

454

March 2017

Scramble



*10th CAB reinforces Europe
World Economic Forum 2017
Whatever happened to the Laotian MiG-21s*

DUTCH AVIATION SOCIETY



This Mi-26T was built in 1991 and painted in the standard blue Aeroflot colours, later delivered to Yakutavia in 1992. In 1994 it was transferred to the current operator Alrosa, a mining company who owns also an aviation company. RA-06081 was seen during a trip of André Alders at the Alrose homebase Mirny, Sakha Republic in the Eastern part of Russia. (31 October 2016)



Back at Moscow-Domodedovo, after his visit to Mirny, André Alders took this picture of S7 Siberia Airlines A319 VP-BTP being de-iced due to the cold weather conditions. In the back you can see several stored aircraft. Among them are a Transaero Boeing 747, an Armenian Airlines Ilyushin 86 and a Kras Air Boeing 757 wearing the colours the Air Union-alliance. (1 November 2016)

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Editorial

Issue 454 lies in front of you, and this month you will not find SIS and Showreports. To make up for this we have no less than five articles for you! Whatever happened to...the Laotian MiG-21s, an overview of the aircraft preserved at the Evergreen Aviation & Space Museum in McMinnville (OR), Operación Patria, the arrival of reinforcements for the US Army Europe in the German harbour of Bremerhaven and a report on the recently held World Economic Forum in Davos, with visiting aircraft seen at Zürich-Kloten and nearby airports, such as Dübendorf, Basle, Bern, Altenrhein and Friedrichshafen.

The keen observer noted we made a photo caption mistake last month! We mistakenly kept the caption from the issue before that (Scramble 452), this should have been the correct one: This Gulfstream is a sneaky Signals Intelligence aircraft of Flygvapnets 73 SIGINT squadron. Locally designated as S102B Korpen, seen at its home base. (Linköping-Malmen, 26 August 2016, Jaap Walg)

Our search for an addition to our IT-team has been answered! We are happy to announce that Bjorn Claes is now part of the team that looks after anything IT-related within our society. We are still on the lookout for someone to strengthen our civil editor team, specifically for Manufacturer News. We are happy to hear from you at bestuur@scramble.nl.

Cover Photo



Illustrating our 10th CAB article in this month's issue is a picture of an AH-64D, rotors still have to be fitted to this airframe in preparation for its ferry-flight out of Bremerhaven. (20 February 2017, Michiel Vermeer)

Important dates

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Movements Netherlands



Belavia recently altered the corporate colours and this former FlyLAL Boeing 737 is one of the first classic aircraft in the fleet with the new colours. EW-253PA started its career with Continental Airlines in 1996. (Amsterdam-Schiphol, 27 January 2017, Joris Termorshuizen)

Amsterdam

January 2017			
01. D-ISKO	Raytheon 390	Peak Air	dep
G-HCSA	Ce525A	Bookajet	dep
G-HCSA	Ce525A	Bookajet	20
M-MHAC	Lj60XR	The Public Warehouse	dep
N888ZJ	Global Express	Zetta Jet	02
OE-FZB	Ce510	GlobeAir	02 GAC479/A
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	02 TYW472/411
OK-SWW	B737-7Q8	Smartwings	TRA5666/075
ZS-SUM	Ce680	Homechoice	f/v 04
02. D-CEFE	Ce525C	E-Aviation	03 EFD444
D-CNOC	Ce560XLS	Atlas Air Service	ATL102
LX-LGV	B737-8C9	Luxair	f/v LGL7949
N515TJ	Beech 400A	Blackburn International	dep
N850GT	B747-87UF	Panalpina	dep GTI8604
OE-FZB	Ce510	GlobeAir	GAC479B/909I
OO-XLS	Ce560XLS	Air Service Liège	
SP-LIN	ERJ175SD	LOT	div LOT235/9002
YL-LCT	A320-214	Smartlynx (a/w)	f/v TVF3050/1
03. 4X-CPX	G-IVSP	Arkia	05
9H-FGV	EMB500	Luxwing	04 LWG702/1
9H-VCD	CL-350	VistaJet Malta	04 VJT432
D-IAAW	EMB500	Arcus Air	05 AZE53P
D-INOB	Ce525A	Atlas Air Service	04 ATL303/3Z
LN-RKK	A321-232	Scandinavian	div SAS584
N198AA	B757-223	American Airlines	04 div AAL44/9263
N250LG	Falcon 7X	Liberty Global	04
N860AA	G550	ALA Services	05
OE-FZB	Ce510	GlobeAir	08 GAC909A/186E
04. 9H-KAZ	BAe125-900XP	Hyperion Aviation	10 2x HYP005
D-AEWQ	A320-214	Eurowings	f/v EWG4010/1
I-BCOM	P180	Air Walser	
M-ALRV	Falcon 2000EX	Lodgings 2000	dep
N900FZ	TBM-900	Redwood	05
OO-EYP	EC120B	Heliventure	
05. LX-VMF	Ce560XL	Luxaviation	dep LXA15P
OK-PPP	Beech 400A	Time Air	TIE007P
VP-BGI	B737-8LJ	Aeroflot	f/v AFL2550/1
06. 9H-VCK	CL-350	VistaJet Malta	10 VJT405
D-CAST	Ce525B	Air Hamburg	07 AHO229A
D-CEHM	Ce560XLS	Stuttgarter Flugdienst	FFD961
D-CHDJ	Ce560XLS	Ohlair	f/v 10 ECA666
D-CPRS	Beech 350	Star Wings	2x STQ33A/333
G-OBYG	B767-304ER	Thomson	f/v TFL380/091P
N192AN	B757-223	American Airlines	f/v AAL204/3
OO-CEH	Ce560XLS	Luxaviation France	
OK-PPP	Beech 400A	Time Air	08 TIE005P/004P
T7-ISH	Lj60XR	Anda Air	f/v 08
07. V-11	G-IV	334sq	08 NAF11
D-IMEP	Beech C90GTx	Beechcraft	08
D-IOHL	Ce525A	Ohlair	11 ECA333
D-ISKY	Beech B200	Air Hamburg	08 AHO108R/211A
EI-DYL	B737-8AS	Ryanair	f/v RYR3112/3103
I-SWIA	B747-4R7F	Silkway Italia	QTR8203/4
LX-VMF	Ce560XL	Luxaviation	08 LXA15P
N240LG	Falcon 900EX	Liberty Global	12
OE-GMI	BAe125-850XP	DBT – Transportes Aereos	17
OM-GEX	B737-8AS	AirExplore	TRA074/5751
OM-GEX	B737-8AS	AirExplore	08 TRA5752/3
OO-JAV	B737-8K5	Jetairfly	TFL143/4
08. ZZ330	Voyager KC2	10/101sq	f/v RRR2180/1
B-16731	B777-36NER	Eva Airways	f/v EVA075/6
D-IADV	Ce551	Advance Air	12
EI-EVT	B737-8AS	Ryanair	f/v RYR3102/3
LX-VMF	Ce560XL	Luxaviation	LXA15P
LZ-PDM	Raytheon 390	Top Jets	10 TJJ101/190
M-ALRV	Falcon 2000EX	Lodgings 2000	10
N577UP	B747-44AF	UPS	f/v UPS1
N988GG	Global Express	Amys Kitchen	
OM-GEX	B737-8AS	AirExplore	09 TRA5754/075
OO-TSB	B777-FHT	TNT Airways	09 TAY916E
OO-XLS	Ce560XLS	Air Service Liège	09
SU-GCF	A330-243	Egypt Air	MSR757/8
TC-JFT	B737-8F2	Anadolujet	f/v THY1961/2
TC-NBH	A320-251	Pegasus Airlines	f/v PGT671/2
YL-CSB	CS300	Air Baltic	f/v BTI619/20
09. 9V-SMI	A350-941	Singapore Airlines	f/v SIA324/3
B-18901	A350-941	China Airlines	f/v CAL073/4
D-ITIP	Ce525	Star Wings	STQ222
G-ZAPX	B757-256	Titan Airways	AWC624Y/241
N585GS	G650ER	Gilead Sciences	f/v TWY585
10. 9H-VCA	CL-350	VistaJet Malta	13 VJT401
9H-WFC	ERJ135BJ	Air X Charter	11 AXY1002/1101
D-AHRN	Falcon 900EX	Heron Aviation	14 HRN512
G-JMCP	B737-3T0F	West Atlantic	f/v BCS1443/4
HB-IGU	Falcon 2000EX	CAT Aviation	CAZ401/2
I-DIEM	Falcon 900LX	CAI	CPI101
LZ-PDM	Raytheon 390	Top Jets	TJJ101/2
N700KV	TBM-700C	Dumont HPA	11
OO-DFG	Falcon 2000LX	Luxaviation Belgium	
11. 9H-WFC	ERJ135BJ	Air X Charter	12 AXY1102/1201
A7-AEB	A330-302	Qatar Airways	f/v QTR273/4
B-18903	A350-941	China Airlines	f/v CAL073/4
D-AIND	A320-271N	Lufthansa	f/v DLH996/7
D-CBBB	Ce560XLS+	DC Aviation	12 DCS703
D-IOHL	Ce525A	CCC Air	15 ECA333

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G-ZAPX	B757-256	Titan Airways	AWC242/624W	17.C-FBCR	CL-604	Skyservice	f/v 19
LX-RSQ	Lj45XR	Luxembourg Air Ambul.	f/v DUK5AMB	D-CECH	Ce560XLS+	Atlas Air Service	ATL9H
OE-FBD	Ce510	GlobeAir	GAC033A/B	G-EZPU	A320-214	EasyJet	f/v EZY8875/6
OK-BEE	Beech 400A	Queen Air	PGG101A/102A	G-SONE	Ce525A	Centreline Air Charter	18 CLF715
TC-KHG	G550	Korvez	13	M-RRRR	Global 6000	Nexus Flight	f/v 18
UR-PSU	B737-8AS	Ukraine Int'l	f/v AUI101/2	N104AJ	Beech C90A	Vliegende Hollander	20
12.ZE708	BAe146 C3	32(TR)sq	RRR1910	N515TJ	Beech 400A	Blackburn International	
9H-WFC	ERJ135BJ	Air X Charter	11 AXY1202/1213	OK-SLX	Ce560XL	Silesia Air	SUA671/2
9V-SMJ	A350-941	Singapore Airlines	f/v SIA324/3	18.EC-HDS	B757-256	Privilege Style	19 TFL460/460P
D-AIUW	A320-214	Lufthansa	f/v DLH2304/5	EC-MIA	B777-28EER	Privilege Style	19TFL456/456P
D-IADV	Ce551	Jetkontor	31	HB-VTS	Raytheon 390	Diamair	
D-IBJJ	Ce525A	Air Hamburg	AHO276E/751E	N900FZ	TBM-900	Redwood	19
D-ITAN	Ce525	Transavia Flug		OO-PRM	Ce510	Air Service Liège	dep
LZ-PDM	Raytheon 390	Top Jets	17 TJJ103/49	OO-XLS	Ce560XLS	Air Service Liège	24
N240LG	Falcon 900EX	Liberty Global	16	19.84-00173	C-12U-3	1-214th AVN	f/v 20
TC-NBI	A320-251N	Pegasus Airlines	f/v PGT475/6	9H-TQM	A340-313X	HiFly Malta	20 TFL454/454P
13.A7-BBG	B777-2DZLR	Qatar Airways	f/v QTR273/4	B-09590	B737-79V	Exec Aviation Taiwan	
B-18006	B777-309ER	China Airlines	f/v div CAL061	D-CBBB	Ce560XLS+	DC Aviation	DCS703
CS-TQP	A330-202	Hi Fly (n/t)	TFL077P/343	D-CHIP	Ce525B	E-Alliance	f/v EFD111
D-CAST	Ce525B	Air Hamburg	AHO915V/613L	D-CITY	Lj35A	Air Alliance Express	AYY116
D-BOOC	Ce750	Air X Charter	15	D-ISUN	Ce525A	Ohlair	ECA555
EI-ENK	B737-8AS	Ryanair	f/v RYR3104/5	EI-ENI	B737-8AS	Ryanair	f/v RYR3104/5
EI-ENX	B737-8AS	Ryanair	f/v RYR3100/1	F-HMUT	Beech B300	Phenix Aviation	f/v 20 PHV919/20
HB-JSM	Falcon 7X	JABJ		G-FBKB	Ce510	Blink	20 BKK2B
LX-VMF	Ce560XL	Luxaviation	24 LXA15P	G-FBNK	Ce510	Blink	BKK26Z
N5EQ	PA-46-350P	Steven Brown	15	I-MOFI	Falcon 2000LX	Sirio	SIO618
N692AA	B757-223	American Airlines	f/v AAL204/3	M-AYRU	CL-605	Xclusive Jet Charter	f/v 22
OE-HGM	Falcon 2000EX	Europ Star	15 ESQ201	N1RP	G550	Penske	
OM-GTB	B737-49R	Go2Sky	TVF3050/1	N414FZ	Ce414	Lizard Aviation	
14.B-18902	A350-941	China Airlines	f/v CAL073/4	N433DC	Global XRS	Exec Jet Management	EJM433
N160SB	CL-300	Priester Aviation	f/v PWA160	OE-FNP	Ce510	GlobeAir	GAC3561/A
OO-JEF	B737-8K5	TUI Belgium	f/v TFL143/4	TC-SZA	Falcon 7X	Swan Aviation	
15.CS-TQP	A330-202	Hi Fly (n/t)	TFL344/078P	VT-JEX	B777-35RER	Jet Airways	f/v JAI232/1
EI-DPO	B737-8AS	Ryanair	f/v RYR3102/3	20.A7-BBF	B777-2DZLR	Qatar Airways	f/v QTR273/4
HB-JRQ	CL-604	Albinati Aeronautics	17 LUC607	F-HTTP	Raytheon 390	Aztlan Aviation	f/v 22
HL7709	A330-323E	Korean Air	f/v KAL925/6	G-FBKE	Ce510	Blink	21 BKK5E
N6D	G650ER	Dell USA	f/v 16	LY-FSK	Bae125-900XP	Classic Jet	21 LLT101/2
OM-ACG	B747-409BDSF	Air Cargo Global	CCC858/852P	N700KG	Lj40	Florida Express	22
OO-XLS	Ce560XLS	Air Service Liège		OE-FHC	Ce525A	Avcon Jet	AOJ42C
TC-NBE	A320-251N	Pegasus Airlines	f/v PGT671/2	N528QS	G550	NetJets	23
16.9H-VCH	CL-350	VistaJet Malta	17 VJT479	OO-FPB	Ce550	Flying Service	FYG71L/72L
B-18905	A350-941	China Airlines	f/v CAL073/4	RA-67221	CL-300	Tatarstan Airlines	f/v 23 RFE9771/2
D-CAWX	Ce680	Aerowest		21.9A-JSC	Ce525A	Jung Sky	22 JSY216C/227C
G-ENVR	Do228-101	NERC	f/v EVM01	G-FBKE	Ce510	Blink	22 BKK5E
N2FE	Global Express	FedEx	18	LN-NHG	B737-8JP	Norwegian	div NAX1814
OY-GEF	Beech B200GT	Lars Thrane		M-YSAI	Global 5000	Capital Investment	25
UR-PST	B737-8AS	Ukraine Int'l	f/v AUI101/2	N887TM	G550	AirFlite	dep



Luxembourg Air Ambulance, previously operating as Ducair, provides a wide-range of air ambulance and repatriation services. The company is also co-founder of European Air Ambulance. Learjet 45 LX-RSQ was added to the fleet in September 2016 and shows off the latest corporate colours. (Amsterdam-Schiphol, 11 January 2017, Frank Doornbos)

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Originally delivered to Lufthansa Cityline as D-AEBJ, this Embraer has been operated for Lufthansa Regional since its delivery in 2011. In September 2016 the aircraft was transferred to Austrian Airlines as OE-LWH. (Amsterdam-Schiphol, 15 January 2017, Robert Eikelenboom)

OO-JAD	B737-8K5	Jetairfly	2x TFL143/4	OO-FPE	Ce525B	Flying Group	27 FYG23R/21R
22.9H-VJV	Global 6000	VistaJet Malta	f/v 23 VJT965	OO-JNL	B767-304ER	TUI Belgium	27 TFL092P/317
D-BOOC	Ce750	Air X Charter		27.9H-VCF	CL-350	VistaJet Malta	VJT498
LX-LAA	Lj45	Ducair	DUK7AMB	A7-AEC	A330-302	Qatar Airways	f/v QTR273/4
N240LG	Falcon 900EX	Liberty Global	24	D-FMCP	TBM-850	Christoph Pohlmann	f/v
N988H	Falcon 900EX	Honeywell	23	EI-LEO	Ce750	Airlink Airways	29 HYR75X
23.ZZ330	Voyager KC2	10/101sq	RRR2182/3	LN-IDD	Ce550	Hesnes Air	f/v HSG06
9H-VFF	CL-605	VistaJet Malta	24 VJT552	N63XF	Falcon 900EX	Classic Services	28
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	N808JG	G-V	Jet Edge	28
EI-FTK	B737-8AS	Ryanair	f/v RYR3102/3	N887TM	G550	AirFlite	
M-DMBP	Lj40	Ven Air		OE-FDT	Ce510	GlobeAir	GAC722A/B
G-FBKK	Ce510	Blink	f/v BKK11K	OO-FPE	Ce525B	Flying Group	FYG22R/24R
G-HCSA	Ce525A	Bookajet	25 BOO968	OY-CKK	Falcon 2000LX	Air Alsie	28 MMD6175
N112MY	Global 6000	MP Air	26	28.D-CFOR	Lj35A	Air Alliance Express	AYY117
N525BQ	Ce525		f/v	EI-FTM	B737-8AS	Ryanair	f/v RYR3102/3
OM-ACB	B747-433(F)	Air Cargo Global	f/v CCC878/873P	EI-FTN	B737-8AS	Ryanair	f/v RYR3104/5
OO-JAX	B737-8K5	Jetairfly	JAF933/TFL7377	G-LEAZ	CL-300	Luxaviation UK	LN41AZ
VP-CYF	A319-112	Flynas	f/v 24 KNE4666	I-SWIA	B747-4R7F	Silkway Italia	29 QTR8203/4
24.9A-JSC	Ce525A	Jung Sky	26 JSY243C/263C	OE-FHA	Ce510	GlobeAir	29 GAC037B/478I
A7-ACI	A330-202	Qatar Airways	f/v QTR273/4	OE-HMA	G200	MJet	MJF37M
D-BOOC	Ce750	Air X Charter		OO-JAV	B737-8K5	TUI Belgium	TFL143/4
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	OO-JNL	B767-304ER	TUI Belgium	27 TFL318/093P
F-HANN	PC-12/47	FOBYC	f/v	29.D-ALFA	B777-FBT	Lufthansa Cargo	GEC8324/6
N240LG	Falcon 900EX	Liberty Global	31	D-ISAR	Raytheon 390	Euroflug Frenzel	31
N417LX	Global 6000	Global Skies	f/v JAS27	LX-VMF	Ce560XL	Luxaviation	LXA15P
OE-FZD	Ce510	GlobeAir	25 GAC037I/A	M-ALRV	Falcon 2000EX	Lodgings 2000	31
SP-KCS	Ce560XLS	Jet Service	25 JDI30C	N104AJ	Beech C90A	Vliegende Hollander	30
25.B-KQH	B777-367ER	Cathay Pacific	f/v div CPA254/D	SX-DGQ	A321-232	Aegean Airlines	f/v AEE618/9
D-ISWA	Ce525	Herbert Waldmann		VP-BLM	Falcon 900	Globus Travel	30
EI-LEO	Ce750	Airlink Airways	26 HYR75X	30.9H-VCJ	CL-350	VistaJet Malta	VJT492
HB-JSS	Falcon 7X	CAT Aviation	27 CAZ601	G-CGMF	Ce560XL	Newcastle Aviation	f/v 31
LX-JFH	PC-12/45	Jetfly Aviation	28 JFA45F/63H	G-HCSA	Ce525A	Bookajet	
LX-TWO	Lj35A	Ducair	DUK2AMB	LX-SUN	P180	Luxaviation	LXA18S
N904DS	Global Express	Dan Snyder		N102BG	G650	Berwind	
OO-JAX	B737-8K5	Jetairfly	TFL7378/JAF934	VQ-BWB	B737-8LJ	Aeroflot	f/v AFL2694/5
YL-LCS	A320-214	Smartlynx Airlines	NAX3540/1	31.D-IADV	Ce551	Advance Air	
26.9H-FGV	EMB500	Luxwing	27 LWG701/791	D-IEKU	Ce525A	Ohlair	ECA222
A7-AEE	A330-302	Qatar Airways	f/v QTR273/4	EI-FWC	SSJ100-95B	CityJet	BCY360/361P
D-CGEP	G150	Windrose Air	QGA18GA/GB	G-CHUI	Ce560XLS	Eurojet Aviation	EDC127
D-ISAR	Raytheon 390	Euroflug Frenzel	27	G-GXLS	Ce560XLS	Luxaviation UK	LN40GX
EI-ENH	B737-8AS	Ryanair	f/v RYR3104/5	LX-SUN	P180	Luxaviation	LXA18S
G-FBKC	Ce510	Blink	29 BKK3C	M-SPEC	Beech 350	Specsavers Aviation	SS29A/B
G-FBKK	Ce510	Blink	BKK11K	M-WING	Falcon 7X	Gama Aviation	GMA590
G-HCSA	Ce525A	Bookajet	27 BOO968	N576MA	TBM-850	HTG Trading	
G-WIRG	ERJ135BJ	Air Charter Schotland	EDC117	N860AA	G550	ALA Services	
N194AA	B757-223	American Airlines	f/v 27 AAL204/3	N900FZ	TBM-900	Redwood	
OE-FVJ	Ce525	Airlink	28 JAR32	OE-FHA	Ce510	GlobeAir	GAC414T

OE-FPP	Ce510	GlobeAir	GAC740I
OE-GDP	EMB505	Speedwings	SPG766
TC-KHB	G450	Korvez	

The Luxair on the 2nd operated a flight to Lyon. The LOT on the same day was a Brussels weather diversion. On the 3rd an American diverted on its way from New York to Paris. Also on that day a diverting Scandinavian Airbus. On the 8th a Voyager operated a round trip from and to Brize Norton. The UPS Jumbo was a Cologne weather diversion. The TNT Boeing on the 8th paid its last visit to the KLM maintenance. By the time you read this the aircraft will be handed over to FedEx. The China Airlines Boeing on the 13th was a Frankfurt diversion. On the 18th and 19th TUI operated extra flights to Banjul to evacuate tourists due to an internal power struggle between the old and the new president. On the 21st a Norwegian diverted to Amsterdam on its way to Las Palmas. Previously mentioned Voyager again for a round trip from and to Brize Norton on the 23rd. A former Avianca Ecuador Airbus was ferried to Saudi Arabia via Amsterdam on that same day. The Cathay on the 25th was a Heathrow to Hong Kong diversion due to an unruly passenger.

