

457

June 2017

Scramble



Aircraft recognition - Bizzprops - Part III
DHJA's Magister Magic

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



Honeywell's Boeing 757 testbed N757HW flies mostly within the USA. Sometimes it can be seen in Europe. Last time in was the summer of 2016, but it was also here in 2015. (Frankfurt-Main, 12 June 2015, Edward Kleiser)



Another testbed aircraft is CRJ700 N804X which belongs to Northrop Grumman. The aircraft was the second prototype of Bombardier and entered the fleet of Northrop in 2010. (Las Vegas-McCarran Int'l (NV), 29 March 2017, Nik Deblauwe)



The third one of this testbed theme is an old Queen of the Skies. General Electric's Boeing 747-100 N747GE is, with line number 25, almost 50 years old. General Electric is using it since 1992. (Victorville (CA), 1 April 2017, Nik Deblauwe)

Personal copy

Distribution to a third party is not allowed

Editorial

Another year, another volume! This is the first issue of volume 39, and as you are used from us we will work as hard as ever to provide you with all the latest news on civil and military aviation.

We have to start with some corrections on two pictures in issue 456: King Air OO-GMJ was not taken at Twente but at Teuge, and Cessna 402B G-MAPP was not taken by Joost de Wit but by Remco de Wit.

The only two sections missing this month are SIS and Warbirds, but we do have some articles for you: the third edition of how to recognize Bizprops, a Warbirds special on the DHJA's Fouga Magister, a one-page article on the recently held Luchtvaartdag (Aviation Day) Belgium (which you can find after the Movements Belgium).

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. Unfortunately Twan van Baaren, our Manufacturers News editor, has decided that he no longer can devote as much time as he would like to his section, and has handed it over to Coen Capelle and Ron Frijlink. You won't find it yet in this issue, but will be back next month. We would like to thank Twan for his time on the editorial team during the past couple of years!

We still have copies left of our new publications: Scramble World Airline Fleets 2017, Scramble Military Serials Europe 2017, Scramble Military Transports 2017 and Scramble Military Serials North America 2017-2018. Stock is running out fast so head over to our Shop-page at 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 we have less than ten copies remaining.

Cover Photo



4 May 2017 marked the spottersday of the Hellenic RF-4E retirement. Next to two special marked Phantoms, 71765 was flying as a normal camouflaged Recce-Phantom. (Larissa, Dino van Doorn)

Important dates

Scramble 458	
Deadline copy:	13 June 2017
Deadline photos:	20 June 2017
Planned publication date:	4 July 2017

Contents

Movements Netherlands.....	2
Movements Belgium.....	17
Luchtvaartdag 2017 Belgium.....	24
Military Movements Elsewhere.....	25
Airliner News.....	33
Jetliners.....	36
Commuters.....	41
Propliners.....	41
Fokker News.....	42
Bizjets.....	42
Bizprops.....	44
Soviet Updates.....	44
PH register.....	48
Wrecks & Relics.....	50
Dustpan & Brush.....	52
Military News & Updates.....	57
Showreports.....	78
Triptease.....	81
Miscellaneous	
Aircraft recognition - Bizprops.....	85
DHJA's Magister Magic: F-GLHF is back !.....	101

If you would like to subscribe to our digital magazine, go to 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 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.

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

Personal copy

Distribution to a third party is not allowed

Movements Netherlands



Nesma Airlines is a Saudi Arabia based airline, officially founded in 2010. Airbus A320 SU-NMB is a former British Midland frame. At this time all jet airliners are registered in Egypt and the ATR fleet is registered in Saudi Arabia. (Amsterdam-Schiphol, 29 April 2017, Niels van Erck)

Amsterdam

April 2017							
01. 9H-SUN	A340-313X	HiFly Malta (a/w)	SLM994/3	LX-VMF	Ce560XL	Luxaviation	dep LXA15P
D-CHZF	Ce550	Stuttgarter Flugdienst	02 FFD351	M-SEVN	CL-605	Persimmon Trading	08
D-IBJJ	Ce525A	Air Hamburg	dep AHO312A	N240V	BAe125-800XP	Arkia	05
D-IMAX	Ce525A	Sylt Air	dep AWU901	N503VJ	Global 5000	VistaJet	f/v 05
G-FBKK	Ce510	Blink	BKK11K	N651CH	G650ER JP	Morgan Chase Bank	05
N856GT	B747-87UF	Atlas Air (partial DHL c/s) f/v	GTI5219	N900FZ	TBM-900	Redwood	06
PH-HXG	B737-8K2	Transavia	del TRA052	OK-PMI	Beech 400A	Airstream	AQS124
VP-BJD	G550	Transworld Oil	dep	OO-ACC	Ce525A	Air Service Liège	
02. 9H-SUN	A340-313X	HiFly Malta (a/w)	SLM994/3	RA-09008	Falcon 900EX	Gazpromavia	
9H-TQM	A340-313X	HiFly Malta	TFL362/523	VP-BCG	B737-8LJ	Aeroflot	f/v AFL2694/5
9H-YOU	CL-850	Air X Charter	03 AXY212/310	YL-CSC	CS300	Air Baltic	f/v BTI619/20
D-CURT	Lj31A	Air Alliance Express	AYY102	05. 9H-VCE	CL-350	VistaJet Malta	06 VJT474
D-IBJJ	Ce525A	Air Hamburg	AHO486F	D-CXNL	BAe125-800XP	Jetair Flug	JTI500/550
D-IMAX	Ce525A	Sylt Air	04 AWU902/4	F-HTVE	B737-8K2	Transavia France	f/v TVF3050/1
D-ISJP	Ce525A	Ohlair Charterflug	03 ECA111	G-HCSA	Ce525A	Bookajet	06 BOO138/140
D-IWIR	Ce525A	Ohlair Charterflug	04 ECA444	N112MY	Global 6000	MP Air	08
EI-FPM	CRJ900	SAS	f/v SAS557/8	N260Z	G550	Nissan North America	06
G-KLNE	BAe125-900XP	Saxonair	03 SXN90E	N504AC	G550	Apache Corp	
HB-JHN	A330-343E	Swiss	f/v SWR734/5	N570BY	G400	Lord & Taylor Acquisitions	06
M-ALRV	Falcon 2000LX	Flightworx	04	N605CH	G550	JP Morgan Chase Bank	f/v 07
VT-CPA	G550	Poonawalla Aviation	04	OE-FDT	Ce510	GlobeAir	GAC248A/I
03. 9H-SUN	A340-313X	HiFly Malta (a/w)	04 SLM994/3003	OE-FWF	Ce510	GlobeAir	GAC499A/B
9H-TQM	A340-313X	HiFly Malta	04 TFL524/809	OK-JRT	Ce510	Travel Service	TVS45J/46J
9H-VJQ	Global 6000	VistaJet Malta	VJT801	OK-PMI	Ce680	Queen Air	AQS124
D-ABHG	A320-214	Eurowings	f/v EWG1834/5	OO-AMR	Beech 400A	Air Service Liège	
D-AEWU	A320-214	Eurowings	f/v EWG7180/1	OY-RAB	Ce525A	Air Alsie	f/v MMD5003/2
D-CGAA	Ce560XLS+	Air Hamburg	AHO225P	VP-BGN	B737-8LJ	Aeroflot	f/v AFL2694/5
EC-MIA	B777-28EER	Privilege Style	TFL077P/341	06. D-ASXQ	B737-8EH	Sun Express Germany	f/v SXD3798/9
D-IOBB	Ce525	OBO Jet Charter		D-CUBA	Ce525B	Atlas Air Service	07
EI-FZH	B737-8AS	Ryanair	f/v RYR3100/1	D-CXNL	BAe125-800XP	Jetair Flug	JTI660/600
F-HLIM	Ce560	Services Limagrain	04	D-ICMS	Ce525A	Ohlair Charterflug	07 ECA777
G-HCSA	Ce525A	Bookajet	dep BOO138	EC-MIA	B777-28EER	Privilege Style	TFL376/078P
LZ-FBA	A319-112	Bulgaria Air (Fastjet c/s)	LZB461/2	F-HTVD	B737-8K2	Transavia France	f/v TVF3050/1
M-NTOS	Ce525C	Selementos	04	G-RNFR	CL-605	TAG Aviation (UK)	07 2x
OO-XLS	Ce560XLS+	Air Service Liège	06	HB-JFQ	Falcon 7X	Japat	
PH-HHJ	AS355F2	Heli Holland	2x	HZ-SPAI	Falcon 7X	Saudia Private Aviation	f/v 08 SVA7797
XA-ADL	B787-9	AeroMéxico	f/v AMX025/6	M-OEPL	Falcon 7X	Auburn Oak Nigeria	f/v 07
YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2153/4	N155AN	G650	Nissan North America	
YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2157/8	N691AA	B757-223	American Airlines	f/v AAL204/3
04. 9H-FCA	Global 6000	Albinati Aeroanautics	f/v 05 ULC557	N775RP	CL-605	RJP Manageco	18
9H-VCM	CL-350	VistaJet Malta	05 VJT457	N976BA	B747-4B5(F)	Pacific Air Cargo	f/v CKS9205/0204
A6-DCE	A330-243F	Etihad Cargo	f/v 06 ETD975/6	OE-FBD	Ce510	GlobeAir	07 GAC638I/159I
D-ABFR	A320-214	Eurowings	f/v EWG2180/1	OE-FZA	Ce510	GlobeAir	GAC900I/B
D-CGAA	Ce560XLS+	Air Hamburg	05 AHO225P/195A	OE-GES	Ce560XLS+	Jet24	07
EC-MIA	B777-28EER	Privilege Style	05 TFL342/375	OE-HMA	G200	M Jet	07 MJF37M
ES-LVA	Lj60XR	Panaviatic	07 VPC243/4	OO-XLS	Ce560XLS+	Air Service Liège	11
				TC-LOC	A330-343E	Turkish Airlines	f/v THY1953/4
				XA-ADD	B787-9	AeroMéxico	f/v AMX025/6
				07. 9H-VCE	CL-350	VistaJet Malta	VJT474

Personal copy

B-18906	A350-941	China Airlines	f/v CAL073/4	D-CEFO	Ce560XLS	Air Hamburg	AHO524L/548A
D-IPCH	Ce525A	Jetkontor	JKH323	D-CEFO	Ce560XLS	Air Hamburg	12 AHO548A/524L
EC-JQE	G200	Executive Airlines		D-CNAG	SA227DC	Binair	13 BID7P
ES-SAQ	A320-214	Smartlynx Estonia (a/w)	f/v AMC394/5	N420SK	CL-604	Oshkosh Corp	12
G-HCSA	Ce525A	Bookajet	BOO140	N500J	G550	Johnson & Johnson	12
G-LEAC	Ce510	Blink	08 BKK24X	N926EC	CL-605	Sunset Aviation	f/v 12 TWY928
G-PRPK	DHC-8-402Q	FlyBe	f/v BEE113/4	OE-FDT	Ce510	GlobeAir	GAC309A/184I
G-SUGR	ERJ135BJ	Air Charter Scotland	EDC060	OE-FLG	Ce525	Smartline	
HB-JSF	CL-650	Robert Bosch		OK-MAR	Ce525A	Aero Partner	DFC06G
HB-JSS	Falcon 7X	CAT Aviation	CAZ601/2	OM-GLE	Raytheon 390	Opera Jet	12 ELJ101
I-NEOS	B737-86N	Neos	AFR1692/3/1792/3/1892/3	PH-HZJ	B737-8K2	Transavia	arr TRA052
LX-JFX	PC-12/47E	Jetfly Aviation	JFA89A/97W	S5-TSV	Falcon 50EX	Eli't'Avia	23 EAV52V
LX-VMF	Ce560XL	Luxaviation	14 LXA15P	YU-MPC	Ce525	MPC Holding	
N200LC	G-IV	Journey Aviation		YL-PSD	B737-86N	Primera	dep PRW9901
OH-LZN	A321-231	Finnair	f/v FIN841/2	12.02-0203	C-40C	201st AS	f/v 14 Boxer42
OO-JNL	B767-304ER	TUI Airlines Belgium	TFL317F/317	9H-VCM	CL-350	VistaJet Malta	13
08.D-CJAF	Lj60XR	Jetair Flug	09 JTI331/900	CS-TFV	CL-300	Omni Air	13 OAV301
D-ISJP	Ce525A	Ohlair Charterflug	09 ECA111	D-ASPG	A320-214	Small Planet Ger.	13 LLX5132/5047
EC-JQQ	A330-202	Air Europa	AEA1091/8	D-CEUS	Ce525C	Schuetz	f/v
G-WIRG	ERJ135BJ	Air Charter Schotland	09 EDC380	D-CKPP	SA227DC	Binair	BID5P/300
LY-LTD	BAe125-800XP	Charter Jets	LTC301	D-CKPP	SA227DC	Binair	17 BID301/100
RA-02703	DA42		f/v	D-IPVD	Ce525A	Prominent Gruppe	22
TC-SOC	B737-8HC	Sun Express	f/v SXS944/5	F-HATG	Ce525C	Flying Faster	13
09.9V-SML	A350-941	Singapore Airlines	f/v SIA324/3	G-HCSA	Ce525A	Bookajet	26 BOO148/279
D-IKBO	Ce525A	Silver Cloud Air	SCR357	HB-FWZ	PC-12/47E	Fly & Executive Aviation	f/v
EI-DLK	B737-8AS	Ryanair	f/v RYR2334/5	I-NEOU	B737-86N	NEOS	NOS9961/0
EI-FPK	CRJ900	Scandinavian	f/v SAS557/8	N888ND	G450	David J. Haemisegger	f/v 15
G-FLBK	Ce510	Blink	BKK4D	OE-FHK	Ce510	GlobeAir	GAC309I/B
HZ-XY7	A320-214X	Aviaton Link	10	OE-GWV	Ce560XLS	Europ Star	ESQ102
LX-JFX	PC-12/47E	Jetfly Aviation	JFA98W/68A	OO-FPE	Ce525B	Flying Group	14 FYG70R/21R
YU-SPB	Ce560XLS	Prince Aviation		PH-HXI	B737-8K2	Transavia	del TRA7050
10.AP-BKL	A330-301	Shaheen Air (basic c/s)	f/v 11 SAI006	TC-CEA	CL-604	Yingling Aviation	f/v 15
C-FEDG	CL-350	Bombardier	f/v 14	VQ-BWD	B737-8LJ	Aeroflot	f/v AFL2694/5
D-ABZN	A320-216	Eurowings	f/v EWG1834/5	VT-CPA	G550	Poonawalla Aviation	
D-CEFO	Ce560XLS	Air Hamburg	11 AHO195A/524L	13.B-8319	A319-115X	Sany Group	f/v 16 BJJ098
D-ICMS	Ce525A	Ohlair Charterflug	ECA777/717	D-AERO	ERJ135BJ	Air Hamburg	AHO862L
D-IMAX	Ce525A	Sylt Air	AWU910/11	D-ASPG	A320-214	Small Planet Germany	LLX5048/5300
G-HCSA	Ce525A	Bookajet	12 BOO142/8	D-CTIL	Lj35A	Air Alliance Express	AYY111
LX-JFZ	PC-12/47E	Jetfly Aviation	12 JFA12C/13C	D-IBCT	Ce525A	Aero	
M-NTOS	Ce525C	Selementos		D-ISXT	Ce510	Sixt	SIX200
N183AM	B787-9	AeroMéxico	f/v AMX025/6	EC-JZL	A330-202	Air Europa	AEA1093/4
N193AN	B757-223	American Airlines	f/v AAL204/3	G-KRBN	EMB505	Fly Vectra	14 VCG486
N420SK	CL-604	Oshkosh Corp		N99FG	Falcon 900EX	CNH America	14
N860AA	G550	ALA Services	11	N300GP	CL-300	Glen West 300	14
TC-JTF	A321-231	Turkish Airlines	div THY1995	N793CK	B747-222(F)	Kalitta	CKS9207/0204
TC-SHE	BAe125-850XP	Erben	11	N922JW	Falcon 900	SC Johnson & Son	
UR-PSW	B737-8KV	Ukraine International	f/v AUI101/2	OK-OWN	ERJ135BJ	ABS Jets	f/v ABP821/2
VP-BVX	B777-212ER	VIM Airlines	f/v 14 MOV9903/4	OO-IDE	Ce525	Air Service Liège	18
YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2153/4	SE-RIL	Ce560XLS	H-Bird Aviation Svs	ETI813/814Z
YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY21537/8	SE-RMA	CL-300	Svenskt Industriflyg	14 JET3
11.D-ABZK	A320-216	Eurowings	f/v EWG2180/1	VP-BBP	B747-8HVF	Air Bridge Cargo	f/v ABW402/28
D-CEEE	Ce560XLS	HTM Aviation	12 HTM17	XA-FEM	G550	Servicios Aereos	



SANY is a Chinese heavy machinery manufacturer. In The Netherlands, Meerman is the official importer for the SANY brand. This A319 corporate jet was acquired by the company in 2012 as VP-CGX. It was re-registered to B-8319 one year later. (Amsterdam-Schiphol, 14 April 2017, Ton Jochems)



VR-61 is based at NAS Whidbey Island and operates three C-40s. 168981 was delivered to the United States Navy in November 2014. The Boeing is seen arriving from Sigonella, Italy. (Amsterdam-Schiphol, 29 April 2017, Manolito Jaarsma)

14. 9H-FCA	Global 6000	Albinati Aeroanotics	ULC527	YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2153/4
D-ASPG	A320-214	Small Planet Ger.	15 LLX5304/5061	YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2157/8
D-CONE	Lj35A	Air Alliance Express	15 AYY105	XA-ADC	B787-9	AeroM�xico	f/v AMX025/6
D-IADV	Ce551	Advance Air		YR-TII	G200	Tiriac Air	18 TIH4C
F-GVMI	Global 6000	LVMH Services		18. 9H-VCD	CL-350	VistaJet Malta	20 VJT432
G-OJER	Ce560XLS+	Gama Aviation	f/v 16 GMA197	C-FTOH	B737-8HX	TUI Airlines Neth.	f/v arr SWG9952
I-FXRJ	P180	K-Air	FXR18J	CN-NMK	A320-214	Air Arabia Maroc	f/v 19 MAC123/4
N129MH	G450	Executive Jet Management	17	D-ASPG	A320-214	Small Planet Ger.	19 LLX5028/5131
N473CW	G-IVSP	Landmark Aviation	19	D-CAWX	Ce680	Aerowest	21
OE-FHA	Ce510	Globe Air	GAC474A/4411	D-CEEE	Ce560XLS	HTM Aviation	19 HTM17
YU-PNK	Ce560XLS+	Air Pink		D-IDAS	EMB500	DAS Private Jets	
YU-SPB	Ce560XLS	Prince Aviation		EC-KSM	B747-412	Wamos	SLM994/3005
15. 9H-TQM	A340-313X	HiFly Malta	SLM3004/993	EC-MOO	A321-231	Vueling	f/v VLG8306/5
D-ASPG	A320-214	Small Planet Ger.	16 LLX5062/5075	EI-SOO	ATR72-212A	ASL Airlines	f/v ABR9188/7016
D-ISAR	Raytheon 390	Euroflug Frenzel	18	G-OBYE	B767-304ER	Thomson	TFL580/097P
EI-DCH	B737-8AS	Ryanair	f/v RYR3006/7	N14GD	Falcon 2000LX	GG Aircraft	f/v 21
EI-FZJ	B737-8AS	Ryanair	f/v RYR3104/5	N900FZ	TBM-900	Redwood	19
G-FBKC	Ce510	Blink	BKK3C	N2900D	Global 5000	V Creative	f/v
OY-TSS	Falcon 7X	Air Alsie	16 MMD3320	OH-LZO	A321-231	Finnair	f/v FIN841/2
16. T-785	Falcon 900EX	LTDB	SUI011	OK-OWN	ERJ135BJ	ABS Jets	ABP822/3
9H-JOY	CRJ200ER	Air X Charter	AXY1604/5	OO-IDE	Ce525	Air Service Li�ge	
CS-DTR	Falcon 2000	Masterjet	LMJ439	OO-XLS	Ce560XLS+	Air Service Li�ge	24
D-ASPG	A320-214	Small Planet Germany	LLX5076/9288	19. C-FYLC	B737-8BK	TUI Airlines Neth.	f/v arr SWG9954
EC-KSM	B747-412	Wamos	f/v SLM3006/993	C-GOWG	B737-86J	TUI Airlines Neth.	f/v arr SWG9968
G-FBKF	Ce510	Blink	BKK6F	CS-CHF	CL-350	Netjets Europe	f/v NJE9HF
G-OBYE	B767-304ER	Thomson	f/v TFL096P/229	D-AERO	ERJ135BJ	Air Hamburg	AHO659G
G-OBYE	B767-304ER	Thomson	18 TFL230/579	D-CKPP	SA227DC	Binair	20 BID301/5P
HL7619	B747-8B5F	Korean Cargo	f/v KAL509	D-IJOA	Ce525A	Ohlair Charterflug	20 ECA888
N801EE	EMB545	Embraer Executive	f/v	EI-FHM	B737-8JP	Norwegian	f/v IBK3540/1
OM-ACG	B747-409BDSF	Air Cargo Global	24 CCC999P/537P	EI-FRT	B737-8AS	Ryanair	f/v RYR3006/7
OO-JAF	B737-8BK	TUI Belgium	TFL094P/627/8/095P	I-CNDG	Ce560XLS+	Aliven	20 SSR209
VP-BEE	A321-211	Aeroflot	f/v AFL2694/5	M-ONEM	G550	Fly Exec	f/v
YU-SPB	Ce560XLS	Prince Aviation		N585GS	G650ER	Gilead Sciences	TWY585
17. 9H-AHR	A320-232	Air Malta	f/v AMC386/7	N2900D	Global 5000	V Creative	
9H-FOM	EMB500	Luxwing	LWG591/502	SE-RIZ	Ce560XLS	Waltair Europe	20 ETI819Z/20Z
9H-TQM	A340-313X	HiFly Malta	18 SLM9940/3003	VP-CSS	Ce560XLS+	Arab Wings	21
D-ASPG	A320-214	Small Planet Ger.	18 LLX5289/5027	XA-FEM	G550	Servicios Aereos	21
D-CKPP	SA227DC	Binair	19 BID101/300	20. CS-TQW	A330-223	Hi Fly (n/t)	SLM3004/993
D-CSUN	Ce560XLS+	Air Hamburg	18 AHO682L/447E	D-BOBI	Falcon 2000LX	BASF	21
D-IAAT	EMB500	Arcus Air	AZE40P/99T	D-CASH	EMB505	Air Hamburg	f/v AHO195T
D-IJOA	Ce525A	Ohlair Charterflug	ECA888	D-IKBO	Ce525A	Silver Cloud Air	SCR357
EC-JPF	A330-202	Air Europa	AEA1091/8	EC-KQO	Ce525B	TAG Aviation Espa�a	TGM161K
I-NEOW	B737-86N	NEOS	NOS9010/1	EC-MQB	A321-231	Vueling	f/v VLG8306/5
LX-VMF	Ce560XL	Luxaviation	19 LXA15P	EI-FHJ	B737-8JP	Norwegian	f/v IBK3540/1
N730EA	G550	Duke Aviation	f/v 25	F-HERE	Ce510	Blink	21 BKK12L
OE-FBD	Ce510	GlobeAir	18 GAC531A/8471	G-RHMS	ERJ135BJ	TAG Aviation (UK)	
OE-FDT	Ce510	GlobeAir	GAC8411/A	G-SIRS	Ce560XL	London Exec. Aviation	LNH81RS
OE-FDT	Ce510	GlobeAir	18 GAC841B/531B	M-CPRS	ERJ135BJ	Puru Aviation	f/v 21
RA-09603	Falcon 7X	Gazpromavia	f/v GZP9633/4	M-DMBP	Lj40	Ven Air	21
SE-RIZ	Ce560XLS	H-Bird Aviation Services	ETI817Z/N	N1RP	G550	Penske Jet	21
TC-KHG	G550	Korvez	18	N240LG	Falcon 900EX	Liberty Global	
VP-BDQ	B777-212ER	VIM Airlines	f/v arr MOV9911	OE-FFB	Ce510	GlobeAir	GAC278A/987B

OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3	SE-RIL	Ce560XLS	H-Bird Aviation Services	ETI823Z
OO-GPP	Falcon 7X	Luxaviation Belgium	f/v 21	SU-GDS	A330-343E	Egypt Air	f/v MSR757/8
PH-HZG	B737-8K2	Transavia	arr TRA052	SU-NMC	A320-232	Nesma Airlines	NMA1715
YU-PMK	Ce560XLS+	Air Pink		24. A6-EHK	A340-642X	Etiihad Airways	ETD77/8
21. 9H-AMY	CL-850	Air X Charter	22 AXY2104/2201	D-AHRN	Falcon 900EX	Heron Aviation	HRN512
9H-BCP	Lj45XR	Skyfree	22 KFE049	EC-MJS	A330-243	Wamos	TFL230/627/8/649
9H-VCD	CL-350	VistaJet Malta	22 VJT432	ES-ACH	CRJ900ER	Nordica – LOT	f/v LOT8173/4
D-IADV	Ce551	Jetkontor		G-PEPI	ERJ135BJ	London Exec. Aviation	LNx44GP
EC-HDS	B757-256	Privilege Style	TFL090P/597	HB-JSF	CL-650	Robert Bosch	
EC-KQC	B747-412	Wamos	f/v SLM3006/993	LX-EAA	Lj45	Duclair	DUK8AMB
EC-MJS	A330-243	Wamos	f/v 22 TFL096P/625	M-NTOS	Ce525C	Selementos	
EI-FZI	B737-8AS	Ryanair	f/v RYR3102/3	N50MG	Global 5000	SMG Growing Media	26
EW-457PA	B737-8ZM	Belavia	f/v BRU867/8	N888ZJ	Global Express	Zetta Jet	25
G-SNCA	PA-34-200T	Social Infrastructure	22	N900FZ	TBM-900	Redwood	25
LX-VMF	Ce560XL	Luxaviation	28 LXA15P	OE-GGP	Ce560XLS	IJM	IJM329
N63XF	Falcon 900EX	Classic Services		OO-SKY	Ce525A	Luxaviation Belgium	
N91LA	G550	Leucadia Aviation	28	OO-XLS	Ce560XLS+	Air Service Liège	26
OE-LWE	ERJ195LR	Austrian	f/v AUA375/6	TC-LOF	A330-343E	Turkish Airlines	f/v THY1953/4
OK-TVS	B737-86N	Travel Service	TRA092/6727/8/5753	VP-BGM	CL-605	Elit'Avia	26
OM-GEX	B737-8AS	AirExplore (a/w)	22 TRA092/86B	YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2153/4
SE-RIZ	Ce560XLS	Waltair Europe	ETI821Z	YL-LCN	A320-211	Smartlynx Airlines (a/w)	EZY2157/8
SP-HAB	A320-232	Small Planet	LLX9051/5051	YU-FSS	Falcon 2000LX	Prince Aviation	26 PNC4SS
SP-TBM	TBM-930	PLEK2	f/v	25. 9H-ALL	Ce525A	Luxwing	LWG101/192
T7-JAT	Global XRS	Empire Aviation		D-CASH	EMB505	Air Hamburg	26 AHO629R/914V
22. V-11	G-IV	334sq	NAF11	D-CEEE	Ce560XLS	HTM Aviation	26 HTM17
T-785	Falcon 900EX	LTDB	SUI011	EC-MJS	A330-243	Wamos	TFL650/579
A6-EUG	A380-861	Emirates	f/v UAE149/50	EC-MJS	A330-243	Wamos	26 TFL580/681
CN-ROW	B767-343ER	Royal Air Maroc	RAM850/1	EI-FZM	B737-8AS	Ryanair	f/v RYR3102/3
CS-TQW	A330-223	Hi Fly (n/t)	23 SLM9940/JAF103P	F-GGAL	Ce650	G. Gross	
D-CAWX	Ce680	Aerowest		F-HADH	Falcon 50EX	Sky Vision	26 SVK398
D-IJOA	Ce525A	Ohlair Charterflug	ECA888	G-CHUI	Ce560XLS	Eurojet Aviation	EDC375R
D-IZZY	P180	AirGo	23 XGO1AM/1MN	G-FRYL	Raytheon 390	Bookajet	BOO717
G-TUIE	B787-8	Thomson	TOM9014/TFL375	G-LEAX	Ce560XLS	London Exec. Aviation	LNx26AX
M-MIDY	Falcon 900EX	Midy Aviation	f/v 25	HB-JHI	A330-343E	Swiss	f/v SWR728/9
N887TM	G550	TAI Leasing	dep	HB-JSG	CL-605	Robert Bosch	26
OK-TVS	B737-86N	Travel Service	TRA5754/091	M-SSYS	Ce525C	Fimway	26
OM-GEX	B737-8AS	AirExplore (a/w)	TRA6872/5955	N84SV	Falcon 2000LX	Bank of New York Mellon	
OM-GEX	B737-8AS	AirExplore (a/w)	23 TRA5956/091	OE-FBD	Ce510	GlobeAir	26 GAC722A/B
PH-HXJ	B737-8K2	Transavia	del TRA052	OY-GEF	Beech B200GT	Lars Thrane	
SU-NMB	A320-232	Nesma Airlines	NMA1619	OY-JTR	B737-73A	Jet Time	f/v SAS821/2
SU-NMB	A320-232	Nesma Airlines	23 NMA1615	TC-JJM	B777-3F2ER	Turkish Airlines	THY1953/4
SU-NMC	A320-232	Nesma Airlines	f/v NMA613	TC-SPL	CL-300	Tarkim	
YU-MPC	Ce525	MPC Holding	23	26. D-CASH	EMB505	Air Hamburg	27 AHO914V/145W
23. A6-EHL	A340-642X	Etiihad Airways	f/v ETD77/8	D-CHDJ	Ce560XLS	Ohlair Charterflug	27 ECA666
CS-TFV	CL-300	Omni Air	27 OAV301	D-IAKN	Ce525A	Star Wings	2x STQ111
D-CASH	EMB505	Air Hamburg	25 AHO195T/629R	D-ITAN	Ce525	Transavia Flug	
D-ISJP	Ce525A	Ohlair		EC-MJS	A330-243	Wamos	TFL682/225
EC-KQC	B747-412	Wamos	SLM994/3005	EI-EVL	B737-8AS	Ryanair	f/v RYR2334/5
EC-MJS	A330-243	Wamos	TFL626/515/6/229	G-JJET	Ce510	Fly Vectra	f/v VCG353
EI-FZK	B737-8AS	Ryanair	f/v RYR3100/1	G-LEAX	Ce560XLS	London Exec. Aviation	LNx26AX
EI-FZL	B737-8AS	Ryanair	f/v RYR3006/7	N240LG	Falcon 900EX	Liberty Global	
G-TUIE	B787-8	Thomson	TFL376/TOM770F	OE-FXE	Ce525A	Speedwings	f/v SPG097
M-ALRV	Falcon 2000LX	Flightworx	25	OE-HLL	CL-300	IJM	IJM439
N55LC	Falcon 7X	Lowes Companies	24	OO-PRM	Ce510	Air Service Liège	



VP-BDQ is a former Singapore Airlines Boeing 777. The aircraft was withdrawn from use in April 2015 and added to the fleet of VIM Airlines in August 2016. (Amsterdam-Schiphol, 17 April 2017, Robert Eikelenboom)

Personal copy

Distribution to a third party is not allowed



Saudia Private Aviation was founded in 2009 and is part of the Saudi Arabian Airlines holding group. Falcon 7X HZ-SPAI was delivered to the company in May 2011. (Amsterdam-Schiphol, 7 April 2017, Robert Eikelenboom)

OY-JTY	B737-7Q8	Jet Time	SAS827/8	30.9H-VCI	CL-350	VistaJet Malta	VJT488
VP-BMD	B737-8MC	Aeroflot	f/v AFL2694/5	A6-EHL	A340-642X	Etiihad Airways	ETD77/8
VT-CPA	G550	Poonawalla Aviation		EC-MJS	A330-243	Wamos	TFL558/515/6/229
27.V-11	G-IV	334sq	NAF11	EC-MNY	A330-243	Wamos	f/v TFL096P
A6-EHI	A340-642X	Etiihad Airways	ETD77/8	EI-FJS	B737-8JP	Norwegian	f/v IBK476/7
D-CKPP	SA227DC	Binair	BID5P	G-OBYE	B767-304ER	Thomson	TFL090P/757/8
EC-MJS	A330-243	Wamos	TFL226/521/2/9	N1FE	Global Express	FedEx Express	
EI-FHH	B737-8FZ	Norwegian	div IBK2849	N250AF	G450	Elite Air	
LX-RSQ	Lj45	Luxemb. Air Ambulance	DUK5AMB	SU-TCE	A320-232	Almasria Universal	f/v NMA1714/5
M-BASH	CL-605	Avijet	f/v 28				
N240V	BAe125-800XP	Arkia					
N717MK	Global 5000	Michael Kors					
OE-FID	Ce510	Skytaxi Luftfahrt	STC806A				
OE-LUB	Global XRS	Laudamotion	f/v 28 LDM6				
OY-SPB	CL-300	Execujet Scandinavia	VMP334				
28.9H-VCA	CL-350	VistaJet Malta	VJT401				
A6-EHF	A340-642X	Etiihad Airways	ETD77/8				
D-CCGM	EMB505	Starwings	f/v STQ555				
D-CHRD	Ce680	Hahn Air	HHN666				
EC-MJS	A330-243	Wamos	TFL530/683/4/639				
EC-MQE	A320-232	Vueling (a/w)	f/v VLG8300/1				
EI-FZN	B737-8AS	Ryanair	f/v RYR3104/5				
G-FXCR	Beech 400A	Flairjet	f/v 30 FLJ51				
HB-JGQ	CL-300	Premium Jet					
LX-LAA	Lj45	Ducair	DUK7AMB				
LX-ZAK	Global 6000	Global Jet Luxembourg	f/v SVW65ZK				
N661GT	B767-36NER	Atlas Air	f/v GT18276/CMB571				
N888SF	Ce680	Steiner Film Aviation					
OE-FWD	Ce510	Jet 24	STC871A				
OE-GLS	Ce650	Tyrolean Jet Service	TJS56				
OE-HII	CL-300	Laudamotion	LDM12				
OO-AMR	Ce525A	Air Service Liège					
OO-OCA	Beech 350	Air Service Liège					
OO-PRM	Ce510	Air Service Liège					
OY-CLP	Ce650	North Flying	NFA065/P				
SE-RCM	Ce560XLS	EFS	EUW9242				
29.168981	C-40A	VR-61	f/v CNV6001				
9H-VCA	CL-350	VistaJet Malta	30 VJT401				
A6-EHI	A340-642X	Etiihad Airways	ETD77/8				
D-CJET	Ce525B	Air Hamburg	AHO626E				
EC-MJS	A330-243	Wamos	TFL640/819/20/557				
G-GILB	Ce510	Catreus	VCG205				
LX-AMB	Falcon 7X	Global Jet Luxembourg	SVW27MB				
N887TM	G550	AirFlite					
OE-FZA	Ce510	GlobeAir	GAC157I/A				
PH-HXK	B737-8K2	Transavia	del TRA052				
SU-NMB	A320-232	Nesma Airlines	NMA1616/7/8/9				
SU-TCG	A321-211	Almasria Universal	f/v NMA1614/5				
TC-LJG	B777-3F2ER	Turkish Airlines	f/v THY1951/2				
YU-PZM	Ce560XLS+	Air Pink	f/v				

The month started with the arrival of a new fleet addition for Transavia and HiFly operating for Surinam Airways till the 3rd. On the 4th SmartLynx operated flights for easyJet. The Airbus is one of two being operated for easyJet this summer. On the 6th Pacific Air Cargo visited the airport while enroute from Kuwait to New York. This was most probably the only time the aircraft was visible in Europe, as it replaced a -200 series aircraft on the route from Los Angeles to Hawaii from the 11th. NEOS subbed for HOP! on the 7th due to a two-day strike. SmartLynx operated for Air Malta with a former Vueling aircraft. On the same day. The Diamond 42 on the 8th departed to Warsaw. The VIM Boeing on the 10th arrived for maintenance. The Shaheen Airbus on that same day spend the night before it continued to Goodyear via Phoenix, (AZ). Turkish Airlines diverted to Amsterdam on the 10th enroute from Istanbul to Manchester. A Transavia Boeing arrived back from lease to Sun Country on the 11th and a Primera Boeing departed to Norwich for more maintenance work. On the 12th a new addition for Transavia arrived from the factory. On the 13th the possibly last Kalitta Boeing 747-200 visited the airport before continuing to Oscoda via New York for storage. HiFly operated for Surinam Airways again on the 15th. Wamos subbed for Surinam Airways on the 16th. Another VIM Boeing arrived for maintenance on the 17th. The first of three Sunwing Boeing 737s arrived for summer lease to TUI Airlines Netherlands on the 18th. Two more arrived the next day. On the 20th a Transavia Boeing returned from its winter lease to Sun Country. Not listed in the movements but worth mentioning is PH-HSF operating its first flight in revised Sunweb colours on this day. Wamos operated for Surinam Airways again on the 21st and a Wamos Airbus arrived for a short lease to Transavia. Nesma Airlines had a busy day on the 22nd with three flights. Wamos continued to operate for our Surinamese friends on the 23rd. Jet Time operated for Scandinavian on the 25th. Norwegian diverted to Amsterdam on the 27th while enroute from Stockholm to London Gatwick. Almasria Universal operated a

flight for Nesma on the 29th. On the same day a factory fresh aircraft arrived for Transavia. Almasria operated for Nesma again on the 30th.

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

Rotterdam - The Hague

				April 2017			
01.5Y-SGL	Beech 1900C-1	Aircraft Leasing Services (a/w)	02	D-CCAB	Ce550 Bravo	Falck Air Ambulance Service	JKH322
CS-DLB	Falcon 2000EX	NetJets Europe	dep NJE037G	D-ISXT	Ce510	Sixt Rent A Car	07 SIX200
D-AGEN	B737-75B	Germania	GMI4848/9	LY-LTD	BAe125-800XP	Charter Jets	08 LTC301
D-CCCA	Lj35A	Jet Executive Int'l	dep JEI262	M-CCCP	Global 5000	Heda Airlines	07
LY-LTA	BAe125-800XPi	Charter Jets	02 LTC601	PH-WRW	EC120B	Heli Holland	
OE-GMI	BAe125-850XP	DBT - Transportes Aereos	dep	07. CS-DXP	Ce560XLS	NetJets Europe	08 NJE541C/8YR
OH-SWI	Ce525A	Scanwings	ABF1B/C	D-ICKE	Beech B200GT	Dachser	
OM-IEX	B737-8BK	TUI Airlines Belgium	f/v JAF6923/4	LX-EAA	Lj45	Ducair - LAR	DUK8AMB
OO-ACC	Ce525A	Air Service Liège	dep	OO-PCK	PC-12/47E	European Aircraft Private Club	
OO-NHU	AS365N3	Netherlands Coastguard	*NCG12	PH-FIS	Ce525	JetNetherlands	dep
PH-DTS	DA42	Wings over Holland	dep	PH-FIS	Ce525	JetNetherlands	
YU-FNR	Ce525	Eagle Express	EES203	PH-HRK	P180	JetNetherlands	10
02. V-11	G-IV	334sq	NAF11	PH-LAU	Falcon 900EX	Exxaero	11 XRO231/71
CS-DXL	Ce560XLS	NetJets Europe	03 NJE4WT	PH-RIS	EC130B4	KNSF Flight Services	11
N194ER	Ce510	Blue Sky Aviation		PH-STB	Falcon 900C	Exxaero	XRO271
N620CM	Ce510	Erik Vandefonteyne		PH-TCN	P180	JetNetherlands	10
OH-SWI	Ce525A	Scanwings	ABF1D/E	08. PH-DTS	DA42	Wings over Holland	tdy 22
03. G-HALS	R44	Paul D. White	04	PH-HHJ	AS355F2	Heli Holland	09
OE-GRA	Ce525B	Alpla Air Charter		PH-HHK	Bell 206L1	Heli Holland	09
PH-HLM	PA-34-200T	KN Singles And Twins		PH-RLY	Ce402B	Heli Holland	09
PH-LAB	Ce550	NLR - TU Delft		09. CS-CHA	CL-350	NetJets Europe	NJE5KZ
PH-PIX	SA226T	Aerodata Remote-Sensing	arr	CS-DXF	Ce560XLS	NetJets Europe	NJE6HL/6LC
PH-TCN	P180	JetNetherlands	dep	CS-LTB	Ce680A	NetJets Europe	NJE3KX/747U
PH-TCN	P180	JetNetherlands	04	CS-TQU	B737-8K2	euroAtlantic Airways	TCV642
SE-RIL	Ce560XLS	H-Bird Aviation Svs	dep ETI803T	D-IABE	PA-42-720	Finow Air Service	
04. D-102	CH-47D	298sq	*Grizzly70	10. CD01	Falcon 900B	21sm	11 2x BAF605
CS-DUA	BAe125-750	NetJets Europe	05 NJE694F	CS-CHA	CL-350	NetJets Europe	NJE549D/595N
D-CFAF	Lj60	FAI Rent-a-jet	IFA1213	CS-PHA	EMB505	NetJets Europe	NJE405R/292M
EC-JCV	SA226AT	Flightline	dep FTL7721	F-GLNK	Beech 1900D	Twin Jet	TJT661A/012P
M-PIRE	P180	Northside Aviation	dep	OO-RAZ	R44	Pair-Event	
M-PIRE	P180	Northside Aviation	14	PH-HLM	PA-34-200T	KN Singles And Twins	
OO-HCA	R44	Heli & Co		PH-HRK	P180	JetNetherlands	26
PH-BYC	Beech 58	KLS	2x *KLM7908	PH-TCN	P180	JetNetherlands	11
PH-TCN	P180	JetNetherlands	05	11. G-LXWD	Ce560XLS	Fly Vectra	VCG923
05. CS-CHE	CL-350	NetJets Europe	06 NJE9GP	N970SF	Falcon 900LX	BNT International Corporation	12
CS-PHI	EMB505	NetJets Europe	NJE8GX	N980SF	Falcon 900EX	BNT International Corporation	12
D-IOHL	Ce525A	Ohlair Charterflug	ECA333	OE-FHA	Ce510	GlobeAir	12 GAC599/A
N260Z	G550	Nissan North America	06	PH-FIS	Ce525	JetNetherlands	
N504AC	G550	Apache Corporation		PH-LAU	Falcon 900EX	Exxaero	13 XRO271
OE-FDT	Ce510	GlobeAir	GAC248/C	PH-MFA	DA42NG	Martinair Lelystad	MPH151
OY-CVW	Beech 350	Semler Gruppen		PH-TCN	P180	JetNetherlands	21
PH-HRK	P180	JetNetherlands	dep	PH-VBG	Falcon 2000EX	JetNetherlands	dep
PH-HRK	P180	JetNetherlands	07	PH-VBG	Falcon 2000EX	JetNetherlands	14
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1	12. D-CCGN	Lj55	Quick Air Jet Charter	QAJ672
PH-TCN	P180	JetNetherlands	07	N194ER	Ce510	Blue Sky Aviation	16 2x
SP-KPE	Saab 340A/QC	SprintAir	06 SRN011/2	N420SK	CL-604	Oshkosh Corporation	13
06. C-FGGC	DHC-8-102A	Inter-Aero (a/w)	07	OE-FHA	Ce510	GlobeAir	13 GAC599B/1511
				OE-GBB	Do328-110	Tyrol Air Ambulance	TYW532B/3B
				OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW831S/2S
				OO-NHX	AS365N3	Netherlands Coastguard	*NCG12
				PH-MFA	DA42NG	Martinair Lelystad	MPH151
				PP-OSM	Falcon 7X	Aguassanta Participações	13
				13. CS-CHB	CL-350	NetJets Europe	14 NJE414W/6RA
				D-CSUN	Ce560XLS+	Air Hamburg	AHO933C
				M-INTY	G280	Hampshire Aviation	
				M-USIC	G550	Hampshire Aviation	



This Gulfstream G550 N260Z was delivered to Nissan North America in March 2016. (Rotterdam-The Hague, 5 April 2017, Maarten Visser Sr)



The Apache Corporation is a petroleum and natural gas exploration and production company, founded in 1954 in Minnesota. Among its assets are operations on the UK Continental Shelf. Gulfstream G550 N504AC was delivered in December 2012 to Cottonwood Aviation, the company that operates the bizjet for Apache. (Rotterdam-The Hague, 5 April 2017, Maarten Visser Sr)

14. D-CTIL	Lj35A	Air Alliance Express	AYY111	D-IPVD	Ce525A	Prominent Gruppe (Transavia Flug)
D-IWWW	Raytheon 390	Luxaviation Germany	LXG44W	OE-GBB	Do328-110	Tyrol Air Ambulance TYW522L/3L
G-KLNW	Ce510	Saxonair Charter	15 SXN51D	PH-TCN	P180	JetNetherlands 24
M-PIRE	P180	Northside Aviation	16	SP-SPE	ATR72-202	SprintAir 24 SRN262/3
OK-PPP	Beech 400XTi	Time Air	TIE171P	24. D-AHRN	Falcon 900EX	Heron Aviation HRN512
15. D-IWWW	Raytheon 390	Luxaviation Germany	LXG44W	D-IKOE	Ce510	Köpping Reederei 25
OE-GWV	Ce560XLS	Europ-Star Aircraft	16 ESQ102	D-IPVD	Ce525A	Prominent Gruppe (Transavia Flug)
16. CS-TQU	B737-8K2	euroAtlantic Airways	TCV642	HB-JOG	A319-112	Germania Flug GMI636/6364
M-PIRE	P180	Northside Aviation	18	OO-ACO	Ce510	Air Service Liège arr
N194ER	Ce510	Blue Sky Aviation	arr	OO-HCP	R44	Heli & Co
17. CS-CHB	CL-350	NetJets Europe	18 NJE150L/579C	OO-NHM	AS365N3	N.H.V. *NHX12
D-CFLY	Ce560XLS+	Air Hamburg	18 AHO933C/658K	OY-APM	G450	Maersk Aviation
18. D-CPOS	Ce560XLS+	IFM Traviation		PH-TCN	P180	JetNetherlands 25
M-PIRE	P180	Northside Aviation	21	SP-SPE	ATR72-202	SprintAir SRN263/5
N576MA	TBM-850	HTG Trading		SP-TBM	TBM-930	PLEK2 SP 25
SP-ENY	B737-86N	Enter Air	ENT703/4	T7-MBH	ERJ135BJ	Empire Aviation Group 25
YR-TYA	Ce560XLS+	Toyo Aviation	20 TOY128/9	TC-FBR	A320-232	Freebird Airlines TFL823
19. D-BTLT	CL-300	MHS Aviation	MHV300	25. CS-CHC	CL-350	NetJets Europe NJE153T/130N
D-CPOS	Ce560XLS+	IFM Traviation		D-CFAF	Lj60	FAI Rent-a-jet IFA1262
LX-LGU	B737-8C9	Luxair	LGL7461P/7461	D-ILHD	Ce525	Lufthansa Flt Training *DLH9912
OE-GUN	Ce560XL	SalzburgJetAviation	MOZ819H	G-CIEL	Ce560XL	Luxaviation UK 26 LNX31CE
OE-LIR	Do328-110	Welcome Air	20 TYW522L	N77FK	G-IVSP	Econet Wireless International 26
PH-VBG	Falcon 2000EX	JetNetherlands	23	OE-GKW	G100	Tyrol Air Ambulance TYW315/6
20. V-11	G-IV	334sq	NAF11	OK-HWK	BAe125-900XP	CTR Flight Services 26
CS-DXU	Ce560XLS	NetJets Europe	NJE7ZT	OO-GMJ	Beech 350	Air Service Liège arr
CS-PHG	EMB505	NetJets Europe	21 NJE6KY	OO-HCP	R44	Heli & Co
D-HCVG	AS355F2	Cineflight		PH-FIS	Ce525	JetNetherlands arr
D-IKBO	Ce525A	Silver Cloud Air	SCR357	PH-TCN	P180	JetNetherlands 26
G-SPRE	Ce550 Bravo	Xclusive Jet Charters	21 XJC2	SE-RIL	Ce560XLS	H-Bird Aviation Svs 26 ETI825Z/6Z
LX-LGU	B737-8C9	Luxair	LGL7462/7462P	SP-AST	Ce525	AMC Aviation 27
N767CW	G-V	Peak View	IBG001	SP-ENT	B737-8AS	Enter Air ENT717/8
OY-RUS	A320-231	Danish Air Transport	21 TRA091/5691	26. V-11	G-IV	334sq NAF11
TC-TJJ	B737-8S3	Corendon Airlines	CAI050	D-ILHC	Ce525	Lufthansa Flt Training *DLH9914
21. C-215	CL-604	Esk 721	DAF002	G-DXTR	Beech B200	Synergy Aviation SYG871
258	Lj45	MATS	IRL258	G-SONE	Ce525A	Centreline 27 CLF097
CS-DXU	Ce560XLS	NetJets Europe	NJE7ZT/315W	M-CCCP	Global 5000	Heda Airlines
D-CEXP	Lj35A	Air Alliance Express	AYY110	OY-APM	G450	Maersk Aviation
D-CXLS	Ce560XLS+	Air Hamburg	AHO885B	PH-HRK	P180	JetNetherlands 28
F-HERE	Ce510	Wijet	23 BKK12L	27. CS-PHJ	EMB505	NetJets Europe NJE9FF/413M
G-POWC	B737-33A(QC)	Titan Airways	AWC800/800W	OE-FMK	Ce501	Mali Air Luftverkehr MAE109/10
M-PIRE	P180	Northside Aviation	arr	PH-TCN	P180	JetNetherlands 30
OO-PRM	Ce510	Air Service Liège		TC-TJO	B737-86N	Corendon Airlines CAI050
PH-HCD	Cabri G2	HeliCentre	*	28. CS-PHC	EMB505	NetJets Europe NJE786P/2SO
PH-HCF	Cabri G2	HeliCentre	*	N240LG	Falcon 900EX	Liberty Global
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1	N417RK	PA-46-350P	Marco van der Horst
SP-ENU	B737-83N	Enter Air	22 ENT583P/583	N588ZJ	BD-700	Zetta Jet USA
VP-BIB	Ce525C		f/v	PH-VBG	Falcon 2000EX	JetNetherlands arr
22. CS-DRH	BAe125-800XPi	NetJets Europe	NJE6XJ	29. T.18-5/45-44	Falcon 900B	451 Esc 30 AME4555
D-CSUN	Ce560XLS+	Air Hamburg	23 AHO989Z	CS-DRX	BAe125-800XPi	NetJets Europe NJE129Y/2ET
D-IPVD	Ce525A	Prominent Gruppe (Transavia Flug)		CS-DXZ	Ce560XLS	NetJets Europe 01 NJE856N/133N
TC-FHY	A320-214	Freebird Airlines	TFL831	EC-JCV	SA226AT	Flightline 02 FTL7761/21
23. CS-PHH	EMB505	NetJets Europe	NJE2ET/424D	EC-MKH	Global 6000	Gestair 30 GES061
CS-TQU	B737-8K2	euroAtlantic Airways	TCV642	G-POWC	B737-33A(QC)	Titan Airways AWC6871/2
D-IKBO	Ce525A	Silver Cloud Air	SCR357	LX-ZAK	Global 6000	Global Jet Luxembourg30 SVW65ZK

M-TINK	Falcon 7X	TAG Aviation (UK)	
N371FP	G-IV	Key Air	30 KEY91
OO-NHU	AS365N3	Netherlands Coastguard	*NCG12
SP-AST	Ce525	AMC Aviation	
SP-ENZ	B737-85F	Enter Air	ENT584/584P
TC-FBH	A320-214	Freebird Airlines	TFL831
30.B-09590	B737-79V	Ruentex Group Taiwan	
CS-DLF	Falcon 2000EX	NetJets Europe	01 NJE426W/9VS
CS-DRZ	BAe125-800XPi	NetJets Europe	01 NJE327C/4DQ
CS-TLO	B767-383ER	euroAtlantic Airways	TCV642
D-CXLS	Ce560XLS+	Air Hamburg	AHO845L
G-MOCL	CL-604	Luxaviation UK	LNX20CL
N96UA	G550	Cambridge Flight Support	01
OE-FDT	Ce510	GlobeAir	02 GAC727A/154I
OO-EAN	Bell 206B2	Echo Alfa November	
PH-TCN	P180	JetNetherlands	02 2x

April started with an early visitor from Africa. The Beech arrived from Corfu and departed to Glasgow. Germania arrived on a charter flight from Lyon. The aircraft departed empty to Dusseldorf. The seasonal flights to Tangier also started on this day. Most were operated by the Boeing 737 leased to TUI Belgium by AirExplore. The Intra-Aero Dash-8 on the 6th was de-registered from the Canadian registry on the 12th as exported to Kenya. The Heli Holland fleet on the 8th visited in relation to the Rotterdam Marathon. euroAtlantic Airways operated several flights for Cabo Verde starting on the 9th. On the 18th Enter Air operated the first of several charters this month. The Czech Beechjet on the 14th still carries Fosfa titles on its engines. Transavia leased a Danish Air Transport Airbus for two weeks. The aircraft arrived from Billund on the 20th and operated its first flight the next day. On the 21st a charter by Titan Airways and an old friend ferried through the airport with a different identity. Cessna VP-BIB was formerly operating as D-CHRC. It seems the bizjet is currently based at Basle. On the 24th another Germania charter but this time operated by an Airbus. Titan operated another charter on the 29th. The next day a Taiwanese bizjet arrived from Guayaquil, Ecuador after a tank-stop in Santo Domingo, Dominican Republic.

Credits: Rotterdam Airport, Scramble MB.

Maastricht - Aachen

April 2017			
01.HB-ALQ	ATR72-202(F)	Zimex Aviation	04 IMX702F/701F
PH-RLY	Ce402B	Heli Holland	dep
PH-STB	Falcon 900C	Exxaero	03 XRO267/276
VQ-BIT	A320-214	Aeroflot	dep AFL7633

02.UR-CKM	An-12BP	Cavok Air	03 CVK7079/80
03.F-HTRY	P180	Airailes	04 2x
LX-LGV	B737-8C9	Luxair	04 LGL7984/7571
05.D-IANA	Beech B200	Euro Link	
D-IPCG	Ce425	PGS Holding	
G-RMMA	Falcon 900EX	TAG Aviation (UK)	
HB-ALQ	ATR72-202(F)	Zimex Aviation	10 IMX701F/701F
OY-NPD	SA227DC	North Flying	NFA133
06.9A-BTE	Fokker 100	Trade Air	dep TDR9100
D-ABQI	DHC-8-402	Air Berlin	arr BER112P
OO-XLS	Ce560XLS+	Air Service Liège	tst
08.9A-BTD	Fokker 100	Trade Air	dep HOP8210
OO-JAL	B737-7K2	TUI Airl.Belgium	JAF9631/962F
VQ-BIV	A320-214	Aeroflot	14 AFL7634/5
09.N8200E	Falcon 900	Emerson Electric Co.	20
10.N420SK	CL-604	Oshkosh Corp.	11
11.D-BOOC	Ce750	Air X Charter	12
D-CPRS	Beech 350	Star Wings Dortmund	STQ333
N528AP	G550	Million Air Salt Lake City	13
OE-LID	ATR72-600	AS Air Lease XXVI (Ireland)	20
PH-VBG	Falcon 2000EX	JetNetherlands	tst
12.D-CEFO	Ce560XLS+	Air Hamburg	13 AHO577F
OK-BII	Beech 400A	JetBee Czech	JBC202A/203A
SP-ENI	B737-43Q	Enter Air	ENT557P/557
UR-CGV	An-12BK	Ukraine Air Alliance	UKL4014/5
13.HB-ALQ	ATR72-202(F)	Zimex Aviation	20 IMX702F/701F
YU-MTU	Ce525	Infinity Aviation	14
14.D-ANMB	Global 6000	Imperial Jet Europe	17
HB-ALL	ATR72-202(F)	Zimex Aviation	17 IMX501F/501F
SP-ENI	B737-43Q	Enter Air	ENT558/558P
VP-BWE	A320-214	Aeroflot	24 AFL7632/3
15.OK-PBT	Ce525A	Queen Air	QNR25A
PH-KZE	Fokker 70	Air KBZ (a/w)	dep SXI1716
16.YU-MTU	Ce525	Infinity Aviation	18
17.N8100E	Falcon 900EX	Emerson Electric Co.	
OE-FBD	Ce510	GlobeAir	GAC245A/608I
OK-BII	Beech 400A	JetBee Czech	18 JBC201A/202A
PH-JTJ	Ce680	Exxaero	18 XRO305/41
18.D-106	CH-47D	298sq	2x Grizzly15
D-CELI	Ce550 Bravo	Euro Link	
D-CSFD	Ce560XL	Stuttgarter Flugdienst	23 FFD901
OO-PKX	Ce750	Air Service Liège	tst
19.F-HERE	Ce510	Wijet	BKK12L
N1RP	G550	Penske Jet	20
N8200E	Falcon 900	Emerson Electric Co.	20
N850EN	Falcon 50EX	Emerson Electric Co.	20
OO-VMF	Ce560XLS+	Air Service Liège	tst
YU-MTU	Ce525	Infinity Aviation	21
20.5Y-SMS	Fokker 50	Skyward Express	f/n
G-FBKF	Ce510	Blink	BKK6F



BNT International is a privately-owned company that was founded 2009. Falcon 900EX N970SF was delivered to the company in January 2012 as N987AL. It was re-registered to N970SF one month later and converted to Falcon 900LX in 2014. (Rotterdam-The Hague, 12 April 2017, Maarten Visser Sr)

Personal copy

Distribution to a third party is not allowed



F-ZBMC is a former SAS Commuter aircraft. It was converted by Cascade Aerospace Group and delivered to the Sécurité Civile as a DHC-8-402MR in June 2005. Since 2016 the aircraft is being operated in this 10th anniversary scheme. (Maastricht-Aachen, 27 April 2017, Bjorn van der Velpen)

G-SONE	Ce525A	Centerline Air Charter	CLF018
N185GA	G550	Caimito Enterprises	
N850EN	Falcon 50EX	Emerson Electric Co.	21
OK-BII	Beech 400A	JetBee Czech	JBC201A/202A
21. D-FALK	Ce208B	Businesswings	JMP252
22. D-CURT	Lj31A	Air Alliance Express	AYY102
N510MD	Ce510	Michael Delauzun	23
P4-GVI	G650ER	ABS Jets	23
23. D-CEXP	Lj35A	Air Alliance Express	AYY110
D-IMGW	Ce525A	Air Hamburg	AHO358G
OK-BII	Beech 400A	JetBee Czech	JBC204A/201A
OK-IMO	Beech 400A	Airstream	AQS131
24. 4K-SW008	B747-4R7F	Silk Way West Airlines	AZG7978/9
D-IADV	Ce551	Jetkontor	2x
EC-LAV	B737-408	AlbaStar	LAV923P/6731
25. CS-DRW	BAe125-800XPi	NetJets Europe	NJE732Y/598B
EC-JCV	SA226AT	Flightline	FTL7721/2
OO-FYS	Ce525B	Luxaviation Belgium	2x AAB609
VQ-BIR	A320-214	Aeroflot	arr AFL7630
26. HB-ALM	ATR72-202F	BDA	IMX359/8
27. 73F-ZBMC	DHC-8-402MR	Sécurité Civile	arr Milan73
HB-ALM	ATR72-202F	BDA	IMX359/8
N510MD	Ce510	Michael Delauzun	
28. HB-ALM	ATR72-202F	BDA	IMX359/8
29. D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD901
EC-LAV	B737-408	AlbaStar	LAV6731/2
HB-ALM	ATR72-202F	BDA	arr IMX359
OK-IMO	Beech 400A	Airstream	AQS131
OO-FYS	Ce525B	Luxaviation Belgium	2x AAB575
OO-TFC	B757-222(F)	TNT Airways	TAY1502/TAY463P
PH-ITI	H125	HeliCentre	f/v

The Heli Holland Cessna on the 1st operated a local flight before departing back to Lelystad. The Aeroflot on that same day departed after a repaint. The Trade Air Fokkers on the 6th and 8th departed after maintenance. On the 9th an Aeroflot Airbus arrived for a repaint. The ATR on the 11th arrived in InterSky colours and departed in HOP! colours. Enter Air operated a flight to Vigo, Spain on the 12th. The charter returned on the 14th. On that same day the third Aeroflot Airbus arrived for a repaint. This aircraft departed in the colours of PBC CSKA Moscow. This is a Russian professional basketball team. On the 15th a former Cityhopper Fokker departed to Myanmar on delivery to Air KBZ. Former PH-KPB was first noted in the colours of Skyward Express on the 20th. AlbaStar operated a pilgrimage flight on the 24th. On the 25th the last Aeroflot Airbus of this month arrived for a repaint. On the 27th a Sécurité Civile maintenance visitor. On the 29th a TNT cargo charter and another pilgrimage flight by AlbaStar. Also on this date the arrival of a new Netherlands registered helicopter.

