleza is 3,688km (!) along highway BR-020 from Barra Grande, Parana.	
	C-47A	<b>11926</b>	ZS-NTE	Painted in full Aer Lingus colours, with a fake registration in the tail, being ACD. Rolled out of the paint shop at Shannon on 16 July 2017.	
	C-47D	<b>26211</b>	N834M	Wings of Dream Aviation Museum. Has been announced to be part of the 75-year memorial of the D-Day invasion in 2019.	
	DC-3-65TP	<b>32644</b>	N882TP	Preferred Air Parts, registered on 17 July 2017, probably for a future project.	
	C-47J	<b>33201</b>	N2298C	Preferred Air Parts, registered on 17 July 2017.	
	C-47D	<b>34202</b>	N403JB	Preferred Air Parts, registered on 17 July 2017. PAP took over the Dakotas of Catalina Flying of Long Beach (CA). This one was flown to Kidron (OH) on 20 June 2017.	
	C-47B	<b>34267</b>	PT-KYW	TAF, the second fuselage that was moved from Fortaleza to Barra Grande in Parana state. Also noted here in April 2016.	
	C-117D	<b>43347</b>	OB-T-1325	AeroNorte, just about complete but still derelict at JuanJui Airport in north-eastern Peru. We received a 2017 dated picture from this remote location. Northern Peru still has some propliners hiding around.	
	Grumman	G-44	<b>1210</b>	C-FNGD	Registered to a private owner on 9 August 2017, ex N254Q. Based at Sarnia Airport (Ont.)

Personal copy

Distribution to a third party is not allowed

Lockheed	LM-100J	<b>5818</b>	N5103D	Lockheed Martin. First civil Hitech Hercules, was demonstrated at the Paris Air Show and illustrated in last month's Scramble. With the new turboprop Hercules, Lockheed is back on the civil market and already 25 have been sold to various operators. We look forward to reporting their deliveries here.
	P-2H	<b>7158</b>	N4235N	Neptune Aviation, Tanker 10. Now preserved at its former home base in Missoula (MT) and was noted there June 2017. Tanker 10 had been retired already for some time. The monument was ready just in time to see the last ever active P-2 return to base in August 2017.

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

## Fokker News



As mentioned in this month's Fokker News, Fokker 50 SX-MAR of Minoan Air is missing many parts, and that is nicely illustrated in this picture, taken by Guido Wolfs at Maastricht on 23 July 2017.

F27	-400	<b>10295</b>	5Y-SEP	Ex I-MLQT MiniLiner. Seen as such at Johannesburg-Rand in August performing taxi –runs. Had been stored there since 11 August 2014. Its new operator is not yet known.
	-050	<b>20109</b>	OO-VLS	VLM Airlines. Actually VLM Airlines Slovenia, which itself is part of SHS Antwerp Aviation since 7 July 2017.
	-050	<b>20145</b>	OO-VLN	VLM Airlines. Same deal as OO-VLS above. Currently based at Salerno, Italy, to operate charters for Italian tour operator Balkan Express to Croatia, Greece and Montenegro.
	-050	<b>20189</b>	SX-MAR	Minoan Air. Like its colleagues mentioned in last issue, SX-MAR was seen missing many parts, and ready to be scrapped, at Maastricht on 30 July.
	-050	<b>20226</b>	OO-VLI	VLM Airlines. See OO-VLS for similar details. Also temporarily operating for Balkan Express.
	-050	<b>20282</b>	5Y-FAI	Ex PK-TNB TransNusa Air Services. Left Surabaya 5 August on delivery to Africa, with no titles.
	-050	<b>20335</b>	C5-MAM	Tarco Air, ex PK-PRC Pacific Royale Airways. Seen during overhaul at Pondok Cabe in August, already in full Tarco Air colours and C5-MAM. Tarco is rumoured to take delivery of a third Fokker 50 in the near future.
F28	-1000	<b>11992</b>	FAC0002	Fuerza Aérea Colombiana. Left Woensdrecht 27 July after maintenance, where it arrived early this year, 16 January to be precise. Performed some local test flights in the days leading up to its departure.
	-0100	<b>11446</b>	VH-UQG	Alliance Airlines, ex OE-LVC Austrian Airlines. Registered 24 July. Currently still stored at Bratislava, where it has been since 24 January.
	-0070	<b>11547</b>	VH-KBX	Alliance Airlines, ex PH-KBX Government of the Netherlands. Left Woensdrecht 3 August on delivery to Australia, where the painters will have the big task to change the P into a V. It arrived in Brisbane on 7 August and was registered a week later, on 14 August.
	-0070	<b>11568</b>	OE-LFQ	Austrian Airlines. Last service was 30 July, as flight OS536 from Bologna back to Vienna. Ferried 8 August from Vienna to Bratislava as OS1511. Like its predecessors it will go to Australian Alliance Airlines, after first being overhauled at Bratislava and registered to Alliance Airlines Slovakia, the sister company of Alliance Airlines.

Credit: Skyliner.

## Bizjets

BAe125	-800XP	<b>258682</b>	UR-PRT	Registered to Viskona Investments Ltd. 27 July. Ex P4-PRT.
	-900XP	<b>HA-0090</b>	M-AREA	Registered to Area JV Plus Ltd. 27 July. Ex VP-CFS.
	-1000B	<b>259034</b>	F-HOSP	Ex G-GMAB which was cancelled in March, officially took up its French marks when it was registered to TFC Rent 27 July. Operated by Airlec Air Space.
Cessna	525	<b>0121</b>	9H-GIO	Registered to TRTO Agency Ltd., ex D-ICSS.
	525	<b>0477</b>	N21889	Registered to Props & Jets Inc. 15 August. Ex OK-TOP.
	525	<b>0609</b>	N609CJ	Ex M-TEAM, cancelled to the USA 4 August. Registered to Textron Aviation Inc. 15 August.
	525 (M2)	<b>0820</b>	D-ISIS	Ex N625PZ cancelled to Germany 17 August. Registered to Artemed Aviation GmbH.
	525C	<b>0044</b>	D-COLO	Ex N544TX, cancelled to Germany 7 August. Departed Wichita on delivery 11 August.
	550	<b>0469</b>	OY-	Ex N550GT, cancelled to Denmark 18 August.
	560	<b>0637</b>	N825YA	Ex LN-IDB, registered to Team Aero LLC 31 July.
	560XLS+	<b>6024</b>	G-JALS	Ex M-AKAL, registered to Air Charter Scotland 11 August.
	560XLS+	<b>6202</b>	OM-BLS	Ex G-XLSR, cancelled to the Slovak Republic 4 August. Delivered Guernsey to Bratislava 14 August.

Personal copy

	750	<b>0115</b>	9H-ELI	Registered to Luxwing Ltd, ex ES-ELI.
	750	<b>0291</b>	P4-TEN	Ex M-PRVT, cancelled to Aruba 1 August.
Challenger	300	<b>20060</b>	N405HM	Sky Air LLC, ex N228N. Registered on 8 August.
	300	<b>20105</b>	N409MR	Flex Air LLC, re-registered from N788MM on 24 July.
	300	<b>20259</b>	N90BL	Leverich Aviation Inc, re-registered N57SK on 24 July.
	300	<b>20356</b>	N818WF	Steel Air LLC, ex N782BA. Registered on 11 August.
	350	<b>20687</b>	LV-HAT	Alba Jet, ex C-GOXV. Delivered on 20 July.
	350	<b>20690</b>	N739QS	NetJets, ex C-GOXA. Registered on 21 July.
	350	<b>20691</b>	N741QS	NetJets, ex C-GOXM. Registered on 10 August.
	601	<b>3031</b>	9H-MJD	Air CM Global Ltd, re-registered from 9H-IJK in July.
	601-3A	<b>5019</b>	N5019	Very fitting registration and operator for this one. Registered to Challenger 601-5019 LLC on 2 August, ex C-GHGC.
	601-3A	<b>5032</b>	N141NB	Bank of Utah, ex LV-BYG. Registered on 13 July.
	601-3R	<b>5162</b>	N541PJ	N541PJ LLC, re-registered from N949BC on 11 August.
	601-3R	<b>5191</b>	N71KR	Lost Highway Touring Inc, re-registered from N117W on 13 July.
	604	<b>5474</b>	T7-ROK	ACASS Canada changed registrations on this Challenger. C-FBEM became T7-ROK in July.
	605	<b>5575</b>	N1VR	Viman LLC, re-registered from N950PG on 3 July.
	604	<b>5643</b>	N240WL	Delaware Trust Co, re-registered from N793CT on 12 July.
	605	<b>5729</b>	N913TK	Christ Holdings LLC, re-registered from N540BA on 3 July.
	605	<b>5756</b>	N60TK	Speedbird Aviation LLC, ex 9H-LDV. Registered on 4 August.
	605	<b>5895</b>	N247MB	Bank of Utah, ex C-GJET. Registered on 1 August.
Embraer	500	<b>50000316</b>	OE-FTP	Second hand Phenom 100 (ex N46KG) was sold from Embraer Executive Aircraft to Mustang Charter GmbH in Austria.
	505	<b>50500415</b>	D-CFHZ	Operator in Germany now known as DAS Private Jets GmbH. Addition to Scramble 459 – Page 53.
	545	<b>55010008</b>	LX-JET	Operator now known as Global Jet Luxembourg. Addition to Scramble 459 – Page 53.
Falcon	5X	<b>1</b>	F-WFVX	Dassault Aviation, ex F-WIDE. Noted Bordeaux 12 June.
	7X	<b>111</b>	N71FJ	TVPX ARS Inc, ex F-GKCT. Registered on 31 July.
	7X	<b>218</b>	N501PG	TVPX ARS Inc, ex HB-JSE. Registered on 27 July.
	7X	<b>270</b>	D-AGBH	Volkswagen's VP-CHW was recently registered D-AGBH.
	8X	<b>406</b>	PR-JQF	N406EX was cancelled to Brazil on 4 August.
	8X	<b>408</b>	RA-09606	Delivered to Aviaservice on 24 May, ex F-WWQH.
	8X	<b>421</b>	M-ATEX	M-ATEX was upgraded to a Falcon 8X. Registered to Maritime Investment and Shipping Co. Ltd. on 16 August, ex F-WWQU.
	50	<b>183</b>	HB-IYP	Switzair SA, ex I-CAFD. Registered on 10 July.
	50	<b>284</b>	N900BB	Arrowhead Aviation Inc, re-registered from N900SS on 28 July.
	900B	<b>150</b>	N73MN	Central Business Jets Inc, registered on 11 July. Ex HB-IUW which had been registered since 1999.
	900B	<b>154</b>	N115ZN	Adams Aviation Services Inc, ex I-TCGR. Registered on 13 July.
	900DX	<b>610</b>	9H-YUM	TAG Aviation Malta, ex OD-MIK. Noted Geneva on 4 August.
	900EX	<b>73</b>	F-HREG	Dassault Aviation, ex VP-CGE. Noted Paris-Le Bourget on 25 July.
	900EX	<b>82</b>	N882SH	Bank of Utah, ex PR-GPA. Registered on 31 July.
	900EX	<b>198</b>	F-HROG	Noted Geneva 9 August, ex CS-DPF.
	900LX	<b>288</b>	N288FJ	TVPX ARS Inc, ex F-HRAY. Registered on 31 July.
	900LX	<b>293</b>	N70FK	Dassault Falcon Jet Corp, registered on 10 August. Ex N293LX and F-WWFW.
	2000	<b>19</b>	N123PD	Doone & Bourke Inc, re-registered from N790M on 25 July.
	2000	<b>37</b>	CS-IHP	F-HANC was cancelled to CS-IHP on 24 July.
	2000	<b>176</b>	N318AV	AV13 LLC, re-registered from N313AV on 21 July.
	2000	<b>192</b>	N710PM	Promotion in Motion Inc, re-registered from N718PM on 10 August.
	2000EX	<b>51</b>	N878RR	RRI Investments LLC, re-registered from N581GM on 8 August.
	2000LX	<b>110</b>	ZK-OCB	Pacific Jets Ltd, ex N117AL. Registered on 1 August.
	2000LX	<b>136</b>	M-ARIA	Platinum Jet Sarl, ex F-HLDB. Registered on 1 August. Already the third bizjet to use the M-ARIA



We have not featured the new Citation M2 that often, although over 150 have been delivered already. F-HBTV was delivered to Valmair in June 2016, and is based at Paris-Le Bourget according to the French register, although Valmair is registered at Toussus-le-Noble. (Antwerp, 30 July 2017, Walter Van Brempt)

	2000LX	<b>161</b>	OO-LMP	mark.
	2000LX	<b>175</b>	C-GRTA	Luxaviation Belgium, ex F-HDJL. Registered on 2 August.
	2000LX	<b>216</b>	N30TH	Registered to Anderson Air Ltd on 10 August, ex N747KL.
	2000LX	<b>221</b>	F-HMKR	Alpha One Flight Services, ex N201PG. Registered on 11 August.
Global	Express	<b>9063</b>	N988EY	Dassault Aviation, ex TC-LIA. Noted Paris-Le Bourget 20 July.
	Express	<b>9115</b>	N915JG	Ex N733EY, re-registered 28 July.
	Express	<b>9120</b>	N307KP	Registered to TVPX ARS Inc. 16 August, ex VP-CKK.
	XRS	<b>9210</b>	N907PH	Registered to K & P Aviation LLC 3 August. Ex G-GLBX.
	5000	<b>9212</b>	C-GWPF	Re-registered 27 July, ex N297SF.
	XRS	<b>9300</b>	N888ZP	Ex N166MK, cancelled to Canada 28 July. Registered to Flightpath Charter Airways Inc. 9 August.
	XRS	<b>9357</b>	B-	Ex N888ZG, re-registered 8 August.
	XRS	<b>9399</b>	N3PC	Ex N959GX, cancelled to Taiwan 14 August.
	6000	<b>9443</b>	M-LAAA	Ex N871BA, re-registered 11 August.
	5000	<b>9461</b>	C-GJET	Ex M-AAAL, re-registered 7 August.
	6000	<b>9689</b>	N410M	Registered to Chartright Air 16 August, ex M-SEAS.
	6000	<b>9731</b>	N933EY	Ex N410MG, re-registered 31 July.
	6000	<b>9805</b>	C-FVEK	Ex N633EY, re-registered 17 August.
	6000	<b>9806</b>	C-FVEQ	Registered to Bombardier Inc. 26 July.
	5000	<b>9807</b>	C-FVEU	Registered to Bombardier Inc. 1 August.
	7000	<b>70004</b>	C-GLBR	Registered to Bombardier Inc. 18 August.
Gulfstream	IV	<b>1094</b>	N199DF	Registered to Bombardier Inc. 28 July.
	IV	<b>1134</b>	N722CH	In Flight Leasing Group LLC, re-registered from N818BK on 18 July.
	IV	<b>1136</b>	N746MN	Registered to Aircraft Holdings Inc on 18 July, ex N3H.
	IVSP	<b>1392</b>	N492VR	Merle Norman Cosmetics Inc, ex N75VB. Registered on 7 August.
	G400	<b>1502</b>	M-TELE	QS Partners LLC, re-registered from N492QS on 4 August.
	G450	<b>4083</b>	N913HH	Arena Aviation Ltd, ex N710EG. Registered on 1 August.
	G450	<b>4108</b>	N218HF	Howard Hughes Management Co LLC, re-registered from N251VP on 20 July.
	G450	<b>4148</b>	N527EF	Wells Fargo Bank, ex N227RH. Registered in July.
	G450	<b>4161</b>	N626JJ	TVPX 2017-1037 Business Trust Utah, ex N451WW. Registered on 20 July.
	G450	<b>4247</b>	M-LFBB	Bank of Utah, ex T7-BSR. Registered on 14 August.
	G450	<b>4361</b>	N450ME	Ovation Two Ltd, ex P4-MVP. Registered on 28 July.
	V	<b>504</b>	N315RG	Registered to 53 Wildcat LLC on 25 July, ex N361GA.
	V	<b>637</b>	N176SM	Renair 313 LLC, re-registered from N313RG on 28 July.
	G550	<b>5063</b>	N561CK	Massmutual Asset Finance LLC, re-registered from N509QS on 24 July.
	G550	<b>5141</b>	N3LA	Charlie Kilo LLC, re-registered from N897CT on 27 July.
	G550	<b>5256</b>	N7932P	TCRG SN5141 LLC, ex N10MZ. Registered on 9 August.
	G550	<b>5553</b>	B-3239	Mozart Investments Inc re-registered their G550 from N1932P to N7932P on 9 August.
	G550	<b>5554</b>	0002	SeaZen, ex N553GD. Noted Oslo 6 August.
	G650ER	<b>6226</b>	N500SA	Delivered to the Polish Air Force on 27 July, ex N554GD.
	G650	<b>6238</b>	N650AJ	TVPX ARS Inc, registered on 25 July. Ex N626GA.
	G650ER	<b>6251</b>	B-3278	Bank of Utah, ex N638GA. Registered on 19 July.
	G650ER	<b>6252</b>	N650GD	Dalian Wanda Group Co Ltd, ex N651GA which was cancelled on 3 August.
	G650ER	<b>6256</b>	N312ZW	Gulfstream Aerospace Corp, ex N652GD. Registered on 20 July, will likely serve as demonstrator.
	G650ER	<b>6257</b>	N1901G	Bank of Utah, ex N656GA. Registered on 4 August.
	G650ER	<b>6259</b>	N302TR	Delivered to Chevron USA Inc on 4 August, ex N657GA.
	G650ER	<b>6260</b>	N1PG	Gulfstream Aerospace Corp, ex N659GA. Registered on 11 August.
	G650	<b>6263</b>	N188W	Procter & Gamble Co, ex N660GA. Registered on 27 July.
Honda	HA-420	<b>00060</b>	T7-RAS	Gulfstream Aerospace Corp, re-registered from N663GA on 25 July.
IAI	G280	<b>2118</b>	OE-HWM	Rheinland Air Service, ex N526SH. Noted at Mönchengladbach on 4 August.
Learjet	35A	<b>35A-501</b>	D-CYES	Ex N918GA, cancelled to Austria 17 August. Registered to AFS - Alpine Flightservice GmbH.
				Ex N565GG of Meisner Aircraft Inc. was registered into the German register for Air Alliance as a replacement for a Learjet with the same registration and c/n 35A-676. See below.



N166JM has spent all of its flying career in Saudi Arabia, with its last operator being the Saudi Arabian Special Flight Services. The Gulfstream IV was sold to the Jet Midwest Group in May 2017 but its delivery flight to the USA took place when this photo was taken. (Rotterdam-The Hague, 6 July 2017, Kees Harteveld)



This Global Express XRS used to be a frequent visitor at Schiphol in the last few years as B-95959. In June of last year it was registered as N959GX. However, on 14 August 2017, it was cancelled to Taiwan again, but its current registration is not yet known. (Amsterdam-Schiphol, 30 July 2017, Pino Tome)

	35A	<b>35A-676</b>	D-CGFQ	Former D-CYES of Air Alliance was sold to Gesellschaft für Zieldarstellung and based at Hohn.
	45	<b>45-104</b>	XB-XP	After six months storage at Nuremberg, this Learjet with ex registration 40-SEV was sold to a yet unknown operator in Mexico.
	60	<b>60-331</b>	SP-DOM	Former N337SC of Southern Cross Aircraft LLC was sold to an unknown operator in Poland.
	60	<b>60-348</b>	M-INNI	New owner now known as M-INNI Aviation Ltd.
	60	<b>60-373</b>	N372SC	Ex M-ELHI of Elmenfor Ltd. was sold to Southern Cross Aircraft LLC in the US.
Raytheon	390	<b>RB-131</b>	OM-FWW	Former registration 9H-FWW of Europ-Star Ltd. was cancelled in June and aircraft re-registered to an unknown operator in the Slovak Republic.
	390	<b>RB-215</b>	D-IMAU	Former LZ-EVB of Alpha Air was recently sold to S. Bucholz in Germany.
	4000	<b>RC-27</b>	N	Ex M-KENF of Avalanche Aviation Ltd. was sold to an unknown operator in the US.

## Bizprops



We do not feature photos from rural Canada that often. This PC-12 was photographed at Fogo Airport, a small airfield on Fogo Island, located along the coast of Newfoundland and Labrador. C-FVPK is a 1998-vintage PC-12 that was first registered as C-FVPK on 6 June 2001. (21 June 2017, Karin de Bloeme-Braat)

Beech	B200	<b>BB-1957</b>	G-GMAE	Ex D-IRAR of German Pellets was recently sold to Gama Aviation Ltd.
Cessna	208	<b>00117</b>	D-FDJS	Skydive Stadtlohn KG, ex N209JS. Registered on 30 June.
	208B	<b>2191</b>	D-FOXI	Ex F-HJMP, registered on 12 April.
	414A	<b>0415</b>	HB-LYY	Travelwork AG, ex OE-FBF. Registered on 9 March.
Partenavia	AP68TP-600	<b>9011</b>	F-HSKJ	Alpine Airlines, registered 24 July.
PC-12	/45	<b>595</b>	PH-	Ex N212LT, cancelled to the Netherlands 27 July.
	/47E	<b>1465</b>	2-DARE	Registered to Brightling Services Ltd. 25 July. Ex N154WA.
	/47E	<b>1724</b>	N724F	Tested as HB-FSM, registered to Pilatus Business Aircraft Ltd. 27 July.
	/47E	<b>1729</b>	N500DW	Tested as HB-FSR reistered to Pilatus Business Aircraft Ltd. 17 August.
	/47E	<b>1733</b>	HB-FSV	Registered to Pilatus Flugzeugwerke AG 21 July.
	/47E	<b>1734</b>	HB-FSW	Registered to Pilatus Flugzeugwerke AG 24 July.
	/47E	<b>1735</b>	HB-FSX	Registered to Pilatus Flugzeugwerke AG 11 August.
	/47E	<b>1736</b>	HB-FSY	Registered to Pilatus Flugzeugwerke AG 21 July.
	/47E	<b>1737</b>	HB-FSZ	Registered to Pilatus Flugzeugwerke AG 21 July.
	/47E	<b>1738</b>	HB-FQA	Registered to Pilatus Flugzeugwerke AG 11 August.
	/47E	<b>1739</b>	HB-FQB	Registered to Pilatus Flugzeugwerke AG 17 August.
	/47E	<b>1740</b>	HB-FQC	Registered to Pilatus Flugzeugwerke AG 17 August.
	/47E	<b>1741</b>	HB-FQD	Registered to Pilatus Flugzeugwerke AG 21 August.

Personal copy

Distribution to a third party is not allowed

	/47E	<b>1742</b>	HB-FQE	Registered to Pilatus Flugzeugwerke AG 21 August.
Piaggio	P180	<b>1194</b>	M-ETAL	Ex N191LW, cancelled to the Isle of Man 18 August. Registered to GFG Aviation Ltd. 18 August.
Piper	46-500TP	<b>4697425</b>	2-JACK	Registered in August, ex 2-RICH.
	46-500TP	<b>4697504</b>	9H-CGF	TRTO Agency Ltd, ex OK-PMI. Registered in July.
	46-500TP	<b>4697590</b>	D-FLOW	Registered on 19 April, ex N500NX.
	46-500TP	<b>4697619</b>	D-FMMM	Registered on 24 May, ex N7106A.
Rockwell	690C	<b>11617</b>	SE-MFN	Wermlandsflyg Operations AB, ex N73EF. Registered in May.
SOCATA	TBM-850	<b>498</b>	LN-ZEN	Operator in Norway now known as Brigantina a/s. Addition to Scramble 459 – Page 55.

## Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, we have an unusual number of old crashed this month, colour schemes etc. etc.. To get the most from this extensive (more than 224.000 records) database consider using the advanced search options as explained on this site.

Near the bottom of the same page on the Soviet Transport

database on the Scramble site there is a link to the Soviet Transports downloads page featuring a new illustrated guide to ST construction numbers. It can be downloaded free of charge together with more than sixty production lists and a list of abbreviations and (location) translations and a Google Earth KMZ file with all airports in the Soviet Transports database.

AK1-3	<b>0029</b>	UR-ZNN	M.M. Zatolotsky	rgd	11sep13	canx between 04/10aug17
An-2	<b>1171 473 01</b>	RF-90576	Russian Air Force	Che	21jul17	c/n checked; coded "03" yellow
An-2T	<b>1G59-25</b>	RF-90380	Russian Air Force	Che	21jul17	c/n checked; coded "23" yellow
An-2R	<b>1G85-27</b>	UR-06198(2)	Kharkiv Aeroklub	rgd	18mar13	canx between 04/10aug17
An-2T	<b>1G108-35</b>	"01" yellow	DOSAFAF	Che	21jul17	in MARZ ROSTO at Fedurnovo (Chornoye)
An-2T	<b>1G118-03</b>	UR-KOK	Boris A. Nebreyev	rgd	30apr13	canx betw. 04/10aug17; became RA-05832(2)
An-2T	<b>1G118-09</b>	"09" yellow	DOSAFAF	Che	21jul17	in MARZ ROSTO at Fedurnovo (Chornoye)
An-2TP	<b>1G125-21</b>	EX-02014	Kyrgyz Airlines	rgd	12apr10	current on register 20apr17
An-2P	<b>1G139-37</b>	UR-70278	V.O. Gromov et al	rgd	08aug16	canx between 04/10aug17
An-2P	<b>1G151-24</b>	UR-VIN	VIN-Avia	ZTR	18jun11	current on register 07jul17
An-2	<b>1G177-60</b>	UR-62615	Albatros	rgd	21may12	canx between 04/10aug17
An-2R	<b>1G179-11</b>	UR-62681	Universal-Avia	rgd	27mar12	canx between 04/10aug17
An-2R	<b>1G181-25</b>	UR-56441	Proskuriv Avia	rgd	21mar08	canx between 04/10aug17
An-2R	<b>1G185-17</b>	UR-54857	I.V. Kopytina	rgd	27mar15	canx between 04/10aug17
An-2R	<b>1G187-21</b>	UR-54928	Aviatek	rgd	18mar10	canx betw. 04/10aug17; became RA-05830(2)
An-2R	<b>1G189-44</b>	UR-84577	Aviatek	rgd	25feb10	canx betw. 04/10aug17; became RA-05831(1)
An-2R	<b>1G190-41</b>	UR-84609	Universal-Avia	rgd	10aug06	canx between 04/10aug17
An-2R	<b>1G191-43</b>	UR-84665	Kharkiv Aeroklub	rgd	16dec08	canx between 04/10aug17
An-2R	<b>1G193-44</b>	UR-68074	Proskuriv Avia	rgd	09feb10	canx between 04/10aug17
An-2R	<b>1G193-54</b>	UR-SAF	privately owned	rgd	03jun13	canx betw. 04/10aug17; became RA-01448(2)
An-2R	<b>1G195-11</b>	UR-68106	Yunikom Avia	rgd	15apr11	canx between 04/10aug17
An-2T	<b>1G196-04</b>	UR-LEL		rgd	07may13	canx between 04/10aug17
An-2R	<b>1G200-06</b>	UP-A0326	AK Orlan-2000	rgd	19oct15	f/n SCO 14jul17; ex CCCP-71163
An-2R	<b>1G200-31</b>	UR-71188	Albatros	rgd	23apr07	canx between 04/10aug17
An-2R	<b>1G200-45</b>	UR-SWG	G.Perekony	rgd	15apr14	canx betw. 04/10aug17; became RA-01410(2)
An-2R	<b>1G200-46</b>	UR-71203	YugAvia	rgd	04mar10	canx between 04/10aug17
An-2R	<b>1G202-32</b>	UR-84770	Yumiserv	rgd	21oct10	canx between 04/10aug17
An-2R	<b>1G205-54</b>	UR-SVF	V.F. Svintsytsky	rgd	31jul13	canx between 04/10aug17
An-2T	<b>1G206-31</b>	EX-02007	Manas Airways	rgd	29dec09	current on register 20apr17
An-2R	<b>1G207-59</b>	UR-71288	YugAvia	rgd	23feb09	canx between 04/10aug17
An-2R	<b>1G208-29</b>	UR-81529	YugAvia	rgd	04mar10	canx between 04/10aug17
An-2T	<b>1G212-31</b>	EX-02010	Manas Airways	rgd	29dec09	current on register 20apr17
An-2R	<b>1G212-51</b>	UR-ARV	Albatros	rgd	25mar11	canx between 04/10aug17
An-2R	<b>1G215-45</b>	RA-40908	Virazh	dam	27jul17	came down in an irrigation canal
An-2R	<b>1G216-49</b>	UR-40949	Ishun-agro	rgd	14nov13	canx betw. 04/10aug17; became RA-01438(2)
An-2R	<b>1G217-39</b>	UR-40999	Universal-avia	rst	05jul13	canx between 04/10aug17
An-2R	<b>1G219-54</b>	RA-40204	Light Air	w/o	06feb16	finally canx between 04jul17 and 04aug17
An-2R	<b>1G220-59</b>	UR-40269	Universal Avia	rgd	14feb03	canx between 04/10aug17
An-2R	<b>1G221-38</b>	UR-40308	Universal Avia	no	reports	canx between 04/10aug17
An-2R	<b>1G223-04</b>	UR-VIT	VIN-Avia	Vns	31jul10	canx between 04/10aug17
An-2R	<b>1G228-23</b>	UR-33473	no titles	KGO	19may10	canx between 04/10aug17
An-2R	<b>1G230-06</b>	UR-33569	AS Aviakompaniya	rgd	10jun11	canx between 04/10aug17
An-2R	<b>1G230-26</b>	UR-33584	Kherson-Avia	rgd	08oct01	canx between 04/10aug17
An-2R	<b>1G233-36</b>	PMR-33646		photo	2016	at Tiraspol; PMR is the Russian abbreviation for the Transnistrian Republic
An-2R	<b>1G234-55</b>	UR-ART	Albatros	dbr	21jul13	canx between 04/10aug17
An-2T	<b>1G236-08</b>	UR-BRV	Albatros	rgd	02aug13	canx betw. 04/10aug17; became RA-01442(2)
An-2T	<b>1G236-32</b>	UR-DZRP	TSO Ukrayiny	rgd	27apr09	canx between 04/10aug17
An-2	---	AAC-1086	Cuban Air Fore	photo		at the Facebook page of the Cuban Escuela de Aviacion de San Julian at Pinar del Rio
An-2	---	FAR-848	Cuban Air Force	photo		same comment as AAC-1086 above
An-2M	---	FAR-1050	Cuban Air Force	photo		same comment as AAC-1086 above
An-12BK	<b>9 34 68 05</b>	RA-12193	Moskoviya	ROV	dec15	hangared; canx between 04jul17 and 04aug17
An-12BK	<b>00 34 74 10</b>	RA-12195	Moskoviya	l/n	2017	location unknown; canx betw. 04jul17/04aug17
An-24V	<b>6 73 024 10</b>	CU-T878	Cubana		24dec93	last flight date, wfu HAV, scrapped afterwards
An-26	<b>47 05</b>	RF-90341	Russian Air Force	ZIA	17jul17	coded "09" blue; c/n from russianplanes.net
An-26	<b>57 02</b>	RF-90342	Russian Air Force	ZIA	jul17	coded "11" blue; c/n from russianplanes.net

An-26	<b>65 01</b>	RF-36008	Russian Air Force	Gmv	aug17	also carrying "25" red; grey c/s with titles
An-26	<b>69 04</b>	CU-T1425	Aerogaviota		<2008	destr. in the making of the film "Karagamba"
An-26	<b>71 10</b>	RF-36033	Russian Air Force	ZIA	21jul17	coded "03" red; Aeroflot style colours
An-26	<b>78 03</b>	CU-T1238	Aerogaviota	HAV	28oct02	scrapped at Playa Baracoa or Ciudad Libertad
An-26	<b>79 07 ?</b>	CU-T1417	Aerogaviota	CYO	24jun04	c/n believed to have become this reg
An-26	<b>105 05</b>	RF-46545	Russian Navy	OSF	jul17	grey c/s with titles; also carrying "57" blue;
An-26	<b>112 10</b>	CU-T1240	Aerogaviota	dbr	1993	in a runway excursion and scrapped
An-26	<b>113 01</b>	12-41	Cuban Air Force	HAV	31jul05	stored at Playa Baracoa, scrapped early 2014
An-26B	<b>129 02</b>	UR-ELG	all-white c/s, n/t	KGO	2016	canx between 04aug17 and 08aug17
An-26	<b>135 01</b>	CU-T1459	Aerogaviota	HOG	nov14	reported stored now at Playa Baracoa
An-26	---	RF-36143	Russian Air Force	ZIA	24jul17	coded "46" red
An-26	---	"05" black	Kyrgyz Air Force	photo	10aug17	at Kant Air Base, donated by Russia
An-26	---	"06" black	Kyrgyz Air Force	photo	10aug17	at Kant Air Base, donated by Russia
An-26B	<b>9510</b>	HP-1935JYR	TAECA Cargo	BOG	08jul17	ex Aer Caribe colours; with titles; HK-4730
An-26	---	UP-AN610	not reported	JUB	18aug17	all white with blue titles, titles not reported
An-28	<b>1AJ 004-20</b>	RA-28771	not reported	rgd	26jul17	
An-28	<b>1AJ 007-11</b>	EK 2811	Kratol Avn, n/t	rgd	28jun17	seen JUB aug17; oppb Mars Avia; ex RA-28726
An-28	<b>1AJ 007-14</b>	UP-A2807	East Wing	ALA	11may17	white with titles; l/n ALA 11jul17
An-30B	<b>05 07</b>	RA-30078	Russian Air Force	ZIA	22jul17	also carrying "01" black
An-74TK100	<b>36547095905</b>	UR-CKC	Cavok Air	dbr	29jul17	on t/o São Tomé, right engine birdstrike
An-140-100	<b>36525305029</b>	UR-14007	Motor Sich	rgd	07sep12	canx between 04aug17 and 08aug17
Il-14P	<b>14 803 037</b>	ex 3037	Polish Air Force		jul17	see on line database for details
Il-18E	<b>18500 86 05</b>	RF-75676(2)	Russian Air Force	CKL	may17	l/n CKL 08aug17; ex RA-75676
Il-62M	<b>40 37 7 5 8</b>	UR-86527	Ukraine Government	KBP	08mar17	canx between 04/08aug17
Il-76M	<b>00134 29853</b>	RF-86874	Russian Air Force	photo	may17	ex RA-86874
Il-76MD	<b>00334 43278</b>	RF-76548	Russian Air Force	KLD	12aug17	ex RA-76548
Il-76/976	<b>00634 66995</b>	76453	LII Zhukovski	ZIA	aug17	in bare metal c/s and without rotordome
Il-76MD	<b>00934 94830</b>	RF-78813	Russian Air Force	LED	24mar17	l/n aug17, as water bomber; ex RA-78813
Il-76	---	3X-GGS	Sky Guinee		12aug17	flew DAM-NIM, this date
Ka-32A11BC	<b>9812</b>	B-70JK	Xian Helicopters	rgd	14apr16	canx jul/aug17, to HL9468 rgd 08aug17
Ka-52	---	RF-13400	Russian Air Force	Kub	12aug17	coded "70" red
Ka-226	---	RF-17007	Russian Air Force	Kub	05aug17	coded "418" yellow
Ka-226	---	"214" black	Russian Helicopters	ZIA	22jul17	
Ansats-U	---	RF-90632	Russian Air Force	Kub	17aug17	coded "58" yellow
L-410UVP	<b>80 05 24</b>	3X-AAK	Eagle Aviation	CKY	jul17	c/n now known; ex 3X-GEK
L-410UVP	<b>85 14 03</b>	3X-AAJ	Eagle Aviation	CKY	jul17	c/n now known; ex 3X-GGE
L-410UVP-E3	<b>87 18 27</b>	FAH-322	Honduras Air Force	w/o	16aug17	at Comayagua-Palmerola Air Base
L-410UVP-E20	<b>27 39</b>	"19" red	Russian Air Force	Bls	jul14	l/n SVX 02sep16; c/n now known
L-410UVP-E20	<b>31 02</b>	OK-JPU	Aircraft Industries	d/d	14aug17	to UZGA-Ural Plant of Civil Aviation
L-410UVP-E20	<b>31 09</b>	OK-JPX	Aircraft Industries	rgd	13jul17	
L-410UVP-E20	---	RF-67752	Russian Air Force	Roc	16aug17	coded "17" blue; in all-grey c/s
L-410	---	YI-BYO	green tail and c/l	JUB	09aug17	'South Stone Aviation Company' titles applied mid august 2017; l/n JUB 18aug17
Mi-2	<b>52 2308 022</b>	C/P-15704(1)	AFL/Ukraine	dbr	12jul84	when collided with trees
Mi-2	<b>52 4020 025</b>	CCCP-20334	AFL/Georgia	dbr	14jul84	on final approach to the helipad at Barisakho
Mi-2	<b>54 6407 119</b>	UR-23818	Kharkivsky aeroklub	rgd	24jan08	canx between 04/10aug17
Mi-2	<b>54 6610 040</b>	RA-15703(2)	Tulpar	rgd	29apr08	canx between 04jul17 and 04aug17
Mi-2	<b>54 7008 011</b>	UR-20219	Kremenchug Fl. School	rgd	04jul02	canx between 04/10aug17
Mi-2	<b>54 7943 122</b>	RA-15707(2)	Aerogeo	KJA	22jul17	
Mi-2	<b>54 8120 043</b>	UR-20839	Kremenchug Fl. School	rgd	04jul02	canx between 04/10aug17
Mi-2	<b>54 8712 054</b>	"40" white	Belarus Air Force	Che	21jul17	stored in natural metal without markings



Operated by Mars Avia, this Antonov 28 EK 2811 is adorned in the colours of Kratol Aviation, but without titles. It was seen at Juba in August 2017, having been registered on 28 June 2017.