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

Rotterdam - The Hague

January 2017			
01.CS-PHA	EMB505	NetJets Europe	02 NJE8AQ
LX-SUN	P180	Luxaviation	10 LXA18S
OK-HWK	BAe125-900XP	CTR Flight Services	
PH-HRK	P180	JetNetherlands	dep
PH-HRK	P180	JetNetherlands	09
PH-VBG	Falcon 2000EX	JetNetherlands	03
02.S-454	AS532U2	300sq	*Demon01
CS-DKF	G550	NetJets Europe	dep NJE718Q
D-CFOR	Lj35A	Air Alliance Express	03 AYY117
D-HMSH	R44	S.P. Helicopter-Service	
EC-HDS	B757-256	Privilege Style	VLG8336/7
OE-LIR	Do328-110	Welcome Air	TYW212L/213L
03.F-HTTO	Global 5000	Flying Group	FYG11T/12T
PH-BYD	Beech 58	KLS	2x *KLM7912
PH-MAA	EC135T2+	ANWB - MAA	3x Lifeliner1
04.S-454	AS532U2	300sq	*Demon4
D-CNAC	SA227DC	Binair	dep BID200
F-GEXV	Beech A100	Phenix Aviation	PHV704/ -
LX-GCA	Ce525B	Serlux	05

PH-VBG	Falcon 2000EX	JetNetherlands	09
05.9H-FGV	EMB500	Luxwing	06 LWG703/791
CS-PHJ	EMB505	NetJets Europe	06 NJE9FF/115F
D-HMSH	R44	S.P. Helicopter-Service	
N748D	Beech 76	Ö. Satir	
N898TS	Falcon 900	Firefly Entertainment	
PH-ACI	CeT303	AIS Flight Academy	
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
PH-HVB	EC135T2+	ANWB - MAA	Lifeline3
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
PH-MFA	DA42NG	Martinair Lelystad	MPH151
06.OY-APM	G450	Maersk Aviation	
07.CS-CHD	CL-350	NetJets Europe	08 NJE942U/8ZS
D-ISKY	Beech B200	Air Hamburg	08 AHO108R/211A
M-PIRE	P180	Northside Aviation	dep
M-PIRE	P180	Northside Aviation	08
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW522L/523L
OE-LIR	Do328-110	Welcome Air	TYW262B/263B
08.CS-CHE	CL-350	NetJets Europe	11 NJE9QL/550W
CS-PHB	EMB505	NetJets Europe	09 NJE007G/595F
D-IMEP	Beech C90GTx	Beechcraft Vertrieb & Service	
M-ELAS	G280	Aventurine Aviation	
M-PIRE	P180	Northside Aviation	10
N123AB	Global XRS	Business Jet Services	
09.PH-HRK	P180	JetNetherlands	15
10.EC-JCV	SA226AT	Flightline	16 FTL7723/31
LX-SUN	P180	Luxaviation	11 LXA18S
M-ELAS	G280	Aventurine Aviation	
M-PIRE	P180	Northside Aviation	15
N1DC	G-V	Blue Star Management Corp.	12
N123AB	Global XRS	Business Jet Services	
OE-LIR	Do328-110	Welcome Air	TYW222L/521L
PH-VBG	Falcon 2000EX	JetNetherlands	13
VP-CER	G650	AMAC Aerospace	f/v
11.CS-DXG	Ce560XLS	NetJets Europe	NJE508T/3ZP
D-ILHB	Ce525	Lufthansa Flt Training	2x *DLH9906
12.CS-DXG	Ce560XLS	NetJets Europe	13 NJE7EA/129N
EI-FWB	RRJ-95B	Cityjet	BCY9390/1
N288A	G550	Anadarko Petroleum	
PH-ACI	CeT303	AIS Flight Academy	
PH-WRW	EC120B	Heli Holland Holding	
14.EI-FWA	RRJ-95B	Cityjet	BCY9394/5
LY-SPH	A320-214	Small Planet Airlines	LLX5263
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW562B/563B
OO-ASL	Beech 200C	Air Service Liège	16
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
PH-VBG	Falcon 2000EX	JetNetherlands	16
15.CS-DXF	Ce560XLS	NetJets Europe	NJE6LC/770H



This Boeing 737 has spent all of its career in Poland. SP-LLE was delivered to LOT in the summer of 1996. In 2007 the aircraft was transferred to Centralwings, a low-cost subsidiary of LOT. That company was closed down in 2009 and the aircraft went on to operate for LOT Charters. At the end of 2015 the LOT Charters titles were removed and the aircraft was added to the main line fleet again. LOT Charters currently uses main line aircraft when needed. (Amsterdam-Schiphol, 27 January 2017, Joris Termorshuizen)

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Headquartered in Montgomery County (TX) Anadarko Petroleum Corporation is an American petroleum and natural gas exploration and production company. This Gulfstream was initially delivered to the company with the Gulfstream registration N507GA in March 2011. It received its current registration N288A two months later. (Rotterdam-The Hague, 12 January 2017, Maarten Visser Sr.)

CS-DXR	Ce560XLS	NetJets Europe	NJE647A/4VN	OE-FZA	Ce510	GlobeAir	22 GAC745A/852I
LY-SPH	A320-214	Small Planet Airlines	LLX5274/13	OE-LIR	Do328-110	Welcome Air	TYW262B/263B
M-PIRE	P180	Northside Aviation	17	22. CS-GLF	Global 6000	NetJets Europe	23 NJE435L/324U
PH-ACE	Beech 300	JetNetherlands	2x	23. D-CEXP	Lj35A	Air Alliance Express	AYY110
16. 072/YA	EMB121AA	EAT00.319	CTM1760	D-IDAS	EMB500	Donau Air Service	24
9H-VCH	CL-350	VistaJet Malta	17 VJT479	LX-SUN	P180	Luxaviation	24 LXA18S
F-HFKC	ERJ145LR	EnhanceAero	SVB001P/001	OO-GEE	PC-12/47E	Blue Sky Aviation	24 2x
OY-CKS	BN-2A	COWI Aerial Services	tdy 23	24. 678	G-V	352 MMYP	25 HAF352E
PH-HRK	P180	JetNetherlands	20	CS-PHJ	EMB505	NetJets Europe	NJE9FF
PH-KBX	Fokker 70	Dutch Government	KLM9926/5	D-BOOC	Ce750	Air X Charter	
TC-REC	G450	REC Aviation	19	D-CNOC	Ce560XLS	Atlas Air Service	ATL10
17. CS-DRZ	BAe125-800XPi	NetJets Europe	18 NJE4DQ/547A	F-HANN	PC-12/47	FOBYC	
D-ITWL	Ce425	Konstage		M-CCCP	Global 5000	Heda Airlines	
F-HFKC	ERJ145LR	EnhanceAero	18 - /SVB001	M-PIRE	P180	Northside Aviation	27
M-PIRE	P180	Northside Aviation		N487C	Falcon 7X	Centrale North America	
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW222B/521B	OE-LIR	Do328-110	Welcome Air	TYW222B/223B
OO-OCA	Beech 350	Air Service Liège		OO-GEE	PC-12/47E	Blue Sky Aviation	30
PH-ACE	Beech 300	JetNetherlands	2x	PH-CGC	Do228-212	Kustwacht	25 NCG01/03
PH-BYA	Beech 58	KLS	18 KLM7908	PH-HRK	P180	JetNetherlands	26
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1	PH-KZE	Fokker 70	KLM Cityhopper	25 KLM1810/9955
PH-RBC	EC120B	HeliAir		25. V-11	G-IV	334sq	26 NAF11
PH-VBG	Falcon 2000EX	JetNetherlands	20	D-IKOE	Ce510	Köpping Reederei	26
18. CS-CHC	CL-350	NetJets Europe	19 NJE178H/7UH	D-ISJP	Ce525A	Ohlair Charterflug	26 ECA111
D-CSAG	EMB505	Sudzucker Reise Service	19	F-HFSD	Falcon 8X	DassaultAviation	
D-IEKU	Ce525A	Ohlair Charterflug	ECA222	G-FBKE	Ce510	Blink	26 BKK5E
G-ITSU	EMB500	Flairjet	25 FLJ53/1	G-RVLX	CeF406	RVL Aviation	26 REV250/251P
LX-GCA	Ce525B	Serlux	19	LX-SUN	P180	Luxaviation	LXA18S
LX-TAC	EMB505	Tika		M-CCCP	Global 5000	Heda Airlines	27
M-PIRE	P180	Northside Aviation	24	M-DMBP	Lj40XR	Ven Air	
OO-JWB	PC-12/47E	Nextgen Partners		N414FZ	Ce414	Lizard Aviation	
19. D-IHLB	Ce402B	Hansa Luftbild		N487C	Falcon 7X	Centrale North America	
F-HFKC	ERJ145LR	EnhanceAero	20 SVB002/1	OO-ACC	Ce525A	Air Service Liège	dep
N414FZ	Ce414	Lizard Aviation		PH-ACE	Beech 300	JetNetherlands	
OE-LIR	Do328-110	Welcome Air	TYW242B/243B	PH-HLM	PA-34-200T	KN Singles And Twins	
PH-LAW	Ce310Q	Slagboom & Peters	20	PH-VBG	Falcon 2000EX	JetNetherlands	26
20. D-IHLB	Ce402B	Hansa Luftbild		26. S-454	AS532U2	300sq	*Wildcat76
EI-SLT	ATR72-202(F)	ASL Airl. Ireland	23 ABR073P/074P	CS-CHE	CL-350	NetJets Europe	27 NJE208R/6RA
LX-SUN	P180	Luxaviation	23 LXA18S	CS-DXL	Ce560XLS	NetJets Europe	NJE542T/622T
N243KF	PA-46-350P	Fedino		D-ICEE	Ce525	Spree Flug Luftfahrt	
OO-GEE	PC-12/47E	Blue Sky Aviation	21	N63XF	Falcon 900EX	Comcast Corp.	27
PH-HRK	P180	JetNetherlands	23	PH-HVB	EC135T2+	ANWB - MAA	Lifeline3
PH-LAU	Falcon 900EX	Exxaero	2x XRO154	PH-LAU	Falcon 900EX	Exxaero	XRO176/145
PH-MFA	DA42NG	Martinair Lelystad	*MPH151	27. CS-PHI	EMB505	NetJets Europe	NJE8GX
PH-VBG	Falcon 2000EX	JetNetherlands	23	D-HMSH	R44	S.P. Helicopter-Service	
21. CS-DXU	Ce560XLS	NetJets Europe	22 NJE4VN/7ZT	D-IAWG	Ce425	Aerowest	
D-IHLB	Ce402B	Hansa Luftbild		LX-SUN	P180	Luxaviation	30 LXA18S/19S
F-HFKC	ERJ145LR	EnhanceAero	22	M-PIRE	P180	Northside Aviation	04

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N576MA	TBM-850	HTG Trading	2x
OO-NHU	AS365N3	Netherlands Coastguard	
PH-HHJ	AS355F2	Heli Holland	
28.CS-PHB	EMB505	NetJets Europe	29 NJE9QL
D-CEXP	Lj35A	Air Alliance Express	AYY110
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW562B/563B
PH-MFA	DA42NG	Martinair Lelystad	*MPH151
29.T.18-3/45-42	Falcon 900B	451 Esc	30 AME4539
CS-PHC	EMB505	NetJets Europe	30 NJE993B/2SO
D-ATUI	B737-8K5	TUIfly	HLX8902F/8902
OH-RBX	Ce560XL	River Aviation	
OH-SWJ	Ce525A	Scanwings	ABF2B/2C
PH-HRK	P180	JetNetherlands	01
PH-LAU	Falcon 900EX	Exxaero	31 XRO145/189
PH-VBG	Falcon 2000EX	JetNetherlands	04
30.9H-AMF	Global 6000	Hyperion Aviation	HYP001
CS-PHF	EMB505	NetJets Europe	31 NJE8AQ/5BF
D-ATUI	B737-8K5	TUIfly	HLX8903/8903F
HB-FOW	PC-12/45	Future Finance Corporation	31
OO-FTS	Ce560XL	Luxaviation Belgium	
OO-IDE	Ce525	Air Service Liège	
SE-MAB	DHC-8-311	Kustbevakningsflyget	arr KBV502
SP-KPE	Saab 340A(QC)	SprintAir	SRN215/6
31.V-11	G-IV	334sq	NAF11
CS-DXS	Ce560XLS	NetJets Europe	NJE583N/5CM
D-AGPH	Fokker 100	Avanti Air	ATV031G/201G
D-INFS	Ce525	Nordfrost Kuehl und Lagerhaus	
G-GXLS	Ce560XLS	Luxaviation UK	LNx40GX
LX-SUN	P180	Luxaviation	07 LXA18S
OE-GBB	Do328-110	Tyrol Air Ambulance	TYW222B/223B
PH-CTH	Falcon 2000LX	Flying Group	01 FYG125/95V
PH-HCF	Cabri G2	HeliCentre	*

Privilege Style operated a flight for Vueling on the 2nd. The Cayman registered Gulfstream on the 10th arrived on the Isle of Man the previous day freshly from the factory. Cityjet operated a charter to Barcelona on the 12th. A company aircraft operated the return flight on the 14th. Also on that date another charter to Barcelona operated by a Small Planet Airbus. From the 16th EnhanceAero operated several flights to Munich. The Irish ATR on the 20th was a maintenance visitor for SAMCO. On the 24th some Amsterdam weather diversions. The Learjet on the 28th was in partial yellow colours with additional Air Ambulance and ÖAMTC titles. On the 29th TUI also operated a charter to Barcelona in a specially painted Boeing 737. That charter returned the next day. The Swedish Dash-8 on the 30th arrived for a visit to SAMCO. The SprintAir Saab on that same day operated a charter to

Liverpool. Avanti Air on the 31st went to Barcelona.

Credits: Rotterdam Airport, Scramble MB.

Maastricht - Aachen

			January 2017
01.OO-AMR	Ce525A	Air Service Liège	02
02.OE-GPS	Ce550	Tyrol Air Ambulance	TYW812S/813S
	Beech 300	Air Charters Europe	2x
03.5Y-SMT	Fokker 50	Skyward International Airways	f/n
	OK-EAS	Beech 400A	Time Air 04 TIE557Y/583Y
	OO-GMJ	Beech 350	Air Service Liège 05
	PH-TXA	Ce510	JetNetherlands dep
04.ES-TLT	L-39ZO	Skyline Aviation	LION39
	HB-ALQ	ATR72-202(F)	Zimex Aviation dep IMX701F
	OE-GDF	EMB505	Speedwings Executive Jet SPG691
05.OO-GMJ	Beech 350	Air Service Liège	09
06.HB-ALL	ATR72-202(F)	Zimex Aviation	09 IMX501F
	P4-ONE	DHC-8-315	Prime Aviation f/n
07.HA-LYO	A320-232	Wizzair	div WZZ4289
08.D-ABQA	DHC-8-402	Air Berlin	arr BER114Z
09.D-IAAB	EMB500	Arcus Air	AZE95F/P
10.CS-DXO	Ce560XLS	NetJets Europe	11 NJE7JD
	OK-PCD	PC-12/47E	NetFlight NTF14
11.D-AHXJ	B737-7K5	B737-7K5	Air Berlin BER20F/9721
	TC-MCL	B747-412F	ACT Airlines (a/w) THY6305/6
12.D-IMVC	Beech B200	Beech B200	Star Wings Dortmund
13.5Y-SMT	Fokker 50	Fokker 50	Skyward International Airways dep
	EI-EFH	B737-8AS	Ryanair div RYR2816
	F-HCIC	Ce525B	Airales
	HB-ALL	ATR72-202(F)	Zimex Aviation IMX501F/358
15.D-AGPH	Fokker 100	Fokker 100	Avanti Air ATV401G/016G
	OO-NEY	EMB545	Air Service Liège f/v
16.G-FBNK	Ce510	Ce510	Blink 17 BKK26Z
	LN-WFS	DHC-8-311	Wideroe tst WIF9087
17.9H-DDJ	Lj75	Lj75	Kermas International 18 KER888
	CS-DVS	EMB500	Valair VVV331/2
	D-CUTE	Beech 350	Aero-Dienst (ADAC colours)ADN12A
18.F-HCIC	Ce525B	Ce525B	Airales
	LN-WFS	DHC-8-311	Wideroe dep WIF9098
	N1RP	G550	Penske Racing 19
	OO-JOS	B737-7K5	Jetairfly JAF931F/9320
19.LX-TWO	Lj35A	Lj35A	Luxembourg Air Ambul. DUK1/2AMB
20.A6-AAG	CL-605	CL-605	Gulf Wings 22 GWC2
	F-HCIC	Ce525B	Airales
21.D-CSFD	Ce560XL	Ce560XL	Stuttgarter Flugdienst FFD901
	TC-MCZ	A330-243F	MNG Airlines Cargo THY6307/8
23.F-HCIC	Ce525B	Ce525B	Airales
	N8100E	Falcon 900EX	Emerson Electric 26



Construction number 340A-130 rolled off the production line in 1988 and was delivered to a company called Salair. The Saab 340 was added to the Direct Fly fleet in 2005 as SP-KPE. In 2008 the company was renamed to SprintAir. (Rotterdam-The Hague, 30 January 2017, Maarten Visser Sr.)

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Delivered to Wizz Air Ukraine in 2013, this Airbus A320 was transferred to the parent company a year later as HA-LYG. In the first week of December 2016 the aircraft appeared in special Budapest - Candidate City Olympic Games 2024 colours. (Maastricht-Aachen, 27 January 2017, Pascal Lamberiks)

PH-EZS	ERJ190STD	KLM Cityhopper	div KLM1762	16. PH-HOW	H145	RAV Fryslân – MAA	
PH-EZY	ERJ190STD	KLM Cityhopper	div KLM1638	18. C-FFBC	CL-300	Aviation CMP	19
PH-HGT	Ce680	JetNetherlands		OE-FZA	Ce510	GlobeAir	
PH-KZD	Fokker 70	KLM Cityhopper	div KLM1502	21. PH-TWN	P2006T	Zelf Vliegen	
24. HA-LXL	A321-231	Wizzair	div WZZ2271	23. PH-EXG	ERJ175STD	KLM Cityhopper	div KL1212
26. D-CRON	Ce560XLS	Silver Cloud Air	SCR762	PH-KZU	Fokker 70	KLM Cityhopper	div KL1530/KLM16X
D-IAWG	Ce425	Aerowest		24. ZA670	Chinook HC4	27sq	RFR7170
D-IBTI	Ce525	Berner Group	27	ZA675	Chinook HC4	27sq	RFR7171
F-HCIC	Ce525B	Airailles		ZA711	Chinook HC4	27sq	RFR7169
G-RMMA	Falcon 900EX	TAG Aviation (UK)		F-HTRY	P180	Airailles	
M-IMAK	EMRJ135BJ	VipJet	28	LN-WDJ	DHC-8-402	Widerøe	Widerøe7019
M-JCBB	G650	JC Bamford Excavators	27 JCB1	26. D-HNHB	EC155B1	Northern Helicopter	2x *
TC-MCG	A300B4-605R(F)	MNG Airlines Cargo	THY6305/6	OO-HCP	R44	Heli & Co.	
27. G-FBKG	Ce510	Blink	BKK7G	27. D-CNOC	Ce560XLS	Atlas Air Service	
HB-ALL	ATR72-202(F)	Zimex Aviation	29 IMX501F	D-IAWG	Ce425	Aerowest	
M-JCBB	G650	JC Bamford Excavators	JCB1				
OO-GMJ	Beech 350	Air Service Liège					
29. 144614	CC-144B	412sq	30 CFC3090				
D-ABQB	DHC-8-402	Air Berlin	arr BER103Z				
D-AGPH	Fokker 100	Avanti Air	31 ATV501G/031G				
G-FBKG	Ce510	Blink	01 BKK7G				
30. F-HCIC	Ce525B	Airailles	EOL700/710				
HB-ALL	ATR72-202(F)	Zimex Aviation	IMX501F/502F				

Former PH-ZFD was first logged as 5Y-SMT on the 3rd while parked outside in front of SAMCO. Three days later former D2-EYU was logged as P4-ONE. On the 7th an Eindhoven diversion due to black ice. Previous mentioned 5Y-SMT departed on delivery on the 13th. The Ryanair on the same day was a Cologne diversion. The Widerøe on the 16th performed a local test flight before departing back to Scandinavia two days later. All diversions on the 23rd were Amsterdam diversions and the diversion on the 24th was an Eindhoven diversion. MAAS again only repainted some Ryanair Boeings this month.