Credits: SG Maastricht / Threshold, MST-aviation.

Groningen - Eelde

April 2017

03. 9H-YOU	CL-850	Air X Charter	
OE-FBD	Ce510	GlobeAir	
OO-PRM	Ce510	Air Service Liège	
PH-TCN	P180	JetNetherlands	
04. EC-JQE	G200	Executive Airlines	
05. OY-NPD	SA227DC	North Flying	2x
06. D-HHND	S-76B	HeliService International	
D-IWWW	Raytheon 390	Luxaviation Germany	2x
OK-AML	Ce510	AeroPartner	
PH-HOW	H145	RAV Fryslân – MAA	
07. OO-PRM	Ce510	Air Service Liège	
09. OE-FWH	Ce510	Smartline Luftfahrt	
OO-AIS	Beech 200T	Aerodata Aerial Surveys	
OO-PRM	Ce510	Air Service Liège	
SE-LZU	RC690A	Aerodata International Surveys	
10. OO-PRM	Ce510	Air Service Liège	
PH-ACI	CeT303	AIS Flight Academy	
SE-LZU	RC690A	Aerodata International Surveys	
11. PH-PXZ	AW139	Nationale Politie	ZXP26
12. G-PCOP	Bech B200	Gama Aviation	
OO-PRM	Ce510	Air Service Liège	
13. HB-FWG	PC-12/47E	Share Plane	
OO-HCA	R44	Heli & Co	
18. PH-HOW	H145	RAV Fryslân – MAA	dep
19. PH-OOP	H145	RAV Fryslân – MAA	
PH-PXF	EC135P2+	Nationale Politie	ZXP06
PH-WRW	EC120B	Heli Holland	
20. N550F	Eclipse 550	Brigadoon Manufacturing Group	
PH-CGC	Do228-212	Kustwacht	*NCG03
PH-PSI	P-51D	Tom van der Meulen	*
21. D-IDBA	Raytheon 390	Fly Alpha	dep BFX801S
22. N127QR	Beech 300LW	Ruijgrok	
N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	
PH-HLM	PA-34-200T	KN Singles And Twins	
25. N312FL	EMB505	Flying Group	
27. PH-HGT	Ce680	ASL	
28. D-CEXP	Lj35A	Air Alliance (ÖAMTC c/s)	
M-FLCN	Falcon 2000EX	Omega Aviation	30
30. D-CSCA	Ce525B	Silver Cloud Air	01 SCR378
SP-TBM	TBM-900	PLEK2 SP	03

Credit: GEAS

Deventer-Teuge

February 2017

01. PH-MDG	Ce680	JetNetherlands	
02. PH-MDG	Ce680	JetNetherlands	
03. 9H-FAM	EMB500	Luxwing	
PH-HCF	Cabri G2	HeliCentre	
TC-CAY	Ce402B	Mescioğlu Mühendislik	dep
09. N762SV	Ce208B	Paracentrum Texel	arr
PH-ECD	EC120B	Heli Holland Holding	

PH-JAS	Ce208	Paracentrum Texel	dep
15.PH-ECD	EC120B	Heli Holland Holding	
PH-HCD	Cabri G2	HeliCentre	
PH-SVZ	Ce550	Slagboom & Peters	dep
17.M-IFFY	Ce510	Xead Aviation	
24.OE-FBJ	DA62	Air Ranger Kft.	25
26.M-IFFY	Ce510	Xead Aviation	
27.PH-SWN	Ce414A	PARC Air	arr
28.PH-PXD	EC135P2+	Nationale Politie	<u>ZXP04</u>

The Turkish Cessna on the 3rd departed to Antwerp for more maintenance work. The Cessna 208B on the 9th visited AMN for an identity change.

March 2017			
03.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	06
04.PH-DTX	Yak-52	Dutch Thunder Yaks	
PH-KAH	Su-29	Stephen van Dijk	21
PH-PXB	EC135P2+	Nationale Politie	<u>ZXP02</u>
05.PH-DTS	DA42	Wings over Holland	
PH-PXB	EC135P2+	Nationale Politie	<u>ZXP02</u>
06.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	07
07.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	08
08.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	09
09.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	10
10.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	
PH-SVY	PA-31T	Slagboom en Peeters	dep
PH-SVY	PA-31T	Slagboom en Peeters	24
11.D-FIBE	PC-6/B2-H4	KIAS Airlines	13
PH-PXA	EC135P2+	Nationale Politie	<u>ZXP01</u>
12.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	30
OO-LXY	R44	Krismar	2x
PH-PXC	EC135P2+	Nationale Politie	<u>ZXP03</u>
13.G-JNNH	R66	Heli Air	14
PH-ENK	R44	Bear Helicopters	17
PH-PXF	EC135P2+	Nationale Politie	<u>ZXP06</u>
SE-LZX	AC690B	ARA	
14.G-UVIP	Ce421C	Aerodata International Surveys	arr
PH-PXF	EC135P2+	Nationale Politie	<u>ZXP06</u>
15.D-IGCS	Beech C90GTx		
16.PH-ECE	EC120B	Heli Holland Holding	
PH-HBH	H269C	Heli Holland	
19.PH-LBR	Ce208B	Skydive Rotterdam	25
22.LN-NPZ	PA-31	Blom Geomatics	25
24.D-IASC	PA-31T	Vulcan Air	
PH-HCF	Cabri G2	HeliCentre	
PH-PXC	EC135P2+	Nationale Politie	<u>ZXP03</u>
PH-SVY	PA-31T	Slagboom en Peeters	26
25.LN-NPZ	PA-31	Blom Geomatics	27
PH-PXE	EC135P2+	Nationale Politie	<u>ZXP05</u>
26.PH-SVY	PA-31T	Slagboom en Peeters	arr
27.LN-NPZ	PA-31	Blom Geomatics	arr
LN-PNB	PA-31	Blom Geomatics	28
PH-HCF	Cabri G2	HeliCentre	
28.OE-FDN	SC-7	Pink Aviation Services	
PH-HCF	Cabri G2	HeliCentre	

29.OO-AAR	R44	AA rent	31
PH-ENK	R44	Bear Helicopters	
30.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	arr
OO-GMJ	Beech 350	Air Service Liège	2x
PH-HCF	Cabri G2	HeliCentre	
PH-PXC	EC135P2+	Nationale Politie	<u>ZXP03</u>
31.N823SA	Ce208B	Nationaal Paracentrum Teuge	del
OE-FHK	Ce510	GlobeAir	arr
OO-TJK	P68	Aerodata International Surveys	
SE-LZX	AC690B	ARA	arr

The KIAS PC-6 visited the airport again on the 11th. The R66 on the 13th was on its way from London Ashford (Lydd) Airport to Lübeck Airport. It was removed from the CAA register as exported to Russia on the 14th. The Beech on the 30th made a round trip to Twente Aiport to attend the official opening of this ‘new’ civilian airport. The latest addition for the local parachute jumpers arrived on the 31st.

April 2017			
01.OE-FHK	Ce510	GlobeAir	dep GAC370B
03.LN-NPZ	PA-31	Blom Geomatics	dep
PH-ATT	H269C	Heli Holland	
04.PH-HCF	Cabri G2	HeliCentre	
05.G-UVIP	Ce421C	Aerodata International Surveys	dep
N823SA	Ce208B	Nationaal Paracentrum Teuge	dep
06.OK-KLM	PA-46-350T	Blue Sky Service	arr
07.N71SL	H269C	Jan Overeem / Chris Wouters	arr
08.PH-PXE	EC135P2+	Nationale Politie	<u>ZXP05</u>
09.N13FY	AT-6A	Hanno Wesdorp	
PH-LPH	EC120B	H.P.L. Metals	
10.OE-FWD	Ce510	Jet 24	
OO-HCA	R44	Heli & Co	
OO-HCA	R44	Heli & Co	11
11.OO-HCA	R44	Heli & Co	13
13.OO-HCA	R44	Heli & Co	
14.D-HGVB	R44	Rotavisie	
15.OE-FID	Ce510	Jet 24	17
PH-PXF	EC135P2+	Nationale Politie	<u>ZXP06</u>
17.PH-LBR	Ce208B	Skydive Rotterdam	21
18.OO-HCA	R44	Heli & Co	
OO-HCA	R44	Heli & Co	19
PH-WRW	EC120B	Heli Holland	
19.CS-PHE	EMB505	NetJets Europe	20
OO-HCA	R44	Heli & Co	20
PH-JBR	Ce208B	Tessel Air	dep
PH-JBR	Ce208B	Tessel Air	arr
PH-RWY	Bo105DBS4	Heli Invest	arr
20.CS-PHC	EMB505	NetJets Europe	NJE516L/793H
OO-HCA	R44	Heli & Co	
PH-PXE	EC135P2+	Nationale Politie	<u>ZXP05</u>
21.PH-UWL	Ce421C	Zurenborgh Beheer	arr
22.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	dep
N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	
23.OO-VBA	Bell 206B3	Van Hessen	
24.PH-JBR	Ce208B	Tessel Air	



Previously in service with E-Aviation as D-CHIO, this Cessna 525B was acquired by Silver Cloud Air in January 2017 as D-CSCA. (Groningen-Eelde, 30 April 2017, Simen Dorschman)



Delivered to Fotonor in January 1995 as LN-NPZ the Piper PA-31 was transferred to Blom Norkart Mapping in December 2003. (Teuge, 25 March 2017, Remco de Wit)

PH-PXE	EC135P2+	Nationale Politie	ZXP05	F-HLRA	DA62	SD Aviation	08
25.N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	arr	PH-MFX	Ce650	JetNetherlands	20
29.PH-SWN	Ce414A	PARC Air	dep	OO-ACO	Ce510	Air Service Liège	
PH-SWN	Ce414A	PARC Air		PH-PXZ	AW139	Nationale Politie	*ZXP26, GLV-V
30.D-HEOY	EC135T1	Heliventure FTO		PH-TCN	P180	JetNetherlands	2x
				UR-CBG	An-12BP	Cavok Air	12 CVK7023

Besides the maintenance visitors this month, the airport was also home to some charter flights. The new local para-platform departed to Finsterwalde, Germany on the 5th in order to install a skydive-kit. The Tessel Air Cessna returned home on the 19th, this time with its Dutch registration. The German registered helicopter on the 30th came in for some fuel after attending the TT motor races at Assen. The helicopter is being leased from Helicopter Travel Munich. Medic1 is stationed in Lint, near Antwerp, on a part of the grounds of the AED Film and Television Studios.

Credit: Teuge Airport

Eindhoven

April 2017							
01.CS-DLB	Falcon 2000EX	NetJets Europe	NJE037G/278B	13.03	C-17A	HAW	Bartok66
CS-DLD	Falcon 2000EX	NetJets Europe	NJE353A/546A	D-IFER	Ce510	Fair Air	
LX-LAA	Lj45	Ducair – LAR	02 DUK7AMB	CS-DXM	Ce560XLS	NetJets Europe	NJE290D/298Q
02.OO-IDE	Ce525	Air Service Liège	12	HB-LRV	PA-31T	Air-Connect	
PH-HGT	Ce680	ASL	04	OO-IDE	Ce525	Air Service Liège	
03.PH-HWM	CL-605	ASL	07	OO-IDE	Ce525	Air Service Liège	
PH-ULP	EC135T2+	ANWB – MAA		14. 02bl	L-410UVP	Transporto Esk.	15 LYF138
N550JD	G550	Deere & Company Avn Dep't	05	N501HM	G500	Executive Air Charter of Boca Raton	
PH-FJK	Ce525B	JetNetherlands	05	OE-FZA	Ce510	GlobeAir	GAC592B/903I
04.CH04	C-130H	20sq	*BAF671	CS-PHD	EMB505	NetJets Europe	NJE968T/369C
<u>S-456</u>	AS532U2	300sq	*Demon1, GLV-V	16.OO-PKX	Ce750	Air Service Liège	18
84008	Tp84	TFPS	SVF821	N194ER	Ce510	Blue Sky Aviation	
ES-TLS	L-39C	Apache/Skyline Aviation	12 Lion39	17.03	C-17A	HAW	18 Bartok69
N116MA	Lj35A	Skyline Aviation	Lion16	TC-TJI	B737-8S3	Corendon Airlines	CA11J/040
OE-FLG	Ce525	Smartline Luftfahrt		PH-HWM	CL-605	ASL	23
SE-RLC	B767	West Atlantic	TAY308P/1507	HB-LRV	PA-31T	Air-Connect	
05.470/31-CA	C-135FR	GRV02.091	dep FAF4016	PH-FJK	Ce525B	JetNetherlands	19
199/62-HG	CN235M-300	ET03.062	CTM2080	18.Q-01	AH-64DN	301sq	*GLV-V
746	C-130H	356 MTM	06 HAF356E	D-CBEN	Ce560XLS+	Adolf Würth	
D-892	CH-47F	298sq	*Grizzly33	OO-PKX	Ce750	Air Service Liège	19
J-055	F-16AM	312/313sq	*Metal1	D-CBEN	Ce560XLS+	Adolf Würth	
D-CBEN	Ce560XLS+	Adolf Würth		D-AWKG	Falcon 900EX	Adolf Würth	
PH-HGT	Ce680	ASL	14	D-IIVA	P180	AirGo Flugservice	XGO2EH/2MD
PH-FJK	Ce525B	JetNetherlands	13	19.ZM400	Atlas C1	24/70sq	RRR4101
UR-CBG	An-12BP	Cavok Air	dep CVK7022	D-CYKP	Ce550 Bravo	Stuttgarter Flugdienst	FFD361
06.01	C-17A	HAW	<u>Bartok65</u>	OE-LFB	B757-23A(F)	TNT Airways	dep TAY1321
OO-ACO	Ce510	Air Service Liège	07	20.FA131	F-16AM	10w	*BAF421
N570BY	G400	Lord & Taylor Acquisitions	07	03	C-17A	HAW	<u>Bartok70</u>
07.10+24	A310-304MRTT	FBS BMVg	dep Cobo42	OO-PKX	Ce750	Air Service Liège	
<u>MM62228</u>	KC-767A	8° Gruppo	dep	PH-HXG	B737-8K5	Transavia	f/v TRA591Z/74E

Personal copy

21. TC-SAB	CL-605	Döysa Air		06. PH-ENK	R44	Bear Helicopters	*
PH-HGT	Ce680	ASL	24	07. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
CS-DRZ	BAe125-800Xi	NetJets Europe	NJE573T/851Y	09. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
D-IKBO	Ce525A	Silver Cloud Air	22 SCR357	11. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
UR-CBG	An-12BP	Cavok Air	CVK7023/4	12. PH-HCD	Cabri G2	HeliCentre	*
22. LN-AKR	Falcon 900EX	G&A Air	23 AKK1	13. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
23. PH-MDG	Ce680	JetNetherlands	arr	PH-RBC	EC120B	HeliAir	*
PH-MFX	Ce650	JetNetherlands	arr	14. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
D-IKBO	Ce525A	Silver Cloud Air	SCR357	20. OO-HCA	R44	Heli & Co	
HB-LRV	PA-31T	Air-Connect		PH-RBC	EC120B	HeliAir	
OO-PKX	Ce750	Air Service Liège	arr	21. PH-DWW	R44	Wikselaar Satellite Trading	*
24. J-145	F-16AM	DMO/Volker Wing	*Cowboy69	PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
Q-01	AH-64DN	301sq	*Bat71.GLV-V	26. N-110	NH90-NFH	860Sq	*Neptune12
OY-GEF	Beech B200GT	Lars Thrane		PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
G-LARE	PA-30	Glareways (Neasden)	25	28. PH-DWW	R44	Wikselaar Satellite Trading	*
OE-GBC	Ce525B	Airlink	25	PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
F-GTVC	Beech 1900D	Twin Jet	25 TJT659A/B	PH-RBC	EC120B	HeliAir	
PH-HGT	Ce680	ASL	27	29. D-HGVB	R44	Rotavisie	*
25. D-102	CH-47D	298qs	*Grizzly78.GLV-V				
Q-01	AH-64DN	301sq	*GLV-V				
D-CAWU	Ce560XLS	Adolf Würth					
PH-CDF	B737-804	Corendon Dutch Airlines	CND512/511				
PH-FJK	Ce525B	JetNetherlands	28				
D-IFGN	PA-31T		26				
26. D-667	CH-47D	298sq	*Shadow1, GLV-V	03. OE-FDK	SC7M-3	Pink Aviation	April 2017
N-110	NH90-NFH	860sq	*Neptune12	05. PH-PXZ	AW139	Nationale Politie	04
D-CBEN	Ce560XLS+	Adolf Würth		06. J-624	F-16AM	322sq	*Slammer1
D-AWKG	Falcon 900EX	Adolf Würth		L-02	PC-7	131EMVosq	*
27. OO-PRM	Ce510	Air Service Liege	28	L-08	PC-7	131EMVosq	*
28. L-09	PC-7	131EMVosq	*Diamond08	L-10	PC-7	131EMVosq	*
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ697	L-11	PC-7	131EMVosq	*
PH-FJK	Ce525B	JetNetherlands		07. J-005	F-16AM	312/313sq	*Bonzo01
UR-CJN	An-12B	Cavok Air	arr	J-020	F-16AM	312/313sq	*Bonzo02
29. PH-HWM	CL-605	ASL	arr	L-08	PC-7	131EMVosq	*Diamond06
D-CGMR	Ce560XLS	SP.J. Roleski	30 ATL2R	PH-PXZ	AW139	Nationale Politie	ZXP26
				10. L-11	PC-7	131EMVosq	*Diamond09
				PH-PXZ	AW139	Nationale Politie	ZXP26
				11. L-02	PC-7	131EMVosq	*Diamond13
				L-10	PC-7	131EMVosq	*Diamond12
				14. ZH865	Hercules C5	24/30/47sq	RRR5860
				20. L-10	PC-7	131EMVosq	*Diamond11
				21. 1x	AW139	Nationale Politie	
				L-11	PC-7	131EMVosq	*Diamond10
				24. L-04	PC-7	131EMVosq	*Diamond10
				26. H35	A109BA	17sq/1w	
				27. PH-PXD	EC135P2+	Nationale Politie	ZXP04
				PH-PXE	EC135P2+	Nationale Politie	ZXP05

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

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

Hilversum

April 2017			
01. PH-ECE	EC120B	Heli Holland Holding	
02. G-BWTG	DHC-1	Classic Wing	
03. PH-MAA	EC135T2+	ANWB – MAA	Lifeline1
04. PH-HCF	Cabri G2	HeliCentre	*



In the Swedish Air Force this C-130H is called a Tp84. 84008 is being operated by the 71 Airlift squadron. (Eindhoven, 4 April 2017, Manolito Jaarsma)

Personal copy

Distribution to a third party is not allowed



Ecureuil 2 D-HCVG is being operated by Cineflight to shoot a promo for the 'This is Holland' experience, scheduled to open in the autumn of 2017. (Lelystad, 21 April 2017, Berend Jan Floor)

Local:

298sq CH-47D/F: D-102, D-106, D-667, D-890
 300sq AS532U2: S-442, S-453, S-456, S-459
 301sq AH-64DN: Q-01, Q-08, Q-13, Q-17, Q-18, Q-23

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

April 2017			
07. <u>PH-HHJ</u>	AS355F2	Heli Holland Holding	
10. <u>60+06</u>	P-3C	MFG3	*GNY4520
11. D-HDDL	EC135P2+	MFG5	GNY4920
13. LC-35	Lynx Mk.140	Algerian Navy	
<u>S-442</u>	AS532U2	300sq	*
18. <u>S-442</u>	AS532U2	300sq	*Wildcat-formation
<u>S-453</u>	AS532U2	300sq	*Wildcat-formation
25. S-453	AS532U2	300sq	
S-456	AS532U2	300sq (camo c/s)	
26. S-453	AS532U2	300sq	
S-456	AS532U2	300sq (camo c/s)	

Local:

860sq NH90-NFH: N-088, N-110, N-175, N-316, N-319, N-325

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

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

Leeuwarden

April 2017			
02. G-273	C-130H-30	336sq	NAF20
PH-MAA	EC135T2	ANWB - MAA	Lifeline1
05. 31+01	EF2000	TLG31	07 GAFK31B
07. R206/64-GF	C-160R	ET00.064	CTM2017
16805	C-130H	Esq501	AFP45
12. 60-0331	KC-135R	314th ARS/940th ARW	14 Nacho81
18. FA97	F-16AM	10w	26 BAF451
FB23	F-16BM	10w	26 BAF452
ET-022	F-16BM	Skrydstrup Wing	26 DAF3260
G-275	C-130H-30	336sq	*NAF75
664	F-16AM	FLO (tiger mks)	26 NOW132A
668	F-16AM	FLO	26 NOW132B
20. FA110	F-16AM	10w	21 BAF421
FA131	F-16AM	10w	*BAF421
21. J-208	F-16BM	DMO/Volkel Wing	arr Cowboy1

24. 07bl	C-27J	Transporto Esk	LYF166
07-7176	C-17A	3rd AS	RCH220

Two F-15C/D Eagles from the USAF detachment left Leeuwarden for Lajes, Azores and were supported by the Stratotanker. The preliminary FWIT qualification gathered some Belgian, Danish and Norwegian F-16s.

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

Lelystad

April 2017			
02. D-IBGC	PA-31T	Geocart Herten	
OO-WGW	AS350B3	Helimo	
PH-DWW	R44	Wikselaar Satellite Trading	*
04. G-CBJZ	Gazelle HT.3	Karl Georg Theurer	
PH-PXD	EC135P2+	Nationale Politie	*ZXP04
05. PH-KGJ	EC120B	Heli Holland Holding	07
D-CCVD	Ce560XLS	Dulco	06
06. PH-DTM	Yak-52	Dutch Thunder Yaks	Yak101
07. PH-JRN	TBM-900	Dok Vast	2x
PH-PXC	EC135P2+	Nationale Politie	ZXP03
08. PH-DKI	P68C	Zeeland Air	2x
N3596T	AC500	Centerline Aerospace	09
09. OH-PNX	PA-31-350	Aerodata International Surveys	
D-IWIL	Cessna 525	Air Waterland	del
PH-JRN	TBM-900	Dok Vast	
10. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
SE-DDY	Ce550	Wingefors Depå Sju	11
OO-HCA	R44	Heli & Co	
11. PH-DKI	P68C	Zeeland Air	2x
D-IMRB	Beech C90GTi	E-Aviation	EFD666
OO-FTS	Ce560XL	Luxaviation Belgium	dep
12. D-FLBK	PA-46-500TP	ISN Air Operations	
13. PH-DWW	R44	Wikselaar Satellite Trading	*
PH-ELP	EC135T2+	ANWB - MAA	18
14. OO-JWB	PC-12/47E	Nextgen Partners	
OH-PNX	PA-31-350	Aerodata International Surveys	
15. PH-DWW	R44	Wikselaar Satellite Trading	*
16. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
18. G-AWHE	HA-1112 M1L	Spitfire	
20. OY-GIS	P68C-TC	Bio Flight	BIO04
D-HCVG	AS355F2	CineFlight	22
22. PH-DWW	R44	Wikselaar Satellite Trading	*
OO-JWB	PC-12/47E	Nextgen Partners	
PH-UNN	EC120B	HeliCentre	23
24. N509EA	L-19A	J. Vlasveld	
N89JA	PA-31T	Teak International	

HB-FVD	PC-12/47E	Air-Corviglia	25
25. PH-JRN	TBM-900	Dok Vast	2x
27. D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
28. PH-RIW	R44	Riwald Recycling	
D-EIHW	Cessna TU206G	BSF Swissphoto	30
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
29. D-HGVB	R44	Rotavisie	
30. PH-ITI	H125	HeliCentre	f/v

On the 9th a German Cessna arrived apparently for resale by Air Waterland. According to the Eurocontrol file this bizjet is being operated by Wolters Verhuur b.v. According to trackers the aircraft operated a flight from and to Lelystad on the 21st via Luxembourg. We assume this was the acceptance flight for the new owner. The Hispano on the 18th was on its way to Germany, most probably to its new owner as it was exported a few days later. The German Ecureuil on the 20th arrived by road. The helicopter again was used to shoot footage for the 'This is Holland' experience. The EC120 helicopter on the 22nd was sporting special 'Plus Markt' colours. On the 30th a factory new H125 visited the airport. The owner is not known yet although it seems to be operated by HeliCentre.

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

Volkel

April 2017			
06. LX-N90455	E-3A	NAEW&CF	*Nato40
10. 08-8197	C-17A	62nd AW	RCH1026
84-0085	C-21A	76th AS	Falcon02
12. J-514	F-16AM	312/313sq	dep NAF312A
21. J-208	F-16BM	DMO/Volkel Wing	dep Cowboy1
24. D-667	CH-47D	298sq	*Shadow1
G-781	C-130H	336sq	*NAF71
26. N-110	NH90-NFH	860sq	NAF110/Neptune12

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

April 2017			
03. FB17	F-16BM	10w	*BAF459
D-ABFB	A320-214	Air Berlin	dep BER125Z
04. PH-PXY	AW139	Nationale Politie	ZXP25
VQ-BDC	B737-8SH	Nordwind Airlines	dep
06. J-624	F-16AM	322sq	*Slammer01
PH-PXY	AW139	Nationale Politie	ZXP25
10. VP-BIU	A319-113	Rossiya	11 SDM5405/

11. J-624	F-16AM	322sq	dep Dawg01
40-AOP	Fokker 100	Montenegro Airlines	MGX998/
13. H26	A109BA	17sq/1w	*BAF317
03	C-17A	HAW	Bartok66
D-103	CH-47D	ex-MINUSMA	o/b C-17A
S-445	AS532U2	300sq	Demon1
S-459	AS532U2	300sq	Demon2
LX-GJC	A318-112X	Global Jet Luxemb.	dep SVW28JC
14. OE-IEB	A319-112	Doric - Wölbern Flight Invest	arr
18. D-102	CH-47D	298sq	*Grizzly1-formation
D-106	CH-47D	298sq	*Grizzly1-formation
D-ALEX	A319-115X	K5 Aviation	arr KAY53
20. J-515	F-16AM	322sq	tst M2931
21. 1x	SF260D/M+	CC Air	*BAF195
25. D-667	CH-47D	298sq	*Grizzly32
J-515	F-16AM	322sq	dep Slammer02
26. H35	A109BA	17sq/1w	*BAF320

The Doric A319 on the 14th is better known from its previous career as Syphax TS-IEF, now heading for a new operator. The aircraft arrived with a white fuselage and a blue tail.

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

Flamingo (Bonaire, Dutch Caribbean)

April 2017			
01. HI860	BAe3201	ACSA - Air Century	
M-YFLY	PC12/47E	Fly High	03
YV1851	RC690C		
02. C-GRNN	DHC-8-106	DCCG - Provincial Airlines	*
03. N2333K	CeU206G		04
PH-FBH	AW139	DCCG	
04. N350PB	PA-31-350	JUS	
05. HK-2747	PA-31-350	Aviocesar	06
06. N743LG	Lj60	GP Cam Aviation Partners	
YV1443	PA-31T1		
YV2921	PA-31		07
07. HI840	BAe3101	ACSA - Air Century	08
N50HA	G500	251 Finance	
N180CP	Lj60	Global Parcel Services Corporation	
N989AL	Lj35A	REVA	
YV474T	Ce550		
YV1486	Beech 100		
YV2138	PA-23		
YV3128	Ce560 Ultra		
08. LV-FWZ	CL-604	Aerorutas SA de Transportes Aereos	
N80AT	G-IVSP	La Venezolana de Seguros y Vida	13
N350PB	PA-31-350	JUS	
N631DV	G200	R&L Aviation	
N887WM	Global XRS	Mente	
YV1039	RC690B		
YV2458	Beech A100		



This Airbus A320 was delivered to Air Berlin in December 2009 as D-ABFB. It was leased to Vueling as EC-LSA from June 2012 until November 2016. It was added to the fleet of Air Berlin again on the day this photo was taken. (Woensdrecht, 3 April 2017, Johan Havelaar)

Personal copy

Distribution to a third party is not allowed



HB-JMK made its final flight on the day this photo was taken. The aircraft was ferried from Zurich Airport to Enschede Airport Twente for dismantling by AELS. The Airbus A340 was delivered to Austrian Airlines in April 1997 as OE-LAK. Swiss took delivery of the aircraft in December 2007. (Twente, 27 April 2017, Remco de Wit)

YV2836	PA-31-325			24. 9H-VJE	Global 6000	VistaJet Malta	25
YV3048	PA-31			PH-FBH	AW139	DCCG	
YV3203	Beech 90			25. N2333K	CeU206G		
YV3260	RC690			YV1617	RC690B	Inversiones Enedinsi	
YV3288	Lj25			YV2736	Beech 400A		
09. HK-2747	PA-31-350	Aviocesar	10	26. N757M	BAe125-800A	Tumaca Editores	
YV2963	Ce425			N2333K	CeU206G		
10. N313BM	Beech B200GT	Touch and Go		YV3137	PA-34		
PH-FBH	AW139	DCCG		28. HI999	Saab 340B	ACSA	f/v 29
YV558T	BAe31	Sundance Air Venezuela		PH-FBH	AW139	DCCG	
YV1149	Ce206		15	YV2865	Beech 1900D	Chevron-Texaco	
YV2765	Ce421			YV3137	PA-34		
11. N350PB	PA-31-350	JUS		29. N707FJ	Falcon 900	TVPX Aircraft Registration Services	
PH-FBH	AW139	DCCG		YV2736	Beech 400A		
YV3288	Lj25			YV3288	Lj25		
13. YV2673	PA-31T2			30. N180CP	Lj60	Global Parcel Services Corporation	
14. HI840	BAe3101	ACSA - Air Century	15	YV2865	Beech 1900D	Chevron-Texaco	
HK-4662	Lj35A	SARPA		YV2921	PA-31		
N350PB	PA-31-350	JUS					
YV474T	Ce550			<u>Delta:</u>			
15. N350PB	PA-31-350	JUS		N386DA	23	N820DN	22
N528BS	Ce525B	Lofty Ventures	21	N394DA	16	N868DN	15
N743LG	Lj60	GP Cam Aviation Partners	17	N803DN	01	N3746H	02
YV1039	RC690B			N808DN	08	N3767	09
YV2458	Beech A100			N814DN	29	N37267	15/16
YV2765	Ce421						
YV3048	PA-31			<u>TUI Airlines Netherlands:</u>			
16. LV-FWZ	CL-604	Aerorutas SA de Transportes Aereos		PH-TFK	01, 04, 07, 11, 18, 22, 28		
N313BM	Beech B200GT	Touch and Go		PH-TFL	08, 14, 15, 22, 25, 29		
YV558T	BAe31	Sundance Air Venezuela					
17. N35WY	PC12/47E	IMP	19	<u>United:</u>			
N350PB	PA-31-350	JUS		N13227	08	N69885	01/02
PH-FBH	AW139	DCCG		N16234	01	N76505	22
YV1443	PA-31T1			N26208	22/23	N76532	08/09
YV2673	PA-31T2			N37252	15	N77510	29
YV2836	PA-31-325			N3754A	30	N86534	29/30
YV2963	Ce425						
YV3203	Beech 90						
YV3209	Ce500						
18. N2333K	CeU206G						
N440JJ	Lj45	JLL Aviation	25				
N999UP	MU-2B-60	Mootood					
YV1149	Ce206						
YV3057	Beech 400A						
19. N2333K	CeU206G						
PH-FBH	AW139	DCCG					
21. HI956	BAe3201	ACSA - Air Century	22				
VP-LNB	Beech 100	V.I. Airlink					
YV3203	Beech 90						
YV3209	Ce500						
22. N2333K	CeU206G						

Left out were KLM, Insel Air (Fokker 50, 70 and MD-80), Divi Divi Air and EZ Air (BN2) and the Learjet 55 N824CC which is based here, unless operating on a non-scheduled flight.

Nice start of the month with a PC-12 from and to St. Maarten. A Colombian Piper 31 followed some days later from Aruba and departed the next day to Santa Marta, Colombia but the best days to come this month were the 7th and 8th. The Argentinian Challenger came for fuel enroute from Buenos Aires to Nassau, Bahamas and vice versa on the 16th. In fact the whole month remained entertaining with many Venezuelans. The 21st brought an unusual prefix from the British Virgin Islands.

Credit: Danny de Kiewit.

Movements Belgium



JoinJet is a subsidiary of Sun-Air of Scandinavia. Dornier OY-JJB was added to the fleet in August 2012. JoinJet operates adhoc charters and executive flights. (Antwerp, 4 April 2017, Walter Van Brempt)

Antwerp

			April 2017				
01. 9H-AMZ	Global 6000	Comlux Malta	f/v 02 MLM241	10. G-KARE	PC-12/47E	Graham Aircraft Hire	f/v
D-IAHG	Ce525	Spree Flug Luftfahrt		N500J	G550	Johnson & Johnson	11
D-ISKY	Beech B200	Air Hamburg	02	OE-FBD	Ce510	GlobeAir	11
F-HFTV	Beech 200	Aero Sotravia	tst	OO-MJM	SV-4E	J. de Naeyer	
LX-EMO	Falcon 900C	Flying Group Luxembourg		YU-SPB	Ce560XLS	Prince Aviation	
OO-VGA	AS355F1	Heli Service Belgium	f/v 02	11. D-IATE	CeF406	Air Taxi Europe	
02. D-IAKN	Ce525A	Star Wings Dortmund		EI-RJF	BAe146-RJ85	Cityjet	
F-HFTV	Beech 200	Aero Sotravia	tst	F-GPJD	Beech E90	Arkata Aviation	12
LN-RBI	J3C-65	B. Sijmijnc	tst	G-LUBB	Ce525	Centreline Air Charter	12
OK-OKS	PA-42-1000	Air Bohemia		OO-WGW	AS350B3e	Helimo	
OO-GEE	PC-12/47E	Blue Sky Aviation	04	12. D-IERF	Ce525	Proair Aviation	f/v
OO-IDE	Ce525	Air Service Liège		F-GPJD	Beech E90	Arkata Aviation	tst
OO-TTD	AS350BA	Bedrijfswagens Degroote	f/v	I-TAKA	Ce560XLS	Sardinian Sky Service	f/v
03. CS-DXL	Ce560XLS	NetJets Europe	NJE4WT	N892WA	RC690A	Reni Aviation	tst
G-RVNK	P68B	Ravenair	04	OO-ACO	Ce510	Air Service Liège	15
04. G-RVRE	P68B	Ravenair	f/v 05	OO-STR	AS350B3	Stephex Stables	
M-LWSA	Global Express	Premium Jet	f/v	13. LX-NEW	PC-12/47E	Jetfly Aviation	
OO-GEE	PC-12/47E	Blue Sky Aviation	13	14. EI-RJH	BAe146-RJ85	Cityjet	f/v
OY-JJB	Do328-310	JoinJet	05	G-KARE	PC-12/47E	Graham Aircraft Hire	
PH-BYC	Beech 58	KLS		LN-RBI	J3C-65	B. Sijmijnc	dep
05. LX-JFK	PC-12/47	Jetfly Aviation		N500J	G550	Johnson & Johnson	15
N777XA	TBM-850	TLP Aviation	f/v	OO-JUK	Falcon 7X	Flying Group	f/v del
OE-GBB	Do328-110	Tyrol Air Ambulance		OO-STR	AS350B3	Stephex Stables	
OO-HSM	AS355F1	Heli Service Belgium		15. M-LEYS	Beech C90GT	Heres Aviation	
06. 9H-KAZ	BAe125-900XP	Hyperion Aviation	07	OO-GEE	PC-12/47E	Blue Sky Aviation	20
D-CJET	Ce525B	Air Hamburg	07 AHO121K	16. CS-DXZ	Ce560XLS	NetJets Europe	17
OO-KOR	Ce525A	Luxaviation Belgium	07	M-GETS	PC-12/47E	3FS Aviation	17
OO-MRS	R22	Heli Service Belgium		N550HJ	Ce550 Bravo	Bravo II	f/v dep
PH-STB	Falcon 900C	Exxaero	f/v 07	PH-DIX	PC-12/45	Din-Air	
07. 9H-KAZ	BAe125-900XP	Hyperion Aviation		17. 9H-INV	CL-604	Flexflight	f/v 19
D-BEKY	Falcon 2000LX	BASF		HB-FVD	PC-12/47E	Air Corviglia	
D-CJET	Ce525B	Air Hamburg	08 AHO121K/842V	M-LEYS	Beech C90GT	Heres Aviation	
D-IAKN	Ce525A	Star Wings Dortmund		OE-FID	Ce510	Jet 24	
D-IRSB	Ce525	Stuttgarter Flugdienst	09	OO-ACC	Ce525A	Air Service Liège	
M-ARIA	Ce680	Platinum Jet	f/v del	18. I-FXRI	P180	K-air	19
OE-FHK	Ce510	GlobeAir	GAC8171/A	N321CR	PA-46-350P	CS Air	
OO-ACO	Ce510	Air Service Liège		OE-FFB	Ce510	GlobeAir	
OO-STR	AS350B3	Stephex Stables		PH-TXA	Ce510	ASL	26
08. CS-DFF	Falcon 2000EX	NetJets Europe		19. D-INOB	Ce525A	Atlas Air Service	
D-IIPN	PA-34-220T	P. Nagel	09	G-RVNE	P68B	Ravenair	21
D-IWIR	Ce525A	Ohlair Charterflug	09	HB-VPE	Ce525A	Execujet Europe	f/v
G-OBSR	P68	Ravenair	tst	OO-TEA	EMB190STD	TUI Airlines Belgium	f/v
M-LEYS	Beech C90GT	Heres Aviation		OY-GFS	Falcon 2000LXS	Air Alsie	f/v
YU-SVL	Ce560XLS	Prince Aviation	09	YU-SVL	Ce560XLS	Prince Aviation	20
09. 9H-VFJ	CL-605	VistaJet Malta	f/v 10	20. D-IMAH	Ce525A	Mahle International	f/v
LY-ARI	ATR42-320	Danu Oro Transportas	f/v	G-RVNE	P68B	Ravenair	tst
LY-DAT	ATR42-512	Danu Oro Transportas		OY-GFS	Falcon 2000LXS	Air Alsie	
OO-SVG	SV-4B	J. de Block	20	21. RN08	NH90-TTH	1w	
YU-SPB	Ce560XLS	Prince Aviation		M-PLUS	G650	Bluejet	22
				N759SB	Ce510	PCM Jet Aviation	f/v
				OK-PCC	PC-12/47E	T-Air	
				OO-ESV	SV-4B	Custom Jet Solutions	

Personal copy

Distribution to a third party is not allowed

OO-IDE	Ce525	Air Service Liège	28	YU-BST	Ce525	Eagle Express	
22.H28	A109BA	1w					
G-RVNE	P68B	Ravenair					
LX-NEW	PC-12/47E	Jetfly Aviation	23				
OO-GHM	PA-34-220T	M. H.					
OO-WGW	AS350B3e	Helimo					
23.G12	MD900	Federale Politie					
D-ISJP	Ce525A	Star Wings Dortmund	24				
OO-NEY	EMB545	Air Service Liège	25				
24.CS-DXR	Ce560XLS	NetJets Europe					
CS-PHB	EMB505	NetJets Europe	25				
D-CTRI	Lj35A	Air Alliance					
D-IAAW	EMB500	Arcus Executive Aviation	27				
D-IJET	P180	AirGo Flugservice	f/v				
G-BWVZ	DHC-1	D. Campion					
G-FBKG	Ce510	Blink	25				
LX-EBE	Ce560XLS+	Flying Group Luxembourg	tst				
OO-ROR	SV-4B	S. Vancauteren					
SP-SPE	ATR72-202	Sprintair	25				
25.CS-PHB	EMB505	NetJets Europe					
D-IKGT	Raytheon 390	Karl Georg Theurer	f/v 26				
D-IKIM	Beech C90B	Kimmerlee Gewerbebau					
D-IRUP	Ce551	R+P Flugcharter	26				
OE-FHA	Ce510	GlobeAir					
OO-DTE	EC120B	Heliventure FTO	f/v				
OO-RFF	R44	Heliventure FTO					
PH-FIS	Ce525	JetNetherlands					
SP-SPE	ATR72-202	Sprintair	26				
26.CS-DXR	Ce560XLS	NetJets Europe					
EC-JCV	SA226AT	Flightline	27				
HB-IGV	Falcon 50EX	VF International					
N750GF	Ce750	Sporter Air	27				
OE-FBD	Ce510	GlobeAir	27				
OE-GBB	Do328-110	Tyrol Air Ambulance					
OO-NEY	EMB545	Air Service Liège					
SP-SPE	ATR72-202	Sprintair					
27.CS-DFF	Falcon 2000EX	NetJets Europe	28				
CS-DXF	Ce560XLS	NetJets Europe	28				
HB-IGV	Falcon 50EX	VF International					
PH-TXA	Ce510	ASL	28				
28.RN08	NH90-TTH	1w					
D-IOHL	Ce441	Ohlair Charterflug					
N127QR	Beech 300LW	A. Ruijgrok	02				
OO-WGW	AS350B3e	Helimo					
PH-FJK	Ce525B	ASL	29				
PH-HRK	P180	JetNetherlands					
29.OE-FFB	Ce510	GlobeAir					
OO-STR	AS350B3	Stephex Stables					
30.G-RVNE	P68B	Ravenair	tst				
OO-IDE	Ce525	Air Service Liège					
OY-GIS	P68C	Bio-Flight					

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

April 2017

01.D-CDDD	Ce560XLS+	DC Aviation	
D-CHGS	EMB505	Hans Grohe	02
G-ZNTH	Lj75	Zenith Aviation	
OO-FYS	Ce525B	Luxaviation Belgium	
OO-SDT	Beech B300	Bongrain Benelux	
PH-FJK	Ce525B	ASL	
02.LX-NEW	PC-12/47E	Jetfly Aviation	
OO-CIV	Ce525A	Luxaviation Belgium	
OO-FYS	Ce525B	Luxaviation Belgium	
OO-IDY	Falcon 7X	Flying Group	
OO-NGI	ERJ190BJ	Flying Group	
03.A41-213	C-17A	36sq	ASY441
D-IAWG	Ce425	Aerowest	
G-CIEL	Ce560XL	Luxaviation UK	
M-ABGV	Lj45XR	Ryanair	
N240LG	Falcon 900EX	Liberty Global	
N885WT	G550	Qualcomm Inc	05
OO-AMR	Ce525A	Air Service Liège	
OO-CIV	Ce525A	Luxaviation Belgium	
PH-FJK	Ce525B	ASL	
PH-MYX	Ce650	JetNetherlands	
04.0260	Yak-40	241.dlt	05
14+04	Global 5000	FBS BMVg	05
L1-01	Falcon 2000EX	Slovenian Air Force	
ZE707	BAe146 CC2	32(TR)sq	05
9H-YES	B737-5Q8	Air X Charter	
9K-GCC	B737-9BQ	State of Kuwait	
A7-MHH	A319-115X	Qatar Amiri Flight	
CS-DVS	EMB500	Valair	
CS-DXS	Ce560XLS	NetJets Europe	
D-BEKY	Falcon 2000LX	BASF	05
D-IOSD	PA-42-720	ProAir Aviation	
G-ZNTH	Lj75	Zenith Aviation	
LX-LAA	Lj45	Duclair - LAR	



This Falcon 2000LXS was delivered to Air Alsie in February 2017, the bizjet is being operated for the Grundfos Holding, a Danish pump manufacturer. (Antwerp, 19 April 2017, Walter Van Brempt)

Personal copy



Initially delivered to Iberworld in December 1998 this Airbus A320 was added to the fleet of SmartLynx Estonia in April 2015. The Airbus is leased to TUI Airlines Belgium for the summer season. (Brussels, 2 April 2017, Jochem Jottier)

N3877	Global XRS	MicroStrategy Services Corp.	05	D-IBAR	Beech B200	Nordavia Flug	
OE-FXM	Ce525A	Speedwings Executive Jet	05	11. C-FJAU	B737-8K5	Sunwing Airlines	arr SWG9930
OM-BJB	Ce525A	Berlin Jets		CS-DRN	BAe125-800XPi	NetJets Europe	12
PH-MYX	Ce650	JetNetherlands		HB-JIN	Falcon 900EX	Jet Aviation	
VP-BYA	B737-7AN	Saudi Oger		LX-JFN	PC-12/47	Jetfly Aviation	
05.MM62209	A319-115X	306° Gruppo TS		LX-JFU	PC-12/47E	Jetfly Aviation	
102005	Tp102D	TSFE		OO-NAD	Falcon 7X	Flying Group	
T-785	Falcon 900EX	LTDB		12.9H-MTF	B737-329	Maleth-Aero	MLT862
CS-DXJ	Ce560XLS	NetJets Europe		D-CURT	Lj31A	Air Alliance Express	
CS-DXM	Ce560XLS	NetJets Europe	05	F-HDJL	Falcon 2000LX	Dassault Aviation	
CS-LTA	Ce680A	NetJets Europe		F-HMAU	EMB500	Lei Moa	13
D-CGAA	Ce560XLS+	Air Hamburg		G-RAJJ	BAe146-200	Cello Aviation	
D-CURT	Lj31A	Air Alliance Express		OE-FHA	Ce510	GlobeAir	
G-JAGA	EMB505	Luxaviation UK		OO-DDA	Ce525A	Luxaviation Belgium	
N379G	Global XRS	GE Corporate Air Transport		OO-FPE	Ce525B	Flying Group	
N772AV	G-IV	Journey Aviation	07	UR-CZZ	An-12BP	Ukraine Air Alliance	
N988H	Falcon 900EX	Honeywell		13.D-IAWG	Ce425	Aerowest	
OE-FXM	Ce525A	Speedwings Executive Jet		F-GZTS	B737-73V	ASL Airlines France	f/v
OO-SKY	Ce525A	Luxaviation Belgium		G-LXWD	Ce560XLS	Fly Victor	
OY-RJC	CRJ100LR	BackBone Aviation		G-POWN	A321-211	Titan Airways	
PH-KBX	Fokker 70	Dutch Government		G-RAJJ	BAe146-200	Cello Aviation	
TC-CTN	Falcon 2000	Boydak Air	06	HB-JSS	Falcon 7X	CAT Aviation	
TC-KHB	G450	Gozen Air Services		I-CABD	Ce525	Interfly	
06.T-784	Ce560XL	LTDB		LX-LAB	PC-12/45	Jetfly Aviation	
CS-DXZ	Ce560XLS	NetJets Europe		OE-FCB	Ce510	GlobeAir	14
D-CFIV	Lj35A	Air Alliance		OE-FHA	Ce510	GlobeAir	
D-CMHS	Ce525B	Helicopter Travel Munich		OO-KOR	Ce525A	Luxaviation Belgium	
D-CSAG	EMB505	Sudzucker Reise Service		OO-PAR	Ce525B	Luxaviation Belgium	
D-CUUV	Ce560XLS+	DC Aviation		SX-ATF	B737-406	Gainjet Aviation	
D-IAAT	EMB500	Arcus Air		14.05-4613	C-40C	73rd AS	
YR-TRC	CL-300	Toyo Aviation		LX-JFA	PC-12/47E	Jetfly Aviation	
07.05-0932	C-40C	73rd AS		LX-JFH	PC-12/45	Jetfly Aviation	
CS-DQA	Ce560XLS	NetJets Europe		OE-FZA	Ce510	GlobeAir	
HB-JOB	Falcon 7X	CAT Aviation		15.9H-MIR	CL-604	Hi Fly Malta	
LX-JFY	PC-12/47E	Jetfly Aviation		D-CAWR	Ce560 Encore+	Aerowest	
SX-JET	Falcon 7X	Amjet Executive	08	D-CGGG	Lj31A	Jetcall	
08.C-FRSA	B787-9	Air Canada	f/v	D-CONE	Lj35A	Air Alliance	
CS-DXJ	Ce560XLS	NetJets Europe		F-HGOD	P180	Investairs	
CS-PHH	EMB505	NetJets Europe		OE-FDT	Ce510	GlobeAir	
D-CGAA	Ce560XLS+	Air Hamburg		OE-FFB	Ce510	GlobeAir	
D-CGRC	Lj35A	Jet Executive Int'l		OO-DWK	BAe146-RJ100	Brussels Airlines	dep BEL9901
LX-JFS	PC-12/47E	Jetfly Aviation		16.CS-LTA	Ce680A	NetJets Europe	
LX-SAB	Falcon 900DX	Global Jet Luxembourg		D-IAWG	Ce425	Aerowest	
09.CS-DRU	BAe125-800XPi	NetJets Europe		OO-FYS	Ce525B	Luxaviation Belgium	
LX-JFY	PC-12/47E	Jetfly Aviation		17.CS-DXY	Ce560XLS	NetJets Europe	
N888HJ	Beech B200	MHJ Group		CS-PHI	EMB505	NetJets Europe	
OK-BII	Beech 400A	JetBee Czech		D-ISJP	Ce525A	J. Persch	
10.09-0540	C-40C	73rd AS	12	LX-JFW	PC-12/47E	Jetfly Aviation	
5B-DCV	A319-132	Cobalt	f/v FCB334/5	N2016A	Falcon 7X	Marmon Group	
D-CAWU	Ce680+	Aerowest	11	N560U	Global 5000	United Technologies	
D-CEFD	Ce525B	Eisele Flugdienst		OO-FPE	Ce525B	Flying Group	

Personal copy

Distribution to a third party is not allowed

	OO-FYS	Ce525B	Luxaviation Belgium		CS-DXO	Ce560XLS	NetJets Europe	
	OO-JAA	B737-8BK	TUI Airlines Belgium	arr JAF102	D-BEEP	Ce750	Air X	25
	OO-SKY	Ce525A	Luxaviation Belgium		F-HFKG	ERJ145EU	Enhance Aero Group	
	SX-JET	Falcon 7X	Amjet Executive		G-CHUI	Ce560XLS+	Air Charter Scotland	
18.	9H-TQM	A340-313X	Hi Fly Malta		LX-JFH	PC-12/45	Jetfly Aviation	
	CS-DVY	ERJ135BJ	Masterjet		SU-SME	Ce680	Smart Aviation	
	D-IDAS	EMB500	DAS Private Jets		23.LX-JFN	PC-12/47	Jetfly Aviation	
	D-IPVD	Ce525A	Prominent Gruppe		N47EG	Falcon 900EX	Bloomberg Services	
	HB-JFE	Global 6000	Rolex		OO-FYS	Ce525B	Luxaviation Belgium	
	LX-JFW	PC-12/47E	Jetfly Aviation	19	PH-FJK	Ce525B	ASL	
	OO-FPE	Ce525B	Flying Group		SE-RHJ	Ce560XL	Jivair	
	OO-VMF	Ce560XLS+	Air Service Liège		24.C-GDPF	Global Express	Execaire	25
19.	CS-CHB	CL-350	NetJets Europe		D-IKOB	Beech B200	Jet Executive Int'l	
	CS-LTB	Ce680A	NetJets Europe		F-HBMR	Ce550	Valljet	
	D-ABDQ	A320-214	Eurowings		F-HSAS	Falcon 7X	Sanofi-Aventis Groupe	
	D-CHRD	Ce525C	Hahn Air		G-OBYE	B767-304ER	Thomson Airways	
	D-CLBM	EMB505	Liebherr Aerospace		LX-LAA	Lj45	Ducair – LAR	
	EI-LEO	Ce750	Airlink Airways		OE-GZK	Ce560XLS	International Jet Management	25
	F-GVVB	Ce525B	Evolem Aviation		OO-VMF	Ce560XLS+	Air Service Liège	
	HB-IZJ	Saab 2000	Darwin Airline		OY-CLP	Ce650	Clipper Air Transport	
	LX-JFN	PC-12/47	Jetfly Aviation		OY-RCI	A319-112	Atlantic Airways	
	N585GS	G650ER	Solaris Aviation		YU-BNA	Falcon 50	Serbian Government	
	OH-WIC	CL-604	Jetflite	25.	77/XD	TBM-700A	ET00.060	
	OK-FCY	Ce525A	Eclair Aviation		D-CARO	Ce680+	Aerowest	26
	OK-XLS	Ce560XLS+	Silesia Air		D-CPOS	Ce560XLS+	IFM Traviation	
	OO-VMF	Ce560XLS+	Air Service Liège		D-FKAI	PC-12/47E	Kaiser	
	SP-MRC	Saab 340A	Sky Taxi		HB-JFL	ERJ135BJ	Nomad Aviation	26
20.	9H-PAM	B737-33AQC	Maleth-Aero		M-MDMH	EMB505	Herrenknecht Aviation	
	CS-CHC	CL-350	NetJets Europe		M-SBUR	G200	Quinzol Ventures	
	CS-DRV	BAe125-800XPi	NetJets Europe		N18UD	Falcon 900LX	Solaris Aviation	
	CS-PHH	EMB505	NetJets Europe		N368FK	Falcon 900EX	Solaris Aviation	
	D-CKPP	SA227DC	BinAir		N818RC	CL-300	Tri Marine Logistics	
	D-IAAD	EMB500	Arcus Air		OE-GDP	EMB505	Speedwings Executive Jet	27
	D-IPVD	Ce525A	Prominent Gruppe		OO-FYS	Ce525B	Luxaviation Belgium	
	F-HEND	Ce510	Astonjet		OY-RJC	CRJ100LR	BackBone Aviation	
	G-FLBK	Ce510	Blink		SE-RHJ	Ce560XL	Jivair	
	I-GOCO	Lj40	Sirio		SP-KPC	Saab 340A	Sprintair	
	LX-LAA	Lj45	Ducair – LAR		YU-BZZ	Ce550 Bravo	Air Pink	
	LX-ONE	Lj35A	Luxemb. Air Rescue	26.	147/XS	TBM-700A	ET00.060	
	OO-CIV	Ce525A	Luxaviation Belgium		9H-VFC	CL-605	VistaJet Malta	
21.	9H-PAM	B737-33AQC	Maleth-Aero		CS-DTC	EMB500	Heli Bravo	27
	D-CARO	Ce680+	Aerowest		CS-DTZ	Falcon 2000	Masterjet	
	D-CHIC	EMB505	Air Hamburg		D-CAHO	Ce560XLS+	Air Hamburg	
	D-CKPP	SA227DC	BinAir		F-HJCD	Falcon 2000LX	JC Decaux	
	EC-LEB	Global XRS	TAG Aviation España		F-HTLS	EMB500	PH Occitanie	
	SP-KPC	Saab 340A	Sprintair		G-GMMR	BAe125-800B	Sovereign Business Jets	
22.	9H-CGH	Falcon 50EX	Elit'avia Malta		G-PEPI	ERJ135BJ	Luxaviation UK	



In October 2000 this Falcon 2000 was delivered to St. Paul Aviation as N96FC. In October 2011 it was registered M-NIKO with Halkin Jet, an Italian company. Via San Marino as T7-NIK it was transferred in April 2016 to G-TNIK and being operated by Blu Halkin this time London based. (Brussels, 30 April 2017, Eric Vangeel)



This Boeing 757 was originally delivered to Britannia Airways in 1994. It ended up as HB-JJE with PrivatAir in 2013, being operated for ECAir - Equatorial Congo Airlines. It is currently stored in front of the refugee center at Brussels. (Brussels, 30 April 2017, Mathijs Clottens)

G-TNIK	Falcon 2000	Blu Halkin		CS-TFZ	A330-243	Hi Fly
HA-JEO	Ce650	Jetstream		LZ-OOI	Falcon 2000	Republic of Bulgaria
HB-JFI	Falcon 2000EX	Jet Aviation		OE-INK	CL-605	Transair
M-ABJA	Lj45XR	Ryanair		OH-WIC	CL-604	Jetflite
OE-FCZ	Ce525A	Avcon Jet	27	OM-BYA	A319-115X	Slovak Government
OE-LUB	Global XRS	Laudamotion	27	OO-FYS	Ce525B	Luxaviation Belgium
OK-PMP	PC-12/47E	T-air		OO-NGI	ERJ190BJ	Flying Group
OO-KOR	Ce525A	Luxaviation Belgium		YR-TRC	CL-300	Toyo Aviation
YU-BZZ	Ce550 Bravo	Air Pink	27	30.CS-DLF	Falcon 2000EX	NetJets Europe
27.50+17	C-160D	LTG63	GAF640	G-YMKH	ERJ135BJ	TAG Aviation (UK)
C-GDPF	Global Express	Execaire		LX-JFN	PC-12/47	Jetfly Aviation
CS-DFF	Falcon 2000EX	NetJets Europe				
CS-DXL	Ce560XLS	NetJets Europe				
CS-LTA	Ce680A	NetJets Europe				
D-CAGA	EMB505	Luxaviation Germany				
D-CASH	EMB505	Air Hamburg				
D-GFAS	DA42	Franconia Air Service				
F-HEXR	Falcon 7X	Exair				
G-LEAX	Ce560XLS	Luxaviation UK				
N900ES	G550	Earth Star				
OO-EDV	Ce525B	Stephex Stables				
OO-FYS	Ce525B	Luxaviation Belgium				
OY-RCI	A319-112	Atlantic Airways				
PH-HGT	Ce680+	JetNetherlands				
28.678	G-V	352 MMYP				
258	Lj45	MATS				
07	C-27J	Transporto Esk				
9A-CRO	CL-604	Croatia Gvmt				
D-CASH	EMB505	Air Hamburg				
HA-JEO	Ce650	Jetstream				
LX-SEH	Ce560XLS	Luxaviation				
M-AAAL	Global 6000	ALM Jet				
N240LG	Falcon 900EX	Liberty Global				
OE-GDF	EMB505	Speedwings Executive Jet				
OE-LUB	Global XRS	Laudamotion				
OO-FPE	Ce525B	Flying Group				
OO-KOR	Ce525A	Luxaviation Belgium				
OO-SDT	Beech B300	Bongrain Benelux				
PH-MYX	Ce650	JetNetherlands				
29.2801	A319-115X	241.sdl	CEF02	03.FA91	F-16AM	2w
C-080	CL-604	Esk 721	DAF002	04.PH-LAB	Ce550	NLR
68/F-RAFA	Falcon 7X	ET00.060		1x	C-130H	20sq
15+02	A319-115X	FBS BMVg		05.PH-LAB	Ce550	NLR
MM62209	A319-115X	306° Gruppo TS		06.CE02	ERJ135LR	21sq
G-988	C-130H	336sq		07.CH07	C-130H	20sq
17402	Falcon 50	Esq504		CH08	C-130H	20sq
L1-01	Falcon 2000EX	Slovenian Air Force		10.CH01	C-130H	20sq
T.18-3/45-42	Falcon 900B	451 Esc		L-10	PC-7	131EMVOsq
102004	Tp102C	TSFE		11.08-8197	C-17A	62nd AW
9H-VFA	CL-605	VistaJet Malta		13.D-890	CH-47F	298sq
				19.FA98	F-16AM	2w
				FB22	F-16BM	2w
				20.CH11	C-130H	20sq
				H29	A109BA	1w (special c/s)

Highlights for Brussels this month started on the 3rd when an Australian Globemaster arrived with a special cargo on board. In 1936, two large stone guardian lions were donated to the Australian War Memorial by the mayor of the Belgian city of Ypres. The lions, carved from limestone, were given to the Australian government as a gesture of friendship. These lions were on board the Globemaster, returning temporarily to Ypres for the centenary of the battle of Passchendaele in 2017. On the 8th the first Air Canada B787-9 visited Brussels. Two days later Cobalt started their service. On the 11th a TUI Boeing returned from winter lease to Sunwing. On the 13th some charters related to the Anderlecht - Manchester United football game were seen. A former Brussels Airlines aircraft departed to Norwich on the 15th. On the 17th a TUI aircraft returned from winter lease to Miami Air. The Eurowings Airbus on the 19th is being leased from Air Berlin and is being operated in special Europa Park colours.