Mi-2	<b>54 8734 064</b>	UR-23362	Kremenchug Fl. School	rgd	03may93	canx between 04/10aug17
Mi-2	<b>54 9319 075</b>	UR-NVH	V.I. Neshchiri	rgd	31mar11	canx between 04/10aug17
Mi-2P	<b>5311105 129</b>	SP-FSC	BATAX		13jul17	on a truck to Letecké muzeum KoneÜin
Mi-2	---	RF-91397	Russian Air Force	Kub	05aug17	coded "08" yellow
Mi-4A	<b>04 24</b>	CCCP-31444	AFL/Yakutiya	rgd	1958 ?	struck off charge 28may75 as life-time expired
Mi-4A	<b>19 67</b>	CCCP-31572	AFL/Uzbekistan	toc	01oct59	struck off charge 23mar79 as life-time expired
Mi-4P	<b>02 69</b>	CCCP-31489	AFL/Georgia	toc	01may60	trf to AFL/Tyumen 20feb67; soc 30nov76
Mi-4A	<b>03 73</b>	CCCP-31424	AFL/Uzbekistan	toc	15jun60	struck off charge 27dec78 as life-time expired
Mi-4A	<b>19 75</b>	CCCP-66823	AFL/Krasnoyarsk	toc	19may59	struck off charge 13jul79 as life-time expired
Mi-4A	<b>03 79</b>	CCCP-66867	AFL/Krasnoyarsk	mfd	jun59	struck off charge 25may79 as life-time expired
Mi-4A	<b>17 88</b>	CCCP-66918	AFL/West Siberia	toc	17feb60	struck off charge 30jul75 as life-time expired
Mi-4A	<b>20 150</b>	CCCP-36526	AFL/Polar	w/o	27jul64	tail rotor collided with the ground; soc 30sep64
Mi-8PS	<b>83 27</b>	"01" yellow	Russian Air Force	Che	22jul17	sat wfu in MARZ DOSAAF at Fedurnovo
Mi-8T	<b>9 84 17415</b>	OB-1805-P	Helicopter Perú	rgd	30may16	
Mi-8T	<b>9 87 30615</b>	UR-24231	Kremenchug Fl. School	rgd	26aug04	canx between 04/10aug17
Mi-8MT	<b>9 3968</b>	RF-20464	MVD Kryma		24dec15	ex Ukraine Army "43" black
Mi-8MT	<b>9 4542</b>	RF-20468	MVD Kryma		24dec15	ex Ukraine Air Force
Mi-8MTV-1	<b>9 5235</b>	RF-20466	MVD Kryma		24dec15	ex UR-UWD
Mi-8MTV	<b>9 5353</b>	RF-20465	MVD Kryma		24dec15	ex UR-MOS
Mi-8MTV-2	<b>9 5402</b>	RF-20467	MVD Kryma		24dec15	ex Ukraine Army „50" yellow
Mi-8MTV-1	<b>9 5663</b>	EX-08020	Heli Sky	rgd	03dec12	current on register 20apr17; ex PF-203
Mi-8MTV-1	<b>9 6270</b>	EX-08017	Saemes	rgd	25apr06	current on register 20apr17; ex EX-912
Mi-8MTV-5	<b>9 7420</b>	RF-04440	Russian Air Force	photo	jun17	coded "11" yellow
Mi-8MTV-5	<b>9 7422</b>	RF-04451	Russian Air Force			coded "14" yellow
Mi-8MTV-1	<b>9 7442</b>	RA-22603(2)	Polyarnyye Avialinii	rgd	28jul17	ambulance helicopter
Mi-8MTV-1	<b>9 7443</b>	RA-22604(2)	Yeltsovka	rgd	28jul17	
Mi-171C	<b>171C00643083806U</b>	RA-22438	UTair	rgd	26jul17	ex OB-1987-P
Mi-171C	<b>171C00643083807U</b>	RA-22437	UTair	rgd	26jul17	ex OB-1988-P
Mi-171C	<b>171C00643083808U</b>	RA-22435	UTair	rgd	26jul17	ex OB-1989-P
Mi-171E	<b>171E00196105510U</b>	6-9517	Iran. Red Crescent	ZAH	22jul17	c/n now known
Mi-8AMT	<b>AMTS00643167544U</b>	"72" yellow	Russian Air Force	ZIA	19jul17	Mi-8AMTSh-VA; l/n ZIA 26jul17
Mi-8AMT	<b>8AMT00643167590U</b>	„790" black	no titles	ZIA	15jul17	l/n ZIA 26jul17
Mi-8AMT	<b>8AMT00643167615U ?</b>	„715" white	UUAZ	mfd	2017	f/n ZIA 15jul17; l/n OVB 26jul17
Mi-8AMT	<b>8AMT00643167617U ?</b>	not known	FSB	mfd	2017	
Mi-8AMT	<b>8AMT00643167653U</b>	RA-22682(2)	Aeroservis	rgd	24jul17	ambulance helicopter
Mi-8AMT	<b>8AMT00643167654U</b>	RA-22686(2)	Angara	rgd	01aug17	ambulance helicopter
Mi-8AMT	<b>8AMT00643167655U</b>	RA-22689(2)	Naryan-Mar Avn Ent.	rgd	02aug17	ambulance helicopter
Mi-8AMT	<b>8AMT00643167656U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167657U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167658U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167659U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167660U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167661U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167662U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167663U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167664U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMT	<b>8AMT00643167665U</b>	not known	not known	mfd	2017	ambulance helicopter
Mi-8AMTSh	---	RF-04413	Russian Air Force	CKL	08aug17	did not carry a code
Mi-8MT	---	RF-95390	Russian Air Force	Khb	2016	coded "22" blue; stored Khabarovsk-Tsentralny
Mi-8	---	RF-95560	Russian Navy	CKL	24jul17	coded "76" blue
Mi-171Sh	---	S3-BRK	Bangladesh Army	Dtj	07aug17	
Mi-171E	---	LH92759	Chinese Army	photo	11may17	
Mi-171E	---	LH92790	Chinese Army	photo	09aug17	
Mi-172	<b>356C02</b>	RA-22992	Vityaz-Aero	rgd	24jan17	with titles; f/n LED 15jul17
Mi-8MTV-1	<b>223M103</b>	RA-22579(2)	United Nations	VVC	11jul17	coded 'UNO0620P'
Mi-171	---	YI-443	Iraqi Army Aviation	BGW	17jul17	VIP helicopter with 'glass' nose
Mi-24VP	---	RF-34198	Russian Navy	photo	23jul17	coded "30" red
Mi-24P	---	2862	Syrian Air Force	Tifor	aug17	still carried code "40" yellow; ex RF-91225
Mi-24P	---	2861	Syrian Air Force	Tifor	nov16	still carried code "30" yellow; ex RF-93571
Mi-24P	---	RF-94976	Russian Air Force	OVB	12jul17	coded "26" yellow
Mi-24D	---	"540" black	Soviet Army Aviation	photo	30jul17	at Kolarovo (N47.926708, E17.979547), seen
Mi-25	---	FAG-995	Guinea Air Force	CKY	26jul17	
Mi-24V	---	6W-HCD	Senegal Air Force	LCJ	24jul17	overhauled by WZL-1 at Lódz
Mi-24	---	967	Sudanese Air Force	photo	24jun16	in the ARZ at Orsha 24jun16
RRJ-95LR	<b>95 127</b>	89087	primer	OVB	26jul17	ferried to Ulyanovsk-Vostochny; for Yakutiya
RRJ-95LR	<b>95 129</b>	RA-89080	Azimuth	rgd	08jun17	h/o 08aug17 and ferried to ROV the same day
RRJ-95LR	<b>95 134</b>	89082	primer	OVB	26jul17	ferried to Ulyanovsk-Vostochny; seen ZIA 01aug17 now in all-white c/s
RRJ-95B	<b>95 135</b>	89098	primer	OVB	29jul17	ferried to Ulyanovsk-Vostochny
		97002	Aeroflot	ZIA	20jul17	named 'M. Karim'; to become RA -89098
RRJ-95100LR	<b>95 138</b>	89100	primer	ff	19jul17	
RRJ-95100LR	<b>95 139</b>	89101	primer	ff	25jul17	ferried OVB-Ulyanovsk-Vostochny 31jul17
Tu-22M3	---	RF-34036	Russian Air Force	photo	aug17	coded "48" red
Yak-18T	<b>7 20 14 13</b>	G-CIYM	P. Ringenbach	rgd	30jun17	
Yak-18T	<b>22202021921</b>	UR-LIST	List	rgd	02mar07	canx between 04/10aug17
Yak-18T	<b>22202034006</b>	UR-FLY	Kremenchug Fl. School	rgd	18jun13	canx between 04/10aug17

Yak-18T	<b>22202034066</b>	UR-SAV	rgd	03jun13	canx between 04/10aug17	
Yak-18T	<b>22202044755</b>	UR-SLA	rgd	02jun13	canx between 04/10aug17	
Yak-18T	<b>22202047243</b>	UR-AZA	rgd	22jul13	canx betw. 04/10aug17; became RA-44263(2)	
Yak-18T	<b>22202047389</b>	UR-MATA	rgd	14sep09	canx between 04/10aug17	
Yak-18T	<b>22202055311</b>	FLARF02185	Vla	21aug03	c/n now known ex CCCP-81591 and became RA-2185K and later RA-44351(2)	
Yak-18T	<b>06 35</b>	RA-44265G	camo c/s	Ovm	06aug17	five digit reg plus a 'G'!
Yak-40	<b>9 31 19 27</b>	RA-87284	Vologda Avn Enterpr.	VDG	28oct16	stored; canx between 04jul17 and 04aug17
Yak-40	<b>9 42 12 33</b>	RA-87400	Khabarovsk Avia	VDG	28oct16	stored; canx between 04jul17 and 04aug17
Yak-40	<b>9 52 15 40</b>	UR-MMK	Ilyich-Avia	DOK	26may14	destroyed this date; canx between 04/08aug17
Yak-40	<b>9 64 09 51</b>	3X-GHN	Brise Air	CKY	aug17	wfu with reg painted out; ex UR-BWH
Yak-40K	<b>9 73 09 54</b>	RA-87905	Vologda Avn Enterpr.	VDG	27oct16	stored; canx between 04jul17 and 04aug17
Yak-40K	<b>9 84 03 59</b>	ex RA-87223	Kumertau Express	photo	aug17	pres. at Kumertau (52.786408, 55.774249)
Yak-42D	<b>4520421706302</b>	RA-42342	Grozny-Avia	KZN	14mar15	missing at least one engine; scrapped 2017
Yak-42D	<b>4520421219043</b>	RA-42411	RusJet	VKO	24jun17	canx between 04jul17 and 04aug17
ARJ21-700	<b>103</b>	B-00NX	COMAC	PVG	13feb17	ex B-992L(1)
H6A	---	1721	Chinese Air Force	photo	aug17	Harbin FA/2nd Brigade
HU6	---	10891	Chinese Air Force	photo	30jul17	8th Division/23rd Regt
HU6	---	10892	Chinese Air Force	photo	30jul17	8th Division/23rd Regt
H6K	---	41075	Chinese Air Force	photo	30jul17	36th Div/108th Reg
H6K	---	41170	Chinese Air Force	photo	30jul17	36th Div/108th Reg
H6K	---	41173	Chinese Air Force	photo	30jul17	36th Div/108th Reg
Y8C	---	6015	Chinese Air Force	photo	aug17	
Y8C	---	6016	Chinese Air Force	photo	aug17	
ZDK-03	---	12-002	Pakistan Air Force	photo	23mar17	over Islamabad; ex 11-002 (AWACS version)
KJ500	---	30271	Chinese Air Force	CGQ	11aug17	
Y9	<b>43 18 02</b>	not known	Chinese Air Force	photo	mid17	in Russia showing just the c/n under the wings
Y9	---	10054	Chinese Air Force	photo	aug17	
Y9	---	10155	Chinese Air Force	URC	08apr17	
Y9	---	10251	Chinese Air Force	KMG	25jul17	
Y20	<b>20 012</b>	11053	Chinese Air Force	CGQ	11aug17	coded '03' on the nose; c/n painted on the tail
Y20	---	11055	Chinese Air Force	photo	05aug17	coded '05' on the nose

## PH register

### Reservations:

PH-INO	Kubicek Special Shape		(Rhinoceros)
PH-IVR	Fire Balloons G34/24	<b>1708</b>	"Ivaro Steenhandel" advertisement.
PH-JVS	Ultramagic N-300		"Van Manen WoonThemaCentrum" advertisement.
PH-MVA	Cameron A-105	<b>12116</b>	"Luchtballon.com" advertisement.

### Cancelled from register:

PH-DMS	Fokker 50	<b>20209</b>	08917	13mar17	To 5Y-JWX.
--------	-----------	--------------	-------	---------	------------

### Additions, corrections and news:

PH-ABH	Cameron N-120	<b>4088</b>	05366	07jun13	To LY-OFF.
PH-ANH	Cessna F172P	<b>F17202244</b>	03573	15apr14	Rebuilt in USA as N532BD.
PH-ANV	Cirrus SR22	<b>2889</b>	07187	19oct16	Damaged at Beziers 2 February 2016. Transported to Eelde 22 March 2016. To Deltion school in Zwolle in 2017.
PH-AQF	Boeing 737-8Z6	<b>62445</b>	08630	22sep16	To HS-TYU.
PH-BVT	Piper PA-28-181	<b>2890086</b>	03849	21dec16	To SE-MLT.
PH-CGZ	Cameron Z-250	<b>10438</b>	08134	25sep15	To LY-OGO.
PH-EIL	Van's RV-4	<b>MS 4122</b>	07679	19jan17	Engine failure and crashed near Coex, west of La Roche-sur-Yon, France (1 June 2016).
PH-EUB	Eurocopter EC155B1	<b>6802</b>	07489	18nov16	To F-HHSB.
PH-EVR	Eurocopter EC120B	<b>1293</b>	06667	31mar17	To OK-AMS.
PH-GSY	Diamond DA40	<b>40060</b>	06154	25nov16	To OE-KRF.
PH-GUW	Boeing 737-8EH	<b>39608</b>	08792	26sep16	To N508CS, N774DE.
PH-HCW	Cessna F172M	<b>F17201011</b>	03555	02oct14	To HA-HCW.
PH-HHX	Schweizer 269D	<b>0052A</b>	08738	18nov16	To SP-SSL.
PH-IAM	Embraer 190-100LR	<b>19000310</b>	08651	18nov16	To ER-ECD.
PH-IWO	SE-5A replica	<b>SE5-AF5447</b>	07494	10jul15	To VH-EWJ.
PH-JAP	Piper PA-25-260	<b>25-3811</b>	08822	12aug16	To PR-SOH.
PH-PCI	Cameron N-120	<b>3606</b>	05098	25feb15	To LY-OFA.
PH-PJR	Cirrus SR20	<b>1933</b>	07289	08feb17	To D-EJJR.
PH-SFK	Cirrus SR22	<b>2287</b>	07383	30may16	To D-EMCR.
PH-SPO	Piper PA-28-181	<b>2843443</b>	07767	18jan17	Sold to Sweden but registered in Germany as D-EPLL
PH-STG	Cessna 172R	<b>17280332</b>	07200	03nov16	To TC-STG.
PH-TAT	Slepcev Storch Mk4	<b>0049</b>	05736	04dec15	To France, registered as 67-BWB, painted as F67-BWB.
PH-VBC	Piper PA-25-260	<b>25-2264</b>	08821	12aug16	To PR-SOG.
PH-VFA	Piper PA-28-161	<b>2841360</b>	05544	12dec16	Landed short of runway, undercarriage was torn off, Texel, 23 February 2016.
PH-VGO	Cameron A-140	<b>4525</b>	05699	14oct15	To LY-OVG.
PH-VLT	Cameron Z-315	<b>10266</b>	06226	08jun16	To ZS-HAR.
PH-WAT	Piper PA-25-235	<b>25-2380</b>	08820	12aug16	To PR-SOI.
PH-WEB	Cameron Z-140	<b>10574</b>	06596	12oct16	To LZ-WEB.

Credits: [airnieuws.nl](http://airnieuws.nl), [ballonregister.nl](http://ballonregister.nl).

Personal copy

Distribution to a third party is not allowed

# Dustpan & Brush



Cavok Air lost one of their Antonov 74s after it was written off in an accident at São Tomé Island Airport, São Tomé and Príncipe, on 29 July 2017. Apparently it suffered a bird strike to the right hand engine during take-off from runway 29, but failed to stop in time. (Amsterdam-Schiphol, 5 December 2012, Ralph Blok)

## Additions & Corrections:

16apr07 250 MiG-21UM w/o  
See Scramble 336.

27nov14 2470 C-130M **4441** w/o

On this date the Força Aérea Brasileira Herc suffered a landing incident at Teniente Rodolfo Marsh Martin Air Base, King George Island, Antarctica. Initially the damage was of such an extent that it was not declared a write-off. Over the past few years the FAB considered bringing the aircraft back to flying status, but studies showed that it was better to disassemble the C-130 and bring usable parts back to Brazil. This was already done back in February of this year, and due to the fact that Brazil is a signatory to the Antarctic Treaty (which rules the region's activities and prohibits Member States from leaving residues in any part of the territory, with biodiversity considered sensitive to environmental impacts) it left its two year parking spot in pristine condition, after removal of the aircraft.

See Scramble 427.

01jul17 TT-OAW AS550C2 dam

01jul17 TT-OAS Mi-35 dam

01jul17 TT-OBA Mi-171E **5508U** dam

01jul17 TT-OBB Mi-8AMT **4303U** dam

01jul17 TT-OAH SE3160 dam

On this date N'Djamena, Chad, got hit by a severe storm that damaged quite a fair amount of aircraft. From pictures circulating the www, we can confirm that An-26 TT-LAP, G-II TT-AAI, C-27J TT-PAG 1401, Su-25s TT-QAR and TT-QAS and the Su-25UB TT-QAH all look fine. However, the above aircraft were not so lucky and received various amounts of damage. See Scramble 459.

21jul17 N903QS Ce750 **750-0162** dam

See Scramble 459.

## New Accidents:

20jul17 80-0264/MI A-10C **A10-0614** dam

There's an old saying in the Air Force (or aviation in general): Any landing you can walk away from is a good landing. And that is exactly what the pilot of the USAF 107th FS (Red Devils) A-10 Thunderbolt II did.

Earlier that day he had taken off for a training mission as part of a four-ship flight, to practise dropping dummy bombs and make several strafing passes. The four A-10s made six bomb passes over the gunnery range and then each took a turn

firing the 30mm gun. But on the second pass of this unfortunate aircraft, the pilot's gun malfunctioned. Simultaneously, the canopy of his aircraft blew off. With the canopy off and flying at about 325 knots, the wind caught the pilots' helmet and slammed his head back into the seat. The pilot realised he was in a real predicament and got information from all resources available to him; his wingman, maintenance personnel from Selfridge ANGB (relayed through Alpena tower) and ATC at Alpena Combat Readiness Training Center (MI). After a lot of trouble shooting and exchanging ideas, he ended up having to land the A-10 with the gear in the up position (although on the Thunderbolt two main landing gear wheels are always exposed, even when in the up position, making it a part of the combat resiliency of the aircraft). He touched down smoothly on the runway and after coming to a stop, exited the aircraft and ran to the fire trucks, fearing a possible explosion of his left-over ordnance. Luckily that did not happen, but the A-10 did receive substantial damage.

The A-10 is still at Alpena where it is being repaired and will return to the flying inventory at Selfridge.

27jul17 \*623 UH-60 dam

An afternoon thunderstorm rolling through Gulf Shores (AL) packed some strong winds on this day, and even managed to overturn a United States Army Black Hawk, stationed at Jack Edwards Airport! Judging by the video on [wkrg.com/2017/07/26/afternoon-storm-in-gulf-shores-flips-military-chopper/](http://wkrg.com/2017/07/26/afternoon-storm-in-gulf-shores-flips-military-chopper/) it sustained a fair amount of damage. Looking at our database this could either be UH-60A 87-24623 or UH-60L 95-26623.

27jul17 N403KZ B747-481F **34018** dam

27jul17 TC-AHP B737-82R **40721** dam

27jul17 TC-JRD A321-231 **3015** dam

27jul17 UR-AJC A320-232 **1663** dam

A massive thunderstorm (with lots of rain, hail, lightning and big gusts of wind) caused a lot of trouble at Istanbul's Atatürk and Sabiha Gökçen International Airports. Several aircraft received substantial damage while inflight due to hail: KK1010 UR-AJC of AtlasGlobal Ukraine (heading for Tymvou Ercan from Atatürk), TK969 TC-JRD of THY Turkish Airlines (arriving from Tymvou Ercan into Atatürk) and PC909 TC-AHP of Pegasus Airlines (flying from Sabiha Gökçen to Vienna). All aircraft were grounded and the passengers were flown to their respective destinations by replacement aircraft, with several hours delay.

Not only airborne aircraft suffered from the storm, also on

the ground there was a damaged aircraft. B747 N403KZ of Kalitta Air (operating for THY Turkish Airlines) sustained a puncture in the lower forward fuselage while parked on the ground at Atatürk. Cause was a cargo loading vehicle which impacted and punctured the fuselage just to the right of the nose landing gear.

29jul17 UR-CKC An-74TK **36547095905** w/o

Cavok Air lost one of their Antonovs after it was written off in an accident at São Tomé Island Airport, São Tomé and Príncipe. According to a Ukrainian official, the aircraft suffered a bird strike to the right hand engine during take-off from runway 29. The flight crew apparently aborted the take-off, but the aircraft failed to stop on the remaining piece of concrete. It went down an embankment and came to rest next to the perimeter fence. The forward fuselage broke just in front of the wings with the thrust reverser on the left engine being stowed and the right engine the reverser in the deployed position.

29jul17 4136 MiG-23BN w/o

The Libyan National Air Force lost yet another MiG-23 after it was shot-down by ISIL affiliated Shura Council of Mujahideen in the Duhr Al-Hamr area south-west of Derna. Both pilots ejected safely but were executed afterwards by mujahedeen.

30jul17 N786MD PA-46-350P **4636156** dam

Alp Air has to do without this Piper Malibu after it landed short of the runway at Tahlequah (OK), with the Piper receiving substantial damage. Only the pilot was injured, his three passengers were fine.

30jul17 104 J-15 dam

A PLAN (People's Liberation Army Navy) Shenyang J15, also known as Flying Shark, suffered a bird strike during take-off from Chifeng to participate in the mass flight pass over Zhurihe, celebrating ninety years PLA, and made an emergency landing at that same airfield. After the bird hit a fire broke out in the port (left) engine, which the fire services extinguished after landing. The J15 sustained damage to the engine. The exact date requires confirmation, as it could also have happened around 25 July.

31jul17 N22HW PA-30 **30-791** dam

The private Piper Twin Comanche impacted airport terrain at Philip Billard Municipal Airport (KS). It sustained substantial

damage and the two occupants onboard were fatally injured. The Kansas Highway Patrol crash logs state the aircraft was traveling south-east to north-west, and appeared to miss the runway, striking the ground at a high rate of speed. The plane impacted and turned around 180 degrees, where it came to rest in a grass field in between the runway and the taxi road to the airport terminal.

01aug17 TG-JCM PA-34-200T w/o

Sadly both pilots died after their Seneca II impacted the bushes, following an engine failure during take-off from Rubelsanto, Chisec airport, Alta Verapaz. Here is a video of the mishap: [twitter.com/juanVictorCas1/status/892458944861544448/video/1](https://twitter.com/juanVictorCas1/status/892458944861544448/video/1)

01aug17 HH-60 w/o

Both occupants only suffered minor injuries after the United States Army Black Hawk sustained a hard landing as a result of a technical failure, near Achin district, Nangarhar province, Afghanistan.

01aug17 OE-XWF MD900 **900-0017** dam

The crew of medevac chopper "Martin 4", based at Matrei-Tyrolia, was called in to airlift a 54-year old tourist with heart problems from a lodge near Austria's highest peak; Mount Großglockner, to a hospital in the valley. After an uneventful flight up to the mountain, the patient was put into the helicopter. During the take-off attempt in "hot and high" conditions, the pilot stated that he was hit by a gust of wind. The MD900 Explorer of Knaus Helicopter started spinning, hit the ground on the skids and suffered a dynamic rollover onto its right hand side. All five main rotor blades sheared off, and the wreckage luckily came to rest just a few feet from a steep cliff. This precipice steeply down-slopes several hundred meters. The accident site is located next to the lodge "Erzherzog-Johann-Huette" at "Adlersruhe"-ridge, which is at an altitude of 3,454 metres, the accident day was the hottest day of the year so far.

02aug17 J2-MAE CeU206G **05433/0019** w/o

A Cessna 206 of the Djibouti Armed Forces crashed near Djibouti City airport, while on a training mission. The pilot and two female trainees all perished in the crash.



MD900 OE-XWF of Knaus Helicopters got damaged during a "hot and high" departure from Mount Großglockner, on 1 August 2017. Michiel van Herten saw it in better conditions at Hochgurgl on 3 March 2012.



This picture shows a (back then) brand new proud piece of military hardware assigned to the Tophatters of VFA-14. Back in 2003, F/A-18E 165865/NH-204 was pictured just after landing during the first combat cruise of two Super Hornet squadrons on a super carrier. The single seat Rhino was badly damaged on Bahrain International Airport, after it diverted there on 12 August 2017. The military part of the airfield is named Muharraq air base. (Persian Gulf, USS Nimitz (CVN-68), 28 April 2003, Stephan de Bruijn)

02aug17 N971SK S-97A 0001 dam

One of the prototypes of Sikorsky's revolutionary S-97 Raider programme sustained damage when it made a hard landing at the Sikorsky Development Flight Center in Palm Beach County (FL). It was hovering during a test flight when the hard landing happened. Both test pilots were uninjured. According to Sikorsky the S-97 is a "next-generation light tactical prototype helicopter capable of carrying six troops and external weapons that will redefine helicopter flight during the 21st century", which "can reach speeds of more than 220 knots, nearly double the speed of a conventional helicopter. Designed for "high and hot" operations, the helicopter is capable of flying at 10,000ft in 95°F/35°C heat."

03aug17 PK-LJZ B737-9GPER 37296 dam

03aug17 PK-WFF ATR72-212A 869 dam

Wings Air flight IW1252 and Lion Air flight JT197, operated by Boeing 737-900 PK-LJZ, both sustained substantial damage in a ground collision accident at Medan-Kualanamu International Airport, Indonesia. The following took place; the Boeing landed on runway 23 at 04:00UTC (or 11:00am local time) while at the same time the Wings Air ATR was preparing for departure. The outer leading edge of the left hand wing of the Boeing impacted the right hand wing of the ATR, causing the outer portion of the wing, almost up to the first flap fairing, to be entirely sheared off. It was unclear if the ATR had entered or was entering the runway as the 737 was landing, but the runway was closed for about twenty minutes after the accident.

03aug17 D-FROH PC-6/B2-H4 654 dam

Taxiing for departure at Herrenteich, Germany, the K&D Aviation Turbo Porter hit a tractor, causing substantial damage to the PC-6 (and obviously to the tractor).

05aug17 168634/EP-13 MV-22B D0289? w/o

The USMC Dragons (VMM-265) lost this Osprey after it crashed on a flight between the USS Bonhomme Richard (LHD-6) to the USS Ronald Reagan (CVN-76), off the coast near Shoalwater Bay (Qld.). Of the 26 onboard three were still missing, and are presumed to have drowned. The Osprey was part of the

giant Australian-US military exercise Talisman Sabre, which had just concluded in Queensland, comprising more than 30,000 troops and 200 aircraft.

07aug17 AH-64A w/o

At the end of a training exercise the crew of this Israel Defence Force 190sq Peten (Adder), also known as the Magic Touch squadron, reported 'an issue'. A few minutes after reporting the issue, as the helicopter was coming in to land at Ramon AB, it crashed on the runway. The pilot died in the crash, the co-pilot was seriously injured. The cause of the crash, which came a week after another Apache was forced to make an emergency landing (which we do not report), has yet to be determined.

08aug17 HB-PPH PA-46-350P 46-36045 w/o

Both occupants of the Malibair Piper Malibu Mirage died when it crashed in Konstanz Lake, 200m north-east from Mainau island, before it sank to a depth of sixty metres. Earlier it disappeared from Skyguide radar while on a flight from Zurich to Hamburg. Some eyewitnesses reported that the Piper made some unusual manoeuvres before it impacted the water.

09aug17 761533/AF-117 F-5N L1008 w/o

A US Navy pilot was rescued after his VFC-111 Sundowners F-5N Tiger II, former J-3008 of the Swiss Air Force, crashed into the ocean near Key West (FL). The pilot ejected from the fighter and was found about twenty nautical miles south-west of Key West and rescued by a USCG Dauphin. Watch standers with Coast Guard 7th District Command Center were notified about the crash shortly after midday and that the pilot was in the water and needed assistance. Not much later an emergency smoke signal was spotted and the pilot was located in the water. Parts of the Tiger II were recovered a few days later, but the rest is under about 3,000ft of water, with the Navy having no immediate plans of recovering the rest.

09aug17 F-7P w/o

The Pakistan Air Force lost a Chengdu F-7P, and sadly also its pilot, when it came down near Mianwali after suffering a technical failure.

Personal copy

10aug17 7T-WUF Bell 206L-3 **51264** w/o  
 Having clipped power lines five kilometres south-west of Douera, Algeria, the Tassili Airlines LongRanger crashed, killing all four souls onboard. According to press reports the helicopter was being used to film the new railway line between Zeralda and Algiers.

11aug17 UH-60M w/o  
 The United Arab Emirates Air Force lost a Black Hawk when it reportedly crashed in the Amqeel area of Ar Rawdah district in the south-central Yemeni province of Shabwah, where they are engaged in a Saudi-led campaign targeting Shiite rebels. It crashed due to a technical malfunction, killing four soldiers.

12aug17 165865/NH-307 F/A-18E **E041** dam  
 A critical engine failure was to blame for the diversion to Bahrain International Airport, of this US Navy Super Hornet of VFA-146 Blue Diamonds, assigned to the USS Nimitz (CVN-68). Upon landing the pilot ejected and the fighter ended up leaving a long trail of debris along the runway and ended up on the side with the stabilizers and landing gear apparently heavily damaged.

12aug17 N31VA Bell 407 **53465** w/o  
 Both occupants onboard this Virginia State Police Bell 407 died when it crashed into a wooded area near a residence on Old Farm Road, near Charlottesville (VI). No one on the ground was injured. The accident site was in a wooded area near the Birdwood Golf Course. The chopper had been engaged in monitoring violent protests connected with a white supremacist rally in the town and is reported to have been hovering before the accident.

13aug17 VFEA/VF-10 AB206B **8514** dam  
 Coming in to land at Fonte Velica, Piana del Gran Sasso, the Vigili del Fuoco (fire department) AgustaBell's pilot ran into some trouble and the chopper made a hard landing, sustaining a lot of damage.

13aug17 Mi-171Sh w/o  
 The Mi-171 of the Angolan Air Force crashed upon lift-off from Caiundo, Angola, due to pilot error. All ten persons onboard received minor injuries, but the chopper eventually exploded and was destroyed.

14aug17 N702AV TBM700 **182** w/o  
 A private TBM700 crashed in a mountainous terrain in the Nara prefecture, near Zemyo, Yamazoe village. Some eyewitnesses reported that it fell while spinning and that it was on fire, which after impact consumed the wreckage. It had departed Yao Airport and just before the accident the SOCATA told Kansai Approach that it was returning to Yao. Three minutes later all radar contact was lost. Two occupants,

a Japanese married couple, were found near the cockpit, but they were confirmed to be dead at the accident site.

15aug17 306 DHC-6-400 **891** dam  
 A Twin Otter of the Fuerza Aérea del Perú sustained a lot of damage upon landing at Iquitos Airport, Peru, after suffering a runway excursion. There were no injuries. The aircraft had diverted during a training flight to the international airport after a 'technical problem'.

15aug17 MiG-21 w/o  
 Another MiG-21 of the Syrian Arab Air Force was lost near Suwayda, when it was apparently shot down by a rebel faction. The pilot escaped via ejection seat but was captured after he landed safely.

15aug17 13-20556 UH-60 w/o  
 A US Army Black Hawk, carrying five crew members, crashed in the Pacific Ocean, two miles off the coast of Hawaii, sparking a massive response from the Coast Guard. They said it received a call around 10:08 p.m. local time from personnel at Wheeler Army Airfield, saying the base lost communications with one of its UH-60 Black Hawk aircrews. Two of them were reportedly conducting training exercises between Kaena Point and Dillingham Airfield around the time communications were lost, according to the Coast Guard. Officials spotted a debris field around 11:30 p.m. near Kaena Point off the island of Oahu. The Coast Guard deployed an HC-130, several Coast Guard boats and a shore patrol with the Honolulu Fire Department. It's not clear what may have caused the crash, but the Coast Guard said the weather on scene currently has eleven mph winds and two foot seas.

16aug17 FAH322 L-410UVP-E3 **871827** w/o  
 A Let 410 of the Fuerza Aérea Hondureña was destroyed when it impacted a building at the Comayagua-Palmerola Air Base, Honduras. It was on a training flight with three crew members onboard. The captain sustained fatal injuries, the other two were critically wounded.

16aug17 2013 T-6C+ **PM-62** w/o

16aug17 2017 T-6C+ **PM-66** w/o

While practising for the display at Santa Lucía Air Force Base (held on 26 August), the Fuerza Aérea Mexicana lost two Texan IIs when they collided with each other, forcing the pilots to leave the trainers via ejection seats. They reached Mother Earth safely, but the same could not be said for the T-6C+s, one at the base and the other one in a crop field just outside of the airbase.

Here a video showing the moment the two aircraft hit each other and the pilots bailing out: [www.youtube.com/watch?v=2KWctnfSBe0](http://www.youtube.com/watch?v=2KWctnfSBe0)



A fitting picture for the Dustpan & Brush; two Mexican Air Force Texan IIs seconds after they collided with each other! The unlucky trainers, 2013 and 2017, were practising for the display at Santa Lucía Air Force Base on 16 August 2017, when the accident happened. Both pilots survived, the aircraft did not. The scene was captured by Henrice Giese.



Seen here in the colours of TransaviaExport is Il-76 EW-78799, at Minsk Airport on 7 August 2016. Eight months later it was seen at Juba in United Nations colours, operating for the World Food Programme. And it was in those colours that it suffered substantial damage during a go-around gone wrong at Juba, on 22 August 2017, with a subsequent diversion to Entebbe.

17aug17 8193 CH-101 **KHI11** dam

A Japan Maritime Self-Defense Force CH-101 (a variant of the EH101, produced by Kawasaki Heavy Industries under license, and specialized for Antarctic support operations) crashed while hovering over the Seaplane Ramp at Iwakuni Airbase, during training for underslung load operations with a 500kg load of oil drums. The main rotor was destroyed and the aircraft ended on one side. Three crew members were injured and one was described as 'dizzy'.

17aug17 01-808 F-7PG w/o

Two F-7s lost in one week, not a good record for the Pakistan Air Force. This one, normally based at Quetta, was flying out of Sargodha-Mushaf AB when it crashed due to a technical malfunction. The pilot ejected but suffered a broken leg after landing. He had a Saffron Bandit badge on his flying suit, which indicates an exercise.

19aug17 YV3191 Lj25D **25-368** w/o

The private Lear 25 was reported missing off the coast of Venezuela, on a flight from Caracas-Simón Bolívar International Airport to Barcelona-Gen J A Anzoategui Airport, with seven persons onboard. A search and rescue mission was initiated, but most likely to locate the crash site and try and locate any survivors.

19aug17 N7108 PA-601P **61P-0405-142** dam

The privately owned Smith Aerostar 601P experienced a loss of directional control and subsequent runway excursion upon landing at Donegal Springs Airpark (PA). It sustained substantial damage and the sole pilot onboard was not injured.

20aug17 OE-XTM AS350B3 **7148** w/o

Operating for Portuguese Everjets, the Ecureuil of Helicopter Travel Munich was engaged in firefighting at Cabril, Castro Daire, when it hit high voltage wires and crashed. It had reportedly made two drops prior to the accident. The pilot died in the crash.

20aug17 N6259C Bell 206B **703** dam

During landing at Minden-Tahoe Airport (NV) the Helicopter Parts International Bell struck a fence with its tail rotor and received damage. The pilot and three passengers were uninjured.

22aug17 Hunter w/o

A single seat Hawker Hunter of ATAC (Airborne Tactical Advantage Company) crashed into the sea 115 miles south of Point Loma (CA) during a Composite Training Unit Exercise (COMPTUEX) with the USS Theodore Roosevelt Carrier

Strike Group. The pilot ejected and was rescued by a US Navy helicopter from Helicopter Sea Combat Squadron 6 (HSC-6 Indians).

22aug17 EW-78799 Il-76TD **0093491754** dam

Flight UNO49H, operated by TransaviaExport's Ilyushin 76 on behalf of the United Nations' World Food Programme, without cargo (it took off from Juba earlier with cargo consisting of food, which was dropped in Jiech, South Sudan) was on the approach to Juba, South Sudan, when it was not properly aligned with the runway at Juba after it broke out of the clouds in poor weather conditions (thunderstorms and heavy rain). It descended through the clouds on a roughly southeasterly direction (meaning runway 13) but apparently aiming directly at the "Hotel Rainbow", about 2,320 metres south-west and abeam of the runway centre line! The crew wisely decided to perform a missed approach, but during that manoeuvre it impacted a tree and house (completely destroying the house and killing a five-year old girl) and the jet blast off the engines damaged another house. The aircraft climbed out to safety and diverted to Entebbe, Uganda, located about 290 miles south of Juba, where the crew performed an emergency landing. During the landing the main gear collapsed as result of the damage received in Juba (metal sheets embedded in the landing gear). The crew escaped without injuries, the aircraft sustained substantial damage.

23aug17 Z-HOT Bell 206B-3 **4013** w/o

The exact circumstances are unknown, but fact is that the ZimParks (Zimbabwe Parks and Wildlife Management Authority) Bell JetRanger crashed in the Hwange National Park, Matabeleland North Province, Zimbabwe. Both occupants escaped without any injuries.

24aug17 NAF... RV-6A w/o

A type that is not featured a lot in Dustpan & Brush is this Van's RV-6A Air Beetle of the Nigerian Air Force. It crashed near Kaduna, killing the sole occupant.

24aug17 N8170M Ce310I **310I0170** dam

Following a loss of engine power, the Cessna of Videre Aviation clipped powerlines and impacted industrial terrain during the ensuing forced landing, which happened south of the departure end of South Valley Regional Airport's runway 16, West Jordan (UT). It sustained substantial damage and the sole pilot onboard received minor injuries.

Credits: 127wg.af.mil, Aviation Herald, ASN, B3A, JACDEC, public.navy.mil, FAA, Mike Bennett, WKRK.

# Military News & Updates



With Hawk Mk165 replacing Hawk Mk65 within 21sq of the Royal Saudi Air Force the same serials can be found on those two Hawk versions, like this 2110/ZB119. (Leeming, 15 June 2017, Martin Greenman)

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

### Austria

Österreichische Luftstreitkräfte (AF)

#### Saab J105Ö

1125/RE-25 DTSt special livery **105-425** jun17  
In service since November 1971 and thus one of the oldest participants at the 2017 NATO 'Atlantic' Tiger Meet at Landivisiau was this Österreichische Luftstreitkräfte Saab J105Ö 1125/RE-25. It displayed a tiger's head above the Austrian flag on the tailfin. The code 'RE-25 red' was presented in a combined yellow and black/Arctic tiger scheme.

### Finland

Ilmavoimat (AF)

A further two long lost Hornets were recently noted active again. In our February issue of this year (Scramble 453 - Page 52) we reported on the lack of sightings of four Hornets. These Hornets were active with HävLLv 21 at Tampere-Pirkkala) until the unit was disbanded in June 2014. With the sighting of the two mentioned in our July 2017 issue and the ones you can find below, all Hornets are now known again.

#### F-18C

HN-435 HävLLv 31 ex HävLLv 21 **1443/FNC035** aug17

#### F-18D

HN-462 IlmaStK ex KoeLntk **1274/FND002** aug17

HN-465 HävLLv 31 ex HävLLv 21 **1289/FND005** aug17

Hornets HN-435 was last noted May 2013 and HN-465 was last noted October 2013.

#### Hawk Mk51A

HW-352/7 HävLLv 41 Midnight Hawks **408/5F002** jul17

### Greece

Elliniko Polemiki Aeroporia (AF)

#### AB205A

4444 358 MED ex ES660 **4444** oct16

Elliniko Aeroporia Stratou (AR)

ES660 to HAF as 4444 **4444**

#### CH-47D

ES921 4 TEAS ex 90-00221 **M3373** feb17

ES922 4 TEAS ex 91-00252 **M3401** nov16

ES923 4 TEAS ex 91-00231 **M3380** feb17

ES924 4 TEAS ex 90-00209 **M3361** nov16

ES925 4 TEAS ex 91-00255 **M3404** nov16

ES926 4 TEAS ex 91-00243 **M3392** feb17

ES929 for 4 TEAS f/n Middletown-Summit jun07

Following the order for 10 ex-US Army CH-47Ds for the Hellenic Army Aviation, a second order of five has been announced on April 28th. The US State Department announced the possible Foreign Military Sale to Greece for five CH-47D helicopters. The estimated cost is \$80 million. The order includes five refurbished CH-47D helicopters seven Common Missile Warning Systems (CMWS), twelve T55-GA-714A turbine engines as well as mission equipment, communications and navigation equipment and ground support equipment. Of the first order, two batches of three have now been delivered. The first batch of three arrived by ship on 15 February. The second batch arrived by ship on 11 November. A third batch of three is expected in September. The one remaining will arrive later this year.