Credits: SG Maastricht / Threshold, MST-aviation.

Groningen - Eelde

January 2017			
03. OO-GMJ	Beech 350	Air Service Liège	
04. 471/31-CB	C-135FR	Armee de l'Air	*FAF4014
574/31-CP	KC-135RG	Armee de l'Air	*FAF4012
10. CS-PHB	EMB505	NetJets Europe	
12. CS-DXT	Ce560XLS	NetJets Europe	
OO-JCV	PC-12/47E	Nextgen Partners	
13. CS-PHA	EMB505	NetJets Europe	14
N607LM	Eclipse 500	SAS – Ing. Gerritse Holding	

A very good start of 2017 for Eelde with two French tankers on the 4th and three Chinooks on the 24th. The diversions on the 23rd are Amsterdam diversions.

Credit: GEAS

Deventer-Teuge

January 2017		
02. PH-HVB	EC135T2+	ANWB - MAA
PH-SWN	Ce414A	PARC Air
TC-CAY	Ce402B	Mescioğlu Mühendislik
03. OO-AAR	R44	AA Rent
05. OO-AAR	R44	AA Rent
OO-MSN	CeT310	Aerodata International Surveys
PH-OOP	H145	RAV Fryslân – MAA
06. PH-DWW	R44	Wikselaar Satellite Trading
08. OO-PXL	P68C-TC	Aerodata International Surveys
11. D-HSPR	R44	S.P. Helicopter-Service
PH-HOW	H145	RAV Fryslân – MAA
PH-TXA	Ce510	JetNetherlands
15. PH-DTS	DA42	Wings over Holland
17. D-HSPR	R44	S.P. Helicopter-Service
19. OE-FYZ	DA42	Rhein-Main Aviation
20. G-ATSZ	PA-30	Sierra Zulu Aviation
G-DNOP	PA-46-350P	Campbell Aviation
N42LJ	Ce510	Whittlewood Aviation US
OE-FYZ	DA42	Rhein-Main Aviation
OO-TJK	P68B	Abelag Aviation
TC-CAY	Ce402B	Mescioğlu Mühendislik
21. PH-JPS	R44	HeliCentre
22. G-ILZZ	PA-31	T. D. Nathan & I. Kazi
M-IFFY	Ce510	Xead Aviation

23.Q-04 AH-64D 301sq *BAT72
 27.D-HGVB R44 Rotavisie arr
 28.N417RK PA-46-350P Marco van der Horst

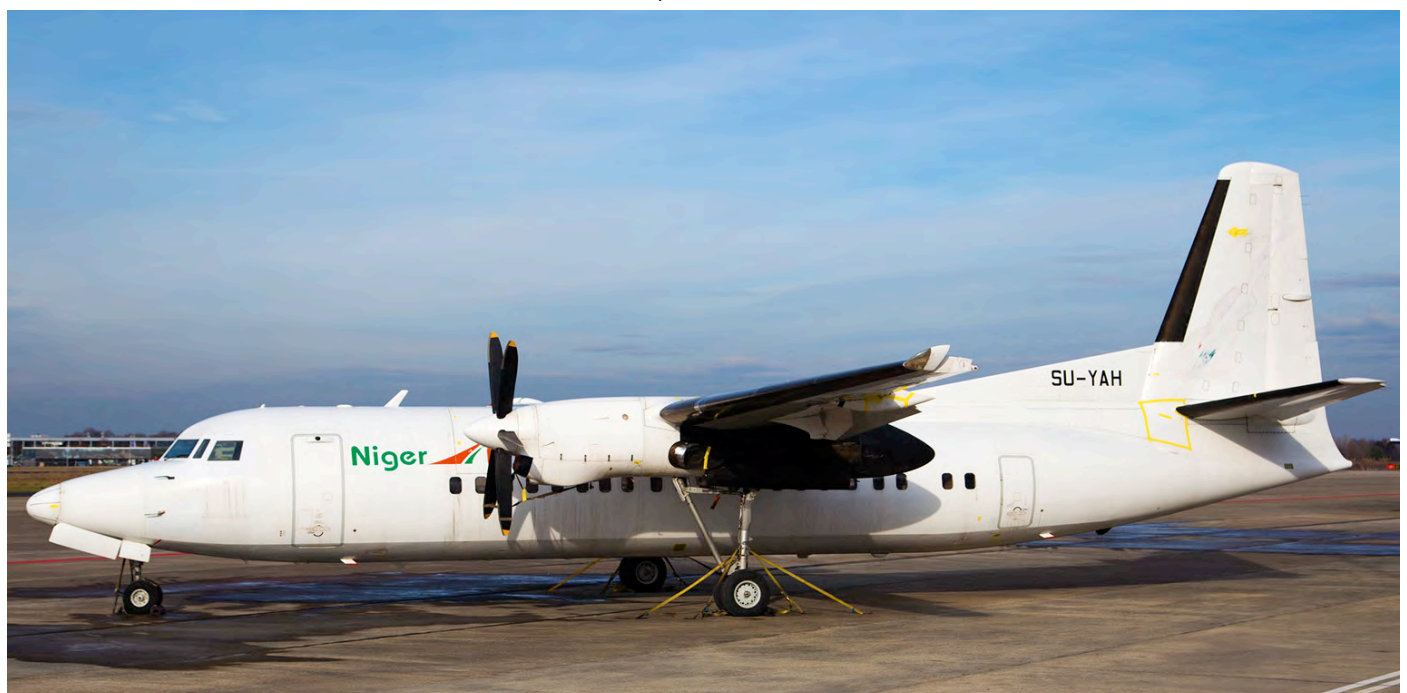
The Turkish Cessna on the 2nd departed to Lelystad and returned repainted on the 20th. The Diamond 42 on the 20th was subject of a police investigation. In the aircraft two bags of heroin with a combined weight of 60 kilos were found. On the 20th and 22nd some visitors are related to the "Weather to Fly" event.

Credit: Teuge Airport.

Eindhoven

January 2017			
01.D-ISUN	Ce525A	Ohlair Charterflug	02 ECA555
PH-HGT	Ce680	ASL	dep
02.02	C-17A	HAW	03 Bartok48
D-663	CH-47D	298sq	*Grizzly32, GLV-V
D-ISAR	Raytheon 390	Euroflug Frenzel	
EC-JQE	G200	Executive Airlines	03
EC-LJT	CRJ1000	Iberia Regional	ANE3275/2763
N2673D	Ce340A	Kees Meijer - Meijer Beheer	dep
PH-HGT	Ce680	ASL	05
03.L-08	PC-7	131EMVOsq	*Diamond06
CS-DXG	Ce560XLS	NetJets Europe	04 NJE710Y/695Q
D-IKBO	Ce525A	Silver Cloud Air	SCR357
G-BYDY	Beech 58	Pilot Services Flying Group	
N860AA	G550	Craig Protein Division	
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	07
04.CH05	C-130H	20sq	BAF671
FB21	F-16BM	2w	*BAF235
D-664	CH-47D	298sq	*Grizzly15, GLV-V
L-03	PC-7	131EMVOsq	*Diamond12
S-454	AS532U2	300sq	*Demon4
CS-DXG	Ce560XLS	NetJets Europe	05 NJE707T/461C
OO-PKX	Ce750	Air Service Liège	11
PH-HWM	CL-605	ASL	06
05.FB14	F-16BM	10w	*BAF501
N860AA	G550	Craig Protein Division	
06.CH04	C-130H	20sq	*BAF670
CH05	C-130H	20sq	BAF652
D-ISAR	Raytheon 390	Euroflug Frenzel	10
PH-HWM	CL-605	ASL	13
PH-MDG	Ce680	JetNetherlands	dep
PH-MDG	Ce680	JetNetherlands	07
PH-MFX	Ce650	JetNetherlands	dep

PH-MFX	Ce650	JetNetherlands	14
PH-XRD	B737-7K2	Transavia	div TRA5293
UR-CNN	An-12B	Cavok Air	11 CVK7023/4
07.D-CEIS	Ce680	E-Aviation	EDF888
OO-GEE	PC-12/47E	Blue Sky Aviation	
PH-FJK	Ce525B	JetNetherlands	09
PH-MDG	Ce680	JetNetherlands	19
08.F-HLRC	DA62	SD Aviation	10
G-RANN	Beech 350i	Flycorp Aviation	
PH-HGT	Ce680	ASL	23
09.50+88	C-160D	LTG61	GAF124
Q-24	AH-64DN	301sq	*Bat72, GLV-V
EC-LOV	CRJ1000	Iberia Regional	ANE2764/3278
OK-PPP	Beech 400XTi	Time Air	TIE012P
OO-XLS	Ce560XLS+	Air Service Liège	11
10.50+74	C-160D	LTG61	GAF640
L-03	PC-7	131EMVOsq	*Diamond06
L-12	PC-7	131EMVOsq	*Diamond11
S-444	AS532U2	300sq	*Wolfhound04/Duke6
D-ISAR	Raytheon 390	Euroflug Frenzel	11
OE-GIE	Ce525B	Airlink	JAR31
UR-CKM	An-12BP	Cavok Air	11 CVK7073/22
11.D-661	CH-47D	298sq	Corona2
L-03	PC-7	131EMVOsq	*Diamond23
L-07	PC-7	131EMVOsq	*Diamond12
L-10	PC-7	131EMVOsq	*Diamond02
D-ISAR	Raytheon 390	Euroflug Frenzel	16
OE-GIE	Ce525B	Airlink	JAR31
12.50+77	C-160D	LTG61	GAF123
0010/F-RBAC	A400M	ET01.061	CTM2060
02	C-17A	HAW	Bartok45
13.OO-XLS	Ce560XLS+	Air Service Liège	14
PH-ACE	Beech 300	JetNetherlands	
UR-CKM	An-12BP	Cavok Air	arr CVK7023
15.OO-PKX	Ce750	Air Service Liège	16 - /BNJ913
PH-ACE	Beech 300	JetNetherlands	
PH-HRK	P180	JetNetherlands	
PH-MFX	Ce650	JetNetherlands	19
16.J-136	F-16AM	312/313sq	17 div Sting01/Fist01
J-646	F-16AM	312/313sq	17 div Saw02/Bonzo01
PH-HRK	P180	JetNetherlands	
17.CH07	C-130H	20sq	BAF671
LX-N90448	E-3A	NAEW&CF	*Nato40
A6-MAF	D-667	CH-47D	*GLV-V
G-GMMR	G650	Empire Aviation Group	MJE001
OO-PAR	BAe125-800B	Sovereign Business Jets	RHK09A/B
	Ce525A	Luxaviation Belgium	AAB066



Palestinian Airlines has a fleet of two Fokker 50 aircraft. SU-YAH has been operating for Niger Airlines since May 2014 and was ferried to the Netherlands in March 2016. The aircraft has been parked at the airport ever since. (Maastricht-Aachen, 28 January 2017, Bjorn van der Velpen)

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The Canadaair CC-144 is the Canadian Air Force variant of the Challenger 600 series. Serial 144614 belongs to No. 412 Transport Squadron and is officially based in Ottawa but belongs to 8 Wing Trenton. Since 2002 the aircraft is wearing this black coat of paint. (Maastricht-Aachen, 30 January 2017, Bjorn van der Velpen)

	OO-PKX	Ce750	Air Service Liège	BNJ913/4	28.CS-TRJ	A321-231	21sq	BAF633
	PH-LAU	Falcon 900EX	Exxaero	20 XRO158/4	OE-FID	Ce510	Sky Taxi Luftfahrt	29
18.	D-663	CH-47D	298sq	*GLV-V	29.OO-PKX	Ce750	Air Service Liège	30 BNJ915/6
19.	ST42	SF260D	CC Air	BAF195	PH-FJK	Ce525B	JetNetherlands	arr
	15+02	A319-113X	FBS BMVg	*GAF866	PH-HGT	Ce680	ASL	arr
	LX-N90444	E-3A	NAEW&CF	*Nato41	PH-MFX	Ce650	JetNetherlands	31
	L-09	PC-7	131EMVosq	*Razor03	30.OO-GEE	PC-12/47E	Blue Sky Aviation	arr
	D-ISAR	Raytheon 390	Euroflug Frenzel		31.CH05	C-130H	20sq	*BAF640
	D-ITRA	Ce525	Transavia Flug		D-664	CH-47D	298sq	*Corona2, GLV-V
	D-ITRA	Ce525	Transavia Flug		M-ABGV	Lj45XR	Ryanair	RYR3
	OO-PAR	Ce525A	Luxaviation Belgium	AAB066	PH-LAU	Falcon 900EX	Exxaero	XRO189
	UR-CKM	An-12BP	Cavok Air	25 CVK7023/2				
20.	03	C-17A	HAW	21 Bartok43				
	D-667	CH-47D	298sq	*Grizzly54, GLV-V				
	J-882	F-16BM	312/313sq	*NAF311				
	D-ISAR	Raytheon 390	Euroflug Frenzel	25				
	EI-FWA	RRJ-95B	CityJet	BCY350/9351				
	OO-GEE	PC-12/47E	Blue Sky Aviation					
	PH-HWM	CL-605	ASL	23				
21.	01	C-17A	HAW	24 Bartok42				
	PH-MFX	Ce650	JetNetherlands	22				
22.	EI-FWA	RRJ-95B	CityJet	BCY352/9352	05.OO-AAR	R44	Aarent	January 2017
	HA-LXL	A321-231	Wizz Air	f/v WZZ3NG/5NU	06.PH-HCE	R66	HeliCentre	
	OO-GEE	PC-12/47E	Blue Sky Aviation	23	10.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
	OO-PKX	Ce750	Air Service Liège	26 BNJ914/ -	14.PH-ENK	R44	Bear Helicopters – H. Vink	*
	PH-MDG	Ce680	JetNetherlands	24	PH-PXZ	AW139	Nationale Politie	ZXP26
23.	03	C-17A	HAW	Bartok43	17.OO-TOA	R44	Toran	
	PH-EXD	ERJ190STD	KLM Cityhopper	div KLM1206	20.PH-DWW	R44	Wikselaar Satellite Trading	
24.	10+23	A310-304	FBS BMVg	GAF449	25.1x	AH64D	301sq	*Bat13
	C-GSLU	Falcon 2000LX	Skyservice Business Aviation		27.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
	F-HPJL	EMB505	Air TNB		29.PH-DWW	R44	Wikselaar Satellite Trading	*
	N194ER	Ce510	Blue Sky Aviation					
	PH-STB	Falcon 900C	Exxaero	div - /XRO145				
25.	FB20	F-16BM	10w	*BAF459				
	54+06	A400M	LTG62	GAF114				
	CS-TRJ	A321-231	21sq	BAF633				
	N183XL	Ce560XLS+	Textron Aviation					
	OO-PRM	Ce510	Air Service Liege		02.CH12	C-130H	20sq	*BAF672
	OO-PRM	Ce510	Air Service Liege		03.CH11	C-130H	20sq	*BAF682
	PH-ACE	Beech 300	JetNetherlands		04.CH05	C-130H	20sq	*BAF671
	PH-FJK	Ce525B	JetNetherlands	28	L-03	PC-7	131EMVosq	*Razor03, Diamond12
	PH-HGT	Ce680	ASL	27	L-06	PC-7	131EMVosq	*Razor03
26.	CH07	C-130H	20sq	27 BAF658	05.G-273	C-130H-30	336sq	*NAF73
	15+02	A319-113X	FBS BMVg	*GAF858	L-12	PC-7	131EMVosq	*Diamond07
	G-FBKG	Ce510	Blink	BKK7G	06.CH04	C-130H	20sq	*BAF670
	OE-FNP	Ce510	GlobeAir	GAC079A/872I	LX-N90448	E-3A	NAEW&CF	*Nato40
	PH-MDG	Ce680	JetNetherlands	arr	L-12	PC-7	131EMVosq	*Diamond15
27.	PH-MFX	Ce650	JetNetherlands	29	09.G-988	C-130H	336sq	*NAF78
					10.L-09	PC-7	131EMVosq	*Razor04
					11.CH01	C-130H	20sq	*BAF671

The Transavia on the 6th diverted on its way to Vienna. On the 16th two F-16s diverted from Volkel. The KLM on the 23rd was an Amsterdam diversion as was the Exxaero Faclon.

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

Hilversum

	05.OO-AAR	R44	Aarent	January 2017
	06.PH-HCE	R66	HeliCentre	
	10.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
	14.PH-ENK	R44	Bear Helicopters – H. Vink	*
	PH-PXZ	AW139	Nationale Politie	ZXP26
	17.OO-TOA	R44	Toran	
	20.PH-DWW	R44	Wikselaar Satellite Trading	
	25.1x	AH64D	301sq	*Bat13
	27.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
	29.PH-DWW	R44	Wikselaar Satellite Trading	*

Credits: Ernesto Bauer, Kees van Aggelen, Vliegveld Hilversum (Facebook)

Gilze-Rijen

				January 2017
	02.CH12	C-130H	20sq	*BAF672
	03.CH11	C-130H	20sq	*BAF682
	04.CH05	C-130H	20sq	*BAF671
	L-03	PC-7	131EMVosq	*Razor03, Diamond12
	L-06	PC-7	131EMVosq	*Razor03
	05.G-273	C-130H-30	336sq	*NAF73
	L-12	PC-7	131EMVosq	*Diamond07
	06.CH04	C-130H	20sq	*BAF670
	LX-N90448	E-3A	NAEW&CF	*Nato40
	L-12	PC-7	131EMVosq	*Diamond15
	09.G-988	C-130H	336sq	*NAF78
	10.L-09	PC-7	131EMVosq	*Razor04
	11.CH01	C-130H	20sq	*BAF671

L-03	PC-7	131EMVOsq	*Diamond11
L-08	PC-7	131EMVOsq	*Diamond05
L-10	PC-7	131EMVOsq	*Diamond02
12.L-03	PC-7	131EMVOsq	*Diamond14
L-07	PC-7	131EMVOsq	*Diamond02
L-08	PC-7	131EMVOsq	*Diamond04
L-11	PC-7	131EMVOsq	*Diamond13
17.J-642	F-16AM	312/313sq	*Sting01
PH-PXZ	AW139	Nationale Politie	ZXP26
18.FB15	F-16BM	10w	*BAF451
19.L-09	PC-7	131EMVOsq	*Diamond03,Razor03
L-12	PC-7	131EMVOsq	*Diamond09
PH-PXZ	AW139	Nationale Politie	ZXP26
20.G-988	C-130H	336sq	*NAF76
L-11	PC-7	131EMVOsq	*Diamond11,15
L-12	PC-7	131EMVOsq	*Diamond23
23.1x	F-16AM/BM	10w	*BAF451
PH-CGC	Do228-212	Kustwacht	*NCG03
25.G-988	C-130H	336sq	*NAF75
J-006	F-16AM	322sq	*Dawg01
L-03	PC-7	131EMVOsq	*Razor03
L-07	PC-7	131EMVOsq	*Diamond08
PH-PXZ	AW139	Nationale Politie	*ZXP26
26.J-005	F-16AM	312/313sq	*NAF96
J-063	F-16AM	312/313sq	*NAF95
L-08	PC-7	131EMVOsq	*Diamond22
L-09	PC-7	131EMVOsq	*Diamond09
L-10	PC-7	131EMVOsq	*Diamond09
L-11	PC-7	131EMVOsq	*Diamond02
L-13	PC-7	131EMVOsq	*Lucky43
27.PH-PXF	EC135P2+	Nationale Politie	*ZXP06
31.01	C-17A	HAW	01 Bartok144
L-06	PC-7	131EMVOsq	*Diamond11
N-088	NH90-NFH	860sq	*Neptune04
Q-22	AH-64DN	MINUSMA/301sq	o/b C-17A
Q-25	AH-64DN	MINUSMA/301sq	o/b C-17A

Local:
298sq CH-47D/F: D-661,D-663,D-664,D-667
300sq AS532U2: S-444,S-454
301sq AH-64DN: Q-24

Following a large training in Germany the local flights are down to minimums. Additional note: all movements above are gathered with help of ADS-B/scanner data.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

			January 2017
06.PH-PXY	AW139	Nationale Politie	*ZXP25
10.1x	Do228-212	Kustwacht	*
25.1x	PC-7	131EMVOsq	*
ZJ124/H	Merlin HC3	846NAS	NAVY761
ZJ131/P	Merlin HC3	845NAS	27 NCVY762/760
ZJ134/S	Merlin HC3	845NAS	03 NCVY760
27.1x	PC-7	131EMVOsq	Lucky
28.PH-HOW	H145	RAV Fryslân – MAA	*
31.L-06	PC-7	131EMVOsq	Diamond11

Local:
860sq NH90-NFH: N-088, N-110, N-318 (ground), N-324, N-326 (ground)

The Royal Navy formation of Merlins arrived as threeship from Yeovilton and got scattered at De Kooy. ZJ124 departed for Stavanger via Karup the same say. ZJ134 broke down after landing and ZJ131 decided to stay for some reasonable time. As repairs took over a week ZJ131 departed on the 27th and ZJ134 continued via Eelde on 3 February.