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

Kleine Brogel

April 2017

03.FA91	F-16AM	2w	dep
04.PH-LAB	Ce550	NLR	*
1x	C-130H	20sq	*
05.PH-LAB	Ce550	NLR	*
06.CE02	ERJ135LR	21sq	*
07.CH07	C-130H	20sq	*
CH08	C-130H	20sq	*
10.CH01	C-130H	20sq	*
L-10	PC-7	131EMVOsq	*
11.08-8197	C-17A	62nd AW	12
13.D-890	CH-47F	298sq	*
19.FA98	F-16AM	2w	
FB22	F-16BM	2w	
20.CH11	C-130H	20sq	*
H29	A109BA	1w (special c/s)	*

Personal copy

Distribution to a third party is not allowed

ST43	SF260D	CC Air (grey c/s)	*
21.CE04	ERJ145LR	21sq	*
FA92	F-16AM	2w	*
FA128	F-16AM	2w	*
24.ST22	SF260M+	CC Air (special c/s)	*
ST31	SF260M+	CC Air (special c/s)	*
ST34	SF260M+	CC Air (special c/s)	*
ST36	SF260M+	CC Air (special c/s)	*
26.CH12	C-130H	20sq	*
28.H29	A109BA	1w (special c/s)	*
RN03	NH90-NFH	40sq	*
RS04	Seaking Mk48	40sq	*
ST06	SF260M+	CC Air (special c/s)	*
ST22	SF260M+	CC Air (special c/s)	*
ST31	SF260M+	CC Air (special c/s)	*
ST34	SF260M+	CC Air (special c/s)	*
ST36	SF260M+	CC Air (special c/s)	*
ST47	SF260D	CC Air	*

On the 28th the acceptance demo's of all Belgian Air Force display teams took place at Kleine Brogel. The Red Devils practiced their demo already on the 24th.

Credit: Toon Cox.

Koksijde

April 2017			
05.1x	SF260D	CC Air	3x *
PH-LAB	Ce550	NLR - TU Delft	06
06.FB14	F-16BM	10w	*
ZK582	Chinook HC6	Odiham Wing	*
PH-LAB	Ce550	NLR - TU Delft	*
10.FA118	F-16AM	10w	*
FB14	F-16BM	10w	*
11.ZK561	Chinook HC6	Odiham Wing	*
18.ST45	SF260D	CC Air	*
ST48	SF260D	CC Air	*
19.ST45	SF260D	CC Air	3x *
24.ST48	SF260D	CC Air	*
25.1x	SF260D	CC Air	*
26.ST30	SF260M+	CC Air	*
ST32	SF260M+	CC Air	*
27.G01	Ce182RG	Federal Police	*

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Filip Candaele, Bart Provoost, Christopher Noens, Giano De Haasse.

Liège

April 2017			
01.LX-GCL	B747-467F	Cargolux Italia	dep TAY001
OE-IFD	B747-4B5ERF	ASL Airlines Belgium	del
03.N851FD	B777-FS2	FedEx	04 FDX9010/0018
N889FD	B777-FS2	FedEx	05 FDX9030/0018
04.I-SWIA	B747-4R7F	SW Italia	arr QTR8203
OY-JTN	B737-4Q8(F)	ASL Airlines Ireland	del JTG9001
05.9H-BCP	Lj45	Skyfree	
N882FD	B777-F28	FedEx	arr FDX5170
06.LX-EAA	Lj45	Ducair - LAR	dep
N700CK	B747-4R7F	Kalitta Air	arr CKS465
N886FD	B777-FS2	FedEx	arr FDX5170
RA-82044	An-124-100	Volga-Dnepr	07 VDA5117/ -
07.EI-STN	B737-4Q8(F)	ASL Airlines Ireland	dep
LX-JCV	B747-4EVERF	Cargolux	dep
N884FD	B777-FS2	FedEx	arr
N886FD	B777-FS2	FedEx	dep
08.D-IKBO	Ce525A	Silver Cloud Air	
HB-VER	Ce525A	Swiss Private Flights	09
LX-GCL	B747-467F	Cargolux Italia	arr TAY002
N884FD	B777-FS2	FedEx	dep FDX18
N889FD	B777-FS2	FedEx	arr FDX5170
SP-ENN	B737-8CX	Enter Air	ENT513P/513
09.EW-328TG	An-26B	Genex	arr
N885FD	B777-FS2	FedEx	arr
10.C-GEJD	Lj45	Skyservice Business Aviation	
HB-VER	Ce525A	Swiss Private Flights	12
OE-GJP	Ce525B	Smartline	12
11.N885FD	B777-FS2	FedEx	dep
12.D-IMGW	Ce525A	Air Hamburg	
EI-FWB	RRJ-95B	Cityjet	
G-CGOA	Ce550	Xclusive Jet Charter	
N863FD	B777-FS2	FedEx	arr
YR-FKB	Fokker 100	Carpatair	dep
13.EI-FWB	RRJ-95B	Cityjet	tst *BCY130T
N863FD	B777-FS2	FedEx	dep
N884FD	B777-FS2	FedEx	arr FDX5170
14.N782CK	B747-4HQERF	Kalitta Air	arr CKS9203
N885FD	B777-FS2	FedEx	arr FDX5170
15.SP-ENG	B737-8CX	Enter Air	
17.UR-CGW	An-12BP	Ukraine Air Alliance	arr UKL4064
VP-BVX	B777-212ER	VIM Airlines	MOV867/8
18.G-YEDC	Ce525B	Air Charter Scotland	dep
M-NTOS	Ce525C	Selementos	arr



FedEx took delivery of this Boeing 777 freighter in October 2011. The aircraft was used to transport Bao Bao (Bow-Bow) a 3 ½ year-old American-born giant panda to China in February 2017. For that occasion the aircraft was adorned with a large panda sticker. (Liege, 9 April 2017, Bjorn van der Velpen)



RA-67234 is one of six Canadair CRJ200LR aircraft currently listed with Severstal Air Company. The company is rarely seen in western Europe. The aircraft is a former Air Nostrum aircraft and since May 2014 with the company. (Ostend, 21 April 2017, Nik Deblauwe)

19.9H-AUL	B737-375(F)	Maleth-Aero	arr MLT733F	OO-SKY	Ce525A	Luxaviation Belgium	dep AAB103
D-CSAG	EMB505	Sudzucker Reise Service		OO-SKY	Ce525A	Luxaviation Belgium	05 AAB182/ -
EC-HDS	B757-256	Privilege Style	arr PVG7995	PH-BYC	Beech 58	KLS	KLM7908
F-GDHD	BN-2A	Aero-Sotravia	arr ASR341A	05.N165SL	P180	Nextgen Partners	
G-RHMS	ERJ135BJ	TAG Aviation (UK)		PH-LAB	Ce550	NLR - TU Delft	06
N782CK	B747-4HQERF	Kalitta Air	CKS541	07.D-IPCH	Ce525A	Jetkontor	JKH323
N857FD	B777-FS2	FedEx	arr FDX5170	G-FBLK	Ce510	Blink	09 BKK4D
N889FD	B777-FS2	FedEx	dep FDX18	11.ER-BAM	B747-409(F)	Aerotrans	ATG2281/2
VP-BVX	B777-212ER	VIM Airlines	MOV867/8	12.F-HCPB	Ce525	Bleu Azur	13
20.F-HGOD	P180	Investairs		N165SL	P180	Nextgen Partners	
OY-JTL	B737-42C(F)	Jet Time (a/w)	arr JTG9001	13.LX-LAA	Lj45	Ducair - LAR	DUK7AMB
24.VP-BVX	B777-212ER	VIM Airlines		OO-KOR	Ce525A	Luxaviation Belgium	14
25.D-CSAG	EMB505	Sudzucker Reise Service	dep	OO-TEA	EMB190STD	TUI Airlines Belgium	f/v JAF444
G-SDRY	Ce525C	Dowdswell Aviation		14.OE-FGI	Ce525	Szalburg Jet Aviation	
26.F-HITM	Beech 400A	Air ITM		OO-FPE	Ce525B	Flying Group	
N862FD	B777-FS2	FedEx	arr	SE-LZU	RC690A	Aerodata International Surveys	
VP-BVX	B777-212ER	VIM Airlines	MOV867/8	15.N888ZJ	Global Express	Zetta Jet	
27.D-IRUP	Ce551	R+P Flugcharter	arr	OY-RAB	Falcon 7X	Air Alsie	MMD6278
G-PHNM	EMB500	YC Investissements	arr	16.OO-FFB	Ce208B	Para Centrum Vlaanderen	arr
N856FD	B777-FS2	FedEx	arr	18.EI-LEO	Ce750	Airlink Airways	
28.N883FD	B777-FHT	FedEx	arr	F-HELLA	ERJ145EU	EnhanceAero	SVB001
29.VP-BVX	B777-212ER	VIM Airlines	MOV867/8	OO-PGG	Ce560XL	Luxaviation Belgium	AAB539/
30.UR-82072	An-124-100	Antonov Design Bureau	arr	19.ER-JAI	B747-412(F)	Aerotrans	20 ATG4459
				20.F-HELLA	ERJ145EU	EnhanceAero	SVB002/P
				RA-67234	CRJ200ER	Severstal	f/v 23 SSF9581/2
				21.F-HCPB	Ce525	Bleu Azur	2x
				22.CE04	ERJ145LR	21sq	BAF612
				RS04	Sea King Mk48	40sq	
				OO-MMM	BN-2A	Coast Guard	
				OO-NHY	AS365N3	NHV	
				25.CS-PHA	EMB505	NetJets Europe	NJE805K/510M
				EI-EDP	A320-214	Aer Lingus	tst EIN990/1
				27.F-HCPB	Ce525	Bleu Azur	2x
				N165SL	P180	Nextgen Partners	arr
				28.OO-FOX	PA46-350P	Comadis	arr
				30.EC-HDS	B757-236	Privilege Style	f/v JAF901P/7901
				EC-HDS	B757-236	Privilege Style	01 JAF7902/902P
				F-HERE	Ce510	Wijet	BKK701

On the 1st the second of two Boeing 747 freighters arrived at the airport. On the 3rd the acquisition of TNT by FedEx took another turn when the first two FedEx aircraft landed in Liège. In this case, these are the airplanes that will inaugurate the "round the world" line, between Liege and Liège... via Memphis then Seattle, Anchorage and Shanghai. Officially this line will be inaugurated on the 20th. The ASL Boeing on the 4th was delivered from Copenhagen. It operated its first service as EI-STN on the 7th in basic Jet Time colours. On the 13th a CityJet Superjet performed a touch and go, training pilots for Brussels Airlines. VIM Airlines started operating charterflights to China on the 17th. The company took over the flights from I-Fly. The Privilege Style flight on the 19th was a football charter for Celta Vigo. The next day another former Jet Time Boeing arrived from Lasham Airfield all white. It took almost a month for the aircraft to be re-registered to EI-STL.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

April 2017			
02.OO-KOR	Ce525A	Luxaviation Belgium	03 AAB279/420
SE-RMA	CL-300	Svenskt Industriflyg	dep JET3
TC-FHY	A320-214	Freebird Airlines	FHY7885/6
03.OO-ACC	Ce525A	Air Service Liège	dep
OO-ACC	Ce525A	Air Service Liège	
OO-FPF	Ce525B	Flying Group	FYG003F/001F
04.CS-DVS	EMB500	Valair	VVV331/2
ER-BAM	B747-409(F)	Aerotrans	05 ATG2281/2

EgyptAir Cargo:

SU-GAC	05/06, 09, 17, 20, 25
SU-GAS	03, 14, 18, 22, 27, 29
SU-GAY	01, 02, 04, 07, 09, 10, 11, 13, 15, 23, 25/26, 28

JetairFly:

OO-JAV	01-28 daily	OO-TEA	13, 16-30 daily
OO-JOS	28	OO-TUK	30/01
OO-JVA	01-17 daily	OO-TUV	09, 16, 28, 29, 30

The Embraer on the 13th operated a training flight. The visitors on the 22nd were related to the 'Aviation Day' event. See the next page for a small report on the event. The Islander on the 22nd recently received new colours and Coast Guard titles. The Aer Lingus on the 25th operated a training flight.

Credit: Replo.be

Luchtvaartdag 2017 Belgium



On 22 April 2017 the "Aviation Day 2017" was held at four Flemish airports: Wevelgem, Oostende-Brugge, Antwerp and Brussels (Melsbroek). The public can get acquainted with the ins and outs of civil and military aviation. This year 33,000 visitors spread throughout the four airports attended the event. Unfortunately there was no airshow, only a rather modest static show. Leendert Holleman went to Ostend and visited the platform area dedicated to the Aviation Day.

CE04	ERJ145LR	21sq	OO-G05	VL-3	Vliegclub Moorsele
M1	SA316B	40sq	OO-GLS	R22	Diatrans
RS04	Sea King Mk.48	40sq	OO-MMM	BN-2A-21	Coast Guard
F-GUPL	DA40	CAG Air Academy	OO-NHY	AS365N3	Noordzee Helikopters Vlaanderen
F-PDHV	Verhees D-Plane 1	Verhees	OO-NZA	Ce150	Noordzee Vliegclub
G-NETY	PA-18-150	Stefan de Sutter	OO-NZC	Ce172S	Noordzee Vliegclub
G-UDOG/XX518	Bulldog 121	Marc van den Broeck	OO-NZV	DR400	Noordzee Vliegclub
N165SL	P180	NextGen	OO-TLA	DA42	Ostend Air College
N263CP	EC120B	Huybrecht Handelonderneming	OO-80	Acro Sport Super	Matthias Schmid
N234CL	SR22T	Flaico	OO-161	Vans RV-7	
N341AS	SA341G	Xavier De Tracy	OO-162	Silence SA1100	Johan Teerlinck
N700SH	SA341G	Kurt Lefebre	PH-CGC	Do228-212	Kustwacht
OE-KVK	DA40TDI	Ostend Air College	PH-RED/R-213	L-21A	Vliegend Museum Seppe
OO-EAN	Bell 206B2	Guido Verhoeven	SP-YAM	Yak-52	Van den Broeck

The first aviation day took place in 2015. The 2016 edition was cancelled due to the March attacks at Brussels Airport.

Credit: Leendert Holleman.



This Gazelle with construction number 1042 was first flown by the manufacturer in 1972. It spent most of the early years in Canada before being sold to an owner in the United States in 2011. Due to the lack of funds that owner was forced to sell the SA341G. Xavier De Tracy saw the ad and bought the Gazelle in 2013. N341AS is based at a private site near Zomergem, Belgium. (both photos: Ostend, 22 April 2017, Nik Deblauwe)

Military Movements Elsewhere



One day after its delivery from Manching, 30 years E-3A component marked LX-N90450 was captured by Rolf H. Flinzner on a rainy 19 May 2017 at Geilenkirchen. Before the Open Day of 1-2 July 2017 additional stickers will be added.

Germany

Geilenkirchen

			April 2017
03.D-AOLG	Fokker 100	Avanti Air	TAY507P/5011
04.58-0030	KC-135R	132nd ARS ME ANG	07 RCH605
D-CCAA	Lj35	DRF Luftrettung	07
OO-TFA	B757-28AC	ASL Airlines	TAY502P/5015
05.60-0315	KC-135R	126th ARS WI ANG	21 RCH791
06.OO-TFA	B757-28AC	ASL Airlines	
07.58-0098	KC-135R	132nd ARS ME ANG	dep RCH969
63-8004	KC-135R	117th ARS KS ANG	dep RCH268
10.D-HSHB	EC120B	Bundespolizei	Pirol331
11.D-CFMD	Beech B300	Flight Calibration Services	FCK211
20.61-0309	KC-135R	126th ARS WI ANG	RCH825
OO-TFA	B757-28AC	ASL Airlines	TAY502P
21.OO-TFA	B757-28AC	ASL Airlines	TAY5015/5016
24.71+65	UH-1D	nmks	Sarex41
63-7984	KC-135R	106th ARS AL ANG	RCH170
D-AOLG	Fokker 100	Avanti Air	TAY591P
OO-TFA	B757-28AC	ASL Airlines	TAY5115
25.63-8007	KC-135R	106th ARS AL ANG	RCH711
D-AOLG	Fokker 100	Avanti Air	TAY592P
26.D-AOLG	Fokker 100	Avanti Air	28 TAY503P/TAY592P

Credits: Rolf Flinzner, Scramble messageboard.

Köln-Bonn

			April 2017
01.5152/61-PI	C-130H-30	ET02.061	OSY19T
06-6161	C-17A	60th AMW	03 RCH677
03.54+04	A400M	LTG62	GAF303
83+10	Sea Lynx Mk88A	MFG5	GNY4619
04.177705	CC-177	429sq	05 CFC4003
50+65	C-160D	LTG61	GAF910
50+77	C-160D	LTG63	GAF696
KAF342	C-17A	41sq	06 KAF3211
05.54+08	A400M	LTG62	GAF626
54+08	A400M	LTG62	GAF241
71+65	UH-1D	THR30	Sarex41
V-11	G-IV	334sq	NAF11
06.50+72	C-160D	LTG61	GAF910
50+81	C-160D	LTG61	GAF042
71+65	UH-1D	THR30	Rescue41

82+01	AS532U2	FBS BMVg	GAF720
82+02	AS532U2	FBS BMVg	GAF775
82+53	EC135T1	HFWS	Heli215
08.84-0087	C-21A	76th AS	Falcon01
10.83+10	Sea Lynx Mk88A	MFG5	GNY4619
06-6161	C-17A	60th AMW	11 RCH640/551
12.71+65	UH-1D	THR30	Joker34
76+04	H-145M	HSG64	Hawk402
08-8201	C-17A	60th AMW	13 RCH698/167
13.ZZ337/337	Voyager KC2	10/101sq	RRR9203
14.177702	CC-177	429sq	17 CFC4004
177704	CC-177	429sq	19 CRC4078
18.51+05	C-160D	LTG63	GAF640
19.50+64	C-160D	LTG61	GAF433
71+65	UH-1D	THR30	Joker87
177704	CC-177	429sq	20 CFC4078
20.140115	CP-140M	nn	24 CFC0454
177702	CC-177	429sq	21 CFC4004
24.50+36	C-160D	LTG63	GAF120
51+06	C-160D	LTG63	GAF124
25.50+77	C-160D	LTG63	GAF640
82+64	EC135T1	HFWS	Heli570
82+65	EC135T1	HFWS	Heli571
71+34	UH-1D	THR30	Joker32
26.50+82	C-160D	LTG63	27 GAF191
02-1110	C-17A	62nd AW	27 RCH344/692
27.50+17	C-160D	LTG63	GAF064
50+64	C-160D	LTG61	GAF052
51+06	C-160D	LTG63	GAF168
28.50+82	C-160D	LTG63	GAF191
51+05	C-160D	LTG63	GAF099
177705	CC-177	429sq	29 CFC4005

Credits: MAR, Scramble messageboard.

Ramstein

			April 2017
01.99-0169	C-17A	437th AW	02 RCH607
00-0177	C-17A	137th AS NY ANG	02 RCH982
00-0182	C-17A	167th AS WV ANG	02 RCH195
01-0197	C-17A	437th AW	02 RCH559
04-4130	C-17A	305th AMW	dep RCH983

Personal copy

Distribution to a third party is not allowed

05-5142	C-17A	729th AS AFRC	02 Bandage35/RCH779	MM62287	P180AM	71°Gr GE	13
07-7174	C-17A	436th AW	02 RCH444	0221	M-28TD	8.BLTTr	14 PLF117
08-8192	C-17A	62nd AW	dep RCH948	PI-03	PC-12	TukiLLv	13 FNF162
10-0219	C-17A	62nd AW	14 RCH431/953	54+04	A400M	LTG62	GAF646
10-0222	C-17A	437th AW	dep RCH147	T-721	Beech 350C	LTDB	SUI460
10-0223	C-17A	437th AW	02 RCH201	82-0192	KC-10A	60th AMW	RCH785
08-8606	C-130J-30	19th AW	dep Lion450	83-0077	KC-10A	60th AMW	RCH150
61-2670/OF	OC-135B	55th Wg	03 OSY12T	99-0059	C-17A	62nd AW	30 RCH817
96-0042/GA	E-8C	116th ACW GA ANG	02 Peach68	99-0060	C-17A	62nd AW	RCH216
02.02-1112	C-17A	183rd AS MS ANG	03 RCH160	02-1111	C-17A	62nd AW	RCH665
07-7183	C-17A	437th AW	04 RCH954	06-6161	C-17A	60th AMW	RCH551
07-7184	C-17A	437th AW	03 RCH540	91-1652	C-130H	180th AS MO ANG	14 RCH409
07-7185	C-17A	437th AW	03 RCH846	07-4635	C-130J-30	19th AW	13 Herky704/Lion160
08-8196	C-17A	62nd AW	dep RCH649	08-8606	C-130J-30	19th AW	16 Lion456/170
10-0222	C-17A	437th AW	RCH147	13.01	C-17A	HAW	Bartok50
10-0223	C-17A	437th AW	03 RCH201	T-785	Falcon 900EX	LTDB	SUI460
99-0004	C-32A	1st AS	03 SAM005	99-0060	C-17A	62nd AW	14 RCH216
90-1792	C-130H	180th AS MO ANG	04 RCH843	05-5142	C-17A	729th AS AFRC	14 RCH947
08-8606	C-130J-30	19th AW	03 Lion450/441	06-6160	C-17A	60th AMW	RCH240
165810/BH	KC-130J	VMGR-252	dep Bronco71	08-8193	C-17A	62nd AW	14 RCH270
03.00-0182	C-17A	167th AS WV ANG	06 RCH195/531	08-8196	C-17A	62nd AW	14 RCH101
01-0197	C-17A	437th AW	04 RCH559	14.86-0019	C-5M	68th AS AFRC	15 RCH247
03-3127	C-17A	62nd AW	04 RCH257	98-0053	C-17A	62nd AW	15 RCH982
06-6165	C-17A	436th AW	04 RCH246/248	00-0183	C-17A	62nd AW	15 RCH977
08-8198	C-17A	437th AW	04 RCH550	10-0219	C-17A	62nd AW	18 RCH953/440
10-0222	C-17A	437th AW	04 RCH147	166380/BH	KC-130J	VMGR-252	17 Bronco71
61-0288/D	KC-135R	351st ARS	04 Quid669	15.85-0033	KC-10A	60th AMW	16 RCH137
04.83+10	Super Lynx Mk88A	MFG3		99-0059	C-17A	62nd AW	RCH460
07-7184	C-17A	437th AW	05 RCH540	00-0183	C-17A	62nd AW	16 RCH977
07-7188	C-17A	437th AW	05 RCH840	02-1105	C-17A	62nd AW	16 RCH403/Bandage02
61-0321/D	KC-135R	351st ARS	05 Quid24/31	04-4137	C-17A	305th AMW	16 RCH984
05.85-0030	KC-10A	305th AMW	06 RCH798	05-5142	C-17A	729th AS AFRC	16 RCH947
00-0177	C-17A	137th AS NY ANG	RCH950	08-8193	C-17A	62nd AW	RCH270
01-0197	C-17A	437th AW	06 RCH559	02-01863	C-37A	USAPAT	16 PAT63
06-6164	C-17A	60th AMW	06 RCH598	16.86-0019	C-5M	68th AS AFRC	17 RCH247
07-7172	C-17A	60th AMW	RCH661	04-4137	C-17A	305th AMW	17 RCH984
07-7188	C-17A	437th AW	06 RCH840	08-8196	C-17A	62nd AW	17 RCH101
08-8198	C-17A	437th AW	06 RCH550	07-46311	C-130J-30	19th AW	26 Lion424/457
99-0004	C-32A	1st AS	SAM005	07-4635	C-130J-30	19th AW	18 Lion160/Herky665
61-0321/D	KC-135R	351st ARS	06 Quid31/41	08-8606	C-130J-30	19th AW	18 Lion170/460
06.00-0178	C-17A	89th AS AFRC	07 RCH599	17.87-0034	C-5M	60th AMW	18 RCH942/335
165151	C-20G	COMNAVEUR	Catbird1	87-0036	C-5M	436th AW	19 RCH566
07-4635	C-130J-30	19th AW	dep Herky700	02-1105	C-17A	62nd AW	18 Bandage02/RCH346
10-5771	C-130J-30	19th AW	dep Lion469	06-6166	C-17A	436th AW	RCH483
07.02	C-17A	HAW	08 Bartok18	10-0221	C-17A	437th AW	RCH1815
70-0451	C-5A	337th AS AFRC	08 RCH701	168981	C-40A	VR-61	CNV6502
04-4132	C-17A	305th AMW	08 RCH565	18.01	C-17A	HAW	Bartok51
06-6162	C-17A	60th AMW	08 RCH428	95-0105	C-17A	137th AS NY ANG	19 RCH104
09-9212	C-17A	437th AW	08 RCH556	00-0172	C-17A	305th AMW	19 RCH331
07-4635	C-130J-30	19th AW	08 Herky700/30	03-3125	C-17A	305th AMW	19 RCH146
900531	C-26D	Naples AOD	CNV6642	08-8190	C-17A	437th AW	RCH350
08.02	C-17A	HAW	09 Bartok18/21	900528	C-26D	Naples AOD	19 CNV6562
99-0165	C-17A	89th AS AFRC	09 RCH684	168981	C-40A	VR-61	CNV6502
99-0168/AK	C-17A	517th AS AK ANG	09 RCH973	19.01	C-17A	HAW	Bartok51
00-0178	C-17A	89th AS AFRC	09 RCH559	02-1105	C-17A	62nd AW	20 RCH346
00-0181	C-17A	167th AS WV ANG	09 RCH417	02-1110	C-17A	62nd AW	20 RCH885
03-3124	C-17A	437th AW	09 RCH962	07-7177	C-17A	436th AW	20 RCH533
04-4132	C-17A	305th AMW	10 RCH565	20.01-0194	C-17A	89th AS AFRC	21 RCH161
04-4136	C-17A	305th AMW	09 RCH980	11-0550	C-37B	99th AS	SAM228
07-7170	C-17A	436th AW	09 RCH537	07-4635	C-130J-30	19th AW	21 Herky665/05
10-0221	C-17A	437th AW	09 RCH1815	21.90-0534	C-17A	437th AW	22 RCH331
61-0294	KC-135R	77th ARS AFRC	09 RCH272	98-0052	C-17A	62nd AW	22 RCH162
09.02	C-17A	HAW	10 Bartok18	04-4134	C-17A	305th AMW	22 RCH943
85-0007	C-5M	436th AW	10 RCH679	07-7179	C-17A	60th AMW	22 RCH293
99-0169	C-17A	437th AW	10 RCH815	07-4635	C-130J-30	19th AW	arr Herky05
09-9212	C-17A	437th AW	10 RCH556	08-5675	C-130J-30	317th AG	23 RCH625
10.00-0181	C-17A	167th AS WV ANG	13 RCH417/110	900528	C-26D	Naples AOD	22 CNV6922
07-7170	C-17A	436th AW	11 RCH537	22.00-0175	C-17A	305th AMW	23 RCH158
08-8197	C-17A	62nd AW	11 RCH1026	00-0181	C-17A	167th AS WV ANG	23 RCH426
09-9211	C-17A	62nd AW	11 RCH665	01-0194	C-17A	89th AS AFRC	23 RCH161
07-4635	C-130J-30	19th AW	11 Herky30/704	06-6160	C-17A	60th AMW	23 RCH717
08-8606	C-130J-30	19th AW	12 Lion441/456	07-7186	C-17A	437th AW	RCH961
11.85-0007	C-5M	436th AW	12 RCH679	57-1435	KC-135R	191st ARS UT ANG	26 RCH936
00-0180	C-17A	62nd AW	12 RCH254	23.85-0004	C-5M	436th AW	01 RCH723
06-6160	C-17A	60th AMW	12 RCH240	06-6167	C-17A	436th AW	24 RCH243
12.01	C-17A	HAW	Bartok50	07-7176	C-17A	436th AW	24 RCH939/220

09-9211	C-17A	62nd AW	24 Bandage01/RCH865	07.1x	Tornado IDS	TLG33	* BU13T
900528	C-26D	Naples AOD	CNV6884	LX-N90459	E-3A	NAEW&CF	* Nato40
168762	P-8A	VP-16	24 Talon83	96-0004	C-17A	62nd AW	08 RCH155
24.0220	M-28TD	8.BLTr	PLF117	02-1108	C-17A	62nd AW	RCH404
00-0175	C-17A	305th AMW	25 RCH158	02-1108	C-17A	62nd AW	08 RCH404
00-0181	C-17A	167th AS WV ANG	27 RCH426/635	04-4130	C-17A	305th AMW	10 RCH394
04-4130	C-17A	305th AMW	25 RCH142	59-1482	KC-135R	729th AS AFRC	08 RCH964
90-1795	C-130H	180th AS MO ANG	RCH598	87-0170/MO	F-15E	389th FS	Tabor35/33
168762	P-8A	VP-16	28 Talon83	87-0198/MO	F-15E	389th FS	Tabor36/34
25.99-0060	C-17A	62nd AW	26 RCH550	90-0234/MO	F-15E	391st FS	Tabor31
06-6164	C-17A	60th AMW	26 RCH309/679	90-0243/MO	F-15E	391st FS	Tabor32
08-8606	C-130J-30	19th AW	27 Lion460/160	08.97-0046	C-17A	437th AW	09 RCH295
91-00108	C-20F	OSACOM/PAT	26 Racer97	00-0180	C-17A	62nd AW	09 RCH254
26.83-0078	KC-10A	60th AMW	27 RCH947	07-7179	C-17A	60th AMW	09 RCH448
99-0060	C-17A	62nd AW	27 RCH550	09.99-0058	C-17A	62nd AW	10 RCH949
00-0180	C-17A	62nd AW	27 RCH428	01-0187	C-17A	62nd AW	10 RCH738
02-1098	C-17A	305th AMW	27 RCH108	02-1108	C-17A	62nd AW	10 RCH404
63-8881	KC-135R	191st ARS UT ANG	27 RCH937	10-0220	C-17A	62nd AW	10 RCH789
27.86-0037	KC-10A	60th AMW	28 RCH599	10.96-0004	C-17A	62nd AW	12 RCH978
99-0166	C-17A	62nd AW	28 RCH347	04-4130	C-17A	305th AMW	12 RCH394
01-0186	C-17A	436th AW	28 RCH338	11.07-7171	C-17A	305th AMW	12 RCH284
04-4131	C-17A	305th AMW	28 RCH695	10-0220	C-17A	62nd AW	RCH789
04-4138	C-17A	729th AS AFRC	28 RCH562	12.FB22	F-16BM	2W	* BAF271
06-6166	C-17A	436th AW	28 RCH495/513	99-0058	C-17A	62nd AW	RCH949
08-5683	C-130J-30	317AG	28 RCH553	07-7173	C-17A	436th AW	13 RCH533
12-20498	HH-60M	C/3-10th AVN	Army20498	09-9206	C-17A	437th AW	13 RCH141
165151	C-20G	COMNAVEUR	Catbird1	09-9212	C-17A	437th AW	13 RCH552
28.86-0013	C-5M	436th AW	RCH232	10-0213	C-17A	437th AW	13 RCH830
86-0019	C-5M	68th AS AFRC	29 RCH935	58-0103	KC-135T	92nd/141st ARW WAANG	13 RCH955
99-0166	C-17A	62nd AW	29 RCH347	60-0333	KC-135R	92nd/141st ARW WAANG	13 RCH322
03-3114	C-17A	183rd AS MS ANG	30 RCH655	13.D-HDDL	EC135P2+	MFG5	GNV4920
04-4133	C-17A	305th AMW	29 RCH930	58-0004	KC-135R	106th ARS AL ANG	14 RCH919
07-7186	C-17A	437th AW	29 RCH961	14.03-3113	C-17A	183rd AS MS ANG	RCH727
09-9209	C-17A	62nd AW	29 RCH258	15.95-0105	C-17A	137th AS NY ANG	16 RCH104
10-0219	C-17A	62nd AW	02 RCH310/270	01-0197	C-17A	437th AW	18 RCH283
07-46311	C-130J-30	19th AW	arr Lion457	17.03-3125	C-17A	305th AMW	18 RCH160
168762	P-8A	VP-16	01 Talon83	58-0120	KC-135R	153rd ARS MS ANG	18 RCH157
29.86-0016	C-5M	60th AMW	arr RCH552	59-1448	KC-135R	153rd ARS MS ANG	18 RCH227
87-0119	KC-10A	60th AMW	RCH403	59-1508	KC-135R	22nd ARW	18 RCH974
00-0177	C-17A	137th AS NY ANG	02 RCH818/182	18.99-0058	C-17A	62nd AW	19 RCH621
02-1108	C-17A	62nd AW	30 RCH169	02-1099	C-17A	437th AW	25 RCH868/515
04-4137	C-17A	305th AMW	30 RCH512	03-3126	C-17A	305th AMW	19 RCH111
04-4138	C-17A	729th AS AFRC	30 Bandage35	06-6168	C-17A	436th AW	20 RCH136
06-6166	C-17A	436th AW	30 RCH513/495	58-0079	KC-135R	153rd ARS MS ANG	19 RCH217
10-0222	C-17A	437th AW	30 RCH1818	19.96-0004	C-17A	62nd AW	20 RCH861
90-1793	C-130H	180th AS MO ANG	03 RCH472/438	06-6160	C-17A	60th AMW	20 RCH717
90-1795	C-130H	180th AS MO ANG	05 RCH656/Jesse95	20.97-0046	C-17A	437th AW	RCH149
63-7999/D	KC-135R	351st ARS	Evac10E2	06-6168	C-17A	436th AW	24 RCH136
30.86-0019	C-5M	68th AS AFRC	01 RCH935	21.96-0004	C-17A	62nd AW	22 RCH861
86-0020	C-5M	436th AW	01 RCH705	99-0058	C-17A	62nd AW	RCH699
02-1107	C-17A	62nd AW	01 RCH546	99-0166	C-17A	62nd AW	RCH305
02-1110	C-17A	62nd AW	RCH967	03-3126	C-17A	305th AMW	22 RCH111
08-8606	C-130J-30	19th AW	02 Lion160/Herky30	99-00102	UC-35A	E/1-214th AVN	Duke55
63-7999/D	KC-135R	351st ARS	01 Evac10E2	22.00-0180	C-17A	62nd AW	24 RCH428
				06-6164	C-17A	60th AMW	25 RCH309
				23.87-0045	C-5M	436th AW	RCH155
				06-6157	C-17A	60th AMW	24 RCH156
				24.00-0184	C-17A	62nd AW	25 RCH547
				02-1109	C-17A	62nd AW	25 RCH159
				07-7176	C-17A	436th AW	25 RCH220
				08-8196	C-17A	62nd AW	25 RCH266
				25.01-0186	C-17A	436th AW	26 RCH338
				58-0109	KC-135R	174th ARS IA ANG	26 RCH963
				26.LX-N90459	E-3A	NAEW&CF	* Nato41
				97-0047	C-17A	437th AW	27 RCH147
				00-0184	C-17A	62nd AW	RCH547
				01-0187	C-17A	62nd AW	RCH745
				03-3114	C-17A	183rd AS MS ANG	27 RCH982
				06-6168	C-17A	436th AW	RCH136
				08-8192	C-17A	62nd AW	27 RCH258
				63-7981	KC-135R	108th ARS IL ANG	27 RCH801
				27.97-0047	C-17A	437th AW	28 RCH147
				01-0187	C-17A	62nd AW	28 RCH813
				02-1111	C-17A	62nd AW	28 RCH138
				07-7170	C-17A	436th AW	28 RCH492
				07-7187	C-17A	437th AW	28 RCH494
				28.FB18	F-16BM	10W	* BAF451

Credits: MAR, Scramble messageboard.

Spangdahlem

April 2017

01.08-8197	C-17A	62nd AW	02 RCH410
10-0220	C-17A	62nd AW	02 RCH881
02.00-0180	C-17A	62nd AW	03 RCH653
03.92-3294	C-17A	62nd AW	RCH177
98-0053	C-17A	62nd AW	04 RCH632/532
99-0059	C-17A	62nd AW	04 RCH151
99-0166	C-17A	62nd AW	04 RCH544
02-1098	C-17A	305th AMW	04 RCH164
10-0220	C-17A	62nd AW	04 RCH881
58-0030	KC-135R	132nd ARS ME ANG	04 RCH605
04.02-1098	C-17A	305th AMW	05 RCH875
08-8196	C-17A	62nd AW	05 RCH541
07-8613/RS	C-130J-30	37th AS	* Herky81
08-8601/RS	C-130J-30	37th AS	* Herky82
05.04-4136	C-17A	305th AMW	06 RCH980
06.320/4-HV	Rafale B	EC01.004	* FAF7410
84-0062	C-5M	60th AMW	07 RCH703
87-0042	C-5M	60th AMW	08 RCH325
02-1107	C-17A	62nd AW	RCH148
07-7181	C-17A	437th AW	07 RCH662

Personal copy

Distribution to a third party is not allowed

07-7170	C-17A	436th AW	30 RCH492
29.01-0192	C-17A	137th AS NY ANG	30 RCH724
30.98-0052	C-17A	62nd AW	02 RCH457/968
02-1111	C-17A	62nd AW	01 RCH960

Credits: MAR, Scramble messageboard.

Stuttgart

02. HS-HRH	B737-448	901sq	April 2017
06.84+73	CH-53GS	HSG64	*
08.99-0402	C-37A	309th AS	*
11.07-7184	C-17A	437th AW	09
12.99-00102	UC-35A	E/1-214th AVN	
18.90-0300	C-20H	76th AS	
20.72+00	UH-1D	nn	*
72+33	UH-1D	nn	*
78+37	NH90-TTH	nn	*
165151	C-20G	VR-51	
21.90-0300	C-20H	76th AS	
26.50+17	C-160D	nn	
168204	UC-12W	USMC	

Credits: MAR, Scramble messageboard.

Wiesbaden

05.94-00316	C-12V	A/6-52nd AVN	April 2017
94-00318	C-12V	A/6-52nd AVN	
98-00006	UC-35A-1	Det.1 A/6-52nd AVN	
12.91-0517	RC-12X	3rd MI Bn	
21.13-08133	CH-47F	H/1-214th AVN	
04-05453	AH-64D	1-3rd AVN	
24.D-667	CH-47D	298sq	
87-24614	UH-60A	C/1-214th AVN	
84-0087	C-21A	76th AS	25
99-0402	C-37A	76th AS	30
(165)151	C-20G	CFLSW Det Sigonella	26
25.CE01	ERJ135LR	21sq	
1257	Yak-40K	241.dlt	
14+02	Global 5000	FBS BMVg	
14+04	Global 5000	FBS BMVg	26
MM62244	Falcon 900EX	93°Gr	26
2818	L-410UVP-E20	Dopravne Kridlo	26
T.18-5/45-44	Falcon 900B	451 Esc	26
100001/001	OS-100	TSFE	26
83-0499	C-12D	USE Budapest	26
02-25327	AH-64D	1-3rd AVN	*
04-05437	AH-64D	1-3rd AVN	*
09-05580	AH-64D	1-3rd AVN	*
26.CD-01	Falcon 900B	21sq	
0125	Falcon 20C-5	717Skv	
1257	Yak-40K	241.dlt	
28.91-0509	C-26E	OSACOM Det 21	29

Credits: MAR, Scramble messageboard.

Ireland

Shannon			April 2017
02.165829	C-40A	USN	
07.02-01863	C-37A	USAPAT	
08.169036	C-40A	USN	
164995	C-130T	USN	
10.165829	C-40A	USN	
165831	C-40A	USN	
11.163311/RU	KC-130T	VR-55	
12.90-0300	C-20H	76th AS	
13.01-0041	C-40B	1st AS	
14.09-0540	C-40C	73rd AS AFRC	
23.02-0202	C-40C	201st AS DC ANG	
90-1793	C-130H	180th AS MO ANG	
90-1795	C-130H	180th AS MO ANG	
24.165829	C-40A	USN	
05-0730	C-40C	73rd AS AFRC	
25.165836	C-40A	USN	
26.10-3077	C-146A	524th SOS	
27.84-0096	C-21A	76th AS	
84-00156	C-12U-3	US Army	
28.08-8603/RS	C-130J-30	37th AS	

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores			April 2017
01.54+04	A400M	LTG62	dep GAF303
02.1290/SU-BEWC	C-130H	4sq/16sq	dep EGY1106
54+04	A400M	LTG62	03 GAF303
03.CH05	C-130H	20sq	04 BAF645
162998	P-3C	USN	YB998
163295	P-3C	USN	YB318
161129	P-3C	USN	RD36
90-0300	C-20H	76th AS	Fendy05
04.1x	C-130T	USN	05 CNV6442
05.CH05	C-130H	20sm	06 BAF645
161404	P-3C	USN	YB404
06.CN-AON	C-130H	Esc de Transporte 3	RMAF218
08.168981	C-40A	USN	10 CNV4507
09.168434/LN	P-8A	VP-45	Pelican88
470/31-CA	C-135FR	GRV02.091	10 FAF4042
472/31-CC	C-135FR	GRV02.091	10 FAF4041
127/30-GF	Rafale C	EC03.030	10 FAF7721-7723
143/30-GV	Rafale C	EC03.030	10 FAF7721-7723
145/30-GX	Rafale C	EC03.030	10 FAF7721-7723
330/4-IE	Rafale B	EC01.004	10 FAF7161-7163
348/4-FO	Rafale B	ETRO2.092	10 FAF7161-7163
329/4-ID	Rafale B	ETRO3.004	10 FAF7161-7163
10.89-0510	AC-130U	4th SOS	11 RCH1005
11.1274/SU-BAE	C-130H	4sq/16sq	12 EGY1107
12.470/31-CA	C-135FR	GRV02.091	13 FAF4040
145/30-GX	Rafale C	EC03.030	13 FAF7723
R11-003	IL-78	10(MRTT)sq	13 PAAF410
09-5713	MC-130J	9th SOS	RCH1034
13-5770	MC-130J	9th SOS	RCH1032
60-0331	KC-135R	3450th ARW AFRC	Nacho81
83-0036/JZ	F-15C	122nd FS LA ANG	13 Rexx01/02
80-0058	F-15D	159th FS FL ANG	13 Rexx01/02
85-1438/FM	F-16C	93rd FS AFRC	14 Cube61-66
86-0267/FM	F-16C	93rd FS AFRC	14 Cube61-66
87-0223/FM	F-16C	93rd FS AFRC	14 Cube61-66
86-0307/FM	F-16C	93rd FS AFRC	14 Cube61-66
86-0319/FM	F-16C	93rd FS AFRC	14 Cube61-66
86-0334/FM	F-16C	93rd FS AFRC	14 Cube61-66
13.CN-AOG	C-130H	Esc de Transporte 3	RMAF219
79-1710	KC-10A	305th AMW	14 Gold41
02-1110	C-17A	62nd AW	14 RCH281
60-0324/D	KC-135R	351st ARS	14 Gold96
62-3559/D	KC-135R	351st ARS	14 Gold97
87-0244/FM	F-16C	93rd FS AFRC	14 Cube71-76
85-1552/FM	F-16C	93rd FS AFRC	14 Cube71-76
88-0410/FM	F-16C	93rd FS AFRC	14 Cube71-76
88-0402/FM	F-16C	93rd FS AFRC	14 Cube71-76
86-0265/FM	F-16C	93rd FS AFRC	14 Cube71-76
88-0406/FM	F-16C	93rd FS AFRC	14 Cube71-76
5x	EA-6B	nn	15
14.99-0060	C-17A	62nd AW	RCH216
03-3125	C-17A	60th AMW	15 RCH388
162230/CY-75	EA-6B	VMAQ-2	15 Mazda91-95
162934/CY-76	EA-6B	VMAQ-2	15 Mazda91-95
163045/CY-77	EA-6B	VMAQ-2	15 Mazda91-95
163046/CY-78	EA-6B	VMAQ-2	15 Mazda91-95
163526/CY-79	EA-6B	VMAQ-2	15 Mazda91-95
161126	P-3C	USN	YB126
16.CH11	C-130H	20sq	17 BAF650
R11-003	IL-78	10(MRTT)sq	18 PAAF410
17.CN-AOL	C-130H	Esc de Transporte 3	RMAF217
18.CN-AOG	C-130H	Esc de Transporte 3	RMAF219
161333	P-3C	dep after u/s	LT621
19.1274/SU-BAE	C-130H	4sq/16sq	20
20.130335	CC-130H	435sq	21 CFC2060
1277/SU-BAI	C-130H	4sq/16sq	21 EGY1108
163311/RU	C-130T	VR-55	21 CNV3881
21.904	F-35I	IDF/AF	23 Retro11-13
905	F-35I	IDF/AF	23 Retro11-13
907	F-35I	IDF/AF	23 Retro11-13
62-3580	KC-135R	77th ARS AFRC	23 RCH062/61
58-0074	KC-135R	171st ARW PA ANG	25 RCH061/062
22.CN-AOG	C-130H	Esc de Transporte 3	28 RMAF219
25.61-0299/D	KC-135R	351st ARS	26 Quid580

63-7999/D	KC-135R	351st ARS	26 Quid579
26.470/31-CA	C-135FR	GRV02.091	27 FAF4044n/s
27	Falcon 50SM	nn	FN5018
90-2103	HC-130H(N)	211th RQS AK ANG	28 King23
27.4177	C-130E	6sq/21sq	28 PAAF428
99-0060	C-17A	62nd AW	RCH550
14+03	Global 5000	FBS BMVg	GAF685
28 1277/SU-BAI	C-130H	4sq/16sq	29
74-1680	C-130H	118th AS CT ANG	29 RCH345
29 738/31-CJ	C-135FR	GRV02.091	FAF4043
127/30-GF	Rafale C	EC03.030	FAF7197-7199
143/30-GV	Rafale C	EC03.030	FAF7197-7199
145/30-GX	Rafale C	EC03.030	FAF7197-7199
CN-AON	C-130H	Esc de Transporte 3	RMAF218
30 91-1233	C-130H	165th AS KY ANG	RCH10E
91-1231	C-130H	165th AS KY ANG	RCH106
470/31-CA	C-135FR	GRV02.091	FAF4044
329/4-ID	Rafale B	ETR03.004	FAF7161-7163
330/4-IE	Rafale B	EC01.004	FAF7161-7163
348/4-FO	Rafale B	ETR02.092	FAF7161-7163

Credits: MAR, Scramble messageboard.

Spain

San Javier			April 2017
03.R214/64-GN	C-160R	ET00.064	CTM2063
G-781	C-130H	336sq	04
10.50+59	C-160D	nn	GAF048
12.50+42	C-160D	nn	GAF049
18.C15-24/15-11	EF-18M	Ala 15	18 Toro
C15-28/15-15	EF-18M	Ala 15	18 Toro
C15-41/15-25	EF-18M	Ala 15	18 Toro
C15-43/15-30	EF-18M	Ala 15	18 Toro
24.G-275	C-130H-30	336sq	25 NAF28
25.TK.10-12/31-54	KC-130H	Ala 31	Dumbo36
50+88	C-160D	nn	26 GAF006
26.1x	C-160D	nn	27 GAF018
28.R217/64-GQ	C-160R	ET00.064	29
			May 2017
01.10+27	A310-304MRTT	FBS BMVg	GAF358
03.TK.10-12/31-54	KC-130H	Ala31	Dumbo63

Credit: José Damián González Martínez

United Kingdom

Brize Norton			April 2017
02.9H-BIG	A340-312	Air X	03 AXY201/302
2-MATO	CL-601-3A	Volare Aviation	VLZ150
03.ZJ782	AS365N3	658sq	* Lords36
ZA671	Chinook HC4	Odiham Wg	SHF413
ZA680	Chinok HC4	Odiham Wg	SHF445
CS-DXJ	Ce560X	Netjets	04 NJE063A/267Q
04.ZE416	A109E	QinetiQ	Gauntlet35
ZJ782	AS365N3	658sq	* Lords01
ZA680	Chinook HC4	Odiham Wg	SHF445
06.GZ100	A109SP	32(TR)sq	
ZA126/191	Sea King ASaC7	849NAS	
09.144617	CC-144B	412sq	CFC3764/Royal2
Z21121/TS-MTK	C-130J-30	21sq	TUN03
10.ZJ956	Puma HC2	Benson Wg	SHF231
12.ZJ124/H	Merlin HC3	846NAS	Junglie442
13.54+04	A400M	LTG62	GAF112
TS-MTK/Z21121	C-130J-30	21sq	14 TUN03
ZJ187	Apache AH1	AAC	* AA079
ZE707	BAe146 C3	32(TR)sq	RRR1341
ZJ992	Merlin HC3A	845NAS	Commando556
14.A41-208	C-17A	36sq	17 ASY458
15.166762/QB	KC-130J	VMGR-352	Raider13
18.ZZ664	Airseeker R1	51sq	* Dragnet21
XW218	Puma HC2	Benson Wg	
19.XW199	Puma HC2	Benson Wg	SHF391
XW231	Puma HC2	Benson Wg	SHF00
22.UR-82073	An-124-100	Antonov Des. Bur.	ADB5547/547F
21.61-0267/D	KC-135R	351st ARS	* Quid71
23.0453	C295M	242.tsl	CEF639
M-JCBB	G650	Bamford	24
24.61-0288/D	KC-135R	351st ARS	* Quid14

27.130608	CC-130J-30	436sq	02 OSY16T
1274/SU-BAE	C-130H	4sq/16sq	EGY1505
ZZ530	Wildcat HMA2	825NAS	Rascal382

Credits: MAR, Scramble messageboard.

Cambridge			April 2017
03.212/MAI	C-130J-30	12sq	DEMA122
11-5733	MC-130J	67th SOS	* Strix202
11.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6
12.ZH882/882	Hercules C5	24/30/47sq	dep MCE05
18.ZH867/867	Hercules C4	24/30/47sq	arr MCE03
19.ZA713	Chinook HC4	Odiham Wg	*
21.ZD575	Chinook HC4	Odiham Wg	SHF452
24.G-988	C-130H	336sq	NAF78
27.G-275	C-130H-30	336sq	NAF78
28.ZH883/883	Hercules C5	24/30/47sq	arr MCE02

Credits: MAR, Scramble messageboard.

Coningsby			April 2017
04.ZK459/X	Beech B200GT	45(R)sq	* CWL84/63
F-GULY	Beech C90B	R. Porta	05
06.ZJ190	Apache AH1	AAC	Archer31
ZJ221	Apache AH1	AAC	Archer32
ZA682	Chinook HC4	Odiham Wg	* VTX33
ZH775	Chinook HC4	Odiham Wg	* VTX34
XW214	Puma HC2	Benson Wg	* Viper35
XW219	Puma HC2	Benson Wg	* Viper35
G-FRAH	Falcon 20EW	Cobham	Mothball92
10.FB24	F-16BM	10W	BAF451
11.91-0320/LN	F-15E	494th FS	* Speed21
91-0603/LN	F-15E	494th FS	* Speed22
98-0204/LN	F-15E	494th FS	* Casino42
01-2000/LN	F-15E	494th FS	* Casino41
G-FRAO	Falcon 20EW	Cobham	Vader61
G-FRAF	Falcon 20EW	Cobham	Vader62
12.ZA675	Chinook HC4	Odiham Wg	* VTX421
XW231	Puma HC2	Benson Wg	VTX300
19 12-0063	CV-22B	7th SOS	* Knife71
ZZ665	Airseeker R1	51sq	* RFR7230
ZG750/128	Tornado GR4	Marham Wg	* MRH03
G-FRAP	Falcon 20EW	Cobham	Vader62
G-FRAS	Falcon 20EW	Cobham	Vader61
20.G-FRAP	Falcon 20EW	Cobham	Vader61
G-FRAS	Falcon 20EW	Cobham	Vader62
21.G-MAOL	A109SP	32(TR)sq	* RRR1351
24.12-0063	CV-22B	7th SOS	* Knife71
ZK458/D	Beech B200GT	45(R)sq	* CWL67
ZA713	Chinook HC4	Odiham Wg	25 VTX436
ZD575	Chinook HC4	Odiham Wg	VTX457
XX258/CE	Hawk T1A	100sq	25 Pirate20
XX284/CN	Hawk T1A	100sq	27 Pirate14
G-BYWN	Tutor T1	57(R)sq	* CWL90Y
25.ZK552	Chinook HC6	7sq	VTX507
26.064/YY	EMB121AA	EAT00.319	CTM1726
ZA680	Chinook HC4	Odiham Wg	VTX436
XX348	Hawk T1A	100sq	27 Jester2/Aggressor2
27.ZK458/D	Beech B200GT	45(R)sq	* CWL82
XX346/CP	Hawk T1A	100sq	Aggressor1
ZJ690	Sentinel R1	5sq	* Snapshot01

Credits: MAR, Scramble messageboard.

Farnborough			April 2017
02.A9C-BRN	G550	Gvmt of Bahrain	03 BAH5
04.A7-HSJ	A320-232X	Gvmt of Qatar	05
05.A6-HEH	B737-8AJ	Gvmt of Dubai	07 DUB6
A6-SHJ	A320-232X	Gvmt of Sharjah	11 SHJ01
07.ZZ419	Shadow R1	14sq	Snake49
08.A6-HEH	B737-8AJ	Gvmt of Dubai	09 DUB6
A9C-BRN	G550	Gvmt of Bahrain	09 BAH5
11.A6-HEH	B737-8AJ	Gvmt of Dubai	23 DUB6
13.ZZ500	Avenger T1	750NAS	NVY807
20.A9C-BRN	G550	Gvmt of Bahrain	21 BAH5
22.A7-HHJ	A319-133X	Gvmt of Qatar	23
23.A9C-BRN	G550	Gvmt of Bahrain	30 BAH5
24.A6-HHH	G400	Gvmt of Dubai	29 DUB9
26.A6-SHJ	A320-232X	Gvmt of Sharjah	arr SHJ01
28.A7-HHJ	A319-133X	Gvmt of Qatar	

Personal copy

Distribution to a third party is not allowed

30. CN-AMS	G550	Gvmt of Morroco	RMAF135	18. ZJ930	Typhoon FGR4	41(R)sq	19 Typhoon36
<u>Credits:</u> MAR, Scramble messageboard.				19. ZJ278	Squirrel HT1	DHFS	SYS5
Lakenheath			April 2017	85-0001	C-5M	436th AW	20 RCH486
03. 12-1005	F-15SA	for Saudi AF	Retro61-64	90-0300	C-20H	76th AS	20 Spar80
12-1008	F-15SA	for Saudi AF	Retro61-64	84-0085	C-21A	76th AS	Falcon01
12-1032	F-15SA	for Saudi AF	Retro61-64	13-5081/HL	F-35A	34th FS	Thud11-12
12-1039	F-15SA	for Saudi AF	Retro61-64	14-5091/HL	F-35A	34th FS	Thud11-12
ZA677	Chinook HC4	Odiham Wg	Uber2	20. 06-6161	C-17A	60th AMW	RCH484
06. 00-0182	C-17A	167th AS WV ANG	RCH531	24. 83-0036/JZ	F-15C	122nd FS LA ANG	Rexx01
87-0169/MO	F-15E	389th FS	10 Tabor21-26	86-0155	F-15C	159th FS FL ANG	Rexx02
87-0173/MO	F-15E	389th FS	10 Tabor21-26	25. 04-3142/RS	C-130J-30	37th AS	26 Herky61
87-0204/MO	F-15E	389th FS	10 Tabor21-26	83-0012/JZ	F-15C	122nd FS LA ANG	Rexx01
90-0253/MO	F-15E	391st FS		26. 288	F-16AM	FLO	28 NOW338B
91-0323/MO	F-15E	391st FS	10 Tabor21-26	693	F-16BM	FLO	28 NOW338A
91-0333/MO	F-15E	391st FS	10 Tabor21-26	04-3142/RS	C-130J-30	37th AS	27 Herky61
07. 99-0166	C-17A	62nd AW	10 RCH544	28. ZK373	Typhoon FGR4	29(R)sq	Triplex12
87-0170/MO	F-15E	389th FS	09 Tabor31-36	ZJ814	Typhoon T3	29(R)sq	Triplex11
87-0198/MO	F-15E	389th FS	09 Tabor31-36	86-0013	C-5M	436th AW	30 RCH232
89-0506/MO	F-15E	389th FS	09 Tabor31-36	30. 01	C-17A	HAW	01 BRK30
90-0234/MO	F-15E	391st FS	09 Tabor31-36	03	C-17A	HAW	01 BRK31
90-0243/MO	F-15E	391st FS	09 Tabor31-36	<u>Credits:</u> MAR, Scramble messageboard.			
90-0250/MO	F-15E	391th FS	09 Tabor31-36	Lossiemouth			Additions March 2017
08. 88-1707/MO	F-15E	389th FS	10 Tabor41-46	25. 19	ATL 2	FN	07 FNY5622
90-0240/MO	F-15E	391st FS	10 Tabor41-46	30. 60+06	P-3C	MFG3	07 GNY4536
91-0319/MO	F-15E	391st FS	10 Tabor41-46	31. 168853/LF	P-8A	VP-16	07 Talon90
90-0255/MO	F-15E	391st FS	10 Tabor41-46	168855	P-8A	VP-16?	07 Talon40
88-1697/MO	F-15E	389th FS	10 Tabor41-46				April 2017
87-0183/MO	F-15E	389th FS	10 Tabor41-46	01. 65	EMB121AN	28F	FNY5023
10. G-HMDX	MD900	Specialist Avn Svs	Helimed66	02. 87	EMB121AN	28F	FNY023
12. ZA548/040	Tornado GR4	Marham Wg	* MRH79	CH08	C-130H	20sq	BAF645
13. 06-6163	C-17A	60th AMW	dep RCH482	03. ZM408	Atlas C1	70sq	RRR478
14. 05-0932	C-40C	73rd AS AFRC	Spar10	04. 74	Xingu	28F	FNY5021
15. 01-0187	C-17A	62nd AW	18 RCH485	06. R223/64-GW	C-160R	ET00.064	CTM2078
13-5072/HL	F-35A	34th FS	Thud11-14	18. 165158/CW	C-130T	VR-54	19 CNV6542
14-5094/HL	F-35A	34th FS	Alta21-24	19. 165158/CW	C-130T	VR-54	20 CNV6542
14-5096/HL	F-35A	34th FS	Alta21-24	20. 168852	P-8A	VP-16	Talon16
14-5097/HL	F-35A	34th FS	Alta21-24	<u>Credits:</u> MAR, Scramble messageboard.			
14-5098/HL	F-35A	34th FS	Thud11-14				
14-5102/HL	F-35A	34th FS	Alta21-24				



As part of the first F-35A deployment to Europe eight 34th FS Lightning IIs from Hill AFB (UT) found their way into Lakenheath. Among them was 13-5081, seen here by Mark Rourke on 19 April 2017.