#### NH90-SOH

ES891 2 TEAS/1 LE F-ZKBJ **1032/TGRA01** apr17

The first Special Operations-configured NH90 arrived in Greece on 18 April. It flew in as F-ZKBJ/1032 and it is the 12th NH90 to be delivered to the Hellenic Army Aviation. The TLA (Three-Letter Acronym) 'SOH' means Special Operation Helicopter and it is equipped with a hoist and FLIR.

### Italy

Aeronautica Militare (AF)

LIPX = Villafranca (VR)

#### Br1150

MM40125/41-12 wfu LIPX ex 88° Gruppo **87** jun17

#### Tornado ECR MLU RET8

MM7055/6-65 155° Gruppo ex 50-42/155° Gruppo **442** jul17

Aviazione dell'Esercito (AR)

LIRV = Viterbo (VT)

#### CH-47C

MM80832/E.I.810 std LIRV ex 11° Gruppo **M011** jul17

Personal copy

Distribution to a third party is not allowed

MM80846/E.I.824	std LIRV	ex 11° Gruppo	<b>M025</b>	jul17
MM81232/E.I.831	std LIRV	ex 11° Gruppo	<b>M032</b>	jul17

**ICH-47F**

MM81785/E.I.708	11° Gruppo	new	<b>M7808</b>	jul17
MM81786/E.I.709	11° Gruppo	new	<b>M7809</b>	jul17
MM81787/E.I.710	11° Gruppo	new	<b>M7810</b>	jul17
MM81789/E.I.712	11° Gruppo	new	<b>M7812</b>	apr17

**UH-90A**

MM81545/E.I.228	27° Gruppo	new	<b>GITA29</b>	jun17
MM81554/E.I.237	27° Gruppo	new	<b>1248/GITA38</b>	jun17

Marina Militare (NY)

**UH-90A**

MM81623/3-51	Grupelicot 5	c/n update	<b>1370/ITNT01</b>
MM81624/3-52	Grupelicot 5	c/n update	<b>1384/ITNT02</b>

Corpo Nazionale Vigili del Fuoco (PO)

**AB206B**

VFEA/VF-10	RV Pescara	w/o 13aug17	<b>8514</b>
------------	------------	-------------	-------------

**Norway**

Norske Luftforsvaret (AF)

The fifth Norwegian F-35A Lightning II was delivered to 62nd FS/56th FW at Luke AFB (AZ) on 25 May 2017. Two further Lightning II fighter aircraft made their first flights with Lockheed-Martin at Fort Worth (TX) in May 2017 (see Scramble 458 - Page 72). *Air Forces Monthly* reports delivery of the first F-35A to Ørland due to take place in December 2017.

**F-35A-3I**

5145	62nd FS	d/d 25may17	<b>AM-05</b>	may17
------	---------	-------------	--------------	-------

**Turkey**

The first deliveries of the Anka-S, the armed version of Turkey's first indigenous drone, have been scheduled for 2017, the Defense Ministry has announced. Tusas Turkish Aerospace Industries (TAI), maker of the Anka and Anka-S, said that six Anka-S systems will be delivered to the Turkish military this year. The remaining four systems will be delivered in 2018. The first images of the SatCom-version of the Anka-s UAV surfaced during the IDEF 2017 Defence Industry Fair, held in Istanbul in May. In 2013, TAI signed a contract with Turkey's Undersecretariat for Defense Industries (SSM), for the design, development and production of a batch of 10 Anka-S systems. The Anka-S can fly with a payload of 200 kilograms at a maximum altitude of 30,000 feet for a duration

of 24 hours. The SatCom-compatible Anka-S features a high-definition day and night vision camera.

During Theresa May's trade talks with President Recep Tayyip Erdogan, Britain and Turkey signed a £100 million "TF-X collaboration" deal on 28 January. Under the deal, BAE Systems and Turkish Aerospace Industries will join forces to co-develop a fifth-generation fighter for the Turkish Air Force. Despite being a partner in the F-35 programme, financial limitations and possible security concerns have limited the number of F-35s which Turkey has on order at present to six, with an eventual ambition for around 100. To be less dependent on foreign suppliers and technology, Turkey is determined to develop an indigenous fifth-generation combat aircraft manufacturing capability as soon as possible.

During early March, the Turkish Aerospace Industries (TAI) Hurkus basic trainer/light attack aircraft conducted its first firing test with a missile. Launching a Roketsan L-UMTAS laser-guided long-range air-to-surface anti-tank missile at the Firing Test and Evaluation Group Command test range near the central Anatolian town of Konya-Karapinar it hit its target successfully. As well as operating as basic trainers, armed Hurkus aircraft will be able to conduct light assault and armed reconnaissance missions in the counter-insurgency role. The type is planned to enter service in 2018.

Türk Hava Kuvvetleri (AF)

**A400M**

15-0051	221 Filo	ex A4M051	<b>051</b>	may17
16-0055	221 Filo	ex A4M055	<b>055</b>	jul17
17-0056?	Airbus Military	for 221 Filo	<b>056</b>	jan17

On 13 July, Turkish Air Force unit 221 Filo accepted the fifth A400M. This means that Turkey is half-way its order portfolio. Eventually the A400 is slated to replace the C-160D TransAll in the tactical transport role while a number will soldier on as ELINT/Target Acquisition/Command and Control) platforms after the Gören-1 update performed indigenously. During the update, the aircraft were fitted (among other systems) with Aselsan electro optic FLIR, SAR radar, Datalink and Fire control systems. So far three are known to have undergone this modification.

**Anka UAV**

16-013	TAI	f/n, fy pending confirmation	apr17
17-019	TAI	f/n	jul17



The first NH90 for Special Operations Forces, the NH90-SOH ES891/F-ZKBJ is flying around in Greece, though still not delivered yet. (Megara, 18 April 2017, Christina Patsi).



End July/early August Norvenich was the place to be to see Turkish Air Force F-16s and Navy CN235 and ATR72 including this TCB-702. (27 July 2017, Jeroen Hensbergen)

#### Anka-S UAV

16-011 TAI f/n SatCom variant mar15

#### Bayraktar TB2

S3	?nci Bölük	photo	<b>TB2-S3</b>
S4	?nci Bölük	photo	<b>TB2-S4</b>
S7	?nci Bölük	photo	<b>TB2-S7</b>
S8	?nci Bölük	photo	<b>TB2-S8</b>
S11	?nci Bölük	photo	<b>TB2-S11</b>
S23	?nci Bölük	photo	<b>TB2-S23</b>

At the IDEF defence fair held in May, Turkey and Pakistan signed the initial contracts for the delivery of 52 single-engine Super Mushshak trainer aircraft. The Super Mushshak will replace the current fleet of Cessna T-41D and SF260D trainers, operating out of Çigli-Kaklıç.

Ukrainian national defence group Ukroboronprom, Turkish defence electronics group Havelsan, and Saudi Arabian technology venture Taqnia have signed a cooperation agreement for the development of a Maritime Patrol and Surveillance variant of the Antonov AN-132D aircraft. The agreement between the three parties was signed at the IDEF 2017 exhibition in Istanbul, held in May.

#### F-16C

89-0040	192 Filo	ex 162 Filo	<b>4R-58</b> may17
93-0663	14. Filo	ex 401 Filo	<b>HC-7</b> jul16
93-0677	141 Filo	ex 191 Filo	<b>HC-21</b> jul16
93-0689	14. Filo	ex 192 Filo	<b>HC-33</b> jul16
94-0095	14. Filo	ex 192 Filo	<b>HC-59</b> jul16

#### F-16D

93-0691	14. Filo	ex 192 Filo	<b>HD-1</b> jul16
94-1562	14. Filo	ex 192 Filo	<b>HD-18</b> jul16
07-1016	181 Filo	ex 4 AJÜ	<b>NW-2</b> jul16
07-1020	182 Filo	ex 142 Filo	<b>NW-6</b> jul16
07-1022	181 Filo	ex 4 AJÜ	<b>NW-8</b> jul16
07-1024	181 Filo	ex 4 AJÜ	<b>NW-10</b> aug17
07-1026	181 Filo	ex 4 AJÜ	<b>NW-12</b> aug17

The 4,600+ page bill of indictment regarding the involvement of Akinci 4th Main Jet Base in the coup-attempt was made online. This results in a number of 4 AJÜ updates. As a result of the coup-attempt, the active Air Base was closed and turned into a reserve base. In the process, it also received its old name back (Mürted).

A batch of 35 Turkish Air Force F-16 Block 30 fighter jets will undergo structural and avionic upgrades, Turkish Aerospace Industries sources have revealed on 17 July. 25 aircraft will be upgraded jointly by Turkish Aerospace Industries together

with Lockheed Martin. The remaining ten aircraft will be upgraded at the 1st Hava İkmal Bakım Merkezi Komutanlığı (HİBM.K) in Eskisehir. Deliveries of the modernized aircraft will begin in 2018 and be completed by the end of 2023, officials said.

On 28 July, the US Defence Security Cooperation Agency (DCSA) announced that Lockheed Martin is being awarded a modification to the previously awarded low-rate initial production Lot 11 F-35 Lightning II advance acquisition contract. This modification provides for the procurement of 50 aircraft for non-Department of Defence participants and foreign military sales of which four F-35A aircraft for Turkey. This order increases the order portfolio for Turkish F-35A aircraft to six. The first two LRIP Block 10 aircraft were ordered in May 2014.

Turkish Aerospace Industries has delivered the first centre fuselage to be used in the production of the first Turkish F-35A, the company announced on July 13. Designated AT-1, this centre fuselage is the 21st centre fuselage built by TAI and will be delivered to Lockheed Martin in Fort Worth, Texas, for integration into the final assembly of the first Turkish F-35A aircraft. Delivery of the first Turkish F-35A is planned for 2018. TAI began building composite parts for the JSF/F-35 in 2008. Their scope of work increased in 2009 to include building structural assemblies. The first TAI-built centre fuselage was delivered in December 2013. TAI will build 400 centre fuselages.

In an Excess Defence Articles (EDA) statement of 2016, four ex-USAF TG-10D Glider and two ex-USAF TG-14A Gliders, including spare engines, were assigned for Turkey. They were earmarked for delivery to the Hava Harp Okulu, most probably to replace the SZD-50-3 Puchacz operated by the HvHO/Planör Kampi. Since the announcement it has been eerily silent and it is unclear if the EDA transfer will still take place.

Türk Kara Kuvvetleri (AR)

#### AB205

10494	TKHK	c/n confirmed	<b>4392</b> jun16
11005	TKHK	c/n confirmed	<b>4369</b> jun16
11017?	TKHK	c/n confirmed	<b>4636</b> jun16
12010	TKHK	c/n confirmed	<b>4429</b> jun16

#### AB205/UH-1H

12491	TKHK		jun16
-------	------	--	-------

#### AB206R

10060	Döner Kanat	ex G-BDCP	<b>8462</b> jun16
-------	-------------	-----------	-------------------

Personal copy

Distribution to a third party is not allowed

10340	Döner Kanat	ex I-TOMG	<b>8738</b>	jun16
<b>AH-1W</b>				
10608	TKHK/3 Filo	w/o 13may16	<b>26302</b>	
<b>CeT182T</b>				
10145	Sabit Kanat	f/n	<b>T182-08910</b>	jun16
10147	Sabit Kanat	f/n	<b>T182-08920</b>	jun16
10158	Sabit Kanat	f/n	<b>T182-08938</b>	jun16
10172	Sabit Kanat	f/n	<b>T182-08992</b>	jun16

<b>CH-47F</b>				
16-7461/AH	TKHK	f/n		nov16
16-7462/AH	TKHK	f/n		jul16
16-7463/AH	TKHK	f/n		jul16

<b>OH-58B</b>				
10426	5 ABM	spares	<b>42236</b>	jun16

Türk Deniz Kuvvetleri (NY)

**ATR72-600TMUA**  
TCB702 301 Filo f/n **1030** aug17  
Test flights and production of the Turkish Navy ATR72-600TMPA are well underway. After the first one conducted its test flight from the TAI facilities at Mürted on 5 January, at least four additional aircraft were subsequently delivered to TAI for system-integration. Under the Meltem III programme, six ATR 72-600TMPA are ordered to satisfy the Turkish Navy maritime patrol requirements. In June 2013, Alenia Aermacchi signed an agreement with Savunma Sanayii Müstesarligi (SSM), the Turkish Undersecretariat for Defence Industries to deliver two ATR72-600TMUA (Turkish Maritime Utility Aircraft) and six ATR72-600TMPA (Turkish Maritime Patrol Aircraft) to the Turkish Navy. The MPA aircraft are fitted with the Thales AMASCOS mission system as well as AIS, Link 16 and the last generation weapon systems, like the Raytheon Mk 54 and Mk 46 Light Weight Torpedo. The work to convert the freshly produced ATR72-600 to ATR72-600TMPA is performed by TAI. The first ATR 72-600 arrived at TAI's (then still called Akinci but after the coup-attempt renamed to Mürted) plant in April 2013. The first TMPA is scheduled for delivery to the Turkish Navy this year. The aircraft will be certified in Italy under the responsibility of Alenia Aermacchi. The remaining five TMPA are scheduled for delivery in 2018.

Türk Jandarma Havaçılık Komutanligi (PO)

**Beech 350**  
N110RF IKU f/n photo **FL-604** dec16  
It is unclear if this Beech is leased like its Army counterparts but it seems likely. It is most probably operated out of Ankara-Güvercinlik. IKU=Insanli Kesif Uçagi (Manned Reconnaissance Flight).

**Ce680**  
J-0232? Karargah. Kitaati **680-0232** aug17  
In August 2017, the Jandarma received a former ATP Havacilik Ticaret A.S. Cessna 680. During its civilian life, it was registered TC-ATP and was delivered via London-Luton to ATP in October 2008 to its former owner. The exact role of the aircraft is not clear but since the Gendarmerie does not have any VIP/Liaison aircraft left in the inventory, this is the expected role. From which airport it will be operated is unclear but Ankara-Güvercinlik seems likely.

## Africa

### Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)  
DAAG = Alger/Houari Boumediene

**Mi-17**  
SN-36 6 RHM c/n + type update **311M26** jul17  
Last month we reported this one as a Mi-171Sh but now we have the construction number we know that is incorrect. The helicopters from Algeria in the **311Mxx** range are all Mi-17s

delivered in 1987.

**MiG-21UM**  
FE-06 pres DAAG c/n update **516999371**

**Safir 43**  
7T-VFM became civil c/n update **001/0096**  
7T-VQP Protection Civile f/n DB, photo

### Angola

Força Aérea Nacional de Angola (AF)

Although the first twelve Su-30 are not even delivered yet, Angola maybe acquire, according the Russian newspaper Komersant, another six, second hand, Su-30s. These concern most likely the remaining six former Indian Air Force aircraft that are stored at the 558th ARZ overhaul plant in Baranovichi, Belarus. In 2013 Angola signed the contract for US\$1 billion deal for the delivery of the first twelve aircraft. The first aircraft should be delivered to Angola in 2015 but so far none of the aircraft are delivered yet. The expectation is that the first aircraft will be delivered this year, while the rest will be delivered in 2018.

The Indian aircraft, ten SU-30MKs and eight Su-30Ks, were delivered between 1997 and 1999 and are one of the earlier built models so without any features like thrust vector control and the canards. The delay may be a result of the modifications that has to be done. The Su-30s should become MKN/KN-models with an upgraded radar with surface mapping capability allowing detection of ground/surface targets and the engagement of the targets in any weather, by day and night. Also new navigation systems will be applied, as well as new jamming systems and weapons management systems, so the aircraft has the ability to employ almost any air-to-surface high-precision weapon made in Russia.

**Mi-171Sh**  
H-64\_ w/o 13aug17

### Botswana

Botswana Defence Force - Air Wing (AF)

**AS350B3**  
OF8 Z23 ex Z21 **3765** aug17

### Cameroon

Armée de l'Air du Cameroun (AF)

**Mi-35**  
TJ-XRP B.I.R. f/n DB, photo 2017

### Chad

Armee de l'Air du Chad (AF)

Last month we already reported some aircraft and helicopters which were damaged during the sand storm at N'Djamena airport on the 1st of July. Thanks to some photos of Peter Weinert we have some more additions of aircraft that were damaged or spared. The An-26 TT-LAP, G-II TT-AAI, C-27J TT-PAG/1401, Su-25 TT-QAR and TT-QAS and the Su-25UB TT-QAH all seem ok. Mi-35 TT-OAS, Mi-171E TT-OBA/5508U, Mi-8AMT TT-OB/4303U, AS550C-2 TT-OAW and SE3160 TT-OAH are all damaged.

**AS550C-2**  
TT-OAW dam. 01jul17 f/n DB, photo jul17

### Djibouti

Force Aérienne du Djibouti

**CeU206G**  
J2-MAE w/o 02aug17 **U206-05433/0019**

### Egypt

al Quwwat Al Jawwiya II Misriya (AF)

**F-7II**  
... 104 FB w/o 12aug17

<b>II-28</b>				
1778	wfu	f/n DB, photo		
<b>Mi-6A</b>				
886	wfu	f/n DB, photo	80s	
<b>MiG-17</b>				
1154	wfu	f/n DB, photo		
1164	wfu	f/n DB, photo		
2147	wfu	f/n DB, photo		
259_	wfu	f/n DB, photo		
232_	wfu	f/n DB, photo		
2945	wfu	f/n DB, photo		
6070	wfu	f/n DB, photo		

On photos from 259\_ and 232\_ the last digit is not readable. Because these specific MiG-17s are the first ones of unknown serial block we are reporting them in this overview. The 2945 came from a logbook, but the second digit was hard to read. For sure it is an F-model.

<b>MiG-21MF</b>				
8449	wfu	f/n DB	nov73	
8453	wfu	f/n DB	nov73	
8640	wfu	f/n DB, photo		

<b>Yak-18</b>				
23	wfu	f/n DB, photo		

## Ethiopia

Ye Ityopya Ayer Hayl (AF)

<b>O-1A</b>				
EA-25	w/o	f/n DB, photo		

A great find by Peter Weinert was a photo of this O-1A Bird Dog. It is the first one known, at least for our database, in Ethiopian service.

## Guinea

Force Aérienne de Guinée (AF)

<b>MiG-21UM</b>				
250(rd)	w/o 16apr07	serial confirmation		

The crash date of this two-seat MiG-21 was known for quite some time, but the serial was unknown all that time. Known was that Guinea had two MiG-21UMs in their inventory, the 120 and one started with 25. The 120 is stored at Conakry since at least March 2008 and was last noted as August 2014. Peter Weinert found a photo of the MiG-21UM 250 and so this must be the one that crashed on 16 April 2007.

## Kenya

Kenya Air Force (AF)

<b>H500MD</b>				
503	Army Flight	c/n update	<b>119-0608D</b>	

## Libya

al Quwwat al-Jawwiya al Jamahiryana al Libya (AF)

<b>Tu-22A</b>				
2403	std Al-Jufrah	f/n DB	jul17	

Libyan National Army Air Force (AF)

<b>MiG-23BN</b>				
4136/9	1070sq	w/o 29jul17		

## Madagascar

Armée de l'Air Malgache (AF)

<b>SA318C</b>				
5R-MOJ		f/n DB, photo	apr17	
5R-MOK		f/n DB, photo	aug17	

Last month, see Scramble 459 – Page 78, we assumed the existing of both helicopters already, this month we can confirm it by some photos found on Facebook.

## Mali

Force Aérienne de la République du Mali (AF)  
GABS = Bakamo-Sénou

<b>MiG-21UM</b>				
TZ-376	pres. GABS	as BA-101	<b>516997006</b>	may17

This MiG-21 is at the military gate of Bamako airport and was in the past marked with fake serial TZ-002. A photo found on facebook shows it is repainted recently and now marked as BA-101.

## Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

<b>C-130H</b>				
CNA-OD	reregistered	as CN-AOD	<b>4575</b>	
CN-AOD	Esc. Electronique	ex CNA-OD	<b>4575</b>	aug17

## Nigeria

Nigerian Air Force (AF)

The Foreign Military Sale (FMS) to the Government of Nigeria of twelve A-29 Super Tucano aircraft was approved by the US State Department on the 3rd of August. The prime contractor will be the Sierra Nevada Corporation in Centennial, Colorado. In the past they built already the A-29Bs for Afghanistan and Lebanon. The estimated total value of the deal is US \$593 million, including beside the aircraft also weapons, all associated training, spare parts, aviation and ground support equipment, hangar facilities and infrastructure required to support the programme. There is still a small chance that the Congress will block the deal because of concerns about violations of human rights in Nigeria. This was also the main reason why a previous deal in 2015 was put on hold by the Obama administration. So the training will include a special training on the law of armed conflict and human rights, and air-to-ground integration to minimize civilian harm in air operations.

This deal is the second deal the Nigerian Government made this year concerning the Super Tucano. In February this year they already signed a deal with the Brazilian Government for the delivery of three second hand A-29s. These aircraft should be delivered still this year.

<b>MFI-395 Super Mushshak</b>				
NAF286/17-286	401 FTS	f/n DB, photo	9aug17	

This Super Mushshak should be the first new aircraft of the first batch of five aircraft which were handed over during a small ceremony at Kaduna on the 9th of August 2017. However we, and especially our Pakistan editor, are not convinced this is one of the new planes which arrived in Nigeria on the 14th of July. It is possible that the NAF286 is the former Pakistan Air Force 97-6394 which was already in Nigeria since March 2017 as a temporary loan aircraft. Time will tell if it is the same aircraft or not.

## Senegal

Armée de l'Air Sénégalaise (AF)

EPLL	=	Lódz/Lublin, Poland		
<b>Mi-2</b>				
6W-SHS/6065	ex EAA	std Thiès	apr17	

This Mi-2 was not noted for a quite long time now and finally was found back at the airport of Thiès, Base Aérienne 161. We assumed already that the Mi-2s were based at this airport because all the training aircraft were moved from Dakar to Thiès and the Mi-2s were last noted at Dakar around 2014. Several photos of the 6W-SHS were found and on one of the photos finally the entire code on the nose, 6065, of the Mi-2 was readable. Assumed is that this is, like on the Mi-17s and AB-206s, part of the construction number. It was always claimed that both Mi-2s, the other one is the 6W-SHR/4030, were former Libyan Air Force ones, but there are no Libyan candidates containing 4030 or 6065 in the construction number. The photo with the code 6065 was made in August 2015, showing the Mi-2 already as withdrawn from use. Another photo which was found of the 6W-SHS shows

a heavily damaged airframe stored next to a gate. Checking Google Earth shows the Mi-2 for the first time on the image of April 2017 at 14°48 6.14N, 16°56 53.17W.

**Mi-35**

6W-HCD o/o, at WZL-1 f/n EPLL jul17

The end of July we received the serials of two helicopters which were noted at the overhaul facility at Łódź, the Mi-24V 6W-HCB and 6W-HCD. Known is that Senegal received three overhauled Slovakian Mi-24s and with 6W-HCA already delivered, and confirmed as ex 0708, and the 6W-HCB confirmed as former 0813 (see Scramble 458 – Page 78), we thought the 6W-HCD was the former 0833 and that they skipped for some reason the 6W-HCC. Until we saw a photo of the 6W-HCD, which confirmed this was not a Mi-24V but a Mi-35. So it is still possible that the 6W-HCC will emerge in the near future. If anybody has any information about the Mi-35 we like to hear from you.

**MS893-235G**

6W-SAW ex EAA std Thiès 3381 oct16

**Sudan**

al Quwwat al-Jawwiya as-Sudaniva (AF)  
UUOI = Orshanskiy, Russian Federation

**FTC-2000S**

1205 o/o aug17

On the 10th of August a photo of this new Guizhou FTC-2000, export version of the Chinese JL-9, for Sudan was published on the internet. Sudan signed a contract for six of these aircraft with Guizhou Aircraft Industries Corporation (GAIC).

**Mi-24**

967 f/n UUOI jun16

**Uganda**

Uganda People's Defence Force (AF)  
HUEN = Entebbe International Airport  
UKDE = Zaporizhzhia/Mokraya (Ukraine)

**Mi-24V**

AF-806 ex std HUEN o'haul UKDE fall 14

**PA-23-250**

U-301 dump Entebbe beach club 27-3973 2017  
Also this Aztec can be found within the compound of the Entebbe Aero Beach Club.

**Zambia**

Zambia Air Force (AF)

FLLS = Lusaka/Kenneth Kaunda Int.

**AB205A**

AF701 std FLLS 4106 may17

**MiG-21bis**

AF934	std FLLS	f/n DB	may17
AF935	std FLLS	f/n DB	may17
AF936	std FLLS	f/n DB	may17
AF937	std FLLS	f/n DB	may17
AF938	std FLLS	f/n DB	may17
AF939	std FLLS	f/n DB	may17
AF940	std FLLS	f/n DB	may17
AF94	std FLLS		may17

**L-15**

AF1007		f/n DB, at FLLS	may17
AF1008		f/n DB, at FLLS	may17

**Asia****Afghanistan**

Afghan Air Force (AF)

As part of Afghanistan's four-year road map to double its 17,000-strong special forces units and bolster the Afghan Air Force, the US plans to provide Afghanistan with up to 159 refurbished UH-60A Black Hawk helicopters to replace its aging fleet of Russian Mi-17 transport helicopters. According to a defence official there is US\$814 million designated this year to bolster Afghanistan's air force, including enough funding for 53 of the 159 Black Hawks. Each year, the Defence Department will have to request additional funding for the remainder. Officials expect to deliver thirty Black Hawks a year.

The first four helicopters were noted on social media being refurbished and ready for delivery in September 2017. These training aircraft are expected to arrive in Afghanistan sometime shortly after 1 October 2017 and training of Afghan pilots will start soon after that. The aforementioned plan is set to procure 53 UH-60A Black Hawks over the next year and half, and an additional thirty MD530G-I Cayuse Warrior Scout ground attack helicopters, six Embraer A-29 Super Tucano fixed wing aircraft and five armed Ce208 fixed wing aircraft.



Hopefully we can present a showreport from Kangshan next month. F-CK 1624 was one of the participants for the static. (12 August 2017, Reinier Schreurs)

Personal copy

Distribution to a third party is not allowed



When Dino van Doorn visited the Police Aviation at Don Muang both recently delivered Bell 412EPs including this 2611 were still testflown by American pilots, luckily with the US registrations removed already. (15 August 2017, Dino van Doorn)

## Bangladesh

Bangladesh Army (AR)

### Mi-171Sh

S3-BRK f/n aug17  
Last of the six new helos for the army was seen recently.

## China

A lot of things happened in the Chinese military arena last month. The mass parade to celebrate 90 years PLA over the some months old army airstrip near Zhurihe in the Gobi desert was memorable with over 120 aircraft and helicopters performing. This was followed by China/Russian exercises in the Baltics with three marine ships participating and the International Army Games/Aviadarts-2017 competition between Russia and China, no to mention increased aerial surveillance around Taiwan. Also, the air force was quick to react to floods in the country. Changchun Dafangshen was early this year with the open house that attracted many new airframes. Together with the reopening of the "Military museum of the Chinese People's Revolution" at Fuxing Lu road in downtown Beijing and the continuing coming out of the Brigidization transformation of many Air Force Regiments has led to an extensive list of first notes as shown below.

People's Liberation Army Air Force (AF)

<b>CJ6A</b>			
4217/27	AU FBTB/1st Reg	photo	
4218/28	AU FBTB/1st Reg	photo	
4314/34	AU FBTB/1st Reg	aug17	
4318/38	AU FBTB/1st Reg	photo	
4413/43	AU FBTB/1st Reg	photo	
It seems that all aircraft from this regiment are painted in the same red/white/blue c/s that is also featured by the Sky Wing demonstration team.			
<b>H6A</b>			
1721	Harbin FA/2nd Brigade	aug17	
<b>H6K</b>			
41075	36th Div/108th Reg	30jul17	
41170	36th Div/108th Reg	30jul17	
41173	36th Div/108th Reg	30jul17	
<b>HU6</b>			
10891	8th Div/23rd Reg	30jul17	
10892	8th Div/23rd Reg		30jul17
<b>J8F</b>			
61246	3rd Brigade		aug17
61248	3rd Brigade		aug17
61249	3rd Brigade		photo
3rd Brigade used to be 1st Division/3rd Regiment in the old organization (with serials 11x1x).			
<b>J10</b>			
--	56th Brigade		photo
It is believed that this is one of the original prototypes that now stand guard at the entrance of the "military museum of the Chinese People's Revolution" in Beijing.			
<b>J10B</b>			
66071	56th Brigade		photo
66075	56th Brigade		photo
66171	56th Brigade		photo
67125	61st Brigade		aug17
67128	61st Brigade		photo
56th Brigade used to be 19th Division/56th Regiment in the old organization (with serials 30x9x) and 61st Brigade used to be 21st Division/61st Regiment in the old organization (with serials 30x0x resp 30x2x). Just before the transfer to a Brigade J10As of the 61st Regiment were replaced by J10Bs, with no destination known for the J10As at this moment.			
<b>J10C</b>			
74521	131st Brigade		30jul17
74527	131st Brigade		30jul17
<b>J10S</b>			
61235	2nd Brigade		jul17
2nd Brigade used to be 1st Division/2nd Regiment in the old organization (with serials 10x2x). It can be expected that also the 1st Regiment has been converted by now.			
<b>J16</b>			
78071	176th Brigade		010530jul17
78072	176th Brigade		30jul17
78076	176th Brigade		30jul17
78077	176th Brigade		020130jul17
62x0x	9th Brigade		aug17
In August pictures were released of J16s flying at Wuhu, where they are in the process to replace J7E and J7G aircraft, while becoming a Brigade at the same time.			

Personal copy

Distribution to a third party is not allowed

<b>J20A</b>							
78276	176th Brigade		30jul17	62308	9th Brigade		jul17
<b>JH7A</b>				62502	9th Brigade		jul17
40249	33rd Div/97th Reg	photo	jul17	62503	9th Brigade		jul17
62061	15th Brigade		jul17	69061	85th Brigade		photo
62067	15th Brigade		jul17	9th Brigade used to be 3rd Division/7th Regiment in the old organization (with serials 1xx4x).			
62165	15th Brigade		jul17	<b>Y8C</b>			
62261	15th Brigade		jul17	6015	15th ABC/Transport Brigade ex 605x		aug17
62360	15th Brigade		jul17	6016	15th ABC/Transport Brigade ex 605x		aug17
62361	15th Brigade		jul17	The transport Regiment of the 15th ABC (serials (6x5x) has been reorganized into a Brigade with using a new serial block the same time.			
64023	31st Brigade		aug17	<b>Y8G (GX4)</b>			
64024	31st Brigade		jul17	30019	20th Div/58th Reg		jul17
64120	31st Brigade		jul17	30519	20th Div/59th Reg		photo
64123	31st Brigade		jul17	<b>Y8T (GX3)</b>			
64124	31st Brigade		jul17	30876	26th Div/77th Reg		jul17
64128	31st Brigade		aug17	<b>Y9</b>			
64129	31st Brigade		jul17	10052	4th Div/10th Reg		photo
64221	31st Brigade		jul17	10054	4th Div/10th Reg		aug17
73072	126th Brigade		jul17	10055	4th Div/10th Reg		photo
15th Brigade used to be 5th Division/15th Regiment and 31st Brigade used to be 11th Division/31st Regiment in the old organization (with serials 11x6x resp. 10x4x).				10155	4th Div/10th Reg		apr17
<b>JJ7A</b>				10251	4th Div/10th Reg		jul17
4351	AU FITB/1st Reg		aug17	<b>Y20A</b>			
<b>JL8</b>				11053/03	4th Div/12th Reg	20012	10aug17
2639/69	Shijiazhuang FA/3rd Br		aug17	11055/05	4th Div/12th Reg		5aug17
2534/54	Shijiazhuang FA/3rd Br		aug17	<b>Z8K</b>			
3546/56	Xi'an FA/4th Brigade		aug17	51713	SAR Brigade	<b>Z8K-23</b>	aug17
<b>JL10</b>				51714	SAR Brigade ex 30774	<b>Z8K-04</b>	aug17
78433	172nd Brigade		jul17	51718	SAR Brigade ex 30778	<b>Z8K-08</b>	aug17
<b>KJ500</b>				54118	SAR Brigade ex 621x	<b>Z8K-18</b>	aug17
30072	26th Div/76th Reg		ajul17	These Z8s and the Mi-171 with serials 51x1x are former 26th Division/77th Regiment aircraft. The unit is called SAR Brigade, which seems to be directly under the control of Eastern Theatre Command. Z8K 54118 now operates for the SAR Brigade under Central TC control.			
30271	26th Div/76th Reg		aug17	<b>Z8KA</b>			
within a couple of days two KJ500s were shown with new serial blocks as they used to be in the 3047x range. The reason is still unknown.				6021	15th AC		aug17
<b>KJ2000</b>				<b>Z9</b>			
30571	26th Div/77th Reg		30jul17	3018	Xi'an Base/1st Reg		aug17
This surprise sighting during the flypass would imply a 77th Regiment is now active using KJ2000, and Y8T from 76th Regiment.				3019	Xi'an Base/1st Reg		aug17
<b>Mi-171Salon</b>				3212	Xi'an Base/1st Reg		aug17
51612	SAR Brigade		aug17	3213	Xi'an Base/1st Reg		aug17
<b>Su-30MKK</b>				3310	Xi'an Base/1st Reg		aug17
62302	9th Brigade		jul17				



Before prince Vajiralongkorn Bodindradebayavarangkun became king he used to fly F-5Es that were based at Bangkok Don Muang with tail-codes VM. Nowadays the code is gone and aggressor titles are added, although they do not fly often. (Bangkok-Don Muang, 15 August 2017, Dino van Doorn)

Personal copy

## Z9WZ

6126	15th AC	aug17
6129	15th AC	aug17
6220	15th AC	aug17

Note the correct type for the 6220 (Correction Scramble 459 page 80)

People's Liberation Army (AR)

In the new organization structure presented last month we can now add that indeed the 3rd Regiment has become the 76th Brigade within the Western Theatre Command. Also, 1st LH Regiment (or even Brigade by then) that was told to have become 83rd LH Brigade now operates as 161st Air Assault Brigade to better represent its role the Army has been developed starting 2005.

It is expected that more Brigades will be renamed into a Air Assault Brigade.

## Z10

LH91113	161st AAB (ex 1st Reg)	jul17
LH91114	161st AAB (ex 1st Reg)	jul17
LH91115	161st AAB (ex 1st Reg)	jul17
LH91116	161st AAB (ex 1st Reg)	jul17
LH91117	161st AAB (ex 1st Reg)	jul17
LH91123	161st AAB (ex 1st Reg)	jul17

People's Liberation Army Navy (NY)

## Z8J

9577	9th Div/26th Reg	aug17
------	------------------	-------

## Z9

9377	9th Div/26th Reg	<b>Z9-0728</b>	jul17
9387	9th Div/26th Reg	<b>Z9-0729</b>	photo
9397	9th Div/26th Reg	<b>Z9-0730</b>	photo

Note the correct construction numbers! (Correction Scramble 459 page 80)

Manufacturers (AR)

## H6N

SAC has started testflying a inflight refuellable H6N for which purpose it carries a refueling boom on the righthand side of the nose. The aircraft will also be capable to carry the very large DF21 anti-ship ballistic missile. With the inflight refueling capability it is possible to operate at extended range without sacrificing the payload capability. No official designation is known yet.

## H20

From Xi'an comes the rumour that on 8 June the first of a new stealth bomber generation has been rolled off the assembly line. The shape of the aircraft is believed to resemble the American B-2. Many rumours around on internet also including a X-47 look-alike model that is currently tested at a Radar Cross Section test site. The roll-out date also has to be confirmed as the news broke late August were 2017/08/06 can also be read as 6 August!

Although the production of the H6K is currently in full swing, with almost 80 delivered it is expected that the new bomber, will replace this Tu-16 based aircraft. The new bomber is under development by 603 Institute since the early 2000s.

## India

Indian Defence (DF)

The second prototype of the HAL Light Utility Helicopter flew for the first time at the HAL facility at Bengaluru on 22 May 2017. Its serial is not yet known to us, but is most probably ZG4621.

Just a few days before the aforementioned event, Hindustan Aeronautics Ltd (HAL) completed the first flight of the second prototype HTT-40 primary trainer aircraft. HAL is manufacturing three prototypes and two static test aircraft. The company aims to achieve operational clearance for the aircraft by 2018.

## LUH prot

ZG4621?	HAL	f/f 22may17	<b>PT-2</b>
---------	-----	-------------	-------------

## HTT-40 prot

TSR002	HAL	f/f 20may17
--------	-----	-------------

Bharatiya Vayu Sena (AF)

## C-130J-30

KC3807	87sq	d/d 15jul17	<b>382-5812</b>	jul17
KC3808	87sq	d/d 15jul17	<b>382-5814</b>	jul17
KC3809	87sq	d/d 05aug17	<b>382-5816</b>	aug17
KC3811	87sq	d/d 05aug17	<b>382-5821</b>	aug17
KC3812	L-M	f/n	<b>382-5...</b>	aug17

## Jaguar IS

JS214	33Wg	f/n, DARIN II configuration	aug17
-------	------	-----------------------------	-------

## SA316B (HAL)

Z427		ex 116HU	aug17
------	--	----------	-------

Indian Army Aviation Corps (AR)

On 17 August 2017, on the back of a long-winded turf battle between the Indian Air Force and Army over which service will operate attack helicopters, the Indian Ministry of Defence (MoD) cleared the purchase of six AH-64E Apaches for the latter, an expected decision, though analysts are surprised the number is so tentatively small. The six will be follow-on airframes on identical terms to the 22 Apaches contracted in September 2015 for the Indian Air Force.

With the clearance of six additional helicopters, it remains unclear when India will make a decision on additional numbers. What is reasonably certain is that six Apaches cleared for the Indian Army comprises only the first of what will be a series of orders. Six helicopters comprise barely a flight - far too few to justify the elaborate battlefield/battlefield support imperatives the Indian Army used to wrest armoured helicopter command and control from the Indian Air Force a few years ago. Air Force pilots currently fly India's dwindling fleet of Mi-35 Hind heavy attack helicopters, though they function under Army command and control. The Army wishes for the new Apaches to be fully under its aviation corps with no participation from the Air Force.

The supply of Apaches to both the Air Force and Army does, of course, present a situation that will only intensify going forward. For one thing, the separation of armoured helicopter roles isn't a hard separation yet. While the Indian Army is now the principal customer of the HAL Rudra armed helicopter, it is the Air Force that will launch the Light Combat Helicopter. How these two types settle into the overall matrix of armed helicopters in service remains unclear.

## Japan

The Nansei Koku Konseidan (SW Composite Air Division) at Naha has been upgraded to Homentai (Defence Force) status on 1 July 2017.

RJFY = Kanoya	RJNA = Nagoya/Komaki
RJNG = Gifu	
ATS = Kyoiku Kokutai	FTS = Kyoiku Hikotai
1 TS = 1 Jyutsuka Gakko	
nmks = no unit tail-number	tdb = toned down badge

Nihon Koku-Jieitai (AF)

## F-2A

03-8507	8 Hikotai	nb, ex IRAN	<b>1007</b>	aug17
73-8543	6/8 Hikotai	nb, ex IRAN	<b>1043</b>	aug17

## F-2B

73-8132	o/h RJNA	nb, test, ex 6 Hikotai	<b>3032</b>	aug17
---------	----------	------------------------	-------------	-------

## F-4EJ Kai

97-8420	302 Hikotai	prev. l/n nov16	<b>M120</b>	aug17
07-8434	302 Hikotai	nb, ex IRAN	<b>M134</b>	aug17
17-8440	301 Hikotai	nb, ex IRAN	<b>M140</b>	jul17

After nine months going unnoticed, Phantom 420 was seen active again at Hyakuri.