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

Leeuwarden

			January 2017
02.G-273	C-130H-30	336sq	NAF20
PH-MAA	EC135T2	ANWB - MAA	Lifeline1
03.G-273	C-130H-30	336sq	NAF25
ES-TLT	L-39C	Skyline Aviation	*Lion39
06.0033/F-RBAI	A400M	ET01.061	f/v CTM2020
G-273	C-130H-30	336sq	*NAF73
12.G-988	C-130H	336sq	*NAF78
18.G-988	C-130H	336sq	*NAF78
27.CE04	ERJ145LR	21sq	BAF620
30.J-635	F-16AM	313sq	15 Sting2/Blade1

The French A400M on the 6th was arranged by EATC to pick up some freight for the Baltic detachment, marking the first visit of the A400M model at Leeuwarden. F-16 J-635 arrived with an emergency landing prior to AB blow out and left for Volkel two weeks later after repairs.

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



This Piper 31 was entered onto the United Kingdom registry in 1974 as G-BBZI. It changed its registration to G-VICT in 1999 and was transferred to the United States as N175CT in 2014. The aircraft returned to the United Kingdom in January 2016 as G-ILZZ and is co-owned by Timothy David Nathan and Ilya Kazi. (Teuge, 22 January 2017, Remco de Wit)



DC Aviation Al-Futtaim is, surprisingly, a joint venture between Al-Futtaim and DC Aviation. Global Express XRS A6-CBO was transferred from the German register to the Dubai register in February 2015 and is based at Al Maktoum. (Lelystad, 23 January 2017, Berend Jan Floor)

Lelystad

January 2017			
02. TC-CAY	Ce402B	Mescioğlu Mühendislik	20
06. PH-PXF	EC135P2+	Nationale Politie	ZXP06
	PH-PXY	Nationale Politie	ZXP25
08. LX-VMF	Ce650XL	Luxaviation	13 LXA15P
	N2ZN	Beech B90	arr
11. PH-KGJ	EC120B	Heli Holland Holding	12
12. N492B	TBM-700N	2B Airborne	
13. PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
18. LN-WFS	DHC-8-311	Widerøe	25 WIF9098
19. OE-FZA	Ce510	GlobeAir	GAC825A
	PH-VIG	DA42MPP	Vigilance
20. D-GLBA	DA42	vap-flightschool	dep
	PH-DWW	R44	Wikselaar Satellite Trading
	PH-LAW	CeT310R	Slagboom en Peeters div 21
22. A6-CBO	Global XRS	DC Aviation Al-Futtaim	02 DCF1
	D-HCVG	AS355F2	Cineflight arr by road
	OE-FZA	Ce510	GlobeAir GAC852C
23. OO-JWB	PC-12/47E	Nextgen Partners	
26. D-IHLB	Ce402B	Hansa Luftbild	
	PH-ANO	Ce560XLS	ebm-papst Muldingen
	PH-RBC	EC120B	HeliAir *
	PH-RIW	R44	Riwald Recycling
27. D-IHLB	Ce402B	Hansa Luftbild	
	N590D	O-2A	Stichting Postbellum arr
	OO-JWB	PC-12/47E	Nextgen Partners
	PH-SWN	Ce414A	PARC Air
28. PH-SEW	R22	Wikselaar Satellite Trading	*
29. G-LEAA	Ce510	Luxaviation UK	LNx38AA

The Turkish Cessna on the 2nd arrived for a new coat of paint and a visit to Bogaerds Cord after painting, before it returned to Teuge on the 20th. The Beech on the 8th arrived for maintenance by Flow Aeronautical. The Slagboom & Peeters Cessna on the 20th was destined to fly to Teuge after some late evening photo flights in the Wassenaar area but decided to divert to Lelystad and continue to Teuge the next day. On the 22nd a Global for the QAPS paint shop. The aircraft arrived from Le Bourget and departed to Stuttgart. The Cessna O-2 on the 27th arrived for maintenance.

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

Volkel

January 2017			
02. D-661	CH-47D	298sq	*
	D-663	CH-47D	298sq
04. S-454	AS532U2	300sq	*Demon4

05. FB14	F-16BM	10w	*BAF501
06. G-273	C-130H-30	336sq	*NAF73
10. G-988	C-130H	336sq	*NAF79
18. J-516	F-16AM	322sq	Slammer1
	J-879	F-16AM	Killer2
23. G-988	C-130H	336sq	*NAF75

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

Woensdrecht

January 2017			
02. D-661	CH-47D	298sq	*Grizzly-formation
	D-663	CH-47D	*Grizzly-formation
	CS-TFY	A320-232X	Masterjet 21 LMJ110
	VP-CKS	A318-112X	Kalair 26
	PH-PXD	EC135P2+	Nationale Politie ZXP04
03. CH11	C-130H	20sq	*BAF682
	CH12	C-130H	20sq
	VP-BIS	A319-112	Rossiya 04 SDM5405/6
	VP-BWJ	A319-112	Rossiya dep SDM5404
05. Q-05	AH-64DN	301sq	tst Redskin05
	F-HBAO	A320-214	Aigle Azur 30 AAF011T/012T
06. LX-N90448	E-3A	NAEW&CF	*Nato40
	Q-05	AH-64DN	301sq dep Redskin13
	TC-OBO	A320-232	Onur Air OHY9001
07. 03	C-17A	HAW	08 Bartok47
	Q-05	AH-64DN	301sq dep Redskin05
	Q-09	AH-64DN	MINUSMA/301sq o/b C-17A
	Q-19	AH-64DN	MINUSMA/301sq o/b C-17A
12. S-454	AS532U2	300sq	Wildcat67
	VQ-BHM	A321-211	Aeroflot 18 AFL7268
13. N798CS	B737-8K5	Capstar Aviation (TSO c/s)	dep
16. FAC0002	F28-1000	GRUVE 82	arr
	J-512	F-16AM	312/313sq arr Fist01
	J-515	F-16AM	322sq arr
19. VP-BNN	A319-111	Rossiya	23 SDM5402/3
20. D-667	CH-47D	298sq	*Grizzly54
	D-ALEX	A319-115CJ	K5 Aviation 30 KAY53
23. N-233	NH90-NFH	860sq	tst Fiber09
	PH-CGC	Do228-212	Kustwacht *NCG03
24. ZA670	Chinook HC4	Odiham Wing	*RFR7170
	ZA711	Chinook HC4	Odiham Wing *RFR7169
25. J-006	F-16AM	322sq	arr Dawg01
	J-016	F-16AM	312sq dep Metal01
	N-233	NH90-NFH	860sq tst Fiber09
	D-ETPG	G120TP	Grob Aircraft 26
	VQ-BIZ	B737-86N	Yakutia (a/w) arr SYL9907
26. N-233	NH90-NFH	860sq	tst Fiber09
27. OO-JJI	B737-752	Jetairfly (EC Air c/s)	arr JAF444
	EI-EYM	A319-111	Rossiya arr SDM5405

TC-OBN	A320-232	Onur Air	arr OHY9003	N463DD	BAe125-800A	Presidential Aviation	PVO703
31.CH07	C-130H	20sq	*BAF650	PH-DCG	AW139	DCCG	
PH-PXB	EC135P2+	Nationale Politie	ZXP02	YV503T	Beech F90		

The Boeing on the 13th departed to Shannon for paperwork and continued to Bucharest. Special movements for Woensdrecht in January were the Colombian Air Force Fokker F28 visiting for scheduled maintenance, a former Jetairfly/ECAir B737-700 arrived for storage and a Heavy Air Wing C-17A dropped of the first two Apaches from Mali after their deployment for some TLC at LCW.

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

Texel

			January 2017				
03.PH-PXY	AW139	Nationale Politie	NCG04				
04.PH-PXY	AW139	Nationale Politie	NCG04				



A rather strange visitor is this Grob demonstrator. The G-120TP is primarily developed around the future needs of global air forces as stated on the Grob Aircraft website. D-ETPG has been with the company since at least 2003. (Woensdrecht, 25 January 2017, Johan Havelaar)

05.D-GFPG	P68B	Sylt Air	06	12.N2333K	CeU206G		
OO-AAR	R44	AA Rent		YV3128	Ce560 Ultra		
06.PH-DKI	P68C	Zeeland Air		13.PH-DCG	AW139	DCCG	
08.PH-DKI	P68C	Zeeland Air		14.HI840	BAe3101	ACSA - Air Century	
14.OO-NHX	AS365N3	NHV		15.N2333K	CeU206G		16
15.PH-DKI	P68C	Zeeland Air	16	N911YA	EMB500	Kaluca Aviation Services	
16.PH-PXB	EC135P2+	Nationale Politie	ZXP02	16.N505EH	Lj55	East Coast Jets	
18.PH-DKI	P68C	Zeeland Air		N929GA	G200	Excelaire Service	21
PH-OOP	H145	RAV Fryslân – MAA		17.YV2861	Beech 1900D	Petróleos de Venezuela	
19.D-HHJS	R44	S.P. Helicopter-Service		19.YV3067	Ce421		
PH-PXZ	AW139	Nationale Politie	NCG04	20.PH-DCG	AW139	DCCG	
22.PH-DTS	DA42	Wings over Holland		YV2660	RC690B		
PH-RVS	P68B	Slagboom en Peeters		21.HI956	BAe3201	ACSA - Air Century	
23.PH-HOW	H145	RAV Fryslân – MAA		YV578T	BAe3101	Sundance Air Venezuela	
25.OY-HZE	R44	Skyhost	26	22.N350PB	PA-31-350	JUS	
26.PH-CGC	Do228-212	Kustwacht	NCG01	YV2660	RC690B		
28.PH-HOW	H145	RAV Fryslân – MAA	Medic01	23.HK-2747	PA-31-350	Aviocesar	

The Danish helicopter on the 25th was on its way from Westerland-Sylt to Denham Aerodrome.

Credit: Texel Airport.

Flamingo (Bonaire, Dutch Caribbean)

			January 2017				
01.N198HB	Lj60	Jet Select	02	26.HI1005	Ce525A		
YV1149	Ce206		04	N995DP	Lj35A		
YV1851	RC690C		05	PH-DCG	AW139	DCCG	
02.YV394T	SA227	Helitec		YV1794	Lj55	Coca-Cola OCAAT	27
YV558T	BAe31	Sundance Air Venezuela		YV2493	Beech 200C	Gruppo 5	
YV1316	Ce500			28.HI860	CE525A	Helicopteros Dominicanos	
03.C-GPAB	DHC-8-106	DCCG – Provincial Airlines		N728PH	Lj35A	REVA air ambulance	
				29.N316VA	AW139	DCCG	

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This photo shows Apache Q-19 shortly after it was unloaded from C-17 03. The AH-64DN has served with the United Nations Multidimensional Integrated Stabilization Mission in Mali (MINUSMA). (Woensdrecht, 7 January 2017, Johan Havelaar)

YV1343	Beech 55		30	N37464	07	N77535	28
YV1352	Ce206			N62889	22	N77538	14
30.V-11	G-IV	334sq		N66848	29		
YV3067	Ce421						
31.N618SC	BAe3101	Toledo Jet Center					
N921CH	Lj35A	REVA air ambulance					
YV537T	BAe31	Sundance Air Venezuela					

Arke:
 PH-TFK 06, 07, 10, 13, 14, 21, 28
 PH-TFL 03, 17, 20, 24, 27, 31

Delta:
 N392DA 22 N3739P 07
 N813DN 28 N3742C 03
 N832DN 14 N3748Y 06
 N836DN 29 N3764D 15
 N846DN 08, 21

United:
 N16217 21 N68811 15
 N37409 08 N68880 01

Left out were KLM, Insel Air (Fokker 50, 70 and MD80), Divi Divi Air and EZ Air (BN2) and the Learjet 35 N389KA which is based here, unless operating on a non-scheduled flight.

Learjet N824CC kept on replacing the N389KA for ambulance flights all month. The year started off well, for example with many Jetstreams of which an unfamiliar US registered one on the 6th 7th and 31st from and to Santo Domingo. The Phenom on the same day came from Ft Lauderdale and continued to Boa Vista. Next Phenom on the 15th from Opa Locka to Charallave, Venezuela. The Learjet fly-in on the 25th and 26th was nice with as also N824CC was on the ramp. Military visitors are not allowed on Bonaire except for the Dutch and proof landed on the 30th from and to Curaçao. No more B757s this month as Delta only sent B737s.

Credit: Danny de Kiewit.



Skyhost is a Danish company specialized in modular fleet management systems. Robinson R44 OY-HZE was seen at Texel while on its way to the United Kingdom. (Texel, 25 January 2017, Mike de Bruijn)

Movements Belgium



This Rockwell Commander was last registered to Sanborn Map Company in Colorado Springs. The aircraft started its journey from Eagle Creek Airpark where an authorized service center for Twin Commander aircraft is located. The RC690A was ferried to Europe by Reni Aviation a Belgian company experienced on the worldwide ferry market. N892WA was registered to trustee company TVPX ARS at the beginning of this month. (Antwerp, 10 January 2017, Walter Van Brempt)

Antwerp

January 2017			
01.OO-GEE	PC-12/47E	Blue Sky Aviation	04
02.F-HAPE	Beech 1900D	Pan Europeéne Air Service	
OK-BII	Beech 400A	Praga Aviation	f/v
SP-MED	Beech 58	Ibex-U.L. SP	
03.9H-KAZ	BAe125-900XP	Hyperion Aviation	04
F-HAPE	Beech 1900D	Pan Europeéne Air Service	04
G-LUBB	Ce525	Centreliné Air Charter	05
N944AR	R44	Flight Services	
PH-BYD	Beech 58	KLS	
PH-TXA	Ce510	ASL	07
04.ST45	SF260D	CC Air	
2x	SF260	CC Air	
PH-BYD	Beech 58	KLS	
PH-TSN	DA42	Twin Star Netherlands	
05.ST45	SF260D	CC Air	
D-FAST	Ce208	Business Wings	
OE-GBB	Do328-110	Tyrol Air Ambulance	
OO-GEE	PC-12/47E	Blue Sky Aviation	06 2x
06.D-ISAV	Ce402B	Vulcan Air	dep
LX-EBE	Ce560XLS+	Flying Group Luxembourg	09
OO-PCI	PC-12/47E	EAPC	
07.OK-KIN	Ce525B	Aeropartner	f/v
PH-DIX	PC-12/45	Din-Air	
08.OK-KIN	Ce525B	Aeropartner	
OO-PCK	PC-12/47E	EAPC	
PH-DIX	PC-12/45	Din-Air	09
09.F-GTVC	Beech 1900D	Twin Jet	f/v
F-GVVB	Ce525B	Evolem Aviation	f/v EVL91/92
LX-EBE	Ce560XLS+	Flying Group Luxembourg	10
N892WA	RC690A	Reni Aviation	f/v 10
OO-GMJ	Beech 350	Air Service Liège	tdy
10.N127QR	Beech 300LW	A. Ruijgrok	
PH-TXA	Ce510	ASL	11
11.1x	SF260	CC Air	
D-BEKY	Falcon 2000LX	BASF	12
G-LUBB	Ce525	Centreliné Air Charter	14
LX-EBE	Ce560XLS+	Flying Group Luxembourg	13
OE-LIR	Do328-110	Tyrol Air Ambulance	
PH-TXA	Ce510	ASL	13
12.D-ILAM	Ce525A	Liebherr Geschäftsreise	
D-IRUP	Ce551	R+P Flugcharter	
SP-NAZ	PA-46-350P	A. Vissers	23
13.D-ILAM	Ce525A	Liebherr Geschäftsreise	
OY-RUO	ATR42-512	Danish Air Transport	dep
14.N600J	G550	Johnson & Johnson	15
OO-HSM	AS355F1	Heli Service Belgium	
15.9H-IBD	Global 5000	Private Jet Company Malta	f/v
D-FNAH	PC-12/47E	Fresena Flug	16
F-HCEV	Beech B200GT	DGAC	
HB-IGV	Falcon 50EX	VF International	17
LX-EBE	Ce560XLS+	Flying Group Luxembourg	17
LY-DAT	ATR42-512	Danu Oro Transportas	f/v tdy
16.D-CPRS	Beech 350	Star Wings Dortmund	STQ333
N2673D	Ce340A	Meijer Beheer	
OE-FDI	SC-7	Pink Aviation	f/v 17
OE-LUB	Global XRS	Laudamotion	f/v LDM6
YU-SPB	Ce560XLS	Prince Aviation	17
17.CS-DFG	Falcon 2000EX	NetJets Europe	18
D-IBJJ	Ce525A	Air Hamburg	18
F-HRAY	Falcon 900LX	Dassault Aviation	f/v
LX-EBE	Ce560XLS+	Flying Group Luxembourg	20
N944AR	R44	Flight Services	31
OK-MYS	Ce510	Aeropartner	f/v 18
18.OE-GBB	Do328-110	Tyrol Air Ambulance	
PH-SOE	PC-12/47E	H. van Soest	
19.D-IDAZ	Ce525	Donau Air Service	
F-HCEV	Beech B200GT	DGAC	
F-HRAY	Falcon 900LX	Dassault Aviation	
N2673D	Ce340A	Meijer Beheer	
SP-DLB	ERJ135BJ	Jet Story	f/v
20.D-EJIN	J3C-65	RAR	dep
D-ITRA	Ce525	Transavia Flug	
G-ANFP	DH-82A	Aeropartner	f/v
N600J	G550	Johnson & Johnson	22
OO-IDE	Ce525	Air Service Liège	23
21.D-CEFD	Ce525B	E-Aviation	
LX-EBE	Ce560XLS+	Flying Group Luxembourg	27
22.D-EBVV	SV-4B	L. Leeman	del
OO-FPF	Ce525B	Flying Group	del
PH-DIX	PC-12/45	Din-Air	
PH-ECD	EC120B	Heli Holland Holding	
PH-TXA	Ce510	ASL	25
23.CS-LTA	Ce680A	NetJets Europe	f/v NJE2NS/171L
M-ARTY	PC-12/47E	Creston (UK)	24
N363JR	PA-46-500TP	Devuma	24
OO-IDE	Ce525	Air Service Liège	26
24.CS-LTA	Ce680A	NetJets Europe	NJE34Q/2NS
D-CLAM	EMB505	Liebherr Geschäftsreise	LHB1
F-HELE	TBM-850	Vol Direct	25 VDR03
N363JR	PA-46-500TP	Devuma	26
25.ST42	SF260D	CC Air	
D-ILAT	Eclipse 550	Liebherr Geschäftsreise	f/v 26
G-LUBB	Ce525	Centreliné Air Charter	27
M-ARTY	PC-12/47E	Creston (UK)	
OE-GBB	Do328-110	Tyrol Air Ambulance	