ZH875/875	Hercules C4	24/30/47sq	* Comet135	95-00123	UC-35A	E/1-214th AVN	Duke64
ZA126/91	Sea King ASaC7	849NAS	Guardian91	27. KAF343	C-17A	41sq	29 KAF3202
ZE422/92	Sea King ASaC7	849NAS	Guardian92	ZM402/402	Atlas C1	70sq	RRR475
98-0006	UC-35A	Det. 1 Co/6-52nd AVN	Ninja88	28. 165158/CW	C-130T	VR-54	29 CNV6902
N95NA	G-V	NASA Houston	+11 NASA5	29. 130608	CC-130J	436sq	OSY16F
07. 130602	CC-130J-30	436sq	09 CFC2569	58-0121	KC-135R	465th ARS AFRC	RCH928
ZZ665	Airseeker R1	51sq	* Dagnet51	<u>Credits:</u> MAR, Scramble messageboard.			
10. ZK455/O	Beech B200	45(R)sq	* CWL78	Stansted	April 2017		
11. 65314/JW	C-130T	VR-62	12 CNV3281	01. A7-HHJ	A319-133X	Gvmt of Qatar	QAF5
13. 130613	CC-130J-30	436sq	15 CFC2547	9M-III	B737-82Z	Sultan of Johor	
ZM406/406	Atlas C1	70sq	* RRR480	02. A7-HHM	A330-203	Gvmt of Qatar	+07 QAF3
ZG995	Defender AL1	651sq	* AA523	04. A40-AA	A320-233	Gvmt of Oman	ORF5
79-1946	KC-10A	60th AMW	RCH107	05. A6-AUH	B737-800	Gvmt of Abu Dhabi	AUH06
79-1947	KC-10A	305th AMW	14 Roma12	08. A6-MRS	B737-800	Gvmt of Dubai	DUB7
14. 130611	CC-130J-30	436sq	15 CFC2545	09. HZ-124	A340-213	1sq/Royal Flight	SV003
07-7179	C-17A	60th AMW	RCH192	13. 84-0096	C-21A	76th AS	AEV10E3
91-1652	C-130H	180th AS MO ANG	RCH409	16. A7-MBK	A320-232X	Gvmt of Qatar	
16. 130602	CC-130J-30	436sq	18 CFC2569	17. A7-AAH	A340-313X	Gvmt of Qatar	
165314/JW	C-130T	VR-62	18 CNV3281	9K-GCC	B737-9BQER	Gvmt of Kuwait	+20,23 KUG004
18. 15003	CC-150	437sq	CFC4101	18. UR-ABA	A319-115	Gvmt of Ukraine	UKN1113
ZF264/264	Tucano T1	72(R)sq	LOP37	19. 02-0202	C-40B	201st AS DC ANG	Boxer44
19. 87-0121	KC-10A	305th AMW	20 RCH964	22. MAP	C-17A	12sq	24 LHOB247
21. 130613	CC-130J-30	436sq	22 CFC2547	23. 05-4613	C-40C	73rd AS AFRC	24 SPAR18
15003	CC-150	437sq	CFC4101/4102	25. A6-COM	B747-433M	Gvmt of Dubai	DUB8
97-0044	C-17A	89th AS AFRC	22 RCH237	27. A7-AAG	A320-232X	Gvmt of Qatar	
ZZ331/331	Voyager KC2	10/101sq	22 RRR2740	30. TR-KGM	G650	Gvmt of Gabon	
22. 79-1949	KC-10A	305th AMW	23 Roma12	<u>Credits:</u> MAR, Scramble messageboard.			
24. 130617	CC-130J-30	436sq	25 CFC2521	Waddington	April 2017		
KAF343	C-17A	41sq	25 KAF3202	19. T-235	KDC-10	334sq	* NAF41
ZH875/875	Hercules C4	24/30/47sq	* RRR220	20. ZM408/408	Atlas C1	70sq	* RRR401
25. 130617	CC-130J-30	436sq	26 CFC2521	<u>Credits:</u> MAR, Scramble messageboard.			
ZH882/882	Hercules C5	24/30/47sq	* RRR232				
07-7189	C-17A	437th AW	26 RCH351				
08-8190	C-17A	437th AW	26 RCH349				
26. ZZ665	Airseeker R1	51sq	* Goose31				
ZH873/873	Hercules C4	24/30/47sq	* RRR244				
ZH877/877	Hercules C4	24/30/47sq	* RRR241				
ZH879/879	Hercules C4	24/30/47sq	* RRR239				
84-0187	KC-10A	305th AMW	RCH565				

Boost your airline intelligence around the world.

Nobody covers the
Airline Industry like
ch-aviation PRO.

ch-aviation

Go to ch-aviation.com and get your free two week trial.



Icelandic low cost carrier WOW Air has ordered five A320neo family aircraft as part of its fleet expansion plan, which will see a goal of 24 aircraft by 2020. Appropriately registered A320neo TF-NEO was delivered on 26 April and Canada was one of its first countries it deployed to. (Toronto Lester B. Pearson International Airport, 6 May 2017, Andrew H. Cline)

Airliner News

Europe

The Netherlands

Air France-KLM's CFO has stated that the airline is starting its short-haul replacement evaluation in 2019. The airline group is planning to start talks with the manufacturers about possible replacements for the airline's A320s and B737s, with the A320s of Air France having a priority to be replaced as that fleet is older than KLM's B737-fleet. AF-KLM is also quite curious what future plans Airbus and Boeing might have for their shorthaul-aircraft.

Belarus

Belavia is thinking about expanding its Embraer-fleet and is looking at the ERJ175 and ERJ190. The airline wants to add two planes.

Belgium

Start-up Air Belgium has announced that they will delay the start-up of operations to the last quarter of this year. The move comes as the airline experiences difficulty in obtaining the necessary licences on time. The first destination that the new airline will serve is Hong Kong.

Brussels Airlines has announced that they will source seven A330-300s which will be used to replace the oldest A330s in its fleet. The new planes will arrive in 2018 and 2019.

Denmark

Boeing and Primera Air Scandinavia reached an agreement for an order for eight B737MAX9s. The deal also includes options on another four B737MAXs. The airline will also lease eight new B737MAX9s via Air Lease Corporation. Next to replacing its current fleet, Primera also wants to use the new MAX9s on new routes between Scandinavia and the US.

France

Air France has outlined its plans with Boost. The new carrier, which is to be renamed, will wet-lease its fleet from Air France and plans to operate eighteen medium-haul aircraft in 2018 and ten long-haul aircraft in 2020. Boost will start operations this winter with six A321-200s, which will increase to eleven by summer next year. Also next summer will see the arrival of three or four A340-300s. The A340s will be replaced by A350s, of which the first one is to arrive in winter 2019. The airline expects to operate six A320s, twelve A321s and ten A350s at the start of the summer season of 2021.

Virtual carrier Fly Kiss has ended all operations, just six months after starting.

Germany

As losses are piling up at Air Berlin, the CEO of Lufthansa once again stated that the airline is interested in a possible take-over of the troubled airline. Air Berlin would then be integrated into Eurowings. It is also rumoured that Delta Air Lines and the HNA Group are also interested in a possible (partly) take-over of Air Berlin.

Azur Air has postponed its start-up to the end of June. The plan is still to operate two B767-300ERs out of Düsseldorf to various holiday-destinations.

AerCap and Germania signed a lease-deal for a single A319. The plane has already been delivered.

Italy

Alitalia has entered into special administration and received a loan of €600 million from the government in order to keep operating. In the meantime the administrators have to find a solution for the troubled airline, and to do so they are seeking interested buyers for the airline.

Romania

Tarom has signed a lease-agreement for two B737-800s, which should have arrived by the time you read this Scramble. The company also plans to expand the fleet with two widebody-aircraft later this year.

Russia

Helicopter-company Simargl Air Company has been taken over by a Russian aviation company which is planning to change the airline into N8 Airlines. The new airline will be based at Sochi and operate ERJ145s and B737-800s on regional routes.

Spain

AerCap and Wamos Air signed a lease-agreement for a single A330-200. The airplane is due soon.

Before even starting operations, LEVEL has stated that they are also very interested in starting flights out of Paris-Orly and Rome-Fiumicino later on. The airline wants to expand its fleet with two to three planes at the beginning of next year and plans to use these to also start flights out of new bases.

Turkey

BoraJet, which recently ceased all operations, is going to operate wet-lease flights for Turkish Airlines. Their four ERJ195s will be flown for Turkish Airlines on domestic flights. In the meantime the airline is thinking about a restructuring in order to become an independent carrier again later on.

United Kingdom

Airbus and easyJet agreed that the airline will convert thirty of its A320neos on order into A321neos.

Africa

Kenya

Ilyushin Finance and Jambojet signed a lease-agreement for two DHC-8-400Qs. The first aircraft should already been delivered by the time you read this and the second plane is to arrive before the end of this year.

Madagascar

Following the signing of a close cooperation with Air Austral last month, in which Air Austral took over 49% of Air Madagascar, the airline has now announced that it's going to expand the fleet to fourteen aircraft by 2020, growing to seventeen by 2023. Its two A340-300 are to be replaced first as they are becoming more and more uneconomical to operate. The replacements will probably come from Air Austral.

South Africa

South African Airways LCC Mango Airlines is planning to renew its fleet in 2020. The company is thinking about either newer B737-800s or maybe even a new type.

Asia

China

Loong Air will lease five A320s through BOC Aviation. The aircraft will be delivered this year.

India

Alliance Air will lease ten ATR72-600s through DAE Capital with deliveries this year.

The Indian skies will be filled with a lot more ATR72s in the future, as IndiGo has ordered fifty ATR72-600s. The first deliveries are expected from Q4 of this year.

SpiceJet intends to lease two B787-8s to serve longhaul destinations from this winter.

Maldives

Due to restructuring its activities, B767 operator Mega Maldives Air has suspended its operations.

Singapore

Singapore Airlines will retire four A380s by March 2018.

Tigerair and Scoot will be rebranded as Scoot Tigerair from 25 July.

Middle-East

Iran

Iran Air was trying to get their first 777, a former Turkish Airlines, B777-300ER. But the deal fell through. The airline now has stated that it now expects its first B777-300ER in April of next year.

Israel

The Aviation Capital Group and El Al signed a lease-agreement for two B787-9s. In total the airline is now expecting sixteen B787s. Nine Dreamliners will be leased (five B787-9s and four B787-8s) and seven owned (four B787-9s and three B787-8s). The first two B787s are set to arrive in the second half of this year.

Jordan

Fly Jordan is planning to add a freighter to its fleet of two B737-300s. The airline is planning to operate the new plane on cargo flights to Europe, although no type and destinations are mentioned.

Kuwait

If everything goes according to plan, Wataniya Airways should be operational again, using two A320s on regional routes.

Oman

The CEO of Oman Air confirmed that the airline is in talks about a possible order for fifteen new widebody aircraft, which will be used to replace the airline's current ten A330s. The airline is looking at the A350 and B787-9 and is planning to buy them straight from the manufacturer or lease them. The airline also announced that it will lease out several B737-800s when their first new B737MAX8s start to arrive.

Saudi Arabia

During the state-visit of President Trump to the country a memorandum of understanding was signed between Boeing and Saudi Gulf for a possible widebody order. The deal possibly includes both the B777 and B787.

United Arab Emirates

Air Arabia is planning to decide early next year if they want to order new planes to expand its current fleet of 38 A320s.



Nairobi based Jambojet, a subsidiary of Kenya Airways, is set to receive a brand new Dash-8 Q400 from Toronto Downsview Airport. It is seen on a test flight on 15 May at Downsview, wearing Canadian test registration C-FTXE, and will become 5Y-JJI upon delivery. As with the other aircraft in the Jambojet fleet, it has a unique paint scheme featuring the markings of a native Kenyan animal on the tail, in this case a giraffe. Other tail patterns in the fleet include cheetah and zebra (on the 737s). (Andrew H. Cline)



Moldavian cargo carrier Aerotrans Cargo has a fleet of three Boeing 747s. The first one entered the fleet in 2015 (ER-BAM), the second in 2016 (ER-JAI) and the third was received on 30 April 2017. ER-BBJ is the first full freighter while the other two are converted to freighter. This freighter was known as 9V-SFG from Singapore Airlines Cargo. (Ostend, 4 May 2017, Nik Deblauwe)

North America

Canada

WestJet will buy twenty B787-9s from Boeing with deliveries from 2019. The airline also converted fifteen B737MAX orders into options. The current MAX order for WestJet now consists of 20 MAX 7s, 23 MAX 8s and seven MAX 9s.

Mexico

AeroMéxico operated its last ERJ145 flight on 1 May.

Interjet will lease ten A320s through Aviation Capital Group. The first aircraft will already be delivered in July.

United States of America

American Airlines has agreed with Airbus, that the 22 outstanding A350s will have deliveries postponed by two years, meaning that deliveries will commence from 2020 instead of 2018.

Delta Air Lines will indeed adjust its widebody plans regarding A350-900s, as all deliveries expected from 2019 are to be postponed by two to three years. On the upside, Delta made up with Airbus by ordering another thirty A321 classics.

Due to continuous technical difficulties plaguing their first A320neo, Spirit Airlines will not take deliveries of A320neos until 2019. The initially awaited four Neos for 2018 will be delivered as classic A320s.

Aircraft orders

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

Airbus 2017 firm orders

AerCap	1	A320neo
AirAsia	3	A320
Air France	3	A350-900
BOC Aviation	2	A320
CALC	9	A320
		(+3)
	2	A320neo
Iberia	1	A330-200

K-Air Airlines	8	A320
<u>Nile Air</u>	2	A321neo
Spirit Airlines	2	A320
<u>Undisclosed</u>	7	A319
	10	A350-900
	1	A320
Viva Aerobus	51	
Total		(+25)
ATR 2017 firm orders		
<u>IndiGo</u>	50	ATR72-600
Total	50	(+50)
Boeing 2017 firm orders		
Arik Air	2	B787-9
FedEx	1	B777-200F
Indian Navy	4	P-8I
<u>Primera Air</u>	8	B737MAX9
<u>Private</u>	5	BBJ
Royal Air Force	2	P-8A
Royal Australian Air Force	4	P-8A
<u>SMBC Aviation Capital</u>	3	B737
<u>Unidentified</u>	166	B737
	1	B747-8F
	8	B777
	11	B787
	15	KC-46A
US Air Force	11	P-8A
US Navy	10	B787-9
<u>WestJet</u>	10	B787-9
Total	251	(+25)

Bombardier 2017 firm orders

CityJet	10	CRJ900
<u>Ilyushin Finance Corporation</u>	1	DHC-8-400Q
Total	11	(+1)

Embraer 2017 firm orders

<u>American Airlines</u>	4	ERJ185
Skywest	5	ERJ175
Wideroe	3	ERJ190-E2
Total	12	(+4)

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



This 2003-built A320 started his career with Spanish carrier Spanair as EC-INM. In 2012 it moved to low cost carrier Vueling as EC-LQJ where it flew for five years. Since 12 April 2017 the Airbus is flying in this hybrid colour scheme as 9H-AHR for Air Malta. (Amsterdam-Schiphol, 30 April 2017, Marcus Steidele)

A300	B4-605RF	626	<u>XA-GGL</u>	AeroUnion (correction Scramble 454 - Page 35)	
A318	-112 (ACJ)	3932	HZ-AS99	Saudia - Saudi Arabian Airlines, ex HZ-RCA of Mid East Jet. Noted with this new registration and in full Saudia colours in March. Aircraft flew for the Saudia Arabian Red Crescent and still operates in this Medevac / Air Ambulance role with its new registration and in its new colours.	
A319	-111	1684	EI-FXN	Volotea Air, ex N906FR of Frontier Airlines. Delivered on 12 May.	
	-112	1786	ER-AXM	Air Moldova, ex EI-GAS of Apollo Aviation Group. Delivered on 20 May. Former N954FR of Frontier Airlines.	
	-112	1925	D-ASTL	Germania, ex HC-CKO of AVIANCA Ecuador. Delivered on 25 April.	
	-111	2258	EI-FXP	Volotea Air, ex N932FR of Frontier Airlines. Delivered on 16 May.	
	-132	2631	AP-BNL	Shaheen Air International, ex TC-JLO of Turkish Airlines. Delivered on 29 April.	
	-112	3872	OE-IEC	Doric, ex TS-IEG of Syphax Airlines. Registered in Austria on behalf of the lessor on 3 May. The aircraft had been stored at Stax and Monastir since Syphax went out of business in July 2015. It was ferried to Woensdrecht on 11 May 2017.	
	-112	3892	OK-OER	CSA Czech Airlines, ex Saudia – Saudi Arabian Airlines. Returned from lease on 3 May.	
	-112	4258	OK-PET	CSA Czech Airlines, ex Saudia – Saudi Arabian Airlines. Returned from lease on 2 May. Both Czech Airbuses had been leased to Saudia since October 2015.	
	A320	-211	216	D-AIQF	Lufthansa, ex Germanwings. Returned from a two and half years period with Germanwings on 20 April.
		-231	376	EP-API	Iran Aseman Airlines, ex EP-ZAI of Zagros Airlines. Delivered in March and reregistered on 1 May.
-212		427	SX-ABX	Olympus Airways, ex 2-TGXE of Vallair Solutions. Delivered on 13 March. Former 9Q-CHB of CAA – Compagnie Africaine d'Aviation.	
-214		533	YL-LCL	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April.	
-214		828	LY-VEF	Condor, ex Avion Express. Delivered on summer lease on 25 April. Aircraft wears Thomas Cook titles and is based at Munich.	
-233		902	LV-VEI	Condor, ex Avion Express. Delivered on summer lease on 25 April. Aircraft wears Thomas Cook titles and is based at Cologne.	
-214		936	YL-LCK	SmartLynx, ex Jetstar Pacific Airlines. Returned from lease on 25 April. Flew between 25 April and 1 May for Niki and between 1 May and 12 May for EasyJet.	
-214		984	ES-SAQ	EI Al Israel Airlines, ex Air Malta. Delivered on summer lease on 17 April. The aircraft is leased from SmartLynx Estonia.	
-232		1183	ES-SAP	SmartLynx Estonia, ex SE-RJE of SAS. Delivered on 20 April.	
-232		1407	SX-ORG	SmartWings, ex Orange2fly. Delivered on lease for the summer season on 18 May.	
-233		1626	LY-VEN	Thomas Cook Airlines, ex Avion Express. Delivered on lease for the summer season on 26 April.	
-214		1762	YL-LCU	EasyJet, ex HB-IJX of Swiss. Delivered on 12 May. The aircraft is leased from SmartLynx and based at Gatwick.	
-232		1823	YL-LCP	Monarch Airlines, ex SmartLynx. Delivered on lease to Monarch on 30 April. The aircraft returned from a previous lease to EI Al on 24 April.	
-214		1873	YL-LCO	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 29 April. Aircraft has not been leased to Air Malta late March, as mentioned in last month's issue (correction Scramble 456 – Page 47).	
-232		1998	LY-VEL	Thomas Cook Airlines, ex Avion Express. Delivered on lease for the summer season on 28 April.	
-214		2001	N233NV	Allegiant Air, ex EI-EZV of Aer Lingus. Delivered on 3 May.	
-214		2668	D-ABHI	Air Berlin, ex OE-LEL of Niki. Delivered on 27 April.	
-232		3259	5B-	Cobalt, ex TC-JAI of Turkish Airlines. Delivered on 6 May. Registered in between as OE-IFM of GECAS.	
-214	3422	D-ABDT	Air Berlin, ex HB-IOQ of Belair. Returned to Air Berlin on 14 May.		
-214	3789	EI-GAL	Aer Lingus, ex VQ-BAZ of Aeroflot. Delivered on 5 May.		
-214	4207	TC-FBH	Freebird Airlines, ex VietJetAir. Returned from lease already after one month on 16 February.		
-214	4368	D-ABHN	Eurowings, ex Air Berlin. Delivered on lease on 3 May.		
-214	4594	D-ABHM	Air Berlin, ex OE-LEH of Niki. Delivered on 9 May.		
-214	5096	TC-FBO	Freebird Airlines, ex VietJetAir. Returned from lease already after one month on 16 February.		
-214	5096	TC-FBO	airBaltic, ex Freebird Airlines. Delivered on lease on 31 March.		
-214	7561	VP-BFA	Aeroflot. Delivered on 29 April. Test registration was F-WWIE.		
-251N	7565	SE-DOZ	SAS Scandinavian Airlines. Delivered on 3 May. Test registration was D-AUBD.		
-214	7593	VP-BFE	Aeroflot. Delivered on 29 April. Test registration was D-AUBJ.		

A321	-214	7646	VP-BFG	Aeroflot. Delivered on 29 April. Test registration was F-WWIP.
	-214	7660	G-EZRD	EasyJet. Delivered on 28 April. Test registration was D-AUBY.
	-214	7665	G-EZRE	EasyJet. Delivered on 11 May. Test registration was D-AUBZ.
	-214	7666	HZ-AS57	Saudia - Saudi Arabian Airlines. Delivered on 10 May. Test registration was F-WWBO.
	-214	7681	D-AIWA	Lufthansa. Delivered on 19 May. Test registration was D-AXAH.
	-214	7687	G-EZRF	EasyJet. Delivered on 15 May. Test registration was D-AXAF.
	-112	765	5Y-JZW	YanAir, ex Jubba Airways. Returned from lease on 4 May.
	-212	827	LY-VEE	Thomas Cook Airlines, ex F-GYAQ of Air Méditerranée. Delivered on 9 May. Registered in between as F-WTDW of AerCap. Aircraft is leased from Avion Express and is all white with Thomas Cook titles and logos.
	-211	891	VP-BRS	Red Wings, ex F-GYAR of Air Méditerranée. Delivered on 19 May. Registered in between as F-WTDV and 2-RLAM of AerCap.
	-231	1366	LY-VEH	Thomas Cook Airlines, ex 2-ATCD of AerCap. Delivered on 29 April. Former SU-TCD of Almasria Universal Airlines. Aircraft is leased from Avion Express and is in full Thomas Cook colour scheme.
	-211	1966	OE-LCF	Niki, ex D-ABCF of Air Berlin. Delivered on 26 April.
	-231	1977	EP-ZGA	Zagros Airlines, ex UR-CPY of the same company. Registered in Iran late April. The aircraft was previously operated on lease from Khors Aircompany.
	-231	2055	EP-ZGB	Zagros Airlines, ex UR-CQB of the same company. Registered in Iran late April. The aircraft was previously operated on lease from Khors Aircompany.
	-212	2115	LY-VEG	Thomas Cook Airlines, ex Avion Express. Delivered on summer lease on 24 April. Aircraft is in full Thomas Cook colours.
	-231	2211	YL-LCQ	SmartLynx, ex Novair. Returned from one month lease on 24 April. Aircraft is all white with Thomas Cook titles and logos.
	-231	2211	YL-LCQ	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April. Aircraft is all white with Thomas Cook titles and logos.
	-212	2270	CS-TJH	TAP Portugal, ex EC-JNI of Iberia. Delivered on 4 May.
	-211	2903	SP-HAX	Small Planet Airlines Poland, ex Nesma Airlines. Returned from lease on 1 May.
	-211	2912	SP-HAY	Small Planet Airlines Poland, ex Nesma Airlines. Returned from lease on 1 May.
	-231	3106	VP-BHN	Nordwind Airlines, ex 4R-MRC of Mihin Lanka. Delivered on 25 April.
-211	4728	OE-LCH	Niki, ex D-ABCH of Air Berlin. Delivered on 9 May.	
-211	6168	OE-LCL	Niki, ex D-ABCL of Air Berlin. Delivered on 22 May.	
-211	6629	HB-JOV	Belair, ex D-ABCP of Air Berlin. Delivered on 10 May.	
.211	6639	HB-JOX	Belair, ex D-ABCQ of Air Berlin. Delivered on 3 May.	
-231	7621	EC-MQL	Vueling Airlines. Delivered on 25 April. Test registration was D-AVZP.	
-211	7645	VP-BFF	Aeroflot. Delivered on 13 May. Test registration was D-AVYG.	
-231	7647	HA-LXR	Wizz Air. Delivered on 6 May. Test registration was D-AVYI.	
-211	7650	TF-WIN	WOW air. Delivered on 17 May. Test registration was D-AVYJ.	
-231	7661	OH-LZP	Finnair. Delivered on 8 May. Test registration was D-AVYN.	
-211	7678	VP-BFQ	Aeroflot. Delivered on 20 May. Test registration was D-AVYX.	
-211	7680	TF-PRO	WOW air. Delivered on 19 May. Test registration was D-AYAI.	
A330	-243	372	PR-AIX	Azul, ex CS-TOT of TAP Portugal. Returned from lease on 15 May.
-243	536	C-GUBD	Air Transat, ex A6-EAR of Emirates. Delivered on 13 May. Registered in between as F-WTBF of Airbus Asset Management.	
-203	655	VQ-BMI	VIM Airlines, ex B-16308 of EVA Air. Delivered on 18 May.	
-223	802	D-ABXG	Air Berlin, ex EC-MKT of Evelop Airlines. Delivered on 22 May.	
-223	968	D-ABXE	Air Berlin, ex PT-MVQ of TAM Brasil. Delivered on 16 May. Registered in between as OE-IET of AerCap.	
-343E	1006	CS-TOV	TAP Portugal, ex 9V-STE of Singapore Airlines. Delivered on 22 May.	
-343E	1491	TC-LOB	THY Turkish Airlines, ex EI-FNZ and N114NT of Intrepid Aviation Group. Delivered on 18 May. Former JA330B of Skymark Airlines.	
-243	1555	G-VYGL	Jet2, ex Air Tanker Ltd. Delivered on 15 May. Aircraft is all white with Jet2 titles and logos.	
-243	1601	G-VYGM	Thomas Cook Airlines, ex Air Tanker Ltd. Delivered on 28 April. Aircraft is all white with Thomas Cook titles and logos.	



Just before Boeing 737 TC-ABP moved from Pegasus to Blue Air, the Turkish carrier leased the B737 to PIA Pakistan International Airlines. After this two month lease it was withdrawn from use on 30 March 2017. On the day of delivery the aircraft came in at Shannon in full colours of Blue Air and it became YR-BMK. (Shannon, 17 May 2017, Malcom Nason)



In May 2016 ASL Aviation Group acquired TNT Airways and is now trading as ASL Airlines Belgium. Several Austrian registered aircraft belong to this airline. One of its main activities is to supply the FedEx-TNT network. To meet this service the airline uses some Boeing 747s and one them is OE-IFD. This full freighter version was built in 2004 and served Korean Air for twelve years as HL7600 until it went into storage in November 2016. OE-IFD was delivered on 31 March 2017 to the Belgian airline. The reason of its visit to Amsterdam was maintenance by KLM (Amsterdam-Schiphol, 6 May 2017, Walter Heukensfeld)

	-243	1608	PR-OCG	AVIANCA Brasil. Delivered on 11 May. Aircraft made its first flight already in October 2015 and had since then been stored at Toulouse and Teruel as F-WHUI. Test registration was F-WWCU.
	-343E	1651	TC-LOG	THY Turkish Airlines, ex EI-FMI of Intrepid Aviation Group. Delivered on 25 April. This Airbus was originally destined for Skymark Airlines as JA330K, but never delivered to the Japanese airline. It had been stored at Lourdes before being delivered to Turkey.
	-243	1775	B-8981	Capital Airlines. Delivered on 25 May. Test registration was F-WWKJ.
	-202	1777	EC-MOU	LEVEL, ex Iberia. Transferred to the new long haul low cost division on 14 May.
	-343E	1781	HZ-AQ24	Saudia - Saudi Arabian Airlines. Delivered on 27 April. Test registration was F-WWYC.
	-302E	1783	N831NW	Delta Air Lines. Delivered on 25 April. Test registration was F-WWKA.
	-202	1784	EC-MOY	Iberia. Delivered on 5 May. Test registration was F-WWYU.
	-202	1784	EC-MOY	LEVEL, ex Iberia. Transferred to the new long haul low cost division and painted in LEVEL colours and delivered in its new colours at Barcelona on 21 May.
	-243	1785	B-8951	Tibet Airlines. Delivered on 28 April. Test registration was F-WWKU.
	-343E	1786	B-8689	Air China. Delivered on 29 April. Test registration was F-WWYE.
	-343E	1789	RP-C3348	Cebu Pacific Air. Delivered on 19 May. Test registration was F-WWCD.
	-343E	1790	HZ-AQ25	Saudia - Saudi Arabian Airlines. Delivered on 25 May. Test registration was F-WWCK.
	-302E	1791	EI-GAJ	Aer Lingus. Delivered on 23 May. Test registration was F-WWCQ.
A340	-313E	844	F-WXAG	Airbus Asset Management, ex OH-LQC of Finnair. Registered in France in May. Ferried to Teruel for storage on 10 May.
	-541	902	TC-CAN	Government of Turkey, ex TC-TRK. Reregistered in April.
A350	-941	45	A7-AMD	Qatar Airways, ex PR-XTD of LATAM Airlines Brasil. Delivered on lease on 21 April.
	-941	48	A7-AMC	Qatar Airways, ex PR-XTE of LATAM Airlines Brasil. Delivered on lease on 24 April.
	-941	69	A7-ALP	Qatar Airways. Delivered on 23 May. Test registration was F-WZGZ.
	-941	93	B-LRO	Cathay Pacific Airways. Delivered on 12 May. Test registration was F-WZNX.
	-941	94	HL8078	Asiana Airlines. Delivered on 25 April. First A350 for Asiana. Test registration was F-WZNY.
	-941	99	9V-SMM	Singapore Airlines. Delivered on 5 May. Test registration was F-WZFU.
	-941	103	ET-AUA	Ethiopian Airlines. Delivered on 28 April. Test registration was F-WZFZ.
	-941	105	B-18907	China Airlines. Delivered on 24 May. Test registration was F-WZFP.
	-941	107	9V-SMN	Singapore Airlines. Delivered on 20 May. Test registration was F-WZGC.
A380	-861	197	A7-APH	Qatar Airways. Delivered on 5 May. Test registration was F-WWAS.
	-842	229	A6-EUQ	Emirates. Delivered on 15 May. Test registration was F-WWSF.
B737	-42CSF	24231	EI-STL	ASL Airlines Ireland, ex OY-JTL of Jet Time. Delivered on 17 May.
	-505	24274	9H-OME	Volotea Air, ex Air X Charter. Delivered for the summer season on 14 May.
	-505	24647	9H-AHA	Volotea Air, ex Air X Charter. As above on 24 May.
	-3G7F	24710	TS-ICB	Express Air Cargo, ex A9C-JNC of Texel Air. Delivered on 12 May.
	-4Y0SF	24903	G-JMCS	West Atlantic, ex OY-JTK of Jet Time. Delivered on 12 May.
	-4Y0SF	25177	EI-EMY	ASL Airlines Ireland, ex N760SL of the Bank of Utah. Delivered after freighter conversion on 12 May. Former A6-MHM of Global Jet Airlines.
	-330	26428	UP-	Sunkar Air, ex N642AU of Automatic Leasing. Delivered late April. Former D-ABEN of Lufthansa.
	-8K5	27992	EC-	AlbaStar, ex VQ-BJC of Orenair. Delivered on 5 May. Registered in between as EI-IAS of Castlake
	-73S	29080	<u>F-GZTQ</u>	ASL Airlines France (correction Scramble 456 – Page 48).
	-86J	29120	9H-TJG	Corendon Airlines Europe, ex TC-TJG of Corendon Airlines. Registered in Malta on behalf of this new Corendon subsidiary on 23 May.
	-3S3	29244	JY-JAY	Jordan Aviation, ex Iran Airtour. Returned from lease on 25 April.
	-33V	29334	CC-ASQ	LAW - Latin American Wings, (addition Scramble 453 – Page 34).
	-8Q8	29351	OK-TVJ	SmartWings, ex C-FTAH of Sunwing Airlines. Returned from winter lease on 15 May.

-8FH	29669	OK-TVF	Travel Service, ex C-GTVF of Sunwing Airlines. As above on 23 May.
-8AS	29932	OM-JEX	AirExplore, ex VQ-BCJ of Rossiya. Delivered on 5 May.
-8AS	29932	OM-JEX	TUI Airlines Belgium, ex AirExplore. Leased for the summer season. Ferried to Brussel on 7 May.
-86Q	30292	C-FEAK	TUI Airlines UK ex Sunwing Airlines. Delivered on summer lease on 18 May. Based at Belfast.
-89P	30682	SP-LWA	LOT Polish Airlines, ex B-5101 of China Eastern Airlines. Delivered on 10 May. Registered in between as 2-TBXQ of AerCap.
-8Q8	30724	OK-TVY	SmartWings, ex C-GTQY of Air Transat. Returned from winter lease on 5 May.
-8KN	31716	OK-TSP	SmartWings, ex A6-FDH of FlyDubai. Delivered on 4 May.
-8KN	31765	OK-TSQ	SmartWings, ex A6-FDI of FlyDubai. Delivered on 5 May.
-89P	32800	SP-LWB	LOT Polish Airlines, ex B-5086 of China Eastern Airlines. Delivered on 14 May. Registered in between as 2-TBXS of AerCap.
-8K5	32907	OK-TVP	SmartWings, ex C-GVKP of Sunwing Airlines. Returned from winter lease on 12 May.
-86J	32920	EI-GAT	Apollo Aviation Group, ex TC-TJL of Corendon Airlines. Returned to the lessor and registered in Ireland on 26 April.
-86J	32920	OM-NAS	AlbaStar, ex EI-GAT of Apollo Aviation Group. Delivered late May. The aircraft is operated by AirExplore.
-752	33793	OO-JJI	ECAir-Equatorial Congo Airlines, ex TUI Airlines Belgium, Delivered on a new lease on 2 May. Flew for ECAir before --between August 2015 and September 2016.
-8Z9	33833	OK-TVX	SmartWings, ex Travel Service. Transferred on 14 May.
-86N	34253	TC-TJO	SpiceJet, ex Corendon Airlines. Delivered on lease on 8 May.
-8EH	34280	UR-PSX	Ukraine International Airlines, ex PR-GTI of GOL. Delivered on 5 May.
-8AL	35075	SP-ESA	Enter Air, ex B-5331 of Shandong Airlines. Delivered on 23 May.
-7CT	35086	4L-TGO	Georgian Airways, ex EK73786 of Armenia Aircompany. Delivered on May.
-8FH	35093	OK-TSC	SmartWings, ex C-GTQX of Air Transat. Returned from winter lease on 2 May.
-8K5	35132	G-FDZD	TUI Airlines UK, ex C-FTZD of Sunwing Airlines. As above on 15 May.
-8K5	35134	G-FDZA	TUI Airlines UK, ex C-FPZA of Sunwing Airlines. As above on 13 April.
-8K5	35138	G-FDZF	TUI Airlines UK, ex C-FEZF of Sunwing Airlines. As above on 3 May.
-8K5	35148	OO-JAQ	TUI Airlines Belgium, ex C-FOAQ of Sunwing Airlines. As above on 2 May.
-86N	35641	SP-ESB	Enter Air, ex B-5432 of Xiamen Airlines. Delivered on 23 May.
-8GQ	35793	OK-TSO	SmartWings, ex AirTransat. Returned from winter lease on 2 May.
-8FN	37076	OK-TVL	Travel Service, ex C-GKVL of Sunwing Airlines. As above on 23 May.
-8K5	37239	G-TAWK	TUI Airlines UK, ex C-FQWK of Sunwing Airlines. As above on 3 May.
-8K5	37259	D-ATYC	TUIfly, ex SE-RFU of TUIfly Nordic. Delivered on 16 May.
-8K5	37266	G-TAWG	TUI Airlines UK, ex C-GZUG of Sunwing Airlines. Returned from winter lease on 25 April.
-86J	37743	VT-	Jet Airways, ex TC-IZB of Pegasus Airlines. Delivered on 18 May. Registered in between as M-IRIC of SMBC Aviation Capital.
-86J	37752	C-FWGH	TUI Airlines UK, ex Sunwing Airlines. Delivered on summer lease on 29 April. Based at Leeds-Bradford.
-86N	38025	OK-TVU	SmartWings, ex C-GKVU of Sunwing Airlines. Returned from winter lease on 16 May.
-86N	38027	OK-TVV	SmartWings, ex C-GKVV of Sunwing Airlines. As above on 9 May.
-8K5	38107	G-TAWH	TUI Airlines UK, ex C-GQWH of Sunwing Airlines. As above on 25 April.
-8JP	39022	EI-GBF	Norwegian, ex LN-NGK of the same company. Registered in Ireland on 25 April.
-8JP	39023	EI-GBG	Norwegian, ex LN-NGL of the same company. Registered in Ireland on 26 April.
-8K5	39094	D-ATUK	TUIfly, ex N748MA of Miami Air International. Returned from winter lease on 30 April.
-81D	39438	C-GNCH	TUI Airlines UK, ex Sunwing Airlines. Delivered on summer lease on 29 April. Based at Norwich.
-81D	39440	C-FFPH	TUI Airlines UK, ex Sunwing Airlines. As above on 1 May. Based at Dublin.
-82R	40696	YR-BMJ	Blue Air, ex TC-AAV of Pegasus Airlines. Delivered on 3 May.
-82R	40874	G-ZBAV	Monarch Airlines, ex TC-AAV of Pegasus Airlines. Delivered on 18 May.
-82R	40876	YR-BMK	Blue Air, ex TC-ABP of Pegasus Airlines. Delivered on 17 May.
-800	42058	TC-COR	Corendon Airlines. Delivered on 11 May. First factory-new 737 for Corendon. Line # 6395.
-800	42087	EI-FVS	Norwegian. Delivered on 8 May. Line # 6389.
-800	42279	EI-FVR	Norwegian. Delivered on 3 May. Line # 6382.
-800	42280	EI-FVT	Norwegian. Delivered on 18 May. Line # 6402.
-800	44786	EI-FZN	Ryanair. Delivered on 25 April. Line # 6373.
-800	44787	EI-FZO	Ryanair. Delivered on 27 April. Line # 6376.
-800	44789	EI-FZS	Ryanair. Delivered on 16 May. Line # 6399.



TUI Airlines Belgium acquired a fourth ERJ190 and OO-TEA was delivered on 30 March 2017. The aircraft was built in 2014 and delivered as 40-AOD to Montenegro Airlines. It was put in storage in November 2016 and converted from an LR to an STD version. (Antwerp, 21 April 2017, Walter van Brempt)

	-800	44790	EI-FZP	Ryanair. Delivered on 6 May. Line # 6388.
	-800	44792	EI-FZR	Ryanair. Delivered on 10 May. Line # 6393.
	-800	44793	EI-FZT	Ryanair. Delivered on 16 May. Line # 6403.
	-800	44794	EI-FZV	Ryanair. Delivered on 18 May. Line # 6406.
	-800	44795	EI-FZW	Ryanair. Delivered on 19 May. Line # 6409.
	-800	61179	TC-SQG	SunExpress. Delivered on 9 May. Line # 6383.
	-800	61191	TC-SOF	SunExpress. Delivered on 27 April. Line # 6377.
	-800	61193	TC-SOH	SunExpress. Delivered on 22 May. Line # 6398.
	-800	62157	PH-HXK	Transavia Airlines. Delivered on 29 April. Line # 6380.
	-800	63156	G-JZHZ	Jet2. Delivered on 28 April. Line # 6378.
	-800	63701	YR-BGJ	TAROM. Delivered on 16 May. Line # 6390.
	-800	63800	SU-GEH	EgyptAir. Delivered on 29 April. Line # 6379.
B747	-4H6	25703	EC-KXN	Wamos Air, ex ConViasa. Returned from lease on 3 May.
	-48EBDSF	25784	HL7421	Asiana Airlines. Re-delivered after freighter conversion at Tel Aviv on 5 May.
	-4B5BCF	26396	N496BC	Kalitta Air, ex Boeing Capital Corporation. Delivered on 29 April. Former HL7486 of Korean Air.
	-4B5F	26416	N701CK	Kalitta Air, HL7448 of Korean Air. Delivered on 11 May. Registered in between as N336PH of GECAS. N701CK is a registration previously used on a 747-100 Freighter (MSN 19725) and a 747-200 Freighter (MSN 21730)
	-412F	26558	ER-BBJ	Aerotrans Cargo, ex 9V-SFG of Singapore Cargo Airlines. Delivered on 30 April.
	-412F	28026	N908AR	Centurion Cargo, ex 9V-SFF of Singapore Cargo Airlines. Delivered on 30 April.
	-4H6	29900	TF-AAM	Saudia - Saudi Arabian Airlines, ex 9M-MPP of Malaysia Airlines. Delivered in 1 May. The Jumbo is leased from Air Atlanta Icelandic.
	-428ERF	32870	G-CLBA	Cargologicair, ex N902AR of Centurion Cargo. Delivered on 24 April. Registered in between as OE-IFP of Alatavoir.
	-8	60409	HL7642	Korean Air. Delivered on 27 April. Line # 1537.
	-8I	60410	HL7643	Korean Air. Delivered on 23 May. Line # 1538.
B757	-28ASF	26275	G-DHKH	DHL Air, ex G-FCLI of Thomas Cook Airlines. Delivered after freighter conversion on 25 May.
	-330	29018	G-JMOI	Thomas Cook Airlines, ex D-ABOI of Condor. Delivered on 30 April.
B767	-375ER	25121	C-GSCA	Air Canada rouge, ex Air Canada. Transferred to the low-cost division on 9 May.
	-375ERSF	25865	N1217A	Prime Air, ex N631GT of Atlas Air and N258CT of CIT Leasing Corporation. Delivered after freighter conversion on 30 April. Former CC-CRG of LAN Airlines.
	-316ER	27613	HB-JJF	TUI Airlines Netherlands, ex PrivatAir. Delivered on lease for extra capacity in the summer on 8 May. The aircraft is painted in a special colour scheme (see Scramble 456 – Page 46)
	-304ER	28208	G-OBYF	TUI Airlines UK, ex D-ATYF of TUIfly. Returned to England after five months operations for TUIfly on 25 April.
	-316ER	40799	PT-MOD	LATAM Airlines Brasil, ex CC-BDD of LATAM Airlines Chile. Transferred to Brasil on 5 May.
	-300F	43551	N146FE	FedEx Express. Delivered on 24 May. Line # 1121.
B777	-21HER	27253	VP-BIC	VIM Airlines, ex 2-RLAL of Veling Ltd. Delivered on 20 April. Former A6-EMJ of Emirates.
	-21HER	29325	VP-BMR	VIM Airlines, ex 2-RLAN of Veling Ltd. Delivered on 5 May. Former A6-EML of Emirates.
	-300ER	43283	B-7868	China Eastern Airlines. Delivered on 27 April. Line # 1487.
	-300ER	43285	B-7881	China Eastern Airlines. Delivered on 23 May. Line # 1494.
	-300ER	60402	TC-LJK	Turkish Airlines. Delivered on 25 May. Line # 1462.
	-300ER	61770	B-16737	EVA Air. Delivered on 27 April. Line # 1485.
	-300ER	62567	9K-AOJ	Kuwait Airways. Delivered on 19 May. Line # 1491.
	-300ER	62762	HZ-AK42	Saudia - Saudi Arabian Airlines. Delivered on 27 April. Line # 1488.
	-300ER	62763	HZ-AK43	Saudia - Saudi Arabian Airlines. Delivered on 23 May. Line # 1492.
B787	-8	34487	ET-ATI	Ethiopian Airlines. Another terrible teenager for Ethiopian. Delivered on 25 May. Line # 18.
	-9	34811	HL8082	Korean Air. Delivered on 25 April. Line # 549.
	-8	36419	EC-MOM	Air Europa. Delivered on 4 May. Line # 557.
	-8	37125	9V-OFI	Scoot. Delivered on 11 May. Line # 559.
	-9	37178	C-FRSR	Air Canada. Delivered on 12 May. Line # 553.
	-9	37184	C-FRTG	Air Canada. Delivered on 24 May. Line # 558.
	-9	38773	B-6969	Hainan Airlines. Delivered on 10 May. Line # 554.



Croatia Airlines is leasing two CRJ1000s for the 2017 summer season. The first one in service with a hybrid colour scheme is EC-MNR, wearing Iberia Regional/Air Nostrum colours with Croatia titles. It was delivered on 30 April 2017. With delivery of EC-MLO on 18 May Croatia will have a fleet of fourteen aircraft for this summer. (Brussels, 10 May 2017, Steven Picalausa)

	-9	38891	G-CJUI	Norwegian UK. Delivered on 16 May. Line # 556.
	-9	39290	VN-A871	Vietnam Airlines. Delivered on 5 May. Line # 555.
	-9	39658	A6-BLM	Etihad Airways. Delivered on 19 May. Line # 561.
	-9	44579	G-TUIK	TUI Airlines UK. Delivered on 18 May. Line # 564.
	-9	62719	B-7302	Hainan Airlines. Delivered on 23 May. Line # 562.
BAe146	-RJ85	E2292	CP-3082	EcoJet, ex G-CHDT of Trident Aviation Leasing Services (Ireland) Ltd. Delivered on 26 May.
	-RJ100	E3360	G-CKFO	Triangle Regional Aircraft Leasing Ltd, ex OO-DWK of Brussels Airlines. Registered on 4 May. Parked at Norwich since 15 April.
CRJ	1000	19050	EC-MLO	Croatia Airlines, ex Iberia Regional. Leased from Air Nostrum per 18 May.
	1000	19052	EC-MNR	Croatia Airlines, ex Iberia Regional. Leased from Air Nostrum per 30 April.
	1000	19054	EC-MPA	Binter. Delivered on 19 May.
CS	100	50017	HB-JBH	Swiss. Delivered on 10 May.
ERJ	135BJ	14501038	OE-IKT	International Jet Management, ex D-AKAT of SFD Stuttgarter Flugdienst. Registered in April.
	175LR	17000154	C-FRQW	Air Canada Express, ex SP-LIF of LOT. Delivered on 6 May.
	175STD	17000659	PH-EXN	KLM Cityhopper. Delivered on 22 May.
	195LR	19000555	OE-LWO	Austrian Airlines, ex D-AEBQ of Lufthansa CityLine. Per 12 May.
	195AR	19000429	CS-TTX	TAP Express, PR-AYT of Azul Linhas Aéreas Brasileiras. Delivered on 23 May.
	195AR	19000609	CS-TTY	TAP Express, PR-AXQ of Azul Linhas Aéreas Brasileiras. Delivered on 17 May.
	195AR	19000628	CS-TTZ	TAP Express, PR-AXV of Azul Linhas Aéreas Brasileiras. Delivered on 20 April.

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

Commuters

ATR42	-500	516	SX-TWO	Sky Express, ex F-GVZC of HOP!. Delivered on 11 May.
ATR72	-201F	381	ZS-XCJ	Solenta Aviation, ex HB-AFP of ASL Airlines Switzerland. Registered on 22 February.
	-212A	553	SX-ONE	Sky Express, ex F-GVZL of HOP!. Delivered on 6 April, as F-GVZL.
	-212A	1042	F-HOPA	HOP!, ex OE-LID of AS Air Lease XXVI (Ireland) Ltd. Delivered on 15 May.
DHC-8	-402	4188	G-PRPM	Flybe, ex N188WQ of Republic Airlines. Delivered on 27 April.



This particular ATR72 was built in 2012 but has not flown that much since then. It was destined for Caribbean Airlines in 2012 but never taken up. In 2013 Intersky became the owner and it was registered as OE-LID. As this Austrian airline went bankrupt in 2015 their aircraft were put in storage at Maastricht and Mönchengladbach. In 2017 they finally found a new carrier in France. Since 15 May 2017 it is flying around as F-HOPA. A month before delivery it was seen at Maastricht in full colours of HOP! but with its former registration. (19 April 2017, Pascal Lamberiks)

Propliners

Beech	E18S H18	BA-196 BA-686	N3717S	Thomas Setter, proud new owner of ex C-FBKD. Registered per 3 May 2017. This Twin Beech was found preserved during the open house at the Santa Lucia air base in Mexico City. It does not carry an external identification. We presume it might be an impounded aircraft which may have not complied with some local import laws.
Casa	212	273	I-MAFE	The Italian Casa was cancelled as transferred to Spain on 5 May 2017.
Convair	580	137	VH-PDL	Former Pionair Australia, cancelled on 13 April 2017. Actual fate: broken up.
DHC	3	157	N88765	Talkeetna Air Taxi, has taken up this former Air Saguenay Otter with registration C-FDAK. Registered in the USA per 11 May 2017.
Douglas	DC-3C	4894	N763A	NorseFlight, former Prairie Aviation Dakota in full Ozark Airways c/s. The museum closed and the airplane moved to Florida in 2009. It was registered to NorseFlight in Anchorage (AK) on 14 April 2016 already, and was ferried to Anchorage on 1 May 2017. It clearly arrived before their website was fully up and running. It looks like bear viewing and sightseeing is going to be offered. They better hurry up, as the season is about to begin. Good luck guys!
	C-47B	25612	C-GCXD	Boreal. After a long-term storage at Val-d'Or it was taken by road to Red Deer (AB), where Buffalo Airways will work on its restoration. The fuselage was noted on a trailer on 17 May 2017.
	65TP	27085	N300MF	Missionary Flights, ex 5Y-RDS. Was noted with its new registration at Johannesburg-Lanseria Airport 7 May 2017. Started a trans African and transatlantic ferry flight mid May 2017. Received a warm welcome in Florida upon its arrival.
	BT-67	43084	N683LS	Returned from the paint shop in full colours of Northstar Air. Noted at the Basler ramp at Oshkosh (WI) on 12 May 2017.

Personal copy

Distribution to a third party is not allowed



Dakota N308SF 'Night Fright' on its way back to Coventry from Shell Creek (FL). The aeroplane has a great wartime history and is planned on being restored to airworthy condition at Coventry. The DC-3 was disassembled at Shell Creek by the vintage aircraft specialist team 'Edwards Brothers Aviation'. After disassembly it was put on a low loader and driven up to Brunswick port (GA), where it was put on a roll-on-roll-off ship. After three weeks at sea it arrived at Southampton docks and was again put on a low loader and driven to Coventry, under the watch of Edwards Brothers Aviation team again. It will be restored to flying condition by a different team up at Coventry. The wings came separate from the airframe, and also the centre section was transported separately in an open top container and another two containers with parts/spares too. As can be seen in the picture above the C-47 took on a smile applied by the team as it was deemed to be very happy about being saved. The wonders of duct tape! (Shell Creek (FL), April 2017, Gordon Gray)

Lockheed	C121J	4144	N4247K	QANTAS' founder's museum Super Constellation arrived on 24 May 2017 at Longreach (Qld.). This is the Connie that used to be parked at Manila, and was transported by sea to Australia. The whole thing still needs to be reassembled.
	L-100-30	4676	P2-LAC	Lynden Air Cargo PNG. The Papua division of Lynden Air Cargo, however a recent register update for the PNG register showed a cancellation of the P2-LAC in 2016. This Hercules used to be N406LC with the US division. This registration is not active at the moment. We are searching where the Herc is now.

Fokker News

F27	-050	20109	OO-VLS	VLM Airlines. Ferried 15 May from Antwerp back to Saarbrücken, from where it ferried to Antwerp on 28 July 2016.
	-050	20112	5Y-SMS	Skyward Express, ex PH-KPB SAMCO. Left Maastricht 12 May on delivery to Khartoum, via Heraklion.
	-050	20145	OO-VLN	SHS Antwerp Aviation, ex VLM Airlines. Devoid of any VLM markings (so, all white) it operated its first charter flight from Rotterdam to Stockholm for the Europa League final on 24 May.
	-050	20208	5Y-JWZ	Ocean Airlines, ex Jetways Airlines. Wet-leased in May and has Ocean Airlines titles. Owner is still Skyward Express.
	-050	20223	TF-JMN	Air Iceland - Flugfélag Islands. Arrived 18 May at Woensdrecht, after it left Keflavik earlier in the day. Destined for the Avmax Aircraft Leasing in Canada. So are 20244 TF-JMS and 20250 TF-JMT (which has been stored at Reykjavik since 12 June 2016).
	-050	20243	TF-JMR	Air Iceland - Flugfélag Islands. Arrived 24 May at Woensdrecht, after it left Keflavik earlier in the day. Also destined for the Avmax Aircraft Leasing in Canada.
F28	-0100	11417	PH-AQG	Tus Airways. Made an air-test with its current PH-reg from Woensdrecht on 23 May in full Tus Airways colours, prior to delivery to the new Cypriot airline, where it will receive a 5B registration.
	-0070	11547	PH-KBX	Government of the Netherlands. Ferried 24 May from Amsterdam to Woensdrecht, late in the evening. On 3 June there was an opportunity for interested people to take pictures of the royal aircraft at Woensdrecht, but sadly not from the interior...
	-0070	11563	PH-WXD	Ex KLM Cityhopper. Left Amsterdam 26 May as SXI1720 for Singapore-Seletar for maintenance, prior delivery to Air Niugini as P2-ANZ.
	-0070	11576	XY-...	MWG Avia, ex 2-KKZE, PH-KZE KLM Cityhopper. Already arrived 21 April at Naypyitaw, Myanmar, but was still registered to SXI Aircraft Management on 11 May as 2-KKZE. Made some air tests at Yangon, Myanmar on 14 and 15 May, using 2-KKZE.

Credit: Skyliner.

Bizjets

BAe125	-800A	258246	ZS-ZEN	Ex HB-VKW. Reportedly cancelled to South Africa however not on current SA register.
Beechcraft	400XT	RK-548	OK-JFA	Former N445FL of Flight Options was recently sold to Air JFA in the republic of Czechia. Operator is given as Time Air.
	400XT	RK-252	G-FXAR	This ex N490L of Flight Options was sold to an operator in the UK.
Cessna	510	0479	HB-...	Ex N313AQ. The last production Cessna 510 was expected to be delivered to Switzerland in early May.
	525	0229	N65AH	Registered to Granja Group Inc. 12 May, ex F-GXRK.
	550	0085	G-IMED	Registered to Green Go Aircraft KFT 19 May. Ex N143TW.