**F-15DJ**  
92-8070 303 Hikotai nb, ex IRAN jul17  
82-8092 304 Hikotai tdb, ex IRAN jul17

**F-15J**  
22-8814 201 Hikotai ex nb, ex 23Hik **014** jul17  
72-8893 1 TS ex 305 Hikotai **093** aug17  
82-8900 o/h RJNA nb, test, ex 203 Hikotai **100** aug17  
22-8934 o/h RJNA nb, ex 204 Hikotai **134** jul17

**T-4**  
16-5666 o/h RJNG nb, test, ex store **1066** aug17  
66-5742 32 FTS ex nb/IRAN **1142** aug17

T-4 666 was seen in full Blue Impulse colours. It was one of the T-4s stored at Komaki, seen in a hangar October 2009. This will be the fourth "new" asset for the team in the last fifteen months.

**YS-11P**  
52-1152 std Komaki for preservation **2009** may17

According to an article in a Japanese newspaper, this YS-11 will be displayed in a new museum at or near Nagoya/Komaki called the Aichi Aviation Museum, opening planned for fall this year. For the moment it is stored in the 401 Hikotai hangar area.

Rikujo Jieitai (AR)

**AH-1S**  
73487 IVATH skids damaged 17aug17 **87** dec16  
Lost power while in the hover, probably repairable.

**OH-6D**  
31295 VII ex I **6749** jul17  
With this unit since at least July 2016.

**CH-47JA**  
52956 HGPIII no badge, ex IRAN? **5055** jul17  
Kaijo Jieitai (NY)

**TC-90**  
6825 202 ATS for Phil. Navy **LJ-1337** aug17  
6827 202 ATS for Phil. Navy **LJ-1339** aug17

**SH-60J**  
8261 wfu RJFY ex 211 ATS **1061** apr14  
8265 24 Kokutai ex IRAN(jun16) **1065** jul17  
8267 o/h RJNA nmks, ex 23, 22, 51Kok **1067** jun17  
8286 21 Kokutai ex 211 ATS **1076** jul17

SH-60J 8261 was seen dumped back in 2014, missing many parts, probably scrapped since. 8267 was in the database with 51 Kokutai and a l/n of January 2015, but served 22 Kokutai in May 2015 and in January 2016 was seen at Omura with 23 Kokutai mks.

**UH-60J**  
8966 73 Kokutai ex IRAN (nov13) **3006** jul17  
At last seen in service with a unit after more than three years since test-flights after overhaul.

**SH-60K**  
8454 Mitsubishi f/n, for 21 Kok **5054** jul17

**CH-101**  
8193 ShiraseHikohan crashed 17aug17, w/o? **KHI11** aug17  
Flipped on its side after hitting the ground hard. Helicopter was training for a future mission and had an underslung load of cargo. All main rotors were sheared off so could be a write off.

**P-1**  
5513 Kawasaki f/n, test **13** aug17

**P-3C**  
5093 3 Kokutai? nmks, ex 3 Kokutai **9090** aug17

**U-36A**  
9201 91 Kokutai nmks? **36A-054** aug17

**US-2**  
9906 71 Kokutai ex ShinMaywa **4006** aug17

## Nepal

Nepal Army (AR)

**Mi-17-1V**  
NA-043 **95747**  
Correct c/n correcting Scramble 459 page 83.

## North Korea

Korean People's Army Air and Anti-Air Force (AF)

**MiG-21bis**  
45 dec16  
72 dec16  
89 dec16

## Pakistan

Pakistan Fiza'ya (AF)

OPQT = Quetta-Samungli AB  
OPPS = Peshawar  
OPRS = Risalpur-PAF Academy Asghar Khan  
OPSR = Sargodha-Mushaf AB

Plenty of new serials this month. They were mostly gleaned from photos in the new book on the Pakistan Air Force by Alan Warnes, *Attaining New Heights*. It gives a unique behind the scene tour of many air bases and all the main types operated.

Some squadron news is that 3(AEW)sq has moved with its Saab 2000AEW aircraft from Islamabad-Nur Khan AB to Kamra-Minhas AB. Also, 11sq is now resorting under 39 Wing based at Jacobabad-Shahbaz AB. When the first MLU upgraded F-16s arrived these were allocated to this wing. We thought they had moved back to Mushaf AB after conversions were completed on all aircraft, but we are unsure if both 9sq and 11sq moved back. Lastly 24sq is now called 24(EW)sq after all their Falcons were upgraded to this role.

Occasionally, wrecks and relics move around on base. Such is the case with both F-6s that were on two different locations inside Pano Aqil military cantonment. They are now parked together at the inner gate, 1.5km down the road from the main gate into the area, N27.821967°, E69.107731°. For the record, these should be 10435 and 10438.

**A-5C**  
3W-117 pres OPRS since dec15 may17  
The gate guard has been identified thanks to a selfie.

**AW139**  
17-001 grey c/s f/n, ex I-RAIO **31764** aug17  
17-002 grey c/s f/n **31766** aug17

Both were delivered in June. More are likely to follow, also for the army, although the exact quantity is unknown

**Ce172N**  
70-441 to AP-BAJ ex 41sq **172-70441** nov10  
The Cessna 172s have been withdrawn from use. Interestingly, there are several Cessnas on the Pakistani civil aircraft register for which the last three of the construction number match the ones that wear or wore air force serials. Ce172L **59551** is AP-BEJ (74-551 is a PAF serial), Ce172D **49644** is AP-BHT (91-644 is a PAF serial). However, we think this may be just a coincidence, although the first one is registered to Rawalpindi flying club, that is also the home base of 41sq...

**F-6**  
1419 Korangi Creek exact loc. unknown, f/n dbase  
1505 Karachi, SD exact location unknown  
1608 Sanghar, SD s/n update, f/n dbase jun16  
1612 pres OPSR on base or at golf club? f/n dbase  
1819 pres OPSR on base or at golf club? f/n dbase  
4107 Korangi Creek exact loc. unknown, f/n dbase  
4117 Skardu, GB exact loc. unknown, f/n dbase  
4126 Topi, KP but 10608 on photo!? dec16  
5356 Nowshera, KP exact location unknown  
7836 pres OPPS on base? apr17  
7637 pres OPQT gate or housing area?



The Colombian Police is a major operator of the UH-1 like this UH-1H-II PNC-0707. (Guaymaral, 12 July 2017, Raymond van Dijkhuizen)

7722 Bahawalpur, PB Sadiq public school, f/n mar10may17  
 7839 Malir Cantt, SD exact location unknown  
 8925 pres OPQT gate or housing area?  
 8929 Manshera gone?  
 9611 Peshawar, KP pres since sep01 may17  
 9626 Sakesar, PB exact loc. unknown, f/n dbase

**Notes:**

1505 should be in Karachi at the Central Ordnance Depot area, 4117 at the cadet college in Skardu, 5356 at the Artillery School in Nowshera garrison, 7839 somewhere in Malir cantonment near Karachi, 8929 at Hazara university, 15km North of Manshera, and 9626 at Sakesar AB; but we have found none of these on Google Earth yet / anymore. We did find 9611 though, it is at the Model Boys School 2, along Warsak road North of Peshawar, N34.040121°, E71.526535°. We would like confirmation of the subtype and serial, it could be a dual also.

One of the two at Korangi Creek AB, 1419 or 4107, Karachi, is sitting along the road inside the gate. We also miss the tie-up of the two identities of preserved F-6s at Sargodha-Mushaf AB, 1612 and 1819. One is along the base entrance road, the other at the golf club in a hideous red and yellow colour scheme. We do not know which is which. Same story at Quetta-Samungli AB, although a photo shows '623' on the tail of one of the previously unidentified aircraft, the numerals look a bit fake. So it could be either 7637 or 8925. Lastly, we do have photographs of 10608 at GIK Institute Topi, it could be a repaint of 4126 or that one was maybe allocated originally but they received 10608 instead?

Many of these unconfirmed serials come from Bog Ogden's book 'Aviation Museums and Collections of the Rest of the World', edition 2008. Obviously, the information therein is a bit dated but that is a good thing in some cases as the Pakistani have repainted some aircraft with bogus serials or fantasy colours even omitting serials altogether. Newly found are one unidentified at Lodhran and the 7722 at Sadiq Public School on the Southern outskirts of Bahawalpur, N29.37988°, E71.65457°. Lastly, another unidentified one is at the Army Public School and College in Bahawalpur cantonment, at N29.37155°, E71.67761°.

**F-7P**  
 90-577 18(OCU)sq f/n photo  
 93-703 18(OCU)sq f/n mar17  
 93-729 14sq f/n jun14

**FT-7P**  
 92-618 18(OCU)sq c/n confirmed jun14  
**F-7PG**  
 01-808 17sq w/o 16aug17  
 02-841 17sq f/n photo  
 02-844 20sq f/n photo

**FT-7PG**  
 03-688 17sq f/n photo

**F-16A MLU**  
 84708 11sq ex F-16A-15-CF 5G-8 jun12

**F-16B MLU**  
 86612 9sq ex F-16B-15-CF 5H-12 mar17

Of course, the programme at TAI in Turkey to convert 41 F-16s to MLU standard is finished already, but we are still reporting photo proofed conversions for completeness sake. We now have 26 of them confirmed.

**JF-17 (Block II)**  
 16-210 nn f/n FC10210 2016  
 16-221 14sq del, ex primer PAC Kamra 2017  
 16-233 nm f/n mar17

**K-8P**  
 08-09-828 1(FCU)sq c/n update L8P3200180 photo  
 10-05-829 1(FCU)sq f/n dbase jun17  
 10-05-834 1(FCU)sq f/n dbase photo

The construction number on 828 exactly matches the predicted batch of aircraft. That means that it is very likely that 08-09-821 to 08-09-827 are L8P3200173 to L8P3200179.

**MFI-395 Super Mushshak**  
 76-6521 PAF Academy ex MFI-17 76-521 15.030 photo  
 78-6055 PAF Academy ex MFI-17 78-5055 15.055 photo  
 81-6114 PAF Academy ex MFI-17 81-5114 15.114 photo  
 81-6115 PAF Academy ex MFI-17 81-5115 15.115 photo  
 83-6121 PAF Academy ex MFI-17 81-5121 15.121 photo  
 85-6136 PAF Academy ex MFI-17 85-5136 15.136 photo  
 88-6167 PAF Academy ex MFI-17 88-5167 15.167 photo  
 90-6315 PAF Academy ex MFI-17 90-5315 15.315 photo  
 91-6321 PAF Academy ex MFI-17 91-5321 15.321 photo  
 92-6338 PAF Academy ex MFI-17 92-5338 15.338 photo

All PAF Mushshaks have been upgraded to Super Mushshak earlier this century. Obviously we lack sightings of both the time they still were MFI-17 as well as more recent ones. So every snapshot found is welcome!

**Mirage 3RP**  
 75-211 5sq f/n dbase apr08

Although it was delivered November 1977, Alan Warnes' book reveals the first photo of it in service! However, 5sq is now flying the F-16C/D-52 and this recce bird is now used by another squadron for standard non-recce missions.

#### Mirage 5DD

... PAC Kamra std, ex LBY 211 jun14  
It was stored still in full Libyan colour scheme. It may be awaiting return to service or just being cannibalized for spares. The Pakistani face the same shortage of dual aircraft as the former Mirage operators. Of the 79 airframes acquired from Libya in 2005, they seem to be using the twin seat Mirage 5DD and recce versions only. So far, ten have been seen in service, six duals and four Mirage 5DRs. Other examples of these low-houred airframes are used for instructional purposes or are preserved.

#### SA316B

1090	85sq	ex V-268 SWI	<b>1090/144</b>	photo
1096	86sq	ex V-274 SWI	<b>1096/150</b>	photo
1935	85sq	f/n dbase, not Army	<b>1935</b>	feb12

#### T-37B

68-8042 PAF Academy f/n, ex AATE0449 **41147** 2011  
This one left 309th AMARG by road to an unknown destination 28 December 2009. It ended up in Pakistan and was part of a batch of twenty sourced from the USA through the Excess Defence Articles programme. Of these twenty aircraft, contracted 28 June 2009, we now have fifteen identities. In the initial EDA grant request from 2005, there was a list of twenty serials, but those were not entirely accurate any more when deliveries started in 2010. This is what we have now:

68-8042, 68-8068, 64-13448, 68-8058, 68-8022, 67-22252, 59-0369, 64-13421, 66-7998, 67-22242, 66-7996, 68-8017, 67-22255, 67-14755, 67-14736

#### Pakistan Fauj (AR)

Two O-1E are preserved at the Army School on the Central Ordnance Depot complex which is West of Rashid Minhas Road in Karachi, N24.88977°, E67.12155°. They emerged on GE 8 September 2015, just a couple of months after the one at Scorpion Camp, 800 metres to the East, disappeared. Their identities still elude us.

#### AH-1Z

786-061	Bell	f/n	aug17
---------	------	-----	-------

#### AW139

...		ex I-EAST, del sep16	sep16
16-063	Leonardo	I-EASG, camo c/s	<b>31761</b> apr17

The first one mentioned is likely serialled 16-061 but we require confirmation of that.

#### IAR330L

2432	28AAsq	f/n	<b>2432?</b> aug17
2463	28AAsq	f/n	<b>2463?</b> photo

### Philippines

#### Pilipinas Hukbong Himpapawid (AF)

Whereas on November 2016 Air Education Training and Command (AETC) was redesignated into Air Education, Training and Doctrine (AETDC) on 20 July 2017 the deactivation of the Air Defence Wing, the 1st, 2nd and 3rd Air Divisions was formalized at Villamor Air Base and their history handed over to the PAF Archive section. At the same time Tactical Operation Command, Air Defense Command and Air Mobility Command was activated (even reactivated for TOC and ADC). 5th Fighter Group was reorganized into 5th Fighter Wing to underline the greater importance of this FA-50 equipped wing while being subordinated to ADC.

#### C-130

The air force is preparing a tender for the upgrade of three C-130s. The main item will be the replacement of the analog instrument panel to a digital one. Although the aircraft involved are not mentioned, C-130B 3633 and C-130H 4704 and 4726 are the most likely candidates, as it can be expected that both C-130Ts already feature such Avionics package.

#### Ce208 ISR

N320ZZ	<b>208B-532027</b> jul17
N322ZZ	<b>208B-532227</b> jul17

Both aircraft were accepted at Villamor Air Base by Philippine officials on 27 July 2017. The aircraft were ordered in May 2016 under FMS rules. The aircraft will be used in the Intelligence, Surveillance and Recognition (ISR) role, for which reason they have received extensive modifications by L3 Communications Corp. in the USA. Before the 'Turnover and Blessing' ceremony the aircraft were registered by the U.S. Air Force's Life Cycle Management Center at Wright-Patterson Air Force Base, Ohio, being the US contracting partner.

#### NC-212i

It is expected that 223rd Airlift Squadron will receive its



Iraqi F-16C 1615 is operated by 9sq the Panthers, as demonstrated during one of its training missions in the USA. (Tucson, 22 June 2017, Marco Dijkshoorn)



In 2013 the Kurdistan Regional Government received some MD helicopters, including this Erbil based MD530F 0207 that is flying with the Police. (Duhok, 3 July 2017)

two NC-212i aircraft end September and early November. As mentioned in Scramble 437, the two aircraft were expected two years earlier, but technical issues between PTDI and the Philippines prevented on time delivery. The Aviocars will add to the N-22 Nomads in the humanitarian assistance and disaster response (HADR) and security role.

<b>TC-90</b>		
6825	o/o Isf JMSDF	<b>LJ-1337</b>
6827	o/o Isf JMSDF	<b>LJ-1339</b>

#### Philippines Coast Guard (PCG)

On 11 August 2017, the National Economic and Development Authority Investment Coordination Committee (ICC) - Cabinet Committee approved the acquisition of seven maritime disaster response helicopters for Coast Guard (PCG). The even helicopters will be all weather, twin engine utility helicopter. Currently the PCG operates a MBB Bo105 and an Islander.

#### Sri Lanka

##### Sri Lanka Air Force (AF)

<b>Y12-II</b>			
SCL-3127	8sq	f/n, ex SCL-8__	jun17

Another new serial. The photographer claims it is construction number **0038** but that is likely an assumption.

#### Thailand

##### Royal Thai Air Force (ARF)

**F-5T**  
Early August it was revealed that under the programme name 'Super Tigris' currently ten F-5s are being upgraded to the F-5T Tigris and that an order for the upgrade of another four aircraft will be given. With the upgrade the aircraft are expected to have their service life increased by 2400 flight hours that should be sufficient for another fifteen years of flying. Upgrades also include the addition of targeting and jamming pods in addition to an improved weapons system and cockpit upgrades. In all 40 F-5Es were delivered, so it remains to be seen what happens to the remaining aircraft! The upgrade is performed in Thailand. Internet reports indicate that all 211sq F-5s are already converted to F-5T.

**T-50TH**  
.../10401 f/f 10aug17  
The T-50TH is set to replace the L-39, which apparently will take place with 401sq at Takhli.

##### Royal Thai Police (PO)

<b>Bell 429</b>		
3205	ex N788HK	<b>5728</b> aug17
3206	ex N788EB	<b>5729</b> aug17

#### Latin America

##### Argentina

##### Fuerza Aérea Argentina (AF)

**Mirage M5A Mara**  
C-630 ESFA i/a, ex GA6 aug17

<b>P2002JF</b>			
E-556	EAM	f/n	aug17
E-557	EAM	f/n	aug17

**T-6C+**  
E-300 Beech f/n, also N2811B aug17  
Normally, the serial range would start with E-xx1. Delivery of the first of twelve now firmly ordered aircraft is expected in October.

##### Gendarmería Nacional Argentina (PO)

The force has ordered a single AW169 to further increase their fleet. It should be delivered in the second half of 2017 according to Leonardo and we assume it will be allocated the serial number GN-935, but let us wait and see. With this, they will become the first military user of the type.

**PC-6/B2-H2**  
GN-805 LSMU for refurbishment **787** aug17

First seen in early July, another Argentinian PC-6 is receiving a major overhaul. This was tendered late September 2016 and work was required to be done in 120 days. So, if all goes according to plan, it will be redelivered in early November.

#### Colombia

A fruitful tour to Colombia produced most of the updates below, thanks for the input to all those who contributed!

##### Fuerza Aérea Colombiana (AF)

**A-37B**  
FAC2187 ESCOM 311 f/n, ex Chile jul17

**Hermes 450**  
FAC6150 ESCOM 217 f/n, video jul17

**Hermes 900**  
FAC6101 ESCOM 217 f/n, video jul17

FAC6102	ESCOM 217	f/n, video	jul17
---------	-----------	------------	-------

**Kfir COD**

FAC3008	ESCOM 111	f/n	jun17
FAC3009	ESCOM 111	f/n	jun17

Two years ago, the FAC brought its two retired Mirage M5CODMs to Israel for rebuild as no sufficient Kfir dual airframes were left. Hence, the two aircraft delivered can be considered composite airframes, made up of different parts of Kfirs and Mirages...

**TH-67A**

FAC4568	59C	f/n, ex N67259	<b>5129</b>	jul17
FAC4571	98B	f/n, ex N67498	<b>5161</b>	jul17
FAC4577	02D	f/n, ex N89002	<b>5285</b>	jul17
FAC4580	35A	f/n, ex N89035	<b>5288</b>	jul17
FAC4581	40E	f/n, ex N89040	<b>5289</b>	jul17
FAC4582	49H	f/n, ex N89049	<b>5290</b>	jul17
FAC4583	57A	f/n, ex N89057	<b>5291</b>	jul17
FAC4586	80C	f/n, ex N89080	<b>5294</b>	jul17
FAC4588	89C	f/n, ex N89089	<b>5297</b>	jul17
FAC4590	06F	f/n, ex N5406	<b>5304</b>	jul17
FAC4591	09M	f/n, photoproof		jul17
FAC4593	74H	f/n, ex N4574	<b>5309</b>	jul17
FAC4594	75A	f/n, ex N4575	<b>5310</b>	jul17
FAC4598	70A	f/n, ex N67170	<b>5117</b>	jul17
FAC4601	79D	f/n, ex N67279	<b>5134</b>	jul17
FAC4602	02E	f/n, photoproof		jul17
FAC4603	03G	f/n, ex N5403	<b>5301</b>	jul17
FAC4604	04F	f/n, ex N5404	<b>5302</b>	jul17
FAC4605	37B	f/n, ex N67337	<b>5139</b>	jul17
FAC4606	38E	f/n, ex N67338	<b>5140</b>	jul17
FAC4607	46D	f/n, ex N67346	<b>5141</b>	jul17
FAC4608	48F	f/n, ex N67348	<b>5143</b>	jul17
FAC4613	88C	f/n, ex N67488	<b>5159</b>	jul17
FAC4616	75C	f/n, ex N67675	<b>5191</b>	jul17
FAC4618	18E	f/n, ex N67118	<b>5112</b>	jul17
FAC4619	19D	f/n, ex N67219	<b>5122</b>	jul17
FAC4622	91D	f/n, photoproof		jul17
FAC4623		f/n		jul17
FAC4624		f/n		jul17
FAC4625		f/n		jul17

A great score of Creeks were read at Melgar. The codes listed as photoproof are not yet in our US Army database, the previous operator of the helos. Any help with their IDs is welcome. Ejército de Colombia (AR)

**UH-1H-II**

EJC-416	reregistered	to PNC-0747	<b>9530</b>
---------	--------------	-------------	-------------

EJC5418	BAAV 2	f/n, ex EJC-418	<b>8753</b>	jul17
---------	--------	-----------------	-------------	-------

**UH-60L**

EJC2189	BAAV 2	f/n		jul17
---------	--------	-----	--	-------

**S-70i**

EJC2103	BAAV 2	c/n checked	<b>70-3764</b>	jul17
---------	--------	-------------	----------------	-------

Policía Nacional de Colombia (PO)

**UH-1H-II**

PNC-0747	ex EJC-416	c/n checked	<b>9530</b>	jul17
----------	------------	-------------	-------------	-------

**UH-60A**

PNC-0613	ARAVI	c/n checked	<b>70-324</b>	jul17
PNC-0614	ARAVI	f/n, c/n checked	<b>70-308</b>	jul17
PNC-0615	ARAVI	f/n, c/n checked	<b>70-190</b>	jul17
PNC-0616	ARAVI	f/n, c/n checked	<b>70-285</b>	jul17
PNC-0617	ARAVI	f/n, c/n checked	<b>70-303</b>	jul17
PNC-0618	ARAVI	f/n, c/n checked	<b>70-226</b>	jul17

**El Salvador****Fuerza Aérea Salvadoreña (AF)**

After Panama, Guatemala, Honduras and Belize, El Salvador is the next Central-American country that will receive a number of UH-1H Hueys from Taiwan. The FAS has many Hueys stored in non-flyable condition and recently started an upgrade programme for ten flyable Hueys to UH-1H-II in Colombia. The Taiwanese however will donate the refurbished helicopters at no cost.

**Mexico****Fuerza Aérea Mexicana (AF)****T-6C+**

2013	EA.204	w/o 16aug17	<b>PM-62</b>
2017	EA.204	w/o 16aug17	<b>PM-66</b>

**Paraguay****Fuerza Aérea Paraguaya (AF)**

SGAS = Asunción-Silvio Pettirossi Intl

**B707**

4001/FAP-01	pr Loma Grande ex stored SGAS	<b>18957/472</b>	jul17
-------------	-------------------------------	------------------	-------

Although it was slated to go to Brazil back in 2009, that never materialized and the former Air Force One lingered at Silvio Pettirossi until recently. It has now been transported to Loma Grande for preservation. The Hotel del Rancho there already has a civil F100 in its yard, ZP-CFL, so we expect it to be installed in its vicinity around S25.200389°, W57.223406°.



On 21 August 2017, the first two PC-21s for the Royal Jordanian Air Force were delivered to Jordan, including this 1170/HB-HXA. (Stans, Stephan Widmer)



At Cambridge this Global Express 6000 1326 is being modified for the United Arab Emirates Air Force. (Cambridge, 22 July 2017, Mark van Vliet)

## Peru

Policía Nacional del Perú (PO)  
SPJC = Lima-Jorge Chavez/Callao

### Bell 47G3-B2A

PNP-102 pres SPJC ex stored **6856** jul17

After the one marked PNP-100 had gone in January-February 2015, one marked PNP-102 sits at the gate of the police heliport since then. There is a fair chance that it has always been this same airframe. Also, Ce207 PNP-201 is back in its spot also having been repainted early 2015.

## Middle East

### Iran

Islamic Republic of Iran Air Force (AF)

On 15 April, Iran presented its future advanced jet trainer, the Kowsar 88. During the ceremony at the Iranian Helicopter Support and Renewal Company (IHSRC) which is located at Tehran-Mehrabad International Airport, Iranian Minister of Defense, General Hossein Dehghan and President Hassan Rouhani were present. During MAKS-2017, Iranian Aviation Industries Organization (IAIO) displayed a mock-up of Kowsar 88 in its exhibition area and made it into highlight of Iran's defense products. Simultaneously, IAIO authorities negotiated with FGUP Saljut, the Russian manufacturer of the AI-222-25F Turbofan engines, to procure 100 examples of that for fifty Kowsar-88s. The AI-222-25F is developed for the Yak-130 advanced jet trainer and is the best replacement for the currently installed J85 Turbojet engines which are installed on first Kowsar-88 prototype. A 20 July YouTube movie shows the first taxi trials (<https://youtu.be/h70EuHa-Lyoo>) and what a striking similarity with the AIDC AT-3 Tzu Chung it is.

### Iraq

Iraqi Air Force (AF)

#### F-16C-52-CF

1622	9th Fighter sq	d/d 20mar17	<b>RA-14</b> mar17
1626	9th Fighter sq	d/d 20mar17	<b>RA-18</b> mar17
1627	9th Fighter sq	d/d 20mar17	<b>RA-19</b> mar17
1628	9th Fighter sq	d/d 20mar17	<b>RA-20</b> mar17
1629	9th Fighter sq	d/d 20mar17	<b>RA-21</b> mar17
1630	152nd FS	f/n	<b>RA-22</b> jun17

Since March, the 9th Fighter Squadron "Panthers" operates nineteen F-16C/D from Balad Air Base. A number of F-16s are pending delivery and stored at Davis Monthan AFB (AZ).

Eight are operated by 152nd FS/162nd FW from Tucson (AZ).

#### T-50IQ

5001	204th Training sq, f/n	apr17
5006	204th Training sq, f/n	mar17

The first KAI T-50IQ jets were shipped from Korea to Iraq but ever since they have only been seen flying their post-delivery test flights with Korean pilots. The Iraqi Air Force has 24 T-50IQ aircraft on order and despite the delivery of six to eight examples to Balad Air Base in Mid-March, they have not been put in active service since. One is confirmed to have made a test flight (5001 in early April) but the others have not been seen flying. What is keeping the Iraqi Air Force from taking them on strength is unclear but can be due to a lack of qualified pilots or due to financial issues (as is the case with the F-16s of which a number are in storage at Davis Monthan (AZ)).

On 18 July, the US Department of Defense (DoD) has awarded Textron Aviation Defense \$ 8.8 million to return the fifteen T-6A Texan II turboprop trainer aircraft back to flight status. The IqAF began taking delivery of its new tandem twin-seat T-6A training aircraft in December 2009. A 2013 report by the US Special Inspector General of Iraq Reconstruction (SIGIR) said that T-6As located at Al Taji Air Base north of Baghdad had "started getting holes in their wings because no one was sweeping the runways". With F-16 pilot training taking place in Arizona in the United States, it appears that the decision was taken to place the T-6As in storage to prevent further damage ahead of the transfer of F-16 training to Iraq. The aircraft are slated to be back to flying status no later than the second quarter of 2018 to meet critical F-16 pilot demand in 2019. The work will be performed at Talil/Imam Ali Air Base where 203sq operated the T-6A until they were put in storage.

Not only the T-6A trainers have to be overhauled to regain operational status, but also the Cessna 172S Skyhawks of 201 Squadron at Tikrit and the trainer versions of the Cessna 208 Caravan (TC-208) operated by 3 Squadron from Kirkuk will be subjected to an extensive overhaul. Both types were introduced in the IqAF in 2007. Textron supplied twelve Ce172S and Orbital ATK has supplied three armed aircraft (AC-208B), three reconnaissance aircraft (RC-208B) and five trainer versions of the Cessna 208 (TC-208B).

Iraqi Army Aviation (AR)

#### Bell 407/IA-407

YI-111	21sq	f/n	<b>53865</b> feb17
--------	------	-----	--------------------

Personal copy

Distribution to a third party is not allowed

YI-122	21sq	f/n	<b>54026</b>	mar17	912	2sq	f/n	<b>136</b>	jul17
YI-126	21sq	f/n	<b>54031</b>	may17	913	2sq	f/n	<b>141</b>	jul17
YI-128	21sq	f/n	<b>54033</b>	feb17	<b>Hawk 203</b>				
YI-131	21sq	f/n	<b>54036</b>	feb17	127	6sq	wfu by may17	<b>OS007/434</b>	feb07
<b>Mi-171Sh</b>					128	6sq	wfu by may17	<b>OS008/435</b>	
YI-438	15th SOS	f/n		feb17	131	6sq	wfu by may17	<b>OS011/438</b>	jun04
<b>Mi-35M</b>					<b>Hawk Mk166</b>				
YI-368	35th Attack Helicopter sq, f/n			feb17	161/ZB123	BAE Systems	for 6sq	<b>OM001</b>	may17
YI-369	35th Attack Helicopter sq, f/n			may17	162/ZB124	6sq	del	<b>OM002</b>	jul17
YI-371	35th Attack Helicopter sq	w/o 04jan17			163/ZB125	6sq	del	<b>OM003</b>	jul17
YI-372	35th Attack Helicopter sq, f/n			may17	165?/ZB127	BAE Systems	for 6sq	<b>OM005</b>	aug17
YI-373	35th Attack Helicopter sq, f/n			mar17	166?/ZB128	BAE Systems	for 6sq	<b>OM006</b>	jul17
YI-374	35th Attack Helicopter sq, f/n			jun17	<b>NH90-TTH</b>				
YI-375	35th Attack Helicopter sq, f/n			jul17	627	14sq	f/n	<b>1183/TOMF08</b>	jul17
YI-376	35th Attack Helicopter sq, f/n			jul17	637	14sq	f/n	<b>1224/TOMF18</b>	jun17
					639	14sq	f/n	<b>1226/TOMF20</b>	jun17

## Iraqi Kurdistan

### Kurdistan Regional Government Police (PO)

Since May, the paramilitary Police force of Kurdistan has a permanent detachment near the city of Duhok. The small landing platform and facilities are just south of the city of Duhok which is 60km north of Mosul and is the most northerly base of the KRG air armed forces. The Police MD530F helicopters are now stationed at the main Police facility at Erbil International Airport and in Duhok. They also support the counter terrorism units that are flying out of Erbil and Sulaymaniyah. Although the Police MD530F helicopters are sporting red and blue quasi-civilian paint schemes, they operate under the self-explanatory unit name of "Peshmerga Air Support".

## Oman

### al Quwwat al-Jawwiya al-Sultanat Oman (AF)

#### Bell 429

701 (2)	3sq	ex N587ST?	<b>57261?</b>	apr16
702 (2)	3sq	ex N587RN?	<b>57262?</b>	apr16
703 (2)	3sq	ex N587QB?	<b>57263?</b>	feb17
704 (2)	3sq	ex N587PN?	<b>57264?</b>	jun16
705 (2)	3sq	ex N587NB?	<b>57270?</b>	jun16

During 2016, 3sq at Salalah took delivery of a number of Bell 429s. They replaced the Super Lynx Mk120 in the squadron, which are now all centralized at Al Musana'a with 15sq.

#### C295MPA

910	2sq	f/n	<b>118</b>	jul17
911	2sq	f/n	<b>131</b>	jul17

#### SC7-3M-4022

910	std Musana'a	Seavan	<b>SH.1900</b>	aug17
915	std Musana'a	Seavan	<b>SH.1942</b>	aug17
916	std Musana'a	Seavan	<b>SH.1944</b>	aug17

#### Typhoon (single)

210 (2)	8sq	del	<b>NS001</b>	aug17
211 (2)?	BAE Systems	for 8sq	<b>NS002</b>	apr17

#### Typhoon (dual)

200	8sq	del	<b>NT001</b>	jun17
201	8sq	del	<b>NT002</b>	jun17
202	8sq	del	<b>NT003</b>	aug17

BAE Systems delivered the first two batches of Eurofighter Typhoon and Hawk Mk166 to the Royal Air Force of Oman (RAFO). On 15 May, the formal presentation to RAFO officials took place at RAF Warton. The first two Hawks departed Warton on 29 July and were delivered to 6sq at RAFO Masirah. They will replace the ageing Hawk 203. The first two dual-seat Typhoons left Warton on 20 June and were delivered to 8sq at RAFO Adam. On 7 August, these were followed by one dual-seat Typhoon and one single-seat version.

## Syria

### al-Quwwat al-Jawwiya al-Arabiya As'souriya (AF)

#### L-39ZO

2088	pres Kweres	Gate		jun17
------	-------------	------	--	-------

#### Mi-24P

2861	photo with "30y" ex Russian AF			jul17
2862	photo with "40y" ex Russian AF			aug17



A-10Cs from 23rd Wing based at Moody AFB (GA), including this 80-0188, used Mildenhall as staging point on their way to the Middle East (15 July 2017, Jeroen Hensbergen)

<b>MiG-21bis</b>				
2206	679sq	f/n		apr17
2291	nn	f/n	<b>N75077445</b>	jan17
<b>MiG-21MF</b>				
1597	8sq	photo		2017
<b>MiG-21UM</b>				
547	dump Deir e-Zorf/n			jan17
<b>MiG-23MF</b>				
2666	nn	photo		jul17
2671	678sq	photo		aug17
<b>MiG-23ML</b>				
2779	675sq	photo		2015
2797		w/o 05jun17		
<b>MiG-25PD/PDS</b>				
2438	wfu Tiyas	f/n, photo		apr17
<b>MiG-25PU</b>				
2482	wfu Tiyas	f/n, photo		mar17
<b>MiG-25RB</b>				
2704	wfu Tiyas	f/n, photo		
<b>Su-22M3</b>				
3002		f/n, photo	<b>_50_03_?</b>	jan17
3013	Maybe crashed	05feb17	<b>_50_14_?</b>	feb17
<b>Su-22M4</b>				
3216	nn	f/n, photo		16
3217	nn	f/n, photo		mar17
3224	nn	f/n, photo		jul17
3233	nn	f/n, photo		mar17
3235	nn	f/n, photo		apr17
3237	nn	f/n, photo		apr17
<b>Su-22UM3K</b>				
3088	nn	f/n, photo		jul17
<b>Su-24MK</b>				
3517	nn	f/n, photo		dec16

## North America

### United States

#### United States Air Force (AF)

This coming month, it will be seventy years since the USAF was formed as a separate branch of the United States military on 18 September 1947. Overall, it is generally accepted that the USAF is the largest and one of the most technologically advanced Air Forces in the world. From the start of its existence in 1947, the USAF has played significant roles throughout the years. From the Berlin Blockade, one of the first major international crises in 1948 and 1949, till the Korea War that started at the beginning of the fifties, till the Vietnam War that lasted almost twenty years, ending in 1975. Every period the USAF was there. Also in recent decades, from the Gulf War in the beginning of the nineties till the skirmishes on the Balkans in the mid-nineties till the end of the nineties. The USAF was there. The recent Wars against Terrorism in Afghanistan, Iraq and Syria. The USAF is there. From the Cold War, that started in 1947, till the recent changes in Eastern Europe. The USAF is here. Although the USAF has shrunk significantly during the past decades, nowadays it can rely on some 6,000 aircraft and helicopters, 150 Unmanned Air Vehicles (UAV), 2,000 Air-Launched Cruise Missiles (ALCM) and 450 Intercontinental Ballistic Missiles (ICBM). With the introduction of new aircraft like the F-35A Lightning-II, the KC-46A Pegasus, the new OA-X light attack aircraft, the development of the B-21 Raider, the USAF's ambitions in space and the participation in (future) Black Projects, the USAF will surely have another interesting seventy years ahead. A large Air Show and Open House, celebrating USAF's 70th birthday, is planned to be held at Nellis AFB (NV) during the Nellis 2017 Air & Space Expo on 11 and 12 November.

Thanks to research and postings on the Scramble Message

Board some more detailed information about the USAF's secretive Boeing C-32B aircraft became available. The C-32B, shrouded in mystery, is a militarized Boeing 757-200 type that is being used by the USAF and US Government Agencies. Contrary to its brother, the C-32A, which is often seen in public acting as the Airforce Two, the C-32B is only sporadically seen in public. Sometimes as an all-white disguised airliner or with only the Stars and Stripes flag in the tail. Although not confirmed, it is known that at least two C-32Bs are being flown at any one time by the 150th Special Operations Squadron, being part of the New Jersey Air National Guard's 108th Wing and operating from Joint Base McGuire-Dix-Lakehurst (NJ). The Boeing type is also operated by the more unknown 486th Flying Test Squadron, mainly operating out of Eglin AFB (FL). Besides being used by the US Special Operations Command (USSOCOM) and Air Force Special Operations Command (AFSOC), the USAF C-32Bs are also assigned to the US Foreign Emergency Support Team (FEST). The FEST is the US government's only interagency, on-call, short-notice team ready to respond to terrorist incidents worldwide. Also, L3 Communications Holdings and/ or some US Agencies like the Central Intelligence Agency (CIA) and the Federal Bureau of Investigation (FBI), related to the USAF aircraft, operate some Boeing 757-200/ C-32B aircraft. Mostly in the same white colours like the USAF examples. Sometimes with just some blue stripes or COMCO titles in the tail. In recent times, the L3 communications facility at Majors Field near Greenville (TX) was closely monitored. Some C-32Bs did receive overhaul and modifications whilst being at the L3 facility in Texas. The following USAF style C-32Bs have been noted recently, either on the ground in the USA and Europe, or being picked up by various systems such as the Aircraft Communications Addressing and Reporting Systems (ACARS) and Shore Based Sensor radars (SBS):

86006 (98-6006) 96143 (99-6143) 09001 (00-9001)  
24452 (02-4452) 25001 (02-5001)

It is not known which C-32B belongs to what unit. A special note is that there is a possibility that the USAF sometimes exchanges the identity of the aircraft involved using the other's serial and hexcode. There is also the possibility that some C-32Bs have operated with other serial numbers in the past. To complete the list, the following three B-757-200/ C-32B aircraft are Federal Aviation Administration (FAA) civil registered with L-3 Communications Holdings:

N226G N610G N903TB

The first two are COMCO operated aircraft. COMCO is the pseudo company name where the first two are accommodated. The latter is probably a communications testbed for L3 and all three are in some kind of way affiliated to the US Government and/ or Department of Defense.

Being a part of the USAF force structure actions, July 2017 marked the end of an era at Niagara Falls Air Reserve Station (NY). On 26 July 2017 the last C-130H with serial number 92-3021 from the 328th Air Refueling Squadron, part of the 914th Airlift Wing left Niagara Falls for a new home, being the 908th Airlift Wing, at Maxwell AFB (AL). The 328th squadron's eight, relatively young C-130H Hercules aircraft, all found a new home with other Air Force Reserve Command units. It is anticipated that a 1980 C-130H example will arrive in the near future at Niagara Falls to become a static frame and eventually will be displayed in the base's Air Park as a monument. The 914th Airlift Wing is in the process of transitioning from an Airlift Wing to an Air Refueling Wing operating the KC-135 Stratotanker.