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OH-ADM	CL-300	Jetflite	26 JEF88	HB-JBE	CS100	Swiss Global Air Lines	f/v
OK-SLS	Ce560	Silesia Air	26	N194ER	Ce510	Blue Sky Aviation	dep
OO-ACC	Ce525A	Air Service Liège	02	04. CS-DXR	Ce560XLS	NetJets Europe	
PH-DKI	P68C	Zeeland Air		D-CEXP	Lj35A	Air Alliance	
26. N363JR	PA-46-500TP	Devuma		D-IBJJ	Ce525A	Elbe Aviation	
OK-EMA	Ce680	Travel Service		F-GKHJ	Falcon 900	Aero Vision	
OK-UNI	Ce680	Travel Service		F-HKRA	Ce525	Pegase	
OO-IDE	Ce525	Air Service Liège	27	G-LEAC	Ce510	Luxaviation UK	
27. 2-MAPP	Ce421C	MBA Aviation	f/v	N880ZJ	Global 5000	Zetta Jet	arr
M-ARTY	PC-12/47E	Creston (UK)		OE-GBB	Do328-110	Tyrol Air Ambulance	05
PH-DKI	P68C	Zeeland Air		OO-IDE	Ce525	Air Service Liège	
PH-HGT	Ce680+	JetNetherlands		OO-PAR	Ce525B	Luxaviation Belgium	
28. D-CEFE	Ce525C	E-Aviation	EFD444	05. 14+04	Global 5000	FBS BMVg	
G-SPRE	Ce550 Bravo	Xclusive Jet Charter		CS-DRX	BAe125-800XPi	NetJets Europe	arr
OE-GKW	G100	Tyrol Air Ambulance		N581D	G550	Dupont Aviation	09
29. OO-SKY	Ce525A	Luxaviation Belgium	30	OO-JAA	B737-8K5	TUI Airlines Belgium	dep JAF555
OO-WGW	AS350B3e	Helimo		06. 9H-VCA	CL-350	VistaJet Malta	07
PH-HGT	Ce680+	JetNetherlands		F-HKRA	Ce525	Pegase	
30. D-IBBS	Ce525A	German Private Jet Group		N800J	G550	Johnson & Johnson	07
F-HBTV	Ce525	AstonJet	f/v ASJ572	OO-SKY	Ce525A	Luxaviation Belgium	
G-TBEA	Ce525A	Xclusive Jet Charter		TC-FIB	CL-605	Fiba Air	
N165SL	P180	Nextgen		07. 9H-CGH	Falcon 50EX	Elit'avia Malta	arr
N312FL	EMB505	EDP Net		N757MA	B757-26D	Mid East Jet	
OO-ACO	Ce510	Air Service Liège	01	OO-FPB	Ce550 Bravo	Flying Group	
OO-SKY	Ce525A	Luxaviation Belgium	31	OO-PAR	Ce525B	Luxaviation Belgium	
31. CS-DRX	BAe125-800XPi	NetJets Europe		08. A6-EHJ	A340-642	Ethiad Airways	ETH057/8
HA-FAN	EMB120ER	Budapest Aircraft Services	f/v	CS-DFK	Falcon 2000EX	NetJets Europe	10
HB-IGV	Falcon 50EX	VF International		LX-JFJ	PC-12/45	Jetfly Aviation	10
OO-PZG	Ce208B	Piloten Zonder Grenzen		N20G	G450	Goodyear Tire & Rubber	
OO-SKY	Ce525A	Luxaviation Belgium		N757MA	B757-26D	Mid East Jet	
				N788ZJ	Global 6000	Zetta Jet	
				OE-FZE	Ce510	GlobeAir	
				OE-GES	Ce560XLS+	Airlink	
				OO-FPE	Ce525B	Flying Group	
				OO-PAR	Ce525B	Luxaviation Belgium	
				OO-SKY	Ce525A	Luxaviation Belgium	
				UR-82008	An-124-100	Antonov Design Bureau	
				09. CS-LTB	Ce680A	NetJets Europe	10
				D-INOB	Ce525A	Atlas Air Service	
				LX-JFN	PC-12/45	Jetfly Aviation	10
				LX-WEB	Ce525B	Jetfly Aviation	arr
				N109QS	Global 5000	NetJets	
				N505D	G550	Dow Chemical Company	
				OE-GES	Ce560XLS+	Airlink	
				OO-PAR	Ce525B	Luxaviation Belgium	
				TT-ABD	B737-74Q	Government of Chad	10
				YU-BTT	Ce551	Air Pink	
				10. CS-DXX	Ce560XLS	NetJets Europe	
				D-BOBI	Falcon 2000LX	BASF	11
				F-HCPE	P180	Pan Europeenne A/S	
				HB-IGV	Falcon 50EX	VF International	arr

The Vulcan Air Cessna departed back to Germany on the 6th after lease to Aerodata. On the 9th the Beech 350 arrived from Maastricht for temporarily service from Antwerp. The ATR on the 13th departed back to Scandinavia for maintenance. Its replacement arrived on the 15th. The Piper J3C on the 20th departed to Germany. On the 22nd two deliveries. The Stampe arrived from Keiheuvel airfield and the Cessna arrived from Keflavik.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

January 2017

01. LX-AMG	Global XRS	Luxaviation		OO-PAR	Ce525B	Luxaviation Belgium	
LX-JFS	PC-12/47E	Jetfly Aviation		TT-ABD	B737-74Q	Government of Chad	10
03. 9H-VFA	CL-605	VistaJet Malta		YU-BTT	Ce551	Air Pink	
D-CONE	Lj35A	Air Alliance		10. CS-DXX	Ce560XLS	NetJets Europe	
D-IOSD	PA-42-720	ProAir Aviation		D-BOBI	Falcon 2000LX	BASF	11
D-ISHF	PA-31T	Heli-Flight		F-HCPE	P180	Pan Europeenne A/S	
G-SPUR	Ce550	Luxaviation UK	dep	HB-IGV	Falcon 50EX	VF International	arr



Delivered to Mid East Jet in March 1999 as N737GG, this BBJ1 only served that company till August 2010 before it was delivered to the Government of Chad as TT-ABD. (Brussels, 10 January 2017, Eric Vangeel)

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Chautauqua Airlines, a subsidiary of Republic Airways Holdings, took delivery of this Embraer 140 in June 2002 and operated the aircraft for American Connection. In 2015 it was transferred to Shuttle America due to a merger initiated by the parent company. N379SK was ferried to South Africa via Belgium in basic American Connection colours. (Brussels, 23 January 2017, Jan-Pieter Libens)

OO-FPE	Ce525B	Flying Group		M-YNNS	Falcon 7X	NS Falcon	arr
OO-LMS	Falcon 900LX	Luxaviation Belgium		PH-TXA	Ce510	ASL	arr
OO-SKY	Ce525A	Luxaviation Belgium		17. CS-DLH	Falcon 2000EX	NetJets Europe	18
OO-VMF	Ce560XLS+	Air Service Liège		CS-DXW	Ce560XLS	NetJets Europe	
11. 2-JFJC	Global Express	Shanbeth		CS-LTB	Ce680A	NetJets Europe	
D-CHER	Lj60	Heron Aviation	12	D-CUUU	Ce560XLS+	DC Aviation	
F-HCEV	Beech B200GT	DGAC		D-IHEB	Ce525	Business Flugservice	18
M-YNNS	Falcon 7X	NS Falcon		N581D	G550	Dupont Aviation	
12. 15+01	A319-115X	FBS BMVg		OK-MYS	Ce510	Time Air	
L1-01	Falcon 2000EX	Slovenian Air Force		OO-FPE	Ce525B	Flying Group	
5T-CLC	B737-7EE	Mauritania Airlines	dep	OO-KOR	Ce525A	Luxaviation Belgium	
CS-DRW	BAe125-800XPi	NetJets Europe	15	18. 131/XQ	TBM-700A	ET00.060	
EI-FWC	RRJ-95B	CityJet		14+03	Global 5000	FBS BMVg	
F-HCEV	Beech B200GT	DGAC		MM62244	Falcon 900EX	93° Gruppo TS	
N757MA	B757-26D	Mid East Jet		01-0041	C-40B	99th AS	
OE-GDP	EMB505	Speedwings Executive Jet	arr	9H-MIR	CL-604	HiFly Malta	arr
OO-PAR	Ce525B	Luxaviation Belgium		CS-DTZ	Falcon 2000	Masterjet	2x
OO-SDT	Beech 350	Bongrain Benelux		D-IERF	Ce525	ProAir Aviation	
13. D-CEXP	Learjet 35A	Air Alliance		OE-FDI	SC-7	Pink Aviation	
F-HBDX	EMB505	Jetkey Invest		19. CS-PHC	EMB505	NetJets Europe	arr
F-HCEV	Beech B200GT	DGAC		D-CNOC	Ce560XLS	Atlas Air Service	20
F-HCPE	P180	Pan Europeenne A/S		D-CSUN	Ce560XLS+	Air Hamburg	20
LX-EBE	Ce560XLS+	Flying Group		F-GVYC	Ce560XLS	Lyreco	
OE-IQB	A320-214	Eurowings Europe	f/v	F-HCEV	Beech B200GT	DGAC	
OO-LMS	Falcon 900LX	Luxaviation Belgium		LX-FDJ	PC-12/47E	Faymonville	
14. 2-JFJC	Global Express	Shanbeth		OE-FZD	Ce510	GlobeAir	
9H-IBD	Global 5000	Private Jet Company Malta	arr	OK-EAS	Beech 400A	Time Air	
CS-DXT	Ce560XLS	NetJets Europe		OO-PAR	Ce525B	Luxaviation Belgium	
LX-LOE	Raytheon 4000	Flying Group	arr	OO-SKY	Ce525A	Luxaviation Belgium	
OO-SKY	Ce525A	Luxaviation Belgium		OY-RJC	CRJ100LR	BackBone Aviation	
15. 0260	Yak-40	241.dlt	16	20. F-HCEV	Beech B200GT	DGAC	
14+01	Global 5000	FBS BMVg		LX-EBE	Ce560XLS+	Flying Group	
MM62210	Falcon 900EX	93° Gruppo TS	16	LX-LAB	PC-12/45	Jetfly Aviation	
T.18-3/45-42	Falcon 900B	451 Esc	16	LZ-BVD	CL-605	Air Lubo	
ZE700	BAe146 CC2	32(TR)sq	dep	OE-FBD	Ce510	GlobeAir	arr
CS-DRW	BAe125-800XPi	NetJets Europe		OO-FPE	Ce525B	Flying Group	
F-HCEV	Beech B200GT	DGAC		OO-PAR	Ce525B	Luxaviation Belgium	
F-HRGD	ERJ145LU	Aero4M		21 F-HCEV	Beech B200GT	DGAC	
LX-EBE	Ce560XLS+	Flying Group		22. LX-LAB	PC-12/45	Jetfly Aviation	arr
LX-SEH	Ce560XLS	Luxaviation	arr	N379SK	ERJ140LR	ex American Connection	
N146QS	Global 6000	NetJets	16	OE-FWF	Ce510	GlobeAir	
N372BG	G550	Berwind Corp.	arr	OK-EAS	Beech 400A	Time Air	
OO-FPE	Ce525B	Flying Group		OO-LMS	Falcon 900LX	Luxaviation Belgium	
PH-KBX	Fokker 70	Dutch Government	16	OO-PAR	Ce525B	Luxaviation Belgium	
16. 1257	Yak-40K	241.dlt	18	23. L1-01	Falcon 2000EX	Slovenian Air Force	
15+02	A319-115X	FBS BMVg		CS-DLB	Falcon 2000EX	NetJets Europe	24
406	An-26	MH 59. Sz.D. R	arr	CS-DXT	Ce560XLS	NetJets Europe	arr
MM62245	Falcon 900EX	93° Gruppo TS		EC-HOB	Falcon 900EX	Executive Airlines	24
V-11	G-IV	334sq		F-HBTV	Ce525	Astonjet	24
2818	Let 410UVP	Dopravné krídl	arr	G-FBKF	Ce510	Blink	24
09-001	G550	VIP flight	18	M-IUNI	Global 5000	Maleth Aero	
ZE708	BAe146 C3	32(TR)sq		M-ORAD	Facon 2000EX	Swift Aviation	24
D-CDDD	Ce560XLS+	DC Aviation	arr	N183XL	Ce560XLS+	Textron Aviation	24
D-CNUE	Lj60	FAI Airservice	arr	N653UA	B767-322ER	United	div
HB-JIN	Falcon 900EX	Jet Aviation	arr	OO-DWA	BAe-RJ100	Brussels Airlines	dep
HB-VOU	Ce560XL	Skywork		OO-PAR	Ce525B	Luxaviation Belgium	
LZ-ORO	P180	Aviostart		PH-BGE	B737-7K2	KLM	div

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	PH-BHD	B787-9	KLM	div	PH-VBG	Falcon 2000EX	JetNetherlands	
	PH-BQG	B777-206ER	KLM	div	30.073	C-27J	16.TrAB	31
	PH-BXC	B737-8K2	KLM	div	99-0004	C-32A	1st AS	31
24.	9H-ILY	CL-850	VistaJet Malta	25	D-CHIC	EMB505	Vibro Air Flugservice	
	9H-VJI	Global 6000	VistaJet Malta		N111	G550	Third Security	31
	CS-DXW	Ce560XLS	NetJets Europe		OO-FPF	Ce525B	Flying Group	
	CS-DXY	Ce560XLS	NetJets Europe	25	31.84-00173	C-12U-3	1-214th AVN	
	I-EDLO	BAe125-750	Alba Servizi	25	9H-KAZ	BAe125-900XP	Hyperion Aviation	
	N585D	CL-300	Dupont Aviation		D-CHDC	Ce680	Aerowest Flugcharter	
	OO-PAR	Ce525B	Luxaviation Belgium		F-HOLY	AW109SP	Skycam Helicopteres	
	SU-GDZ	B737-866	EgyptAir	div MSR757	I-CDOL	Ce560XLS	Eurofly	
	YU-BNA	Falcon 50	Serbia Government	25	N162DE	DHC-6-300	Rampart Aviation	
	YU-SVL	Ce560XLS	Prince Aviation	arr	N713L	Falcon 7X	AT & T	arr
25.	4O-MNE	Lj45	Vlada Crne Gore	26	N800J	G550	Johnson & Johnson	
	9H-VFF	CL-605	VistaJet Malta		OE-FCB	Ce510	GlobeAir	
	9H-VJI	Global 6000	VistaJet Malta		OO-KOR	Ce525A	Luxaviation Belgium	
	9H-VTB	Global 5000	VistaJet Malta		OO-PAR	Ce525B	Luxaviation Belgium	
	CS-CHB	CL-350	NetJets Europe		OY-VGA	CL-850	ExecuJet Scandinavia	
	D-CITY	Lj35A	Air Alliance	arr				
	EC-LAE	G200	Executive Airlines	27				
	LX-SEH	Ce560XLS	Luxaviation					
	OO-FPF	Ce525B	Flying Group	f/v				
26.	14+02	Global 5000	FBS BMVg					
	54+06	A400M	LTG62	arr				
	258	Lj45	102sq	27				
	T.18-5/45-44	Falcon 900B	451 Esc	27				
	F-HMAS	Falcon 7X	Xstream					
	I-SEAE	Falcon 2000	Servizi Aerei	27				
	N108CE	G-V	Coca-Cola Enterprises					
	OE-IML	ERJ135BJ	Avcon Jet					
	OH-JTZ	B737-73S	Jet Time Finland	FIN81N/16A				
	OO-GHE	Falcon 2000LX	Luxaviation Belgium					
	OO-PAR	Ce525B	Luxaviation Belgium					
	PH-VBG	Falcon 2000EX	JetNetherlands	27				
27.	9H-KAZ	BAe125-900XP	Hyperion Aviation					
	9H-VFG	CL-605	VistaJet Malta					
	OE-FZC	Ce510	GlobeAir					
	OO-SDT	Beech 350	Bongrain Benelux					
28.	CS-DXQ	Ce560XLS	NetJets Europe	arr				
	D-CHIC	EMB505	Vibro Air Flugservice	29				
	D-IAWG	Ce425	Aerowest					
	YU-RDA	Ce560XLS+	SwissLion – Air Pink					
29.	2-MATO	CL-601-3A	Volare Aviation					
	9H-VJS	Global 6000	VistaJet Malta					
	CS-DXL	Ce560XLS	NetJets Europe	arr				
	CS-LTA	Ce680A	NetJets Europe					
	F-HDLN	Beech B200GT	Nicollin Holding					
	F-HEXR	Falcon 7X	Dassault Aviation					
	M-ABGV	Lj45XR	Ryanair					
	OE-FDT	Ce510	GlobeAir	30				
	OE-FHA	Ce510	GlobeAir	31				
	OE-FZC	Ce510	GlobeAir	30				
	OO-KOR	Ce525A	Luxaviation Belgium					

The TUI Boeing on the 5th was ferried via Keflavik to Capital Region International Airport (Michigan) on wet-lease to Miami Air. The Mauritania Airlines Boeing on the 12th departed after maintenance. On the 22nd an Embraer on its way to South Africa. The aircraft departed Nashville on the 20th. On the 23rd a United and some KLM diverted from Amsterdam. A former Brussels Airlines BAe146 was ferried to Southend. On the 24th an EgyptAir Boeing diverted from Amsterdam. Bulgarian President Rumens Radev began his first foreign trip as head of state on the 30th, leaving for Brussels for talks with EU and NATO officials. Radev, a former Air Force commander, flew on board a military transport plane instead of the government-owned Airbus in order to cut costs, the presidency's press office said.

Credits: ASA Belgium vzw, MST-Aviation forum, Luchtzak forum.

Kleine Brogel

			January 2017	
03.	CH05	C-130H	20sq	*
	CH11	C-130H	20sq	*
04.	CH11	C-130H	20sq	2x *
05.	CH05	C-130H	20sq	*
	ST25	SF260M+	CC Air	*
06.	CE02	ERJ135LR	21sq	*
	CE03	ERJ145LR	21sq	*
	CH04	C-130H	20sq	*
	CH05	C-130H	20sq	*
09.	CE01	ERJ135LR	21sq	*
	CH01	C-130H	20sq	2x *
	FB22	F-16BM	2w	*
	H22	A109BA	1w	*



This Boeing 737 has spent most of its time in Europe. The aircraft was delivered to Lauda Air in 1991, spend some time with BluePanorama and Afriqiyah before it returned to Lauda Air. It then served with Ukraine International and Blue Air. In 2016 the aircraft was converted to freighter. N947NZ started its delivery flight on the 19th when it departed Dothan Regional. It was caught on camera when it arrived at its new base. (Liège, 20 January 2017, Jochem Jottier)

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This Boeing 737 was freshly delivered to Transavia in 2004. It was withdrawn from use in November 2015 when it was registered to Macquarie AirFinance, a global aviation lessor. It took four months before it was registered to Jetairfly as OO-JAL. Initially the aircraft was being operated all white with the TUI logo on its tail. In December 2016 it was repainted into the new corporate TUI colours. (Ostend, 10 January 2017, Nik Deblauwe)

ST45	SF260D	CC Air	*	ZA675	Chinook HC4	Odiham Wing	*
11.CH01	C-130H	20sq		ZA711	Chinook HC4	Odiham Wing	*
ST42	SF260D	CC Air	*	30.L-10	PC-7	131EMVosq	2x *
ST48	SF260D	CC Air (grey c/s)	*	Special guest for Koksijde during January 2017 was the Irish AW139 returning home after attending maintenance in Liegé. The RAF Chinook HC4s were enroute to Groningen-Eelde prior to continue northbound.			
L-08	PC-7	131EMVosq	*	Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Giano De Haase.			
12.CH01	C-130H	20sq	2x *	<u>Liège</u>			
CH11	C-130H	20sq	*				
H21	A109BA	1w					
17.CH07	C-130H	20sq	*				
ST43	SF260D	CC Air (grey c/s)	*				
ST44	SF260D	CC Air (grey c/s)	*				
25.ST42	SF260D	CC Air	*				
26.ST06	SF260M+	CC Air	*				
27.ST43	SF260D	CC Air (grey c/s)	*				
N216DM	CM170R		*	03.OO-TSC	B777-FHT	TNT Airways	January 2017
30.2x	C-130H	20sq		07.G-ECOK	DHC-8-402	Brussels Airlines	dep TAY1
1x	F-16AM/BM	2w		08.RA-82042	An-124-100	Volga-Dnepr	div BEL16D/9904
CE04	ERJ145LR	21sq	*	09.HB-AFW	ATR72-202F	ASL Airl. Switzerland	10 FAT456F/456
31.CH01	C-130H	20sq	*	10.275	AW139	301sq	
CH04	C-130H	20sq	*	A6-GGP	B747-412F	Dubai Air Wing	11 DUB8
CH05	C-130H	20sq	*	ES-LVA	Lj60XR	Panaviatic	
FB22	F-16BM	2w	*	ES-PWB	AW139	Esonia Border Guard	
ST42	SF260D	CC Air	*	F-GYBA	A109E	Finmeccanica	
ST45	SF260D	CC Air	*	OO-COP	Bell 206B2	Ocula	
44+64	Tornado IDS	TLG33	*	OO-DIX	A109E	Shenk Air	
				11.CS-DXY	Ce560XLS	NetJets Europe	
				12.D-ILHD	Ce525	Lufthansa Flight Training	*
				14.F-HAHA	Ce510	Astonjet	dep
				15.HA-KAD	B737-4Y0(F)	ASL Airlines Hungary	arr FAH734P
				16.F-GSCR	Ce525B	Luxaviation France	dep
				F-GTFB	Ce510	TRED Aviation	18
				17.275	AW139	301sq	tst
				18.M-DMBP	Lj40XR	Ven Air	19
				19.275	AW139	301sq	dep
				20.N947NZ	B737-4Z9(F)	ASL Airlines Belgium	arr JTN6152
				PH-ACE	Beech 300	JetNetherlands	
				23.OM-ACB	B747-433(F)	Air Cargo Global	24 CCC873P/873
				24.N700CK	B747-4R7F	Kalitta Air	arr CKS842
				N888HJ	Beech 200	MHJ Group	28
				RA-82074	An-124-100	Volga-Dnepr	25 VDA7713/7656
				25.OH-YLW	PC-12/45	Hendell Aviation	dep
				SP-NVM	G280	AMC Aviation	
				26.SP-NVM	G280	AMC Aviation	
				27.D-CJET	Ce525B	Air Hamburg Private Jets	arr
				RA-76511	Il-76TD-90VD	Volga-Dnepr	28 VDA4577/8
				30.N952CA	B747-428(F)	National Airlines	NCR443
				31.F-GSCR	Ce525B	Luxaviation France	dep
				N952CA	B747-428(F)	National Airlines	

Credits: Toon Cox, Andrew Timmerman, Raf Verheyen.