Personal copy

Distribution to a third party is not allowed

	560XLS	5723	9H-GGF	Registered to TRTO Agency Ltd in May. Ex OE-GGF
	680	0179	OO-KIN	Registered to Flying Service 3 May. Updates Scramble 456/53.
	680A	0015	CS-...	Ex N550QS, cancelled to Portugal 11 May for NetJets Europe.
	680A	0027	CS-...	Ex N551QS, cancelled to Portugal 11 May for NetJets Europe.
	750	0004	N199CF	Registered to Cooper Family Management Trust Co. LLC 19 May. Ex HB-JLL.
Challenger	300	20072	N610SW	TVPX ARS, re-registered from N724SC on 28 April.
	300	20107	N394WJ	Copart Equipment LLC, ex C-FEDV. Registered on 1 May, replaced by c/n
	300	20356	N782BA	Bombardier Aerospace Inc, ex VT-RSP. Registered on 11 May.
	300	20441	HK-5186-X	Sinesa, noted at Houston-Hobby (TX) early May. Ex N441CB which was cancelled 14 March.
	350	20670	HB-JLG	TAG Aviation, registered on 26 April.
	601-3A	5037	N253LA	Logos Aviation Inc, ex 5N-IGY. Registered on 10 May.
	601-3A	5112	N199P	JDPCM&E LLC, re-registered from N800YY on 27 April.
	604	5398	5N-JLS	N577DA was cancelled to Nigeria on 8 May.
	605	5786	N304HE	DPL One LLC, ex C-FLMY. Registered on 1 May.
	605	5904	OE-IXI	Lewis Hamilton's Challenger G-LCDH was registered to LaudaMotion at the end of April.
	605	5922	T7-MHA	ExecuJet Middle East, ex VP-BQN. Was re-registered in April.
	605	5914	TC-KLN	M-WFAM was cancelled to TC-KLN on 17 May.
	605	5942	N4868	The Claremont Co, re-registered from N988JC on 28 April.
Falcon	7X	27	N277FJ	Registered to Dassault Falcon Jet Corp in May. Ex VQ-BFN which was replaced by Falcon 8X VQ-BFD c/n 411.
	7X	140	N777SJ	SLC Aviation I LLC, ex M-AKOL. Registered on 5 May.
	7X	155	F-HPVE	Former OY-CLS, noted Geneva on 22 May.
	7X	175	M-OUNT	Abelia Ltd, ex VQ-BTV. Registered on 3 May.
	7X	268	D-AGBE	Volkswagen, ex VP-CRS. Noted Braunschweig on 19 May.
	900EX	150	N15FJ	Jet Sales of Florida Inc, ex F-HUBB. Registered on 2 May, cancelled on 10 May.
	900EX	150	C-FXXC	Flightexec, registered on 15 May, ex N15FJ.
	2000	227	ES-CKH	Fort Aero, ex P4-IKF. Noted Tallinn 13 May.
	2000LX	223	N223FJ	Bank of America NA, ex PR-DLX. Registered on 5 May.
Global	Express	9022	N393BX	Ex N393BZ, re-registered 10 May.
	5000	9164	N37LP	Re-registered 24 April, ex N376G.
	XRS	9215	N501MG	Re-registered 18 May, ex N18WF.
	XRS	9403	N700KJ	Registered to JFW Leasing II LLC 28 April, ex P4-WNE.
	6000	9576	T7-OKY	Ex M-YSKY, cancelled to San Marino 11 May.
	5000	9633	9H-AVA	Ex M-DANK. Cancelled to Malta 4 May and subsequently registered to Maleth-Aero AOC Ltd.
	6000	9731	N633EY	Registered to Bombardier Aerospace Corp. 12 May. Tested as C-FKFO.
	6000	9744	N17JS	Re-registered 26 April, ex N426GA.
	6000	9767	T7-RSP	Tested as C-FODX, cancelled to San Marino 12 May.
	6000	9797	C-FUEP	Registered to Bombardier Inc. 9 May.
	5000	9798	C-FUFP	Registered to Bombardier Inc. 1 May.
Gulfstream	IV	1031	N431TL	Jet Midwest Group LLC has acquired a bunch of former Saudi Gulfstreams which have all been collecting dust at Jeddah for some time. This one was registered on 8 May and is ex HZ-AFU.
	IV	1035	N435TF	Jet Midwest Group LLC, ex HZ-AFV. Registered on 8 May.
	IV	1128	N428BC	Jet Midwest Group LLC, ex HZ-MFL. Registered on 8 May.
	IV	1143	N143PK	Jet Midwest Group LLC, first noted 29 April, registered 8 May. Ex HZ-AFX.
	IV	1166	N166JM	Jet Midwest Group, ex HZ-AFY. Registered on 8 May.
	G450	4137	N519HC	TVPX ARS, ex M-YGLK. Registered on 28 April.
	G450	4239	TC-VTN	TC-IPK recently switched registrations to TC-VTN.
	G450	4359	G-ULFM	Appropriate registration on this Gulf, registered to Pendley Aviation LLP on 3 May.
	G550	5158	P4-GVV	ABS Jets, re-registered from N185GA. Noted at Biggin Hill 19 May.
	G550	5218	N515PL	TVPX ARS, ex VQ-BGN. Registered on 2 May.
	G550	5395	N107AL	Lincoln Enterprises LLC, ex OE-LPN. Registered on 24 May.
	G550	5526	VP-CPU	N550GA was cancelled to VP-CPU on 12 May.
	G650	6181	B-3255	Capital Airlines, noted at Anchorage (AK) on 7 May. While many G650s have already been delivered in China, most have been registered in Hong Kong, the Cayman Islands or the USA so far. This is the first one to be registered in mainland China!



Well-travelled Citation Sovereign OO-KIN was registered in Belgium on 3 May, and was noted for the first time on 16 May. It was previously registered in the USA, Switzerland and the Isle of Man (as M-ARIA). (Antwerp, 17 May 2017, Paul Soons)

Personal copy

Distribution to a third party is not allowed

	G650ER	6245	8P-ASD	A replacement for the well-known G550 8P-MSD has arrived in the form of a G650ER. Was noted at Farnborough on 14 May, is owned by Grupo Santo Domingo.
IAI	G650	6247	M-OVIE	Hampshire Aviation, delivered on 20 May.
	G150	325	LZ-VLZ	Ex N825GA, cancelled to Bulgaria 18 May and delivered 24 May.
	G200	150	OE-HOP	Recently registered to Avcon Jet. Ex EC-KCA.
	G200	163	N163GA	Registered to Gulfstream Aerospace Corp. 2 May. Ex G-ZZOO.
	G200	223	AP-	Ex M-ALIK, cancelled to Pakistan 2 May.
Learjet	G200	237	T7-OIL	Ex M-ROIL, cancelled to San Marino 16 May.
	35A	35A-501	D-....	Former N565GG of Meisner Aircraft was recently sold to an unknown operator in Germany.
	45	45-055	G-UJET	Ex G-PFCT of EssexJets Ltd. was re-registered in May.
	45	45-122	D-....	Ex N945FD of Family Dollar Inc. was also recently sold to an unknown operator in Germany.
	60	60-122	A6-ASM	Former A6-AIS was re-registered with the same owner Royal Jet.
Raytheon	60	60-326	N362SC	M-MHAC of Execujet Middle East was sold to Southern Cross Aircraft LLC as N362SC and will probably be sold to an operator in Turkey in the near future.
	4000	RC-14	N169BG	Former VP-BCM was re-registered into the US register for Rangeflyers Inc.



It is not the prettiest type around, but Cirrus SF50 N124MW made the first visit of the type to Europe while on the way to EBACE. It will eventually be based in Switzerland, its owner being the first European customer of the jet. (Groningen, 17 May 2017, Jaap Niemeijer)

Bizprops

Beech	B300	FL-124	V5-WAN	Operator in Namibia now almost certainly known as Westair Wing Charters.
	U-21 U/G	LM-126	N.....	Ex OO-SAD was recently sold by Cicade SA to an unknown operator in the US.
PC-12	/47	862	N863CB	Registered to Bank of Utah 2 May. Ex RA-01502.
	/47E	1144	C-GJAW	Ex M-FWIN, cancelled to Canada 2 May. Registered to Private Air Inc. 12 May.
	/47E	1263	D-....	Ex N263NX, cancelled to Germany 16 May.
	/47E	1627	OO-NLT	Registered as HB-FXJ to Aircraft Service Network (ASN) 31 March. Noted wearing new Belgian marks at Geneva 22 May and registered to Aercon the same day. Ex SP-NCL.
	/47E	1701	N522BB	Registered to Pilatus Business Aircraft Ltd. 8 May. Tested as HB-FRQ.
	/47E	1703	N39PL	Registered to Pilatus Business Aircraft Ltd. 1 May. Tested as HB-FRS.
	/47E	1705	N705NG	Registered to Pilatus Business Aircraft Ltd. 10 May. Tested as HB-FRU.
	/47E	1706	N706NG	Registered to Pilatus Business Aircraft Ltd. 16 May. Tested as HB-FRV.
	/47E	1713	HB-FSC	Registered to Pilatus Flugzeugwerke AG 4 May.
	/47E	1714	HB-FSD	Registered to Pilatus Flugzeugwerke AG 5 May.
	/47E	1715	HB-FSE	Registered to Pilatus Flugzeugwerke AG 12 May.
	/47E	1716	HB-FSF	Registered to Pilatus Flugzeugwerke AG 12 May.
	/47E	1717	HB-FSG	Registered to Pilatus Flugzeugwerke AG 19 May.
	/47E	1718	HB-FSH	Registered to Pilatus Flugzeugwerke AG 19 May.
Piper	PA-31	7812114	HB-FSI	Registered to Pilatus Flugzeugwerke AG 19 May.
	SOCATA	7812114	G-SCMR	2 Excel Aviation Ltd, ex N27773. Registered on 7 February.
SOCATA	TBM-850	653	F-HBMF	Former demo aircraft D-FTBM of SOCATA was sold to Travelfab in France in March this year. The aircraft is operated by Voldirect.

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. All the files here are renewed early March 2017.

Personal copy



The ubiquitous King Air is still flying around in many different versions in Germany. This one is a C90B, although it has been refitted with winglets. D-IUDE has been operated by German owners ever since its delivery more than twenty years ago. (Memmingen, 9 April 2017, Hans-Henning Sick)

Ae 45S	08-006	CCCP-92825	Aeroflot	w/o	27jul59	t/t 89 hours; canx 10oct59
Ae 45S	09-014	CCCP-92850	Aeroflot	w/o	23jan59	t/t 180 hours; canx 10jan62
Ae 45S	10-015	CCCP-92901	AFL/Kazakhstan	w/o	01oct61	t/t 233 hours; canx 16jan62
Ae 45S	10-019	CCCP-92873	Aeroflot	w/o	01jun61	t/t 212 hours; canx 21aug61
Ae 45S	11-004	CCCP-92929	AFL/Kazakhstan	w/o	14nov60	t/t 557 hours; canx 24oct61
Ae 45S	12-010	CCCP-92916	AFL/Kazakhstan	w/o	23jul60	t/t 333 hours; canx 16jan62
Ae 45S	12-013	CCCP-92919	AFL/Kazakhstan	w/o	24jul60	t/t 329 hours; canx 24oct61
Ae 45S	12-016	CCCP-92922	AFL/Kazakhstan	w/o	23jul60	t/t 123 hours; canx 16jan62
Ae 145	17 16 20	CCCP-87710	Aeroflot	w/o	08jun61	t/t 379 hours; canx 16feb62
An-2T	1 56 473 06	CCCP-05667	AFL/Georgia-KUT	w/o	04jul83	entered heavy turbulence and crashed near Mestia
An-2R	1 62 473 12	RF-01162(2)	DOSAAF	KLF	09may17	c/n now known
An-2T	1129 473 15	RF-01210(2)				photo with additional 'Sky Dive' titles!!; c/n now known
An-2T	1140 473 11	CCCP-33093	AFL/Armenia	w/o	29apr83	on landing Tsaghkahovit, lost speed on final approach
An-2T	1153 473 10	RA-01878	Komiavia	trf	25apr95	canx between 10mar17 and 05may17
An-2	1G27-14	RA-44991	Komiaviatrans	PEX	04mar11	canx between 10mar17 and 05may17
An-2TP	1G38-15	CCCP-91768	AFL/Komi-SCW	dbr	05aug83	ran out of fuel crash-landed near Koslan
An-2R	1G56-12	CCCP-02877(1)	AFL/West Siberia	w/o	15may83	collided with trees and crashed
An-2V	1G78-09	CCCP-29367	AFL/Krasnoyarsk	dbr	24mar83	when the engine and crashed near Vanavara
An-2R	1G87-05	CCCP-44628	AFL/Kazakhstan	dbr	28sep82	region when overran the runway on landing
An-2TP	1G97-17	RA-32305	Komiavia	VKT	02apr13	fuselage only; canx between 10mar17 and 05may17
An-2TP	1G97-32	CCCP-32320	AFL/North Kavkaz	w/o	07feb83	when encountered below-minima weather conditions
An-2T	1G108-59	YV1638	Transmandu	dbr	30mar17	damaged when it came to rest on uneven terrain
An-2R	1G116-28	CCCP-35637	AFL/Lithuania	dbr	04may83	on emergency landing at Kaunas after an in-flight fire
An-2TP	1G119-58	CCCP-02515	AFL/Tajikistan	dbr	09may83	engine failed and aircraft crash-landed near Tavil-Dara
An-2R	1G127-31	CCCP-70563	AFL/Azerbaijan	dbr	09sep82	crash-landed near Imishli
An-2R	1G135-24	CCCP-70057	AFL/Kazakhstan	dbr	11may83	birdstrike, forced landing near Blagodarnoye
An-2R	1G135-43	9A-BHT	Zrakos d.d	no	reports	current on register 10nov14; canx apr17
An-2R	1G135-45	9A-BHV	Zrakos d.d	no	reports	current on register 10nov14; canx apr17
An-2R	1G144-56	CCCP-70520	AFL/Ukraine	w/o	20jul83	crew got distracted from aviating and crashed
An-2R	1G150-57	CCCP-07422	AFL/Kazakhstan	w/o	30jul81	pilot switched off the engine by mistake
An-2R	1G158-17	CCCP-07697	AFL/Ukraine	w/o	12aug83	crashed in the Odessa region due to exceeded MTOW
An-2R	1G167-07	9A-BKC	Sparrow-Osijek	Osj	oct10	wfu, no titles ! and later scrapped; canx apr17
An-2R	1G178-18	CCCP-62626	AFL/North Kavkaz	w/o	25may83	collided with a high-voltage power-line near Shiryaiski
An-2R	1G178-35	CCCP-62643	AFL/Latvia	w/o	30apr83	collided with a high-voltage power-line near Cesis
An-2R	1G185-50	CCCP-54883	AFL/Ukraine	w/o	18nov82	crashed when pilots got distracted from aviating
An-2PF	1G185-56	SP-FYO	General Aviation	canx	27apr17	as 'sold'
An-2R	1G189-38	CCCP-84571	AFL/Ukraine	w/o	23feb83	co-pilot got distracted when captain was in cargo cabin
An-2R	1G189-43	RA-84576	S.N. Pazdnikov	rgd	25nov09	canx between 10mar17 and 05may17
An-2R	1G196-59	RA-68164	not known	rgd	19oct15	canx between 10mar17 and 05may17
An-2R	1G202-06	RA-84748	not known	rgd	10aug12	canx between 10mar17 and 05may17
An-2R	1G215-05	SP-FYX	A/K Bialostocki	rgd	18mar11	canx 27apr17 as 'sold'
An-2TP	1G216-42	RA-40942	Naryan-Mar Aviation Ent	NNM	06apr17	damaged on landing when right landing ski broke off
An-2R	1G218-18	RA-33031	blue/white c/s	photo	06may17	named 'Aleksii Gerasimov Mladshchii'
An-2R	1G223-56	9A-BOF	Pan Adria	no	reports	canx apr17
An-2TDP	1G223-57	9A-BOW	Pan Adria	no	reports	canx apr17
An-2TP	1G232-21	RA-01487	Lait Air	photo	05may17	at Spelitamak
An-2	1G237-35	N62AN	D. Hanson	rgd	18apr17	ex SP-FDV
An-2	---	UR-61088 ?	not known	photo	28mar17	fake registration; see on-line database for full story

An-2M	---	CU-A1005	Cubana	27aug08	photo having crash landed in the sea, upside down
An-2	---	FAR-336	Cuban Air Force		photo
An-12B	40 29 13	RA-48984	all-white c/s, no titles	IAR 16may15	2006-2016 timeframe at San Antonio de los Banos being worked; reported scrapped by apr17
An-12BK	7 34 53 09	RA-11377(3)		rgd 03dec07	canx between 10mar17 and 05may17
An-12B	00 34 72 06	RA-12988	Kosmos c/s, n/t	IAR 29may16	reported scrapped by apr17
An-12BK	00 34 76 01	RA-11364	Sakhal. AviaTrassy	IAR 16may15	reported scrapped by apr17
An-12BK	02 34 83 04	UP-AN205	Jupiter Jet	ALA 24mar17	with titles
An-12	---	"39"	Soviet Air Force	w/o 21nov83	suffered from severe icing and crashed near Smolensk
An-24RV	2 73 075 08	CU-T1295	Cubana	dbr 14jun03	landing at Nueva Gerona after engine problems
An-24RV	2 73 079 08	RA-46470	Yakutiya	YKS 05jul12	wfu, no engines; canx between 10mar17 and 05may17
An-24RV	7 73 107 07	RA-47363	Yakutiya	YKS 03mar17	full c/s and titles
An-24B	7 99 014 05	not known	Russian Air Force	no reports	opb military unit 35451 at Chita; soc in the early 2000s
An-24B	9 99 022 04	not known	Russian Air Force	no reports	see on-line database for complete airframe history
An-24RT	0 9 1 16 07	"35" red	Russian Space Forces	trf 01jun01	see on-line database for complete airframe history
An-24RT	0 9 1 16 09	"36" red	Russian Space Forces	trf 01jun01	see on-line database for complete airframe history
An-24RT	0 9 1 17 06	"33" red	Russian Space Forces	trf 01jun01	see on-line database for complete airframe history
An-24PRT	1 9 1 17 10	"39" red	Russian Space Forces	trf 01jun01	see on-line database for complete airframe history
An-26	42 06	S9-GPC	not reported	JUB 31mar17	c/n not confirmed but 99% likely; all white, no titles
An-26	88 03	RF-90319	Russian Air Force	OVB 31mar17	coded "34" red; l/n Irkutsk 2 17may17
An-26	135 02	CU-T1406	Aerogaviota	w/o 29apr17	crashed in mountainous country near Candelaria
An-26	---	RF-36137	Russian Air Force	Kts may17	coded "71" red; in all-grey c/s with 'VVS Rossi' titles
An-26	---	S9-TLK	South Sud. Supreme	JUB 31mar17	full colours
An-28	1AJ 005-01	S2-AGY	all white	JUB 14mar17	l/n JUB 31mar17; ex EX-2801
An-28	1AJ 007-14	UP-A2807	ex Region Avia c/s	ALA 03mar17	c/n confirmed by Antonov; ex RA-28900
An-28	1AJ 009-18	RA-28952	Siberian Light Aviation	OVB 27jan17	l/n ABA 18mar17; ex RF-01199
An-28	1AJ 009-19	UP-A2808	ex region Avia c/s	ALA 03mar17	c/n confirmed by Antonov; ex RA-28903
An-30B	08 07	RF-36052	Russian Air Force	Kub may17	coded "87" black; RF registration just under its wings
An-74D	365 470 97 941	RA-74047	NIIS	GOJ 2017	canx between 10mar17 and 05may17
An-132D	001	UR-EXK	DP "Antonov"	Ksv 29mar17	f/f 31mar17 from Svyatoshino to Gostomel
An-158	201-01	CU-T1710	Cubana	h/o 18apr13	fire extinguisher exploded in cabin; wfu since aug14
An-158	201-02	CU-T1711	Cubana	15apr17	grounded since due to its technical condition
An-158	201-03	CU-T1712	Cubana	d/d 11oct13	grounded since apr16 due to a damaged door
An-158	201-04	CU-T1714	Cubana	h/o 30apr14	the sole Cubana An-158 active by late apr17
An-158	201-05	CU-T1715	Cubana	26mar17	grounded since due to its technical condition
An-158	205-06	CU-T1716	Cubana	01apr17	grounded since due to its technical condition
Il-18Grm	18700 98 02	54006	NPP Mir, n/t	Iva 19apr17	still in basic ExpoAir/FitsAir c/s; ex 4R-EXD
Il-76T	00034 23699	UR-CPV	Yuzhmashavia	photo 11may17	in hangar Bila Tserkva, in all-white c/s, n/t; ex ER-IAF
Il-76MD	00534 65946	RF-76668	Russian Air Force	ZIA 2017	in basic Aeroflot c/s, no titles; ex RA-76668
Il-76MD	00734 75261	RF-76726	Russian Air Force	photo 2017	in basic Aeroflot c/s, no titles; ex RA-76726
Il-76MD	00734 79362	RF-76745	Russian Air Force	OVB 01apr17	in basic Aeroflot c/s, no titles; ex RA-76745
Il-76MD	00834 90706	RF-78789	Russian Air Force	CKL 23mar17	basic Aeroflot c/s, n/t; l/n CKL apr17; ex RA-78789
Il-76TD	00934 91754	EW-78799	United Nations	JUB 25apr17	in all-white c/s, large WFP titles
A-100LL(II-76)	01-03	"52" red	Russian Air Force	Tag 22oct16	first flight with "Premier" complex switched on 21apr17
Il-86	51483206053	RA-86082	Atlant-Soyuz	VKO 20may17	in the process of being broken up, finished end may17
Ka-26	71 021 07	CCCP-19100	AFL/Ukraine	w/o 29jul83	encountered a jet of strong tail-wind, lost lift and cr.
Ka-26	72 025 07	CCCP-19368	AFL/Moldova	w/o 28aug83	collided with a mobile sprinkler irrigation system
Ka-26	77 059 02	CCCP-24390	AFL/Belarus	w/o 30jul81	collided with a high-voltage power-line and crashed
Ka-32T	9203	HL9414	Korea Forest Service	dam 08may17	touched a power line and made an emergency landing
Ka-32A11BC	5233242110007	B-70BS ?	Huayu Aviation	f/n 30mar17	line # 100-07; export CertA issued 18apr17
Ka-29	---	RF-19441	Russian Navy	Sem 17apr17	coded "69" yellow
Ka-29	---	RF-19442	Russian Navy	Sem 17apr17	coded "70" yellow
Ka-52	---	RF-90387	Russian Air Force	Kub 10apr17	coded "72" red
Ka-52	---	RF-90389	Russian Air Force	Kub 10apr17	coded "74" red
Ka-52	---	RF-90391	Russian Air Force	Kub 14apr17	coded "75" red
Ka-52	---	RF-90393	Russian Air Force	Kub 14apr17	coded "81" red; l/n Kubinka 07may17
L-410UVP-E	91 26 09	OK-LRB	LR Airlines	OSR 17mar17	a/w, n/t; rgd 30mar17; l/n OSR 31mar17; ex LZ-CCW
L-410UVP-E9	96 26 32	5X-EIV	Eagle Air	dam 01apr17	suffered a runway excursion at Yei, South Sudan
Li-2	184 298 08	CCCP-X861	MVD - Dalstroj	rgd unknown	to CCCP-L3961(2) and CCCP-16199; see database
Li-2P	184 256 09	CCCP-X769	MVD - Dalstroj	mfd 1947	became CCCP-L5954(2); see on-line database
Li-2P	184 270 02	CCCP-X768	MVD - Dalstroj	mfd 1947	became CCCP-L3953(2); see on-line database
Li-2T	184 272 02	CCCP-X770	MVD - Dalstroj	mfd 1947	became CCCP-L3947(2); see on-line database
Li-2	184 292 06	CCCP-L4393	AFL/Moscow (MUTA)	dbr 13aug53	parked t Moscow-Bykovo, hit by TS-62 CCCP-L1034
Li-2T	31 01	CCCP-X753	MVD - Dalstroj	mfd 1947	became CCCP-L5035
Li-2T	31 02	CCCP-X754	MVD - Dalstroj	mfd 1947	c/n now known, became CCCP-L3952(2)
Li-2	---	CCCP-L4157	AFL/Moscow (MUTA)	w/o 22aug53	after t/o Bykovo, illegally flown by an engine mechanic
Li-2	---	CCCP-L4371	AFL/Turkmenistan	dbr 04mar53	on t/o ASB, did not reach lift-off speed due to pilot error
Li-2	---	CCCP-L4513	AFL/East Siberia	dbr 09feb53	on t/o Kirensk right engine failed and force landed
Li-2	---	CCCP-L4863	AFL/Krasnoyarsk	dam 24mar53	on t/o Nadezhda due poor crew resource management
Li-2	---	CCCP-X860	MVD - Dalstroj	no reports	see on-line database for full story
Li-2	---	CCCP-X920	MVD - Dalstroj	no reports	see on-line database for full story
Li-2	---	CCCP-X921	MVD - Dalstroj	no reports	see on-line database for full story
Li-2	---	CCCP-X5801	MVD - Dalstroj	no reports	see on-line database for full story
Li-2	---	CCCP-X5807	MVD - Dalstroj	no reports	see on-line database for full story
Mi-1M	9 68 012 18	CCCP-68059	AFL/Ukraine	w/o 01may63?	while dropping leaflets over Lugansk
Mi-2	52 0009 036	CCCP-81598	VNII SKh & SP	dbr 25apr83	encountered a jet of strong tail wind near Makhachkala
Mi-2	51 0708 058	CCCP-20027	AFL/Far East	dbr 04dec83	flew too low and crashed near Kirovski

Mi-2	52 0823	CCCP-20082	AFL/Moscow SPiMVL	dbr	02sep82	when an engine failed and the helicopter crash-landed
Mi-2	52 1346 020	CCCP-23882	AFL/East Siberia	dbr	09jun81	on t/o from a site near Ust'-Kut, rolled over onto its side
Mi-2	54 1634 100	CCCP-23897	AFL/Far East	dbr	17jul81	on Ind nr Khabarovsk, miscalculated the approach
Mi-2	54 1644 110	"36" yellow	DOSA AF	UFA	apr17	GIA by the Ufa State Aviation Technical University
Mi-2	53 2525 082	CCCP-15748(1)	AFL/Urals	dbr	29feb84	collided with a telephone line near Perm and crashed
Mi-2	52 2838 033	CCCP-15784	AFL/North Kavkaz	dbr	27aug82	when an engine failed and crash-landed nr Achuyevo
Mi-2	52 2849 033	CCCP-15795	AFL/Moldova	dbr	21apr83	in the Moscow region when the free wheel clutch failed
Mi-2	54 3010 063	CCCP-15799	AFL/Komi	dbr	07oct83	in the Komi Republic when the free-wheel clutch failed
Mi-2	54 5425 117	"132" blue	Russian Air Force	UFA	apr17	GIA by the Ufa State Aviation Technical University
Mi-2	54 5525 028	CCCP-14391	AFL/West Siberia	dbr	22jan84	on unauthorised flight with drunk pilot nr Kolpashevo
Mi-2	5311041 119	RA-23776(2)	privately owned	photo	10mar17	at Konakovo; fake reg ?; not on register 10mar17; ex RF-01018 still visible
Mi-4A	09 29	CCCP-31498	AFL/Krasnoyarsk	rgd	1958 ?	photo in "Skrzydlatka Polska" No. 16/1960; soc 28sep76
Mi-4	10 29	CCCP-31502	AFL/Kirsanov ATU	trf	28nov61	GIA by the Technical College; c/n known now
Mi-4A	13 61	CCCP-31427	AFL/Leningrad	trf	1972	soc 22jun78 as life-time expired
Mi-4	04 65	CCCP-31403	AFL/Far East	toc	18aug58	dbr in 1973, details unknown; soc 26mar73
Mi-4	06 73	CCCP-31425	AFL/Tyumen	trf	20feb67	soc 30sep75 as life-time expired
Mi-4A	05 75	CCCP-31592	AFL/Kazakhstan	toc	01jun59	soc 24jan79 as life-time expired
Mi-4	08 75	CCCP-31595	AFL/Kremenchug Fl. Sch.	trf	02aug66	soc 28may75 as life-time expired
Mi-4	13 75	CCCP-31600	AFL/Northern	dbr	22may71	on t/o from near Kotlas; soc 09jul71; c/n known now
Mi-4SP	18 75	CCCP-66822	AFL/Tyumen	dam	jun71	force landed in the Surgut district, hydraulic failure
Mi-4A	04 78	CCCP-66843	AFL/Tyumen	trf	20feb67	soc 24dec74 as life-time expired
Mi-4A	19 84	CCCP-66906	AFL/Georgia	dbr	19feb78	encountered bad weather conditions & cr. nr Nezhinka
Mi-4A	18 89	CCCP-66938	AFL/Tyumen	trf	16may72	soc 30jul75 as life-time expired
Mi-4A	08 149	CCCP-36510	AFL/West Siberia	dbr	03dec77	main gear box failed and forced landed near Vanavara
Mi-4A	13 149	CCCP-36515	AFL/Georgia	dbr	21jul77	encountered bad weather conditions, cr. near Telavi
Mi-4A	03 151	CCCP-14135	AFL/Magadan	dbr	07sep82	tail rotor collided with an obstacle
Mi-4A	05 158	CCCP-14242	AFL/East Siberia	dam	14mar84	on landing at Ust'-Orda, blade of main rotor came off
Mi-4A	09 168	CCCP-02276	AFL/Far East	dbr	26sep81	an an emergency landing on the slope of a volcano
Mi-4A	13 169	CCCP-14266	AFL/Far East	dbr	19feb84	engine failed and crash-landed near Chumikan
Mi-4A	14 174	CCCP-38245	AFL/Magadan	dbr	15sep83	grass was set on fire by the heli & the heli burned out
Mi-4A	18 178	CCCP-14809	AFL/North Kavkaz	dbr	06sep83	lateral control failed and crash-landed near Guryev
Mi-4	14 180	CCCP-14257	AFL/East Siberia	dbr	21aug83	engine failed and made an auto-rotation landing
Mi-4	---	10	Egyptian Air Force	photo	29jul16	in Egyptian AF museum at Cairo-Almaza, l/n mar17
Mi-8T	06 08	".." yellow	Russian Air Force	UFA	apr17	sat wfu in faded colours
Mi-8	09 52	CCCP-22164(1)	AFL/Tyumen	dbr	11may83	when an engine failed and crash-landed near Agana
Mi-8T	43 47	"38" white	Russian Air Force	UFA	22may16	GIA by the Ufa State Aviation Technical University
Mi-8	76 34	CCCP-22834	AFL/Yakutiya	dbr	19jul83	the left main gear sank into the ground and rolled over
Mi-8T	79 68	RA-22691(2)	Barkol	LPK	12may17	
Mi-8	80 97	CCCP-22650	AFL/Yakutiya	dbr	20jun81	tail rotor touched ground on landing and rolled over
Mi-8T	9 82 06785	RA-25359	KomiAviaTrans	dbr	04jan04	collided with a heap of snow 750 metres from a helipad
Mi-8T	9 82 06975	RA-25377	Vityaz-Aero	dam	19apr17	came down hard landing on a slope at 2,150 metres
Mi-8T	9 87 34322	RA-24278	KomiAviaTrans	dbr	12jul11	descended inadvertently, tail rotor touched a tree top
Mi-8T	9 91 47444	YL-HLG	Heligrill	ZRH	29apr17	at a grill bar seen apr17/may17; ex YL-HME
Mi-8MTV-1	9 5713	RA-24012	United Nations	JUB	09apr17	in full UN c/s; seen JUB 09apr17 with just 'UNO-'
Mi-8MTV-1	9 5904	RA-27068	United Nations	JUB	31mar17	in full UN c/s, coded 'UNO-536P'
Mi-8MTV-1	9 5907	RA-27071	United Nations	JUB	31mar17	in full UN c/s, coded 'UNO-378P'
Mi-8MTV-5	9 7301 ?	RF-90671	Russian Air Force	Kub	07may17	Mi-8MTV-5-1; coded "34" red
Mi-8MTV-5	9 7308	RF-24776	Russian Air Force	Kub	19apr17	Mi-8MTV-5-1; coded "41" red; l/n Kubinka 14apr17
Mi-8MTV-5	9 7381	RF-04437	Russian Air Force	SVX	03may17	coded "02" yellow; l/n SVX 09may07
Mi-8MTV-5	9 7382	RF-04438	Russian Air Force	SVX	04may17	based at Kamensk-Uralski; l/n SVX 09may07
Mi-8MTV-5	9 7417	"08" yellow	Russian Air Force	mfd	2016	Mi-8MTV-5-1; f/n OVB may17
Mi-171	59489619568	58639	Pakistan Army	w/o	24oct09	came under rocket attack at Nawa Pass
Mi-171S	171S00144115909U	SMH-4417	United Nations	Bor	20apr17	full UN c/s, coded 'UNO 566P'; l/n Bor 13may17
Mi-171E	171E00196137210U ?	7210	Bangladesh Air Force	DAC	dec16	serial and titles in Bengali numerals and letters only
Mi-8AMT	AMTS00643147413U	RF-95604	Russian Air Force	OVB	01apr17	coded "413" blue; l/n OVB 03may17
Mi-8AMT	8AMT00643167632U	RA-22661(2)	United Nations	JUB	18may17	full UN c/s, coded 'UNO545P'
Mi-8AMTSh	---	RF-04410	Russian Air Force	OVB	22apr17	coded "47" red;
Mi-8MTV-5	---	RF-04445	Russian Air Force	SVX	09may17	Mi-8MTV-5-1; coded "07" yellow
Mi-8	---	RF-20435	ROSTO ?	photo	26aug03	at Georgiyevka
Mi-8MTV-5	---	RF-90298	Russian Air Force	SVX	09may17	Mi-8MTV-5-1; coded "05" yellow
Mi-8MTV-5	---	RF-90395(2)	Russian Air Force	Kub	07may17	Mi-8MTV-5-1; coded "30" red
Mi-8MT	---	RF-95393	Russian Air Force	OVB	15apr17	coded "517" white
Mi-171	---	SM-66	Algerian Air Force	photo		in green/brown camo c/s with light grey underside
Mi-17-1V	---	20141	Azerbaijani BG	photo	08feb14	in dark green c/s, no markings apart from serial
Mi-8MTV-5	---	"91" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; l/n MHP 20may17
Mi-8MTV-5	---	"92" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; f/n Minsk-Machulishchi 07apr17
Mi-8MTV-5	---	"93" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; f/n Minsk-Machulishchi 07apr17
Mi-8MTV-5	---	"94" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; f/n Minsk-Machulishchi 07apr17
Mi-8MTV-5	---	"95" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; f/n Minsk-Machulishchi 07apr17
Mi-8MTV-5	---	"96" white	Belarus Air Force	d/d	07apr17	Mi-8MTV-5-1; f/n Minsk-Machulishchi 07apr17
Mi-171	---	CHN94736	United Nations	photo	may17	coded 'UNO795'; seen Tianjin-Binhai may17
Mi-171	---	CHN94737	United Nations	photo	may17	coded 'UNO794'; seen Tianjin-Binhai may17
Mi-171	---	CHN94739	United Nations	photo	may17	coded 'UNO796'; seen Tianjin-Binhai may17
Mi-17V-5	---	CHN94762	United Nations	photo	may17	coded 'UNO797'; seen Tianjin-Binhai may17
Mi-172	192M38	not known	Cuban Air Force	h/o	26feb16	

Mi-172	192M39	not known	Cuban Air Force	h/o	26feb16	
Mi-171	---	PK-BST	Ersa Eastern Avn	photo	23oct16	Alrosa c/s, add. 'opd PT. Ersa Eastern Aviation' titles
Mi-171	---	PK-IOF	Pegasus Air Service	photo	10sep14	opf the gyvmt of Puncak Regency (Papua); l/n 30mar17
Mi-171	---	PK-IOS	Pegasus Air Service	photo	12apr14	opf the gyvmt of Puncak Regency (Papua); l/n 25feb17
Mi-17-1V	586M11	58611	Pakistan Army	w/o	10jun99	encountered low clouds over Deosai Plains & crashed
Mi-8MTV-1	---	58504	Pakistan Army	w/o	23feb10	supposedly due to a techn.l problem on the 2nd circuit
Mi-17V-5	---	58509	Pakistan Army			photo
Mi-17-1V	---	58635	Pakistan Army	w/o	03jul09	shot down by islamist insurgents
Mi-17	---	58660	Pakistan Army	photo	mar17	preserved in the Pakistan Army Museum at Lahore
Mi-8AMT	---	58664	Pakistan Army			photo
Mi-17V-5	646M16	RAF2712	United Nations	JUB	05may17	full UN c/s; coded 'UNO-560P'; c/n known now
Mi-17V-5	---	RAF2205	United Nations	JUB	07mar17	full UN c/s; coded 'UNO-562P'; l/n Bor 28apr17
Mi-171E	---	SMH4418	United Nations	Bor	18apr17	full UN c/s, coded 'UNO 567P'; l/n Bor 20apr17
Mi-8MTV-1	---	EY-224	Pegasus Air Service	photo	12may16	l/n 20oct16
Mi-8MTV-1	---	EY-225	Pegasus Air Service	photo	17sep16	l/n 22oct16
Mi-10K	2266	RA-04124	KomiAviaTrans	UCT	aug16	wfu; finally canx between 10mar17 and 05may17
Mi-14	---	1681	Ethiopian Air Force			photo
Mi-24D	04390	109	Bulgarian Air Force		14oct16	preserved in the "Artileriski" park at Stara Zagora
Mi-35M	---	RF-13026	Russian Air Force	Ror	nov16	coded "56" blue
Mi-35M	---	RF-13383	Russian Air Force	Kub	19apr17	coded "48" white
Mi-35M	---	RF-13384	Russian Air Force	Kub	14apr17	coded "54" red
Mi-24P	---	RF-91055	United Nations	photo	mar17	coded 'UN 48'; f/n in Russia mar17
Mi-24D	---	TZ-414	Mali Air Force	photo	mar14	prob. one of the two delivered by Bulgaria in 2012; in
Mi-24D	---	Z-03H	Mali Air Force	BKO	05feb17	ex TZ-414
Mi-24V	---	NAF539	Nigerian Air Force	photo	apr17	
Mi-35M	---	NAF559	Nigerian Air Force	d/d	dec16	toc 22apr17 at Makurdi; f/n Makurdi 22apr17
Mi-35M	---	NAF560	Nigerian Air Force	d/d	dec16	toc 22apr17 at Makurdi; f/n Makurdi 22apr17
Mi-26	34001212027	"70" yellow	Soviet Air Force		1988	at burial site at Buryakivka; c/n known now
Mi-27	34001212035	CCCP-06098	MAP MVZ im. Milya	mfd	1984	for full story see on-line database; c/n known now
Mi-26T	34001212409	RA-06259	United Nations	JUB	30mar17	coded 'UNO-550P'; l/n as such JUB 26apr17
Mi-26T2	34001212652	06815	Rostvertol	photo	27apr17	Algerian markings taped over; f/n Bataisk 27apr17
Mi-28NE	3401229074	--	Algerian Air Force	mfd	2017	
Mi-28N	---	RF-13629	Russian Air Force	Kub	19apr17	coded "66" red
Mi-28N	---	RF-95346	Russian Air Force	Kub	21apr17	coded "70" white; reg. on Mi-8AMTSh same time
Mi-28N	---	RF-13655	Russian Air Force	Pus	mar17	coded "71" red; l/n Kubinka 07may17
Mi-28NE	---	SC-19	Algerian Air Force	photo	may17	based at Ain Oussera; c/n looks like 9023 or 9032
RRJ-95B	95 117	EI-FWE	Brussels Airlines/CityJet	BRU	08may17	arrived from VCE; started revenue flights 09may17
RRJ-95LR	95 119	RA-89075	Iraero	rgd	28mar17	h/o 03apr17; f/n IKT 06apr17; l/n DME 23apr17
RRJ-95LR	95 121	RA-89076	Iraero	rgd	17apr17	h/o 27apr17 ?
RRJ-95LR	95 124	RA-89077	Iraero	rgd	18apr17	h/o 04apr17 ?
RRJ-95LR100	95 129	89080		fff	06apr17	ferried via OVB to Ulyanovsk-Vostochny 10apr17
RRJ-95LR	95 131	89081	primer	fff	21apr17	RRJ-95LR-100
Tu-134AK	63998	RA-65565	UTair Express	UFA	25apr16	additional 'Turukhan' titles ; broken up at Ufa may17
Tu-154M	87A759	RA-85630	Aero Rent	MRV	jun16	stored; canx between 10mar17 and 05may17
Tu-204-300	1450744564059	RA-64059	Rossiya	VKO	23mar17	ferried to VKO this date; rgd 12apr17
Yak-12R	464 03 02	CCCP-21102	Aeroflot	mfd	1951	canx 12jan59 as worn out; t/t 1,797 hours
Yak-12	464 40 10	CCCP-L231	Aeroflot	mfd	1950	canx 05jun59 as worn out; t/t 1,705 hours
Yak-12M	01 5 03	CCCP-95998	AFL/Komi-SCW	dbr	26aug62	after hard landing due to engine failure; canx 26mar63
Yak-12M	01 5 06	CCCP-L5703	AFL/West Siberia-KEJ			trf to MVD, Kemerovo region; became CCCP-06123
Yak-12M	03 5 06	CCCP-05751	Aeroflot	w/o	06jun61	destroyed by fire ; canx 14dec61
Yak-12M	04 5 11	CCCP-96989	Aeroflot	w/o	10sep61	canx 14dec61
Yak-12M	06 5 12	CCCP-74039	AFL/Northern	w/o	02dec58	t/t 1,882 hours; canx 14feb59
Yak-12M	5 12 7 64	N512BA	Luke A. Connolly	rgd	22may17	
Yak-12M	26 5 10	CCCP-K711	AFL/Tajikistan	w/o	16apr58	t/t 240 hours; canx 14feb59
Yak-12A	03 6 05	CCCP-22411	AFL/Northern	w/o	27jul61	near Krasnoborsk; canx 14dec61
Yak-12A	05 6 21	CCCP-90604	Aeroflot	w/o	02may61	t/t 1,248 hours; canx 31aug61
Yak-12A	07 6 19	CCCP-90676	Aeroflot	w/o	07aug61	canx 14dec61
Yak-12A	11 6 19	CCCP-56536	AFL/Privolzh.-GOJ	w/o	16apr61	near Arzamas; canx 14dec61
Yak-12M	6 12 7 94	CCCP-40827	AFL/Uzbekistan	w/o	20feb59	t/t 982 hours; canx 06may59
Yak-12M	8 12 7 168	CCCP-26565	Aeroflot	w/o	27jun61	canx 14dec61
Yak-12M	8 12 7 196	CCCP-62618	Aeroflot	dbr	22nov57	destr. by fire during overhaul; t/t 562 hrs canx 22jan59
Yak-12M	13 8 490	CCCP-22319	AFL/Kyrgyzstan	w/o	28apr59	t/t 91 hours; canx 05jun59
Yak-40	9 22 13 22	RA-87581	Volga Airlines	VOG	jun16	derelict, still with Aeroflot titles, part of reg painted out
Yak-40	9 51 19 39	RA-87500	Albatross Aero	Orlovka	sep16	canx between 10mar17 and 05may17
Yak-40K	9 72 20 53	RA-88278	CNG Transavia	ZIA	26aug13	being towed; canx between 10mar17 and 05may17
Yak-42D	4520423914323	RA-42373	Turukhan	DME	13may17	all white, no titles
Y5B(D)	11 10	B-50CJ		rgd	25apr17	
Y5B	---	30973	Chinese Air Force	photo	may17	

PH register

Newly registered aircraft:

PH-AQG	Fokker 100	11417	09385	07apr17	Fokker Services BV
PH-AQH	Fokker 100	11427	09386	07apr17	Fokker Services BV
PH-DFK	Cameron A-300	12058	09418	24apr17	A.J. Barends, Enschede
PH-FST	Cessna 208B "Supervan 900"	208B0823	09402	12apr17	Nationaal Paracentrum Teuge
PH-HXG	Boeing 737-800	41355	09328	03apr17	Transavia Airlines CV

Personal copy

PH-HXI	Boeing 737-800	62151	09329	12apr17	Transavia Airlines CV
PH-HXJ	Boeing 737-800	62159	09330	24apr17	Transavia Airlines CV
PH-ITI	Airbus H125 (AS350B3)	8378	09368	05apr17	(Based at Budel)
PH-JBR	Cessna 208B "Supervan 900"	208B0762	09405	13apr17	Tessel Air BV
PH-4P8	AutoGyro Cavalon	V00290	09410	20apr17	
PH-7P3	Eurobyl Silent Twin	FLST 1013936	09401	11apr17	
PH-7P6	Eurobyl Silent Twin	FLST 1074203	09369	05apr17	
PH-1591	Schleicher ASW 27	27118	09387	07apr17	

Change of ownership:

PH-AMD	Europa AL Europa TG	322	05780	21apr17	
PH-AQH	Fokker 100	11427	09386	14apr17	
PH-DVA	Lindstrand LBL-105A	343	05191	06apr17	
PH-DWH	SOCATA TB-9	1438	07874	25apr17	
PH-ELA	Dyn'Aéro S MCR Club	213	06575	25apr17	
PH-HOR	Thunder AX6-56Z	444	09354	20apr17	
PH-KER	Lancair 360	0001	07627	21apr17	
PH-LIS	Lancair Legacy	L2K-317	07492	11apr17	
PH-MRG	General Avia F22C	023	06126	10apr17	
PH-1541	Schleicher ASH 25 M	25198	08324	21apr17	

Cancelled from register:

PH-BIR	Glasair Sportsman GS-2	7353	08154	18apr17	Over a year without valid CofA.
PH-EDK	Fire Balloons G	611	07619	13apr17	Over a year without valid CofA.
PH-HBG	Lindstrand LBL Lion	1026	07952	21apr17	To N625LL.
PH-KPB	Fokker 50	20112	08908	11apr17	To 5Y-SMS.
PH-OEM	Lindstrand LBL-105A	365	06853	13apr17	Over a year without valid CofA.
PH-RDD	Cameron A-300	3710	05388	11apr17	To Israel.
PH-SFT	Piper PA-28-161	28-8416119	07482	03apr17	To G-WFWA.
PH-SOD	Thunder AX7-77Z	1112	03726	13apr17	Over a year without valid CofA.
PH-TVV	Piper J3L-65 Cub	3307	07305	13apr17	Over a year without valid CofA.
PH-WEO	Cameron O-77	3093	04738	13apr17	Over a year without valid CofA.
PH-8J4	Parasport Fun-Simonini	206196	07822	13apr17	Over a year without valid CofA.
PH-814	Doppelraab V	1	03648	05apr17	To Germany.
PH-1130	Schleicher Ka-6E	4014	05543	13apr17	Over a year without valid CofA.
PH-1507	Hoffmann H36 Dimona	3628	07860	11apr17	To Germany.
PH-1534	Schleicher ASW 27-18E	29670	08236	26apr17	To France.

Additions, corrections and news:

PH-AQG	Fokker 100	11417	Ex 2-ITUC, N265JM, PR-OAI, N1432A, PH-EZZ.		
PH-AQH	Fokker 100	11427	Ex 2-ITUD, N266JM, PR-OAU, N1437B, PH-EZG.		
PH-FST	Cessna 208B "Supervan 900"	208B0823	Ex N823SA, N5267T.		
PH-HXJ	Boeing 737-800	62159	Ex N1786B.		
PH-JBR	Cessna 208B "Supervan 900"	208B0762	Ex N762SV, C-GSKS. Operated for Paracentrum Texel.		

Credits: Inspectie Leefomgeving en Transport, ballonregister.nl, airnieuws.nl.



The latest Airbus Helicopters H125 addition to the PH register is the above PH-ITI, which will be based at Budel Airport, close to the border of the Netherlands and Belgium, in the southern part of the country. HeliCentre is reported as the operator. H125 is the new name for what used to be known as an AS350B3. (Lelystad, 30 April 2017, Berend Jan Floor)

Personal copy

Distribution to a third party is not allowed



Former Přerov gate guard MiG-21F-13 0517 arrived at Čáslav several years ago. It was seen in storage during the air show on 20 May 2017. (Čáslav, Joop de Groot)

The Netherlands

Aalsmeer

F-16A J-232 and Norwegian F-5B 595 have been removed from the VTOC Fokker school. This happened in September 2016 and both went to Woensdrecht.

Lelystad

After its landing accident in June 2013 CM170 F-GLHF (ex 406/FAF) went to Teuge for restoration, together with the fuselage of ex Belgium MT37. The restored F-GLHF returned to Lelystad by road in September 2016 and made its first post restoration flight on 5 May 2017. CM170 MT37 will remain at Teuge and is on loan to the Koude Oorlog Museum.

Austria

Salzburg

Sycamore Mk52 78+25/HB-RXA, which used to be stored inside the museum at Altenrhein, went in October 2010 to the Flying Bulls collection at Salzburg to serve as spare parts for their own Sycamore OE-XSY. Also the three Sycamores (78+03/D-HFRZ, 78+07/D-HEMD and 78+21/D-HFUM) which were stored off site near the museum at Altenrhein have found their way to Salzburg. The hulk of 78+07/D-HEMD is currently used by the Landesfeuerwehrverband at the airport as an escape trainer, while the other two are stored off site.

Belgium

Brustum

ST-33 SF260M instructional, cockpit **10-33** apr17
The SF260 had not been seen for a long time, but was noted at the Heli Days freshly painted and mounted on a trailer.

Finland

Utti

HK-2 SM-1Sz preserved **A07030** may17
The Mi-1 is preserved at the military airfield. It came from the storage of the Tikkakoski museum.

France

Brest (29)

35 Super Etendard preserved **35** may17
The SEM arrived from Landivisiau on 28 March and is displayed at the entrance of a Thales facility (N48.37568, W4.55365).

Montélimar Ancona (26)

304 Vautour 2N preserved **11** apr17
The Vautour arrived on 12 April from Savigny.

Germany

Borkenberge (NW)

The LTB glider workshop is restoring a Sedbergh. This is often reported as XN150/BGA3774, but this is incorrect as

this aircraft is stored in a nearby container. The Sedbergh in the shop confirmed as WB937/PH-811 (ex Lünen).

Goch - Asperden (NW)

(WT868) Cadet TX3 PH-1163, ex M. Zeeland **678** apr17
(WT917) Cadet TX3 PH-1121, ex Hilversum **712** apr17
Both are active here, while Sedbergh TX1 (WB993/PH-201) is stored dismantled in a hangar.

Kalkar - Wisseler Dünen (NW)

(WB962) Sedbergh TX1 BGA3836, stored **623** apr17
The gliding club went to Goch and the airfield is now disused. The dismantled glider is still in the old hangar.

Meschede (NW)

Klassen KFZ Demontage at Auf'm Brinke 5 (N51.35692, E8.25166) is offering Bo105P 86+11 for sale on the internet. Photos show three Bo105s parked outside. One of the other two has been previously identified as 86+10.

Neustadt an der Aisch (BY)

Bo105P 87+03 (painted in Swedish colours as 08221/99) is offered for sale by the Böhm company at N49.57848, E10.63382.

Rechlin (MV)

950 MiG-21PFM preserved **761402** apr17
The MiG-21 is on loan from the Gatow museum to the Luftfahrttechnisches Museum Rechlin.

Stadtlohn Vreden (NW)

(56+90) Do27B-3 D-EDPR, camo c/s **398** apr17
Former Borkenberge and Mendig Dornier is now based here.

Zehdenick (BB)

20+58 MiG-23UB preserved **A1038034** apr17
The MiG came from the closed museum at Bad Oeynhausen.

Greece

Souda

156753 TA-7C preserved **E-20** may17
The aircraft was placed at the 343 mira area around 10 May and came from Néa Anghialos.

Italy

Milano Malpensa (MI)

MM57272/EI-479 SM1019E preserved **1-082** apr17
The aircraft came from Bergamo and has been added to the Volandia collection.

Passo Coe (TN)

MM6781/5-31 F-104S-ASA preserved **1081** may16
The former Montegiorgio Starfighter arrived in May for display at the Base Tuono museum near Folgaria, which is a former Nike missile site (N45.87000, E11.22777).

Norway

Løvenstad

R-832 CF-104 preserved, cockpit **1132** may17

On 11 May the cockpit of the Danish Starfighter moved from Vik to a private collector in Løvenstad (some 5 km south west of Kjeller).

Poland

Tuszcz (MAZ)

6908 MiG-21PFM stored **94A6908** may17
The former Adamowice MiG-21 is now parked in the yard of the Piotro Stal company at Zasciankowa 1 (N52.43898, E21.43992).

Redecz Krukowy (KPM)

1330 Lim-5 preserved **1C-1330** may17
The Lim is now at the Muzeum Techniki Rolniczej i Gospodarstwa Wiejskiego (N52.60525, E18.79549) and came from Zbrachlin,

Spain

Almagro

(HR.15-34)/ET-303Bo105ATH preserved **S.471** mar17
HR.12B-7/ET-116 OH-58A restoration **42225** mar17
(HR.15-32)/ET-151Bo105LOH restoration **S.476** mar17
HR.15-34 has replaced the preserved HR.15-32, the latter was with the former preserved OH-58 under restoration in a hangar.

Colmenar Viejo

HA.16-6/ET-118 Alouette 3 EC-EBH, preserved **1783** mar17
The unknown Alouette 3 at the gate has been identified as EC-EBH and used to be at the CITHE technical school at Cuatro Vientos. It is a former Zimbabwe Air Force aircraft although its previous serial is unknown.

La Sénia

A.10C-92 HA220 C.10C-92, restoration **22/97** mar17
The Super Saeta is not (yet) at the museum as we mentioned in Scramble 455. It is currently under restoration in a building at N40.63770, E0.28156.

Santa Susanna

1562 Alouette 3 stored **1562** oct16
The ex ALAT Alouette is, together with a civil Spanish one, in use at the paintball field of Activ Nature (N41.65280, E2.69116). 1562 was last noted some ten years ago stored at Pau.

Seville

(80+14) Bo105M instructional **5014** mar17
(80+73) Bo105M instructional **5073** mar17
(87+44) Bo105P instructional, outside mar17
(2043) Alouette 2 HA-LFZ, instr, ex ALAT **2043** mar17

The aircraft are with the ICADA school at the Avenida Turia 11, south west of the San Pablo airfield (N37.40888, W5.92777). 87+44 needs confirmation as the serial was only handwritten inside the aircraft. There is another instructional Bo105



Starfighter section on the move in Norway. The cockpit of Danish CF-104 R-832 has been moved from Vik to Løvenstad. The cockpit itself was on a trailer, while for the nose cone a separate pick-up truck was used. (11 May 2017, Tom Svendsen)

outside which is marked D-HGSU (dark green c/s).

United Kingdom

JHC Aldergrove, Northern Ireland

XX443 Gazelle AH1 preserved **1235** mar17
A Gazelle formerly at Gosport/HMS Sultan has been placed on display in the AAC area.

RAF Cosford, Shropshire

New in hangar 1 at the RAF Museum is Hawker Hart Trainer K4972, which arrived from Hendon on 20 April 2017.

Coventry Airport, Warwickshire

(42-100521) Douglas C-47A N308SF **18984** apr17
A C-47 arrived from Florida on 26 April 2017 for restoration to flying condition. An ex French Navy aircraft, it will eventually be based at Membury, Wiltshire, from where it flew operations on D-Day.

Kegworth, Leicestershire

Updating last month, the Lynx AH7 pole-mounted at the Delta Force Paintball site on the north side of the A453 is indeed one of the many that were originally shipped to the company's site at Upminster, Essex. It is marked as XZ177 on the boom, but may have had a boom swap.

Kinloss Barracks, Scotland

XZ113/FG Jaguar GR3A preserved **S114** may17
The Morayvia project took delivery of a Jaguar from Wallyford during mid May.

Lasham, Hampshire

WP270 Eton TX1 preserved **jan17**
An EoN Eton glider arrived from the RAF Museum store at Stafford during January for the Gliding Heritage Centre.

RAF Marham, Norfolk

The cockpit of Valiant BK1 XD857 has arrived from Filxtton for eventual display in the Heritage Centre.

Newark, Nottinghamshire

XX467/86 Hunter T.7 (G-TVII) **41H-693834** may17
The Newark Air Museum took delivery of a Hunter from Bruntingthorpe on 3 May 2017.

Newquay/Cornwall Airport

The Cornwall Aviation Heritage Centre has acquired the cockpit of Jet Provost T4 XP642 from Welshpool.

Old Sarum, Wiltshire

WD686/S Meteor NF11 preserved **apr17**
The Boscombe Down Aviation Collection has acquired a Meteor (ex Weybourne, Norfolk).

Credits: Phil Adkin, Ed Davison, Joop de Groot, Terry McCreade, Tony Morris, Rob Salisbury, Tom Svendsen

Dustpan & Brush



Antonov An-26 CU-T1406 of Aerogaviota has been operating with the company since April 1995, until it impacted the Loma de la Pimienta mountain, six kilometres north of San Cristobal in Cuba, on 29 April 2017. It was operated on behalf of the Fuerza Aérea Revolucionaria, or the Cuban Air Force, similar to SATENA which is the civilian side of the Colombian air force. (Shannon, 18 March 1997, Malcolm Nason)

Additions & Corrections:

03jul09 58635 Mi-17-1V w/o
See Scramble 363.

25oct09 58639 Mi-171 59489619568 w/o
See Scramble 366.

. . feb10 58504 Mi-8MTV-1 w/o
Some Pakistan Army updates.
See Scramble 372.

20may16 F-MJBB EC145 9014 w/o
See Scramble 445.

26dec16 734 Mi-17V-5 840M24 w/o
See Scramble 452.

New Accidents:

19nov08 I-20 MiG-23UB w/o
A MiG-23UB of the Força Aérea Nacional (Angola Air Force) crashed in the municipality of Humpata, about thirty kilometres from Lubango city, capital of the province of Huíla. Apparently technical issues were the cause of the crash. While the Mikoyan-Gurevich was destroyed, the pilot managed to bail out safely and was uninjured.

28feb17 N351AX B767-33AER 27908 dam
An Omni Air International Boeing 767, operating on behalf of the US Transportation Command as flight CMB525 from Aqaba International to Azraq Air Base in Jordan, suffered a tail strike upon landing at Azraq. There were no injuries but the aircraft sustained substantial damage to the aft pressure bulkhead, the tail actuator was pushed inside the aft empennage. It remained on the ground in Jordan until 29 March and was then ferried back to the USA via Shannon and Bangor, climbing to normal cruise levels, and has since been on the ground.

22apr17 ZS-VDM Bell 430 49024 dam
A VodaCom Bell 430's blades struck the tail boom on landing at a private helipad, west of Johannesburg-O.R. Tambo Airport, South Africa, causing substantial damage.

28apr17 PT-CHT PA-30 30907 w/o
Two persons were killed when the Aeroclube de Campinas Piper Twin Comanche crashed under unknown circumstances near Aeroporto Estadual Campos dos Amarais.

29apr17 N933DC PC-12 105 w/o

Rico Aviation was carrying out this ambulance flight when the PC-12 crashed south of Amarillo-Rick Husband International Airport (TX), whilst climbing in light rain and winds of 23kts, gusting 31kts. The single-engine turboprop went out of control and crashed in a huge explosion along a boundary fence. The aircraft disintegrated on impact and all three occupants were unfortunately killed.

29apr17 CU-T1406 An-26 13502 w/o

An Antonov 26 aircraft, operated on behalf of the Fuerza Aérea Revolucionaria, impacted the Loma de la Pimienta mountain, six kilometres north of San Cristobal in Cuba. All eight occupants sustained fatal injuries. The aircraft was operated by Aerogaviota, an airline established by the Cuban Army and owned by the Government of Cuba.

29apr17 A6-AWN AW139 41213 w/o

The crew of the Abu Dhabi Aviation AW139 noted that the oil temperature indications from the main gearbox were rising and elected to alter course towards a nearby island. However, shortly after this, there was a 'loud grinding noise' from the upper deck and they decided to carry out an immediate precautionary landing in the Persian Gulf off Abu Dhabi, about four miles from land. At some point after the landing the helicopter's aft left float appears to have deflated and it rolled over to float inverted. The crew got out quickly, but the chopper itself capsized before it could be salvaged.

30apr17 C-FQQB PA-31 31-310 w/o

Both occupants were killed when the Exact Air Piper Navajo crashed at night under unknown circumstances near Scheferville (Que.).

01may17 VP-BGD B777-3M0ER 41681 nil

Forty minutes before Aeroflot flight SU270 landed at Bangkok's runway 19R, the Triple Seven encountered an area of violent turbulence, which caused injuries to 27 people (24 Russian and three Thai citizens). Quite a few received fractures and concussions, a number of the injured needed surgery. The aircraft itself was fine, but this video showed the carnage that the turbulence caused. Imagine being stuck in there: www.youtube.com/watch?v=T-fSd5a26qg

01may17 N803TH Ce208B **208B0321** w/o
Grant Aviation flight GV341, from Port Heiden (AK) to Perryville (AK), was destroyed on impact when it came down near Chignik (AK), killing the pilot and sole person onboard. The reason for the crash was unknown. The service would have taken him from Port Heiden to Chignik Bay with en route stops at Perryville, Chignik Lagoon and Chignik Lake, all in the state of Alaska.