Related to the above Hercules news came the fact that July 2017 marked the month that the 50th USAF C-130H model arrived for storage at the 309th Aerospace Maintenance and

Personal copy

Distribution to a third party is not allowed

Regeneration Group (AMARG) at Davis Monthan AFB (AZ). Although more C-130H aircraft continue to arrive at the Boneyard in Arizona, this versatile model was being extensively used during the recent exercise Swift Response 17. The exercise Swift Response 17 was linked to exercise Saber Guardian 17, a U.S. Army Europe-led, multinational exercise that spanned across Bulgaria, Hungary and Romania with more than 25,000 military involved. No less than ten Air National Guard C-130Hs were actively called upon and sent to Europe at the beginning of July. The ten Hercules aircraft were noted on 25 July 2017 in four waves above the Netherlands and the United Kingdom travelling back to the Continental United States (CONUS). The following Air National Guard C-130Hs were involved:

79-0475 79-0476 87-9283 92-1451 92-1452  
92-3023 92-3024 93-1041 93-7312 94-7320

Some months ago, before his inauguration, President Donald Trump told the USAF to cut-down the costs of the future two new Air Force One aircraft or the programme would risk getting cancelled. Now the Presidential Administration, USAF and Boeing are nearing a deal for two stored Boeing 747s that will be transformed into presidential aircraft. At the beginning of August 2017, it became known that the USAF and Boeing are finalizing a contract for two Boeing 747-8s that were originally produced for the Russian airline firm Transaero but never delivered to the company. Transaero ordered the aircraft in 2013, but was declared bankrupt in 2015. Boeing, which had already started production on the planes, finished them and kept them in its possession for the entirety of their lifespan. The two 747-8s are currently stored at Southern California Logistics Airport (CA), also known as Victorville Airport, the former George AFB. The following two Boeing 747-85M aircraft are involved:

N894BA with Manufacturer Serial Number (MSN) 42416 and Line Number (LN) 1519 and N895BA with MSN 42417 and LN 1523.

Just being back from a deployment to Turkey in support of Operation Inherent Resolve (OIR) at the end of January, the Maryland Air National Guard's A-10C Thunderbolt-II aircraft from the 104th FS/175th Wing made another move with ten aircraft to Europe. The A-10s were seen transiting Keflavik Air Base on Iceland on 3 August 2017 before flying to their final destination, Ämari Air Base in Estonia, the following day. A week later, during the deployment, some A-10s were practising landings and take-offs from the Jägala-Kärvete Highway in the Northern part of Estonia and multiple A-10s were flying sorties above Finnish airspace with the Finnish Air Force. The Maryland ANG A-10s were sent in order to support Operation Atlantic Resolve and it was stated that the deployment would last some three weeks. The following ten MD coded A-10Cs were noted:

78-0682 78-0718 78-0719 78-0720 79-0082  
79-0087 79-0088 79-0105 79-0108 79-0175

The latter is marked as 175WG flagship

On 4 August 2017, the 8th Fighter Squadron was reactivated as a F-16 Fighting Falcon training unit being part of the 54th Fighter Group at Holloman AFB (NM). For the 8th FS, named the Black Sheep, it was more than six years after its inactivation. The Black Sheep acquired their colourful name during the Second World War. The squadron, mainly serving under USAF's Tactical Air Command (TAC), has a rich history. Being deployed to Southeast Asia in the seventies and nineties and participating in the periodic Crested Cap deployments to Germany and the Netherlands in the seventies and eighties are among the noteworthy facts. As a F-117A Nighthawk squadron the 8th FS was also deployed to the Middle East and Europe. The latter was in support of Operation Allied

Force over Kosovo in 1999. The 8th FS also operated briefly the F-22A Raptor for less than two years. The first 8th FS and HO coded F-16C, 88-0454, marked as 8FS commander's aircraft, was noted during the reactivation ceremony at Holloman. During the ceremony it was stated that some forty more F-16s would join the operational F-16 fleet at Holloman. At this moment it is not known if there will be more squadrons involved either being reactivated or moved from other bases. Along with its sister squadrons, the 311th FS and 314th FS, the 8th FS will be responsible for generating new F-16 fighter pilots and requalifying former F-16 fighter pilots at Holloman for years to come.

Related to the above F-16 news comes the fact that the USAF is currently shuffling a lot with their F-16 inventory. This involves all operational, training, Air Force Reserve Command and Air National Guard units. More and more F-16s are finding a new home, either to the 309th Aerospace Maintenance and Regeneration Group (AMARG) at Davis Monthan AFB (AZ), to other units or otherwise. Five USAF F-16D dual-seat aircraft were flown from the Continental United States (CONUS) to the SABCA overhaul facility at Charleroi/Brussels South Airport in Belgium on 17 August 2017. This didn't come as a surprise because SABCA (Société Anonyme Belge de Constructions Aéronautiques) was awarded in December 2016 with a new five-years Indefinite delivery contract for Depot-level Maintenance Support to the F-16 fleet operated by US Air Forces in Europe (USAFE), covering Fiscal Years 2017 to 2021. With the introduction and necessary maintenance of the F-35A, and the associated available needed space at the Ogden Air Logistic Center near Hill AFB (UT) it makes sense that some of the maintenance work will be outsourced to other companies like SABCA. Although the latest five came from the CONUS, it is unknown what their destination will be after their stay with SABCA. There is the possibility that some will swop with European based USAFE F-16Ds at Aviano and Spangdahlem in due time and there is also a small possibility that they eventually will end up with other Air Forces. The following Air National Guard F-16Ds made the move to Belgium:

83-1180 84-1326 86-0051 87-0365 87-0381

Holloman AFB (NM) was the OA-X aircraft experimental scene for some USAF pilots during the biggest part of the month of August 2017. During the month, the pilots had the opportunity to fly some basic surface attack missions in Textron Aviation's AT-6 Wolverine turboprop and Scorpion jet, Sierra Nevada Corp. and Embraer's A-29 Super Tucano, along with the L3/ Air Tractor Platform Integration Division's AT-802L Longsword. The Longsword aircraft was only added to the list on the very last moment. In the course of the experiment, USAF operators did put the planes through their paces in a number of scenarios, testing the performance of the aircraft as it carried out Intelligence, Surveillance and Reconnaissance (ISR), dropped weapons and operated in multiple and different environments. This was the first time that the USAF did set up an experimental scene in order to see which airplane(s) meet the USAF requirements for a future OA-X aircraft, also known as the Light Attack/Armed Reconnaissance (LAAR) or Light Air Support (LAS) aircraft. Although no outcomes have been revealed yet, earlier this year the USAF was recommended the procure 300 OA-X aircraft. This, mainly to relieve the USAF aircraft in the current inventory, that are frequently used during different deployments in various theatres around the world.

<b>A-10C</b>			
80-0264/MI	107th FS	MI ANG, dam 20jul17	<b>A10-0614</b> jul17
<b>C-130H</b>			
89-1187	357th AS	AFRC, ex 327th AS	<b>382-5196</b> jul17
91-9142	357th AS	AFRC, ex 328th AS	<b>382-5295</b> jul17

<b>C-130H-2</b> 85-0037	357th AS	AFRC, ex 95th AS	<b>382-5077</b>	jul17
<b>C-130J</b> 15-5822/RS	37th AS	d/d 17aug17	<b>382-5822</b>	aug17
<b>C-130J-30</b> 14-5807/YJ 15-5810/YJ 15-5813/YJ 15-5817/YJ	36th AS 36th AS 36th AS 36th AS	'374AW'	<b>382-5807</b> <b>382-5810</b> <b>382-5813</b> <b>382-5817</b>	jul17 jul17 jul17 aug17
<b>C-17A</b> 02-1104	58th AS	'97 OG'	<b>50112/F111/P104</b>	jul17
<b>C-5M</b> 86-0012	337th AS	45th C-5M conversion	<b>500-98</b>	jul17
<b>CV-22B</b> 13-0070	?			jun15
<b>F-15C-41-MC</b> 86-0144	194th FS	'144FW'	<b>989/C372</b>	jul17
<b>F-15D-29-MC</b> 80-0060	to Israel	ex 114th FS	<b>714/D032</b>	aug17
<b>F-15SA</b> 12-1031	for RSAF	on order		
<b>F-16A-10-CF</b> 79-0368/WI	Truax Field		<b>61-153</b>	aug16
<b>F-16C-25-CF</b> 83-1126 84-1310 84-1316	to Indonesia to Indonesia to Indonesia	as TS-1627 as TS-1637 as TS-1638	<b>5C-9</b> <b>5C-147</b> <b>5C-153</b>	
<b>F-16C-30-CF</b> 86-0321 86-0353	182nd FS 182nd FS	TX ANG sp c/s TX ANG, '182 FS'	<b>5C-427</b> <b>5C-459</b>	jul17 jul17
<b>F-16CM-40-CF</b> 88-0454/HO 88-0521/AV 90-0725/HO	8th FS 510th FS 421st FS	'8 FS' aug17 ex HL/421st FS	<b>1C-56</b> <b>1C-123</b> <b>1C-333</b>	aug17 jul17 jul17
<b>F-16D-25-CF</b> 83-1180/AZ 84-1326/AZ 85-1508	EBCI EBCI to Indonesia	maint at SABCA maint at SABCA as TS-1622	<b>5D-7</b> <b>5D-20</b> <b>5D-30</b>	aug17 aug17 aug17
<b>F-16D-30-CF</b> 86-0051/CO 87-0365/SA	EBCI EBCI	maint at SABCA maint at SABCA	<b>5D-55</b> <b>5D-60</b>	aug17 aug17
<b>F-16D-32-CF</b> 87-0381/AT	EBCI	maint at SABCA	<b>5D-76</b>	aug17
<b>F-35A-2B</b> 12-5049/WA	6th WPS	'6 WPS' jul17	<b>AF-60</b>	jul17
<b>F-35A-3I</b> 13-5082/WA 14-5089/WA 15-5119/WA 15-5125/LF 15-5129/LF 15-5130/LF 15-5131/HL 15-5132/LF 15-5145 15-5146 15-5147 15-5148 15-5149 15-5150	6th WPS 6th WPS 6th WPS 62nd FS 56th FW 63rd FS 34th FS 56th FW for Norway for Norway for Norway for Norway for Norway for Norway	ex WA/16th WPS ex WA/16th WPS ex WA/16th WPS as 5145 as 5146 as 5147 as 5148 as 5149 as 5150	<b>AF-88</b> <b>AF-90</b> <b>AF-110</b> <b>AF-116</b> <b>AF-120</b> <b>AF-121</b> <b>AF-122</b> <b>AF-123</b> <b>AM-5</b> <b>AM-6</b> <b>AM-7</b> <b>AM-8</b> <b>AM-9</b> <b>AM-10</b>	jul17 jul17 jul17 jul17 jul17 jun17 jul17 jul17 may17 jul17 may17 jul17 jul17 jul17
<b>HH-1H</b> 70-2468/-11	Okeechobee	downtown	<b>17112</b>	jan15
<b>KC-135R</b> 57-1493 60-0333 61-0288/D 62-3533 62-3557	54th ARS 351st ARS 351st ARS 328th ARS 328th ARS	ex ZZ/909th ARS ex 92nd ARW ex 336th ARS ex 77th ARS	<b>17564/T0173</b> <b>18108/T0427</b> <b>18195/T0510</b> <b>18516/T0584</b> <b>18540/T0608</b>	jul17 aug17 apr17 jul17 jul17

63-8044	328th ARS	ex 77th ARS	<b>18661/T0700</b>	jul17
<b>MC-130P</b> 69-5828	130th RQS	CA ANG	<b>382-4377</b>	apr17
<b>QF-16A-15-CF</b> 83-1110/QF-004	82nd ATRS	w/o 17jul17	<b>61-663</b>	jul17
<b>T-37B</b> 68-8042	to Pakistan	as 68042/042	<b>41147</b>	
<b>UH-1H</b> 71-20044/44C	Huntsville		<b>12868</b>	oct16
<b>UH-1N</b> 69-6653/-	36th RQS		<b>31059</b>	jul17

United States Navy (NY)  
On 28 July 2017, the first Sikorsky VH-92A and future Marine One when the President is onboard, took the air from Stratford (CT). The heavily modified S-92 Helibus, designed to replace the venerable VH-3D and VH-60N helicopters. The VH-92A will enter the test programme that consists out of a broad series of tests with 250 flight hours, flown from Lockheed Owega facility (NY). As known, Lockheed is the owner of Sikorsky Helicopter since 2015. The Initial Operational Capability is planned in 2020. The second VH-92A will join the test programme late 2017. Eventually, the US\$ 1,24 billion programme will get an additional four six Helibus', those four are early production aircraft. From 2019, eleven remaining aircraft will be build. All 23 ordered VH-92As will eventually become part of the "white top presidential airlift fleet" of HMX-1 *Nighthawks* ('(MX)-xx'). The whole programme was a little confusing; once there was a programme based on the US assembled derivative European build EH101 helicopter, called the VH-71 Kestrel. This program got completely out of control with each of the 23 helicopters costs US\$ 550 million. More than three times the estimated calculation. This programme was terminated and the nine in various stages build helicopters were sold to Canada as CH-149 Cormorant. A new Marine One programme was started with the S-92 that now leads to the aforementioned test programme.

United States Navy unit news

#### Commander, Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

The US Navy plans to start training of their P-8A Poseidon patrol (VP) squadrons in aerial refueling from September 2017. VP-45 *Pelicans* ('LN-xxx') from NAS Jacksonville (FL) will be the first squadron to begin with the training, starting 9 September 2017. The tankers are extracted for the training from USAF inventory. The P-8A was built with the aerial refueling capacity, but it was not used during its first four years of operational service. Currently, NAS Jacksonville houses six P-8A fleet squadrons; VP-5 *Mad Foxes* ('LA-xxx'), VP-8 *Tigers* ('LC-xxx'), VP-10 *Red Lancers* ('LD-xxx'), VP-16 *Eagles* ('LF-xxx'), VP-26 *Tridents* ('LK-xxx'), and the aforementioned VP-45. At Jacksonville, the Fleet Replenishment Squadron (FRS) VP-30 *Pro's Nest* ('LL-xxx') can be found too. VP-30 still operates some P-3Cs. All squadrons are part of Commander Patrol and Reconnaissance Wing (CPRW) 11. This wing also commands VP-62 *Broadarrows* ('LT-xxx'), flying the P-3C and Unmanned Patrol Squadron (VUP) 19 *Big Red* ('PE-xxx') operating the MQ-4C. VP-16 is currently deployed to NAS Sigonalla (Italy) while VP-26 is deployed to Misawa air base (Japan). One of the Jacksonville squadrons is expected to deploy for the first time with the P-8A to Cooperative Security Location (CSL) Comalapa, El Salvador and the US 4th Fleet area of operations in late 2017. Currently, VP-9 *Golden Eagles* ('PD-xxx') from NAS Whidbey Island (WA) with their P-3C is deployed at Comalapa (since March 2017).

#### Commander, Naval Air Force U.S. Pacific Fleet (ComNavAirPac)

Carrier Air Wing 5, USS *Ronald Reagan* (CVN-76), NF Carrier Air Wing (CVW) 5 will relocate to MCAS Iwakuni

Personal copy

Distribution to a third party is not allowed

(Japan) during fall 2017. Strike Fighter Squadrons (VFA) 115 *Eagles* ('NF-3xx') and VFA-195 *Dambusters* ('NF-4xx'), along with Electronic Attack Squadron (VAQ) 141 *Shadowhawks* ('NF-5xx') are scheduled to relocate following the return of the USS *Ronald Reagan* (CVN-76) Carrier Strike Group's fall patrol. Earlier this year, Carrier Airborne Early Warning Squadron (VAW) 125, already moved to Iwakuni, that is situated on the main island of Japan, Honshu. The move of CVW-5 from NAF Atsugi (Japan) to Iwakuni is part of Defense Policy Review Initiative, as directed in the 1 May 2006 Security Consultative Committee Document. Atsugi will be used in the future as a divert field, and for training, refueling, or maintenance. It is not published yet when the Super Hornets of VFA-102 *Diamondbacks* ('NF-1xx') and VFA-27 *Royal Macs* ('NF-2xx') will make the move to Iwakuni, the same for the Seahawks of HCS-12 *Golden Falcons* ('NF-61x') and HSM-77 *Saberhawks* ('NF-7xx') and the C-2As of VRC-30/Det.5 *Providers*.

United States Navy (NY)

FRCSW = Fleet Readiness Center South West, North Island (CA)

#### E-2C-II

165300/AJ-601	VAW-124	ex FRCSW	<b>A52-171</b>	aug17
165507/AJ-600	VAW-124	ex 643/VAW-120	<b>A17.</b>	aug17

#### E-2D

168749/676	VAW-120	ex 749/VX-20	<b>AA20</b>	aug17
------------	---------	--------------	-------------	-------

#### F/A-18C

164632/AJ-401	VFA-37	ex AJ-406/VFA-87	<b>1049/C261</b>	aug17
164976/AJ-402	VFA-37	ex AG-314/VFA-83	<b>1279/C391</b>	aug17
165171/AJ-410	VFA-37	ex AC-310/VFA-37	<b>1287/C396</b>	aug17
165174/AJ-405	VFA-37	ex AG-307/VFA-83	<b>1292/C399</b>	aug17
165182/AJ-411	VFA-37	ex AD-350/VFA-106	<b>1305/C407</b>	aug17
165187/AJ-400	VFA-37	ex AJ-401	<b>1321/C412</b>	aug17
165200/AJ-406	VFA-37	ex AG-303/VFA-83	<b>1353/C425</b>	aug17
165221/AJ-404	VFA-37	ex AC-300/VFA-131	<b>1404/C446</b>	aug17
165228/AG-405	VFA-131	ex AC-305	<b>1415/C453</b>	jul17
165526/AJ-403	VFA-37	ex AC-304/VFA-131	<b>1457/C466</b>	aug17

#### F/A-18E

165865/NH-307	VFA-146	w/o	12aug17	<b>E041</b>	jul15
168469/NG-263	VFA-14	ex NJ-250/VFA-122		<b>E226</b>	mar17
169120/AJ-151	VFA-31	ex AD-151/VFA-106		<b>E294</b>	aug17

#### F/A-18F

166467/AD-247	VFA-106	ex AD-206, CAG c/s		<b>F102</b>	aug17
166665/AB-210	VFA-211	ex AC-104/VFA-32		<b>F143</b>	aug17

#### EA-18G

166898/NL-544	VAQ-132	ex NJ-513/VAQ-129		<b>G10</b>	jul17
166934/NL-520	VAQ-135	ex NL-540/VAQ-132		<b>G19</b>	jul17
166936/NL-543	VAQ-132	ex NL-523/VAQ-135		<b>G21</b>	jul17
166938/NL-524	VAQ-135	ex NJ-530/VAQ-129		<b>G23</b>	jul17
166946/NL-523	VAQ-135	ex 544/VAQ-129		<b>G31</b>	jul17
169207/NJ-507	VAQ-129	f/n		<b>G140</b>	
aug17					
169209	VAQ-129	f/n		<b>G142</b>	aug17
169210	VAQ-129	f/n		<b>G143</b>	aug17

#### MH-60R

166517	309th AMARG	ex HX-21		<b>70-2893</b>	aug17
166537/AJ-711	HSM-70	ex AJ-701		<b>70-3071</b>	aug17

#### MH-60S

167892/AJ-622	HSC-9	ex HW-32/HSC-26		<b>70-3712</b>	aug17
---------------	-------	-----------------	--	----------------	-------

#### P-3C AIP

158224/224	nmks	ex RD-224/VP-47		<b>5569</b>	jul17
161407/407	VP-4nmks	ex 407/VP-4		<b>5744</b>	jul17
162775/PD-775	309th AMARG	ex PD-775/VP-9		<b>5801</b>	aug17

#### P-8A

169327/327	VP-4	del 11jul17		<b>62299/6189</b>	jul17
169328/328	VP-4	del 16aug17		<b>62294/6244</b>	aug17
169329/329	VP-30	del 23aug17		<b>62295/6273</b>	aug17
169334/334	Boeing	f/f 09aug17		<b>63181/6440</b>	aug17

United States Marine Corps unit news

#### Marine Force Pacific (MARFORPAC)

VMFA-232 *Red Devils* ('WT-xx') departed MCAS Iwakuni



F/A-18E 169120 embarked the USS *George H.W. Bush* with VFA-31 *Tomcatters* (AJ-1xx) and carries a deviated code AJ-151. The Super Hornet was sent to the Bush from Fleet Replenishment Squadron (FRS) VFA-106 *Gladiators* (AD-xxx) as a replacement for 166788/AJ-113 which was grounded early into to the cruise. 166788 became a so-called *Hangar Queen*. To keep the squadron on-strength, 169120 flew in. It retained its VFA-106 modex but received a *Felix the Cat* of VFA-31 marking on its tail. Funny thing is that the painters modified *Felix* with a *Gladiators* helmet (derived from the VFA-106 markings).

(Japan) on 15 August 2017 after a six month Unit Deployment Programme (UDP). The squadron arrived with eight Hornets mid-March 2017.

165186/01 165191/03 16xxxx/06 165222/07  
165227/10 165230/11 165195/13 164696/16  
164707/17 (arrived as SH-165 of VMFAT-101)  
164266/22

United States Marine Corps (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)

FRCSW = Fleet Readiness Center South West, North Island (CA)

LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

#### F/A-18A+

162877/VW-00	VMFA-314	ex VW-11		<b>420/A348</b>	aug17
--------------	----------	----------	--	-----------------	-------

#### F/A-18C

164253/VW-14	VMFA-314	ex RP-24/FRCSW		<b>1016/C235</b>	aug17
164696/WT-16	VMFA-232	ex 309th AMARG		<b>1132/C304</b>	aug17
164707/WT-17	VMFA-232	ex SH-165/VMFAT-101		<b>1149/C312</b>	aug17
165193/VW-18	VMFA-312	ex WT-12/VMFA-232		<b>1334/C418</b>	aug17
165195/WT-13	VMFA-232	ex VW-19/VMFA-314		<b>1340/C420</b>	aug17

#### F-35B

169026/VM-26	VMFAT-501	ex CF-09/VMFA-211		<b>BF-41</b>	mar17
169413/VK-14	LMTAS	f/n		<b>BF-58</b>	jul17

#### AH-1W

162569/TV-39	HMLA-167	ex EH-41/VMM-264		<b>26238</b>	aug17
--------------	----------	------------------	--	--------------	-------

<b>UH-1Y</b>			
167804/SN-08	HMLA-169	ex UV-00/HMLA-267	<b>55112</b> aug17
168407/SN-03	HMLA-169	ex SE-03/HMLA-469	<b>55144</b> aug17
168784/EP-33	VMM-265	ex ET-41/VMM-262	<b>55181</b> aug17
168949/SN-00	HMLA-267	ex SN-00/HMLA-169	<b>55201</b> jul17
168957/YR-3.	VMM-161	ex SN-15/HMLA-169	<b>55209</b> aug17
<b>AH-1Z</b>			
169092/UV-43	HMLA-267	f/n	<b>59233</b> jul17
169094/UV-45	HMLA-267	f/n	<b>59235</b> jul17
169096/UV-48	HMLA-267	f/n	<b>59237</b> jul17
<b>AV-8B+(R)</b>			
165382/YR-51	VMM-161	ex WE-14/VMA-214	<b>277</b> aug17
165398/WL-05	VMA-311	ex WL-51/VMM-161	<b>288</b> aug17
<b>CH-53E</b>			
164359/YR-2.	VMM-161	ex YF-27/HMH-462	<b>65-584</b> aug17
164364/YR-2.	VMM-161	ex YN-10/HMH-361	<b>65-593</b>
aug17			
<b>F-5N</b>			
761533/AF-117	VFC-111	w/o 09aug17	<b>L1008</b>
<b>MV-22B</b>			
166486/YT-07	VMM-164	ex FRCE	<b>D0065</b> aug17
167922/YZ-15	VMM-363	ex ML-06/VMM-764	<b>D0133</b> aug17
168345/YQ-01	VMM-268	ex YX-08/VMM-166	<b>D0248?</b> aug17
168348/YR-14	VMM-161	exz YZ-14/VMM-363	<b>D0251?</b> aug17
168634/EP-13	VMM-265	w/o 05aug17	<b>D0289</b>
168656	Bell-Boeing	f/n	<b>D0311?</b> aug17
<b>UC-35D</b>			
166474	Cherry Point	ex Futenma	<b>560-0630</b> jul17

United States Coast Guard (CG)

On 14 August 2017, the final MH-65D Dolphin departed CGAS Traverse City (MI). Since 1995, these helicopters have been operating from Traverse over the Great Lake area in search-and-rescue (SAR) missions. The unit transitioned from summer 2017 to MH-60T. The MH-65Ds of Traverse are transferred to Coast Guard Helicopter Interdiction Tactical Squadron in Jacksonville (FL) where they boost the counter-drug operational capabilities and to the Coast Guard Aviation

Training Center in Mobile (AL) for MH-65 training. United States Coast Guard (CG)

<b>HC-130H</b>			
1704	Clearwater	ex Sacramento	<b>382-4969</b> aug17
<b>MH-60T</b>			
6012	Clearwater	ex Elizabeth City	<b>70-1577</b> aug17
6030	Clearwater	ex Cape Cod	<b>70-1789</b> aug17
6031	Clearwater	ex Mobile	<b>70-1790</b> aug17
6036	Clearwater	ex San Diego	<b>70-1957</b> aug17
6045	Traverse City	ex Clearwater	<b>70-1950</b> aug17

National Aeronautics and Space Administration (GV)

Of course nobody looked to the solar eclipse on 21 August 2017 because the two beautiful NASA WB-57F were of much more interest to look after during the natural phenomenon. NASA926 and NASA927 were the two beauties launched from homebase NASA Johnson Space Center (JCS) at Ellington Field (TX) to observe the eclipse with twin telescopes mounted on the noses of the planes. On this way the two WB-57Fs are able to capture the clearest images of the corona and first-ever thermal images of planet Mercury. The third WB-57F of the inventory of JCS, NASA928 will stay at home.

National Aeronautics and Space Administration (GV)

<b>G-III</b>			
N808NA	Armstrong	del, ex N94FL	<b>424</b> aug17

Credits

Coert van Breda, Ian Carroll, Raymond van Dijkhuizen, Fred Hovesta, Paul Mali, Daniele Mattiuzzo, Jeremy Parkin, Peter Weinert, Peter Wilmink

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



It took Raymond a trip to the open house in Medellin (Colombia) to get this Colorado Air National Guard C-21A 86-0374. (15 July 2017, Raymond van Dijkhuizen)

Scramble Digital? Go to [www.pocketmags.com](http://www.pocketmags.com) and search for Scramble



# Showreports

Couteau Delta is the replacement for the Ramex Delta team. Contrary to the latter, who flew two nuclear capable Mirage 2000N aircraft, Couteau Delta is equipped with two Mirage 2000Ds, of which one is painted in a desert camouflage colour scheme. The numbers are 602 and 652. (Malagá, 30 July 2017, José Damián González Martínez)

## Islamabad (Pakistan)

Pakistan Day Parade & rehearsals 14-23 March 2017

The yearly fly-by over Islamabad in commemoration of Pakistan Day, 23 March, is practised in the weeks before. Aircraft participating in these activities, so not a 1-by-1 representation of any single day, was as follows:

### Air Force:

4144 +1	C-130E	6sq (with Il-78)	23
3x	C-130		23
89-523, 90-579	F-7P	18(OCU)sq	14
93-703, 93-70_	F-7P	18(OCU)sq	14
93-709, 93-714	F-7P	14sq	17
93-720, 93-730	F-7P	14sq	17
90-611, 93-657	FT-7P	18(OCU)sq	13
01-807	F-7PG	23sq	15
01-815, 01-816	F-7PG	23sq	14
01-819, 02-833	F-7PG	23sq	14
02-818, 02-830	F-7PG	20sq	23
02-838, 02-842	F-7PG	20sq	23
82707, 84711	F-16A MLU	9sq	14
85726	F-16A MLU	9sq	19
84707	F-16A MLU	9sq	23
86612, 92619	F-16B MLU	9sq	14
4x	F-16C-52	5sq	23
07-101	JF-17	16sq, spec red/gn c/s	19
15-203	JF-17	16sq	14
15-204	JF-17	nn	23
15-207, 15-211	JF-17	16sq	19
16-208	JF-17	16sq	14,19
16-218, 16-226	JF-17	(16sq)	14
16-225	JF-17	14sq	14
R10-002	Il-78MP	10(MRTT)sq	23
12-002	KE-03	4sq	14, 18, 23
14-004	KE-03	4sq	23
94-01-801, 94-01-802	K-8	Sherdils	23
94-01-803, 94-01-806	K-8	Sherdils	23
03-02-807, 03-02-809	K-8P	Sherdils	23
03-02-811, 06-09-820	K-8P	Sherdils	23
06-09-822	K-8P	Sherdils	23
96-704, 96-721, 96-749	Mirage 5EF	27sq	19
96-748	Mirage 5EF	27sq, spec. gn tail mks	19
96-711, 96-736	Mirage 5EF	25sq	14
96-725	Mirage 5EF	25sq, spec. or tail mks	14
10-040	Saab 2000AEW	3(AEW)sq (with KE-03)	18
10-025, 11-045	Saab 2000AEW	3(AEW)sq (with KE-03)	23

### Army:

3x	AH-1F		23
----	-------	--	----

3x	AS550C3		23
786-227 +2	Bell 412		23
1x	IAR330	with flag	23
2x	IAR330		23
58634, 58656 +1	Mi-17/Mi-171E		23

### Navy:

86, 88	P-3C	28sq	23
20, 24, 25	Z-9EC	222sq	23

The parade has been held since 2015, after a seven year absence before that, and showcases the equipment (ground and air) of all branches of the armed forces. This year, there was also a beach-side fly by at Karachi featuring Mirages, JF-17s and F-16s including a solo of the latter. The F-7P with 93-70\_ ended in either a 6 or an 8.

## Aeroparque La Enconada (Bolivia)

Arete Yvту Air Festival 9 July 2017

FAB-511	Zlin 242L	CoIMilAv	
PB-001	R44-II	SAP	
PB-002	R44	SAP	
CP-723	PA-18		
CP-1469	PA-18		

The local aeroclub hosted an airshow that was visited very well. Many light aircraft participated and the Air Force and police sent some aircraft too.

## Lethbridge (Canada)

International Air Show 15 July 2017

### Static:

188741	CF-188	410sq	\$
188916	CF-188B	410sq	
146476	CH-146	408sq	
155221	CT-155	NFTC	
156118	CT-156	NFTC	
80-0281/KC	A-10C	303rd FS	
11-5748	C-130J-30	19th AW	
87-0034	C-5M	60th AMW	
02-1098	C-17A	305th AMW	
02-1104	C-17A	97th AMW	'97 OG'
69-6653	UH-1N	36th RQS	
162174/632	C-2A	VAW-120	
164410	E-6B	VQ-4	
169006	P-8A	USN	
168005/YW-03	MV-22B	VMM-165	
C-FTHC	CH-139	Allied Wings (ex 139303)	
C-FYZQ	CH-146	Allied Wings (ex 146475)	
C-GBJB	PT-13	ex 42-17298	

N125AZ	B-25J	'43-35972'	72 rd	Su-15UM	Zhukovsky, MS
<u>Flightline:</u>			59 yw	Su-17M-4	Zhukovsky, MS
188734	CF-188	425sq	305 bk/371	Su-27SKM	United Aircraft Corp
177705	CC-177	429sq	RF-95841/10 rd	Su-34	nmks
79-0117/KC	A-10C	303rd FS AFRC	RF-95847/18 rd	Su-34	nmks
85-01607	C-31A	Golden Knights	RF-81745/57 rd	Su-35S	nmks
N133HH	CT-133	ex RCAF 21452	RF-95816/24 rd	Su-35S	nmks
N120AU	Alpha Jet A	ex W. German 41+20	03 bk/383	Su-38P	
N23105	Vampire T55	ex U-1222	87938	Yak-40	KERT
C-FGCJ	CJ-6A	'WB188'	02 wh	Yak-152	United Aircraft Corp
		'61672'	85317	Tu-154LL	LII Gromov
<u>CT-114 of the Snowbirds:</u>			85035	Tu-155	Zhukovsky, MS
114051/1, 114161/2, 114009/3, 114xxx/7, 114096/9, 114109/10, 114032/11			RA-77115/	Tu-144	
Not all Snowbirds were identified.			RF-94137/36 rd	Tu-22M-3	52 GvTBAP
<u>MAKS 2017 (Russia)</u>			RF-94128/10 rd	Tu-95MS	6950 AB "Saratov"
			RF-94100/10 rd	Tu-160M	6950 AB Nikolai "Kuznetsov"
			RF-44574/59 wh	Yak-130	
			130 wh/01 rd	Yak-130	United Aircraft Corp

20-22 July 2017

<u>Static:</u>			<u>Flightline:</u>		
RA-2847G	An-2MSTBS		RA-01506	A109	£
RA-40462	TR-301TB		RA-01983	A109	£
01 bk	An-30B	226 OSAP	RA-2254G	Extra	
905 bk	Ansats	Russian Helicopters	RF-95669	Il-76MD	
... (Police titles)	Ansats-1	Russian Helicopters	70934	Mi-17	
RF-04454/67 yw	Ansats-U		RA-1885G	PA-23	
RF-29010	AS355N	Policiya Moskvyy	RA-01955	Yak-54	
RF-94268/41 rd/Taganrog	Be-A50U	144 apsDRLO	<u>Flying:</u>		
N265CZ	Ce208B		909 bk	Ansats-K	Russian Helicopters
RA-67431	CJ3		YL-KSP/6	L-39C	Baltic Bees
61917	Il-103	LII Gromov	RA-1894G	L-39C	
76529	Il-76LL-4	LII Gromov	514 gy	Mi-171A-2	Russian Helicopters
76492	Il-76LL-3	LII Gromov	38013	Mi-38-2	Russian Helicopters
214 bk	Ka-226	Russian Helicopters	RF-04412	Mi-8AMTSh-1	
RF-32806	Ka-32A11BC	MChS Rossyy	RF-93506/32 yw	Mi-8MTV	
RF-31120	Be-200ChS	MChS Rossyy	RF-23100	Mi-8MTV-1	FSB
91003	Il-114LL	Radar MMS	747 bl	MiG-35D	United Aircraft Corp
RA-2783G	Il-2		712 bl	MiG-35UB	
RF-91342/52 wh	Ka-52		45 bl/Irkutsk	Su-30SM	43 OMSHAP
RF-91341/51 wh	Ka-52		43 bl/Sevastopolskyy	Su-30SM	43 OMSHAP
56 yw	L-39C		30 bl, 31 bl, 33 bl	Su-30SM	Vityazi
RA-2252G	L-42MSh		35 bl, 36 bl, 37 bl	Su-30SM	Vityazi
RF-67743	L-410UVP-E20		RF-95845/17 rd	Su-34	nmks
7583	Mi-171Sh	Russian Helicopters	RF-95475/29 rd	Su-35S	nmks
742 bk	Mi-17-V5	Russian Helicopters	509 bl, 051 bl	Su-T50	United Aircraft Corp
RA-15768/06 yw	Mi-2	DOSAAF	052 bl, 054 bl	Su-T50	United Aircraft Corp
RF-06803/56 wh	Mi-26		131 wh/02 wh	Yak-130	United Aircraft Corp
901 wh/2008	Mi-26T-2	Russian Helicopters	134 wh	Yak-130	United Aircraft Corp
RF-95345/71 wh	Mi-28N		87229	Yak-40K	United Aircraft Corp
905 wh/1811	Mi-28NE	Russian Helicopters	RA-1895G, RA-1764G	Yak-52	
RF-13383/83 wh	Mi-35M		RA-0680G, RA-0839G	Yak-52	
341 wh/2302	Mi-35M-3	Russian Helicopters			
OP-1	Mi-38-2	Russian Helicopters	<u>L-39c of DOSAAF Vyazma, all codes – wh:</u>		
715 wh	Mi-8AMT	Russian Helicopters	RF-49818/4, RF-49806/3, RF-49814/5, RF-49815/6, RF-49817/1, RF-49813/2		
790 bk	Mi-8AMT	Russian Helicopters	<u>MiG-29 (9-13)/UB* of Strizhi:</u>		
RF-04413/75 yw	Mi-8AMTSh-1		29 bl, 30 bl, 32 bl, 34 bl, 02 bl*, 07 bl*		
RF-...../72 yw	Mi-8AMTSh-VA		<u>MB339NAT of Al Fursan:</u>		
RF-90673/36 rd	Mi-8MTV-5-1		440/1, 431/2, 430/3, 442/4, 432/5, 439/6, 441/7, 436, 437		
08250	Mi-8MGA	LII Gromov	<u>L-39C of the Baltic Bees:</u>		
144 b	MiG 1.44	Zhukovsky, MS	YL-KSH/1, YL-KST/2, YL-KS2/3, YL-KSM/4, YL-KSL/5		
21 wh	MiG-21UM	Zhukovsky, MS	<u>Northeast apron:</u>		
115 bl	MiG-27M	Zhukovsky, MS	RA-54002	Il-114	derelict
941 bl	MiG-29KUBR	United Aircraft Corp	90942	Il-20M	overhaul
RF-90858/25 bl	MiG-29SMT		IN307/DAB	Il-38SD	
777 bl	MiG-29SMT	United Aircraft Corp	RA-86570	Il-62M	MChS Rossyy
84 ol	MiG-29LL	LII Gromov	RA-86875	Il-76M	
...	MiG-35UB		..	Il-76/976	primer
81 wh	MiG-AT	Zhukovsky, MS	RA-76450	Il-82	
00103	Molniya-1		RA-96002	Il-96-300	
RF-01502	Mya-3M-T	Zhukovsky, MS	78650	Il-76MD-90	
RF-81698/30 rd	Su-30SM		RF-78653	Il-76MD-90A	
HB-FRZ	PC-12		RA-76792	Il-76TD	
RA-01520	P180		RA-86871	Il-76MD	
F-HOIE	P180		RA-767..	Il-76MD	
RA-89066	RRJ-95LR	MChS Rossii			
RA-1739G	SA341	for sale			
EX-88004	SAT SR-10	KB SAT			

Personal copy

Distribution to a third party is not allowed

RF-78837	II-76MD		1932	JL9	Harbin FA/3rd Br
RF-78784	II-76MD		78437	JL10	FTTC/172nd Brig
RA-65740	Tu-134A	derelict	30271	KJ500	26th Div/76th Reg ex 30472
<u>Tupolev OKB Apron:</u>			10156	Y9	4th Div/10th Reg
RA-76841	II-76TD		11053/03	Y20A	4th Div/12th Reg <b>20012</b>
RA-89034	RRJ-95LR		54118	Z8K	SAR Brigade <b>Z8K-18</b>
97003	RRJ-95B		6126	Z9WZ	15th AC <b>Z9-0316</b>
97005	RRJ-95B		6226	Z10K	15th AC
RF-94192/50 rd	Tu-95MS	overhaul	01, 02, 04	J10AY	Ba Yi
RF-94255/20 rd	Tu-95MS	overhaul	07, 10, 11	J10SY	Ba Yi
RA-77114/Moskva	Tu-144LL		01, 02, 03, 04, 08, 09	CJ6A	Red Eagles(total 9 aircraft)
RA-64007	Tu-204SM		02, 03, 04, 05, 07, 09, 10, 12	JL8	Sky Wings
RA-64151	Tu-204SM		<u>Elsewhere</u>		
RA-64001	Tu-234		II-76T	H-6670	stored

Other side:

3	II-76/976	primer
RA-76429	II-76TD	MChS Rossyy
09 rd	L-410UVP-E	

Elsewhere:

RF-90342/11 bl	An-26	
70881	Mi-17	LII Gromov
95189	Mi-171	Russian Helicopters
RF-55203	Mya-M55.2	Zhukovsky, MS
RA-42441	Yak-42D	MChS Rossyy
RA-42446	Yak-42D	MChS Rossyy

Changchun Dafangshen

Open house 9-13 August 2017

For the sixth consecutive year an airshow was held at this major training base. As the show was held at the closure of the International Army Games with Russia, the date was set to early August, whereas normally it takes place at the start of the school year in September.