Koksijde

				January 2017			
02.FA131	F-16AM	10w	*				
FA136	F-16AM	10w	*				
03.ST45	SF260D	CC Air	*				
04.FA77	F-16AM	10w (tiger c/s)	*				
FB23	F-16BM	10w	*				
05.1x	SF260D/M+	CC Air	*				
06.ST40	SF260D	CC Air	*				
10.ST42	SF260D	CC Air	*				
ST47	SF260D	CC Air	*				
H45	A109BA	1w/17sq	*				
16.ST44	SF260D	CC Air	6x *				
17.RN05	NH90-TTH	1w/18sq					
RN08	NH90-TTH	1w/18sq					
ST42	SF260D	CC Air	2x *				
19.ST42	SF260D	CC Air	2x *				
275	AW139	301sq	*				
23.FB15	F-16BM	10w	*				
24.ZA670	Chinook HC4	Odiham Wing	*				

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OO-TSB B777-FHT TNT Airways dep TAY1

On the 3rd the first TNT Boeing 777 departed Liege for the last time with destination Singapore and registered as N844FD for FedEx on the 12th. The Dash-8 on the 7th was a Brussels diversion. All helicopters on the 10th were logged at the Agusta facility. The Bell was wrapped in plastic and marked on a nearby piece of paper. On the 17th a local test flight by the Irish AW139 before departing back home two days later. On the 20th the arrival of a new fleet addition for ASL Belgium. A second TNT Boeing 777 also destined for FedEx departed Belgium on the 31st.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

January 2017

01. F-HJBR	EMB505	Air Breizh	
N45WF	PA-46-350P		
N41518	PA-46-350P		
OO-HJB	P68		
02. CE02	ERJ135LR	21sq	
EC-LEK	ERJ195LR	Air Europa	div f/v AEA1171/A
OK-TCA	L410UVP-E	CityWing (a/w)	
OO-SKY	Ce525A	Luxaviation Belgium	08 AAB418/565
03. CH12	C-130H	20sq	*
D-ASBG	Falcon 900LX	Airservice Bremgarten	
G-FBKK	Ce510	Blink	
OO-IDE	Ce525	Capital Aircraft Group	04
OO-SSX	A319-111	Brussels Airlines	BEL9951
04. G-LEAC	Ce510	Luxaviation UK	dep
OO-GEE	PC-12/47E	Blue Sky Aviation	05
OO-IDE	Ce525	Capital Aircraft Group	arr
OO-OCA	Beech 350i	Air Service Liège	dep
05. CS-LTB	Ce680A	NetJets Europe	NJE3KX
OO-JWB	PC-12/47E	Nextgen Partners	PCH569
OO-NAG	P2006T	NextGen Aviation Group	
06. CS-LTB	Ce680A	NetJets Europe	NJE680A
OO-JWB	PC-12/47E	Nextgen Partners	tst PCH569
07. D-CGGG	Lj31A	MHS Aviation	
N165SL	P180	Nextgen Partners	14
OO-OCA	Beech 350i	Air Service Liège	08
08. OO-AMR	Ce525A	Air Service Liège	
OO-PSE	Falcon 2000LX	Luxaviation Belgium	AAB309/
09. CS-PHJ	EMB505	NetJets Europe	NJE9FF
10. CS-DXX	Ce560XLS	NetJets Europe	NJE658W/936
D-CITY	Lj35A	Air Alliance	11 AYY116
OE-GDP	EMB505	Speedwings Business	SPG606
11. F-HCEV	Beech B200GT	DGAC	2x
N108CE	G-V	Coca Cola Enterprises	
13. EI-LEO	Ce750	Airlink Airways	HYR751

OO-PAR	Ce525B	Luxaviation Belgium	AAB574
14. F-HFKG	ERJ145EP	Enhance Aero	
N165SL	P180	Nextgen Partners	
15. OO-AMR	Ce525A	Air Service Liège	
OO-PAR	Ce525B	Luxaviation Belgium	16 AAB574
16. ER-JAI	B747-412(F)	Aerotrans	17 ATG4480/1
17. ER-BAM	B747-409(F)	Aerotrans	18 ATG4471/81
F-HCPB	Ce525	Bleu Azur	
F-HCPB	Ce525	Bleu Azur	18
F-HFKG	ERJ145EP	Enhance Aero	
18. D-CJET	Ce525B	Air Hamburg Private Jets	
AHO869A/B			
F-HCEV	Beech B200GT	DGAC	
OO-ESA	Ce404	Eurosense	arr
19. ST42	SF260D	CC Air	*
OO-KOR	Ce525A	Luxaviation Belgium	AAB585/618
20. F-HCPB	Ce525	Bleu Azur	
24. EI-LEO	Ce750	Airlink Airways	25 HYR075X
F-HCPB	Ce525	Bleu Azur	
25. F-HCPB	Ce525	Bleu Azur	
F-HCPB	Ce525	Bleu Azur	26
26. CS-PHI	EMB505	NetJets Europe	NJE8GX
F-HCPB	Ce525	Bleu Azur	27
27. F-HCPB	Ce525	Bleu Azur	
G-FLBK	Ce510	Blink	
28. CS-DXO	Ce560XLS	NetJets Europe	NJE460T/763H
G-FLBK	Ce510	Blink	
29. ER-BAM	B747-409(F)	Aerotrans	31 ATG4402/3
G-FLBK	Ce510	Blink	
30. OO-CIV	Ce525A	Luxaviation Belgium	dep AAB791
31. ER-BAM	B747-409(F)	Aerotrans	ATG4404/5
OO-CEH	Ce560XLS	Luxaviation Belgium	AAB795

EgyptAir Cargo:

SU-GAC 01, 02, 06, 07, 10, 14, 16, 18, 20, 25, 27

SU-GAS 17, 19, 20, 21, 23, 24, 28, 29

SU-GAY 01, 02², 03, 10, 13, 16, 26, 28, 30, 31

JetairFly:

OO-JAH 04 -22, 24 - 29

OO-JAL 10

OO-JAX 22²

OO-JEM 01 - 21, 23 - 30

OO-JLO /01

OO-JVA 30, 31

The Air Europa on the 2nd was a diversion. The Belgian Hercules and the Brussels Airlines Airbus on the 3rd were both training flights. More training flights on the 5th. This time by the NextGen Pilatus and the NetJets Latitude. The latter returned the next day for another training flight. The Beech on the 11th performed calibration flights. Another calibration took place on the 18th by the same aircraft.

Credit: Replo.be



This L-410UVP-E was delivered to Yakutiya as CCCP-67638 in 1990. The aircraft ended up with Van Air in 2008. OK-TCA has since operated for Manx2 and CityWing. At the time of writing, CityWing services run by Van Air have been grounded after the Civil Aviation Authority asked to speak with the airline following an incident on 23 February 2017. (Ostend, 2 January 2017, Nik Deblauwe)

Military Movements Elsewhere



The first rotation of USAF KC-135 tankers was filled by the 157th ARW from the New Hampshire ANG. Operating from Portsmouth - Pease International Tradeport nine KC-135R operate with 133rd ARS with 57-1430 being the first and oldest tanker. (Geilenkirchen, 17 January 2017, Rolf H. Flinzner)

Germany

Geilenkirchen		January 2017	
06.58-0118/D	KC-135R	351st ARS	* Quid52
09.62-3500	KC-135R	126th ARS WI ANG	20 RCH457
64-14836	KC-135R	133rd ARS NH ANG	20 RCH657
10.57-1430	KC-135R	133rd ARS NH ANG	27 RCH972
63-8004	KC-135R	117th ARS KS ANG	dep RCH692
17.85	EMB121AN	28F	u/s 26 CTM1760/1728
D-HLTL	EC155B	Bundespolizei	* Pirol112
18.099/YP	EMB121AA	EAT00.319	CTM1728
23.60-0315	KC-135R	126th ARS WI ANG	RCH342
61-0309	KC-135R	126th ARS WI ANG	RCH310
26.107/YV	EMB121AA	ET00.319	CTM1726
27.61-0266	KC-135R	117th ARS KS ANG	RCH974
30.OY-JPJ	Ce650	nn	NFA011/011P
OY-NPF	SA227DC	nn	NF0111P/NFA111
31.84-0087	C-21A	76th AS	* Falcon01
95-00123	UC-35A	1-214th AVN	* Duke26

Credits: Rolf Flinzner, MAR, Scramble messageboard.

Köln-Bonn		December 2016	
01.15001	CC-150	437sq	CFC4170
100001/001	OS100	TSFE	OSY11
G-VYGM	Voyager KC2	Air Tanker	+02, 03
08-8195	C-17A	62nd AW	RCH325
02.15001	CC-150	437sq	03 CFC4170
04.406	An-26	MH 59. Sz.D. REB.	HuAF413
05.87+11	Bo105P1	HFWS	GAMC11
83+19	S.Lynx Mk88A	MFG5	GNV4620
ZK560	Chinook HC6	Odiham Wg	RFR7165
06.50+67	C-160D	LTG61	
07.15004	CC-150	437sq	08 CFC3335
51+06	C-160D	LTG63	GAF406
76+07	H-145M	HSG64	Hawk402
08.177705	CC-177	429sq	CFC4001
50+67	C-160D	LTG61	GAF022
51+06	C-160D	LTG63	GAF223
08-8195	C-17A	62nd AW	10 RCH160/235
09.15005	CC-150	437sq	10 CFC3328
10.15002	CC-150	437sq	CFC4171
03-3127	C-17A	62nd AW	11 RCH337
11.15002	CC-150	437sq	CFC4171
54+05	A400M	LTG62	GAF013
12.177705	CC-177	429sq	CFC4001
54+02	A400M	LTG62	GAF364
422/F-RADB	A310-304	ET00.060	CTM1103
13.177701	CC-177	429sq	14 CFC4036

50+97	C-160D	LTG61	14 GAF008
13-20619	UH-60M	3-501st AVN	Army20619
CS-TRJ	A321-231	21sq	BAF630
14.14-20790	UH-60M	3-501st AVN	Army20790
910502	C-26D	AOD Sigonella	CNV6182
15.D-101	CH-47D	298sq	Grizzly14
16.50+38	C-160D	LTG63	GAF047
08-8195	C-17A	62nd AW	17 RCH545/249
17.HZ-MS4C	G-IV	RSAFMS	HZMS4C
18.177701	CC-177	429sq	CFC4036
19.54+02	A400M	LTG62	GAF027
70+73	UH-1D	thR30	
14-20790	UH-60M	3-501st AVN	
20.54+02	A400M	LTG62	GAF027
21.83-1285	C-5M	436th AW	RCH531
06-6160	C-17A	60th AMW	
23.50+74	C-160D	LTG61	
28.177705	CC-177	429sq	
08-8195	C-17A	62nd AW	
31.L1-01	Falcon 2000	Slovenian AF	
08-8204	C-17A	437th AW	

		January 2017	
01.08-8192	C-17A	62nd AW	RCH227
04.177705	CC-177	429sq	05 CFC4002
50+38	C-160D	LTG63	
02-1099	C-17A	97th AMW	RCH465
05.50+38	C-160D	LTG63	GAF256
97-0041	C-17A	437th AW	RCH607
09.50+48	C-160D	LTG61	GAF120
70+73	UH-1D	thR30	Joker15
02-1099	C-17A	97th AMW	RCH595
10.70+73	UH-1D	thR30	Joker18
11.177704	CC-177	429sq	
51+05	C-160D	LTG63	GAF640
A6-ESH	A319-133	Gvmt of Sharjah	14 SHJ01
12.08-8195	C-17A	62nd AW	
16.54+05	A400M	LTG62	GAF183
17.50+66	C-160D	LTG61	GAF808
50+82	C-160D	LTG61	GAF333
18.02-1099	C-17A	97th AMW	20 RCH404
19.S-458	AS532U2	300sq	Dragon3
21.50+73	C-160D	LTG61	GAF011
177702	CC-177	429sq	CFC4002
23.50+65	C-160D	LTG61	GAF910
50+66	C-160D	LTG61	GAF120
26.177701	CC-177	429sq	CFC4017
50+76	C-160D	LTG63	GAF126

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70+56	UH-1D	THR30	Rescue41	165830	C-40A	VR-59	06 CNV6362
27.177701	CC-177	429sq	CFC4017	06.83-1285	C-5M	436th AW	07 RCH566/603
50+48	C-160D	LTG61	GAF381	99-0169	C-17A	437th AW	07 RCH513
50+65	C-160D	LTG61	GAF321	07-7176	C-17A	436th AW	07 RCH554
51+06	C-160D	LTG63	GAF009	07.87-0036	C-5M	436th AW	09 RCH978
06-6163	C-17A	60th AMW	RCH337/197	92-3294	C-17A	62nd AW	08 RCH175
				00-0181	C-17A	167th AS WV ANG	08 RCH472
				04-4131	C-17A	305th AMW	08 RCH981
				05-5141	C-17A	729th AS AFRC	08 RCH185
				07-7176	C-17A	436th AW	08 RCH554
				09-9208	C-17A	437th AW	08 RCH239
				08.85-0009	C-5M	68th AS AFRC	09 RCH345
				87-0120	KC-10A	305th AMW	09 RCH467
				08-3179	C-130J-30	317th AG	09 RCH815
				08-5693	C-130J-30	317th AG	09 RCH974
				09.01	C-17A	HAW	12 Bartok96
				86-0025	C-5M	436th AW	11 RCH146
				87-0032	C-5M	60th AMW	10 RCH230
				96-0006	C-17A	167th AS WV ANG	12 RCH600
				00-0181	C-17A	167th AS WV ANG	RCH472/686
				00-0185/AK	C-17A	517th AS AK ANG	11 RCH160
				03-3116	C-17A	183rd AS MS ANG	13 RCH702
				06-6159	C-17A	60th AMW	12 RCH521
				07-7176	C-17A	436th AW	RCH554/689
				08-8198	C-17A	437th AW	11 RCH982
				08-8200	C-17A	62nd AW	11 RCH615/623
				10-0214	C-17A	437th AW	11 RCH239
				08-3172	C-130J-30	317th AG	12 RCH973
				08-5683	C-130J-30	317th AG	12 RCH924
				08-5712	C-130J-30	317th AG	12 RCH715
				10.03-3127	C-17A	62nd AW	11 RCH681
				06-6167	C-17A	436th AW	11 RCH180
				10-0219	C-17A	62nd AW	11 RCH529
				08-3173	C-130J-30	317th AG	12 RCH957
				11.02-1110	C-17A	62nd AW	12 RCH167
				05-5142	C-17A	729th AS AFRC	12 RCH460
				06-6163	C-17A	60th AMW	12 RCH459
				08-8200	C-17A	62nd AW	20 RCH623/633
				09-9212	C-17A	437th AW	12 RCH558
				07-4635	C-130J-30	19th AW	25 RCH430/Lion490
				08-5686	C-130J-30	317th AG	16 Lion401/RCH455
				11-5738	C-130J-30	19th AW	RCH688/Lion489
				14-5796	C-130J-30	19th AW	RCH944/Lion150
				12.01	C-17A	HAW	13 Bartok96/50
				92-3292	C-17A	437th AW	13 RCH977
				00-0178	C-17A	89th AS AFRC	14 RCH437
				03-3115	C-17A	183rd AS MS ANG	RCH111



Rolf H. Flinzner also captured French Navy EMB121AN 85 in the landing at Geilenkirchen on 17 January 2017. This Xingu flew as CTM1760 on a shuttle flight between Lorient/Lann-Bihoué and Geilenkirchen.

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04-4133	C-17A	305th AMW	16 RCH394	19.86-0017	C-5M	436th AW	20 RCH209
06-6163	C-17A	60th AMW	13 RCH459/547	99-0060	C-17A	62nd AW	20 RCH661
06-6165	C-17A	436th AW	RCH395	01-0189	C-17A	155th AS TN ANG	20 RCH255
07-7178	C-17A	305th AMW	13 RCH392	04-4134	C-17A	305th AMW	26 RCH633/624
08-8192	C-17A	62nd AW	13 RCH610	05-5141	C-17A	729th AS AFRC	20 RCH223
09-9212	C-17A	437th AW	13 RCH558	06-6155	C-17A	60th AMW	RCH380
10-0219	C-17A	62nd AW	13 RCH529	07-7187	C-17A	437th AW	20 RCH744
98-0002	C-32A	1st AS	SAM093	08-8199	C-17A	62nd AW	RCH379
91-1235	C-130H	165th AS KY ANG	17 RCH800	09-9211	C-17A	62nd AW	20 RCH597
84-00157	C-12U-3	E/1-214th AVN	Duke74	58-0050	KC-135T	92nd/141st ARW WAANG	24 RCH192
13.07/blue	C-27J	Lithuanian AF	LYF192	20.86-0017	C-5M	436th AW	21 RCH209
85-0009	C-5M	68th AS AFRC	18 RCH238	96-0006	C-17A	167th AS WV ANG	23 RCH983/187
00-0176	C-17A	155th AS TN ANG	16 RCH547/459	00-0178	C-17A	89th AS AFRC	21 RCH722
01-0193	C-17A	437th AW	14 RCH1815	04-4130	C-17A	305th AMW	24 RCH385/283
04-4130	C-17A	305th AMW	14 RCH525	06-6157	C-17A	60th AMW	21 RCH398
04-4137	C-17A	305th AMW	14 RCH216	08-8191	C-17A	437th AW	21 RCH643
06-6165	C-17A	436th AW	16 RCH395	14-5796	C-130J-30	19th AW	23 Lion170/402
08-8198	C-17A	437th AW	RCH982	09-72097	UH-72A	JMRC	Army72097
07-46311	C-130J-30	19th AW	14 RCH707	09-72100	UH-72A	JMRC	Army72100
60-0335	KC-135T	91st ARS	14 RCH789	21.86-0017	C-5M	436th AW	22 RCH209
14.01-0189	C-17A	155th AS TN ANG	18 RCH255	87-0032	C-5M	60th AMW	22 RCH745
01-0196	C-17A	167th AS WV ANG	17 RCH947/187	00-0176	C-17A	155th AS TN ANG	22 RCH106
01-0197	C-17A	437th AW	15 RCH651	02-1099	C-17A	437th AW	22 RCH624/633
02-1106	C-17A	62nd AW	21 RCH283/385	02-1105	C-17A	62nd AW	26 RCH699/544
03-3116	C-17A	183rd AS MS ANG	RCH702	02-1106	C-17A	62nd AW	22 RCH385
04-4131	C-17A	305th AMW	15 RCH446/696	04-4131	C-17A	305th AMW	22 RCH691
04-4137	C-17A	305th AMW	17 RCH216/384	05-5141	C-17A	729th AS AFRC	22 RCH223
06-6155	C-17A	60th AMW	19 RCH380	08-8200	C-17A	62nd AW	RCH633/597
07-7180	C-17A	437th AW	15 RCH306	09-9211	C-17A	62nd AW	24 RCH597/359
08-8199	C-17A	62nd AW	19 RCH379	63-8003	KC-135R	141st ARS NJ ANG	22 RCH968
15.01	C-17A	HAW	Bartok50	97-00102	UC-35A	E/1-214th AVN	Duke28
00-0178	C-17A	89th AS AFRC	16 RCH437	164995/AX	C-130T	VR-53	22 CNV6842
07-7180	C-17A	437th AW	16 RCH306	22.79-0433	KC-10A	305th AMW	24 RCH981
10-0216	C-17A	62nd AW	16 RCH610	01-0193	C-17A	437th AW	23RCH1815
58-0049	KC-135T	171st ARS MI ANG	16 RCH176	10-0223	C-17A	437th AW	23 RCH819
168204	UC-12W	VMR-4	Atila04	23.CD01	Falcon 900B	21sq	BAF610
16.85-0005	C-5M	436th AW	19 RCH869/970	87-0035	C-5M	436th AW	24 RCH144
04-4130	C-17A	305th AMW	17 RCH712	02-1108	C-17A	62nd AW	25 RCH963
04-4133	C-17A	305th AMW	RCH394	04-4131	C-17A	305th AMW	24 RCH691
06-6165	C-17A	436th AW	RCH395	07-7178	C-17A	305th AMW	24 RCH962
82-0056	C-130H	164th AS OH ANG	22 RCH473	10-0223	C-17A	437th AW	24 RCH819
04-3143	C-130J-30	19th AW	17 RCH107	24.02	C-17A	HAW	Bartok51
14-5796	C-130J-30	19th AW	18 Lion150/Herky05	86-0017	C-5M	436th AW	25 RCH709
62-3554	KC-135R	22nd ARW	17 RCH557	06-6155	C-17A	60th AMW	25 RCH102
63-7982	KC-135R	92nd/141st ARW WAANG	18 RCH327	06-6163	C-17A	60th AMW	26 RCH785/337
60-0357	KC-135T	22nd ARW	17 RCH543	07-7180	C-17A	437th AW	25 RCH650
15-20725	UH-60M	3-501st AVN	Army20725	25.02	C-17A	HAW	Bartok51
15-20732	UH-60M	3-501st AVN	Army20732	MM55065	MB-339CD	212°Gr	26 IAM6131
15-20735	UH-60M	3-501st AVN	Army20735	MM55081	MB-339CD	212°Gr	26 IAM6130
17.5140/61-PD	C-130H-30	ET02.061	CTM1129	86-0013	C-5M	436th AW	26 RCH720
86-0024	C-5M	60th AMW	20 RCH549	95-0107	C-17A	437th AW	26 RCH556
84-0190	KC-10A	305th AMW	18 RCH727	02-1110	C-17A	62nd AW	26 RCH960
01-0196	C-17A	167th AS WV ANG	18 RCH187	06-6166	C-17A	436th AW	26 RCH958
04-4137	C-17A	305th AMW	18 RCH384	07-7177	C-17A	436th AW	26 RCH551
07-46310	C-130J-30	19th AW	RCH207	07-7178	C-17A	305th AMW	RCH962
11-5734	C-130J-30	19th AW	RCH555	07-7180	C-17A	437th AW	27 RCH650
11-5752	C-130J-30	19th AW	RCH537	09-9211	C-17A	62nd AW	27 RCH359/783
13-5784	C-130J-30	19th AW	RCH560	10-0223	C-17A	437th AW	26 RCH819
14-5788	C-130J-30	19th AW	RCH307	07-4635	C-130J-30	19th AW	26 Lion490
90-0777/AV	F-16DM	510th FS	18 Wyvern31	14-5796	C-130J-30	19th AW	26 Lion402/497
15-20699	UH-60M	3-501st AVN	Army20699	61-0321/D	KC-135R	351st ARS	26 Evac10E4
15-20700	UH-60M	3-501st AVN	Army20700	26.014	C295M	13EL.Tr	PLF044
15-20732	UH-60M	3-501st AVN	Army20732	70-0456	C-5A	337th AS AFRC	27 RCH150
15-20760 +5	UH-60M	3-501st AVN	Army20760	86-0013	C-5M	436th AW	27 RCH720
18.83-1285	C-5M	436th AW	19 RCH104	95-0107	C-17A	437th AW	27 RCH556
95-0102	C-17A	437th AW	20 RCH624	01-0188	C-17A	137th AS NY ANG	27 RCH410
99-0060	C-17A	62nd AW	19 RCH661	01-0194	C-17A	89th AS AFRC	27 RCH155
00-0174/AK	C-17A	517th AS AK ANG	19 RCH520	01-0196	C-17A	167th AS WV ANG	27 RCH983/267
00-0178	C-17A	89th AS AFRC	19 RCH722	900531	C-26D	AOD Naples	27 CNV6742
01-0196	C-17A	167th AS WV ANG	23 RCH187/983	11-5738	C-130J-30	19th AW	28 Lion489/409
14-5796	C-130J-30	19th AW	20 Herky81/Lion170	61-0321/D	KC-135R	351st ARS	Evac10E4
15-20701	UH-60M	3-501st AVN	Army20701	27.01	C-17A	HAW	Bartok90
15-20732	UH-60M	3-501st AVN	Army20732	03-3124	C-17A	437th AW	28 RCH665
15-20735	UH-60M	3-501st AVN	Army20735	06-6167	C-17A	436th AW	28 RCH551
15-20789	UH-60M	3-501st AVN	Army20789	07-7175	C-17A	436th AW	28 RCH683
15-20790	UH-60M	3-501st AVN	Army20790	07-7180	C-17A	437th AW	28 RCH650