01may17 EJC1130 Ce208B **208B1194** w/o
 Not a good start in May for the Cessna 208B Grand Caravan. Next to the one that crashed in Alaska, the Ejército Nacional de Colombia also lost a Grand Caravan when it impacted the slope of Cerro Manju, between Zipacón and Facatativá and some five kilometres west of Guaymaral, Colombia. Guaymaral is about 24 kilometres north-west of Bogotá Airport. Sadly all eight occupants died in the crash.

02may17 Mirage w/o
 An as of yet unidentified Pakistan Air Force Mirage crashed in the Athara Hazari area, near Jhang, when it developed a technical malfunction during a training flight. The pilot ejected safely.

02may17 ZK-IED BK117A-3 **7059** dam
 While carrying under slung telegraph poles, the pilot of the Heliforce BK117 was forced to ditch the chopper in the waters of Pauatahanui Inlet, Porirua Harbour, north of Wellington (North Island), after a vibration developed and he lost control of the tail rotor. An eyewitness reported the cable had broken and contacted the tail rotor. The pilot struggled to undo his harness and egressed from underwater after the BK capsized.

03may17 C-GQAM PA-31-310 **31-7912093** w/o
 The Piper Navajo C of Strait Air impacted terrain in St Lawrence County, in the 300 block of Windmill Road in South Colton (NY), sustaining substantial damage with the sole pilot onboard being killed. It was not immediately clear what the cause of the accident was.

05may17 8469 UH-1D **8469** w/o
 Three out of the four occupants were killed after the Philippines Air Force Huey crashed during a training exercise at Camp Capinpin, Tanay, Rizal. Engine trouble during the landing phase is said to be the most likely cause.

05may17 G-MATH AS350B3 **8274** dam
 All three persons onboard the Confidentia Aviation Ecureuil were injured, one even with life threatening injuries and a

second with serious leg, chest, abdominal, head and shoulder injuries. The third person only suffered minor ones. The chopper came down near Wycombe Air Park, Booker, Buckinghamshire under as of yet unknown circumstances. As luck would have it, an off-duty paramedic, who was waiting for his own flying lesson, provided initial support and treatment to the injured when the helicopter came down.

05may17 N334AC Sh330-200 **SH3029** w/o
 A Shorts 330 of Air Cargo Carriers impacted wooded terrain during an attempted landing at Charleston-Yeager Airport (WV), with both crew members suffering fatal injuries. The aircraft originated from Louisville International Airport (KY) as flight 2Q1260 and crashed while attempting to land on runway 05. An airport spokesman reported that the Shorts touched down hard, one of the aircraft's wings hit the runway after which it went off the left side of the runway. To the left of runway 05 there is down sloping wooded terrain. Debris was later found on the runway.

07may17 N993YC OH-58A+ **41228** dam
 The former US Army Kiowa (71-20367), now operating for Klinkborg Aerial Spraying & Seeding, struck power lines during agricultural application, came to rest on its side, sustaining substantial damage in the process. The pilot is reported to have not been injured. In US Army service it was just a plain Kiowa but this is an experimental Garlick conversion Rotorcraft OH-58A+.

08may17 HL9414 Ka-32T **9203** dam
 While fighting a forest fire near Samcheck, South Korea, the Korea Forest Service Kamov 32 struck an electric wire and the pilots had to perform an emergency landing in a nearby river. During this a maintenance worker was killed. Further details elude us.

10may17 OM-BYM Bell 429 **57202** w/o
 The Bell GlobalRanger of the Slovak Republic Ministry of Interior spiralled down from a height of about 100 metres and 200 metres from Presov. Two pilots and two firefighters were onboard, two of whom sadly did not survive the crash.

10may17 G-HKCN AS350B3e **8219** w/o
 The HQ Aviation Ecureuil had flown from the UK via Shetland, with a fuel stop at Bergen, and was about to land on the yacht Bacarella when allegedly the rotor hit something, and it fell into the water. The yacht was located in the Sandviken Bay, Bergen Harbour, Hordaland. It was equipped with flota-



The Cessna Grand Caravan did not have a good start in the month of May, as there were two crashes of the type. This one, from the Ejército Nacional de Colombia, impacted the slope of Cerro Manju, between Zipacón and Facatativá and some five kilometres west of Guaymaral, Colombia on 1 May 2017. EJC1130 is seen here taxiing in at Villavicencio on 17 July 2013 by Marco van Halum.



Learjet 35A N452DA of A&C Big Sky Aviation crashed while on short final to Teterboro's (NJ) runway 01, after having circled from the approach to runway 06, killing both crew members, on 15 May 2017. They chose to go and stay overnight in New York, rather than stay in Philadelphia, to be ready for charters scheduled later in the week, but that decision cost them dearly. It seems they got caught in a windshear near the airport, which previous aircraft had reported near the aerodrome. (Los Angeles International (CA), 23 February 2017, Allen Hess)

tion gear and floated upside down in the sea. A nearby SAR vessel was soon at the site and picked up the three survivors. One serious injury and two minor injuries were reported. The helicopter was brought ashore for inspection by the AIBN (Accident Investigation Board Norway).

13may17 HB-ZTM AS350B2 3816 w/o

A Swiss Ecureuil of Mountain Flyers 80, rolled over during landing at Petersgrat, Switzerland. The pilot died, while three of the five passengers were slightly injured.

13may17 YI-... IA-407 dam

An Iraqi Air Force Bell Armed Scout IA-407 has been shot down west of Mosul after coming under fire from Daesh, also known as ISIS or ISIL. The helicopter was hit while supporting Iraq's mostly Shiite militia forces in an operation to retake villages still held by the militants in the sprawling desert to Mosul's west. The source of the attack was ground fire, the pilot landed safely and there were no fatalities.

15may17 N452DA Lj35A 35A-452 w/o

Sadly both pilots died when the A&C Big Sky Aviation Learjet crashed and burst into flames while on approach to Teterboro's runway 01 (NJ). It impacted the ground in an industrial area between Kero Road and Commerce Road in Carlstadt, a kilometre short of the runway, causing a loud explosion and multiple fires as people on the ground scrambled to safety while the bizjet disintegrated in a fireball in the parking lot of the borough's public works building. As by a miracle, despite a devastating scene that included flames and black smoke billowing from two buildings, damage to thirteen vehicles (many of which were on fire) and the remnants of the plane scattered across multiple parking lots, no one on the ground was injured. The crew had decided to spend the night at a hotel they were familiar with in New York rather than stay overnight in Philadelphia, and were bringing the Lear to Teterboro to reposition it for additional charter flights scheduled for later in the week. At the time of the accident there were some strong gusty winds, but more or less along the runway centre line. Apart from that the visibility and cloud base were good, although some aircraft reported windshear near the airport. Exactly what happened is up to the NTSB (National Transportation Safety Board) to figure out.

15may17 23057/N LR-2 FL-677 w/o

An LR-2 liaison aircraft of the Japan Ground Self-Defense Force, was enroute to pick up a patient and crashed in a forest at Assabu, Hokkaido Island, at an elevation of 300 to 400 metres. Earlier all contact was lost eighteen miles west of Hakodate Airport while it was at 3,000ft. This was rather

odd as the last ATC instruction was 'maintain 3,500 feet'. The FDR (Flight Data Recorder) was removed due to an electrical malfunction, however, the CVR (Cockpit Voice Recorder) was operating at the time of the accident. At the time it was flying in poor weather conditions, consisting of low clouds and rain showers. The LR-2, a military variant of the Beech Super King Air 350, was called for an ambulance mission because the ambulance helicopters of the local government could not fly due to bad weather at Hakodate.

15may17 N220N MU-2B-40 450SA w/o

Authorities were searching in the Bahamas for the Ithaca Consulting Mitsubishi that was reported missing, while enroute from Puerto Rico and headed for Titusville (FL), with among the four occupants a prominent New York businesswoman and her two children. The US Coast Guard reported that the twin-engine aircraft was east of the island of Eleuthera when air traffic control in Miami lost radar and radio contact with the MU-2. The Coast Guard tweeted that the debris was found fifteen miles east of Eleuthera and was described as "confirmed components of an MU-2B aircraft." The pieces were spotted by a helicopter crew and a rescue swimmer retrieved some materials to take ashore for identification.

17may17 XA-VMC Lj25B 25-114 w/o

Yet another Learjet that is no longer among us. The Lear 25 of Aerotransportes Huitzilin impacted terrain shortly after take-off from runway 15 at Toluca-Licenciado Adolfo López Mateos International Airport, Mexico. It was partially consumed by the post-impact fire and the two pilots onboard received fatal injuries. The aircraft came down about 200m from the runway end.

18may17 N6040Y Bell 407 53371 dam

The Bell 407 of Bell Helicopter Textron sustained a lot of damage during a hard landing at Fort Worth (TX), while it was the subject of an instruction flight. Neither the instructor nor student were injured.

19may17 L-39 w/o

The Libyan National Army lost an L-39 when Brak al Sathi airbase came under attack of militias, and this was one of the victims.

19may17 F-15 w/o

Allegedly the Royal Saudi Air Force Eagle was shot down by Yemeni Armed Forces, but it crashed inside Saudi Arabia territory. Some reports claim it to be an F-16 which the RSAF does not operate. Time will tell what type of aircraft it was and to which air force it belonged.

20may17 S5-CEI PC-6/B2-H4 **932** dam

Skydive Toscana's Turbo Porter ran into a ditch on landing at Aviosuperficie Cecina, Paduleto, Livorno, Tuscany, causing damage to the left hand main gear and propeller. The pilot was uninjured but the PC-6 received substantial damage.

21may17 ZU-ULU Yak-52 **855813** w/o

This private Yakovlev 52 impacted open range terrain in the municipality of Ekurhuleni, Gauteng. The aerobatic airplane sustained substantial damage and the sole pilot onboard received fatal injuries. It appeared to have spun inverted.

21may17 MS-2. AW101-610 w/o

During a night training patrol on the Blida-Tipaza axis, this AW101 Merlin of the Algerian Navy crashed after having struck high-voltage power lines near the commune of Hamr El Ain, in the Wilaya of Tipaza, about fifty kilometres west of Algiers, causing the death of all five crew members.

22may17 AN-136 EC145 **9192** dam

The EC145 of the Panamanian Servicio Aereo Nacional was flying from Santiago, Veraguas Province to Panama Pacifico Airport in the capital city, and was hit by a flock of birds causing a loss of thrust in its tail rotor. An emergency landing was made at Punta Chame, which resulted in the helicopter ending up on its port side on the edge of the beach.

23may17 Su-30MKI w/o

An Indian Air Force Sukhoi 30 went missing near Tezpur in Assam during a routine training mission. It was reported as missing at 11:30am, around sixty kilometres north of Tezpur from where it had taken off. ATC had lost radar and radio contact with the aircraft. We fear a not so positive outcome for this...

23may17 461 SF260 w/o

While on a reconnaissance mission the Libyan National Army lost an SF260 when it was reported missing near Kufra. That's the extent of the information we have at this point.

24may17 Y59- L-59T w/o

The Tunisian Air Force lost an Aero L-59T Super Albatros after it suffered a technical malfunction and came down at Sfax Airport. There were no fatalities.

24may17 N708PV DHC-6-300 **489** dam

This Twin Otter of Perris Valley Aviation was operating sky-diving flights out of Perris Valley Airport (CA) when upon returning to the airport, the aircraft was involved in an accident. The exact circumstances are unclear but local news sources suggest the aircraft encountered a dust devil on landing and hit a gas truck. Photos from the scene show that the right hand wing had separated just outboard of the left hand engine, the nose landing gear was sheared off and the nose section was heavily damaged. Both occupants (the flight crew) were uninjured.

25may17 F-7PG w/o

The pilot of the Pakistan Air Force Chengdu F-7PG ejected safely before the fighter crashed near Mianwali, after having suffered from a technical malfunction.

25may17 VT-CMM S-76C++ **760815** dam

The Chief Minister of Maharashtra and his staff, among others, were very lucky to escape the mishap with their Government of Maharashtra Sikorsky 76, after it crash-landed shortly after departing the Nilanga helipad, Latur district of Maharashtra. It climbed vertically to between fifty and 100ft before translating into forward flight but did not climb away. It collided with wires and landed hard beside a road not far from its departure point.

25may17 N11FX TAH-1F **003** dam

The TAH-1F Cobra of The Flying Bulls, part of the Red Bull demo team, was substantially damaged after its rotor blades struck a building at Reutte-Höfen, Tyrolia, Austria. Luckily the pilot was uninjured.

25may17 N62UP EC135P2 **0475** w/o

A PennStar Flight EC135 (operated by the University of Pennsylvania) crashed into an industrial estate one mile from New Castle Airport (DE). There was a post-crash fire which the pilot sadly did not survive. Preliminary reports indicate that the helicopter was conducting practice approaches at the airport.

Credits: ASN, Aviation Herald, B3A, JACDEC, HeliHub, FAA,



The Japan Ground Self-Defense Force (JGSDF) lost this LR-2 23057/N when it was enroute to pick up a patient and crashed in a forest at Assabu, Hokkaido Island, at an elevation of 300 to 400 metres. Contact was lost eighteen miles west of Hakodate Airport while it was at 3,000ft. The LR-2, a military variant of the Beech Super King Air 350, was called for an ambulance mission because the ambulance helicopters of the local government could not fly due to bad weather at Hakodate. (Sapporo, 8 November 2016, Stefan Goossens)



This month we feature a special TLP photopage all made at Albacete. The USAF sent 421st FS to Spain, equipped with the F-16CM and based at Hill AFB (UT). Clearly showing the unit on the tail, 88-0421/HL was pictured during landing on 11 May 2017. (José Damián González Martínez)



The French Air Force participated with the Rafale unit EC4 from Saint Dizier, with this particular Rafale B 351/4-FR being adorned with the Indian's head of EC002.04, a unit still equipped with the Mirage 2000N at Istres. (24 April 2017, Dietmar Fenners)



Tornado ECRs MM7051/6-72 and MM7059/6-66 were photographed blasting away at the beginning of a TLP mission. Both have the 155 Gruppo badge on the tail, including the CLV marking on top of the fin, Roman numerals for 155. MM7051 also has an additional shark mouth applied. (26 April 2017, José Damián González Martínez)

Military News & Updates



Oman has ordered nine single seat and three dual seat Typhoons along with eight Hawks. Seen here is the second single seat EF2000, still in primer and marked "NS002". The future RAFO serial 211 is not painted on yet. (Warton, 13 April 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

Netherlands

Koninklijke Luchtmacht (AF)

On 11 May 2017 the Netherlands Air Force took over the BeNeLux QRA for the first time. From January until May the Belgian Air Force (2 Wing) had the QRA protection over the Belgian, Dutch and Luxembourg skies. In that period two intercepts were needed, one for a Jet Airways B777-300ER and one for a BA B787, both having trouble with their communications. Now Leeuwarden based 322sq will look after our joined airspace until September/October.

In June 2017 another 1(NL) ATF ME deployment will launch, although you might suspect F-16s, the type will be slightly larger. Eindhoven based 334sq will send one of their KDC-10 tankers to Kuwait to support the coalition forces over Iraq and Syria with much needed fuel. In February 2017 the first deployment of the KDC-10 was realised and the result was deemed positive.

F-16AM

J-003	312/313sq	ex EAPM	6D-159 may17
J-145	DMO/LWD	ex DMO/Volkel Wing	6D-135 may17
J-367	322sq	ex EAPM	6D-124 may17
J-631	322sq	ex EAPM	6D-63 may17
J-866	312/313sq	ex EAPM	6D-83 may17
J-870	DMO/Volkel	ex stored	6D-87 may17

After leaving Volkel and Leeuwarden on 2 January 2017 for their third Baltic deployment, the four F-16s returned to their home bases on 2 May 2017. In total the detachment performed ten intercepts, including Russian Air Force An-26 Curls and Su-24 Fencers. Poland has taken over the deployment in Siauliai with four of their F-16Cs.

During May 2017 two F-16AMs emerged from storage at Volkel under the wings of DMO and transferred to Leeuwarden. Here the jets will be completed for their pending hand-over to the Jordanian Air Force, later this year. J-870 was already seen with small Jordan flags and 242 as new registration.

One spectacular milestone was reached by J-616 on 14 May 2017. On that day this specific F-16AM reached 35 years of service and it is therefore the oldest flying F-16 in the Netherlands Air Force. Its career started with 311sq and it wandered throughout the years past all active F-16 units. It entered the MLU update phase between November 2001 and September 2002. The airframe also got some additional TLC when during its deployment with 1(NL) ATF in Kandahar a landing started sooner than required and some landing lights were struck. Between August 2009 and January 2010 repairs were needed. These days it still soldiers on with 312sq, despite the toned down 313sq markings.

F-16BM

J-208 DMO/LWD ex DMO/Volkel Wing **6E-27** may17
 Aside from the F-16AMs being prepared for the Jordanians, two F-16BMs will join the handover. Dual J-208 is the first, former 312sq, that was flown to Leeuwarden together with J-145. The second one will be J-884.

Defensie Helikopter Commando [AF]

CH-47D

D-103 298sq ex MINUSMA **M4103** apr17
 The third (and final) Chinook was brought back from Mali by C-17A on 13 April 2017. Like the first one, the last one was delivered to the LCW facility to enter base maintenance and post-desert ops inspections.

NH90-NFH

N-319 860sq o/b F805 **1319** apr17
 N-324 860sq o/b F831 **1324** mar17

The second period of the Caribbean deployment for the Netherlands Navy is filled with Frigate HNLMS Van Amstel (F831). Departing 4 March 2017 from Den Helder, 860sq sent NH90 N-324 along for further evaluation as on-board helicopter.

In April 2017 NH90 319 departed De Kooy for HNLMS Evertsen as part of the SNMG1/Standing NATO Maritime Group 1, cruising along the Baltic Sea.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

The Belgian armed forces have been busy lately. The first two weeks of May 1 Wing/17sq sent four A109BAs to Papa AFB in Hungary to take part in exercise Fire Blade 2017. Amongst

Slovenian AS532s, Austrian AB212s, German CH53s and Hungarian Mi-8s the Belgian crews trained NATO operations and procedures, CSAR-support and live firing training. From released footage H27, H28, H38 and H46 have been identified as participants.

Between 19 April and 20 May 2017 15 Wing/20sq executed their Airlift Block Training 17 in Ovar, Portugal. Four C-130H Hercules transports were deployed in order to train crews in low level tactical flight, gravity extraction system & rav-air load droppings and paratroopers. From the four C-130Hs only CH08 has been noted in the media frequently, the remaining three are unknown.

The A109BA demonstration team tweaked their 2017 display titles on H29, the tail section is also decorated with 25 years A109BA on both sides.

F-16AM

FA94 NTM 2017 c/s 10w/31sq **6H-94** may17
Thursday 18 May 2017 marked the first flight date for the 31sq Tigers 2017 edition NATO Tiger Meet special. Unlike other years when a full covered F-16 was presented, this year's edition is still colourful however mostly focused to the tail section, wearing a tiger's skull. On the vertical stabilizers the registration is clearly readable.

F-16BM

FB17 10w new grey c/s **6J-17** may17
FB24 35 yrs OCU tail 10w **6J-24** may17

As stated in Scramble 452, FB24 lost its 25 years OCU markings in December 2016. Despite the hope of various spotters a new tail would be chosen for the 30 years OCU celebration, 10 Wing painters decorated FB24 once more. On 4 May 2017 the first flight took place and a quick peek to the decorations shows inspiration was taken from the 2002 edition when FB24 was decorated with the 15 years OCU jubilee. FB17 returned from SABCA on 3 May and also sports the new two-tone grey colours.

SF260M+

ST06 Red Devils c/s CC Air **10-06** apr17
ST22 Red Devils c/s CC Air **10-22** apr17

During a display of the Red Devils over Kleine Brogel on 24 April 2017, ST22 was seen in the demonstration. Previously bright yellow, now stylish red. Five days later ST06 was also discovered in the Red Devils outfit, this Marchetti also wears Cdt.Avi.C.Deroubaix 'Tcholle' titels. For the 2017 display ST31, ST34 and ST36 complete the five-ship.

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

On 11 April 2017 the Helicopter Squadron of the 93 Air Base at Zadar-Zemunik performed the first trial flights on the OH-58D Kiowa Warrior. The flights were conducted under the guidance of US Army flight instructors and air maintenance technicians. The testing of all 16 Kiowas is to be completed prior to the flight training itself. The Squadron is now ready to take the flight training.

OH-58D

331 EH photoproof apr17

France

Armée de l'Air (AF)

On 1 September 2017 the French will establish the 62^{ème} Escadre de Transport at Orléans, which will consist of ET01.062 Poitou and ET02.062 Franche-Comté. Both are already based at Orléans, but it will mean ET02.062 will be re-numbered (and re-coded) from ET03.061.

The first C-130J is expected at Orléans in late 2017, followed by one more in 2018 and the final two in 2019. They will initially be delivered to ET02.062. The C-130Js will later move to the new French German C-130J unit at Evreux, but this is not expected before 2020.

A Beech 350 marked as F-WTAP and in primer has been noted test flying at Bordeaux. This is one of the two new Avions Léger de Surveillance et de Reconnaissance (ALSR) aircraft ordered by the French Air Force. It is expected to be operational in 2018, followed by the second one in 2019. They will replace the C-160G Gabriel aircraft.

Alpha Jet E

E130/8-RP EE03.008 ex PdFrance apr17

C-135FR

471/31-CB GRV02.091 ex 93-CB **18680** may17
738/31-CJ GRV02.091 ex 93-CJ **18698** may17
740/31-CL GRV02.091 ex 93-CL **18700** may17

Mirage 2000-5F

58/2-EL GC01.002 ex 188-EL **260** may17

Mirage 2000D

618/3-XC EC03.003 ex 133-XC **417** may17
637/30-XQ ECE01.030 ex 3-XQ **441** apr17
677/3-JT EC02.003 ex 133-JT **551** apr17

PC-21

01/709-FC Pilatus on order **293** may17
02/709-FD Pilatus on order **294** may17



Early May 2017 the new OCU/10w logojet was unveiled, marking the thirty years anniversary of the training unit. Unfortunately for the numbercrunchers, FB24 was chosen again however the colours are nicely extending the tradition since 2012. (Kleine Brogel, 10 May 2017, Toon Cox)



During the Larissa Open Day on 5 May 2017 the final flight of the Hellenic RF-4E occurred, apart from 71765 in normal colours, 7499 was decorated in this remarkable farewell colour scheme. (Larissa, 5 May 2017, Dietmar Fenners)

Rafale C			
120/30-IY	EC03.030	ex 4-IY	may17
122/4-GA	ERT03.004	ex 30-GA	may17
Armée de Terre (AR)			

SA330B
1662/DDX EALAT damaged **1662** may17
The Puma rolled over in a landing accident on 2 May 2017.

SA341F			
1281	to N281GZ	ex GQA	1281
1383	to N383GZ	ex GQN	1383
1419	to N419GZ	ex GHG	1419
1501	to N501GZ	ex GHI	1501

Sécurité Civile (GV)
On 14 March the new fixed wing base of the Sécurité Civile was opened at the west side of Nîmes-Garons, this is at the former navy side of the airfield. By now all fixed wing aircraft (nine CL-415s, two DHC-8s, twelve S-2 Firecats and three Be200s) have been relocated from Marseille. The Sécurité Civile already had its helicopter overhaul facility at the east side of the airfield.

Italy

Aeronautica Militare (AF)
On 5 May 2017, the first F-35B to be assembled outside the United States was rolled out at a ceremony at the Final Assembly and Check Out (FACO) facility at Cameri. The aircraft **BL-1** will fly for the first time in late August and is due to be delivered to the Aeronautica Militare in November. The next Italian F-35B aircraft is scheduled for delivery in November 2018.

F-2000A			
MM7341/36-10	18° Gruppo	ex 36-50/18° Gruppo	IS067 apr17

Falcon 900EX			
MM62171	to I-TARH/CAI	ex -/93° Gruppo	45 mar17

T-346A			
MM55213/61-06	212° Gruppo	ex CSX55213/Aermacchi	mar17
MT55216/61-12	212° Gruppo	new	may17
MT55217/61-13	212° Gruppo	new	may17
MM55218/61-14	212° Gruppo	new	may17

Tornado ECR MLU RET8			
MM7044/-	Leonardo	ex 50-40/155° Gruppo	436 may17

Tornado IDS MLU
CSX7041/RS-01 special c/s ex RS-06/311° Gruppo **357** oct16
Not mentioned before, but already on 27 October 2016 Tornado IDS MLU CSX7041/RS-01 was unveiled in a special livery at Pratica di Mare (RM). The aircraft celebrates the 60th anniversary of the 311° Gruppo of the Reparto Sperimentale

Volo, the Aeronautica Militare Test Wing responsible for the development, testing and validation of all the flying "hardware": aircraft, sensors, weapons, etc.

Tornado IDS MLU RET8			
MM7084/6-03	GEA 6° Stormo	ex -/ GEA 6° Stormo	627 may17
Aviazione dell'Esercito (AR)			

ICH-47F			
MT81781/E.I.704	new		M7804 apr17
Marina Militare (NY)			

MH-90A
MT81624/3-52 Grupelicot 5 new may17
Variant of the SH-90A containing the most important features of the SH-90A (naval version), such as the landing gears and rotors optimized for shipboard use, and of the UH-90A (land-based version), such as the rear ramp and the mission equipment package. Noted as MT81624/3-52 (MT=Matricola Temporanea).

Lithuania

Karines Oro Pajegos / Krasto Apsaugos Savanoriskos Pajegos (AF)

AS365N3+			
43	cn update	Sraigatspaniu Esk	7015 may17

Luxembourg

NAEW&CF

E-3A
LX-N90450 35yrs mks NAEW&CF **22850** may17
In relation to the 35th jubilee of the Nato Awacs Component, this E-3A was sent to the EADS facility at Manching for some decoration. On 19 May the basics were completed and the blue-striped AWACS returned home to Geilenkirchen as additional sticker decorations will be applied. The final result will be on display during the Open Days on 1 and 2 July.

Malta

Armed Forces of Malta (AF)

Beech B200 MPA			
AS1731	new	ex D-CMPD	BY-249 apr17

Russia

Voyenno Vozdushnyye Sily (AF)

On 24 April the eighth prototype of the T-50 (PAK FA, coded 509 blue) made its maiden flight from Komsomolsk-na-Amure. During May the aircraft was noted at Zhukovsky, sporting a half-pixel light grey dark grey colour scheme.

The Russian defence ministry has dropped earlier plans to buy Ilyushin Il-96-400TZ air-to-air tankers. It was planned to order the larger Il-96-400TZ as an addition to its primary fleet of Il-78 tankers to provide more effective tanker capability for the Tu-95MS and Tu-160 long-range strategic bombers. The Il-96-400TZ should have an inferior payload-range specification, but now the industry has failed to deliver a cost-effective conversion of some aircraft that were previously built as Il-96-400T commercial freighters. The initial contract with Ilyushin to convert an Il-96-400T freighter into an air tanker was signed in 2013, paving the way for a second contract in 2015 for airframe 96105. This aircraft started as a commercial freighter for Polet Airlines, which operated the type in 2009-2013, before its bankruptcy. A pair of the former Polet aircraft were converted into special VIP/control jets in 2014-2016. The other two aircraft previously earmarked for the air tanker conversion are now being considered for work in frame of the ongoing Il-96-400M 415-seat passenger jet development effort. Between six and ten of these are expected to be delivered to the Russian defence ministry and other governmental agencies. At the same time, the ministry continues funding work on development of next-generation control aircraft to replace the aging Il-80 (Il-86PU) fleet.

Meantime, UAC's Aviastar plant in Ulyanovsk has completed the first Il-78M-90A air-to-air tanker that is expected to commence flight trials shortly. Following the prototype, two more Il-78M-90A are on the production line. The Russian MoD has ordered 40 such aircraft. They are based on the Il-76MD-90A airlifter, differing in having wing-mounted pylons for UPAZ refuelling pods and the pressurized bulkhead in the rear fuselage has been strengthened. Unlike the older Il-78M/MK air tankers, the new version retains the rear loading ramp, so that it can also be used as an airlifter. In addition to the order of brand-new Il-78M-90As, the Russian defence ministry has ordered the modification of in-service Il-78M air tankers to extend their service life. The first of these was handed over to Ilyushin for this modification work earlier in the year.

Both the aerobatic teams Russian Knights and Swifts have changed the tail colours on their aircraft. The new Su-30SM of the Russian Knights, that were delivered end of 2016 and training flights started on 1 December 2016, have received an overall blue tail, while the MiG-29s of Swifts have now gained a red/blue/white tail. Both wear VVS Rossiya titles. Also the Su-30SM have received RF-registrations.

MiG-29SMT			
RF-92310/30 bl	s/n update		apr17
MiG-29UB			
RF-92766/90 rd	195 UAB	s/n update	feb16

Su-24			
.../26 wh	43 OMSHAP	c/n update	2215334 feb16
Su-24M			
.../02 wh	72 AvB	b/n update	may17
.../09 wh	72 AvB	c/n update	1241611 apr12
RF-33833/05 wh	72 AvB	c/n update	1241607 sep16
RF-33844/01 wh	72 AvB	c/n update	1241603 dec16
RF-33846/03 wh	72 AvB	c/n update	1241605 sep16
RF-33848/06 wh	72 AvB	c/n update	1241608 mar17
RF-34003/04 wh	72 AvB	c/n update	1241610 may17
RF-91115/44 bl		b/n update	mar17
RF-93790/46 wh		b/n update	may17
Bort number 02 white and 04 white of 72 AvB based at Chernyakhovsk were noted while performing a low level pass close to a Dutch Navy vessel. The remaining construction numbers noted at the 72 AvB aircraft have not been confirmed.			
Su-24M2			
RF-92006/49 blue		s/n update	mar17
Su-24MR			
RF-95525/36 wh		s/n update	apr17
Su-25			
RF-93847/10 rd		s/n update	apr16
Su-25BM			
RF-93026/54 rd		s/n update	apr17
Su-25UB			
RF-91982/99 rd		b/n update	38220131622 apr17
RF-93616/33 rd		b/n update	38220126411 apr17
Su-27SM3			
RF-93667/55 rd		s/n update	apr17
Su-30SM			
RF-81701/30 bl	237 TsPAT	s/n update	may17
RF-81702/31 bl	237 TsPAT	s/n update	may17
RF-81703/32 bl	237 TsPAT	s/n update	may17
RF-81704/33 bl	237 TsPAT	s/n update	may17
RF-81705/34 bl	237 TsPAT	s/n update	may17
RF-81706/35 bl	237 TsPAT	s/n update	may17
RF-81721?/36 bl	237 TsPAT	s/n update	may17
RF-92739/16 rd		s/n update	apr17
RF-92740/17 rd		s/n update	apr17
RF-92741/18 rd		c/n update	10MK51019 apr17
RF-95838/12 rd		s/n update	apr17
The serial number of Su-30SM of 237TsPAT Russian Knights carrying bort number 36 blue needs confirmation.			
Su-34			
RF-81725/14 rd		s/n update	apr17
RF-81727/12 rd	277 BAP	s/n update	apr17
RF-93817/24 rd	559 BAP	s/n update	apr17
RF-93831/01 rd	559 BAP	s/n update	apr17
RF-95478/38 rd		s/n update	apr17



MM7345 F-2000A 37-45 of 18 Gruppo heads the line of armed Eurofighters at Trapani-Birgi on 9 May. The formation is about to depart for a live firing mission over the sea range. (9 May 2017, Ian French)



Ian French visited Trapani and encountered HH-139A MM81805/15-49 of 82 Centro CSAR, the unit's sole active aircraft at Trapani-Birgi, on 9 May 2017. This particular helicopter has been active with the Italian armed forces since October 2014.

Yak-130
 RF-81665/66 rd 209 UAVB? s/n update apr17
 RF-81681/72 rd s/n update apr17

Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

G-4
 23625 w/o 07apr2017
 The Serbian air force lost one of its G-4 Super Galebs that it took over from the Montenegro air force in 2010.

Spain

Ejército del Aire (AF)
 LEVS = Cuatro Vientos

EF2000

C.16-58-10019	Ala14/nm		SS041	apr17
C.16-59-10020	Ala14/nm		SS042	apr17
C.16-60-10040	Ala14/nm		SS040	apr17
C.16-61-10046	Ala14/nm		SS043	apr17
C.16-62-10047	Ala14/nm		SS044	apr17
C.16-63-10048	Ala11/11-28		SS036	mar17
C.16-64-10053	Ala14/nm	f/n	SS045	apr17
C.16-65-10054	Ala14/nm		SS046	apr17
C.16-66-10064	Ala14/nm	f/n	SS047	apr17
C.16-67-10090	Ala14/nm	f/n	SS048	apr17
C.16-68-10091	Ala14/nm	f/n	SS049	apr17

During the latest TLP-exercise at Albacete AB, many of the Eurofighters sometimes referred to as in 'active storage' here were noted operating with Ala 14. None of them wore unit markings. The c/n information above clears up some queries.

SA330J

HD.19-5	wfu	ex 801 Esc	1386	
HD.19-7	wfu	ex 801 Esc	1602	
HD.19-8	wfu	ex 801 Esc	1307	
HD.19-9	std LEVS	ex 801 Esc	1583	apr15

SA330L

HD.19-3	std LEVS	ex 801 Esc	1254	may17
HD.19-4	std LEVS	ex 801 Esc	1334	apr15

On 28 April 2017, Puma HD.19-3 made the last operational flight with the type from home base Son San Juan (Mallorca) to Cuatro Vientos for storage, marking the end of 43 years of service with the Spanish Air Force. The press release implicates of course that all HD.19 Pumas are now withdrawn from use. HD.19-4 and HD.19-9 were last noted at Cuatro Vientos in April 2015 and have probably been stored here since. The whereabouts of the remaining three machines is unclear.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

Tiger HAD
 HA.28-19/ET-719 Airbus Helicopt f/n may17
 The newest Tiger HAD was noted with its maker at Albacete. The inventory number is 10068.

Switzerland

Schweizer Luftwaffe (AF)
 LSMD = Dübendorf

F-5E
 J-3033 special tail no badge **L1033** may17
 In May 2017, F-5E Tiger J-3033 received a special tail livery due to the last competition course of Fliegerstaffel 6. The tail was adorned with '6eme escadrille Jusqa'au bout', meaning 'all the way' or 'to the last'.

PC-6/B2
 V-615 pres LSMD ex std LSMD **635** mar17
 On 29 January 2002, this Schweizer Luftwaffe Pilatus Porter suffered a landing accident and subsequently retired from service. In the eighties, it was already converted to a Turbine Porter. It was stored for years at Dubendorf and Payerne. It has now been rebuilt as an original piston engined Porter and attached to the ceiling of the Flieger-Flab-Museum.

United Kingdom

Royal Air Force (AF)
 The first three Chinook HC5 helicopters have been re-delivered to the RAF. These helicopters were delivered as Chinook HC3 and converted to this new standard by Vector Aerospace Ltd at Fleetlands. On 22 March 2017, ZH901/(HP) was the first helicopter to be re-delivered, followed by ZH897/(HL) on 20 April 2017 and ZH900/(HO) on 28 April 2017.

EGDJ = Upavon	EGVL = Little Rissington
EGDM = Boscombe Down	EGWE = Henlow
EGDX = St.Athan	EGXC = Coningsby
EGDY = Yeovilton	EGXE = Leeming
EGOS = Shawbury	EGXY = Syerston
EGUB = Benson	

3/4Regt	Wattisham Pool (3Regt and 4Regt)
ADSU	Apache Depth Support Unit at Wattisham
Airbus Hel.	Airbus Helicopters UK at Kidlington
Benson Pool	33sq and 230sq at RAF Benson
CMU	Combined Maintenance & Upgrade Programme at RAF Marham

LMTAS	Lockheed Martin at JRB Fort Worth NAS (TX)
MDMF	Merlin Depth Maintenance Facility at RNAS Culdrose
Membury	Membury Southern Sailplanes at Membury
MPSU	Multi-Platform Support Unit at Middle Wallop
P2MF	Puma HC2 Maintenance Facility at RAF Benson
TMU	Typhoon Maintenance Unit at RAF Coningsby
Vector Aerosp.	Vector Aerospace Ltd at Fleetlands

A-109E
 ZR324 see note ex DHFS **11111** apr17
 On 20 April 2017, ZR324 departed RAF Shawbury for Newquay. The helicopter is at the end of its lease and will probably return to the civil registration soon.

Chinook HC4

ZH777 EGDM ex 28(R)sq **M4453** apr17
 Another Chinook arrived at QinetiQ Boscombe Down for HC6A conversion.

Chinook HC5

ZH8977(HL) 27sq ex Vector Aerosp. **M4476** apr17
 ZH900(HO) 27sq ex Vector Aerosp. **M4479** apr17
 ZH901(HP) 27sq ex Vector Aerosp. **M4480** mar17

Chinook HC6

ZK552 7sq ex Vector Aerosp. **M7703** apr17

F-35B Lightning II

ZM143 LMTAS f/f 03mar17 **BK-09?** mar17

Hawk T1A

XX265 std EGOS ex 100sq/CP **312101** apr17
 XX339 100sq ex o/h QinetiQ **312163** mar17
 XX345 std EGOS ex 100sq/CE **312169** mar17
 XX350 EGOS ex 100sq/D **312174** apr17

At RAF Shawbury, XX350 will be upgrade for usage by the Red Arrows. According to MAR, also XX161 (736NAS/161), XX230 (100sq/CM), XX284 (100sq/CN) and XX301 (736NAS) are slated to be upgraded for future use by the Red Arrows.

Hercules C5

ZH885/885 1312Flt ex 24/30/47sq/885 **5483** apr17
 ZH888/888 24/30/47sq ex 1312Flt/888 **5496** apr17

Juno HT1

(ZM507)/07 Airbus Hel. as G-CJRP **2004** apr17
 (ZM508)/08 Airbus Hel. as G-CJRY, ex D-HECD **2005** mar17
 (ZM505)/05 (G-CJIW) and (ZM506)/06 (G-CJIY) were delivered to RAF Shawbury on 03apr17.

Several Juno helicopters were cancelled from the UK Civil Aviation Authority register: G-CJIY (ZM506, canx 15may17), G-CJRP (ZM507, canx 08may17) and G-CJRY (ZM508, canx 15may17). All are listed as transferred to the Ministry of Defence.

Jupiter HT1

(ZM501) Airbus Hel, as G-CKGE, ex G-CJIZ **20123** mar17
 (ZM502) Airbus Hel. as G-CJRW, ex D-HADQ **20133** mar17
 On 3 April 2017, (ZM500)/00 (G-CJIV) was delivered to RAF Shawbury.

Puma HC2

XW217 EGUB Pool ex P2MF **1134** apr17
 Early April 2017, XW204 was flown out to Afghanistan for Operation Toral as air freight on board 99sq C-17A ZZ178. A few days later, ZA935 was returned to RAF Brize Norton the same way. The latter reportedly was to be retained at this RAF transport station for Atlas C1 loading trials during April and May 2017.

Tornado GR4

ZA453/022 12(B)sq ex XV(R)sq/022 **249** apr17
 ZA458 std EGXE ex 906AEW **262** apr17

ZA588 std CMU ex XV(R)sq/056 **098** may17
 ZA594 std EGXE ex 9(B)sq/060 **110** apr17
 ZD711 std CMU ex XV(R)sq/079 **329** apr17
 ZD713/081 12(B)sq ex XV(R)sq/081 **334** apr17
 ZD741 std CMU ex XV(R)sq/F-LS **361** apr17
 ZD848/109 12(B)sq ex XV(R)sq/109 **441** apr17
 ZG752 std CMU ex XV(R)sq/129 **868** may17

Both ZA458/024 and ZG705/118 were in use by 906AEW at Al Minhad AB, upon return to Great Britain they flew directly to RAF Leeming where they will be inducted into the RTP programme.

Tornado GR4A

ZG705 std EGXE ex 906AEW **811** may17
 ZG707/119 12(B)sq ex XV(R)sq/119 **814** apr17

Typhoon T3

ZJ803/803 6sq ex II(AC)sq/BA **BT004** apr17
 ZJ804/804 29(R)sq ex 29(R)sq/BM **BT005** apr17
 ZJ811/811 6sq ex 6sq/W **BT012** may17

Typhoon FGR4

ZJ921/921 3(F)sq ex 3(F)sq/E **BS012** apr17
 ZJ923/923 3(F)sq ex XI(F)sq/- **BS014** apr17
 ZJ927 i/a EGXC ex 29(R)sq/927 **BS018** apr17
 ZJ928/928 3(F)sq ex TMU **BS019** apr17
 ZJ929/929 3(F)sq ex 3(F)sq/DL **BS020** apr17
 ZJ939/939 3(F)sq ex 3(F)sq/DN **BS032** apr17
 ZJ950/950 1(F)sq ex 1(F)sq/- **BS047** apr17
 ZK304/FM 3(F)sq ex TMU **BS055** apr17
 ZK307 TMU ex 3(F)sq/O **BS058** apr17
 ZK310/310 XI(F)sq ex 3(F)sq/310 **BS063** apr17
 ZK315/(EB-V) 41(TES)sq ex TMU **BS074** apr17
 ZK316 TMU ex 6sq/FA **BS075** apr17
 ZK321/321 II(AC)sq ex II(AC)sq/EB-B **BS082** may17
 ZK325/325 3(F)sq ex 3(F)sq/FK **BS086** apr17
 ZK331 TMU ex 29(R)sq/BT **BS092** apr17
 ZK336/336 6sq ex 6sq/FD **BS097** may17
 ZK348 TMU ex II(AC)sq/FN **BS109** apr17
 ZK375 TMU ex BAE EGNO **BS136** apr17

Vigilant T1

ZH121 EGVL ex std EGXY **6514** apr17
 ZH194 EGVL ex std EGXY **6545** mar17
 ZH248 std EGXY ex std EGVL **6561** apr17
 ZH263 std EGXY ex std EGWE **6563** apr17

Viking TX1

ZE495 Membury ex std EGVL **33879** apr17
 ZE530 std EGVL ex std EGDJ **33899** apr17
 ZE590/WT ACCGS ex Membury **33937** apr17
 ZE594 Membury ex std EGVL **33942** mar17
 ZE680/YQ ACCGS ex Membury **34027** nov16

MAR reports that repair work of ZE561 and ZE609 at Southern Sailplanes at Membury had seized by April 2017. Chances are that both will be disposed of in the future. Please ignore previous reports of ZE650 and ZE678 as being active again, these gliders are believed to be still stored at RAF Syerston.



MT81624, the second MH-90A for the Marina/Italian Navy, was seen at the Agusta test facility at Venice. (11 May 2017, Ian French)



During the TLP17-2, Spain participated with two Eurofighters, including C.16-67. (Albacete, 25 April 2017, Dietmar Fenners)

Army Air Corps (AR)

Apache AH1

ZJ178	ADSU	ex 653sq	WAH13	apr17
ZJ189	664sq	ex 656sq	WAH24	apr17
ZJ197	653sq	ex ADSU	WAH32	apr17
ZJ200	656sq	ex 663sq	WAH35	apr17
ZJ204	656sq	ex 663sq	WAH38	apr17
ZJ207	656sq	ex 663sq	WAH41	apr17
ZJ218	656sq	ex 3/4Regt	WAH52	apr17
ZJ224	656sq	ex ADSU	WAH58	apr17

BN-2T(ASTOR)

ZG989 to G-DLRA ex std EGOS **2140** apr17
 This Islander was entered into the UK Civil Aviation Authority register on 29 November 2016. Britten-Norman Ltd at Bembridge is the registered owner. It however remained at RAF Shawbury until it left for Lee-on-Solent on 25 April 2017.

Gazelle AH1

XZ320	7Regt Conv Flt	ex 665sq	1613	apr17
XZ334	665sq	ex MPSU	1673	apr17
ZB678	665sq	ex o/h QinetiQ	1979	apr17

Fleet Air Arm (NY)

Lynx HMA8SRU

XZ689	std EGDY	ex std EGDY	091	apr17
XZ691	std EGDY	ex std EGDY	117	apr17
XZ731	std MPSU	ex std EGDM	204	may17
ZF557	std MPSU	ex std EGDY	334	apr17
ZF558	std MPSU	ex std EGDM	335	may17
ZF562	std MPSU	ex std EGDY	339	apr17
ZF563	std MPSU	ex std EGDY	340	apr17

Merlin HM2

ZH834/(5)87	824NAS	ex QinetiQ	RN14	apr17
ZH836/(5)80	824NAS	ex 829NAS	RN16	apr17
ZH841	829NAS	ex 814NAS	RN21	mar17
ZH853	829NAS	ex 824NAS	RN33	mar17

Merlin HC3

ZJ123/G	845NAS	ex MDMF	50129	apr17
---------	--------	---------	--------------	-------

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)
 DAAQ = Ain Oussera

Firnas 142

7T-WZJ	wfu	f/n DB, photo		1989
--------	-----	---------------	--	------

Mi-28NE

SC-19 f/n DAAQ, photo may17
 The construction number looks like **9022** or **9032** but the photo is not good enough to be 100% sure.

Mi-171Sh

... i/a marked as 7TV-SAR may17
 The cabin of this, unknown, Mi-171Sh was noted during an Algerian CSAR exercise. 7TV-SAR was taped on the fuselage. Al-Quwwat Al-Bahriyya Al-Djazairiya [NY]

AW101-610

... 560 ERS w/o 21may16

Angola

Força Aérea Nacional de Angola (AF)

MiG-23UB

I-20 w/o 19nov08

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

HEAZ = Cairo-Almaza

UUMT = Likhovitsy-Tretyakovo, Russian Federation

AH-64D

... AHB w/o sep16

C295M

1197/SU-BTI c/n and code update **156** mar17
 Thanks to a photo on the website of fightercontrol.co.uk we have now proof that 1197 is indeed SU-BTI and that the colour scheme matches with the colour scheme of EC-004 with c/n **156**.

II-14P

1101 preserved at HEAZ museum mar17
 According to the information we have, 1101 was shot down on 29 October 1956 by IDF/AF Meteor NF.13 52/4X-FNA, so we assume the aircraft is wearing a fake serial.

Ka-52

... f/f may17

MiG-15UTI

1997 wfu f/n DB, photo

MiG-21F-13

5580 wfu f/n DB, photo
 5840 wfu f/n DB, YouTube

MiG-29M

8704 o/o f/n UUMT, photo may17
 Last month we reported the first sightings of MiG-29M/M2s for Egypt, this month the first one with a serial was noted. 8704 had a dark grey/light grey colour scheme will the MiG-29M2 noted in March had a sand camouflaged colour scheme.

OH-23

3101 preserved at HEAZ museum mar17
 This Hiller was finally confirmed, also thanks to a photo on fightercontrol.co.uk.

SA342L

3367 preserved at HEAZ museum **2057** mar17
 Also thanks to a photo on fightercontrol.co.uk we know can confirm the serial of this Gazelle. All the photos found in the past were not clear enough to confirm the serial.

Equatorial Guinea

Equatorial Guinea National Guard (AF)

S-92A

3C-RGE Gvmt serial update **920071** apr12
 We had this S-92 still in the database as 3C_GE, but thanks to a photo made at Malabo airfield in April 2012 we now can confirm the entire serial.

Ethiopia

Ye Ityopya Ayer Hayl (AF)

Mi-14

1681 wfu f/n DB, photo

It was known Ethiopia had Mi-14s in their inventory but no serials were known yet. Thanks to a photo Peter Weinert sent us, we have now at least one.

Kenya

Kenya Air Force (AF)

According to an announcement from the Defense Security Cooperation Agency (DSCA), the US Congress has been notified on 1 May 2017 of a possible sale of twelve McDonnell Douglas Helicopter MD530F light attack helicopters to Kenya. Besides the helicopters the deal also includes 24 heavy machine guns, 24 rocket pods, over 4000 high-explosive rockets, around 1500 smoke rockets, 400.000 rounds of .50 calibre ammunition, communication and navigation systems, training and technical assistance. The total deal will be worth US \$253 million and the main contractor will be MD Helicopters in Mesa (AZ). The new MD530s will replace the aging MD500 fleet of Kenya, which are used now as light attack and reconnaissance platform.

Libya

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

Mi-2

7044 std Martubah f/n DB, photo **517044041** apr17

Mi-8T

8219 dump Martubah f/n DB, photo apr17

This Mi-8 has large "Air Ambulance" titles and was noted dumped at the Martubah heliport for the first time in 2012. It is visible on Google Earth at 32°34'11.08"N, 22°45'44.82"E

MiG-23MLD

(2)6465 wfu f/n DB, photo **2960326465**
 27202 wfu f/n DB, photo **2960327202**

Thanks to Peter Weinert for the photo of these MiG-23s. The construction number of the 27202 is assumed and not confirmed. From 465 only the nose is visible with code 465, so this one can be 26465 or 6465. Also this construction number needs confirmation.

Libyan National Army Air Force (AF)

Mi-2

7121 act. ex std Martubah **517121051** apr17

This Mi-2 was noted stored at Martubah heliport in January 2013. In April 2017 it was seen again flying from the same airport together with two other, unmarked, Mi-2s.

MiG-21MF

08 ex 27 f/n, YouTube video **965207** apr17
 27 re-registered as 08 **965207**

The MiG-21MF with serial 08 was recognized by its colour scheme, this is exactly the same as the colour scheme of 27.

MiG-21M/MF

F_01	1060sq	f/n, video	may17
F_02	1060sq	f/n, photo MF-model	may17
F_04	1060sq	f/n, photo	apr17
F_07	1060sq	f/n, video	may17
F_09	1060sq	f/n, video	may17
F_11	1060sq	f/n, photo	may17
F_12	1060sq	f/n, photo	may17

Last month we already reported F_03 (for sure a M-model) and F_10, this month another seven MiG-21M/MFs were noted. Videos on YouTube and Facebook showed us nine MiG-21M/MFs on the flight-line of Tobruk. We are almost certain that these are all re-serialised aircraft and not newly delivered. During March 2016, Egypt delivered five MiG-21MFs and four MiG-21Ms to the LNA Air Force. The known MFs are: 04, 18 (became 05), 22, 27 (became 08) and 51, while the known M-models are: 16, 26, 38 and 55. 01, see Scramble 456 - Page 74, was noted in March this year but also this one was probably re-serialised (like 18 and 27), just before it was re-serialised again at the end of April (maybe as F_01, but that is just a big guess). By comparing of the colour scheme of 01 we think this is former MiG-21M 38, but confirmation is



On 18 May 2017, the first PC-21 for the French Air Force, c/n 293, was seen outside - the aircraft was towed to hangar 9 for final assembly! The French code of the aircraft, 709-FC, the French Cockade and the label "Armée de l'Air" were covered. (Stans, 18 May 2017, Stephan Widmer)



In 2016, Ireland bought a new PC-9M as a replacement for the aircraft that crashed on 12 October 2009 (serial 265, c/n 660). On 22 May 2017, the aircraft with construction number and serial 269 made a test flight at Stans, temporarily registered HB-HXI. (22 May 2017, Stephan Widmer)

required. Reported by a spokesman of the LNA is the crash of a MiG-21 on 4 January 2016 near Benghazi. This one was first reported as the special coloured MiG-21MF 18, but that information proved to be incorrect. We think the crashed aircraft was not a M or MF-model at all, and so all the nine aircraft mentioned above are all repainted and re-serialised. They now all wear an overall light grey colour scheme with a large eagle head on the nose. According some rumors, Egypt will deliver soon more aircraft to the LNA A.F. to fill up at least two entire squadrons. It is said that twenty, up to twenty-four aircraft will be based at Tobruk within a few weeks. The biggest problem for the LNA A.F. will be the lack of pilots. However, it is known is that Egypt is training some Libyan recruits as well at the moment.

Su-22M

... act f/n DB, photo **29714** may17
On Facebook and Twitter a lot of photos were published of an unmarked Su-22M in active status. The construction number could be read on the nosewheel door on one of the photos.

Mali

Force Aérienne de la République du Mali (AF)

Tetras 912

TZ-01R f/n, photo mar17
TZ-421 f/n, photo

A photo of the TZ-421 was posted on Facebook in April 2017 but because the Air Force is re-serialising all the aircraft we assume the photo was made before this date.

Niger

Escadrille Nationale du Niger (AF)

Tetras 912CSM

5U-MB_ w/o 02dec11 f/n DB, photo **126** mar12

Thanks to Peter Weinert we now know the construction number of the missing fourth Tetras 912. We already had **98**, **170** and **178**. A photo of a Tetras 912 made in 2011 shows the serial 5U-MB_, with the last letter either an N or a V (V is most likely), this must be the **126**. Because of this find of Peter it is now also certain that **98** is the one that crashed in 2010.

Nigeria

Nigerian Air Force (AF)

DNBE = Benin airport, Nigeria

DNEN = Enugu

DNKA = Kaduna

DNMK = Makurdi

Air Beetle

NAF049 i/a AFIT ex 301FTS nov16

NAF053 i/a AFIT ex 301FTS mar17

NAF049 was noted inside one of the hangars but is now outside at 10°36'30.85"N, 7°26'34.13"E. NAF053 is also outside at 10°36'30.74"N, 7°26'34.30"E

ATR42-500MP

NAF930 81st AMG new c/s **693** apr17

This ATR was noted at Makurdi air base in a new two-tone sand colour scheme with a blue bottom, similar like the last delivered Alpha Jets.

Bulldog MK123

NAF244 i/a AFIT at DNKA **BH120/397** mar17

This Bulldog can also be found outside with AFIT at Kaduna on 10°36'30.88"N, 7°26'34.86"E.

DA.40

NAF214 f/n DNMK, photo apr17

EC135T2+

NAF548 f/n DNMK, photo apr17

Photoproven is now also that 5N-BOE, c/n **0759**, became one of the three EC-135s delivered to the air force, see Scramble 447 – Page 71.

F27-200MPA

NAF907 ex stored DNBE pres DNKA, AFIT **10653** jul16

This Friendship was moved from Benin Airport, in the south of Nigeria, to Kaduna Air Base. It was stored here, together with the NAF905, since March 1996. It is now preserved with the Air Force Institute of Technology (AFIT) at 10°36'31.50"N, 7°26'32.67"E.

Mi-24V

NAF539 97th SOS f/n DB, photo apr17

Mi-34S

NAF555 pres DNKA ex DNEN dec16

Also this one is new for the AFIT at Kaduna Air Base. This Mi-34 was for sale at Enugu since September 2011. On Google Earth it is for the first time visible on the image of November 2016 at 10°36'28.99"N, 7°26'23.56"E.

MiG-17F

NAF619 i/a AFIT ex dump DNKA sep12

We did not report this one before, but this MiG-17 was moved from the dump at Kaduna to the ramp of AFIT. It was first noted here in September 2012. The exact location is 10°36'30.62"N, 7°26'34.19"E.

PA-23-250

NAF001 i/a AFIT f/n DNKA, photo dec15

A photo of this PA-23 Aztec was found on Facebook, proving that it is now on the ramp of AFIT at Kaduna Air Base. Looking on Google Earth it shows that the aircraft is here, 10°36'30.46"N, 7°26'34.83"E, already since at least February 2009. Before that it was stored on one of the active ramps of the airfield.

Nigeria Police Air Wing [PO]

DNAA = Abuja-Nnamdi Azikiwe Intl

Bell 427

5N-FHQ Police Air Wing std DNAA 56055 oct15

5N-SGE Police Air Wing std DNAA 56057 oct15

Both helicopters were noted inside the hangar of the Nigerian Police Air Wing without rotors waiting for better times.

Rwanda

Force Aérienne Rwandaise (AF)

Mi-17V-5

RAF-2712 as UNO-560P c/n update 646M16 may17

Senegal

Armée de l'Air Sénégalaise (AF)

TB-30

... pres Thiès jan17

Visible on Google Earth at 14°48'5.30"N, 16°57'0.37"W, is a TB-30 since January 2017. This must be the 6W-SAY or 6W-SAZ. Any information that could help to identify the aircraft is appreciated.

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

According to the African website DefenceWeb, the SAAF

may bring a damaged Casa 212 back into service. The SAAF had four Casas in their inventory (8010, 8011, 8020 and 8021), all inherited in 1994 from the air wings of the former Bophuthatswana, Transkei and Venda states. 8020 was damaged on 17 January 2013 when it landed heavily on its nose wheel and thereafter ran off the runway. It ended beside the runway, with the left wing touching the ground, damaging wing and engine. The aircraft was last noted inside one of the hangars at Waterkloof in September 2014. 8021 was damaged in October 2008 after it got caught in a gust of wind on take-off from Bloemspruit. The starboard wing was hitting the ground and causing the aircraft to come to rest beside the runway. However, the aircraft was noted flying again in May 2011 during the Swartkop Airshow. Also during the Waterkloof Airshow in September 2012 it was noted. We have no reports of this aircraft anymore after this date, but we assume it was damaged again. If anybody have additional information we would like to know. Which of the two aircraft will be repaired is unknown at the moment, but 8020 is mentioned on the internet. One of the reasons to get the aircraft back in the air is the reduced (and shrinking) availability of the C-130BZ fleet and the uncertainty about being able to keep them going at the same rate. The recent grounding of the C-47TP fleet was another factor, although that fleet is returning to the air one-by-one at the moment.

Togo

Force Aérienne Togolaise (AF)

According to the French website Jeune Afrique, the Government of Togo is in the process of acquiring five, former ALAT, Gazelle helicopters. According to the article the French Ministry of Defense has already given the go-ahead for the machines to be taken from the stock of its second-hand machinery and transferred to the Togolese State via a French armament services company named African media. The contract must cover the sale of the helicopters, as well as the training of flight crews and ground specialists. The training of about fifteen pilots and an unknown number of mechanics should be held in France. We assume at the ALAT school in Le Cannet des Maures and of course Dax, maybe later also in one of the three Régiment d'Hélicoptères de Combat (RHC) in Pau, Etain or Phalsbourg. For the moment Togo has only a few Alpha Jets, based at Niamtougou in the north of the country, to support ground troops. The Gazelles should provided the armed forces or Togo more ground attack capability.



Erik Kamphuis visited Baarlo on 1 April 2017 and captured this row of former Army Air Corps Lynx' XZ182, XZ669/I, ZD277/U, ZD282 and ZD273/E with tail from XZ680.

Personal copy



During the TLP the Italian Air Force is scaling up their flying assets, including the M346. Seen here is MM5154, flying with the 212 Gruppo. (Albacete, 11 May 2017, José Damián González Martínez)

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)
LFBD = Bordeaux-Mérignac

A340-541
TS-KRT ex std LFBD to TC-TRK **902** dec16
After being stored for many years, at least since June 2014, with Sogerma at Bordeaux-Mérignac, this Airbus 340 was sold to the Government of Turkey to become TC-TRK.

Asia

Azerbaijan

Azərbaycan hərbi hava qüvvələri (AF)
On 10 May the new generation trainer M-346 was presented by Leonardo to the ministry of defence of Azerbaijan on one of its air bases. Officials were briefed on the technical details, possibilities etc. Further details about a possible purchase of training aircraft have not been released.