4314/34	CJ6A	AU FBTB/1st Reg
1721	H6A	Harbin FA/2nd Brigade
11198	H6K	8th Div/24th Reg
67125	J10B	61st Brigade <b>J10B0146</b>
64023	JH7A	31st Brigade
4351	JJ7A	AU FITB/1st Reg
...	JL8	Sky Wings

Islamabad, F-9 park (Pakistan)

Independence day airshow 14 August 2017

17-001, 17-002	AW139		12
96-717 +2	Mirage 5EF		
1x	F-16		
15-211	JF-17	16sq	9
16-219	JF-17	14sq	12
94-01-802, 94-01-803	K-8	Sherdils	new c/s
94-01-804, 94-01-806	K-8	Sherdils	new c/s
03-02-808, 03-02-810	K-8P	Sherdils	new c/s
03-02-811, 08-09-821	K-8P	Sherdils	new c/s
08-09-822	K-8P	Sherdils	new c/s
11045	Saab 2000AEW	3(AEW)sq	
2432	IAR330L	28AAsq	
58645 +1	Mi-17		
8805, 8807	Hawk	88sq / Saudi Hawks	
8817, 8819	Hawk Mk65A	88sq / Saudi Hawks	
8820, 8821 +1	Hawk Mk65A	88sq / Saudi Hawks	
88-0029	F-16C	Solo Turk	11
88-0032	F-16C	Solo Turk	

Some aircraft were photographed during rehearsals and might not have attended on the airshow itself on the 14th.

\$ special colourss  
£ also flying



Usually painted in the standard Air Force Academy livery of red, white and blue, Taiwanese aircraft are now more and more gaining special colours. In the case of the Thunder Tigers it means a tiger motif and bare metal addition, and less red, white and blue, as seen on AT-3 0814/75-6014. (Gangshan, 12 August 2017, Reinier Schreurs)

# Triptease



The Grumman C-1 Trader was a COD or, carrier on board delivery aircraft, with the US Navy since the mid 1950's. It was developed from the S-2 Tracker. It was replaced by the Grumman C-2 Greyhound. Some of them are saved and are flying now with a civilian registration like the former 136778 which is now the N778SR. It was seen at the flightline during the Tyndall AFB Gulf Coast Salute 2017. (Tyndall AFB, 23 April 2017, Ramon Berk)

## Combined trips

### United States

Tyndall AFB Gulf Coast Salute 2017 (FL)	23 April 2017
See showreport section of issue 459.	
Titusville-Vaillant Air Command Museum (FL)	26 April 2017

#### Preserved

4820	MiG-21	ex Czech AF
WJ574/844	Canberra TT18	ex RAF
74-1519	F-5E	ex NASA / DARPA
78-0025	F-16A	ex USAF
59-0400	F-101F	ex USAF
60-0492/MD	F-105D	ex USAF
57-0569	T-33A	ex USAF
69-16998	OV-10D	ex US Army
68-16113	UH-1H	ex US Army
162182	A-6E	ex US Navy
153135/01	A-7A	ex US Navy
155563/NH-205	F-4J	ex US Navy
146985/DN-14	F-8K	ex US Marines
125295/L-301	F-9F	ex US Navy
141882/AF	F-11A	ex US Navy
161134/AJ-114	F-14A	VF-84 mks
161948	F/A-18A	Blue Angels c/s
155409	OV-10G	ex US Navy
156702/F-810	T-2C	ex US Navy
158772/7	TA-4F	Blue Angels c/s
137760/CD	T-28D	ex US Navy
161055/E-055	T-34C	ex US Navy
136433/433	US-2B	ex US Navy
NX9TM	Tiger Moth	
NX108Q	TBM-3	ex US Navy
N645JK	KP-51	
N2400X/511	MiG-15	
N3239T/Z8	C-47	"Tico Belle"
N5488V	SNJ-5	
N37788	UH-19B	
N62163	B-25J	"Killer B"

On your way to Kennedy Space Center you will see Titusville Airport, which is quite close to the space center. On this airport is the Vaillant Air Command Museum with quite an impressive collection.

Kennedy Space Center (FL)		26 April 2017
N969NA	T-38N	NASA, pres.
1x	A-6	US Navy

The T-38 is placed on a pole near the Memorial monument. The A-6 Intruder flew over the Space Center, but I wasn't able to read it.

Miami International (FL)		30 April 2017
--------------------------	--	---------------

CC-BGD	B787-9	Latam
C-GKFD	DC-10-30F	Kelowna Flight (parked)
N330QT	A330-243F	Tampa Cargo
N362CM	B767-338ERF	ABX Air
N373CM	B767-338ERF	AmeriJet International
N508VL	A320-233	Volaris
N690AV	A319-132	Avianca
N802WA	MD-83	World Atlantic Airlines
N4032T, N8027D, N9029F	A319-115	American
XA-ING	A320-214	Interjet
XA-LRC	B767-241ERF	Aero Union

In the evening we stopped for one hour at 'Scramble spot 3' (the railway track) to watch some incoming traffic on runway 9. Mostly cargo aircraft depart from this runway.

Marathon Airport (FL)		1 May 2017
N420FW	Ce182T	Law Enforcement

Miami International (FL)		2 May 2017
--------------------------	--	------------

A7-BAM	B777-3DZER	Qatar Airways
C6-BFV	ATR42-500	Bahamasair
CC-CZZ	B767-316FER	Lan Chile Cargo
CP-2791	MD-11F	TAB
D-AXGE	A330-202	Eurowings
EI-EJH	A330-202	Alitalia
G-VFAN	B787-9	Virgin Atlantic
HB-JHM	A330-343E	Swiss
HP-1846CMP	B737-8V3	Copa Airlines
LV-FNL	A330-223	Aerolineas Argentinas
N276EA	B737-8AL	Eastern Airlines
N279EA	B737-86J	Eastern Airlines
N319CM	B767-338ERF	AmeriJet International
N329NB	A319-114	Delta
N364CM	B767-338ERF	AmeriJet Int'l
N542KD	MD-11F	Western Global
N581JN	MD-11F	Western Global
N647AV	A319-115	Avianca
N837NN	B737-823	American

Personal copy

Distribution to a third party is not allowed

N8968AV	A330-243	Avianca
N9017P	A319-115	American
N904AM	B737-752	Aeromexico
N931DN, N934DN	MD-90	Delta
OO-JNL	B767-304ER	TUI Belgium
PH-AKE	A330-303	KLM
PR-ONV	A330-243F	Avianca Cargo
PZ-TCN	B737-36N	Surinam Airways
XA-LRC	B767-241ERF	Aero Union
YV-528T	B767-3P6ER	Santa Barbara Airlines

Today we spent a few hours at the same spot. We encountered some real Florida weather with clouds, rain, blue skies and sun within a few hours. Besides loads of American Airlines aircraft it also showed some more interesting aircraft like some MD-11s. The Qatar B777 made a go-around at runway 8R and came in on runway 9.

Homestead Air Reserve Base (FL) 2 May 2017

66-0273/FM	F-4D	gateguard
87-0233/FM, 88-0402/FM	F-16C	93rd FS
92-3021	C-130H	327th AS
N807MR	DHC-8-315	Dept. of Homeland Security

With some time left in our schedule we drove to Homestead ARB. We parked on the SW 142th Ave as runway 06 was in use. We visited for about one hour and saw some flying activity of several aircraft that came in for landing. The 402 made several go-arounds.

Credit: Ramon Berk

## Central Europe

Since the last 6 years, we are making an annual tour, passing a number of helicopter locations in the Alpine region. The objective for this year was to include the last remaining locations in eastern Austria. Combined with the HEMS locations in Czech Republic and the rough outline was created. After a lot of preparation, we visited various locations as well as museums in central Europe.

Erfurt-Weimar 11 May 2017

D-HTHA	Bo105CBS-5	Polizei Thüringen
D-HTHC	H145	Polizei Thüringen
DDR-STG	Il-18V	ex Interflug, training aid
OE-LOV	A319-115	Tyrolean Jet Services

We started on 11 May in Erfurt-Weimar. The Polizei Thüringen operates with 2 helicopters, both painted in very nice colors. We just missed their second helicopter to take pic-

tures, as the Bo105 went out for a long mission. Unfortunately, we could not wait for her return such a long time ....

Bad Berka 11 May 2017

D-HDDN	H145	DRF
--------	------	-----

Next location was the heliport of the hospital in Bad Berka, the location of Christoph Thüringen. After a short while the helicopter was moved to the roof helipad, so we did have the opportunity for taking pictures in action.

Jena-Schöngleina 11 May 2017

D-HSHP	EC135P2+	ADAC
--------	----------	------

We moved on to Flugplatz Jena-Schöngleina where Christoph 70 is operated by the ADAC. After a short while we could capture the departure of the next mission.

Halle-Oppin 11 May 2017

D-HIMU	BK117B2	DRF
D-HBMS	BK117C-1	DRF
D-HDPP	H145	DRF
D-HDRR	H145	DRF
D-HDEC	EC135P2	ADAC
D-HOEM	EC135P2	ADAC
D-HLDM	EC135P2	ADAC
D-HJMD	EC135P2	ADAC
RA-2055G	Ce182A	

Around Leipzig our journey was impacted by traffic jams. Finally, we arrived at Halle-Oppin. This is a very interesting location if you are interested in helicopters. ALT has a maintenance facility for mainly ADAC machines. Four helicopters were present during our visit. D-HOEM was making a test flight. Also present is DRF. Christoph Sachsen-Anhalt (D-HDRR) and Christoph Halle (D-HDPP) were both very busy. D-HDEC flew with the call-sign Christoph 28. Also present were two backup machines. Another strange visitor was de Russian Cessna.

Schkeuditz-Dölzig 11 May 2017

D-HLFR	EC135P2	ADAC
D-HGWD	EC135P2+	ADAC

At the ADAC Luftrettungszentrum in Dölzig two helicopters are based, Christoph 61 (D-HLFR) and 63 (D-HGWD). The whole area is surrounded with a fence, so taking pictures from outside is no problem.

Zwickau 11 May 2017

D-HDRV	EC135P2+	DRF, Christoph 46
--------	----------	-------------------

The last location of the first day was Christoph 46 in Zwickau.



During the CIAF airshow on 14 May 2017 at Hradec Králové airport two EC135s of DSA flew a demo. DSA have several EC135s in their fleet and for Air Rescue services they are based at three different airports. OK-DSD and OK-DSE were seen by Michiel van Herten.



The Polish Aerial Rescue Service or in Polish “Lotnicze Pogotowie Ratunkowe” (LPR) owns a fleet of 27 EC135s and two Piaggio P180s. During a trip of Michiel van Herten along several Helicopter Emergency Medical Services (HEMS) locations in central Europe they also passed Kraków Balice on 15 May 2017 where they met EC135 SP-HXL.

The heliport is at the local hospital.

Dresden			12 May 2017
B-2318	A300B4-605R	ex Air China	
D-ACNM	CRJ900	Lufthansa Regional	
D-HSNC	EC135T2	Polizei Sachsen	
D-HSND	EC135T3	Polizei Sachsen	
D-HSNE	EC135T2+	Polizei Sachsen	
D-HDRN	EC135P2+	DRF	
I-ADLW	ATR72-212A	Mistral Air	
1x	A330	Airbus Testbed	

The second day also started with the Polizei. In Dresden Polizei Sachsen is based. They operate with three helicopters: two EC135T2+ and one EC135T3. The latter machine has been upgraded from the T2 version. In addition to the longer rotor blade length, the T3 has no vertical stabilizer and a smaller bulb below the fenestron. Also present in the same hangar is Christoph 38, D-HDRN of DRF.

Ústí nad Labem			12 May 2017
OK-DSB	EC135T2+	DSA	

We continued to Czech Republic. The first location was Ústí nad Labem. DSA operates here the Kryštof 15 in a very interesting yellow and blue color scheme.

Prague-Ruzyně			12 May 2017
OK-BYA, OK-BYD	EC135T2	Policie	
OK-BYB	EC135T2+	Policie, Kryštof 01	
OK-BYE	EC135T2+	Policie	
OK-BYN, OK-BYQ	Bell 412HP	Policie, no rotor	
OK-BYR, OK-BYS	Bell 412EP	Policie	
OK-BYT	Bell 412EPi	Policie	

Next target was the Police in Prague-Ruzyně. At the oldest part of the airport, the Policie is located in a very historic and authentic hangar. It has been rebuilt from a different location and is completely from wood. In total, they operate with eight EC135s, of which three are fitted with the HEMS kit. The police helicopters are equipped with FLIR and search light. In addition, for the heavier duty, six Bell 412s are used, of which five traditional machines and a recent upgrade to a digital cockpit. We understood it is the only helicopter of this subtype in Europe. Easy to recognize as it is the only in full blue colors. After some waiting, the last Bell returned from a mission. Main base is Prague and other locations Brno and Ostrava (since 22 May).

The last part of the afternoon was reserved for the Airforce museum in Kbely. A very interesting museum, but unfortunately not for all aircraft sufficient space is reserved for taking nice pictures; some are really packed together. In addition, the hangars are too dark. Probably even more interesting are the many stored aircraft outside the museum at Kbely airbase. These cannot be photographed, but let's be positive that these are still present and not scrapped yet. Hopefully they will be in the future in better condition sometime. The numbers can be found on internet.

Hradec Kralove			13 May 2017
See Showreports section of issue 459.			
Polska Nowa Wies			14 May 2017
926	Su-7BKL	ex Polish AF, preserved	
OK-NUA-07	Let TUL-01	Viessmann	
SP-AGI	PZL104		
SP-CGK	PZL101A		
SP-DXC	EC135P3	LPR, Ratownik 23	
SP-ZUG	PZL M18B		
SP-ZWB	PZL M18B		

We left Czech Republic in northerly direction towards Poland. Next morning, we visited Aerodrome Komprachcice nearby Polska Nowa Wies. The local LPR (Lotnicze Pogotowie Ratunkowe - Polish Medical Air Rescue) operates with the new H135/EC135P3. Currently still operating from a temporary tent. Within a short while, they will be relocated again.

Glywice			14 May 2017
5615	MiG-21PFM	ex Polish AF	
SP-AOB	An-2TD	GAPR, ex 7351 (Pol. AF)	
SP-CGC	PZL101		
SP-HXU	EC135P2+	LPR	

We moved on to Glywice aerodrome, where Ratownik 4 is based with a EC135P2+.

Krakow-Polish Aviation Museum			14 May 2017
SN-34XP/G-002	W-3A	Policja, ex SN-30XG	
SN-51XP/G-020	PZL Kania	Policja	
SN-52XP/G-002	PZL Kania	Policja	

In the afternoon we visited the large aviation museum at Kraków-Rakowice. From photography point of view, much more space was available than in Kbely. It includes a large collection of Polish historical (but also various western) aircraft. Within the museum, also the hangar and heliport is

included of the Policja. Within the hangar two PZL Kania's were still present without rotors.

Kraków Balice			15 May 2017
013, 015, 017 + 3	C295M	8.BLTr	
SP-HXL	EC135P2+	LPR	
4x	M28	Polish AF	
2x	Mi-8	Polish AF	
1x	W-3	Polish AF	
1403	An-26	ex Polish AF, pres at gate	
1463	An-2P	ex Polish AF, pres at gate	

On Monday we were invited to visit the LPR location at the military part of Kraków Balice. Their station is currently located and squeezed between the civil and military ramp in front of the new control tower. The military ramp is being expanded again. Therefore, LPR have been removed to a new location within a while.

Ostrava			15 May 2017
OE-XVG	EC135T2+	Heliair	

In the afternoon we visited the impressive and historical sites of Auschwitz I – Birkenau II. Then we left Poland and visited Ostrava. The organization of HEMS locations in Czech Republic changed by 1 January 2017. The objective of these new tender-awards is to reduce overall costs. One of the consequences was that Alfa Helicopters ceased their operation by the end of 2016. Partly they were taken over by Heliair, a subsidiary of ÖAMTC. Therefore, Kryštof 05 operates still in main colors of Alfa Helicopter, but carrying the titles of the new owner and Austrian registration. Since a few weeks, also Policie operates from this location for police duties.

Olomouc			16 May 2017
OM-ATK	A109K2	Air Transport Europe	

The next morning, we started at Olomouc. Until December, Alfa Helicopter operated this location as Kryštof 09. Now it is the first Czech location of Air Transport Europe, a Slovakian company. Their Agusta A109 still wears the colors of the previous owner Rega.

<b>Brno-Tuřany</b>			<b>16 May 2017</b>
OK-BYC	EC135T2+	Policie, Kryštof 04	
OK-BYH	EC135T2+	Policie	
OK-BYT	Bell 412EP	Policie	
9H-AUL	B737-375	Maleth Aero	a/w
OK-TVH	B737-8Q8	Smartwings	
UR-CNN	An-12BK	Cavok	
OM-GLE	Raytheon 390		

The next visit was Brno-Tuřany. Also here the Policie operates the HEMS service as Kryštof 04, previously Alfa Helicopters. In addition, also present were the EC135 and Bell 412.

**Hatě, Excalibur City – Znojmo** **16 May 2017**  
(OK-FBF) II-62 ex OK-BYV, OK-FBF  
Close to the Austrian border we found an II-62 in a very creative c/s in use as a restaurant.

Krems			16 May 2017
OE-XEK	EC135 T2+	ÖAMTC	

We left Czech Republic again and continued to Krems. The local Christophorus 2 operates the only EC135T3 from the ÖAMTC. Unfortunately, it was replaced by a regular helicopter, a few hours prior to our visit.

Vienna-ÖAMTC HQ			16 May 2017
OE-XEA	EC135T1	ÖAMTC	

Next station was Christophorus 9. Since 5 April they have been moved from the previous location in Aspern (at the location of the old Vienna airport) to the roof helipad at the new ÖAMTC HQ in Wien. A very modern prestigious building where all activities of ÖAMTC are centralized. Obviously the eye catcher is the helicopter location. On the left side, it still wears the signs of the 120 years' celebration of the mother company.

Vienna-Meidling			17 May 2017
OE-BXC	EC135P2+	Polizei	
OE-BXX	AS355N	Polizei	
OE-BXZ	EC135P2+	Polizei	

On Wednesday morning we started with the Polizei location within the city of Wien, Meidling. This is also the maintenance facility for the whole Polizei. During our visit an AS355N and EC135 were maintained. OE-BXZ left to Bad Voslau for training purposes.

Bad Voslau			17 May 2017
24	J35Ö	ex Austrian AF, pres	
OE-BXG	EC135P2+	Polizei	
OE-BXT	Bell 206B3	Polizei	
OE-BXZ	EC135 P2+	Polizei	
(G-ARGW)	Vickers 639	Austrian, pres (no tail)	

We also went to Bad Voslau to visit the mountain rescue training exercise. OE-BXG and OE-BXZ were used to practice with this rope rescue exercise. One of the main objectives of this 2017 trip was the only Bell 206 still in Polizei use. Luckily it was also present in Bad Voslau.



The only Bell 206 OE-BXT in the fleet of the Austrian Police was seen on 17 May at Bad Voslau. The reason of the visit was the mountain rescue training exercise and luckily they saw this Bell. (Michiel van Herten)



The Bo105 D-HTHA is the last one in service with the German Police and was seen during a second attempt at Erfurt. During a first attempt of Michiel van Herten ten days earlier it was on a mission and it took to long too wait for it. According to Michiel it is not known yet when it will be replaced. (Erfurt, 21 May 2017, Michiel van Herten)

Wiener Neustadt 17 May 2017  
 OE-XEG EC135T1 ÖAMTC  
 OE-XER EC135T2+ ÖAMTC  
 OE-XEI EC135T2 ÖAMTC

After attending this training event, we continued to Wiener Neustadt, the main base of Christophorus 3 (OE-XEG) and the ITH (OE-XER). Both were present, as well as an additional EC135 which was used for pilot certification.

Oberwart 17 May 2017  
 OE-XEF EC135T1 ÖAMTC  
 The next station, Oberwart, was an important for me. I have now visited all HEMS locations in Austria. Here Chrisophorus 14 is stationed.

Graz 17 May 2017  
 OE-BXY EC135P2+ Polizei  
 OE-BXU AS355F2 Bundesm. des Innern  
 OE-XEL EC135T2 ÖAMTC

Last location of this day was Graz. First we visited the Polizei. Within their hangar was still present an AS355F, still wearing the old Bundesministerium des Innern colors. This helicopter is not operational anymore and awaiting her faith. Just outside the airport, close to the museum, you can find the base of Christophorus 12.

Ybbsitz 18 May 2017  
 OE-XEJ EC135T2 ÖAMTC  
 Due to the scheduled visit on Friday, we were forced to drive north again. Next morning we continued to Ybbsitz, where Christophorus 15 has its home.

Linz 18 May 2017  
 OE-BXD AS355N Polizei  
 OE-XVB EC135T2+ ÖAMTC  
 3x S105Ö Austrian AF  
 (86)0-24538 UH60A+ 1-214th AVN (+1)  
 LY-SPF A320-214 Small Planet

Followed by Flughafen Linz where we visited the Polizei. As Christophorus 10 is located next door, this could be photographed as well. Two US Army UH60's came in because of a fuel stop.

**České Budějovice-Hosin 18 May 2017**  
 OK-DAC An-2R D Flight , no wings  
 OK-KIT An-2R Jas Air  
 OK-JIF An-2T Jas Air

We left Austria again towards Czech Republic. Two out of the four targets were achieved: 1) visit the last station of Polizei and 2) last HEMS station and 3) all Polizei helicopters on picture. Remaining objective is to photograph the last ÖAMTC and Polizei helicopter.

Jihlava heliport 18 May 2017  
 OE-XVH EC135T2+ Heliair, ex OK-AHG  
 In the Czech Republic we closed the day with the visit to Kryštof 12 in Jihlava. This is the second location of Heliair.

Jihlava 18 May 2017  
 (OM-ADI) An-2R ex OK-KID  
 OK-JKA Z37A Air Jihlava  
 HB-HOT Ju-52/3mg4e Ju Air, ex Swiss AF A-702

During this visit we heard some classic noise of a piston engine from the nearby local aerodrome. Tante Ju was present for some sponsor flights. Always nice to see these classic aircraft.

Pardubice 19 May 2017  
 2617 EV-97 Eurostar CLV LOM  
 0103, 0113, 0441, 0448 L-39C CLV LOM  
 0731 L-410-UVP CLV LOM  
 0709, 0711, 0718, 9427 Mi-2 CLV LOM  
 0825, 0828, 0836, 0837 Mi-17 CLV LOM  
 0444, 0551, 0556, 0557 Z142C CLV LOM  
 0558, 0559, 0566, 0568 Z142C CLV LOM  
 OK-PNE Z142C LOM Praha  
 OK-SWT B737-7Q8 Smartwings  
 OK-WOI Z43 LOM Praha

We had a late arrival in Pardubice, but could still hear the helicopters until very late. Therefore, it was no surprise it was a non-flying day during our visit on Friday. We had an excellent base visit and were able to have a good understanding about the activities of the CLV. The CLV operates with Aero L-39C. The only flying activity was one of the Mi-2s departing to the Mi-2 celebration in Inowroclaw (Poland).

Chrudim 19 May 2017  
 OK-EJA Z137T D Flight  
 OK-DJS Z37A Agro Air  
 OK-AGR Z37A Agro Air  
 OK-KIJ An-2R Agro Air

When the base visit was finished, we stayed in the area and visited some local airfields. At Chrudim there was no flying activity.

Hradec-Kralove 19 May 2017  
 3947 MiG-15bis ex Czechoslovak AF, pres.  
 OK-BST EC120B DSA  
 OK-DSH Beech C90A DSA  
 OK-DST PA-34-200T DSA  
 OK-LOK, OK-LOM Ce208 DSA  
 OK-MJA L-39ZO DSA, ex 913 (Bulg. AF)  
 OK-PIC, Ok-PIF, OK-PIP S269C-1 DSA  
 OK-WOI Z43 LOM Praha

Hradec Kralove Heliport 19 May 2017  
 OK-DSA EC135T1 DSA  
 OK-DSD EC135T2 DSA  
 OK-DSE EC135T2+ DSA

The heliport can be found close to the hospital.

Caslav 20 May 2017  
 See showreports section of this issue.

Liberec 20 May 2017  
 OK-DSC EC135T2+ DSA  
 The last location in Czech Republic was Liberec, where Kryštof 18 is based.

Kamenz 21 May 2017  
 801 An-2T ex NVA  
 986 MiG-21SPS-K ex NVA

Senftenberg 21 May 2017  
 D-HBYA EC135P2+ ADAC  
 D-HYAJ EC145T2 ADAC

On the way home, we also visited Senftenberg. Here we found Christoph 33 (D-HBYA) and 71 (D-HYAJ).

Erfurt 21 May 2017  
 D-HTHA Bo105CBS-5 Polizei Thüringen  
 D-HTHC EC145 Polizei Thüringen

As we missed the Bo105 in Erfurt during the previous visit, we tried for the second attempt. Fortunately, the Polizei was very cooperative and we were able to take photograph of the last Bo105 in German Polizei duty. Time of replacement is not known yet.

With the visit to Erfurt, we closed the loop and completed the large circle within central Europe.

Credit: Michiel van Herten

## Daytrippin'

Florence 25 July 2017  
 EC-MGF, EC-MIQ A319-112 Vueling



Hungarian operator Fleet Air International is the owner of Saab 340 HA-TAB. It has a fleet of four Saab 340s, with three in a cargo conversion and one for passengers. HA-TAB is still flying in the colours of the previous owner Lagun Air. (Bologna, 26 July 2017, Danny de Kiewit)

EI-IMO A319-112 Alitalia  
 EI-RJY BAe146-RJ85 CityJet  
 F-GUGR A318-111 Air France  
 I-ADJQ ERJ195LR Air Dolomiti  
 M-SEVN CL-605  
 N411TJ Ce525  
 N575AG CL-604  
 OK-SLD Let 410 Silver Air  
 OK-TOS Beech 200  
 OO-SSD A319-112 Brussels Airlines  
 OY-RUG ATR72-202 Danish Air Transport  
 PH-EZG, PH-EZV ERJ190STD KLM Cityhopper

Credit: Danny de Kiewit

Bologna 26 July 2016

D-ABQG DHC-8-402 Air Berlin  
 D-AGWD A319-132 Germanwings  
 D-CYKP Ce550  
 EC-MFL A320-232 Vueling  
 EI-FWE RRJ-95B Brussels Airlines  
 EI-GAW B737-8Z0 Blue Panorama  
 EI-OZM A300B4-622 ASL Airlines DHL c/s  
 F-GRZF CRJ701 Hop!  
 G-CGMF Ce560  
 G-JMCM B737-3Y0SF West Atlantic  
 HA-TAB SF340  
 I-BIKC A320-214 Alitalia  
 I-FEDN Falcon 2000LX  
 I-KREM BAe125-800XP2  
 I-MCAM Ce525 (M2) Modena Capital  
 I-MOFI Falcon 2000LX  
 I-NANY DA-42  
 I-OBSW P68  
 N167TV G400  
 OY-SPB CL-300 ExecuJet Scandinavia  
 OY-SRH B767-204ERF Star Air  
 P4-SLK ERJ135BJ  
 PH-BGE B737-7K2 KLM  
 PH-EZX ERJ190STD KLM Cityhopper  
 YR-BAP B737-3Y0 Blue Air

The P68 I-OBSW is mentioned on internet with c/n 331-21 and 331-31. The construction number was checked and is 331-21. The Da42 was checked as 42.377.

Credit: Danny de Kiewit

# Maple Flag 50, 4 Wing Cold Lake, Alberta



Ben Uffen

CF-188B 188923 was one of six receivers for KCC-130H 130338 'Oiler 80' over the Cold Lake range on 22 June 2017. (All photos by author)

From 29 May until 23 June 2017, the Canadian Air Force Tactical Training Centre (AFTTC in short) was host to flying units from the United States, Singapore and France as well as non-flying units and observers from Australia, Austria, Belgium, Chile, Oman, Switzerland, the United Kingdom and Ukraine during the 50th edition of exercise Maple Flag. Ben Uffen ventured all the way up to the great plains of Alberta to see some great planes and airmen showing their skills in thrilling combat simulations.

4 Wing Cold Lake, which reports to 1 Canadian Air Division, originates from the early 1950s, when Canada's main fighter base was built in response to the Cold War. In this era, which lasted nearly half a century, the possible threat of intruders penetrating deep into Northern Canada coming from Eastern Siberia required a defense line well north of the US/Canadian border. Cold Lake proved to be an excellent location for this. The area also turned out to be an outstanding choice for an air weapons training base for the Royal Canadian Air Force for reasons such as airspace availability and weather. Air operations from Cold Lake started on 31 March 1954, following an agreement between the federal governments of Alberta and neighbouring Saskatchewan. The governments agreed to the use of a land area measuring 125 by 105 nautical miles (230 x 195 kilometres) as an air weapons range, nowadays called CLAWR (Cold Lake Air Weapons Range). The presence of this landmass, almost unparalleled in size, was and is the main reason for Cold Lake's and Maple Flag's existence. It is heavily forested, holds a large number of lakes and looks similar to (northern & eastern) European landscapes. It requires no further explanation that this scenery is quite unlike the Nevada desert, where Red & Green Flag exercises are held.

Besides providing ample space for exercises like Maple Flag and defending the north-west, Cold Lake is also an important asset for NORAD, the North American Aerospace Defense Command. NORAD was founded more than two decades after the installation of Cold Lake, as a frontal barrier in the defense lines of both Canada and the 48 contiguous United States (CONUS). While NORAD has its headquarters in Colorado Springs (CO), it has a regional office at Winnipeg (Man.). NORAD is commanded by a US four-star general or equivalent commander (since literally, only the US Army has four-star generals).

The first episode of Maple Flag took place in 1977 as Red Flag North. Since the fall of the Berlin wall, when the flight lines were full of Canadian CF-104s, US fighters and fighter squadrons from the UK, France, Germany, the Netherlands and Belgium, Maple Flag has seen a large decrease in participants. However, more recent editions have seen aircraft from relatively 'new' powers participate, such as Brazil and Singapore.

The latter also participated in period two of Maple Flag 50. Maple Flag always consists of two two-week periods, during which a variety of operations are conducted, tailor-made to the requirements and needs of the attendants. For weather reasons, Maple Flag always takes place during late spring (May/June), when the cold has usually disappeared, the days are relatively long and chances of thunderstorms are slim. Since the first editions in the late 70s, the Maple Flag playgrounds have evolved to a modern, state-of-the-art battle space where the latest tactics, weaponry and technology are used in a scenario that represents the first ten days of a major conflict. Colonel Paul Doyle, Commander of the 4th Wing and responsible for 1,000 extra aircrew during the four weeks and nineteen sorties (minus two, see below) encompassing Maple Flag 50, stated that this year's exercise focused on a 'State to state' scenario, aiming to minimize losses and increase effectiveness in future (real-time) interdiction.

Such a tactics training is valuable for wherever you have to operate. Colonel Doyle: "Studies have shown that the first ten days in major conflicts are crucial. Our weapons range, containing some ninety air-to-ground targets consisting of sea containers representing buildings, air defense sites, a target airfield with a runway, taxiways and aprons and a surplus of army vehicles, provides ample training material for pilots to practice air-to-ground strikes as if it were a real theatre. Besides that, there is a vast ground force manoeuvring area that includes drop zones for both zip line and free fall paratroops. The range is swampy, providing an extra challenge for deployed ground forces that are practicing situations such as personnel recovery from a high threat environment or the coordination of air strikes from a simulated battlefield".

"Feedback from participants has been very positive", Doyle continues. "In December, two Initial Planning Conferences (IPC in short) are held to find out what the needs of our 'customers' are. In February, an FPC (Final Planning Conference) takes place, in which all the details are discussed to ensure

Personal copy

Distribution to a third party is not allowed

all participants will have the maximum possible benefit from their Maple Flag participation. It is the busiest period of the year for 4th Wing, but we are prepared". When asked about offering night flying practice, Colonel Doyle responded that such missions would require a change from the May/June period to November, when the days are a lot shorter. "Weather will likely have a large negative influence on the exercise, so at this time we are not considering night time missions", Doyle explained. With regard to Frisian Flag, Commander Doyle stated he had heard about the exercise and the Royal Canadian Air Force may seek participation in the future, albeit in combination with other commitments in Europe or further east. "Like Frisian Flag, we have ACMI (Air Combat Maneuvering Instrumentation) to support the debriefing of our missions, we have 100% GPS tracking ability and the Command & Control, provided by AWACS, enables real-time 'kill removal' from the exercise".

Also similar to Frisian Flag, two missions are planned and executed every day during Maple Flag, with the exception of the final day when only a morning sortie takes to the skies. Mission times are usually from 09:00 till 10:30 and from 13:30 till 15:00 local time. During Maple Flag 50, only two missions had to be cancelled for weather reasons, including the morning sortie on the final Wednesday of this year's event (due to poor visibility and low ceilings on the ranges). Although this happened to be the first moment the author was on scene and despite the fact that the weather forecast for the remainder of the exercise was not looking a whole lot better, no further missions were cancelled. Two media days and a small scale airshow were planned during this year's exercise and although the last media day was planned on Thursday 22 June, yours truly was granted base access and photo authorization from Wednesday to Friday. Excellent support was given by 4th Wing PAO Captain Mat Strong, who had been given extra resources during his busiest period of the year to ensure all media could cover every part of the exercise they were interested in.

In an interview on Wednesday, Captain Eric Low (nicknamed "Schizo", for an apparent change in attitude towards people when under the influence of alcohol...) of the Republic of Singapore Air Force stated that Maple Flag provided a great opportunity for the entire squadron (the 425th) to improve their skills in both offensive and defensive roles. "Having just been graduated to Captain (his former LTA rank still being painted underneath the cockpit of his block 52 F-16D 94-0283, one of the eight Singaporean aircraft on the flightline), I have had the opportunity to lead four-ship formations as a mission commander multiple times, against a pack of enemy forces either as aggressor or defender. This training, including the possibility to interoperate with other nations as a team, is of great value", Schizo explains. "It requires a lot of preparation, but the benefit is well worth it".

Pilot training in the RSiAF is very different from other participating nations. "Due to the size of our country, undergraduate pilot training takes place in Australia, France and the United States. Although being trained for all circumstances and contingencies, Red Flag Alaska, Combat Archer at Tyndall (FL) and Maple Flag (international exercises the squadron has participated in) provide the air-to-air and weapons deployment possibilities that we cannot find anywhere else", Captain Low explains. "All our squadron's pilots could fly over ten hours in multiple sorties and mission types these weeks, in weather conditions that are very different from Singapore and our base in Arizona, making us even more all-round". Compared to the Canadian hosts, where the average age of a CF-188 wingman is 28, Singaporean pilots are on average only 22 years old at this point. Captain Low started his Air Force career in 2010, converted to F-16s in



F-16 94-0270 heads the RSiAF flight line at Cold Lake on 22 June 2017. 2013 and is really enjoying his two-year tour in Arizona at Luke AFB.

On Thursday 22 July, a group of around ten journalists, mostly locals, were allowed up on the observation deck just below the air traffic control tower to witness the morning launch. Highlight was the take-off of the French A400 which climbed to only 1,000ft AGL, followed by a near ninety-degrees of bank angle turn into the low flying area that lies nearly parallel to the 13/31 runways along the Beaver River. Cold Lake is situated at 1,775ft above mean sea level and has three runways. Of the beforementioned 13/31s, the longest one is 13L/31R at 12,600ft. This runway was used by the 'Blue' forces, while the 2,600ft shorter 13R/31L was used by the 'Red' forces during the exercise. The third and shortest runway, 04/22 measuring 8,300ft in length, was only used for a fly-by of the French A400 together with two Top Aces Alpha Jets during the last three days of the exercise. After the launch, media were offered various options to kill the time until the afternoon launch, such as a visit to the weapons loading training area, where two rare and nicely painted Hornets are used as ground instructional airframes: 188710 and 188724.

Personal highlight for the media was the possibility to go on an air-to-air refuelling sortie on board KCC-130H 130338 during the second wave on Thursday. At 12:47Z, *Oiler 80* took to the skies from runway 31R to refuel a total of six CF-188s (Callsigns *Stalker 55/56* & *Murder 31/34*). The hook-ups all went very smooth and fast and while joined in a racetrack pattern the receivers each took approximately 5,000lbs ( $\pm 2,800$ l), which is transferred in no more than five to six minutes. The KCC-130 can refuel two aircraft simultaneously via special underwing refuelling pods that hold a nearly thirty meter-long hose with drogue. The process is under constant supervision from the loadmaster in the cargo bay of the KCC-130 and the connection can be aborted instantly when necessary. Through the side aft entry doors, some very nice images could be made. A good hour after take-off, *Oiler 80* started her descent back to Cold Lake and air sickness bags were handed out to prevent the aircraft from being polluted by corrosive materials when making a low pass over runway 31R, followed by a 60 degrees of bank left turn to downwind. The aircraft was still clean when she arrived back on the ramp in front of the passenger terminal...

The final launch of this year's Maple Flag took place under a nice blue sky and with kind cooperation of ATC (you guys are awesome!) take-offs could be watched and photographed only fifty meters from the lift-off point. All but the USAF E-3 and the Canadian CC-130J returned after about one and a half hours, and with the arrival of the last aircraft shortly before noon the 50th Maple Flag exercise came to an end.

One bit of advice for all wanting to visit Cold Lake, and probably useful for other events too: devices that are wifi-capable were strictly prohibited in most operations areas. This included the author's Nikon D500.



93FS F-16C 87-0244, taking off here, could stay at this altitude as there are very few people to hear its sound in a huge area. (Cold Lake, 22 June 2017)

Cold Lake/Group Captain R.W. McNair, Alta.			June 2017	188758	CF-188A	433sq	
21.114042	CT-114	AETE		188761	CF-188A	419sq	spec BCATP c/s
130338	CC-130H	435 sq nb		188775	CF-188A	409sq	
130611	CC-130J	nn		188778	CF-188A	409sq	75yrs c/s
146403	CH-146	AETE		188781	CF-188A	425sq	
146415/AN-A	CH-146	417sq	75 yrs c/s	188785	CF-188A	410sq	
155204	CT-155	NFTC		188787	CF-188A	nb	
155206	CT-155	NFTC		188794	CF-188A	nb	
155218	CT-155	NFTC		188916	CF-188B	410sq	
155219	CT-155	NFTC		188917	CF-188B	410sq	
188731/YO-D	CF-188A	401sq	spec c/s	188923	CF-188B	409sq	
188744	CF-188A	410sq		188924	CF-188B	410sq	
188797	CF-188A	nb		188927	CF-188B	410sq	
188926	CF-188B	410sq		188935	CF-188B	410sq	
188936	CF-188B	AETE		188937	CF-188B	410sq	
0037/F-RBAJ	A400M	ET01.061	2 missions	85-1438/FM	F-16C	"10AF"	
94-0270/LF	F-16C	425FS		85-1471/FM	F-16C	93FS	
94-0281/LF	F-16D	425FS		85-1552/FM	F-16C	93FS	
94-0282/LF	F-16D	425FS		86-0264/FM	F-16C	93FS	
94-0283/LF	F-16D	425FS		86-0319/FM	F-16C	93FS	
96-5034/LF	F-16D		"Peace Carvin II"	86-0323/FM	F-16C	93FS	
96-5035/LF	F-16D	425 FS	spec c/s	87-0239/FM	F-16C	93FS	
97-0113/LF	F-16C	425FS		87-0244/FM	F-16C	93FS	
97-0120/LF	F-16C	425FS		165353/NY	KC-130T	nn	
79-0002/OK	E-3B	960AACs	wh	C-GFTO/038	Alpha Jet A	Top Aces	ex 40+38
88-0402/FM	F-16C	93FS		C-GUTO/036	Alpha Jet A	Top Aces	ex 40+36
C-FSTA/046	Alpha Jet A	Top Aces		C-GYTO/082	Alpha Jet A	Top Aces	hangared +1
C-GQTA/141	Alpha Jet A	Top Aces	ex 41+41	C-GZTO/016	Alpha Jet A	Top Aces	ex 40+16
C-GUTA/147	Alpha Jet A	Top Aces	ex 41+47	23.188741	CF-188A		410sq 75yrs c/s
22.114106/X	CT-114	AETE		188763	CF-188A	RCAF/nn	
114128/X	CT-114	AETE		188766	CF-188A	RCAF/nn	
133572	CT-133		dump/decoy (tail of 133413)	04-4138	C-17A	452AMW	Slam90
136221	CH-136		dump, fuselage only				
155217/WV-R	CT-155		spec c/s "KB799"				
188710	CF-188A	410sq	weapons trainer				
188724	CF-188A	"416sq"	weapons trainer				
188729	CF-188A	401sq					
188735	CF-188A	AETE					
188736	CF-188A	410sq					
188740	CF-188A	409sq					
188743	CF-188A	409sq					
188746	CF-188A	409sq					

The French A400 routed back to her home country via Kangerlussuaq (the former Søndre Strømfjord) in Greenland.