During the Munich Security Meeting an annual gathering of government transports is guaranteed. Among the visitors Lukas Kinneswenger captured US Coast Guard C-37A 02 on 18 February 2017.

07-7182	C-17A	437th AW	29 RCH559	09.44+61	Tornado IDS	TLG33	* Bomber
08-8200	C-17A	62nd AW	28 RCH356	92-3292	C-17A	437th AW	10 RCH977
09-9211	C-17A	62nd AW	31 RCH783/549	02-1101	C-17A	437th AW	11 RCH687
11-5725/FT	HC-130J	79th RQS	Septer71	03-3115	C-17A	183rd AS MS ANG	10 RCH111
2x	AH-64D	1-3rd AVN		62-3541	KC-135R	92nd/141st ARW WAANG	10 RCH564
28.70-0456	C-5A	337th AS AFRC	29 RCH150	10.06-6166	C-17A	436th AW	11 RCH559
86-0020	C-5M	436th AW	29 RCH971	11.45+67	Tornado IDS	TLG33	* Gunner
01-0188	C-17A	137th AS NY ANG	29 RCH410	87-0036	C-5M	436th AW	12 RCH978
01-0194	C-17A	89th AS AFRC	30 RCH155	06-6164	C-17A	60th AMW	14 RCH195
02-1100	C-17A	155th AS TN ANG	30 RCH446	12.LX-N90458	E-3A	NAEW&CF	* Nato40
03-3123	C-17A	167th AS WV ANG	29 RCH565	00-0176	C-17A	155th AS TN ANG	13 RCH547
03-3124	C-17A	437th AW	29 RCH665	84-0096	C-21A	76th AS	* Valour42
08-8191	C-17A	437th AW	RCH148	13.00-0183	C-17A	62nd AW	14 RCH739
08-8200	C-17A	62nd AW	29 RCH356	09-9206	C-17A	437th AW	14 RCH539
11-5738	C-130J-30	19th AW	30 Lion409/Herky81	14.87-0028	C-5M	60th AMW	15 RCH695
29.84-0188	KC-10A	305th AMW	31 RCH660	87-0029	C-5M	60th AMW	15 RCH170
94-0066	C-17A	62nd AW	31 RCH620	96-0001	C-17A	62nd AW	15 RCH110
03-3120	C-17A	62nd AW	31 RCH525	00-0183	C-17A	62nd AW	16 RCH739
03-3124	C-17A	437th AW	02 RCH665	15.00-0171/AK	C-17A	517th AS AK ANG	16 RCH625
04-4130	C-17A	305th AMW	30 RCH528	08-8193	C-17A	62nd AW	16 RCH285/435
07-7183	C-17A	437th AW	30 RCH526/901	08-8195	C-17A	62nd AW	16 RCH435/164
164995/AX	C-130T	VR-53	30 CNV6926	16.87-0032	C-5M	60th AMW	17 RCH719
30.03	C-17A	HAW	Bartok95	06-6164	C-17A	60th AMW	17 RCH464
87-0045	C-5M	436th AW	02RCH302	10-0217	C-17A	62nd AW	17 RCH682
03-3123	C-17A	167th AS WV ANG	31 RCH565/552	10-0223	C-17A	437th AW	18 RCH690
07-7178	C-17A	305th AMW	31 RCH610/287	63-8013	KC-135R	166th ARS OH ANG	17 RCH153
07-7183	C-17A	437th AW	31 RCH901	17.84-00173	C-12U-3	E/1-214th AVN	* Duke41
08-8203	C-17A	62nd AW	01 RCH608	98-0054	C-17A	437th AW	18 RCH156
01-0041	C-40B	1st AS	31 SAM504	02-1108	C-17A	62nd AW	18 RCH189
09-5709/FT	HC-130J	79th RQS	RCH5709	07-7178	C-17A	305th AMW	18 RCH393
11-5738	C-130J-30	19th AW	31 Herky81/Lion485	58-0083	KC-135R	166th ARS OH ANG	18 RCH178
14-5796	C-130J-30	19th AW	Lion497/Lion491	90-0777/AV	F-16DM	510th FS	* Wyvern31
164995/AX	C-130T	VR-53	31 CNV6926	18.FB21	F-16BM	2W	* BAF261
31.99-0060	C-17A	62nd AW	02 RCH702	90-0534	C-17A	437th AW	19 RCH383
06-6163	C-17A	60th AMW	02 Moose75/RCH841	07-7178	C-17A	305th AMW	RCH393
07-7172	C-17A	60th AMW	RCH180	08-8193	C-17A	62nd AW	20 RCH435/285
07-7179	C-17A	60th AMW	03 RCH211/885	19.96-0006	C-17A	167th AS WV ANG	20 RCH983
07-7182	C-17A	437th AW	01 RCH559	00-0184	C-17A	62nd AW	20 RCH140
10-0219	C-17A	62nd AW	01 RCH731	20.85-0005	C-5M	436th AW	25 RCH970/678
59-1471/D	KC-135T	351st ARS	02 Quid21/65	86-0013	C-5M	436th AW	21 RCH112
				08-8203	C-17A	62nd AW	21 RCH918
				10-0222	C-17A	437th AW	21 RCH616
<u>Credits:</u> MAR, Scramble messageboard.				89-26206/LN	HH-60G	56th RQS	a/f in, dep 26 a/f
Spangdahlem			January 2017	89-26208/LN	HH-60G	56th RQS	a/f in, dep 26 a/f
01.84-0083	C-21A	76th AS	* Valour21	91-26353/LN	HH-60G	56th RQS	a/f in, dep 26 a/f
04.07-7177	C-17A	436th AW	05 RCH207	21.86-0013	C-5M	436th AW	22 RCH112
06.96-0006	C-17A	167th AS WV ANG	07 RCH600	00-0184	C-17A	62nd AW	22 RCH140
04-4134	C-17A	305th AMW	07 RCH524	22.86-0025	C-5M	436th AW	26 RCH678/709
58-0118/D	KC-135R	351st ARS	* Quid52				

57-1454	KC-135R	92nd/141st ARW	31 RCH256/Clash01
23.09-9209	C-17A	62nd AW	24 RCH777
25.FB20	F-16BM	10w	* BAF459
86-0017	C-5M	436th AW	RCH709/970
02-1108	C-17A	62nd AW	RCH963
62-3575	KC-135R	91st ARS	26 RCH240
26 99-0058	C-17A	62nd AW	27 RCH603
97-00105	UC-35A	E/1-214th AVN	Duke55
27.07-7173	C-17A	436th AW	28 RCH957
84-0087	C-21A	76th AS	Fendy95
97-00102	UC-35A	E/1-214th AVN	Duke55
28.07-7170	C-17A	436th AW	29 RCH298
07-7172	C-17A	60th AMW	30 RCH180
29.00-0184	C-17A	62nd AW	30 RCH357
08-8193	C-17A	62nd AW	30 RCH175
30.84-0062	C-5M	60th AMW	31 RCH553
00-0184	C-17A	62nd AW	31 RCH357
04-4133	C-17A	305th AMW	01 RCH208
06-6155	C-17A	60th AMW	31 RCH174
08-8191	C-17A	437th AW	31 RCH148
31.85-0010	C-5M	60th AMW	01 RCH698
08-8202	C-17A	62nd AW	01 RCH260
59-1471/D	KC-135T	351st ARS	* Quid21
93-0548/SW	F-16CM	79th FS	Tabor03

Credits: MAR, Scramble messageboard.

Stuttgart			January 2017
04.471	C-135FR	GRV02.091	
05.05-0932	C-40C	73rd AS AFRC	
900528	C-26D	AOD Naples	
900531	C-26D	AOD Sigonella	
06.99-3106	C-146A	524th SOS	
09-3106	C-146A	524th SOS	
07.900528	C-26D	AOD Naples	
08.10-0217	C-17A	62nd AW	
165830	C-40A	USN	
11.08-8601/RS	C-130J-30	37th AS	
13.900528	C-26D	AOD Naples	
18.07-7173	C-17A	436th AW	
20.166694	C-40A	VR-56	21
26.HZ-MS4A	G-IVSP	RSAFMS	
27.E7-SMS	Ce525	Republic of Srpska	
29.70-0461	C-5A	68th AS AFRC	
00-0181	C-17A	167th AS WV ANG	
96-0006	C-17A	167th AS WV ANG	
30.14-5796	C-130J-30	19th AW	
900528	C-26D	AOD Naples	
31.10-0217	C-17A	62nd AW	

Credits: MAR, Scramble messageboard.

Wiesbaden			January 2017
05.87-24614	UH-60A	C/1-214th AVN	
19.S-458	AS532U2	300sq	20
20.85-24446	UH-60A	C/1-214th AVN	
25.84+43	CH-53GA	HSG64	
26.13-08134	CH-47F	H/1-214th AVN	

Credits: MAR, Scramble messageboard.

Ireland			January 2017
Shannon			
04.05-0932	C-40C	73rd AS AFRC	
07.166694	C-40A	USN	
09.165832	C-40A	USN	
10.165830	C-40A	USN	
165836	C-40A	USN	
12.165836	C-40A	USN	
13.07-46311	C-130J-30	41st AS	
14.05-0482	U-28A	319th SOS	18
08-0822	U-28A	319th SOS	18
09-9205	C-17A	437th AW	
66-0219	MC-130P	130th RQS CA ANG	18
89-9106	C-130H	757th AS AFRC	
15.80-0138/OK	E-3G	552th ACW	
16.99-0004	C-32A	1st AS	
90-9107	C-130H	757th AS AFRC	
90-9108	C-130H	757th AS AFRC	

92-3023	C-130H	757th AS AFRC
92-3024	C-130H	757th AS AFRC
18.ZM400	Atlas C1	70sq
99-0004	C-32A	1st AS
168981	C-40A	USN
22.09-9205	C-17A	437th AW
24.164996/BD	C-130T	VR-64
165161/BD	C-130T	VR-64
25.05-4613	C-40C	73rd AS AFRC
166377	C-37B	VR-1
31.99-0004	C-32A	1st AS
01-0041	C-40B	1st AS

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores			January 2017
06.165352	C-130T	nn	CNV3422
99-0060	C-17A	62nd AW	RCH225
07.05-0556	U-28A	319th SOS	RCH1020
08-0809	U-28A	319th SOS	RCH1022
66-0219	MC-130P	130th RQS CA ANG	King64
10.92-0253	AC-130U	4th SOS	11 RCH1004
12.T.18-3/45-42	Falcon 900B	451 Esc	AME4522
ZJ947/EB-L	Typhoon FGR4	6sq	13 RRR9511
ZK300/H	Typhoon FGR4	6sq	14 RRR9518
ZK306/ED	Typhoon FGR4	6sq	14 RRR9517
ZK321/EG	Typhoon FGR4	6sq	13 RRR9515
ZK333	Typhoon FGR4	6sq	13 RRR9516
ZK337/FP	Typhoon FGR4	6sq	13 RRR9513
ZK343	Typhoon FGR4	6sq	14 RRR9512
ZZ335	Voyager KC3	10/101sq	13 RRR9102
ZZ336	Voyager KC3	10/101sq	14 RRR9101
82-0056	C-130H	nn	13 RCH473
165351/AX	C-130T	VR-53	CNV3741
14.ZK311/N	Typhoon FGR4	6sq	RRR9513/11
16.08-5686	C-130J-30	317th AG	RCH455
08-5691	C-130J-30	317th AG	RCH609
17.02-0202	C-40C	201st AS DC ANG	Boxer47
90-9107	C-130H	757th AS AFRC	RCH201
92-3024	C-130H	757th AS AFRC	RCH202
90-9108	C-130H	757th AS AFRC	RCH203
92-3023	C-130H	757th AS AFRC	RCH204
18.10-5701	C-130J-30	317th AG	19 RCH716
07-3170	C-130J-30	317th AG	20 RCH713
20.78-0637/MD	A-10C	104th FS MD ANG	23 Tabor32
78-0718/MD	A-10C	104th FS MD ANG	23 Tabor34
79-0087/MD	A-10C	104th FS MD ANG	23 Tabor33
79-0088/MD	A-10C	104th FS MD ANG	23 Tabor31
87-0124	KC-10A	305th AMW	23 Clean81
99-0060	C-17A	62nd AW	RCH661
07-8613/RS	C-130J-30	37th AS	22 Herky05
64-14837	KC-135R	22nd ARW	23 Clean82
21.78-0640/MD	A-10C	104th FS MD ANG	23 Tabor31
78-0682/MD	A-10C	104th FS MD ANG	23 Tabor35
22.1292/SU-BEY	C-130H	4sq/16sq	23 EGY1101
4171	C-130E	6sq/21sq	PAAF338
78-0612/MD	A-10C	104th FS MD ANG	24 Tabor42
78-0693/MD	A-10C	104th FS MD ANG	24 Tabor43
78-0704/MD	A-10C	104th FS MD ANG	24 Tabor46
78-0705/MD	A-10C	104th FS MD ANG	24 Tabor44
79-0082/MD	A-10C	104th FS MD ANG	24 Tabor45
79-0715/MD	A-10C	104th FS MD ANG	24 Tabor41
83-0082	KC-10A	305th AMW	Blue91
59-1460	KC-135R	171st ARW PA ANG	24 Clean92
165738/BH	KC-130J	VMGR-252	23 Otis72
23.J-020	F-16AM	KLu	25 NAF81/83
J-135	F-16AM	KLu	25 NAF82/84
J-005	F-16AM	KLu	25 NAF83/96
J-879	F-16AM	KLu	25 NAF84/82
J-063	F-16AM	KLu	25 NAF85/95
J-144	F-16AM	KLu	25 NAF86/86
T-235	KDC-10	334sq	25 NAF44
84-0085	C-21A	76th AS	Valor21
99-0402	C-37A	76th AS	24 Fendy94
25.J-630	F-16AM	312/313sq	NAF93/81
J-015	F-16AM	322sq	NAF94/85

Personal copy

Distribution to a third party is not allowed

06-6155	C-17A	60th AMW	26 RCH102	07.ZZ416	Shadow R1	14sq	09 RRR7413/serpent46
84-0096	C-21A	76th AS	26 Spar93	08.272	KC707 Reem	120sq	IAF002
168071/BH	KC-130J	VMGR-252	Otis71	11.ZA447/019	Tornado GR4	Marham Wg	* Voodoo31
169225/BH	KC-130J	VMGR-252	Otis72	ZA554/046	Tornado GR4	Marham Wg	* Voodoo32
26.1277/SU-BAI	C-130H	4sq/16sq	27 EGY1102	ZA705	Chinook HC4	Odiham Wg	* SHF536
V-11	G-IV	334sq	NAF11	XW220	Puma HC2	Benson Wg	* VTX220
4282	C-130E	6sq/21sq	27 PAAF390	12.XW212	Puma HC2	Benson Wg	
83-0082	KC-10A	305th AMW	Clean81	13.12-5760	MC-130J	67th SOS	* Strix10
05-4613	C-40C	73rd AS AFRC	27 Avlon36	16.02	C-17A	HAW	Bartok56
27.4171	C-130E	6sq/21sq	PAAF338	ZK558	Chinook HC6	7sq	SHF487
166694	C-40A	USN	28 CON6764	17.02	C-17A	HAW	Bartok56
28.1292/SU-BEY	C-130H	4sq/16sq	29 EGY1101	5601	C-130J	335 Skv	+18,19 NOW335D/F/E
84-0085	C-21A	76th AS	Valor21	XW214	Puma HC2	Benson Wg	* SHF301
29.89-0512	AC-130U	4th SOS	01 RCH1006	18.ZJ188	Apache AH1	AAC	AA079
30.4171	C-130E	6sq/21sq	PAAF338	ZH777	Chinook HC4	28(R)sq	* SHF282
162159/46	C-2A	VRC-40	RG02	19.ZA677	Chinook HC4	Odiham Wg	
162168/45	C-2A	VRC-40	RG01	ZD984	Chinook HC4	Odiham Wg	SHF458
31.1277/SU-BAI	C-130H	4sq/16sq	EGY1102	ZJ248/48	Squirrel HT2	670sq	AA722

Credits: MAR, Scramble messageboard.

United Kingdom

Brize Norton			December 2016				
05.ZA670/AA)	Chinook HC4	Odiham Wg	RFR7168				
ZK553	Chinook HC6	7sq	* SHF487				
07.XX200/CO	Hawk T1A	100sq					
XW219	Puma HC2	Benson Wg					
08.G-LBSB	Beech 350C	14sq					
12-5759	MC-130J	67th SOS	* Strix22				
MAN	C-17A	12sq	LHOB245				
09.ZE700	BAe146 CC2	32(TR)sq					
QQ103	DA42-MPP	QinetiQ	Tester71/75				
T-235	KDC-10	334sq					
13.QQ101	BAe146-RJ100	QinetiQ	Tester74				December 2016
13-5786	MC-130J	67th SOS	* Strix24				NAF74
14.ZJ810/BI	Typhoon T3	29(R)sq	Cobra22/Typhoon44				Duke26
ZE701	BAe146 CC2	32(TR)sq	NOH13				Dema124
XW231	Puma HC2	Benson Wg					
272	KC-707	120sq	IAF130				January 2017
15.ZG995	Defender AL1	651sq					MJN293
XX330/330	Hawk T1A	736NAS	* NVV800				* Strix15
XZ691	Lynx HMA8SRU	815NAS					
MAN	C-17A	12sq	LHOB245				
17.50+41	C-160D	LTG63	GAF053				
18.Z21121/TS-MTK	C-130J-30	21sq	TUN026				
23.Z21121/TS-MTK	C-130J-30	21sq	TUN026				
29.1624	C-130H	16sq	RSF910				
			January 2017				
04.ZJ954	Puma HC2	Benson Wg					
05.KAF326	KC-130J	41sq	07 KAF3229				



During the 2017 edition of the Dissimilar Air Combat Training/DACT Niels Quist visited Gando AFB/Gran Canaria and encountered this French Air Force C-160G "Gabriël" Transall F216/GT just before departure to Evreux. Only two of these SIGINT transporters are active with EEA.00.054.