China

People's Liberation Army Air Force (AF)

Y5B
30973 15th AC may17

Y8C
6052 26th Div/77th Reg aug15

As a result of the major defence restructuring, the three Airborne Divisions (43rd Div at Kaifeng, 44th Div at Guangshui and 45th Div at Huangpi) that were subordinated to 15th Airborne Corps have been formally decommissioned by 19 April. Although we know of only three Regiments operating aircraft or helicopters, it is reported that six Regiments that belonged to these Divisions were promoted to Brigades. Helicopters and aircraft dedicated to 15th AC are based at Huangpi, Xiaogan and Yingshan/North Guangshui.

People's Liberation Army (AR)

Mi-171
CHN94736/UN0795 UNAMID may17
CHN94737/UN0794 UNAMID may17
CHN94739/UN0796 UNAMID may17

Mi-17V-5
CHN94762/UN0797 UNAMID may17

All four helicopters were flown in to Tianjin-Binhai for the UNAMID (United Nations Mission in Darfur) mission in Sudan.

Z10
LH97979 7th Brigade may17
LH97983 7th Brigade may17
LH97987 7th Brigade may17

Manufacturers

L15B

On 28 April a mock-up was revealed by Hongdu of the L15B light fighter. The aircraft is based on prototype #6 of the L15/JL10 that had major aerodynamic changes relative to the earlier prototypes.

Z-19E

On 17 May the prototype of the export version of the Z19, the Z-19E, made its first flight. The helicopter can be armed with rockets and missile launchers.

Japan

RJFZ = Tsuiki RJNA = Nagoya/Komaki
ADC = Shireibu Hikotai ADTW = Hiko Kaihatsu Jik.
ATS = Kyoiku Kokutai FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan W-ADF = Seibu KHSSH
nmks = no unit tail-number

Nihon Koku-Jieitai (AF)

C-1
78-1025 402 Hikotai ex IRAN **8025** apr17

C-130H
05-1085 401 Hikotai camo c/s, ex IRAN **382-5214** may17
This one was re-painted in the camo scheme during overhaul at Gifu. Now only four aircraft remain in the light blue c/s, 071, 078, 079 and 080. Hercules 071 probably is at Gifu for IRAN and the next one to be re-painted.

F-2A

03-8506 3 Hikotai ex nb/IRAN **1006** may17
13-8513 3 Hikotai ex nb/IRAN **1013** may17
13-8518 3 Hikotai ex 8 Hikotai **1018** may17
33-8523 6 Hikotai ex nb/IRAN **1023** apr17
43-8524 3 Hikotai standard camo **1024** may17
43-8525 3 Hikotai prob. NOT 6 Hikotai **1025** may17
53-8533 6 Hikotai ex nb/IRAN **1034** apr17
63-8534 3 Hikotai ex nb/IRAN **1034** may17

Personal copy

Distribution to a third party is not allowed

63-8537 3 Hikotai ex nb/IRAN **1037** may17
 03-8559 o/h RJNA nb, test, ex 3 Hikotai **1059** may17
 Not a spotter's visit to Misawa but 3 Hikotai checking out their future lair Hyakuri resulted in these updates. No less than fourteen 3 Hikotai F-2s were seen here during May. F-2A 524 used to be in the 60th anniversary scheme and we now suspect 525 was not part of 6 Hikotai in March as stated in Scramble 454 – page 65, no photographs were found on the web and it was seen at Hyakuri with 3 Hikotai .

F-2B
 23-8112 3 Hikotai ex ADTW **3012** may17

F-4EJ Kai
 67-8377 302 Hikotai ex 301 Hikotai **M077** may17
 67-8390 301 Hikotai ex 302 Hikotai **M090** apr17
 87-8415 301 Hikotai nb, ex IRAN **M115** may17
 97-8416 o/h RJNA nb, ex 301 Hikotai **M116** may17
 17-8439 301 Hikotai ex 302 Hikotai **M139** may17

RF-4E Kai
 57-6907 501 Hikotai ex nb/IRAN **4603** may17

F-15DJ
 52-8061 23 Hikotai nb, ex IRAN **904?** may17
 52-8065 305 Hikotai ex nb/IRAN may17
 32-8085 23 Hikotai ex 203 Hikotai may17

F-15J
 62-8870 23 Hikotai nb, ex IRAN **070** may17
 92-8909 204 Hikotai nb, ex IRAN **109** may17
 02-8915 204 Hikotai ex nb/IRAN **115** apr16
 02-8917 306 Hikotai nb, ex IRAN **117** may17
 02-8921 304 Hikotai ex 201 Hikotai **121** apr17
 12-8924 204 Hikotai ex nb/IRAN **124** apr17
 12-8926 o/h RJNA nb, ex 204 Hikotai **126** may17
 22-8935 304 Hikotai ex 306 Hikotai **135** apr17

F-35A
 79-8704 944th OG at Luke AFB, AZ **AX-04** mar17

T-4
 96-5615 31 FTS ex nb/IRAN **1015** may17
 16-5665 13 FTW ex nb/IRAN **1065** apr17
 16-5670 nb RJFZ ex 8 Hikotai, to IRAN? **1070** apr17
 46-5715 3 Hikotai unit confirmed, ex IRAN **1115** mar17
 46-5718 ADC ex IRAN, ex W-ADF **1118** may17
 56-5741 306 Hikotai ex IRAN **1141** apr17
 76-5758 32 FTS ex 31 FTS **1158** apr17
 96-5774 305 Hikotai ex IRAN, ADC **1174** apr17

T-7
 36-5905 12 FTW ex nb/IRAN **5** apr17
 76-5945 12 FTW ex nb/IRAN **45** apr17

T-400
 41-5055 41 FTS nb/IRAN **TX-5** may17

U-125A
 72-3005 Naha? ex IRAN **258288** apr17
 Unit/base name on the sticker could still be Naha, however it was seen at Ashiya and Komatsu.

YS-11EA
 12-1162 Denshi Sak. ex IRAN Nippi **2161** apr17
 Rikujo Jieitai (AR)

UH-1J
 41857 XIII ex SU **1J57** apr17

OH-6D
 13132 VATH ex no unit code **6766** apr17

CH-47J
 52931 SD ex no unit code **5045** may17

CH-47JA
 52954 WH ex HGPV **5053** apr17
 52972 XVH ex no unit code **5082** apr17

UH-60JA
 43106 8 Hikotai unit surmised **4006** apr17
 43131 WH/1 Hikotai ex IRAN **4031** apr17
 JG-3131 was seen at Metabaru, unit code not confirmed.

AH-64DJP
 74513 IIIATH ex FHI **JP013** apr17

LR-2
 23057 N w/o 15may17 **FL-677** feb17

Kaijo Jieitai (NY)

SH-60J
 8260 22 Kokutai ex IRAN?, 21 Kokutai **1060** apr17
 8286 211 ATS ex IRAN?, 21 Kokutai **1076** apr17
 8292 22 Kokutai ex nmks/IRAN **1212** apr17
 8299 o/h RJNA nmks, ex 24 Kokutai **1084** apr17

UH-60J
 8979 72 Kokutai ex nmks/IRAN **3019** apr17

SH-60K
 8413 22 Kokutai ex nmks/IRAN **5013** apr17
 8414 22 Kokutai ex nmks/IRAN **5014** may17



F-15J 02-8921 is new for 304 Hikotai. It is seen here from the spotter's park at Naha where spotting is quite good in the afternoon. (Naha, 21 April 2017, Erwin van Dijkman)



As Japan is transitting from SH-60J to SH-60K, 8453 is one of the new Kilo-models for 211 Kokutai. (Kanoya, 27 April 2017, Erwin van Dijkman)

8417	o/h RJNA	nmks, ex 211ATS	5017	may17
8422	o/h RJNA	nmks, ex 22 Kokutai	5022	may17
8453	211 ATS	ex MHI (not to 22Kok?)	5053	apr17

SH-60K 8413 was seen at Omura so suspected to be on charge of 22 Kokutai and 8417 is now confirmed as receiving overhaul at Nagoya, it was seen outside preparing for the test-flights.

MCH-101

8655	111 Kokutai	ex IRAN	KHI07	may17
8656	111 Kokutai	ex 51 Kokutai	KHI08	apr17
8657	111 Kokutai	ex 51 Kokutai	KHI09	may17
8658	111 Kokutai	ex 51 Kokutai	KHI10	may17
8659	111 Kokutai	ex 51 Kokutai?	KHI12	may17
8660	111 Kokutai	ex KHI	KHI13	apr17

P-3C

5038	1 Kokutai?	nmks, ex Nippi	9035	apr17
5051	1 Kokutai?	nmks, ex 203 ATS	9048	apr17
5054	1 Kokutai	ex 5 Kokutai	9051	apr17
5055	5 Kokutai	ex 3 Kokutai	9052	apr17
5064	2 Kokutai?	nmks, ex Nippi	9061	apr17
5086	2 Kokutai	ex nmks, ex 3 Kokutai	9083	apr17

Orion 5051 was seen during the Kanoya open house as part of a three ship display routine performed by local 1 Kokutai. 5086 is part of 2 Kokutai since at least March 2016.

Kaijō Ho'an-chō (CG)

S-76D

JA915A/MH915	11th Region	seen at Naha	76-1029	apr17
--------------	-------------	--------------	----------------	-------

North Korea

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

MiG-21bis

23	Wonsan			apr17
----	--------	--	--	-------

Pakistan

Pakistan Fiza'ya (AF)

OPMR = Masroor AB, SD

Hurrah! The JF-17B made its first flight on 27 April 2017. Painted in a two tone grey colour scheme sporting a small Chinese and Pakistani flag on the tail. No serial or code are visible, but when it was still in primer the aircraft was marked 'BC0001'. All this took place in China, so we probably have to wait quite a while before the first aircraft roll out of Kamra...

CL-13B

1769	pres OPMR	ex stored OPMR, l/n nov96		apr17
------	-----------	---------------------------	--	-------

It was also reported in October 2003 as being preserved in town. However, that likely was simply the southern part of the base housing area as it has been sitting there since at least February 2000, 24°52'28.69"N, 66°56'47.73"E.

F-6

1914	pr Jhang Sadar	serial update	apr17
------	----------------	---------------	-------

The Google Maps photo, uploaded 25 April 2017, is taken from an acute angle from the back and only a very small part of the last digit is visible.

MFI-395 Super Mushshak

97-5400	l/n sep05	re-registered as 97-6400	
97-6400	PAC Kamra	ex 97-5400, f/n, photo	15.400 may17

More and more Super Mushshaks are seen with 6xxx serials.

FT-5

55-1204	1(FCU)sq	f/n, photo	feb02
55-1522	pr Choa Saiden Shah	f/n, ex 1(FCU)sq	feb17

The latter has been installed at the Cadet College here in March 2016; and that was also the first time this serial was noted!

Pakistan Fauj (AR)

LFML = Marseille-Provence

H125M

2822	Airbus Helic.	F-WWPA, f/n LFML 2017	photo
------	---------------	-----------------------	-------

Sri Lanka

Sri Lanka Air Force (AF)

Mi-171Sh

SMH-4417	also UNO-566P c/n upd.	171S00144115909U	may17
----------	------------------------	-------------------------	-------

Mi-171E

SMH-4418	also UNO-567P f/n		apr17
----------	-------------------	--	-------

Both all white in support of UNMISS in Bor, South Sudan.

Thailand

Royal Thai Air Force (AF)

DA42NG

...	ex OE-UDO	42.N225	may17
...	ex OE-UDP	42.N226	may17
...	ex OE-UDR	42.N227	may17
...	ex OE-UDS	42.N228	may17

The aircraft left Wiener Neustad/Os ton 9 mMay on delivery to Thailand, making the total of ten training Diamonds. These DA42s flying with 604sq at Don Muang seem to have moved to

Personal copy

Distribution to a third party is not allowed

Kamphaeng Saen by the end of 2016. The change of call sign from Sunny (=604sq) to "Diamond" suggests these aircraft were transferred to a new FTS.

SSJ100-95LR

97014 f/f 23may17 **95132**

After initial testing at Komsomolsk on the Amur the will be flown to Venice for completion.

Saab 340

N452XJ Bangor (ME) prior to delivery. **452** may17

Latin America

Argentina

Fuerza Aérea Argentina (AF)

Four T-6C+ have been ordered late April following the approval of foreign military sales funding on 3 August last year. The investment for this first quartet will be US\$ 88,2 million. Although the original approval was for 24 aircraft, that was brought down to twelve due to budget restraints. If all goes according to plan, they will be delivered in April 2018.

IA-58D

A-571 G3A upgraded, ex IA-58A **072** aug16

AT-63 Pampa II

E-821 GA4 re-engined, ex IA-63 **aug16**

Comando de Aviación Naval Argentina (NY)

There is a big buzz around the Argentinian aviation community as the ministry of Defence revealed that talks are under way to acquire spare parts for their Super Etendard fleet in France. These infamous birds have been in operational store for years and their revival will require money and possibly nearly complete replacement airframes. Let us wait and see.

Prefectura Naval Argentina (CG)

PA-28-181

PA-105 PNA f/n **28-43772** jun16

Gendarmería Nacional Argentina (PO)

PA-11

LV-RMR Aerocl. Malvinasc/n update **11-396**
LV-YMI Aerocl. Malvinasc/n update **11-583** dec12

Brazil

Força Aérea Brasileira (AF)

The F-5 upgrade program will be finished this June. Apart from the 43 F-5E and three F-5F, also three former Jordanian F-5F were cycled through this program. This means that the eight single seat airframes acquired from Jordan were not brought to flying condition, let alone upgraded. For those who wondered, these are the upgraded ones:

F-5FM [3+3]:						
4806	4807	4808	4810	4811	4812	
F-5EM [43]:						
4820	4823	4824	4825	4826	4827	4828
4829	4830	4834	4836	4837	4839	4841
4844	4845	4846	4847	4848	4849	4850
4851	4852	4856	4857	4858	4859	4860
4861	4862	4863	4864	4865	4866	4867
4869	4870	4871	4873	4874	4875	4876
4877						

C-95CM (EMB110P1(K))

2335 nm ex C-95C **110477** sep16

SC-105 (C295M)

6550 Airbus Military fcs, t/f 25apr17 **157** apr17

The first of three on order is now in the test flight phase. As you can see, the 655x-serial range is being adopted, formerly used by the C-10 Canso. We have to wait and see if the original two SC-105s, 2810 and 2811, will be reregistered.

AH-2 (Mi-35M2)

8960 2°/8°GAv f/n ops in Brazil **sep16**

8961 2°/8°GAv f/n ops in Brazil **video**

8962 2°/8°GAv f/n ops in Brazil **video**

The video was aired in August 2016. We know they were already in the country by 2015.

H-36 (H225M)

8520 3°/8°GAv f/n **.../BRA032** may17

Aviação do Exército (AR)

HM-4 (H225M)

EB-5009 1°BAvEx f/n **.../BRA027** may17



Unit switches are common in Japan. Holding for take-off at Naha is P-3 5055, new inmate for 5 Kokutai. (Naha, 21 April 2017, Erwin van Dijkman)



The Japan Coast Guard has been receiving a large number of AW139s over the past years and now this AW product forms the backbone of their helicopter surveillance force. Fukuoka has a glassed off observation deck, but do-able nonetheless. (Fukuoka, 6 May 2017, Reinier Scheurs)

Colombia

Ejército de Colombia (AR)

Ce208B

EJC1130 BAAV 1 w/o 01may17 **208B-1194**

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

Recently, jet operations have been concentrated at San Antonio de los Baños. At Holguin and Santa Clara no MiGs or L-39s can be expected anymore. Furthermore, the DAAFAR has retired its last MiG-29s. Its operational teeth now consist of about a dozen L-39Cs, about fifteen MiG-21bis, six MiG-21UM, four MiG-23MLs, two MiG-23UBs, about twenty Mi-17s and a handful of Mi-35s, mostly concentrated at San Antonio de los Baños. We received many new pictures from Cuba, made during 2006-2016, which aided in compiling this overview. Updates taken from these pictures are as follows, whilst "dated" photos proved unconfirmed earlier reports right.

An-2
FAR-336 f/n photo

An-26
CU-T1406 w/o 29apr17 **13502**

Ka-28
46 f/n, dated photo

Mi-14PL
42 f/n, dated photo

Mi-17
129 f/n photo

Mi-172
... h/o 26feb16 **192M38**
... h/o 26feb16 **192M39**

MiG-21bis
675 pres Santa Clara, f/n apr17
Not sure if the serial is real, it can be found at 22°24'16.77"N 079°57'31.79"W.

MiG-21UM
517 f/n photo

Tropas Guardafronteras (PO)

The border guards still operate aircraft, mainly from San Antonio de los Baños it seems. Additions to their fleet of Zlin 142s were two Chernov Ch-22 Korvet-Js hydroplanes,

probable delivery around 2008. They carry their serials on the right side only....

Che-22 Korvet-J

301 f/n photo
302 f/n photo

Z142

633 f/n photo
651 f/n photo
652 f/n photo

Ecuador

Fuerza Aérea Ecuatoriana (AF)

SELT = Latacunga

SETA = Base Aérea Taura

Jaguar ES

FAE-329 pres SETA ex stored SETA jul16

Mexico

Fuerza Aérea Mexicana (AF)

As confirmed during the recent FAMEX 2017 air show at Santa Lucia, the F-5s still fly occasionally. Israel and Switzerland are mentioned as countries where the aircraft could receive an upgrade. Below is an overview of their current status.

Beech 350i

TP-08 CGTAP f/n, ex TP-10 **FL-982** apr17
TP-10 reregistered as TP-08 **FL-982** apr17

<block aan>

F-5E/F

4501 EA.401 active **MY1001** apr17
4502 EA.401 active **MY1002** apr17
4503 awaiting heavy maintenance **MX1001** apr17
4504 awaiting heavy maintenance **MX1004** apr17
4505 awaiting heavy maintenance **MX1005** apr17
4506 EA.401 active **MX1006** apr17
4507 pres Museo Militar de Aviacion **MX1007** apr17
4508 awaiting heavy maintenance **MX1008** apr17
4509 pres Museo Militar de Aviacion **MX1009** apr17
4510 EA.401 active **MX1010** apr17

As per April 2017 the current status of the fighter fleet is as shown above.

<block uit>

UH-60M

1060 ex 14-27344 c/n checked **70-4594** apr17
1064 ex 14-27340 c/n checked **70-4548** apr17

Personal copy

Distribution to a third party is not allowed

1067 ex 14-27343 c/n checked 70-4590 apr17
1072 ex 14-27348 c/n checked 70-4652 apr17

Some data-plates were checked during FAMEX 2017, thanks guys!

Panama

Servicio Nacional Aeronaval (CG)

AW109

AN-144 f/n apr17

The helicopter was delivered in December 2016.

Peru

Fuerza Aérea del Perú (AF)

Peru has launched an acquisition program to bolster its defences. The plan calls for a further 24 Mi-171Sh-P, twelve utility helicopters, eight C-27J and six C-130J; including two tankers. Of these, eight Mi-17, four of the yet-to-be-chosen utility helos, four of the Spartans and two of the Super Herks will be ordered imminently.

Shortlisted for the utility helicopter are the Airbus Helicopters H145M, AgustaWestland AW139 and Bell Helicopters Textron Bell 412HP.

Mirage 5DP4

198 pres SEMAN ex stored jun16

North America

United States

Joint US Forces (JF)

Over the past period, the USAF made some remarkable commemorations with regard to pilots that were missing during a war. More than twenty years later, on 19 December 2016 Major Troy L. Gilbert was given a decent funeral at the Arlington National Cemetery (VA). Major Gilbert was presumed dead after his F-16C Fighting Falcon, with serial number 90-0776, crashed near Al Karmah in Iraq on 27 November 2006 during a ground attack combat mission supporting ground forces. Although very little remains

of Major Gilbert were found after the crash a full symbolic military funeral was already held at Arlington National Cemetery in December 2006. During August 2016 an Iraqi tribal leader approached a U.S. military advisor and told him about the whereabouts of what he claimed to be evidence of the remains of a U.S. military jet pilot who had crashed in 2006. The tribal leader turned over the evidence to the U.S. advisor who provided it to U.S. experts for testing at the Armed Forces Medical Examiner System (AFMES) at Dover AFB (DE). A month later the AFMES confirmed the evidence through DNA testing. On 7 April 2017, exactly 51 years later, Captain Robert Barnett was given a decent burial with full military honours at the Texas State Cemetery in Austin (TX). Captain Barnett was hit by hostile ground fire on 7 April 1966 whilst flying a 405th/ 6252nd Tactical Fighter Wing B-57B Canberra with serial number 52-1530 over Laos. Subsequently the Canberra crashed into a mountain and was completely burned. During the past decade, three excavations were made around the crash site, recovering human remains. The remains were sent for testing to the Defense Prisoner Of War/ Missing In Action Accounting Agency's (DPAA) laboratory located at Joint Base Pearl Harbor-Hickam (HI). The DPAA scientists used circumstantial evidence and dental comparisons which matched Captain Barnett's records. Also missing in action was Captain Thomas T. Walker, the other airman aboard of the unfortunate Canberra. Testing and research, regarding Captain Walker, is still being carried out by the DPAA.

Hypersonic and space technology are apparently high on the USAF priority list. At the beginning of May 2017 senior USAF leaders met to consider options to accelerate hypersonic research and development to ensure continued technological superiority. The U.S. Military/ Defense Advanced Projects Research Agency (DARPA) is spending large amounts of money into hypersonic research and development. The only two other countries in the world, that have their own hypersonic research and development, are China and Russia. Hypersonic refers to flying at more than five, or more, times



Opinions on the F-35 may differ, but evidenced here are its sleek lines and also the outline of its huge exhaust. This 14-5094/HL was part of the first European deployment of the type. (Lakenheath, 19 April 2017, Mark Rourke)



The AH-1Z is becoming a familiar sight with more and more units receiving the Viper. Seen here is 168805/SM-51 of the Gunfighters, their snakes & skull is depicted on the engine cowling. (Yuma, 17 April 2017, Theo van den Boomen)

the speed of sound, also known as “Mach-5” or higher. From an Air Force perspective, it is a game-changing capability which can strengthen many of the already used steady technics of U.S. airpower including speed, range, flexibility and precision. Although some projects are covered by the USAF’s secret “Black Projects”, the projects and funding that are given open publicity, are the Lockheed Martin Falcon Hypersonic Technology Vehicle 2 program, the Raytheon Hypersonic Air-breathing Weapon Concept (HAWC), and the Raytheon/ Lockheed Tactical Boost Glide (TBG). Already in the late 1950s and into the mid-1960s, the joint X-15 hypersonic research program’s three rocket-powered vehicles flew a total of 199 times investigating all aspects of piloted hypersonic flight. Decades later, the X-51A Waverider program, a collaborative effort between the USAF Research Laboratory and DARPA, represented one of the Air Force’s most significant reinvestments in hypersonic flight since the X-15 flights nearly 50 years earlier. The X-51 test program ended with a successful flight on 1 May 2013.

Senior USAF leaders testified before the Senate Armed Service Committee Strategic Forces subcommittee on 17 May 2017 about to the USAF’s plan for acquiring future and updated space systems to meet the evolution of space as a warfighting domain. More than eighty percent of the Defense Department’s space actions are handled by the USAF, and the service views space as one of its core missions. Air Force Chief of Staff General David L. Goldfein said to the subcommittee: “Space superiority, like air superiority, is not an American birth right. It requires vigilance and action. We have many more steps ahead of us, but America’s Airmen remain committed to evolving our space organization, strategy, requirements, architecture and forces to adapt and ensure we gain and maintain space superiority.”

Some ten days earlier and related to the space news above came the message that the USAF’s unmanned and reusable X-37B spaceplane, landed without significant incidents, at the NASA Kennedy Space Center Shuttle Landing Facility (FL) on 7 May 2017. The X-37B Orbital Test Vehicle mission four (OTV-4), being part of the 45th Space Wing, conducted on-orbit experiments for 718 days. For the biggest part it

was an undisclosed mission and there is very little known about the tasks and capabilities of the X-37B but it is safe to assume that this mission was partly about intelligence gathering in space. Resembling a small Spaceshuttle vehicle, it is said that the X-37B is the newest and most advanced re-entry spacecraft at this moment. Managed by the USAF Rapid Capabilities Office, the X-37B program performs risk reduction, experiment and future concept of operations development for reusable space vehicles. Later in 2017 the USAF has the intention to launch the fifth X-37B mission from Cape Canaveral Air Force Station (FL).

Eight F-35A Lightning-IIs from the 34th Fighter Squadron, and Air Force Reserve’s 419th Fighter Squadron, along with supporting units and equipment from Hill AFB (UT), concluded the first F-35A training deployment to Europe on 7 May 2017. During their stay at RAF Lakenheath the squadron flew 76 sorties and counted more than 154 hours of integrated operations flying alongside F-15 Eagle aircraft from Lakenheath’s resident 48th Fighter Wing. During the training deployment small groups of F-35As were forward deployed to Estonia and Bulgaria. In the future RAF Lakenheath is scheduled to receive the F-35A. Three squadrons will eventually operate the Lightning out of Lakenheath.

Related with the F-35A comes the news that minimal two aircraft from the USAF’s 56th Fighter Wing and 388th Fighter Wing, based at Luke AFB (AZ) and Hill AFB (UT) respectively will fly their first aerial demonstration at the Paris Air Show this year. It is stated that regular USAF pilots will bring the aircraft to Europe and Lockheed Martin pilots will perform aerobatics above the skies of Paris-Le Bourget airfield. Sending the F-35As is a remarkable sign. Merely because the U.S. Military didn’t plan to send the F-35 to the Paris Air Show. It is assessed most probable that the Americans had to make a point after Russia did some press-releases about their participation at the Paris Air Show. The show which will be run at and above Le Bourget from 19 June up to and including 25 June.

On 12 May 2017 the USAF announced that the Sierra Nevada/ Embraer A-29 Super Tucano will be one of the selected com-

petitors to participate in the OA-X light attack aircraft demonstration later this year. Within the USAF's higher ranks the purchase of a new OA-X aircraft has been a debate since mid-2016. Textron Company confirmed a few days later that both Textron's (AirLand) Scorpion jet and (Beechcraft) AT-6 Wolverine will be joining the A-29 Super Tucano in the Air Force's light attack aircraft demonstration this summer. It has been said that the USAF is interested in some 300 low-cost light attack aircraft to ease the pressure on fighters that are regularly deployed to the Middle East and Far East. The USAF is not saying it with too many words, but this could well be a disguised replacement for the A-10C Thunderbolt II, which will be phased out in the foreseeable future.

United States Army (AR)

Units

B/3rd MI Bn	Desiderio AAF, Camp Humphreys (ROK)
3-6th CAV	Biggs AAF, Fort Bliss (TX)
6-6th CAV	Wheeler Sack AAF, Fort Drum (NY)
1-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
3-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
2-17th CAV	Sabre AHP, Fort Campbell (KY)
2-25th AVN	Wheeler AAF, Schofield Barracks (HI)
3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
1-82nd AVN	Simmons AAF, Fort Bragg (NC)
3-82nd AVN	Simmons AAF, Fort Bragg (NC)
B/6-101st AVN	Sabre AHP, Fort Campbell (KY)
Det.1 B/2-104th AVN	AASF Bradley IAP, Windsor Locks (CT)
B/3-142nd AVN	AASF Long Island, MacArthur Airport (NY)
1-147th AVN	WI ARNG, AASF Dane County RAP, Truax Field, Madison (WI)
A/1-150th AVN	NJ ARNG, NAS Lakehurst, AASF JB McGuire-Dix-Lakehurst (NJ)
B(-)/1-168th AVN	WA ARNG, AASF Grey AAF, Fort Lewis (WA)
Det.1 B/1-168th AVN	OR ARNG, AASF Eastern Oregon RAP, Pendleton (OR)
B(-)/1-189th AVN	NV ARNG, AASF Reno Stead Airport (NV)
Det.1 B/1-189th AVN	MT ARNG, AASF Helena RAP (MT)
D/204th MI Bn	Biggs AAF, Fort Bliss (TX)
B(-)/2-211th AVN	IA ARNG, AASF Davenport MAP (IA)
1-212th AVN	Lowe AHP, Fort Rucker (AL)
C/2-227th AVN	Hood AAF, Fort Hood (TX)
Det.1 B/2-238th AVN	SD ARNG, AASF McEntire JNGS, Eastover (SC)
B(-)/3-238th AVN	OH ARNG, AASF Akron-Canton RAP (OH)
1-244th AVN	LA ARNG, AASF Hammond Northshore RAP (LA)
C(-)/1-376th AVN	KY ARNG, AASF Capital City Airport, Frankfort (KY)
B/2-501st AVN	Biggs AAF, Fort Bliss (TX)
AFTD	Aviation Flight Test Directorate at Huntsville IAP (AL)

OSACOM Det.44 NM ARNG, AASF Santa Fe MAP (NM)
 OSACOM Det.49 TX ARNG, AASF Austin-Bergstrom IAP (TX)
 USAAAD Fort Polk Polk AAF, Fort Polk (LA)

BEST = BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)

KEYV = Middletown-Summit Airport (DE)

KVOK = Volk Field-Camp Douglas (WI)

C-12T-2

87-00160 OSACOM Det.44, ex OSACM Det.49 **BP-70** apr17

MC-12W

09-00642 AFTD ex L3 at Greenville **FL-642** may17

MC-12S-2 EMARSS-M

10-00742 trials at NAS Lakehurst (NJ) **FL-742** apr17

MC-12S-4 EMARSS-V

11-00287 AFTD ex B/305th MI Bn **FL-834** may17

RC-12X

93-00699 B/3rd MI Bn ex D/204th MI Bn **FE-34** apr17

CH-47D

88-00108 to N160EH ex std KEYV **M3282** apr17

92-00285 Det.1 B/1-189th AVN, ex B(-)/1-189th **M3426** sep16

92-00299 to N160EB ex std KEYV **M3440** apr17

CH-47F

07-08036 Det.1 B/1-168th AVN, ex B/6-101st **M8036** oct16

08-08049 Det.1 B/1-168th AVN, see note **M8049** may17

09-08073 B(-)/1-168th AVN, ex B/2-501st AVN **M8073** jan17

09-08793 Det.1 B/2-238th AVN, ex B/3-10th AVN **M8793** aug16

10-08802 Det.1 B/2-104th AVN, ex B/3-82nd AVN **M8802** feb17

10-08814 B(-)/3-238th AVN, ex B(-)/2-211th AVN **M8814** mar17

12-08153 B/3-82nd AVN f/n **M8153** dec16

14-08159 B/3-82nd AVN f/n **M8159** feb17

14-08160 B/3-82nd AVN f/n **M8160** dec16

14-08446 B/3-82nd AVN f/n **M8446** oct16

14-08447 B/3-82nd AVN f/n **M8447** jan17

Chinook 08-08049 is a former USAREUR helicopter (B/5-158th AVN), and it still sports a 12th CAB crest on the rear engine pylon despite it already left Europe via Bremerhaven back in August 2015.

OH-58A

71-20783 i/a KVOK ex nb **41644** may17

This long lost Kiowa surfaced with the USAF Lift Training Center where it is used for instruction purposes.

EH-60A

84-24021 std BEST ex 1-212th AVN/21F **70-968** may17

86-24564 std BEST ex 1-212th AVN/64B **70-1094** may17

UH-60A

82-23738 std BEST ex C/2-227th AVN **70-561** may17

83-23855 1-244th AVN ex nb **70-680** apr17



Last of the Oman order is this "NT003", a dual slated to become serial 202. (Warton, 21 March 2017, Martin Greenman)

88-26019 1-244th AVN ex nb **70-1226** apr17

UH-60A+

87-24644 USAAAD Fort Polk (LA), ex nb **70-1182** apr17
88-26023 USAAAD Fort Polk (LA), ex nb **70-1232** apr17

UH-60L

84-23981 A/1-150th AVN ex UH-60A **70-818** nov16
86-24486 A/1-150th AVN ex nb **70-977** nov16
92-26430 A/3-82nd AVN ex nb feb17
01-26881 A/1-150th AVN ex B/3-142nd AVN nov16

HH-60M

11-20380 C/3-82nd AVN f/n, FY unconfirmed may17
12-20501 C/3-10th AVN c/n + FY confirmed **70-4139** may17
12-20510 C/3-25th AVN f/n, FY unconfirmed feb17
13-20599 C/3-25th AVN f/n, FY unconfirmed feb17

UH-60M

07-20027 1-147th AVN c/n + FY confirmed **70-3143** jun15
08-20099 1-147th AVN c/n + FY confirmed **70-3176** may15
10-20327 2-82nd AVN f/n, FY unconfirmed dec16
12-20446 2-25th AVN f/n, FY unconfirmed feb17
12-20537 1-244th AVN f/n apr15
12-20547 2-25th AVN f/n, FY unconfirmed feb17
13-20569 1-244th AVN f/n nov16
13-20620 1-244th AVN f/n oct16
13-20621 1-244th AVN f/n may16
13-20622 1-244th AVN f/n oct16
13-20623 1-244th AVN f/n dec16

Black Hawk 07-20027 is listed here with 1-147th AVN WI ARNG since it surfaced that its c/n was confirmed while operated by this unit. It however is believed that it has been transferred to 1-244th AVN LA ARNG by January 2017.

AH-64D

02-05322 6-6th CAV ex nb **PVD322** apr17
02-05330 6-6th CAV ex nb **PVD330** apr17
04-05420 3-6th CAV ex nv **PVD420** apr17
07-05510 3-6th CAV ex 1-10th AVN **PVD510** apr17
07-05537 1-82nd AVN ex nb **PVD537** apr17

AH-64E

13-03050 2-17th CAV corr not 3-17th CAV **NM050** mar17
16-03112 at Avalon (Australia), not 16-03116 **NM112** feb17

UH-72A

13-72312 C(-)/1-376th AVN, ex nb (FY unconfirmed) jan17

United States Navy (NY)

On 16 May 2017, the Navy has ordered with Northrop Grumman a second lot of MQ-4C Triton maritime surveillance unmanned aerial vehicles (UAVs). The contract modification of \$304 million is used for three MQ-4C's in the Low-Rate Initial Production Lot 2 (LRIP-2). Besides these three Navy Global Hawks, one main control station and one forward operation control station with support is part of the contract. The US Navy plans to procure 68 MQ-4Cs in addition to two prototypes in the System Development and Demonstration Program. Eventually, two fleet squadrons will receive twenty Tritons. The remaining 38 aircraft would support the whole program for attrition, training and these are rotating in a depot-level maintenance program.

The Trump administration is proposing a 2018 budget for the Defense Department of \$762 billion, of which \$171.5 billion is allocated to the Department of Navy base budget. The base budget represents a seven percent increase over the \$158.9 billion enacted in 2017. The budget includes one aircraft carrier (USS *Enterprise* CVN-80) and the procurement of 91 aircraft in 2018 twenty F-35B and four F-35C Lightning IIs, fourteen F/A-18E/F Super Hornets, five E-2D Advanced Hawkeyes, seven P-8A Poseidons, two KC-130J Super Hercules', four CH-53K King Stallions, 22 AH-1Z Vipers, three MQ-4C Tritons, four RQ-21A Blackjacks and six MV-22B and CMV-22B Ospreys. The latter are part of a multiyear buy procurement.

Chief of Naval Air Training Command (CNATRA)

On 16 May 2017, the US Navy has retired its fleet of TC-12B Huron training aircraft. The last TC-12B was flown away from homebase NAS Corpus Christi (TX) by Training Squadron (VT) 35 *Stingrays* ('G-3xx'). VT-35 was the Navy's only TC-12B squadron, under the command of Training Air Wing (TAW) 4. The wing is now relying on the T-44C Pegasus for multi-engine training, so VT-31 *Wise Owls* ('G-4xx') and VT-35 is now flying that military variant of the Beech B90 King Air. The TC-12B was for the US Navy a long time twin-engined, pressurized trainer, a variant of the Beech Super King Air 200. All 25 TC-12Bs were converted UC-12B operational support aircraft. The TC-12B configuration was to support student pilot training. Currently all T-44As are converted to support T-45C Goshawk training, so the need for the TC-12B declined, resulting in its phase-out.

C-2A

162176/33 VRC-30 ex 41/VRC-40 **56** may17

E-2D

168592/AB-603 VAW-126 ex AB-600/VAW-125 **AA11** may17
168595/675 VAW-120 ex AB-603/VAW-125 **AA14** nov16

F-5N

761575/AF-101 VFC-111 ex AF-114/VFC-111 **L1050** apr17

F/A-18A

162875 FRCSW ex AF-415/VFA-204 **418/A347** apr17

F/A-18C

164215/AD-322 VFA-106 ex NA-412/VFA-94 **978/C206** apr17

F/A-18E

165533/DD-462 VX-31 ex SD-310/VX-23 **1454/E006** apr17
168923/AG-143 VFA-143 ex AB-414/VFA-81 **E282** mar17

F/A-18F

165930/NJ-116 VFA-122 ex NE-213/VFA-137 **F076** apr17
166967/NA-112 VFA-22 ex NE-106/VFA-2 **F242** may17
168488/NA-116 VFA-22 ex NJ-173/VFA-122 **F262** may17

EA-18G

168893/NF-500 VAQ-141 ex NJ-543/VAQ-129 **G91** apr17
168894/NF-501 VAQ-141 ex NJ-530/VAQ-129 **G92** mar17
168897/NF-502 VAQ-141 ex NJ-564/VAQ-129 **G95** apr17
168898/NF-503 VAQ-141 ex NJ-524/VAQ-129 **G96** may17
168899/NF-504 VAQ-141 ex NJ-546/VAQ-129 **G97** mar17
168901/NF-505 VAQ-141 ex NJ-551/VAQ-129 **G99** mar17
169146/NJ-521 VAQ-129 f/n **G137** may17

MH-60R

167021/NF-704 HSM-77 ex TA-07/HSM-51 **70-37..** may17
167039/NA-701 HSM-73 ex NA-702 **70-38..** may17
168091/TS-431 HSM-41 ex HR-512/HSM-48 **70-4...** apr15

MH-60S

166299 Norfolk ex 309th AMARG **70-27..** apr17
166332/WC HSC-23 ex VR-61/HSC-21 **70-28..** jan17
167815/RB-04 HSC-25 ex RB-06 **70-** apr17
167825/AB-615 HSC-11 ex AJ-617/HSC-9 **70-30..** may17
167854/RB-11 HSC-25 ex NG-5/HSC-8 **70-32..** may17
167887/RB-10 HSC-25 ex NH-6/HSC-6 **70-3...** may17

P-3C AIP

162775/PD-775 VP-9 ex RD-775/VP-47 **5801** may17

P-3C AIP+

163293/PD-293 VP-9 ex 293/VP-4 **5822** apr17

P-3C BMUP+

161589/589 nmks ex 588/VP-40 **5761** may17

P-8A

168998/LA-998 VP-5 ex 998/VP-26 **44939/5623** may17
169008/008 VP-4 ex 008/VP-30 **44949/5936** apr17
169324/324 VP-30 del 18may17 **62291/6104** may17
169330/330 Boeing f/f 28apr17 **62296/6300** apr17

United States Marine Corps unit news

Marine Force Atlantic (MARFORLANT)

Marine Transport Squadron (VMR) 1 *Roadrunners* is leaving its current homebase MCAS Cherry Point (NC) for NAS Fort

Worth (TX). Both C-9Bs will be relocated by September 2018. At that time, the active squadron will receive the C-40A Clipper and will become part of the 4th Marine Air Wing as a reserve unit.

F/A-18A

163162 nmks ex VE-208/VMFA-115**594/A501**apr17

F/A-18A++

162431/VW-09 VMFA-314 ex VE-206/VMFA-115**273/A219**apr17
162884/DC-24 VMFA-122 ex VE-201/VMFA-115**432/A356**
may17

F/A-18C

164221/DW-02 VMFA-251 ex AB-10 **984/C210** apr17
164247/20 VMFA-251 ex FRCSW **1010/C230** may17
164881/NA-212 VMFA-312 esx NA-301 **1213/C346** may17
164892/00 VMFA-251 ex AB-401 **1224/C353** may17
164902/201 VMFA-312 ex DW-01/-251 **1234/C361** may17
164952/NA-202 VMFA-312 ex AB-410/-251 **1252/C375** may17
164958/NA-203 VMFA-312 ex AB-402/-251 **1258/C378** may17
164980 nmks ex FRCSE **1284/C395** may17

F/A-18D

164726/WK-03 VMFA(AW)-224 ex FRCSW **1177/D110** apr17
164901/WK-06 VMFA(AW)-224 ex ED-11/-533 **1233/D127** may17
164959/WK-14 VMFA(AW)-224 ex ED-16/-533 **1259/D135** may17
164961/WK-08 VMFA(AW)-224 ex ED-02/-533 **1261/D136** apr17
165416/DT-11 VMFA(AW)-242 ex SH-351/-101 **1453/D147** may17

F-35B

168728/VM-20 VMFAT-501 ex VK-10/VMFA-121 **BF-30** apr17
168729/CF-10 VMFA-211 ex VK-11/VMFA-121 **BF-31** apr17
169023/VM-23 VMFAT-501 ex CF-05/VMFA-211 **BF-38** apr17
169024/VM-24 VMFAT-501 ex CF-06/VMFA-211 **BF-39** apr17
169025/VM-25 VMFAT-501 ex CF-07/VMFA-211 **BF-40** apr17
169027/VM-27 VMFAT-501 ex CF-10/VMFA-211 **BF-42** apr17
169028/VM-28 VMFAT-501 ex CF-11/VMFA-211 **BF-43** may17

F-35C

169425 Fort Worth-LMTAS f/n **CF-33** may17

AH-1W

160113/MM-21 HMLA-773 Det.A ex CA-26/HMLA-467 **29125** apr17
165362/HF-71 HMLA-269 ex HF-08 **26362** apr17
165394/MM-24 HMLA-773 Det.A ex MM-22 may17
165447/VT-31 HMLA-367 ex QT-467/HMLA/T-303 may17

UH-1Y

168409/UV-05 HMLA-267 ex SE-05/HLMA-469 **55146** may17
169104/UV-08 HMLA-267 ex UV-10 **55216** may17
169107/MM-36 HMLA-773 Det.A f/n **55219** apr17
169108/MM-38 HMLA-773 Det.A f/n **55220** may17

169239/HF-23 HMLA-269 f/n **55230** apr17
169241/WR-04 HMLA-775 f/n **55231** mar17

AH-1Z

168420/SE-45 HMLA-469 ex SM-45/HMLA-369 **59023** mar17
169087 nmks del **59228** apr17
169088 nmks del **59229** apr17

CH-53E

161996/YJ-00 HMH-465 ex YN-00/HMH-361 **65-473** feb17
162001/EN-59 HMH-464 ex ES-21/VMM-266 **65-478** apr17
162491/YJ-06 HMH-465 ex YF-00/HMH-462 **65-503** feb17
163087/ET-23 VMM-262 ex YJ-23/HMH-465 **65-581** may17

AV-8B+

164566/WL-01 VMA-311 ex WE-00/VMA-214 **251** may17

AV-8B+(R)

165309/CG-02 VMA-231 ex WH-01/VMA-542 **267** may17
165574/CG-06 VMA-231 ex CF-53/VMA-211 **311** sep15
165576/CG-09 VMA-231 ex WF-07/VMA-513 **313** may17

MV-22B

165853/YM-07 VMM-365 ex YS-04/VMM-162 **D0039** may17
166384/GX-11 VMMT-204 ex FRCE **D0051** may17
167904/YX-11 VMM-166 ex ML-10/VMM-764 **D0115** may17
168018/YT-09 VMM-164 ex YR-09/VMM-161 **D0148** may17
168235/ML-02 VMM-764 SPMAGTF-CR A **D0185** may17
168239/YM-13 VMM-365 ex EG-13/VMM-263 **D0189** may17
168303/ML-00 VMM-764 SPMAGTF-CR A **D0220** may17
168349/EM-09 VMM-261 ex EM-00 **D0252?** apr17
168626/ML-07 VMM-764 ex ES-07/VMM-266 **D0281?** may17
168648/GX-05 VMMT-204 f/n **D0303** apr17

United States Coast Guard

MH-60T

6015 Clearwater ex Elizabeth City **70-1588** apr17

MH-65D

6533 New Orleans ex Houston **6182** may17
6596 Port Angeles ex HITRON **6299** may17

Credits:

ELAS, Martin Greenman, Edwin de Greeuw, Joris Heeren, Thomas Hirt, Andy Marden, Daniele Mattiuzzo, Bertus Scholten, Jos Stevens (rotorspot.nl), Peter Weinert, Peter Wilmlink.

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



Seen here is Omani Hawk Mk166 161/(OM001) during its first flight fully painted, up from BAe Warton on that day. Aside from the Omani registration, MRCOA serial ZB123 is carried as well during the test flight phase. (5 May 2017, Martin Greenman)



The Mexican Air Force uses some impounded drug trafficking aircraft to bolster their fleet. This Beech 300LW 3971 is one of them. (Santa Lucia, 26 April 2017, Jaap Walg)



Reregistering aircraft is a national sport in Mexico. Although this Beech 350i is quite a young aircraft, its serial 5212 already succeeds a previous one, 3917. (Santa Lucia, 26 April 2017, Jaap Walg)



Last Beech on this Mexican King Air tribute page is a Navy aircraft, ANX-1191. As you can see, Santa Lucia is a great place to be during one of the country's fly-bys. (26 April 2017, Jaap Walg)

Showreports



Two Marines squadrons with MV-22Bs are based at Futenma. Commander's aircraft 168220/EP-00 from VMM-265 flew north to visit the Friendship Day. (Iwakuni, 5 May 2017, Reinier Scheurs)

Langkawi (Malaysia)

LIMA 17-20 March 2017

Showground

A9-751	AP-3C	11Sqn	
A41-209	C-17A	36sq	
470/91-CA	C-135FR	GRV02.091	
319/4HN	Rafale B	ETR03.004	
142/4-GU	Rafale C	EC01.004	
MM62298/41-03	P-72A	41°Stormo/88°Gruppo	
067	AH-64D	120sq	
8319	F-15SG	149sq	
Kh20-6/54/70106	JAS-39C	701sq	
Kh20-12/56/70112	JAS-39C	701sq	
59-1470	KC-135R	93rd ARW	
166887/NF-110	F/A-18F	VFA-102	
166890/NF-112	F/A-18F	VFA-102	
168439/439	P-8A	VP-10	
M23-37	S61A-4	5Skn	
M30-14	C-130H-30	14Skn	
M44-01	CN235-220M	21Skn	
M45-06	F/A-18D	18Skn	
M52-18	Su-30MKM	11Skn	
M55-01, M55-02	EC725AP	10Skn	
M55-10, M55-12	EC725AP	10Skn	
M70-02, M70-03	AS365N3	APMM	
M71-01, M72-02	CL-415MP	APMM	
M72-01, M72-02	AW139	APMM	
M81-07	A109LOH	881 Rejimen	
M501-4, M501-6	S. Lynx Mk300	501Skn	
M502-2, M502-4	AS555SN	502Skn	
9M-BOD	AW139	Bomba	
9M-DRA	EC135T3	CAPL	
9M-PMB	AW139	Polis Diraja	
9M-PTA	Beech 350	Polis Diraja	
F-HRAY	Falcon 900LX	Dassault Aviation	
HS-JCN	EC130T2		n/t
I-PDVP	P180	Piaggio	
N1022W	Ce340		n/t
OY-MHM	Falcon 900LX	Air Alsie	
OY-TSS	Falcon 7X	Air Alsie	
RF-78833	II-76MD	Russia AF	

KT-1B SkaDik102/Team Jupiter

LL-0104/7, LL-0106/3, LL-0110/1, LL-0113/5, LL-0115/4, LL-0116/2, LL-0117/6

T-50B 239 (Aerobatic) Squadron/Black Eagles

10-0051/5, 10-0052/8, 10-0055/2, 10-0056/3, 10-0057/6, 10-0058/1,

10-0059/7, 10-0060, 15-0083/4

Su-30SM Russian Knights

31, 32, 33, 34, 35

Polis Area

9M-PHB AS355F2 Polis Diraja

Airpower demo LIMA

M40-04, M40-05 +1	Hawk Mk108	15Skn
M40-25	Hawk Mk208	15Skn
M40-32	Hawk Mk208	6Skn
M45-02, M45-07 +1	F/A-18D	18Skn
M50-01, M50-02, M50-03	PC-7 MkII	1FTC
M50-05, M50-07, M50-08	PC-7 MkII	1FTC
M50-09	PC-7 MkII	1FTC
M52-09, M52-11	Su-30MKM	11Skn
M54-02, M54-03, M54-04	A400M	22Skn
M55-01, M55-02, M55-12	EC725AP	10Skn

Visitors

A-1328	L-100-30	SKU31
A-1335	C-130H	SKU32
734	KC-130H	122sq
L8-12/35/60112	C-130H-30	601sq
2112/HS-NVA	ERJ135LR	201sq
M30-06, M30-14	C-130H-30	14Skn
M30-12	C-130H-30	20Skn
M44-06	CN235-220M	21Skn
M44-08	CN235-220M	2Skn
M48-02	Global Express	2Skn
M101-2	Beech 350i	PLTT
M102-01	Lj35A	PLTT
9M-BOC	AW139	Bomba
9M-NAA	A319-115(ACJ)	2Skn
9M-PMC	AW139	Polis Diraja
9M-PTB, 9M-PTC	Beech 350	Polis Diraja
9M-PSL	Ce208	Polis Diraja
A7-MBK	A320-232(ACJ)	Qatar Amiri Flight

Iwakuni AB (Japan)

Friendship Day 5 May 2017

Static VMGR-152 ramp:

87-3601	KC-767	404 Hikotai
86-0078	C-12J	459th AS
12-5761	MC-130J	17th SOS
90-0844/WW	F-16DM	14th FS
91-0462/WW	F-16DM	13th FS
80-0167	A-10C	25th FS
78-0696	A-10C	25th FS

"7 AF"
"25 FS"

167926/QD-926	KC-130J	VMGR-152
163557	UC-12F	Kadena
168206	UC-12W	Iwakuni
166712	UC-35D	Futenma
165573/WL-02	AV-8B	VMA-311
168989/600	E-2D	VAW125
164953/DT-06	F/A-18D	VMFA(AW)-242
168463/NF-210	F/A-18E	VFA-27
166915/NF-100	F/A-18F	VFA-102
168893/NF-500	E/A-18G	VAQ-141
163066/BJ-542	MH-53E	HM-14

Static JMSDF ramp:

58-1011	C-1	403 Hikotai
22-8811	F-15J	305 Hikotai
73472/VATH	AH-1S	5 Taisensha Herikopotatai
8414	SH-60K	22 Kokutai
8660	MCH-101	111 Kokutai
9206	U-36A	91 Kokutai
164653/DT-00	F/A-18D	VMFA(AW)-242
169296/VK-10	F-35B	VMFA-121
168288/ET-44	MV-22B	MMM-262

JMSDF ramp next to static:

8654	MCH-101	111 Kokutai
9172	EP-3	81 Kokutai
9162	UP-3D	91 Kokutai
9090	US-1	71 Kokutai *
9904	US-2	71 Kokutai

Hangar 1 JMSDF ramp:

8192	CH-101	Shirase Hikohan
8651, 8655, 8656	MCH-101	111 Kokutai
8657, 8658, 8659	MCH-101	111 Kokutai

Hangar 2 JMSDF ramp:

8653	MCH-101	111 Kokutai
9132	OP-3C	81 Kokutai

Flightline:

66-5745/1, 46-5731/2	T-4	Blue Impulse	
26-5805/3, 06-5790/4	T-4	Blue Impulse	
06-5787/5, 46-5729/6	T-4	Blue Impulse	
26-5692/-	T-4	Blue Impulse	
90-0805/WW	F-16CM	13th FS	"35 OG"
92-3893/WW	F-16CM	13th FS	

Flying only:

53-8130	F-2B	6 Hikotai
41814	UH-1J	nn
167923/QD-923	KC-130J	VMGR-152
165398/WL-05	AV-8B	VMA-311

165686/DT-02	F/A-18D	VMFA(AW)-242
168220/EP-00	MV-22B	MMM-265

On May 5 Air Station Iwakuni opened its gates for the 41st Friendship Day. The star of Friendship Day 2017 was undoubtedly the F-35B although only a static example was present. Other highlights were the last demo flight of US-1A 9090, the PACAF F-16 Demo team which performed in the morning (92-3893/WW) and afternoon (90-0805/WW), the MAGTF air power demo and the Blue Impulse.

Credit: Reinier Schreurs.

Bordeaux-Mérignac (France)

Meeting de l'Air 13-14 May 2017

<u>Static</u>			
AT33	Alpha Jet 1B+	11sq/AJetS	\$
46+18	Tornado IDS	TLG33	
331	M346	150sq 7042/00016/C0010	
1370/EQ	CM170	as "320/11-OD"	
ZK456/P	Beech B200	45(R)sq	
XX200/CO	Hawk T1A	100sq	
ZK019/J	Hawk T2	4(R)sq	
4656/BQ-16	Mirage F1BQ	preserved CAEA	
44-35859/YC	A-26C	preserved CAEA	
0037/F-RBAJ	A400M	ET01.061	
50	Br1050	preserved CAEA	
516/XA	D140R	CMP25.535	\$
2	E-2C	4F	
F-TGCH	EA330L	EVAA	1282
05/F-TGCJ	EA330SC	EVAA	SC005
086/YI	EMB121AA	EAT00.319	
32	F-8P	preserved CAEA	
729/UW	HK-36TTC	CMP25.535	36729
202	MD312	preserved CAEA	
228/43-BU	MH1521M	preserved CAEA	
204/DG	Mirage 3B	preserved CAEA	
56/CC	Mirage 4P	preserved CAEA	
29/13-SO	Mirage 5F	preserved CAEA	
57/2-ET	Mirage 2000-5F	GC01.002	
603/3-XL	Mirage 2000D	EC03.003	
299	Mystère 4A	preserved CAEA	
188/63-BU	N2501F	preserved CAEA	
127/30-GF	Rafale C	EC02.030	
167	SA321G	preserved CAEA	
4231/GEZ	SA342L1	5RHC	
182	SE3130	preserved CAEA	
1024/709-AT	SIDM UAV	ED01.033	



The last two original US-1A's are still going strong with 71 Kokutai, operating alongside the upgraded dark coloured US-2. Airborne here is 9090 at Iwakuni Friendship Day 2017 on 5 May. (Reinier Schreurs)



This Ilyushin Il-76MD was delivered to the Soviet Air Force on 29 April 1990. It was photographed as RF-78833 on 19 March 2017. (Langkawi, Mark Rourke)

142/315-ZG	TB-30	EPAA00.315	142	01	Mirage 2000B	preserved	
105/XK	TBM-700A	ET00.043/ELA43	\$	102/10-SQ	Mystère 2C	preserved	
2006/BHL	Tigre HAP	EFA		01	Mystère 4N	preserved	
F-AYMH	P149D	ex 90+16	026	99/JBW	N3400	preserved	
F-AZKI	Bulldog T1	ex XX615/2		282/BN	NC702	preserved	
F-AZKM	OV-10B	as "55454/26"		158/12-YP	S. Mystère B2	preserved	
F-AZOG	Bulldog T1	ex XX558/A		21049	T-33AN	preserved	
F-AZOX	C-47B-35DK	ex 45-33352		639/92-AW	Vantour 2B	preserved	
F-AZRB	SNJ-5	ex 90747/RB-47		F-ZBBW/47	CL215-1A10	preserved	
F-AZUU	Chipmunk T10	ex WP851		4627	Mirage F1EQ	preserved	ntu Iraqi A.F.
F-AZVV	N1101	ex 15 Aeronavale		928	A-4SU	preserved	ex RSiAF
F-CHRE	WA22	as "749-RE"	134	F-WAMD	Falcon 30	preserved	fuselage only
F-GUKC	G120A-F	E-CATS		F-WMSH	Falcon 20C	preserved	ex 1 FAF
F-WNOV	A310-304T	SOGERMA	only 14th	F-WNDB	Falcon 50	preserved	fuselage only
F-WRUM	Yak-52	ex 126 DOSAAF					
				<u>Tent Shelter</u>			
				A151/7-HJ	Jaguar A	preserved	
\$ = special colour scheme				<u>Hangar</u>			
				...	Mirage 2000C	as 2E-002	mock-up
The Mirage F-1 is a never delivered Iraqi Air Force one.				<u>Hangar at the end of flightline</u>			
<u>Flightline</u>				101/YT	Cap-10B	preserved CAEA	
H28	A109BA	1w	\$.../33-BC	Mirage F1CT	cockpit only	
FA123	F-16AM	n.m. (10w)	\$	605/ED	Mirage 3E	cockpit only	
FA134	F-16AM	n.m. (10w)		<u>Civil side</u>			
J-5016, J-5020	FA/-18C	n.m.		3A-MGA	Falcon 7X	Monaco Gvmt	arr. 14th
2778/SI	EC725R2	EH01.067		5397/VE	AS555AN	EH05.067	
602/3-XJ, 618/3-XG	Mirage 2000D	EC03.003		123/62-IM	CN235M-200	ET01.062	
652/3-XN	Mirage 2000D	EC03.003	desert c/s	77/XD	TBM-700A	ET00.043	
122/4-GA	Rafale C	ETR03.004		93/XL, 117/XN, 125/XO	TBM-700A	n.n.	
133/4-GL	Rafale C	ETR03.004	\$	F-MJDO	EC135T2	Gendarmerie	
<u>EC-120B 782Esc Patrulla ASPA</u>				F-MJBH	EC145	Gendarmerie	
HE.25-3/78-22, HE.25-7/78-26, HE.25-11/78-30, HE.25-12/78-31, HE.25-14/78-33, HE.25-15/78-34				F-ZBBB	CeF406	Douanes	F406-0039
				F-ZBPH	EC145	Sécurité Civile	
<u>Alpha Jet E EPAA20.300 Patrouille de France</u>				<u>North side</u>			
E45/1, E139/2, E119/3, E113/4, E79/5, E127/6, E152/7, E68/8, E146/9, E162/0				111/XM	TBM-700A	n.n.	
<u>CAEA museum hangar (open, but not accessible for public)</u>				422/F-RADB	A310-304	ET03.060	o'haul Dassault
62/GU	CeFTB337G	preserved		F-ZACQ	SE210-6R	stored	ex 234 FAF
454/1	CM170	preserved	PdF c/s	<u>Elsewhere</u>			
40	Etendard 4M	preserved		F-AZXX	MD311	pres. at Dassault	ex 82/Y
149	HSS-1	preserved		212/13-FK	Mirage 3B	i/a	
E027-JH	Jaguar E	preserved as E1		346/33-CF	Mirage 3R	i/a	
232/UV	MD450	preserved		454/13-QD	Mirage 3E	i/a	
285/43-BO	MH1521M	preserved		11/AJ	Mirage 4P	preserved at main gate	
2	Mirage 3C	preserved					
560/F-ZAEC	Mirage 3E	preserved					

Triptease



Airbus A380 9M-MND of Malaysia Airlines is seen here performing a flight during LIMA (Langkawi International Maritime and Aerospace Exhibition) 2017. (Langkawi, 21 March 2017, Leonard van Teeffelen)

Combined trips

The defence exhibition LIMA lures loads of aviation enthusiasts to the island of Langkawi in Malaysia. Herewith you can find two trip reports (one by a participant with 4Aviation and one compiled by editors of Scramble) in the days before and after the show. The actual LIMA show can be found in the Showreport section in this issue.