The author expresses his gratitude to Colonel Mike Hogan RCAF, Captain Mat Strong RCAF and his team consisting of Graeme Scott, Camille Dolphin and Peter Broussard and last, but definitely not least, Ms. Wendy Sewell at the Defence department of the Embassy of the Kingdom of the Netherlands in Ottawa, for making this visit and article possible.



Also seen on 22 June 2017 is the 'adversary' flight line, with a CC-130 behind six Top Aces Alpha Jets, with crews at ready status.



Blue skies on the final day of Maple Flag 50 enabled the special colour schemes to be enjoyed in their full glory. One of those schemes was shown by CF-188 188778, celebrating 75 years of 409sq 'Nighthawks'.



Next up is Singaporean Block 52 F-16D 96-5034, advertising its air force's Peace Carving II detachment at Luke AFB (AZ).



The dessert is presented by 401sq CF-188 188731, commemorating its history including the Battle of Britain in 1940 - hence the code YO-D and roundel on the fin tip. All three photos were taken during the final Maple Flag 50 mission launch on 23 June 2017 at CFB Cold Lake (Alb.).

# Die Luftstreitkräfte der DDR - Teil 1



Gerrit Wijnne  
Otger van der Kooij

*The LSK/LV in its heyday. Su-22M-4s and Su-22UM-3Ks on the JBG-77 flightline at Laage. Weeks later it was all over. (13 September 1990, Otger van der Kooij)*

## Introduction

When on 2 October 1990 the East German Air Force was disbanded, there came an end to an air force that was unique in many ways. Never before had there been an air force that was built so quickly and never before had there been an air force so close to the West where there was so little known about to aircraft spotters. That last thing is hard to believe nowadays. With internet the spotting community has unprecedented access to facts and figures concerning this particular air force. Now you can find everything you want to know about it online and the interest has not waned one bit over the years. There are lots of websites dedicated to the 'other German Air Force'. Every year aircraft spotters go to museums scattered over Germany to see the ex DDR MiGs and Mils that are preserved there. To many spotters this air force that is long gone is still very much alive, it seems. In this article we look back on how the *Luftstreitkräfte/Luftverteidigung der Nationale Volksarmee* was built. We also present an exhaustive Order of Battle. Finally we take a closer look at the aircraft which were transferred to the Bundeswehr in 1990, as well as at the aircraft still around in East Germany in that year, listing the fate of these planes.

## The Soviet link

If the Cold War was ever to go hot, East German pilots would have been in the thick of the action. The German Democratic Republic (DDR - Deutsche Demokratische Republik), which existed as a nation from October 1949 to October 1990, was at the frontline of the Cold War between NATO and the Warsaw Pact nations controlled by the Soviet Union. As such the *Luftstreitkräfte/Luftverteidigung* was a well-trained and well equipped division of the *Nationale Volksarmee*, which was organized in a similar structure to the Soviet Air Force. The LSK/LV operated many of the best aircraft the Union of Soviet Socialist Republics had to offer. The USSR also had a large concentration of military ground and air forces based in the GDR, which operated alongside the NVA. The East German Air Force had a unique position among Warsaw Pact countries. Given the significance of their front line position and essentially being a highly capable extension of the Soviet Air Force, it received advanced versions of combat aircraft that were similar in technology and weapons systems to those operated by the Soviets (as opposed to the slightly downgraded export versions sold to most nations). The East German Air Force was also under stricter control by the Soviets than other Warsaw Pact Air Forces as a result.

## Structure

### Air Force

The LSK/LV was officially formed on March 1st 1956. It had a modest start with some trainer aircraft, but rapidly grew to a formidable Air Force. In 1989, a year before its demise, it counted 45,000 personnel and 800 combat aircraft. Leading up to the official installation of the LSK/LV a reorganisation of air units at the end of November 1953 saw air units being transferred from the Ministry of the Interior directly to the Deputy Minister and Chief of the People's Police. The air regiments were reorganized into the Aero Club 1 (with headquarters at Cottbus), 2 (Drewitz) and 3 (Bautzen), which in turn were divided into two sections. Starting in 1954, Czechoslovakian Z-126 and M-1D were added. Initially the Air Force (LSK), with its headquarters at Cottbus, was separate from the Air Defence (LV), headquartered at Strausberg (Eggersdorf). It was the intention to establish three fighter divisions, an attack aircraft division and an anti-aircraft division, but eventually only the 1st and 3rd Aviation Divisions and the 1st Flak-Division were created. On June 1st 1957 the two administrations merged at Strausberg (Eggersdorf). The new headquarters was renamed the Kommando LSK/LV.

A number of military units was directly controlled by the Kommando LSK/LV, with its headquarters in Strausberg. The 1st Luftverteidigungsdivision (1.LVD), headquartered in Cottbus, provided air defence in the southern territory of the GDR. The 3rd Luftverteidigungsdivision (3.LVD), with its headquarters in Trollenhagen, was responsible for air defence in the northern part of East Germany. Fighter-bomber aircraft, transport aircraft and reconnaissance aircraft were under control of the *Führungsorgan der Front- und Militärtransportfliegerkräfte (FO FMTEK)*.

Personal copy

Distribution to a third party is not allowed

After the German reunification in 1990, the Luftwaffe took control over Luftstreitkräfte equipment and some of its personnel. What remained of the East German Air Force was placed under the newly formed 5. Luftwaffendivision in Strausberg. In 1993 the division was renamed 3. Luftwaffendivision and transferred to Berlin Gatow. Two years later, in 1995, it was assigned to NATO. Most of the equipment was not compatible with the West German NATO equipment and therefore taken out of service and sold or given to new NATO-members in Eastern Europe, such as Poland and the Baltic states. An exception was JG-3 at Preschen, that flew with brand new MiG-29s. In 1991 it was renamed EG MiG-29 and on June 1st 1993 the wing was renamed JG73. JG73 was fully integrated into the Luftwaffe's air defense structure.

### Army

The Landstreitkräfte were the ground based military branch of the NVA. The Land Forces Command, located at Geltow, was established on December 1st 1972 as a management body created for the land forces. The NVA itself was created from the Kasernierte Volkspolizei (Barracked People's Police). The LaSK had a peacetime organisation since 1972 under the command of the Kommando Landstreitkräfte (Kdo. LaSK). Its largest formations between 1956 and 1990 were the Military Districts III and V, which generally consisted of three active divisions each, plus training, combat support and logistic units. The two Kampfhubschraubergeschwader initially belonged to the LSK, but on November 30th 1984 they became part of the Kommando LaSK.

### Navy

The People's Navy - Volksmarine - also had aircraft at its disposal. From 1950 on with Soviet help the Maritime Forces Administration was built. On July 1st 1952 it was renamed Volkspolizei See and on March 1st 1956 Seestreitkräfte der NVA. In November 1960 these maritime forces were officially designated Volksmarine. The flying unit of the Volksmarine was initially part of the LSK/LV, but on September 15th 1962 became part of the Kommando Volksmarine. The Volksmarine was dissolved, like all other branches of the NVA, on October 2nd 1990, the day before the official reunification of Germany. Some of its staff was taken up by the Bundesmarine, some by the German Border Police.

### Border Troops

The Grenztruppen der DDR (Border Troops of the DDR) were the primary force guarding the Berlin Wall and the border between East and West Germany.

### Order of Battle

This Order of Battle gives an overview of the LSK/LV through the years. Also units of the LaSK (Army) and Volksmarine (Navy) are listed. From the first to the last column the following data are mentioned: unit, date unit was activated, date unit was deactivated, base, date base started being used by unit, date unit ceased to use the base, the aircraft the unit used, date when the aircraft was taken up in service for that unit, and date the unit stopped using the aircraft. Where there is nothing listed that information is unknown.

#### OrBat 1952 - 1956

The LSK/LV did not pop up from out of nowhere on March 1st 1956. After that date the East German Air Force rapidly grew, but the build up to that point took place at a slower pace. The Kasernierte Volkspolizei (KVP) started out with a modest number of aircraft which flew from a couple of air bases.

ASK Vorwärts	1954	1956	Cottbus	1954	1956	M-1D	1954	1956
			Kamenz	1954	1956	Po-2	1954	1956
						Z-126	1954	1956
						Z-226	1954	1956
FAG-1	1955	1956	Kamenz	1955	1956	Yak-11	1955	1956
Fliegerschule	1954	1956	Kamenz	1954	1956	Yak-11	1954	1956
KVP-D 500	1952	1956	Kamenz	1952	1956	La-9 <sup>1</sup>	1952	1956
						MiG-15	1952	1956



Although the NVA aircraft did not carry unit markings the units flying the An-2 could be determined by the colour of the propeller spinner. An-2T 457 has a red spinner, which indicates it belonged to VS-14 from Strausberg. An-2s from VFK-31 at Cottbus had blue spinners, while VFK-33 (Trollenhagen) used green ones. (George Kamp)



Mi-8TB 808 of Volksmarine unit MHG-18 in its element, flying above water. The black serial numbers on the dark blue colour scheme of the navy helicopters made reading the serials not very easy. (George Kamp)

KVP-D 600 <sup>2</sup>	1953	1956	Cottbus	1953	1956	Yak-11	1953	1956
						Yak-18	1953	1956
KVP-D 600/1.FGR	1952	1953	Bautzen	1952	1952	An-2 <sup>3</sup>	1952	1953
			Cottbus	1952	1953	MiG-15 <sup>3</sup>	1952	1953
						Yak-11 <sup>3</sup>	1953	1953
KVP-D 600/2.FGR	1952	1953	Kamenz	1952	1953	Yak-18 <sup>3</sup>	1953	1953
						An-2 <sup>3</sup>	1952	1953
						MiG-15 <sup>3</sup>	1952	1953
KVP-D 600/3.FGR	1952	1953	Bautzen	1952	1953	Yak-11 <sup>3</sup>	1953	1953
						Yak-18 <sup>3</sup>	1953	1953
						An-2 <sup>3</sup>	1952	1953
						MiG-15 <sup>3</sup>	1952	1953
KVP-D 700 <sup>2</sup>	1953	1956	Drewitz	1953	1956	Yak-11 <sup>3</sup>	1953	1953
						Yak-18 <sup>3</sup>	1953	1953
KVP-D 800 <sup>2</sup>	1953	1956	Bautzen	1953	1956	Yak-11	1953	1956
						Yak-18	1953	1956
						An-2	1953	1956
						Yak-11	1953	1956
						Yak-18	1953	1956

<sup>1</sup> The La-9s of KVP-D 500 never flew. They were used for educational purposes for aircraft technicians.

<sup>2</sup> In 1953, 1954 and part of 1955 the units KVP-D 600, KVP-D 700 and KVP-D 800 each had 2 Abteilungen (1.Abteilung and 2.Abteilung), which on their turn had 1 Staffel each. During 1955 the organizational structure changed in that the units each got 3 Kommandos (1.Kommando Cottbus, 2.Kommando Cottbus, 3.Kommando Cottbus, 1.Kommando Drewitz, 2.Kommando Drewitz, 3.Kommando Drewitz, 1.Kommando Bautzen, 2.Kommando Bautzen, 3.Kommando Bautzen). Each Kommando had 1 Staffel.

<sup>3</sup> For pilot training the USSR provided KVP-D 600/1.FGR, KVP-D 600/2.FGR and KVP-D 600/3.FGR with An-2s, MiG-15s, Yak-11s and Yak-18s. These aircraft were carrying Russian markings.

#### OrBat 1956 - 1990

Where the KVP-L was small in size the LSK/LV grew out to be of immense proportions for a country that was of a modest size. Although the East German Air Force only existed for roughly 34 years there have been a great number of units. Some of them existed for a short amount of time, others lasted for decades. This OrBat offers an overview of all the units that were ever part of the LSK/LV, when they exactly did exist and which planes they flew.

1.FGD	1956	1961	Cottbus	1956	1961	Yak-18	1956	1961
			Drewitz	1956	1961	Yak-18	1956	1961
			Holzendorf	1956	1961	Yak-18	1956	1961
			Preschen	1956	1961	Yak-18	1956	1961
3.FGD	1956	1961	Peenemünde	1956	1961	Yak-18	1956	1961
			Trollenhagen	1956	1961	Yak-18	1956	1961
Berlin-Kette	1964	1968	Brandenburg-Briest	1964	1968	Mi-4	1964	1968
Fliegerschule	1956	1973	Bautzen	1956	1956	MiG-15	1956	1968
			Kamenz	1956	1973	Mi-1	1957	1973
FAG-1	1956	1960	Kamenz	1956	1960	Yak-18	1956	1960
FAG-4	1956	1961	Dessau	1956	1961	An-2	1956	1961
						Il-14	1956	1961
						Mi-2	1956	1961

FAG-15	195_	1990	Rothenburg Brandenburg-Briest	1957 1959	1990 1960	Mi-4 Yak-11 Yak-18 MiG-15 MiG-17 MiG-21 L-29	1956 1957 1957 1959 1962 1962 1964	1961 1960 1960 1964 1990 1990 1978
FAG-25	1959 1959	1990 1961	Bautzen Preschen	1964 1959	1990 1961	MiG-15 Yak-11 L-29 L-39	1959 1959 1964 1977	1965 1961 1981 1990
HAG-35	1981	1990	Brandenburg-Briest	1981	1990	Mi-8 Mi-2	1981 1981	1990 1990
HS-16	1964	1990	Salzwedel Meiningen Nordhausen	1964 1964 1986	1986 1986 1990	Mi-4 Mi-1 Mi-8 Mi-2	1961 1964 1971 1973	1973 1973 1980 1990
HSFA-3	1986	1990	Cottbus	1986	1990	Mi-2 Mi-8 Mi-9	1986 1986 1986	1990 1990 1990
HSFA-5	1986	1990	Basepohl	1986	1990	Mi-2 Mi-8 Mi-9 Mi-24	1986 1986 1986 1989	1990 1990 1990 1990
JAG-10	1959	1963	Kamenz	1959	1963	Yak-18	1959	1963
JAG-11	1961	1971	Bautzen	1961	1986	MiG-15	1961	1965
JAS-23	1963	1965	Dresden-Klotzsche	1963	1965	MiG-15	1963	1965
JBG-37	1971	1990	Drewitz	1982	1990	MiG-15 MiG-17 MiG-23	1971 1971 1978	1983 1983 1990
JBG-77	1984	1990	Laage	1984	1990	Su-22	1984	1990
JG-1	1952	1990	Cottbus Holzdorf	1952 1982	1982 1990	Yak-11 Yak-18 MiG-15 MiG-17 MiG-21	1956 1956 1956 1957 1965	1956 1956 1968 1968 1990
JG-2	1956	1989	Neubrandenburg	1956	1989	Yak-11 MiG-15 MiG-17 MiG-21	1956 1956 1961 1967	1961 1968 1968 1990
JG-3	1956	1990	Preschen	1956	1990	MiG-15 MiG-17 MiG-19 MiG-21 MiG-29	1956 1957 1959 1962 1988	1959 1963 1968 1990 1990
JG-7	1956	1989	Drewitz	1956	1989	Yak-11 Yak-18 MiG-15 MiG-17 MiG-21	1956 1956 1956 1959 1970	1956 1956 19__ 1983 1990



Of the eleven MiG-23UBs delivered to the LSK eight were still operational in 1990. In the LSK the trainer version of fighter aircraft carried black serials, while the fighters had red serials. (MiG-23UB 105 of JBG37, George Kamp)



MiG-21MF 662 of JG-1 is seen here taxiing at its home base Holzdorf on 10 September 1990. Holzdorf is currently still used as an active airfield by the Luftwaffe. (Otger van der Kooij)

JG-8	1956	1990	Preschen Marxwalde	1956	1960	1960	1990	Yak-11	1956	1956
								MiG-15	1961	19__
								MiG-17	1961	19__
								MiG-21	1962	1990
JG-9	1956	1990	Drewitz Peenemünde	1956	1960	1961	1990	MiG-15	1956	19__
								MiG-17	1957	19__
								MiG-21	1962	19__
								MiG-23	1978	1990
KHG-3	1976	1990	Cottbus	1976	1990			Mi-8	1976	1990
								Mi-24	1978	1990
KHG-5	1975	1990	Basepohl	1975	1990			Mi-8	1975	1990
								Mi-24	1978	1990
MFG-28	1985	1990	Laage	1985	1990			Su-22	1985	1990
MHG-18	1976	1990	Parow	1976	1990			Mi-4	1976	1977
								Mi-8	1971	1990
								Mi-14	1979	1990
TAFS-47	1974	1990	Preschen	1974	1990			MiG-21	1974	1990
TAFS-87	1989	1990	Drewitz	1989	1990			MiG-21	1962	1990
TAG-4	1957	1961	Berlin-Schönefeld	1957	1959			Mi-4	1957	1961
			Brandenburg-Briest	1959	1961			Mi-1	1958	1961
TAS-45	1972	1990	Kamenz	1972	1990			An-2	1972	1990
								L-410	1986	1990
								Z-43	1986	1990
T FAG-14	1961	1962	Heringsdorf Garz	1961	1962			An-2	1961	1962
								L-60	1961	1962
TG-44	1957	1990	Marxwalde	1957	1990			Il-14	1957	1964
								Il-18	1960	1973
								Tu-124	1964	1975
								Mi-8	1968	1990
								Tu-134	1969	1990
								Il-62	1978	1990
								Tu-154	1988	1990
THG-34	1957	1990	Dessau Brandenburg-Briest	1957	1959	1971	1990	Mi-1	1957	1972
								Mi-4	1957	1979
								Mi-8	1968	1990
								Mi-2	1972	1981
TS-24	1961	1990	Dresden-Klotzsche	1961	1990			An-2	1961	1982
								Mi-2	1971	1981
								Il-14	1976	1982
								An-26	1980	1990
UJHS-18	1971	1976	Parow	1971	1976			Mi-4	1971	1976
								Mi-8	1974	1976
VFK-31	1963	1990	Cottbus	1963	1990			Yak-18	1963	1973

					An-2	1963	1990	
					Z-43	1973	1990	
VFK-33	1963	1990	Trollenhagen	1963	1990	Yak-18	1963	1973
					An-2	1963	1990	
					Z-43	1973	1990	
VS-14	1956	1990	Strausberg	1956	1990	Yak-11	1957	1957
					An-2	1957	1958	
					Yak-18	1957	1963	
					Aero 45	1958	1962	
					L-60	1959	1959	
					An-14	1966	1974	
					Z-43	1974	1990	
					L-410	1980	1990	
ZDK-33	1960	1990	Drewitz	1960	1971	Il-28	1960	1982
			Peenemünde	1971	1990	Yak-18	1961	1971
					L-29	1971	1980	
					L-39	1977	1990	

#### Notes:

- FAG-15 started as FAG-3 in 1959, became JAG-15 in 1960, before it was known as FAG-15.
- FAG-25 was named FAG-2 (1959), JAG-11 (1961-1964) and JAG-25 (1964-1971) before it got its final name.
- Between 1981 and 1984 HAG-35 was known as HAS-35.
- HS-16 arose in 1971 after the merger of Grenzkette Süd (at Meiningen, 1964-1971) and Grenzkette Nord (Salzwedel, 1964-1971).
- The fighter units started as Fliegergeschwader (FG), were renamed Jagdfliegergeschwader (JFG) in 1961 and got their final designation Jagdgeschwader (JG) in the same year.
- JBG-37 started as JBG-31 in 1971, getting its final name in 1982.
- In 1976 KHG-3 started as HS-64, became KHG-67 in 1981 and KHG-3 in 1986, while KHG-5 started in 1975 as HG-54, became KHG-57 in 1981 and KHG-5 in 1986.
- MHG-18 was known as HK in 1962 and 1963, became HS in 1963, HS-18 in 1971, HG-18 in 1976 and finally MHG-18 in 1981.
- Between 1974 and 1982 TAFS-47 was known as AFS-31, became AFS-47 in 1982 and got its final name in 1986.
- TAS-45 was initially known as TAFS (1972-1981), after which it was named TFAS-45 (1981-1986), before it got its final name.
- TG-44 evolved from RFS (1957-1960) to STFS (1960-1965), TFS-29 (1965-1971), TFS-44 (1971-1973) and TG-44 in 1973.
- THG-34 started out as HS (1957-1959), became HG (1959-1961), HG-31 (1961-1971), HG-34 (1971-1981) and got its final name in 1981.
- TS-24 was known as TFG-17 from 1961, TFS-27 from 1963 and TFS-24 from 1971; it is unknown when it got its final name.
- VS-14 started as TFVS in 1956, became VSF-25 in 1961 and VS-14 in 1971.
- ZDK-33 had several names in the past; ZDK (1960-1961), ZDS (1961-1971), ZDS-21 (1971) and ZDS-33 (1971-1981).

#### Order of Battle 1990 - 2004

After the reunification of Germany in October 1990 all units but one were disbanded. Some of the aircraft and personnel were incorporated into the Luftwaffe. Given that many of the aircraft - although well maintained - were either nearing obsolescence or were not compatible with NATO aircraft operations, mostly only transport aircraft and helicopters (plus MiG-29 fighters) were retained. Numerous Antonov and Tupolev transport aircraft along with Mil Mi-8 transport helicopters and Mil Mi-24 Hind gunships were operated until the mid to late 1990s. Although an Eastern type, with operational limitations and not compatible with NATO systems, the MiG-29 was seen as being so good, the reunified Luftwaffe decided to keep the type in service following extensive testing and evaluation in 1991 by WTD61 in Manching (operating two MiG-29As and two MiG-29UBs).

Initially flight hours were kept to a set minimum each week to ensure the fighters were kept airworthy and serviceable whilst being tested and whilst an ongoing source of spares was assured from Russia. As part of the initial Luftwaffe testing and evaluation, four MiG-29s were sent to JG71 at Wittmundhafen for air combat training against F-4Fs from March 4th to March 27th



During the final days of the East German MiG-29 service one aircraft (604, serial still carried on the tip of the tail fin) received a special colour scheme and the JG-3 badge. The colours remained for some time after the aircraft became part of the Luftwaffe as 29+01 with Erprobungsgeschwader MiG-29 at Preschen. (Preschen, 3 July 1991, Otger van der Kooij)

Personal copy



Despite belonging to TG-44 this Tu-154M did not carry its allocated military serial 121. Instead it was flying as DDR-SFB in Interflug colours. It became 11+02 in October 1990 and was sadly lost in a mid-air collision with a USAF C-141B in 1997, killing 24 people on the Tu-154 and nine on the Starlifter. (Neuhardenberg, 2 July 1991, Otger van der Kooij)

1991 and other training occurred in Sardinia, Italy during April 1991. Some of the MiG-29s were also operated in the air combat training capacity by the Luftwaffe in the United States from 1991 for around 1,5 years. On July 25th 1991 acceptance testing was successfully completed. From June 1993 the MiG-29 served with JG73 on Laage.

For the next ten years the MiG-29 became part of the German air defence strategy alongside the Phantom and also operated in the aggressor role for Luftwaffe and NATO pilot training (although Luftwaffe improvements were made to certain avionics and weapons systems, the limitations of the avionics and radar system meant it was primarily suited to point air defence rather than lead air defence). MiG-29s remained in service until 2003 when they were replaced by the Eurofighter Typhoon. The MiGs were sold to Poland in September 2003 for a symbolic price of €1 per aircraft. At that time 23 remained as one was lost in an accident in 1996, but only 22 were sold as the other was put into the Luftwaffe Museum. Fourteen Fulcrums went into operational Polish service.

Here is an overview of the LSK/LV-related units after the reunification. Unlike all the other LSK/LV-units JG-3 did not disband in 1990. It continued under its own name. It became Erprobungsgeschwader MiG-29 on April 1st 1991, which was renamed JG73 on June 1st 1993. In October 1994 the unit moved to Laage. JG73 did not have a traditions name until 1997, when it was named "Steinhoff". The last MiG-29 flight was on August 4th 2004, when the final German aircraft were ferried to Bydgosz in Poland. KHG-3 was disbanded in March 1991 and taken into the Bundeswehr as Heeresfliegerstaffel 70 (HFS70). On October 1st it fused with HFS Ost into Heeresfliegerverbindungs- und Aufklärungsstaffel 400 (HFVAS400). KHG-5 was disbanded in March 1991 and taken into the Bundeswehr as Heeresfliegerstaffel 80 (HFS80). The available Mi-8 were demilitarised and four former Mi-8TB were used for SAR and Air Rescue tasks from April 1990, designated as Mi-8B. Their Mi-24s were only sporadically flown and withdrawn on July 3rd 1992. Two Mi-24Ds and Mi-24Ps were tested at WTD 61 and one was given to the US Army for evaluation. On September 14th 1994 the last flight of HFS80 took place, and shortly after that, the Basepohl support unit was abandoned. LTG65 was established on April 1st 1991 at Berlin-Neuhardenberg and disbanded on June 30th 1993. Remaining aircraft went to other units; the L-410s went to the FBS and the Mi-8s to LTG62. LTG65 1 staffel was formed out of TG-44, LTG65/2.Staffel out of THG-34, LTG65/3.Staffel and 3.Staffel det out of TS-24, and LTG65/4.Staffel out of Interflug. Neuhardenberg was known in NVA times as Marxwalde. MFHG was established on Apr 1st 1991 and disbanded on July 1st 1994. Luftwaffe unit WTD61 took on Mi-24s and Su-22s after the reunification. The last flight of a Su-22 (98+14) with WDT61 was on 2 October 1998.

EG MiG-29	1991	1993	Preschen	1991	1993	MiG-29	1991	1993
FBS 3 staffel	1993	present	Berlin-Schönefeld Berlin-Tegel	1993	1994 1994 present	L-410 Mi-8 Tu-154	1993	1999 1993 1997 1993 1999
HFS70	1991	1993	Cottbus	1991	1993	Mi-8 Mi-24	1991	1993 1991 1993
HFS80	1991	1994	Basepohl	1991	1994	Mi-8 Mi-24	1991	1994 1991 1994
JG3	1990	1991	Preschen	1990	1991	MiG-29	1990	1991
JG73	1993	present	Laage	1993	present	MiG-29	1993	2003
LTG61	1957	present	Landsberg-Penzing	1971	present	L-410	2000	2001
LTG62	1959	present	Brandenburg-Briest	1993	1994	Mi-8	1993	1994
LTG65 1 staffel	1991	1993	Neuhardenberg	1991	1993	Tu-134 Tu-154	1991	1993 1991 1993
LTG65 2 staffel	1991	1993	Brandenburg-Briest	1991	1993	Mi-2 Mi-8	1991	1993 1991 1993
LTG65 3 staffel	1991	1993	Dresden-Klotzsche	1991	1993	An-26	1991	1993
LTG65 3 staffel det	1991	1993	Strausberg	1991	1993	L-410	1991	1993
LTG65 4 staffel	1991	1993	Berlin-Schönefeld	1991	1993	Il-62	1991	1993
MFHG	1991	1994	Parow	1991	1994	Mi-8	1991	1994
WDT61	1957	present	Manching Ingolstadt	1957	present	Mi-24 Su-22	1990	1994 1990 1998

## The aircraft

In this section we will give you a description of all aircraft used by the DDR. We also list all the aircraft which are known to have existed in 1990, the year of the reunification of Germany, and what has happened to these aircraft since. The columns are: Bundeswehr or DDR serial, type, construction number, status or ex DDR serial, unit or location in 1990 and their known fate.

### Aero 45

Between 1957 and 1964 the LSK/LV operated four Aero 45S courier aircraft. The two-engined Aero 45s, which were built in Czechoslovakia, were taken on from the civil operator DDR-Lufthansa. The Aero 45s were operated by VS-14. In 1957 the first two were delivered, to be followed by two more in 1959. Just one Aero 45 has survived. It is preserved in Dresden since 1964.

555	Aero 45S	04002	preserved	Dresden	still at Dresden, preserved as DM-VMD
-----	----------	-------	-----------	---------	---------------------------------------

### Aero L-29 Delfin

In 1961 the Aero L-29 Delfin was chosen by the East German Air Force over the PZL-Mielec TS-11 Iskra and the Yakovlev Yak-30 Magnum as the successor of the Yak-18. From 1963 to 1981 fifty L-29s were operational with FAG-15 and FAG-25. It could carry two 100 kg bombs or two rocket launchers with eight 57 mm air to ground missiles each. Twelve L-29s survived after 1990, either be it as preserved, stored or dumped aircraft. Eventually five L-29s were scrapped.

311	L-29	692053	preserved	Bautzen	to Uetersen, to Berlin Gatow by apr96, to Großenheim by mar15, stored
313	L-29	692054	preserved	Dresden	to Rothenburg by jul07, preserved
323	L-29	591499	preserved	Jahnsdorf	still at Jahnsdorf, preserved as 324
336	L-29	591524	stored	Dresden	scrapped
338	L-29	591525	preserved	Bautzen	to Uetersen, to Berlin Gatow by apr96, preserved
339	L-29	692061	stored	Rothenburg	still at Rothenburg, preserved
340	L-29	591526	preserved	Großröhrsdorf	to Finow by may00, preserved
345	L-29	591528	dumped	Bautzen	remains to Rothenburg, scrapped
359	L-29	591531	dumped	Bautzen	remains to Rothenburg, scrapped
361	L-29	390734	dumped	Rothenburg	scrapped
366	L-29	591534	stored	Kamenz	scrapped
370	L-29	591535	preserved	Schönhagen	to Cottbus sep98, preserved

### Aero L-39 Albatros

Czech designed Aero L-39 Albatros trainers were in use by East Germany for advanced pilot training and target towing duties from November 1977 onwards. The type also had a secondary attack capability and could have been pressed into such service if the need was ever to arise. The fifty L-39ZOs and two L-39Vs were flying with FAG-25 and ZDK-33. The L-39s could be armed with four 100 or 250 kg bombs, two 500 kg bombs, four UB-16 rocket launchers carrying sixteen air to ground S-5K/S-5M 57 mm missiles, or two air to air R-3S missiles. From 1985 on the L-39Vs could carry a towing target device under their wings. The backseat of the aircraft carried the necessary means for towing. In 1990 all 52 Albatrosses were still in service, serving with ZDK-33 at Peenemünde (24 aircraft with the Air Defense Division at Neubrandenburg AFB) and FAG-25 at Bautzen (28 aircraft with the Air Force Training Command at Kamenz AFB). As with most East European Air Forces more than a dozen L-39s became civil. Some were even purchased after being on display for several years at museums, like the 28+24 and 28+25.

28+01	L-39ZO	731001	ex 139	FAG-25	stored Rothenburg, to Peenemünde by mar95, to Neuenkirchen by dec09, preserved as 139
28+02	L-39ZO	731002	ex 140	FAG-25	stored Rothenburg, to G-BWTS sep96, to ES-YLL 1998, to



Since 1980 L-29 323 was preserved as 024 in Jahnsdorf near Chemnitz (known between 1953 and 1990 as Karl-Marx-Stadt). Some ten years later it moved to the local airfield and around 2000 it was repainted and marked as 324. The restorers believed it was the 324, although this seems very unlikely as its c/n 591499 and serial 323 have been read on several locations on the aircraft in the past (8 March 2017, Erwin Alexander)



L-39ZO Albatros 28+08 is pole mounted at the of the Technik Museum at Speyer. The museum reversed the first two and second two digits of its serial during repainting (20 August 2013, Leo Kortleve)

28+03	L-39ZO	731003	ex 141	FAG-25	N139ZB oct11, to D-FJET 2012, for sale oct16
28+04	L-39ZO	731004	ex 142	FAG-25	stored Rothenburg, to F-GOJS 1994, to N39RZ jan97
28+05	L-39ZO	731005	ex 143	FAG-25	stored Rothenburg, to Baschutz, to Brighton by mar99, to Long Stratton by sep95, blown up for James Bond movie in 1997
28+06	L-39ZO	731006	ex 144	FAG-25	stored Rothenburg, preserved by apr91 as 143
28+07	L-39ZO	731008	ex 145	FAG-25	stored Rothenburg, to Uetersen by jun92, to Berlin Gatow dec94, stored as 144
28+08	L-39ZO	731010	ex 147	FAG-25	stored Rothenburg, to HungaryAF in 1993 as S3, for spares, to Szolnok by jul96, to Kecskemet by may97, to Kecel by jul99, preserved as 28
28+09	L-39ZO	731012	ex 149	FAG-25	stored Rothenburg, to Speyer by apr94, preserved as 0828
28+10	L-39ZO	731013	ex 150	FAG-25	stored Rothenburg, to N43722 feb98
28+11	L-39ZO	731014	ex 151	FAG-25	stored Rothenburg, to G-BWTT sep96, to N298RD jan98, crashed 24aug03
28+12	L-39ZO	731015	ex 152	FAG-25	stored Rothenburg, to N4367S feb98, to N139BH oct98
28+13	L-39ZO	731016	ex 153	FAG-25	stored Rothenburg, to Bad Oeynhausen by nov94, to Rockford, IL, by jul00, stored
28+14	L-39ZO	731017	ex 154	FAG-25	stored Rothenburg, to HungaryAF in 1993, to Szolnok by may97, instructional as 28+13
28+15	L-39ZO	731018	ex 155	FAG-25	stored Rothenburg, to Bad Ischl by apr95, preserved
28+16	L-39ZO	731020	ex 157	FAG-25	stored Rothenburg, to HungaryAF in 1993 as S1, for spares, to Kecskemet by jul96, to Szolnok by jun99, preserved as 018
28+17	L-39ZO	731021	ex 158	FAG-25	stored Rothenburg, to Grosser Weserbogen by may98, to N13045 jul03, to N101PX oct03, to N439ML oct10
28+18	L-39ZO	731022	ex 159	FAG-25	stored Rothenburg, to Seifershofen by oct94, to ES-TLE 2005, to N139LE may16
28+19	L-39ZO	731011	ex 160	FAG-25	stored Rothenburg, to Seifershofen by oct94, to Finow by mar98, to Rockford, IL, by aug03, stored
28+20	L-39ZO	731009	ex 161	FAG-25	stored Rothenburg, to HungaryAF in 1993 as S2, for spares, to Szolnok by may97, stored
28+21	L-39ZO	831125	ex 162	FAG-25	stored Rothenburg, to Dessau by aug94, at Toussus le Noble by jun03, gone
28+22	L-39ZO	831114	ex 164	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 125, to N3537K
28+23	L-39ZO	831115	ex 165	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 114, stored Kecskemet by jan10
					stored Rothenburg, to HungaryAF in 1993 as 115, stored Kecskemet by jan10, preserved

Personal copy

Distribution to a third party is not allowed

28+24	L-39ZO	831116	ex 166	FAG-25	stored Rothenburg, to Fichtelberg by sep95, to N455TM mar02
28+25	L-39ZO	831118	ex 173	FAG-25	stored Rothenburg, to Hermeskeil by mar95, to N929AS mar02
28+26	L-39ZO	831119	ex 174	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 119, stored Kecsckemet nov09, to Szolnok by jun11, preserved
28+27	L-39ZO	232301	ex 175	FAG-25	stored Rothenburg, to Sinsheim jun94, preserved in Czech AF colours
28+28	L-39ZO	831120	ex 177	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 120, crashed 20jun08
28+29	L-39ZO	232302	ex 178	FAG-25	stored Rothenburg, to De Kooy by nov03, to ES-TLA 2005, to RA-3424K 2008
28+30	L-39ZO	232303	ex 180	FAG-25	stored Rothenburg, to Hermeskeil jan94, preserved
28+31	L-39ZO	232304	ex 182	FAG-25	stored Rothenburg, to Ankum nov94, stored
28+32	L-39ZO	831122	ex 188	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 122, stored Kecsckemet by aug03
28+33	L-39ZO	831123	ex 189	FAG-25	stored Rothenburg, to Bad Oeynhausen by nov94, to N44XT nov05
28+34	L-39ZO	831124	ex 191	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 124, stored Kecsckemet by aug03
28+35	L-39ZO	831132	ex 192	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 132, stored Kecsckemet by aug04
28+36	L-39ZO	831126	ex 194	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 126, stored Kecsckemet by aug05
28+37	L-39ZO	831127	ex 195	FAG-25	stored Rothenburg, to Finow by mar95, to Hodenhagen in 2005, to LX-SJW by 2013
28+38	L-39ZO	831128	ex 196	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 128, stored Kecsckemet by nov09, to Szolnok by jan10, instructional
28+39	L-39ZO	831129	ex 197	FAG-25	stored Rothenburg, to Rockford by oct00, stored, to N439Z jun14
28+40	L-39ZO	831130	ex 198	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 130, stored Kecsckemet by aug04, to Finsterwalde by oct13
28+41	L-39ZO	831131	ex 199	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 131, stored Kecsckemet by jun11
28+42	L-39ZO	831134	ex 214	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 134, stored Kecsckemet by aug05, to RA-3514K
28+43	L-39ZO	831135	ex 216	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 135, stored Kecsckemet by jan10
28+44	L-39ZO	831137	ex 271	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 137, stored Kecsckemet by aug03
28+45	L-39ZO	831138	ex 272	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 138, stored Kecsckemet by aug03
28+46	L-39ZO	831139	ex 277	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 139, crashed 25jul95
28+47	L-39ZO	831140	ex 279	FAG-25	stored Rothenburg, to HungaryAF in 1993 as 140, stored Kecsckemet by aug03
28+48	L-39V	630705	ex 170	ZDK-33	stored Rothenburg, to Berlin Gatow by apr96, preserved as 170
28+49	L-39V	630715	ex 171	ZDK-33	stored Rothenburg, to De Kooy by jan00, to N139V feb10
28+50	L-39ZO	831121	ex 187	ZDK-33	stored Rothenburg, to Seifershofen by oct94, to Hodenhagen by 2005, to N187D may15



Zieldarstellungskette 33 was only a small unit. In 1980 it had two yellow target towing L-39Vs and three camouflaged L-39ZOs. The units L-39ZO 187 is still flying in its East German colours as N187D in the United States. (Peenemünde, George Kamp)



The first An-2 was delivered to the Volkspolizei, the predecessor of the LSK. An-2T 801 was delivered in January 1953 and was still operational in 1980. An-2s 801 and 802 were the only two LSK aircraft whose serials were the same as the last three digits of their construction numbers, 12801 and 12802. This serial/construction number link was common in most other Eastern Bloc countries, but not in East Germany (Kamenz, 7 March 2017, Erwin Alexander)

28+51	L-39ZO	831133	ex 200	ZDK-33	stored Rothenburg, to HungaryAF in 1993 as 133, stored Kecskemet by jan10
28+52	L-39ZO	831136	ex 222	ZDK-33	stored Rothenburg, to HungaryAF in 1993 as 136, stored Kecskemet by nov09

#### Aero L-60 Brigadyr

From 1956 to 1962 the Czechoslovakian built Aero L-60 Brigadyr served as training and liaison aircraft. The LSK/LV flew with twenty L-60s. The main unit where it operated was the Transportfliegerschule Dessau. In 1962 the Brigadyrs were withdrawn from use. They were passed on to civil crop dusting companies.

#### Antonov An-2

Used as a liaison and transport aircraft, the Antonov An-2 Colt served from 1956 until the end of the East German Air Force. The first East German An-2 however was delivered in January 1953, to the KVP. 36 An-2s were delivered. Units that were operating the aircraft were the Fliegerschule Dessau, VS-14, VFK-31 and VFK-33. The An-2 is a real survivor. In 1990 eighteen new serials were allocated, but they were never used. Up to this day quite a lot of them are active. There are some flying around in The Netherlands, like for instance D-FAIR (LSK-serial 450) and D-FONL (888).

440	An-2	117411	(54+01)	TAS-45	soc oct90, to D-FKMA feb92, registration cancelled 04mar16 as sold abroad
450	An-2S	17205	(54+02)	VS-14	soc sep90, to D-FAIR feb92, based Midden Zeeland
451	An-2T	17308	(54+03)	TAS-45	soc oct90, to D-FKMB dec92, based Dinslaken
452	An-2T	17309	(54+04)	TAS-45	soc oct90, to F-AZHB oct90, overturned on landing in field near Meaux 15jun08, stored Saint Mars du Desert
453	An-2T	17311		TAS-45	soc jun90, to DDR-SKH jun90, to D-FONH oct90, to F-AZHM may92, damaged by storm dec99, stored La Ferté Alais, scrapped
454	An-2T	17612	(54+05)	TAS-45	soc oct90, to D-FKMC feb92, based Dermsdorf
455	An-2T	17710	(54+06)	VFK-31	soc sep90, D-FKMF ntu, to D-FUKM feb92, based Reinsdorf
456	An-2T	17812	(54+07)	TAS-45	soc oct90, to D-FKMD jan91, to D-FONE apr05, based Essen
457	An-2T	17805	(54+08)	VFK-33	soc oct90, to D-FKME feb92, based Mengen
458	An-2T	17807		TAS-45	soc jun90, to DDR-SKI jun90, to D-FONI oct90, to Wolgast by mar94, preserved
459	An-2TP	18118		TAS-45	soc apr90, to DDR-SKE apr90, to D-FONE sep90, destroyed by vandals at Dinslaken-Schwarze Heide 20aug04
469	An-2T	113901	(54+09)	TAS-45	soc nov90, to D-FGGG apr92, cancelled 25aug11 as permanently wfu, stored Kamenz
799	An-2TD	1G180-41		VS-14	soc jan90, to DDR-SKB mar90, to D-FONB nov91, to Peenemünde by mar95, to Neuenkirchen by jun11, stored
800	An-2TD	1G180-42		VS-14	soc jan90, to DDR-SKC mar90, to D-FONC oct90, destroyed by vandals at Bruchsal 09sep11
801	An-2T	12801	(54+10)	TAS-45	soc oct90, D-FKMG ntu, to Kamenz by oct90, preserved
802	An-2T	12802	(54+11)	TAS-45	soc oct90, to D-FOFM jul92, based Großenheim
803	An-2TD	1G158-95	(54+12)	TAS-45	soc sep90, D-FKMJ ntu, to YV-557C 1993
804	An-2T	1G160-01	(54+13)	VFK-31	soc jul90, to D-FBAW feb92, based Strausberg

Personal copy

Distribution to a third party is not allowed

805	An-2T	1G160-02	(54+14)	TAS-45	soc oct90, D-FKMH ntu, to YV-558C 1993
811	An-2T	117419		TAS-45	soc jan90, to DDR-SKF mar90, to D-FONF oct90, based Jahnsdorf
812	An-2T	18120	instructional	Kamenz	soc 76, to Bautzen, to Uetersen, to Berlin Gatow by apr96, stored as 8120
815	An-2P	19508		VFK-31	soc apr90, to DDR-SKD apr90, to D-FOND oct90, based Allstedt
817	An-2T	19320	(54+15)	TAS-45	soc sep90, D-FORK ntu, to D-FNVA jun94, based Namibia
822	An-2T	117012		VS-14	soc 1990, stored Kamenz, to Uetersen, to Berlin Gatow by jul95, stored
826	An-2T	17908		VFK-33	soc apr90, to Dresden by jul90, to Cottbus by jun98, stored
839	An-2T	19318		VS-14	soc jun90, to DDR-WJP oct90, to D-FJKA dec90, based Stadtlohn
845	An-2P	17207	(54+16)	TAS-45	soc oct90, to D-FKMI jul92, registration cancelled 11mar15 as sold abroad
855	An-2P	19319	(54+17)	TAS-45	soc oct90, to D-FKMF jan91, to YV-889C 1995, to YV-2195 by jan08
857	An-2T	17912	(54+18)	VS-14	soc oct90, to D-FKMK jan91, to YV-860C 1995, crashed 18nov95
863	An-2T	112208		VS-14	soc jan90, to DDR-SKG apr90, D-FONG ntu, to Anklam by 1995, preserved as D-FONG/DDR-SKG
866	An-2T	19217		VS-14	soc jun90, to DDR-SKJ jun90, to D-FONJ oct91, crashed 29jun94 at Aichach, fuselage Mühldorf dec94, scrapped
888	An-2S	17802		TAS-45	soc aug90, to DDR-SKL jul90, to D-FONL 1990, based Wershofen

#### Antonov An-14

In 1966 the LSK/LV acquired the Antonov An-14 Clod. Four of these - mildly put - strange looking aircraft were used as courier vehicles. Flown by one or two pilots the An-14 could carry up to seven passengers. The Clod served with VS-14, where it was withdrawn from use in 1981. In present day one of them is preserved at Cottbus and one is stored at Berlin Gatow.

995	An-14A	601005	preserved	Bautzen	to Uetersen in 1992, to Berlin Gatow by apr96, stored
996	An-14A	600904	preserved	Dresden	to Cottbus by sep97, preserved

#### Antonov An-26

In 1980 the Antonov An-26 Curl entered service. Twelve of these transport aircraft served with TS-24 until the reunification. It could carry a load up to 5.500 kg, 39 fully packed soldiers, 30 paratroopers or 26 wounded soldiers. Eight An-26Ts had 39 metal foldable seats. Two An-26Ss had twelve seats with tables in a cabin right behind the cockpit. The An-26s were taken on by LTG65 after the reunification. After that some went to museums, while most of them got a civil career. An-26s 52+11 and 52+12 ended up flying for respectively the Namibia Air Force and the Chad Air Force.

52+01	An-26T	10404	ex 371	TS-24	to LTG65, to RA-49264 may93, to RA-26240 jul93, to ST-ZZZ (2) by oct06, to 7706 (Sudan AF) by apr10
52+02	An-26T	10405	ex 372	TS-24	to LTG65, to RA-49265 may93, to RA-26235 jul93, to 9Q-CFM nov05
52+03	An-26T	10407	ex 374	TS-24	to LTG65, to RA-49266 may93, to RA-26236 jul93, to ST-ZZZ (1) by apr05, used by Sudan AF, scrapped
52+04	An-26S	10409	ex 375	TS-24	to LTG65, to Speyer by may93, preserved
52+05	An-26T	10509	ex 376	TS-24	to LTG65, to Seifertshofen by sep92, stored



An-2P 815 became DDR-SKD with Interflug in april 1980. Since 2014 it carries the full Interflug colours with both DDR-SKD and D-FOND markings. (Allstedt, 10 September 2016, Otger van der Kooij)

Personal copy



In 1980 VEB-14P 482 was part of the Historischen Vorstart Linie, a line of preserved aircraft, at Bautzen airfield. In late 1994 it moved to the museum at Finow where it was still in dismantled state on 12 March 1995 (Otger van der Kooij)

52+06	An-26T	10605	ex 364	TS-24	to LTG65, to RA-49267 may93, to RA-26237 jul93, to 9Q-CFP feb05
52+07	An-26T	10607	ex 367	TS-24	to LTG65, to RA-49268 may93, to RA-26238 jul93, to YV-965CP(?) by apr05, to YV-1275 by jun06
52+08	An-26T	10706	ex 368	TS-24	to LTG65, to Hermeskeil may93, preserved
52+09	An-26SM	11402	ex 369	TS-24	to LTG65, to Berlin Gatow sep92, preserved
52+10	An-26M	14208	ex 373	TS-24	to LTG65, to Seifertshofen by aug93, forward fuselage, l/n nov04, to Stuttgart area for movie?
52+11	An-26T	14307	ex 359	TS-24	to LTG65, to RA-49269 may93, to RA-26239 by aug93, to NAF-3-644 (Namibia AF) by dec02
52+12	An-26S	14308	ex 384	TS-24	to LTG65, to RA-49274 may93, to RA-26234 by sep94, to TT-LAN (Chad AF) dec99

#### Ilyushin Il-14 / VVB Flugzeugbau VEB-14

The LSK/LV had 23 Ilyushin Il-14 Crates in its inventory. This passenger and transport aircraft entered service in 1956 and the last one was withdrawn from use in 1982. It flew with the Fliegerschule Dessau, the Regierungsstaffel and TS-24. The aircraft facilitated blind flying and navigational pilots could be educated on board in a special room. The Il-14S and P were furnished to carry passengers. The Il-14T had metallic foldable seats in the cargo area. With the exception of three, all Il-14s were built at the Flugwerf Dresden. Three of them are currently preserved, most of them are scrapped.

422	VEB-14P	14803045	to DDR-SAM		instructional Eilenburg by 1983, to Berlin Tempelhof 2000, restoration
426	VEB-14P	14803022	preserved	Szolnok	still at Szolnok (arrived dec80), preserved
482	VEB-14P	14803035	preserved	Bautzen	to Finow by nov94, preserved

#### Ilyushin Il-18

The LSK used the Ilyushin Il-18 Coot as a passenger aircraft. Six of these four engined aircraft were operated by the Regierungsstaffel, which was part of TG-44. The Il-18 served from 1960 to 1974. The D-model had a bigger reach. The Regierungsstaffel often used two Coots at the same time. As soon as a new Il-18 was taken on strength, the old ones were passed on to Interflug. Three of them survive, one being used at Dutch Teuge Airport as a hotel. There is a fourth preserved ex TG-44 Il-18; DDR-STH at Hermeskeil. This aircraft never had a military serial allocated.

493	Il-18V	180002302	to DDR-STD		stored Berlin Schönefeld, to Harbke by 1992, to Teuge jan09, preserved
497	Il-18V	180007401	to DDR-STP		to D-AOAG by oct90, to UR-75475 by jan93, to D2-FAM by jan03
(499)	Il-18D	182005101	DDR-STE		to Borkheide nov89, preserved, serial 499 allocated, not worn

#### Ilyushin Il-28

The LSK/LV operated the Ilyushin Il-28 Beagle medium bomber from 1960 to 1982. The seven Il-28 bombers (1960-1982), two Il-28R three-seat tactical photo reconnaissance versions (1962-1979) and one Il-28U Mascot trainer (1961-1979) were mainly operated by ZDK-33. The Il-28 and Il-28R were predominately used for target towing, while the Il-28U was a training aircraft. The Il-28 was armed with four 23 mm guns - two of them were manned by a gunner under the tail of the aircraft and it could carry bombs between 50 and 500 kg, and one 1000 or 3000 kg bomb in the bomb bay. The Il-28 however was mainly used for target towing, so instead of bombs there was a towing device in the bomb bay. The Il-28R had one NR-23 23 mm gun on the left side of the front and two manned 23 mm guns under the tail. The Il-28U did not have any weapons. Of the three still surviving Il-28s, 205 is just a wrecked cockpit. The aircraft crashed in the Baltic Sea in 1969 and was recovered by the museum at Cottbus.

193	Il-28U	610311	stored	Peenemünde	still at Peenemünde, stored
205	Il-28	54006279	crashed	Baltic Sea	to Cottbus sep94, cockpit, wreck
208	Il-28	55006448	preserved	Bautzen	to Uetersen by 1992, to Berlin Gatow by apr96, preserved

### Ilyushin Il-62

The Il-62Ms of TG-44 were painted in Interflug colours and were flown from the Diepensee side of Berlin Schönefeld. They had military serials allocated, but these were not worn (108 for DDR-SEV, 120 for DDR-SEN and 136 for DDR-SEP). All three were sold to the Soviets when LTG65 disbanded in 1993. TG-44s other two Il-62Ms, DDR-SEK (allocated serial 121) and DDR-SEL (allocated serial 122) were transferred to Interflug in 1984 and 1987 respectively and became D-AOAE and D-AOAF in October 1990. Both went to Aeroflot shortly after this.

11+20	Il-62M	3749224	ex DDR-SEV	TG-44	to LTG65, to UK-86933 by sep93, SU-ZDC allocated, but ntu, scrapped
11+21	Il-62M	3242432	ex DDR-SEN	TG-44	to LTG65, to UK-86932 by sep93, SU-ZDB allocated, but ntu, scrapped
11+22	Il-62M	4445827	ex DDR-SEP	TG-44	to LTG65, to UK-86934 by aug93, to SU-ZDA by may96, stored Cairo, no wings
(121)	Il-62M	4831517	DDR-SEK	TG-44	serial 121 allocated, not worn, to D-AOAE by oct90, to CCCP-86562 by oct90, to RA-86562 by sep93, scrapped
(122)	Il-62M	4934734	DDR-SEL	TG-44	serial 122 allocated, not worn, to D-AOAF by oct90, to CCCP-86564 by jan91, to RA-86564 by jul92, scrapped

### Let L-410 Turbolet

From 1980 to the reunification twelve LET L-410s were operated by TAS-45 and VS-14. The first unit operated eight L-410UVP-Ts as transport and training aircraft. The second unit used four L-410UVP-S as passenger aircraft. The aircraft could carry fifteen passengers, twelve paratroopers, 1000 kg payload containers, six wounded people on stretchers or 1310 kg of payload. All continued to have a flying career after 1990, among others in the German Air Force, the Latvia Air Force and the Lithuania Air Force.

53+01	L-410UVP-T	810726	ex 313	TAS-45	stored Neuhardenberg, to ES-EPA feb93, to ES-PLW sep93
53+02	L-410UVP-T	810727	ex 316	TAS-45	stored Neuhardenberg, to ES-EPI feb93, to ES-PLY sep93
53+03	L-410UVP-T	820737	ex 321	TAS-45	stored Neuhardenberg, to 45 red (LatviaAF) feb93, to 145 red (LatviaAF) by jul94
53+04	L-410UVP-T	820738	ex 323	TAS-45	stored Neuhardenberg, to 01 (LithuaniaAF) mar93
53+05	L-410UVP-T	820739	ex 324	TAS-45	stored Neuhardenberg, to 02 (LithuaniaAF) mar93
53+06	L-410UVP-T	831135	ex 325	TAS-45	stored Neuhardenberg, to 46 red (LatviaAF) by mar93, to 146 red (LatviaAF) by jul94
53+07	L-410UVP-T	831136	ex 326	TAS-45	stored Neuhardenberg, to YS-406 by feb93, to TG-TJC by dec93, to XA-TDN by jun96, N7962V reservation, to HI-674CT by jun97, to HR-IBB by feb98, to YS-04C, to HR-ASF by dec02, crashed
53+08	L-410UVP-T	831137	ex 327	TAS-45	stored Neuhardenberg, to YS-407 by feb93, to TG-TJB by jun93, to HR-AQQ by may97, to HR-IAZ by jul97, to TG-AGW by jun00, to HR-ASS by apr02, to TG-AGW by nov02, stored
53+09	L-410UVP-S	800524	ex 317	VS-14	to LTG65, to FBS, to 9L-LBW by mar00, to 9L-LCE, by nov00, to 9L-LFT by jun06, to 3X-GEK by mar08, registration cancelled
53+10	L-410UVP-S	800525	ex 318	VS-14	to LTG65, to FBS, to LTG61, to Berlin Gatow by dec00, to Fassberg by sep13, instructional as D-CARL
53+11	L-410UVP-S	800526	ex 319	VS-14	to LTG65, to FBS, to LTG61, to N229DB mar01, to HA-LAB jun01,



L-410UVP-S 318 was one of the four Turbolets used by VS-14 at Strausberg. It is currently in use as instructional airframe at Faßberg. (Strausberg, George Kamp)



The MiG-15 was the first jet fighter for East Germany and the trainer version MiG-15UTI served until 1984. MiG-15UTI 163 was preserved at Drewitz until it moved to the Luftwaffe museum at Uetersen in 1991. (Drewitz, George Kamp)

53+12 L-410UVP-S 800527 ex 320 VS-14 to D2-CAL jun01  
to LTG65, to FBS, to N26RZ feb00, to TG-TAJ sep00, to HR-AUT by mar08

#### Lavotjskin La-9

Part of the weaponry of the Kasernierte Volkspolizei (KVP), the predecessor of the Nationale Volksarmee, was the Lavotjskin La-9 Fritz. From 1952 to the end of the fifties five La-9s were in use (from March 1st 1956 onwards they were part of the NVA). The aircraft, which was armed with four 23 mm guns, never flew however. It was used by aircraft technicians to practice at the Fliegertechnische Schule Kamenz.

#### Mikoyan Gurevich MiG-15

The year 1956 saw the introduction of the first jet fighter in the East German Air Force, the Mikoyan Gurevich MiG-15 Fagot and MiG-15UTI two-seat trainers. MiG-15 fighters would remain in service until the mid 1960s (101 MiG-15bis fighters entered service and the type was operated until around 1965) and the trainer version was used right up until 1984 (26 MiG-15UTI trainers were operated from 1956 to 1984). Nowadays three MiG-15s are preserved in museums (127, 140 and 163) and one is under restoration (154). Two MiG-15s are stored (75 and 135).

31	MiG-15bis	623769	dumped	Rothenburg	scrapped
--	MiG-15bis	736047	dumped	Kamenz	scrapped
75	MiG-15UTI	622925	preserved	Merseburg	to Marxzell by sep95, stored
127	MiG-15UTI	022532	preserved	Dresden	to Cerbaiola by may95
135	MiG-15UTI	722650	preserved	Neuhardenberg	to Finow by jul93, stored
140	MiG-15UTI	722651	preserved	Klitten	as 44, to Augsburg, to Tannheim, to Lahr by sep95, to Rothenburg by mar15, preserved
154	MiG-15UTI	1615393	stored	Cottbus	still at Cottbus, restoration
163	MiG-15UTI	922257	preserved	Drewitz	to Uetersen by 1991, to Berlin Gatow by apr96, preserved

#### Mikoyan Gurevich MiG-17 / WSK Lim-5

The LSK/LV began receiving the MiG-17 fighter-bomber from 1957. They were operated until 1983. East Germany operated 75 MiG-17 Fresco A (1957 to 1983) and 173 MiG-17F Fresco Cs with an afterburning VK-1F engine (1957 to 1983). In addition to Soviet built examples they also operated the Polish built PZL-Mielec Lim-5 Fresco C). Initially these early variants were simple gun fighters without radar like its predecessor the MiG-15, but from 1959 on, when 40 to 49 MiG-17PF/WSK-Mielec Lim-5P Fresco D entered service, they were fitted with Izumrud nose radar for all-weather interceptor operations (the Fresco D were phased out between 1970 and 1973 as more capable interceptor aircraft had entered service). Quite a lot MiG-17s were sold to the Egypt Air Force and Mocambique Air Force after they were withdrawn from use. Some ten MiG-17s survived and are now stored or at display in several museums.

226	MiG-17F	54211684	preserved	See	as 22, to Cottbus by 1999, preserved
402	MiG-17F	54211959	preserved	Peenemünde	as 009, to Peenemünde, to Neuenkirchen by apr10, preserved
656	MiG-17F	0851	stored	Drewitz	scrapped
---	MiG-17F	54212054	preserved	Hoyerswerda	as 07, to Stade by nov91, to Berlin Gatow by 1997, to Rechlin by aug03, preserved
---	MiG-17F	0630	preserved	Bautzen	as 08, to Uetersen, to Finow by mar95, preserved
300	Lim-5	1C-0630	preserved	Dresden	to Rothenburg by may97, preserved
346	Lim-5	1C-0723	stored	Rothenburg	to Drewitz by jul91, to Berlin Gatow by apr96, stored
437	Lim-5P	1D-0212	preserved	Dresden	as 850, to Cottbus by 1996, stored
502	Lim-5	1C-0902	preserved	Dresden	to Cottbus by 1998, preserved
537	Lim-5	1C-0917	preserved	Drewitz	to Uetersen by mar93, to Cottbus by 1994, preserved
615	Lim-5P	1D-0208	preserved	Bautzen	as 091, to Uetersen by sep91, to Berlin Gatow sep91, preserved
777	Lim-5	1C-0825	stored	Drewitz	scrapped
781	Lim-5	1C-0715	preserved	Neubrandenburg	as 003, still at Neubrandenburg, preserved
905	Lim-5	1C-0820	stored	Drewitz	to Uetersen, to Berlin Gatow by apr96, preserved

Personal copy

Distribution to a third party is not allowed



# USS George H.W. Bush

Marijn van der Burgt

The view from the bridge (the ship's command center) of the carrier shows a dazzling amount of aircraft all packed together. All types can be seen in just one photo: E-2, MH-60, F/A-18 C, E and F models and EA-18G Growlers. (Portsmouth-Stokes Bay, Marijn van der Burgt)

## Port visit...

From 27 July until 1 August 2017 the US Navy aircraft carrier "USS *George H.W. Bush*" (CVN-77) was anchored in Stokes Bay near Portsmouth in UK. Embarked the mighty ship a strike force can be found that would make many European countries jealous.

## Some facts

The aircraft carrier was named after President George H.W. Bush. He was the US Navy's youngest pilot when he received his Naval Aviator wings and naval commission on 9 June 1943, three days before turning 19. He flew torpedo bombers off USS *San Jacinto* on active duty from August 1943 to September 1945 during World War II. On 2 September 1944, during a mission over the Pacific, Japanese anti-aircraft artillery hit his plane. The submarine USS *Finback* rescued him. He was awarded the Distinguished Flying Cross and three Air Medals for courageous service in the Pacific Theatre. Later he became the 41st President of the USA from 1989 to 1993.

The USS *George H.W. Bush* is the tenth and last nuclear aircraft carrier of the *Nimitz* class. The construction of the carrier started in 2003, with the keel laying ceremony being held on 6 September 2003. It was christened on 7 October 2006. Former President George H. W. Bush attended both ceremonies. The USS *George H.W. Bush* was officially delivered to the Navy on 11 May 2009, followed by the first fixed-wing flights conducted on 19 May 2009 when F/A-18E/F Super Hornets from Air Test and Evaluation Squadron (VX)23 *Salty Dogs* ('SD-xx') from Naval Air Station Patuxent River, Maryland began flight deck certification.

The ship was assigned to Carrier Strike Group Two for her first operational deployment. Carrier Air Wing Eight (CVW-8) was assigned to the GHWB and the four ships of her group departed on 15 May 2011. They sailed across the Atlantic to Britain to participate in exercise *Saxon Warrior* and then continued the cruise to the US Navy's 5th and 6th Area of Operations. The carrier returned to homeport NS Norfolk on 10 December 2011, following a seven-month deployment.

## 2017 Deployment

Following a 14-month shipyard availability at Norfolk Naval Shipyard and a compressed training cycle, USS *George H.W. Bush* with again CVW-8 departed NS Norfolk on 21 January 2017 for her deployment. Part of the Strike Group are also guided-missile destroyers USS *Arleigh Burke* (DDG-51), USS *Roosevelt* (DDG-80) and USS *Truxtun* (DDG-103) and guided-missile cruiser USS *Philippine Sea* (CG-58).

The aviation squadrons attached to CVW-8 are three Strike Fighter Squadrons (VFA) equipped with F/A-18E/F Super Hornets, one Strike Fighter Squadron with the legacy F/A-18C Hornet, one Carrier Airborne Early Warning Squadron with E-2C Hawkeye, one Carrier Tactical Electronic Warfare Squadron with EA-18G Growler, and two helicopter squadrons with MH-60R/S Seahawks. Two C-2A Greyhounds from Fleet Logistics Support squadron (VRC) -40 were also detached. In total around 70 aircraft are assigned to this Carrier Air Wing.

The GHWB transited the Strait of Gibraltar on 2 February 2017 and after a port visit to Souda Bay (Crete, Greece), she again participated in strikes against ISIS in support of Operation Inherent Resolve (OIR) from the Persian Gulf and Mediterranean Sea. Again, because during her second deployment in 2014, the USS *George H.W. Bush* also launched air strikes on ISIS in Iraq and on targets in Syria. This year the *Bush* conducted 813 combat sorties and dropped 943 munitions against Islamic State targets during a seven-month deployment as part of Operation Inherent Resolve. On 27 July the USS *George H.W. Bush* arrived near Portsmouth (UK).

## Super Hornet's first kill

On Sunday 18 June 2017, F/A-18E 168912/AJ-302 from VFA-87 shot down a Syrian Arab Air Force (SyAAF) Su-22 Fitter ground attack aircraft. The pilot of the Hornet observed the Su-22 striking ground troops that were fighting ISIS in Ja-Din, south of Tabqah, near Raqqa, Syria. It was the first time a US combat aircraft shot down a manned enemy aircraft in aerial combat in nine years.

Personal copy



Normally the Carrier Airborne Early Warning Squadron on board an aircraft carrier takes four E-2 Hawkeyes on deployment. The CAG bird of VAW-124 Bear Aces has a big bear painted on its tail. (Portsmouth-Stokes Bay, Marijn van der Burgt)

The Pentagon said that SyAAF jets had bombed the Coalition-backed forces. Some US jets were supporting the ground-troops when they were fighting ISIS. The pilots saw ground forces with artillery and armoured vehicles heading their way to the Coalition backed forces. The US jets made a strafing run at the vehicles to stop their advance. But then a SyAAF Su-22 popped up, loaded with bombs. The F/A-18Es did everything they could to try to warn it away. They did a head-butt manoeuvre, they launched flares, but ultimately the Su-22 went into a dive and it was observed dropping munitions. The F/A-18E then fired an AIM-9X Sidewinder missile at the Syrian jet, but the Su-22 popped flares, probably causing the missile to miss. The F/A-18E followed up with an AIM-120 medium range air-to-air missile (amraam) which eventually struck its target. The Su-22 pilot ejected over ISIS territory, and Syrian forces declared him missing in action.

### Britain's involvement

After the 2017 deployment, the USS *George H.W. Bush* anchored in British waters ahead of a joint US and UK military train-

ing exercise *Saxon Warrior 17* (SW17). This exercise took place between 1 and 10 August 2017. SW17 is a programme of exercises conducted across the UK by warships, submarines and aircraft from five nations. Next to the UK and US forces, also the German, Swedish and Norwegian navy's participated. The maritime and air activity were focussed in the airspace, offshore and coastal waters of the whole (primarily west) coast of Scotland and the Northern Atlantic Ocean. Anti-submarine, anti-air and land attack capabilities were exercised during SW17.

More than 60 Royal Navy sailors and Royal Marines (and also some air force and Army personnel) embarked on board the *GHWB*. They have been working with their US counterparts to hone carrier strike skills ahead of *HMS Queen Elizabeth's* entry into service.

The series of war games have seen the commander of the UK Carrier Strike Group and his team to command the exercise: direct jets, firepower and personnel across the task group for ten days to ensure readiness for the UK's own carrier strike



Each squadron applies their own kind of mission marks. VFA-31 (1xx codes) uses traditional 'cartoon' bombs. VFA-213 and VFA-37 (2xx and 4xx codes) use a 'normal' bomb silhouette, while VFA-87 (3xx codes) use symbols of Indian weapons. VAQ-131 (5xx codes) uses a spear and lightning bolt. Lt. Cmdr. Michael Tremel's F/A-18E Super Hornet of VFA-87 (AJ-302) is adorned with icons (bombs, air-to-ground missile and air-to-air missile icon) representing the strike missions he has flown, but it is the Syrian flag over the image of a Su-22 that represents something unique, his air-to-air kill of a Syrian AF Su-22 on 18 June. Lastly, Typical British humour: Felix on the CAG bird of VFA-31 Tomcatters is carrying a crate of English Tea! Quite something different to what Felix normally carries... (see our online US Navy orbat)

Personal copy

Distribution to a third party is not allowed



During a port visit a lot of aircraft are moved from the packed hangar bay to the flight deck to make room for official delegations and visitors. So was this nice coloured CAG bird of HSC-9 Tridents moved up Saturday morning, still lacking its rotor blades. The MH-60S also wears the badge of Carrier Air Wing 8 on its door. (Portsmouth-Stokes Bay, Marijn van der Burgt)



This F/A-18F of VFA-213 Black Lions wears the impressive amount of 78 bombing mission marks. (Portsmouth-Stokes Bay, Marijn van der Burgt)

capability. This proved to be a great training opportunity for the Royal Navy that has not owned their own aircraft carrier for some years now.

During a pause in the exercise's high tempo activities, there was a chance for HMS *Queen Elizabeth* to join the US carrier strike group for a brief period as she continues her own contractor sea trials ahead of her much-anticipated first entry into her new home port in Portsmouth. The QE arrived in Portsmouth on 16 August. The second aircraft carrier HMS *Prince of Wales* is expected to be commissioned around 2020.

The first British F-35B squadron is 617 Squadron 'Dambusters' which is a combined team of Royal Navy and RAF personnel who will fly from both land and sea, based from RAF Marham

and deployed periodically on the *Queen Elizabeth* Class Carriers. They will return to the UK in 2018 from their current training base of USMC Beaufort (SC).

In December 2016, the British Government announced that it reached an agreement with the USA to allow the deployment of USMC F-35Bs from HMS *Queen Elizabeth* upon the ship's entry into service, with a reciprocal arrangement seeing RAF and FAA aircraft operating from ships of the US Navy.

After the SW17 exercise the USS *George H.W. Bush* returned to the USA. Hopefully we will see more US Navy aircraft carriers visiting the UK when the exchange of aircraft and airmen of USA and UK has been put in motion.

**CVN77 USS George H.W. Bush (CVW-8)**

**VFA-31 Tomcatters** F/A-18E AJ  
166776/100\*, 166777/101, 166778/102, 166779/103,  
166780/104, 166781/105, 166782/106, 166783/107,  
166784/110, 166785/111, 166786/112, 166788/113,  
169120/151

**VFA-213 Black Lions** F/A-18F AJ  
166663/200, 166674/201, 166679/202, 166681/203,  
166682/204, 166683/205, 166684/206, 166672/207,  
166636/210, 166638/212, 166639/213\*, 166640/214

**VFA-87 Golden Warriors** F/A-18E AJ  
168910/300, 168911/301, 168912/302, 168913/303,  
168914/304, 168915/305, 168916/306, 168917/307,  
168918/310, 168919/311

**VFA-37 Bulls** F/A-18C AJ  
165187/400, 164632/401, 164976/402, 165526/403,  
165221/404 (s/c), 165174/405, 165200/406, 165176/407,  
165171/410, 165182/411

**VAQ-131 Lancers** EA-18G AJ  
168772/500, 168773/501, 168774/502, 168775/503,  
168776/504\*

**VAW-124 Bear Aces** E-2C AJ  
165507/600, 165300/601, 165298/602, 164483/603

**HSC-9 Tridents** MH-60S AJ  
167901/610, 167878/611\*, 167888/616, 168581/620,  
168577/621, 167892/622

**HSM-70 Spartans** MH-60R AJ  
167063/700 \*\*, 168125/701\*, 168132/704, 166552/706\*,  
168131/710

\* below deck in hangar bay.  
\*\* moved from hangar deck to flight deck Saturday 29-7  
early am (**no other movements of a/c during port visit**).

Codes 100/200/300/400/700 wore special CAG-bird markings and 301 for CO; 302 had kill marks of a Syrian Su-22.  
**Flying from Mildenhall / Stansted:**

**VRC-40 Rawhides** C-2A  
162168/45, 162159/46

**CG-58 USS Philippine Sea:**  
**HSM-70 Spartans** MH-60R AJ  
166547/705, 167064/707



Next to three squadrons of Super Hornets, VFA-37 Bulls deployed to the USS George Bush with legacy F/A-18C Hornets. Although heavily used and worn out over the years, they still go strong. (Portsmouth-Stokes Bay, Marijn van der Burgt)



To create as much room on the flight deck as possible, aircraft are packed really close together and the ones close to the end of the flight deck are parked with their tails sticking out over the water, as can be seen with this F/A-18F. (Portsmouth-Stokes Bay, Marijn van der Burgt)

Personal copy

Distribution to a third party is not allowed

## Dutch Aviation Society

'Scramble' is a monthly publication by the Dutch Aviation Society and is for private circulation only. The entire content of 'Scramble' is a copyright of the Stichting Dutch Aviation Society, and can not be reproduced in any form without permission.

The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website [www.scramble.nl](http://www.scramble.nl), organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

The Stichting Dutch Aviation Society cannot be held responsible for any loss or damage incurred to the content of this publication.

## Editorial addresses

**Dutch Aviation Society**  
**Postbus 75545**  
**1118 ZN Schiphol**  
**The Netherlands**  
**Fax +31-84-738 3905**  
**<http://www.scramble.nl>**

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

[info@scramble.nl](mailto:info@scramble.nl)  
[subscribe@scramble.nl](mailto:subscribe@scramble.nl)  
[mil@scramble.nl](mailto:mil@scramble.nl)  
[civ@scramble.nl](mailto:civ@scramble.nl)  
[milupload@scramble.nl](mailto:milupload@scramble.nl)  
[civupload@scramble.nl](mailto:civupload@scramble.nl)  
[webmaster@scramble.nl](mailto:webmaster@scramble.nl)

General information  
 Subscription info  
 All military matters  
 All civil matters  
 For military pictures  
 For civil pictures  
 Scramble website

## Subscriptions

For information on subscriptions we refer to our website. Please visit <http://www.scramble.nl/shop>

Detailed information on subscriptions on request (via e-mail: [subscribe@scramble.nl](mailto:subscribe@scramble.nl)). Do not pay in advance, please wait for payment instructions. To end your subscription inform us by e-mail. Subscribers living in the Netherlands need to inform us about the end to their subscription before 1 March of each year.

## Digital images, photos & slides

We prefer to receive digital images. Please send pictures in original size, but with a minimum width of 1600 pixels to either [civupload@scramble.nl](mailto:civupload@scramble.nl) or [milupload@scramble.nl](mailto:milupload@scramble.nl). More details on the digital images can be found at [www.scramble.nl/digital-images](http://www.scramble.nl/digital-images).

If you prefer to send printed photos or slides please make sure EVERY photo and slide that you submit for publication is clearly marked with the following: 1. Name of the photographer; 2. When and where the picture was taken. All digital images, photos and slides will be carefully stored in our archive (for possible future use). Printed photos and slides will NOT be returned.

## General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws Nederland, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Letter, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, BAE Systems, British Aviation Review, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAS, Heli International, Humberstone Aviation Review, Inspectie Verkeer & Waterstaat, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Rhein-Main Aviation Society / Swing Over, Saab Aircraft, Spotting Group Soesterberg, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

## Editorial Team

Movements Netherlands	: Chris Ufkes, Ron Frijlink, David Alders, Mark van der Molen
Movements Belgium	: Chris Ufkes, Ron Frijlink
Military Movements Elsewhere	: Frank van Hemert
Manufacturers News	: Coen Capelle, Ron Frijlink
Airline News	: Anton Homma, Kees Elfering
Jetliners	: Coen Capelle, Walter Heukensfeld
Propliners	: Fred Streep
Commuters	: Walter Heukensfeld
Fokker News	: Niels Linthout
Bizjets & Bizprops	: Steve Scott, Jan Swart, Gideon van Dijk
Soviet Updates/Trips	: Soviet Transports Team
PH-register	: Jan Hetebrij
Wrecks and Relics	: Otger van der Kooij, Andy Marden
Warbirds	: Gert Jan Mentink
Dustpan & Brush	: Niels Linthout
Scramble Intelligence Service	: (vacant)
Civil & Military Triptease	: Bram van Roosmalen
Showreports	: Björn van der Flier
Airfields/codes	: Erik Sleutelberg
Subscriptions	: Jaap Dijkstra
Shipping/Logistics/Shop	: Arjan van den Berg
Other editors	: Niels Borcharding, Piet Luijken

## Military News & Updates

Belgium/Netherlands/Luxemburg	: Ron Frijlink
Austria/Switzerland	: Johan Mulder
France	: Peter Stevens
Germany	: John van Golen
Eastern Europe/CIS	: Paul van der Linden Marijn van der Burgt
Greece/Turkey/Cyprus	: Marco Dijkshoorn
Italy/Malta	: Johan Mulder
Portugal/Spain	: Eddy Wierenga
Scandinavia	: Hans van Herk
United Kingdom	: Erik-Jan Engelen
USAF	: Sander Wittenaar
US Army	: Erik-Jan Engelen
USCG/USMC/USN/NASA	: Stephan de Bruijn, Melchior Timmers
Japan	: Hans van Dam
Middle East	: Marco Dijkshoorn
Asia	: Erwin van Dijkman, Patrick Roegies, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders
Asia/Israel	: Marco Pennings
Africa	: Michiel Vermeer
Latin America	: Erwin van Dijkman Wim Sonneveld
Canada/Caribbean	: Wim Sonneveld
Oceania/Ireland	: Jochem Manders



Personal copy

Distribution to a third party is not allowed



*AirAsia Philippines has a fleet of 15 A320s. A320 RP-C8975 wearing the name of a big Philippine supermarket chain named PUREGOLD which have 250+ stores all over the country. The aircraft was delivered in 2005 to SATA International and transferred to Indonesia AirAsia in 2013. Since February 2016 it has been flying in the Philippines. (Kuala Lumpur, 24 June 2017, Aad Rehorst)*



*With a fleet of six aircraft Bangladesh operator US-Bangla is operating flights from Dhaka. For domestic flights they use three Dash-8s and for international flights they have three Boeing B737s. One of them is S2-AJB. (Kuala, 25 June 2017, Aad Rehorst)*



*Swiss International Air Lines has dedicated their first CS300 HB-JCA to Swiss Romandy, the French-speaking part of western Switzerland, and his citizens. After a competition artist Mathias Forbach known as Fichtre was inspired to make this graphic of 300 square meters. It will be on the aircraft for the next 12 months. (Frankfurt, 7 August 2017, Frank Doornbos)*

Personal copy

Distribution to a third party is not allowed



*The seventieth anniversary of the United States Air Force has to be celebrated in style: special colours which include in this case also the D-Day invasion markings. Sebastiaan Does saw F-16C 86-0321 at Klamath Falls International (OR), which doubles as Kingsley Field Air National Guard Base (OR). (20 July 2017)*



*How large do you want a registration displayed at an aircraft? The ROCAF decided LARGE on a special tail commemorating 80 years of the 455th TFW. Reinier Schreurs photographed F-16A 6609 at Gangshan Air Base. (12 August 2017)*



*F-16 86-0353 made a trip from the home base in San Antonio (TX), where the 182nd Fighter Squadron is based, to Kingsley Field Air National Guard Base. Sebastiaan Does paid a visit to Kingsley Field on 20 July 2017.*