Malaysia (LIMA I)

Kuala Lumpur-Sepang Int'l			15 March 2017
9M-LNH	B737-9GPER	Malindo Air	
9V-MGF	B737-8SA	SilkAir	
HZ-AK24	B777-368ER	Saudi Arabian Airlines	

Hub traffic

Malaysia Airlines B737 (5)

On 14 March a group of aviation enthusiasts started with the travel to Kuala Lumpur with the intent to visit the LIMA show, combined with some air bases. The 4Aviation group flew with Boeing 777-236ER, PH-BQC, in twelve hours to the capital of Malaysia.

RMAF Butterworth			16 March 2017
M23-08, M23-20, M23-24	S-61A-4	3Skn	
M30-06	C-130H-30	14Skn	
M52-07, M52-08, M52-09	Su-30MKM	11Skn	
M52-11, M52-13	Su-30MKM	11Skn	

Early morning we started the drive towards RMAF Butterworth, where F/A-18s, Hawks and Nuris are based. When we were leaving the highway we saw a C-130 Hercules in the landing and this was for us a good sign. After the landing of a Nuri the weather changed from a warm sunny day into tropical rain (which lasted almost two hours) and there were no more flying activities that moment. After the rain, we travelled to Alor Setar, the air base at which the air force flying school is stationed. The school operates the PC-7 and H120. All PC-7s MkI are in open storage and only the PC-7 MkII is now in use. After our "hunt" to read as much as possible numbers, we drove to Kuala Perlis for our ferry to the island of Langkawi.

Alor Setar			16 March 2017
M50-01, M50-02, M50-03	PC-7 MkII	1FTC	
M50-05, M50-07, M50-08	PC-7 MkII	1FTC	
M50-09, M50-10, M50-13	PC-7 MkII	1FTC	
M50-14, M50-16, M50-17	PC-7 MkII	1FTC	

M50-18, M50-20, M50-21	PC-7 MkII	1FTC	
M50-22, M50-23, M50-24	PC-7 MkII	1FTC	
M103-01, M103-02	H120B	2FTC	
M103-03, M103-04	H120B	2FTC	
<u>9M-EMM</u>	Bulldog Mk102	ex M25-01	
<u>9M-EZZ</u>	Bulldog Mk102	ex M25-12	
9M-FYK	ATR72-212A	FireFly	
9M-JPB	Ce206H		std
9M-JPC	BN-2A-8		std
9M-LMP	ATR72-212A	Malindo	
9M-MXT	B737-8H6	Malaysia Airlines	
N1309B	Ce550		n/t
Preserved			
FM-1031	Provost T51	ex TUDM	
FM-1032	Provost T51	at parade ground	
FM-1231	Bulldog	ex TUDM	102
"M26-00"	Bell 47	ex TUDM	
<u>M32-06</u>	TA-4PTM	at parade ground	
Stored			
M20-17, M20-18, M20-25	Alouette 3		
M20-29	Alouette 3		
M33-01, M33-02, M33-05	PC-7		
M33-06, M33-07, M33-08	PC-7		
M33-10, M33-11, M33-12	PC-7		
M33-14, M33-17, M33-21	PC-7		
M33-23, M33-24, M33-25	PC-7		
M33-27, M33-33, M33-43	PC-7		
M33-44	PC-7		
RMAF Butterworth			
<u>A3-59</u>	Mirage III(A)	ex RAAF, preserved	21 March 2017
A9-662	AP-3C	11Sqn	
<u>FM-1901</u>	CA-27 Mk32	pres., as "FM-1905"	
M29-10	F-5E	preserved	
M30-06	C-130H-30	14Skn	
<u>M32-34</u>	A-4PTM	preserved	
M40-04, M40-08	Hawk Mk108	15Skn	
M40-23, M40-25	Hawk Mk208	15Skn	
M40-32	Hawk Mk208	6Skn	
M44-06	CN235-220M	21Skn	
M45-01, M45-02, M45-05	F/A-18D	18Skn	
M45-07	F/A-18D	18Skn	
M52-09, M52-11	Su-30MKM	11Skn	

We travelled to RMAF Butterworth to see all the aircraft that came back after the opening of the LIMA show. Unfortunately, the navigation system gave some problems. We

arrived just in time to see the landing of a F/A-18 Hornet. We spent half a day in the landing, and could capture some very nice aircraft. In the early afternoon we drove back to the Kuala Lumpur area.

Subang-Sepang Int'l 22 March 2017

61-0962/S3-AGC	C-130B	101Sqn	
M30-04, M30-06	C-130H-30	14Skn	
M30-12, M30-14	C-130H-30	20Skn	
M44-06	CN235-220M	21Skn	
M48-02	Global Express	2Skn	
M54-03	A400M	22Skn	
M994-01	Mi-17-1V	Bomba	
M101-01, M101-02	Beech 350i	leased from AeroTree	
05-5147/HH, 05-5152/HH	C-17A	535th AS	
5A-DOO	L-100-30	Libyan Air Cargo	o/h
5X-TUD	L-100-30	Transafrik	o/h
9H-LXX	Global 6000	Vistajet	
9H-VFE	CL605	Vistajet	
9M-FAS	Ce150		n/t
9M-FCL	Lj60	Dept. of Civil Aviation	
9M-NAA	A319-115	2Skn	
9M-PTB, 9M-PTC	Beech 350	Polis Diraja	
9M-SSW	AS355F2	MHS Aviation	
9M-SUB	B737-4H6	Suasa Airlines	
9M-TFC	Ce172N	Air Adventure Flying Club	
9M-TGE	B727-247F	RAYA Airways	
9M-TGH	B727-247AF	RAYA Airways	
N540LR	BAe125-1000A		n/t
N800AK	B727-023	Weststar	
N820EC	Falcon 2000EX		n/t
N888HZ	G550		n/t
N8000E	Falcon 7X	Emerson Electric	
VH-LVH	CL600-2B16	Dulcie Limited	

Hub traffic

FireFly	ATR72 (8)
Malindo Air	ATR72 (12)

Sungai Besi 22 March 2017

9M-PHA	AS355F2	o/o
9M-PHE	AS355N	o/o
9M-PHF, 9M-PHL	AS350N	o/o

Noted at an active Police Diraja unit.

Museum storage

See next page.

Kuala Lumpur 22 March 2017

9M-AGC, 9M-AJH, 9M-AJP	A320-216	AirAsia
9M-MTB, 9M-MTH, 9M-MTO	A330-323X	Malaysia Airlines
B-LBF	A330-343	Cathay Dragon
G-ZBKG	B787-9	British Airways
HS-PPF	A319-131	Bangkok Airways
JA867J	B787-9	JAL
PH-BQO	B777-206ER	KLM
PK-LGL	B737-9GPER	Lion Airlines

After taking some detours in Kuala Lumpur, we arrived at Subang. We enjoyed this old airport for half a day and behind all the commuter planes you can also find some areas where some nice aircraft were parked. The absolute highlight was a Bangladesh Hercules. In the early afternoon we drove to Sungai Besi, where before some units of the Air Force and the Royal Police were based (and also the Aviation museum). However, since January 2017 the airfield is closed for fixed wing aircraft and will be closed completely later in 2017.

The museum is also closed and it is not clear what will happen with the museum. The aircraft are now in the Police area and after two hours of negotiation we were able to visit the area. After this nice last visit we got to the international airport for our return flight to the Netherlands.

The trip to Malaysia was a real success and with the good weather, friendly Malaysians and the good food it was a trip not to forget. Many thanks to 4Aviation for organising this trip.

Credit: Raymond van Dijkhuizen

Malaysia (LIMA II)

Alor Setar 23 March 2017

M50-01, M50-02, M50-03	PC-7 MkII	1FTC
M50-05, M50-08, M50-10	PC-7 MkII	1FTC
M50-13, M50-15, M50-16	PC-7 MkII	1FTC
M50-20, M50-21, M50-24	PC-7 MkII	1FTC
M103-01, M103-02	H120B	2FTC
M103-04	H120B	2FTC

Butterworth 23 March 2017

A9-662	AP-3C	11sq
M30-06	C-130H-30	14skn
M40-04, M40-08	Hawk Mk108	15skn
M40-23	Hawk Mk208	15skn



The colourful Great Hornbill sports the side of the BOMBA fleet, including M994-01 Mil Mi-17-1V. (Kuala Lumpur-Subang, 22 March 2017, Raymond van Dijkhuizen)

Personal copy

Distribution to a third party is not allowed



This Airbus A310 was delivered to KLM as passenger carrier in 1983. In 1997 the aircraft was delivered to FedEx after conversion to freighter. N428FE was flown to Victorville on 30 December 2013. (Victorville (CA), 5 March 2017, Daniel Kleef)



Delivered as JY-HKJ to the Government of Jordan in August 1986, this L-1011-500 was acquired by Al Anwa in October 2001 as HZ-AB1. The TriStar was flown to Victorville initially for maintenance and a new interior but officially the owner ran out of cash. As of January 2009 it is listed as withdrawn from use. (Victorville (CA), 5 March 2017, Daniel Kleef)



Delivered to Singapore Airlines as 9V-SRN in June 2003 this Boeing 777 was returned to its lessor twelve years later. It was flown to Victorville and registered as EI-FLE. If all goes well this aircraft will be added to the FlyGlobal fleet as 9M-FGB. (Victorville (CA), 5 March 2017, Daniel Kleef)

Aircraft recognition - Bizprops

Part III: Myasishchev to Wolfsberg-Evektor



This is the Russian equivalent of the TBM series: the Myasishchev M-101T Gzhel. To keep them apart look at the nose gear and gear doors, and the engine cowling. (Zhukovsky, 19 August 2011)

This article is the final of three to show you how to identify the many different models of bizprops. It covers Myasishchev until Wolfsberg-Evektor. The first part was published in Scramble 455, the second in Scramble 456.

Myasishchev

M-101T Gzhel

Official designation: M-101T

Scramble designation: M-101T

The Russian single engine turboprop is similar in appearance to the TBM-700. Look at the engine cowling, three cabin windows and small nose gear doors to recognise it.

Neiva

NE821 Carajá

Official designation: NE821

Scramble designation: NE821

This is an EMB820 with turboprops, very similar to the Schafer Comanchero 500A/B conversion. Hence there are no external differences. For differences with the PA-31T3, which is also similar, see photo under Piper.

OMAC

Laser 300

Official designation: Laser 300

Scramble designation: Laser 300



The OMAC Laser 300 is a high wing aircraft with a canard configuration. Its vertical stabilisers are at the wing tips. The aircraft has one turboprop engine in the rear fuselage, powering a pusher propeller. (photo left column by Terry Shepherd)

One Aviation

Kestrel 350

Official designation: Kestrel 350

Scramble designation: Kestrel 350

This is a low wing, single engine turboprop aircraft, with a conventional, low-mounted horizontal tail, with the engine in the nose of the aircraft. It was originally developed as Farnborough F1 and it looks similar to the Epic LT. Most distinctive difference is the engine exhaust, which is much larger on the Kestrel 350 due to the TPE331 engine.

Pacific Aerospace

PAC750XL

Official designation: PAC750XL

Scramble designation: PAC750XL

This aircraft does not have very sleek looks, making it easy to spot on the apron. Most apparent are the bent up outer wings, like that of an F-4 Phantom II or Robin DR400. Otherwise it is a single engine turboprop aircraft with a low wing, fixed gear and low horizontal stabiliser.

Partenavia

Spartacus

Official designation: AP68TP Series 300

Scramble designation: AP68TP-300

Twin engine aircraft based on the Partenavia P68 with a stretched fuselage and two turboprop instead of piston engines.

Viator & A-Viator

Official designation: AP68TP-600

Scramble designation: AP68TP-600

A Spartacus with a retractable gear, attached to stubs on the fuselage, and a longer nose to house the nose gear. Also has different cockpit windows. The A-Viator is the current

Personal copy

Distribution to a third party is not allowed



Nose of Kestrel 350

One Aviation, the result of the merger between Eclipse Aerospace and Kestrel Aircraft, aims to certify the Kestrel 350 single engine turboprop. The aircraft is based on the Farnborough F1 that is shown on the large photo. Compared to the F1 the 350 will have a TPE331 engine, which makes it easier to differentiate the Kestrel 350 from the similar Epic LT. (Geneva, 12 May 2009)

version with updated avionics, being marketed by Vulcanair. Recognise it from the Mitsubishi MU-2 by its pointed nose and engine exhausts.

Piaggio

P166

Official designation: P166

Scramble designation: P166

Land-based version of the P136 amphibian, with two piston engines driving pusher propellers mounted on top of the high gull wing. Also has tip tanks. Also built as Trecker 166 by Trecker Aircraft of the USA.

P166AL1

Official designation: P166AL1

Scramble designation: P166AL1

The production version of the P166 has a single, undivided cockpit side window.



You can spot the difference between the P166AL1/ML1/S and P166BL2/CL2 by looking at the air intake: that of the first three is more rounded than that of the latter two.

P166BL2 Portofino

Official designation: P166BL2

Scramble designation: P166BL2

Apart from a longer nose the P166BL2 has different engines than the P166AL1. This can be seen by looking at the shallower, slightly tilted engine air intakes in the wing leading edge.



The Pacific Aerospace 750XL, marketed as P-750 XSTOL, is popular as a skydive aircraft, like N820AB of Skydive DeLand. The bent up outer wings are the distinctive characteristic of the single engine turboprop. (DeLand (FL), 28 July 2013, Joost de Wit)



The aircraft shown here is a Vulcanair AP68TP-600, displayed at the Dubai Air Show in November 2009. While based on the Partenavia P68 Victor, it does not really look like it anymore. It is more similar to an Aero Commander or a Mitsubishi MU-2. Most apparent differences are the two engine exhausts at the bottom of the nacelles and the pointed nose. (Marco van Halum)

P166CL2

Official designation: P166CL2

Scramble designation: P166CL2

Compared to the BL2, the CL2 version has small fuselage stubs to hold the main landing gear.

P166DL2

Official designation: P166DL2

Scramble designation: P166DL2

The P166DL2 has an increased fuel capacity compared to the BL2 from which it has been derived. This is thanks to the more slender tip tanks that the P166S already had.

P166DL3

Official designation: P166DL3

Scramble designation: P166DL3

This is a P166DL2 with turboprop engines, which means that the engine inlets have moved from the wing leading edge to underneath the wing.

P166DP1

Official designation: P166DP1

Scramble designation: P166DP1

Equip the P166DL3 with PT6A engines instead of LTP101s and you get the DP1. Has two engine exhausts on each side of the nacelle instead of one on top.

P166ML1

Official designation: P166ML1

Scramble designation: P166ML1

Military version of the P166AL1 with an extra cockpit door and larger main loading door.

P166S Albatross

Official designation: P166S

Scramble designation: P166S

Piston version for the South African Air Force with a long, blunt radar nose and larger, more slender tip tanks than the P166AL1/P166ML1.



Being derived from the Piaggio P136 amphibian aircraft the P166 has a distinctive shape. There is no other high wing aircraft with pusher props. Many have ended up with the Italian military, like this P166DL3 MM25158 with Lycoming LTP101 turboprop engines. Note the large exhaust on top of the nacelles, compared to that of the P166DP1. (Pratica di Mare, 2 May 2012, Rob Hendriks)



More than 200 Piaggio P180 Avantis have been built so far, so this canard bizprop is certainly more popular than the Beechcraft Starship. The Avanti has a so-called three surface configuration: a canard wing, main wing and a horizontal stabiliser (or actually a regular T-tail). The wing goes straight through the fuselage. (Lugano, 4 August 2010, Joost de Wit)

P180 Avanti, Avanti II

Official designation: P180

Scramble designation: P180

When you hear an Avanti in approach or take-off you will immediately recognise its distinctive sound. In appearance, it is also unlike any other aircraft. Like the Beech Starship it has a canard wing configuration with pusher props, but the wing is attached right through the middle of the fuselage and the engines are in the wing. Moreover, the aircraft has a T-tail.

Based on the Avanti II airframe the P1HH Hammerhead is an unmanned version of the P180. It has no windows, making it easy to recognise.

P180 Avanti Evo

Official designation: P180

Scramble designation: P180

Redesigned props reduce the amount of noise produced by this aircraft compared to the previous version. However, the winglets are an easier recognition point.

Pilatus Aircraft

PC-6/275 Porter

Official designation: PC-6/275

Scramble designation: PC-6/275

The PC-6 is a single engine, high wing, tail wheel aircraft



Cowling of PC-6/350



Cowling of PC-6A



Cowling of PC-6C



Tail of early PC-6s



The Pilatus PC-6 (Turbo) Porter can best be recognised from other high wing tail wheel aircraft of similar size (like the DHC-2 Beaver) by its straight vertical tail and uniquely shaped cabin windows. The subtypes are essentially the same except for the engine and the dorsal fin. S5-CMA is a PC-6/B2-H4, characterised by its large dorsal fin and PT6A engine. The noses of other versions are shown on top. (Buochs, 9 April 2014, Stephan Widmer)

with a characteristic straight vertical tail. This version is a reduced power version of the PC-6/340.

PC-6/340 Porter

Official designation: PC-6/340

Scramble designation:PC-6/340

Initial version of the PC-6, with a 340 hp Lycoming piston engine.

PC-6/340-H1, 340-H2 Porter

Official designation: PC-6/340-H1, 340-H2

Scramble designation:PC-6/340-H1, 340-H2

Modified version of the PC-6/340 with a different landing gear and a higher maximum take-off weight (MTOW). The H1 and H2 version only differ in certified MTOW.

PC-6/350, 350-H1, 350-H2 Porter

Official designation: PC-6/350, 350-H1, 350-H2

Scramble designation:PC-6/350, 350-H1, 350-H2

Same as PC-6/340 subtypes, but with the 350 hp engine. The 350, 350-H1 and 350-H2 versions only differ in certified MTOW.

PC-6/A-H1, AX-H2, A1-H2, A2-H2 Turbo Porter

Official designation: PC-6/A-H1, AX-H2, A1-H2, A2-H2

Scramble designation:PC-6/A-H1, AX-H2, A1-H2, A2-H2

PC-6/A versions all have a Turbomeca Astazou engine of different powers. This engine can be recognised by its ring-shaped air intake.

PC-6/B-H2, B1-H2, B2-H2 Turbo Porter

Official designation: PC-6/B1-H2, B1-H2, B2-H2

Scramble designation:PC-6/B1-H2, B1-H2, B2-H2

Most produced version is the PC-6/B, with a PT6A turboprop engine. It has an air intake underneath the nose, slightly aft of the prop, and exhausts on each side of the cowling. The subtypes only differ by MTOW.

PC-6/B2-H4 Turbo Porter

Official designation: PC-6/B2-H4

Scramble designation:PC-6/B2-H4

Compared to the B2-H2 subtype this version has more rounded, slightly bent-up wingtips and a larger dorsal fin.

PC-6/C-H2, C1-H2, C2-H2 Turbo Porter

Official designation: PC-6/C-H2, C1-H2, C2-H2

Scramble designation:PC-6/C-H2, C1-H2, C2-H2

The third engine option for the Turbo Porter was the TPE331. Has the intake underneath the nose, but closer to the prop than the PC-6/B. Also different is the large, single exhaust under the fuselage.

USAF designation for the PC-6/C2-H2 is AU-23A, while the US Army has used two UV-20As.

PC-6/D-H3 Porter

Official designation: PC-6/D-H3

Scramble designation:PC-6/D-H3

Version of piston powered Porter with a (slightly) swept, higher tail (same tail as on PC-8 pictured below).

PC-8/D Twin Porter

Official designation: PC-8/D

Scramble designation:PC-8/D

Twin engine version, based on the PC-6/D, with piston engines in the wing leading edges. Also has four, smaller cabin windows.



Pilatus PC-8/D Twin Porter HB-KOA was displayed at the Paris air show in 1968. It was scrapped later. (Nicky Scherrer)

PC-12

Official designation: PC-12

Scramble designation:PC-12

The PC-12 can best be described as a Beech 200 with a single turboprop engine in the nose driving a four-bladed propeller.



Small winglet of PC-12/45

Large winglet of PC-12/45

As the only single engine turboprop with a low wing and a T-tail the Pilatus PC-12 was easy to recognise, until the arrival of the similar looking Cessna Denali. N812LP shown is a PC-12/47E, the newest generation hence also marketed as the PC-12NG. The small photos show the two typical winglets of the PC-12/45. Which ones are fitted depends on the choice of the buyer. (Nashville (TN), 24 March 2013, Roy Gorris)

Personal copy

Distribution to a third party is not allowed



These two photos of PA-31 OY-BHF (Joost de Wit) and the Colemill Panther III conversion of PA-31-350 XA-UJM (Coert van Breda) show the main differences between the most-built PA-31s. Note the extra cabin window on the photo below, which is the main difference with the shorter PA-31 above. In addition note the four-bladed props and winglets which make XA-UJM a Colemill conversion.



Although the prototypes lacked them, the production version has small winglets. The PC-12 used to be easily recognised, but now the Cessna Denali looks very similar in appearance.

PC-12/45

Official designation: PC-12/45

Scramble designation: PC-12/45

Compared to the first model, the PC-12/45 can have much larger winglets, which are mounted nearly perpendicular to the wing. Also the original smaller winglets are standard, the choice is up to the buyer.

PC-12/47

Official designation: PC-12/47

Scramble designation: PC-12/47

The easiest way to distinguish a PC-12/47 from the /45 is to look at the winglets. They look more like raked wingtips than winglets, because they are attached almost in-line with the wings.

PC-12/47E

Official designation: PC-12/47E

Scramble designation: PC-12/47E

For the newest version, marketed as PC-12NG, the winglets are no recognition point, because the changes compared to the PC-12/47 are internal: new avionics and a slightly different engine. This version can be fitted with a five-bladed prop though.

Note: different versions of the PC-12 are used by the USAF as U-28A.

Piper Aircraft

Colemill Panther

Colemill Enterprises has developed performance improving modifications for the Navajo series. Most apparent are the winglets, but the engines, driving four-bladed props, are also different. However, the winglets are an option only, so the four-bladed props is where you will need to look at.

The Panthers are converted PA-31s and PA-31-325s, while the Panther II and Panther III are modified PA-31-350s. On the Panther III, the winglets are standard.

PA-31 Navajo

Official designation: PA-31

Scramble designation: PA-31

Pipers entry in the 'cabin class' piston twins was the Piper Navajo. Its three large rectangular cabin windows make it easy to distinguish from other types in this class with a low wing, like the Cessna 400 series. The fourth cabin window is triangular. Sometimes this is missing on the left side. The aircraft has two-bladed props.

PA-31 Navajo B

Official designation: PA-31

Scramble designation: PA-31

The improved version has more powerful 310 hp engines driving three-bladed props, an optional pilot entry door, optional engine nacelle baggage lockers and minor other changes.

PA-31 Navajo C

Official designation: PA-31

Scramble designation: PA-31

The Navajo C has slightly different engines compared to the Navajo B.

PA-31-325 Navajo C/R

Official designation: PA-31-325

Scramble designation: PA-31-325

The Navajo C/R is generally the same as the PA-31 Navajo C, but has counter rotating props (hence C/R) and engine nacelles stretching beyond the wing trailing edge. Therefore you may need to see the props to recognise it. The props move towards the fuselage at their highest point.

PA-31-350 (Navajo) Chieftain

Official designation: PA-31-350

Scramble designation: PA-31-350

The Navajo Chieftain (later Chieftain) is a Navajo C/R with a two feet longer fuselage, making room for a fourth rectangular cabin window on each side.

PA-31-350 T-1020

Official designation: PA-31-350

Scramble designation: PA-31-350

Developed as a small commuter aircraft the T-1020 version has no main landing gear doors, apart from other improvements to make it more hardened for its new task.

PA-31-351 Chieftain

Official designation: PA-31-351

Scramble designation: PA-31-351

A PA-31-350 with one foot wing extensions.

PA-31-352 Chieftain

Official designation: PA-31-352

Scramble designation: PA-31-352

A PA-31-350 with three feet wing extensions.

PA-31-353 Chieftain II

Official designation: PA-31-353

Scramble designation: PA-31-353

A PA-31-350 with four feet wing extensions, 350 hp engines with props counter rotating away from the fuselage and horizontal tail of the PA-31T3 (T-1040).

PA-31P Pressurized Navajo

Official designation: PA-31P

Scramble designation: PA-31P

While similar in appearance as the non-pressurised version, it has significantly smaller windows and a longer nose. It has two cabin windows left, and three on the right side.

PA-31P-350 Mojave

Official designation: PA-31P-350

Scramble designation: PA-31P-350

The Piper Mojave shares the Cheyenne I fuselage with the wings of the PA-31-353 and the Chieftain tail. Is also powered by counter rotating piston engines in long nacelles, unlike the Pressurised Navajo. Another way to differentiate it from the PA-31P is by looking at the cockpit side window: the window of the PA-31P is wider than it is high; that of the Mojave is higher.

PA-31T Cheyenne / Cheyenne II

Official designation: PA-31T

Scramble designation: PA-31T

The first turboprop version of the PA-31 was developed from the PA-31P. Apart from turboprop engines it also has wing tip tanks and "eyebrow" cockpit windows. From 1977 onward the Cheyennes lost the eyebrow windows and had the larger Mojave style cockpit side windows. However, the main cockpit windows remained the same, so the main windows are less high than the side windows. After a few years, possibly the 1980 model, the main cockpit windows became the same height as the side windows.

It was later called Cheyenne II, after the Cheyenne I saw daylight.



PH-CRL is a Pressurised Navajo, designated PA-31P. Compared to the original Navajo it has clearly smaller cockpit and cabin windows. Also the engine nacelles are shorter. The Piper PA-31P-350 Mojave (see inset) looks like the Pressurised Navajo, but has a larger cockpit side window and long nacelles.



Detail of cockpit window

On this photo by Joost de Wit, the third square cabin window on the left side of the PA-31T2 Cheyenne IIXL is clearly visible, just after the cockpit side window. Also it can be seen that the cockpit front window has the same height as the side window. Compare this to the small photo of older Cheyenne models and you will see what we mean.

PA-31T1 Cheyenne I

Official designation: PA-31T1

Scramble designation: PA-31T1

The Cheyenne I features lower rated PT6A engines, but is otherwise the same as the Cheyenne II. Older models still feature the low cockpit main windows of the second generation Cheyenne IIs.

PA-31T1 Cheyenne IA

Official designation: PA-31T1

Scramble designation: PA-31T1

Compared to the original PA-31T1 the Cheyenne IA has different engine cowlings, like that of the PA-31T3. However, this difference is probably internal, as we could not spot it on the outside.

PA-31T2 Cheyenne IIXL

Official designation: PA-31T2

Scramble designation: PA-31T2

The extra large version is indeed 24 inches longer than the Cheyenne II, meaning room for an additional, square cabin window, a third left and a fourth right.



Engine nacelles of the PA-31T3 (left) and the Neiva NE821 (right). The latter is the same as for the Schafer Comanchero conversion.

PA-31T3 T-1040

Official designation: PA-31T3

Scramble designation: PA-31T3

To have a better product for the commuter market Piper mated the fuselage of the Chieftain to the wings, engines, nose and tail of the Cheyenne II. The tip tanks are optional. Can be recognised from the Neiva NE821 by the engine nacelles: The intake of the NE821 is further aft than that of the PA-31T3. The nacelle of the NE821 also lacks an oil cooler inlet on the side..

PA-31T4

Official designation: PA-31T4

Scramble designation: PA-31T4

The PA-31T4 was a development aircraft fitted with TCM TP-500 engines. The project was cancelled however after one aircraft had been converted.

PA-31T5 Cheyenne IIXLa

Official designation: PA-31T5

Scramble designation: PA-31T5

As another aircraft developed for the commuter market, the PA-31T2 received extra long nacelles with baggage lockers and modified cowlings.

PA-35 Pocono

Official designation: PA-35

Scramble designation: PA-35



The Piper PA-35 looks like a “blown-up” Navajo, as it has a wider fuselage and a larger vertical tail. Just one such piston powered aircraft was built. (photo Hans Hoogers)

PA-42 Cheyenne III

Official designation: PA-42

Scramble designation: PA-42

The PA-42 Cheyenne III was initially a non-pressurised PA-31-350 with turboprops, tip tanks and a T-tail. However, the final version was significantly longer, with a larger vertical tail.

PA-42-720 Cheyenne IIIA

Official designation: PA-42-720

Scramble designation: PA-42-720

The Cheyenne IIIA has other engines and other modifications, but is not externally different from the III.



Detail of PA-42-1000 Cheyenne 400.

The Piper PA-42 Cheyenne III has a low wing with two turboprops and a T-tail like the Beech Super King Air. However they are easy to keep apart: the T-tail of the Cheyenne is much higher and the cabin windows are larger and rectangular. The detail shows the different engine cowlings of the Cheyenne 400, with TPE331 engines instead of PT6As. (G-GMED, Norwich, 14 September 2012, Bob Ward)

PA-42-720R Cheyenne IIIA
 Official designation: PA-42-720R
 Scramble designation: PA-42-720R

The Cheyenne IIIA modified for the US Customs Service has a long radar nose.

PA-42-1000 Cheyenne 400 (Cheyenne IV /400LS)
 Official designation: PA-42-1000
 Scramble designation: PA-42-1000

The ultimate Cheyenne has TPE331 engines and therefore different engine cowlings than the other PA-42 versions, and also four-bladed props.

PA-46-500TP Malibu Meridian
 Official designation: PA-46-500TP
 Scramble designation: PA-46-500TP

From the PA-46-350P Malibu Mirage the Malibu Meridian was developed by replacing the piston engine by a turboprop

engine. It can be distinguished from the similar TBM series mainly by the larger cabin windows.

Note 1: the JetPROP DL and DLX are turboprop conversions of the piston Malibu. You can distinguish them from the Meridian by the engine cowling, especially the air intake. The JetPROP DL and DLX differ only by engine subtype and power.

Note 2: Piper converted one PA-46 Malibu with a PT6A engine with a large single exhaust on the right side, but did not go beyond a flying prototype.

Note 3: one Malibu was temporarily fitted with an Allison turboprop, which was removed after performance appeared to be too low.

PA-46-500TP M500
 Official designation: PA-46-500TP
 Scramble designation: PA-46-500TP

In 2015 Piper introduced a new model name for the Malibu



Detail of JetPROP DLX.

Detail of M600



Piper developed a turboprop version of the Malibu, the PA-46-500TP Malibu Meridian. This spurred JetPROP to start converting existing Malibus, also with PT6A engines, resulting in the JetPROP DL and DLX. However, the engine cowling is different, with a single intake just aft of the prop. The improved M600 is recognised by the location of the weather radar. (Maastricht, 2 May 2010, John van Boven)

Personal copy

Distribution to a third party is not allowed

series. The M500 is essentially the same as the Malibu Meridian.

PA-46-600TP M600

Official designation: PA-46-600TP

Scramble designation: PA-46-600TP

The M600 is an improved version of the Meridian with a more powerful engine. Compared to the previous models it has small winglets (more slightly bend-up wingtips) and the weather radar is now mounted in the right wing's leading edge instead of underneath the wing.

Aerostar series

For the earlier models see under Ted Smith.

Aerostar 602P

Official designation: Aerostar 602P

Scramble designation: TS602P

The first Piper developed Aerostar was the 602P, a 601P with different engines.

PA-60-602P Aerostar

Official designation: PA-60-602P

Scramble designation: PA-60-602P

Aerostar 602Ps built at the Piper plant in Vero Beach (FL) are designated PA-60-602P.

PA-60-700P Aerostar

Official designation: PA-60-700P

Scramble designation: PA-60-700P

PA-60-602P with beefed up engines and counter rotating props. The pitot tube moved from the top of the vertical tail to the fuselage.

Machen Inc. (now Aerostar Aircraft Corp., the type certificate holder) offers several engine upgrades, known as Machen Superstar 650, 680, 700 and 702P, depending on the number of horse powers and other upgrade options. They can be recognised by the cooler inlets underneath the cowlings. Some have four-bladed props, others have winglets. One aircraft was converted with Allison turboprops.

Schafer Comanchero

Official designation: PA-31P

Scramble designation: PA-31P Comanchero

Schafer fitted PA-31Ps with PT6A turboprops and named this aircraft Comanchero. It looks much like the PA-31T Cheyenne I, but has no tip tanks!

Schafer Comanchero 500A

Official designation: PA-31-350

Scramble designation: PA-31-350 Comanchero 500A

Schafer also fitted PA-31-350s with PT6A-20 turboprops and named this aircraft Comanchero 500A. They can be recognised from the PA-31T3 by the engine nacelle. See description of PA-31T3 for details. Neiva used this conversion on the EMB820 to create the NE821.

Schafer Comanchero 500B

Official designation: PA-31-350

Scramble designation: PA-31-350 Comanchero 500B

This is a Comanchero 500A with PT6A-27 engines.

Note: Soloy converted one Chieftain with TCM TP-500 turboprops, which has different engine cowlings than the Comanchero conversion.

Schafer Comanchero 750

Official designation: PA-31T

Scramble designation: PA-31T Comanchero 750

The last Schafer conversion is one of the Cheyenne II. The Comanchero 750 has more powerful 750 hp PT6A engines.

Speedstar 850

Official designation: Speedstar 850

Scramble designation: Speedstar 850

Airplane Factory converted a late model PA-60-602P with a single TPE331 engine in the nose instead of the two pistons in the wings. Also the three cabin windows are oval.



The Speedstar 850 is a heavily modified Piper Aerostar 602P with a single turboprop engine in the nose. N5530T was photographed at Oshkosh (WI) on 25 July 2010 by Joe Evens)



N106MF is a Quest Kodiak 100, a Cessna 208 Caravan look-a-like, which is still easy to recognise if you know what to look for: the vertical tail, the short "fat" fuselage and the engine cowlings. The Kodiak was developed in particular with the missionaries in mind. So it is in good hands with Mission Aviation Fellowship (MAF). (Teuge, 3 July 2010, Joost de Wit)



There is no aircraft that is similar to the Rockwell Commander 700 with its pointed nose and sleek performance. JA5258 is actually a Fuji FA-300, from which the Commander 700 was derived. (Tokyo-Narita, 30 May 2006)

Quest Aircraft

Kodiak 100

Official designation: Kodiak 100

Scramble designation: Kodiak 100

This aircraft is similar in appearance to the Cessna Caravan I. The Kodiak has a shorter fuselage and a shorter taper towards the tail cone, so it looks “fatter” than a Caravan. There are significant differences between the engine cowling as well, but these only apply to the standard Caravan. The Kodiak has one inlet below the prop spinner, and two small exhausts on each side of the nose.

Riley

Riley Aircraft performed engine conversions on the Cessna 400 series. For details see at the end of the Cessna section.

Rockwell

For the Twin Commander series see under Aero Commander.

Commander 700

Official designation: Model 700

Scramble designation: RC700

Twin piston aircraft originally developed by Fuji as the FA-300. Low wing aircraft with piston engines mounted in the wing.

Commander 710

Official designation: Model 710

Scramble designation: RC710

Commander 700 with more powerful engines, of which just one was built.

Scaled Composites

ATTT

Official designation: Scaled Composites Model 133

Scramble designation: ATTT, SC133

The Model 133 Advanced Technology Tactical Transport (ATTT) proof-of-concept demonstrator is a 62% scaled version of an airplane designed to challenging STOL and long range requirements. It has two sets of high-mounted wings, with tail booms ending in a T-tail. The two turboprop engines are placed at the front end of the tail booms.



Scaled Composites has developed several bizprop models, which were only meant as “proof of concept” and were never produced in series. One of these was the Model 133, Advanced Technology Tactical Transport (ATTT) N133SC. (Photo courtesy of Scaled Composites, LLC)

Personal copy

Distribution to a third party is not allowed



Despite efforts by SIAI-Marchetti, Agusta and Vulcanair, the Canguro never became a successful aircraft. Just ten were built before Vulcanair threw in the towel. This particular aircraft, SF600A S5-CAM operated by Aviofun, may very well be the only example currently airworthy. (Graz-Thalerhof, 2 September 2013, Trevor Bartlett)

SIAI-Marchetti

F600/SF600 Canguro

Official designation: F600/SF600

Scramble designation: F600/SF600

The F600 is a fixed gear, high wing piston engine aircraft, somewhat similar in appearance as the AP68TP Spartacus. It flew first as F600, but was designated SF600 later.

SF600TP Canguro

Official designation: SF600TP

Scramble designation: SF600TP

As the SF600 did not sell, the aircraft was fitted with Allison 250 turboprop engines to create the SF600TP. At least one aircraft

was converted with a retractable landing gear, with the double wheel main gear being replaced by a single wheel main gear.

SF600A Canguro

Official designation: SF600A

Scramble designation: SF600A

SF600TP with a different engine version (recognisable by the large oil cooler inlet on top of the nacelle), improvements to the wing and landing gear.

SOCATA

TBM-700A

Official designation: TBM-700A

Scramble designation: TBM-700A



Detail of nose
TBM-900/930

The SOCATA (now Daher) TBM-700 was the first high speed single engine turboprop aircraft on the market. Now it shares it with the PA-46 series, Epic LT and Kestrel JP10, which all have the same general appearance. You can best keep them apart by looking at the cockpit windows, cabin windows and engine cowlings. LX-JFF is a TBM-700B, the first version with a large side cabin door. Therefore it only has three cabin windows, compared to four on the TBM-700A. The inset clearly shows details of the nose of the TBM-900/930, apart from the five-bladed prop. (Locarno, 7 August 2010, Joost de Wit)

The TBM-700 is a single engine turboprop aircraft, with the engine mounted in the nose. It is similar in appearance to the Epic LT, the Kestrel JP10 and the Piper Malibu Meridian. The main difference compared to the first two are the rectangular cabin windows. To distinguish it from the PA-46 look at the engine intakes: a single one for the TBM, two side-by-side for the Malibu Meridian. However, beware of the Jetprop DLX conversion of the PA-46, of which the nose is nearly the same as for the TBM-700. You'd better look at the cabin windows to keep them apart: the TBM has smaller ones.

TBM-700B

Official designation: TBM-700B
Scramble designation: TBM-700B

Compared to the TBM-700A, the B version has a wider entrance door. Hence it only has three cabin windows at the port side, compared to four for the TBM-700A.

TBM-700C1/C2

Official designation: TBM-700C1/C2
Scramble designation: TBM-700C1/C2

When the TBM-700B is modified with a rear unpressurised cargo compartment, reinforced structure, new air conditioning system and other changes, you get a TBM-700C1. The C2 variant is the same, except that it has a higher certified max take-off weight.

TBM-850

Official designation: TBM-700N
Scramble designation: TBM-850

This version, based on the C2 subtype, has an engine uprated to 850 hp, hence the marketing name TBM-850. However, because of the commonality with the earlier versions and save certification costs, it is certificated as TBM-700N.

TBM-900

Official designation: TBM-700N
Scramble designation: TBM-900

The current production version has an engine providing 900 hp, hence the marketing name TBM-900, but it is also certificated as TBM-700N. Compared to the TBM-850 it has a five-bladed prop and winglets. Also the nose is different: there is now some space between the prop spinner and the air intake, and there are large cooler inlets below the exhausts.

TBM-930

Official designation: TBM-700N
Scramble designation: TBM-930

This is an improved version of the TBM-900, with a Garmin G3000 avionics suite and other cabin interior upgrades. It is offered next to the TBM-900, but not recognisable from it.

StarKraft

SK-700

Official designation: SK-700
Scramble designation: SK-700

This twin aircraft has a piston engine in the nose and one in the tail, pulling and pushing the aircraft respectively. It has a low wing, a conventional tail, but with an additional fin down.



Swearingen

SA26 Merlin

Official designation: SA26
Scramble designation: SA26

The first of the Merlin family used the wings and main gear of Beech Queen Air, to which it is similar. The Merlin however already has the distinctive cockpit and cabin windows of the whole Merlin and Metroliner series.

SA26T Merlin IIA

Official designation: SA26T
Scramble designation: SA26T

While the SA26 has piston engines, the SA26T has PT6A turboprop engines. Can be recognised from the SA26AT (with TPE331 engines) by the exhausts.

SA26AT Merlin IIB

Official designation: SA26AT
Scramble designation: SA26AT



While the distinctive characteristics of the Swearingen Merlin/Metro series are visible, especially in the form of the cockpit and cabin windows, the heritage of the Beechcraft Queen Air is also apparent. Look for example at the landing gear and the tail. N269PM is an SA26T Merlin IIA, with PT6A engines, recognisable by the location and size of the exhausts. (Perris Valley (CA), 15 October 2011, Simon Titchmarsh)



When you compare the Merlin IIA on the previous page to the Merlin III shown above, it seems like a completely different aircraft. In fact only the nose, gear, tail and engines nacelles are new. F-GIPT is an SA226T(B) Merlin IIIB, characterised by the small cabin window in the rear fuselage and the four-bladed props. (Lisbon, 12 May 2009, João Sa Pessoa)

The Merlin IIB is a SA26T with TPE331 engines. This can be noticed by the location of the engine exhausts: the Merlin IIA has two close to the prop and the IIB a single exhaust near the wing leading edge.

SA226T Merlin III

Official designation: SA226T

Scramble designation: SA226T

A new nose, undercarriage, tail and engine nacelles make the Merlin III look closer to the Metroliner II commuter aircraft than the Merlin II. The engine nacelles have an oil cooler inlet at the bottom. The engines drive three-bladed props, but they can be re-fitted with four- or five-bladed ones.

SA226T Merlin IIIA

Official designation: SA226T

Scramble designation: SA226T

Compared to the Merlin III this version has a fourth large window in the right side, and also a smaller additional window on both sides.

SA226T(B) Merlin IIIB

Official designation: SA226T(B)

Scramble designation: SA226T(B)

The Merlin IIIB's engines power four-bladed props instead of three-bladed, but older subtypes can be converted with these as well.

SA227TT Merlin IIIC

Official designation: SA227TT

Scramble designation: SA227TT

Most important for recognition is that the oil cooler inlet has disappeared compared to the Merlin III/IIIA/IIIB, resulting in similar nacelles as for the Metroliner III. New airworthiness



The Technoavia Rysachok made a public appearance at the MAKS at Zhukovsky in August 2011. Here it is seen on the runway after a demo flight. The name Rysachok means race horse, hence the picture on the tail.

Personal copy

regulations also led to other small changes to the Merlin IIIB, but this cannot be seen from the outside.

SA227TT Merlin 300

Official designation: SA227TT

Scramble designation: SA227TT

The Merlin 300 is the only version with winglets, so easy to recognise.

Note that the long fuselage Merlin IVs are not dealt with in this article because they are more a commuter type than a bizprop type.

Technoavia

GM-17 Viper

Official designation: GM-17

Scramble designation: GM-17

The GM-17 is a Piper PA-31P Pressurised Navajo with its two piston engines replaced by a single Walter M601 turboprop in the nose, driving a five-bladed prop. It also has tip tanks.



The Technoavia GM-17 Viper looks like a PA-31 with a single engine and it is! EX-053 was stored at Geneva for years, but has in the meantime become RA-1673G. (Geneva, 21 December 2007, Andy Mac)

Rysachok

Official designation: Rysachok

Scramble designation: Rysachok

Low wing, twin turboprop aircraft with five-bladed props and large single main gear wheels. It looks a bit like a crossover between an Ae270 and a Rockwell Commander 700. The engine intakes on top of the nacelle and the large square



Of all the cabin class piston twins the Ted Smith Aerostar is the easiest to recognise, because of the wings going straight through the fuselage. N290A is an Aerostar 601P. (DeLand (FL), 28 July 2013, Joost de Wit)

cabin windows make it distinctive from the rest. Only a few prototypes have been built so far.



Tecnam

P2012 Traveller

Official designation: P2012

Scramble designation: P2012

The P2012 Traveller is a high wing twin aircraft with a fixed landing gear. It looks somewhat like an SF600, but compared to that aircraft it has nearly elliptical cabin windows, slightly bent up wingtips and piston engines. (photo above by Tecnam)

Ted Smith

Aerostar 600

Official designation: Aerostar 600

Scramble designation: TS600

The wing of the twin piston aircraft goes straight through the middle of the fuselage, which makes it easy to recognise. That is no surprise as the Aerostar was designed by the same engineer that invented the Jet Commander. Its roots are clearly visible. The original version has three-bladed props.

Aerostar 600A

Official designation: Aerostar 600A

Scramble designation: TS600A

In only some minor details the Aerostar 600A differs from the 600.

Aerostar 601

Official designation: Aerostar 601

Scramble designation: TS601

Model 601 is an Aerostar 600 with turbo charged engines.

Aerostar 601A

Official designation: Aerostar 601A

Scramble designation: TS601A

Model 601A probably has the same changes compared to the 601 as the 600A has compared to the 600.

Aerostar 601B

Official designation: Aerostar 601B

Scramble designation: TS601B

This model has an increased wingspan in comparison with the Aerostar 601.

Aerostar 601P

Official designation: Aerostar 601P

Scramble designation: TS601P

The Aerostar 601P has a pressurised fuselage but this is not visible on the outside, as the windows are as large as those of non-pressurised models.

Aerostar 620

Official designation: Aerostar 620

Scramble designation: TS620

Aerostar 600 with a pressurised fuselage and more powerful engines. Just one was built.

700 Superstar

Official designation: Model 700 Superstar

Scramble designation: TS700

The first Aerostar to feature a stretched fuselage was the Model 700 Superstar. Also has a large panorama cabin window. One prototype was built, which was later converted to the Aerostar 800.

Aerostar 800

Official designation: Aerostar 800

Scramble designation: TS800

Derivative of the Superstar 600 with more powerful engines, larger vertical tail and horizontal tailplane attached to the base of the vertical stabiliser instead of the fuselage. Was not built in large numbers.

Other Aerostar subtypes were developed and built by Piper, see over there.

Vulcanair

See under Partenavia for the AP68TP series and SIAI-Marchetti for the SF600 Canguro, the original developers of these aircraft.

VF600W Mission

Official designation: VF600W

Scramble designation: VF600W

Using the fuselage of the SF600, Vulcanair developed a single engine turboprop aircraft similar to the Cessna Grand Caravan. It is most easily recognised by its smaller cabin windows and the eyebrow cockpit windows.

Wolfsberg-Evektor

Raven 257

Official designation: Raven 257

Scramble designation: Raven 257

This is a high wing twin piston aircraft with two tail booms extending from the wing-mounted engines. It also has a fixed landing gear with long struts like the BN-2 Islander. Together these features make it easy to recognise.



Credits: to make this series of three articles, various editions of Jane's All the World's Aircraft have been frequently used, as well as Airlife's General Aviation Handbook (Second Edition).



When you look at this photo of the Vulcanair VF600W the similarity with the Cessna 208B Grand Caravan is striking, even more than with the Quest Kodiak. However, pay attention to the cockpit and cabin windows, and the nose and they are much easier to keep apart. Prototype I-VAVF was displayed at the Paris air show in 2003. So far it is still the only copy built. (Paris-Le Bourget, 13 June 2003, Michael Kelly)

Personal copy

DHJA's Magister Magic:



F-GLHF is back !

by Gert Jan Mentink

The long awaited first post-restoration flight of Fougas Magister F-GLHF on 5 May has almost come to an end. 'Hotel Fox' makes its final turn before it comes in to land at Lelystad airport's runway 23. (This photo Dutch Historic Jet Association, all the others by the author)

The Magister has returned

After almost four years of inactivity, Dutch Historic Jet Association-owned Fougas Magister F-GLHF took to the air again from its homebase Lelystad airport on Friday 5 May. During the successful forty minutes flight the aircraft was flown by Kris van de Bergh, a Belgian Fougas pilot, while DHJA's Fons Hemmelder was co-pilot.

Damage and repairs

This was the first flight since the tiny jet trainer was severely damaged during a belly landing at Lelystad on 27 June 2013. Fortunately the crew remained uninjured, nor were the engines damaged, but the lower fuselage had taken a nasty blow. After much debate with the insurance company, it was decided to take up the repairs. For this purpose DHJA trucked their Fougas to another Dutch airport, Teuge. There, master sheet metal worker Louis van den Bos replaced several of F-GLHF's lower fuselage ribs and fuselage skinning. For this, DHJA's spare Fougas, former Belgian Air Force MT-37, was used as both donor and mould.

Back to Lelystad

It was around mid-October last year that the repairs were finished and 'Hotel Fox' was brought back to Lelystad. After the necessary 2000 hours check, the aircraft received a fresh coat of shiny red paint. As the Fougas is still French registered, an inspector of the French Aviation Authorities (DGAC) had to perform the inspection for airworthiness. Finally, on 1 December last year, the DHJA received the long-awaited CoA for their F-GLHF.

History of the Dutch Historic Jet Association

The Dutch Historic Jet Association was founded in 1997 by a group of 24 Dutch pilots led by mr. Arjan Dros, a former Dutch Navy pilot, who later went to fly with Transavia airlines. According to their statutes the Association was founded to preserve vintage jets with a historic connection to the Netherlands. But in 1997 many of the types that were interesting, were either extinct or unaffordable.

Fortunately the French Air Force came to the rescue when, in those days, large numbers of their inventory of Fougas Magister trainers were withdrawn from use. It turned out that many of the DHJA pilots had a soft spot for the sleek French built trainer. Like Dros, most of them had enjoyed their first jet experience on the Fougas Magister. Thanks to the close cooperation between the Belgian and the Dutch Air Forces, Dutch pilots, at that time, flew Belgian Fougas's. During their VVO (Voortgezette Vlieg Opleiding or Advanced Flight Training) at Brustem / St. Truiden, the Dutch Air Force and Navy pilots gathered some 150 flying hours on the type.

The first Magister arrives

So the Fougas was chosen and in 1998 the first example was acquired in Britain. This aircraft, G-FUGA, was transported to Beek, now Maastricht-Aachen airport. But while the aircraft was basically airworthy, a restoration was considered necessary. Also, because much of the official paperwork had gone missing during the transportation, new technical data files had to be composed. This part in particular was very



This photo shows the size of the Magister; it is so tiny that you do not need a ladder to climb aboard.

Personal copy

Distribution to a third party is not allowed



When Lockheed Constellation N749NL was officially welcomed at Lelystad airport on 6 July 2004, nearly all spectators were focused on the Connie. But this shot of Magister F-GSHG was quite a nice side-catch.

time consuming. It finally took until 2006 before the aircraft received its French CoA, and was registered as F-GSHG. By then the DHJA had moved their headquarters to Lelystad airport, in the centre of the country.

More Magisters

And while G-FUGA was restored, three Fouga's were bought in France: initially came F-GLHF, followed by F-WIGY and F-WIGZ which were both acquired from the AMPAA organisation at Etampes in 1999. Of these aircraft, currently only F-GLHF is still in the inventory of the DHJA. A fifth Fouga, former Belgian Air Force MT-37(312), was finally acquired and kept as, non-airworthy, spare. After a landing accident at De Kooy Naval Air Station in September 2007, F-GSHG was donated to the (now) National Military Museum at Soesterberg, where it can be seen as Belgian Air Force 'MT-51'. After their arrival in the Netherlands, F-WIGY (331) and F-WIGZ (374) were soon reregistered as F-GLHO and F-GPHU. After some years in storage, it was decided to dispose of these two aircraft and F-GLHO was sold to a French enthusiast in Valenciennes in 2005. After a full restoration this Fouga was reregistered as F-AZTO. It is now flying from Valenciennes-Denain. F-GPHU was sold in 2007 to Niels Egelund of Staun-

ing, Denmark to serve as a spare airframe. Parts of 'Hotel Uniform' were used to repair his own Magister OY-FGA which was damaged by fire in Roskilde. The airframe of F-GPHU is still stored at Stauning.

The future

Unfortunately the lengthy period of grounding had a unpleasant side-effect: all of DHJA pilots saw their type rating on the Magister expire. To tackle this problem, giving the Dutch pilots their type rating back, DHJA has decided to hire a French pilot who is a fully licensed instructor on the Fouga. But whether these instructions will take place is highly dependent on the European Aviation Authorities. Both the Dutch IL&T and the French DGAC are currently reconsidering their vision on the operation of former military jet aircraft by private individuals or organisations. Hopefully future legislation will continue to enable the operation of historic jets, so the public will be able to enjoy aviation legacy in the years to come!

Acknowledgement: the author likes to thank DHJA's Harold van der Linden for kindly supplying photos and background information!



During the Lelystad Airshow on 9 September 2004, Magister F-GPHU was one of the aircraft on static display. With its natural metal finish, dayglow stripes on the butterfly tail and large construction numbers on nose and tailend, it is not difficult to guess its former employer...

Personal copy



F-GLHF only a split second before touchdown after its safe first post-restoration flight at Lelystad airport on 5 May. Hopefully soon, this will again be a familiar sight at the airport, the homebase of the Dutch Historic Jet Association.

Individual history of DHJA aircraft

45 This Magister was built for the Armee de l'Air, where it flew as 45 with code 312-TD. After withdrawal from service in 1988, on static display at Ailes Anciennes, Aix-Les Milles. Then sold to Aces High Ltd, North Weald as G-BSCT on 20 March 1990. Already three weeks later, on 12 April 1990 the aircraft was acquired by Royalaire Services Ltd, Nottingham and registered as G-FUGA. The aircraft was restored to flying condition at North Weald, making its first flight on 19 September 1991. It continued to fly in the UK, operated by Harry Prew-Smith, East Midlands from 1996 to 1998. It was sold to the Dutch Historic Jet Association, Maastricht-Beek in 1998. On 20 April of the next year G-FUGA was cancelled from the British register. Making certification easier, the Historic Jet Association BV, Maastricht decided that the aircraft was to be registered in France, as F-GSHG. From 1999 to 2007 F-GSHG flew in a red aerobatic scheme from Lelystad airport. Unfortunately a landing accident at De Kooy NAS ended its flying career in September 2007. 'Hotel Golf' was then donated to the Royal Netherlands AF Museum, Soesterberg where it was rebuilt for display as Belgian AF 'MT-51'.

312 Delivered to the Belgian Air Force as MT-37 in August 1961. For many years this trainer was flown from Brustem, where numerous Belgian and Dutch apprentice pilots received their VVO (Advanced Flight Training) in it. After the turn of the century, MT-37 was used at the Royal Military Technical School at Saffraanberg, until it was finally stored at Beauvechain AB. In June 2006 the, non-airworthy, Magister was passed on, on loan to the DHJA. As mentioned before, MT-37 was used to facilitate the repair of F-GLHF. MT-37 remains (at least for the time being) at the, now closed, Cold War Museum at Teuge airport.

331 This Magister was also built for the Armee de l'Air, where it flew as 331. It was later passed on to the Chad AF as 331. After its military career was over, 331 was stored at Chateaudun AB. In November 1992 it was registered to mr. Didier Chable as F-WIGY and flown to Melun under a special ferry permit. It remained at the Association des Mecaniciens et Pilotes d'Aeronefs Anciens (AMPAA) at Etampes-Mondesir until sold to the DHJA in 1998. Registered as F-GLHO to Historic Jet Beheer BV, Maastricht, the trainer remained in the Netherlands until 2005. The last two years, F-GHLO was loaned to the Aviodrome museum, Lelystad, where it could be seen on static display. On 20 December 2005 'LO' was delivered to a new owner in France. For a number of years the Magister was on static display at Valenciennes as French AF '331'. After a full restoration the aircraft was reregistered as F-AZTO. It is now flying from Valenciennes-Denain.

374 Another one built for the Armee de l'Air, where it flew as 374. This Magister was later passed on to the Chad AF as 374. After its military career was over, 374 was stored at Chateaudun AB. In November 1992 it was registered to mr. Didier Chable as F-WIGZ and flown to Melun under a special ferry permit. It remained at the Association des Mecaniciens et Pilotes d'Aeronefs Anciens (AMPAA) at Etampes-Mondesir until sold to the DHJA in 1998. Reregistered as F-GPHU in 1999. Permit to Fly expired in May 2000. On loan to the Aviodrome, Lelystad in 2006. Sold, less engines, to Niels Egelund, Roskilde, Denmark in 2007. It arrived by truck in Vamdrup in March of that year. The aircraft was bought to serve as a spare airframe. Parts of 'Hotel Uniform' were used to repair Egelund's own Magister OY-FGA which was damaged by fire in Roskilde. The airframe of F-GPHU is still stored at Stauning.

406 Once again a Magister built for the Armee de l'Air, where it flew as 406. Was ferried to Reims, as F-WLHF, in April 1994. Static display at the Association des Collectionneurs d'Aeronefs, Reims. Owned by the Association Champagnoise Restaurateurs des Aeronefs during 1994/1995. Registered as F-GLHF Association des Collectionneurs d'Aeronefs, Reims-Prunay on 5 December 1995. Sold to the Dutch Historic Jet Association, Maastricht-Beek, the Netherlands in 1998. Returned to airworthiness. Moved to Lelystad airport in 2006. Regularly flown by the DHJA. Belly landing at Lelystad on 27 June 2013. Repaired using parts of former Belgian MT-37. First flight after repairs 5 May 2017.

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, 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	General information
subscribe@scramble.nl	Subscription info
mil@scramble.nl	All military matters
civ@scramble.nl	All civil matters
milupload@scramble.nl	For military pictures
civupload@scramble.nl	For civil pictures
webmaster@scramble.nl	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). 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 or milupload@scramble.nl. More details on the digital images can be found at 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	: Jochem Manders
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	: Dennis Peteri
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



Local base unit and host for the SAR Meet 2017 is MarinefliegerGeschwader 5, Rene Liebe captured 89+57 Sea King mk.41 leading a static row with NH90-TTH, W-3WASM and EC135M. (Northholz, 20 May 2017, Rene Liebe).



In support, and eventually replacement, of the Mi-8 Hips Lithuania ordered three AS365N3+ Dauphins. These Dolphins are not regularly seen outside Siliaui, so the participation of 43 at the Nordholz SAR Meet 2017 is rather unique. (20 May 2017, Rene Liebe).



The FAA operates an eclectic fleet of aircraft, among which are six Learjet 60, all of which are already at least twenty years old. As with most FAA aircraft, the Learjets are operated as calibration aircraft. (Grand Canyon National Park (AZ), 18 November 2016, Remco de Wit)



Just like its older cousin the Falcon 20, the Falcon 10 is getting rarer by the day. Most are still operated within the United States. N485AS is an upgraded version of the Falcon 10, the Falcon 100. (Alamogordo (NM), 7 February 2017, Richard Bakker)



We close this page with a rather colourful Global 6000, the 9H-AMZ. It is operated by Comlux Aviation Malta and based at Geneva. (Antwerp, 2 April 2017, Walter van Brempt)