XX246/CA	Hawk T1A	100sq	Aggressor1	21.A7-AAG	A320-232	Gvmt of Qatar	QAF4
G-BYUZ	Tutor T1	3 FTS	* CWL99	27.A6-ESH	A319-133	Gvmt of Sharjah	SHJ01
G-BYVH	Tutor T1	3 FTS	* CWL99	A7-MBK	A320-232	Gvmt of Qatar	
08.00-3004/LN	F-15E	494th FS	* Cluster62				January 2017
01-2002/LN	F-15E	494th FS	* Cluster61				+07,08 DUB5
G-FSEU	Beech B200	Broadsword31		03.A6-MRM	B737-8EC	Gvmt of Dubai	11 SHJ01
09.ZK455/O	Beech B200	45(R)sq	* CWL70	09.A6-ESH	A319-153	Gvmt of Sharjah	31 BAH6
13.ZH104	Sentry AEW1	8sq	Solex02/NATO31	13.A9C-BAH	G650	Bahrain Amiri Flt	21 SHJ01
14.ZG750/Spl	Tornado GR4	Marham Wg	* MRH48	19.A6-ESH	A319-133	Gvmt of Sharjah	DUB9
15.G-SIRS	C560XL		Firehawk760/76R	21.A6-HHH	G400	Dubai Air Wing	28 SHJ01
			January 2017	26.A6-ESH	A319-133	Gvmt of Sharjah	Spar31
				29.01-0028	C-37A	310th AS	
03.XX242	Hawk T1	RAFAT	* Red03	<u>Credits:</u> MAR, Scramble messageboard.			
XX245	Hawk T1	RAFAT	* CWL04	Lakenheath			January 2017
04.13-5778	MC-130J	67th SOS	* Strix06	10.91-1235	C-130H	165th AS KY ANG	RCH800
98-0134/LN	F-15E	494th FS	* Card71	20.J-201	F-16AM	322sq	
98-0134/LN	F-15E	494thFS	* Card72	J-511	F-16AM	322sq	
XX245	Hawk T1	RAFAT	* Red04	85-0005	C-5M	436th AW	RCH970
05.91-0331/LN	F-15E	492nd FS	* Tricky31	N86	CL601-3R	FAA	FLC86
91-0332/LN	F-15E	492nd FS	* Tricky32	23.FB15?	F-16BM	nn	
97-0221/LN	F-15E	492nd FS	* Slam72	91-1233	C-130H	165th AS KY ANG	24 RCH743
98-0135/LN	F-15E	492nd FS	* Slam71	<u>Credits:</u> MAR, Scramble messageboard.			
08-0050	CV-22B	7th SOS	* Knife71	Lossiemouth			December 2016
ZK455/O	Beech B200	45(R)sq	* CWL71	02.164994/CW	C-130T	VR-54	CNV3305
06.01-2002/LN	F-15E	494th FS	* Hammer22	05.R204/64-GD	C-160R	ET00.064	CTM2017
ZK016/G	Haw T2	4(R)sq	* VYT05	078/YE	EMB121AA	EAT00.319	FN5026
ZF407/407	Tucano T1	72(R)sq	* L07	06.165314/JW	C-130T	VR-62	CNV6581
ZK016/G	Hawk T2	4(R)sq	09 VYT90	07.165832	C-40A	VR-57	CNV6621
09.85	EMB121AN	28F	CTM1745	130603	CC-130J-30-30	436sq	CFC2527
ZK455/O	Beech B200	45(R)sq	* CWL70	10.ZZ338/338	Voyager KC3	10/101sq	RRR9102
ZA711	Chinook HC4	Odiham Wg	VTX465	12.ZZ418	Shadow R1	14sq	Snake48
ZA671	Chinook HC4	Odiham Wg	VTX588	13.AT08	Alpha Jet 1B+	AJeTS	BAF102
ZG997	Defender AL2	657sq	12 AA523	AT30	Alpha Jet 1B+	AJeTS	BAF101
G-BYXZ	Tutor T1	3 FTS	* CWL20	14.130612	CC-130J-30-30	436sq	CFC2556
10.01-2002/LN	F-15E	494th FS	* Bones22	15.140118	CP-140	14Wg	CFC0493
ZK455/O	Beech B200	45(R)sq	* CWL82	19.168761/LN	P-8A	VP-45	Pelican30
11.ZA671	Chinook HC4	Odiham Wg	VTX472				January 2017
ZK554	Chinook HC6	7sq	Lifter1	04.164995/AX	C-130T	VR-53	CNV6304
ZK558	Chinook HC6	7sq	Lifter2	07.168858	P-8A	VP-45	Pelican45
12.ZK456/P	Beech B200	45(R)sq	* CWL75	16.15+01	A319CJ-133X	FBS BMVg	GAF858
XX278	Hawk T1A	RAFAT	* Red1	17.ZK013/D	Hawk T2	4(R)sq	20 Dervish1
ZG771	Tornado GR4	Marham	* MAR42	ZK021/L	Hawk T2	4(R)sq	20 Dervish3
16.ZD983	Chinook HC4	Odiham Wg	VTX592	ZK029/T	Hawk T2	4(R)sq	20 Dervish2
ZG996	Defender AL1	651sq	20 AA525	18.XX188	Hawk T1	RAFAT	CWL14
17.ZD983	Chinook HC4	Odiham Wg	VTX592	XX227	Hawk T1	RAFAT	Red6
ZA459/025	Tornado GR4	Marham Wg	* Monster11	19.XX278	Hawk T1	RAFAT	Red8
ZA472/031	Tornado GR4	Marham Wg	* Monster12	25.ZZ416	Shadow R1	14sq	Snake46
18.ZD984	Chinook HC4	Odiham Wg	Dumbo1	168761/LN	P-8A	VP-45	27 Pelican77
19.ZK452/L	Beech B200	45(R)sq	* CWL67	30.166694	C-40A	VR-56	CNV6862
20.ZK456/P	Beech B200	45(R)sq	* CWL74	168761/LN	P-8A	VP-45	02 Pelican66
23.ZA548/048	Tornado GR4	Marham Wg	* MAR48	31.13-5778	MC-130J	67th SOS	Strix28
ZF391/391	Tucano T1	72(R)sq	* LOP43	<u>Credits:</u> MAR, Scramble messageboard.			
24.ZK452/L	Beech B200	45(R)sq	* CWL66	Mildenhall			January 2017
26.ZJ954	Puma HC2	Benson Wg	VTX399	04.ZZ176/176	Globemaster III	99sq	RRR817
30.CE01	ERJ135LR	21sq	BAF606	84-0085	C-21A	76th AS	Falcon03
ZH882/882	Hercules C5	24/30/47sq	* Comet215	84-0096	C-21A	76th AS	* Valor21
ZJ811/W	Tornado T3	2sq	Lossie63/Valkyrie21	02-0042	C-40B	76th AS	Valor40
ZK316/FA	TornadoFGR4	2sq	Valkyrie22	05-0932	C-40C	73rd AS AFRC	05 Avalon31
XW214	Puma HC2	230sq	VTX389	89-26206/LN	HH-60G	56th RQS	Jolly11
31.ZA707	Chinook HC4	Odiham Wg	VTX463	62-3569	KC-135R	22nd ARW	05 RCH742
<u>Credits:</u> MAR, Scramble messageboard.							
Farnborough			December 2016	58-0046	KC-135T	22nd ARW	13 RCH407
01.A6-HEH	B737-8AJ	Gvmt of Dubai	07 DUB6	95-00123	UC-35A	E/1-214th AVN	Duke51
03.A9C-BRF	G-IVSP	Bahrain Amiri Flt	dep BAH7	05.ZZ176/176	Globemaster III	99sq	* RRR830
04.A9C-BAH	G650	Bahrain Amiri Flt	dep BAH6	86-0036	KC-10A	305th AMW	17 Blue31/RCH016
08.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6	59-1508	KC-135R	22nd ARW	07 RCH552
10.A4O-AJ	A319-115	Gvmt of Oman	ORF6	58-0023	KC-135R	108th ARS IL ANG	06 RCH801
12.A6-HEH	B737-8AJ	Gvmt of Dubai	DUB6	86-0160/LN	F-15C	493rd FS	Tacho22/21-Hitman11/12
14.A4O-AJ	A319CJ-115	Gvmt of Oman	ORF6	86-0165/LN	F-15C	493rd FS	Tacho22/21-Hitman11/12
A7-MMM	A319-115	Qatar Amiri Flt		07.80-0138/OK	E-3G	552nd ACW	15 Shuck82
15.A6-MRM	B737-8EC	Gvmt of Dubai	DUB5	08.87-0120	KC-10A	305th AMW	RCH467
16.A9C-BRF	G-IVSP	Bahrain Amiri Flt	BAH7	09.09-9211	C-16A	62nd AW	10 RCH266
A9C-BRN	G550	Gvmt of Bahrain	BAH5	10.06-6164	C-17A	60th AMW	11 RCH195
17.A6-MRS	B737-8EO	Gvmt of Dubai	20 DUB7	07-7170	C-17A	436th AW	11 RCH396
18.A6-HHH	G400	Dubai Air Wing	20 DUB9	08-8606	C-130J-30	19th AW	13 RCH697
19.D2-ANG	Global 5000	Gvmt of Angola	21				

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Next to Germany and France, Spain also operated the Airbus A310-304. In 2003 T.22-2/45-51 was transferred from Air France to the Spanish Air Force and operates out of Madrid-Torrejón with 451 Esc. Niels Quist captured this Airbus in the landing at Gran Canaria on 27 January 2017.

62-4129/OF	TC-135W	38th RS	13 Hoover55	60-0331	KC-135R	314th ARS AFRC	tdy RCH801
11.84-0096	C-21A	76th AS	Valor42	30.60-0353	KC-135R	91st ARS	31 RCH689
11-5738	C-130J-30	19th AW	RCH688	60-0337	KC-135T	22nd ARW	31 RCH965
59-1511	KC-135R	22nd ARW	12 RCH349	31 61-0324	KC-135R	336th ARS AFRC	01 RCH146
60-0362	KC-135R	22nd ARW	12 RCH561	<u>Credits: MAR, Scramble messageboard.</u>			
91-0301/LN	F-15E	492nd FS	Strike72	Northolt			
91-0308/LN	F-15E	492nd FS	Strike71	December 2016			
91-0605/LN	F-15E	492nd FS	Dirty12	01.PH-KBX	Fokker 70	Netherlands gvmt	+09
97-0219/LN	F-15E	492nd FS	Dirty11	09.ZK553	Chinook HC6	7sq	SHF501
12.08-8198	C-17A	437th AW	13 RCH982	14.114/62-IJ	CN235M-200	ET01.062	CTM3900
59-1467	KC-135T	171st ARW PA ANG	13 RCH410	T.18-4/45-43	Falcon 900B	451 Esc	AME4556
13.85-0007	C-5M	436th AW	25 RCH172	15.32	Falcon 10MER	57S	FNy004
15-01584	King Air 350	US Army	R51584	14+01	Global 5000	FBS BMVg	GAF625
14.59-1476	KC-135R	141stARW WA ANG	15 RCH562	MM62171	VC900EX	93*Gr TS	IAM3173
62-3529	KC-135R	314th ARS AFRC	28 RCH937	16.258	Lj45	102sq	IRL258
16.ZA447/019	Tornado GR4	unmarked	* Primus21	(ZJ783)	AS365N3	658sq	Lords21
ZA472/031	Tornado GR4	unmarked	* Primus22	(ZJ787)	AS365N3	658sq	Lords20
99-0165	C-17A	89th AS AFRC	17 RCH608	18.T-784	Ce560XL	LTDB	SUI006
17.ZH103/03	Sentry AEW1	8sq	* Sonic01	20.MM62245	VC900EX	93*Gr TS	IAM3169
84-0085	C-21A	76th AS	Falcon32	January 2017			
84-0096	C-21A	76th AS	Valor21	10.ZK563	Chinook HC6	7sq	SHF514
99-0402	C-37A	76th AS	Valor37	18.ZJ118/B	Merlin HC3i	846sq	Commando510
63-8011	KC-135R	91st ARS	20 RCH015	19.ZJ782	AS365N3	658sq	
18.ZK459/X	Beech B200	45(R)sq	* CWL45	20.ZJ780	AS365N3	658sq	Lords22
84-0190	KC-10A	305th AMW	RCH727	23.99-00102	UC-35A	E/1-214th AVN	Duke55
84-0085	C-21A	76th AS	Falcon32	<u>Credits: MAR, Scramble messageboard.</u>			
61-0292	KC-135R	22nd ARW	19 RCH664	Prestwick			
N86	CL600-3R	FAA	24 FLC86	01.130603	CC-130J-30	436sq	CFC2527
19.00-0184	C-17A	62nd AW	RCH140	02.130605	CC-130J-30	436sq	CFC2533
61-0323	KC-135R	22nd ARW	20 RCH730	03.ZH862/85	Merlin HM2	824NAS	Excalibur85
20.ZH889/889	Hercules C5	24/30/47sq	RRR147	04.79-0475	C-130H	186th AS MT ANG	RCH213
ZH103/03	Sentry AEW1	8sq	* NATO33	05.ZZ337/337	Voyager KC3	10/101sq	RR2898
ZK379/EB-B	Typhoon T3	41sq	* Rebel61	ZG997	Defender AL2	651sq	* AAC523
84-0096	C-21A	76th AS	Valor21	06.94-00325	C-12V	OSACOM	PAT325
58-0049	KC-135T	171st ARS MI ANG	tdy RCH142	07.130603	CC-130J-30	436sq	CFC2527
21.58-0023	KC-135R	108th ARS IL ANG	22 RCH976	ZK459/X	Beech B200GT	45(R)sq	* CWL74
64-14840	KC-135R	166th ARS OH ANG	22 RCH969	ZK460/U	Beech B200GT	45(R)sq	* CWL72
59-1520	KC-135T	92nd/141stARW WAANG	22 RCH979	84-00149	C-12U-3	OSACOM	PAT149
22.79-0433	KC-10A	305th AMW	RCH981	94-00322	C-12V	OSACOM	PAT772
79-1947	KC-10A	305th AMW	tdy 05 RCH961	165832	C-40A	VR-61	CNV6621
82-0056	C-130H	164th AS OH ANG	23 RCH473	08.ZH889/889	Hercules C5	24/30/47sq	* RRR265
23.59-1475	KC-135R	22nd ARW	24 RCH811	ZJ690	Sentinel R1	5sq	* Snapshot01
24.84-00157	C-12U-3	E/1-214th AVN	Duke41	ZA473/032	Tornado GR4	Marham Wg	* MRH62
84-00165	C-12U-3	E/1-214th AVN	Duke64	87-0117	KC-10A	60th AMW	RCH727
26.93-0604	C-17A	89th AS AFRC	27 RCH348	163591/RU	C-130T	VR-55	CNV3562
62-3499	KC-135R	92nd/141stARW WAANG	27 RCH566	09.130601	CC-130J-30	436sq	11 CFC2570
27.86-0020	C-5M	436th AW	28 RCH971	240/F-RARF	A330-223	ET00.060	CTM1275
28.83-0082	KC-10A	305th AMW	30 Blue41	92-0375	C-20H	76th AS	Valor20
29.86-0020	C-5M	436th AW	RCH971/871				

10.86-0030	KC-10A	305th AMW	RCH547	09.08-3172	C-130J-30	40th AS	RCH973	
86-0186	KC-10A	305th AMW	RCH446	08-5683	C-130J-30	39th AS	RCH924	
87-0124	KC-10A	305th AMW	RCH445	08-5712	C-130J-30	39th AS	RCH715	
11.130605	CC-130J-30	436sq	CFC2533	ZH889	Hercules C5	24/30/47sq	* RRR055	
12.KAF342	C-17A	41sq	15 KAF3201	A6-ALN	B777-2ANER	Abu Dhabi Amiri	AUH03	
13.130612	CC-130J-30	436sq	CFC2556	10.08-3173	C-130J-30	40th AS	RCH957	
87-0121	KC-10A	305th AMW	RCH625	11.240/F-RARF	A330-223	ET00.060	* CTM1275	
14.130608	CC-130J-30	436sq	16 CFC2542	12.97-00105	UC-35A	E/1-214th AVN	Duke55	
130612	CC-130J-30	436sq	CFC2556	<u>Credits: MAR, Scramble messageboard.</u>				
15.130605	CC-130J-30	436sq	19 CFC2546/3882	Stansted				December 2016
17.KAF342	C-17A	41sq	19 KAF3201	07.A7-AAG	A320-232	Gvmt of Qatar	QAF4	
ZM403/403	Atlas C1	70sq	RRR410*	MAN	C-17A	12sq	LHOB245	
ZZ177/177	Globemaster III	99sq	RRR6351	13.A7-HSJ	A320-232	Qatar Amiri Flt		
ZZ336/336	Voyager KC3	10/101sq	19 RRR930/Tartan12	08-8198	C-17A	437th AW	RCH500	
86-0025	C-5M	436th AW	RCH045	09-9212	C-17A	437th AW	RCH350	
84-0189	KC-10A	305th AMW	RCH272	75-0125	E-4B	1st ACCS	SECDEF1	
17.85-0027	KC-10A	305th AMW	RCH217	15.MAN	C-17A	12sq	LHOB245	
58-0075	KC-135R	756th ARS AFRC	RCH239	16.84-0087	C-21A	76th AS		
62-3511	KC-135R	166th ARS OH ANG	RCH321	17.A6-PFC	B787-8	Gvmt of Abu Dhabi	AUH04	
18.130616	CC-130J-30	436sq	CFC3882/2546	21.A6-SIL	B777-35RER	Gvmt of Abu Dhabi	AUH02	
20.130608	CC-130J-30	436sq	CFC2542	23.A6-MRS	A319-115X	Gvmt of Dubai	DUB7	
164995/AX	C-130T	VR-53	21 CNV6981	A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3	
21.130601	CC-130J-30	436sq	CFC2570	24.A6-HHH	G400	Dubai Air Wing	DUB9	
164995/AX	C-130T	VR-53	CNV6981	A7-AAH	A340-313	Gvmt of Qatar	QAF10	
22.130616	CC-130J-30	436sq	CFC2546	31.A7-HHK	A340-211	Gvmt of Qatar		
140118	CP-140	14Wing	CFC0496	<u>Credits: MAR, Scramble messageboard.</u>				
28.63-8021/D	KC-135R	351st ARS	* Quid32	01.A7-AAG	A320-232	Gvmt of Qatar	January 2017	
30.ZG997	Defender AL2	651sq	* AAC518	03.A4O-AA	A320-232	Gvmt of Oman	QAF4	
				06.A9C-HMH	B767-4FSER	Gvmt of Bahrain	ORF5	
02.ZG997	Defender AL2	651sq	January 2017	07.9H-VJN	Global 6000	Gvmt of Angola	BAH3	
ZZ336/336	Voyager KC3	10/101sq	* AAC518	08.A4O-AA	A320-232	Gvmt of Oman	ORF5	
03.ZK021/L	Hawk T2	4(R)sq	RRR2220/2221	09.A7-AAG	A320-232	Gvmt of Qatar	QAF4	
04.KAF343	C-17A	41sq	* VYT53	A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3	
ZG996	Defender AL2	651sq	KAF3202	16.98-0002	C-32A	1st AS	SAM093	
ZF135/135	Tucano T1	72(R)sq	AAC525	19.554	A320-214	4sq	MJN521	
ZF338/338	Tucano T1	72(R)sq	LOP35	21.A7-HJJ	A330-202	Gvmt of Qatar	QAF5	
ZF343/343	Tucano T1	72(R)sq	LOP21	24.A6-HRM	B747-422	Gvmt of Dubai	DUB1	
84-0191	KC-10A	60th AMW	LOP30	166377	C-37B	VR-1	VM101	
05.ZH861	Merlin HM2	829NAS	RCH205	28.SP-LIG	ERJ175LR	Gvmt of Poland	LOT7047	
95-00123	UC-35A	E/1-214th AVN	Navy502	<u>Credits: MAR, Scramble messageboard.</u>				
97-00102	UC-35A	E/1-214th AVN	Duke25	Waddington			January 2017	
164995/AX	C-130T	VR-53	Duke55	04.ZE708	BAe146 C3	32(TR)sq	NOH93	
06.240/F-RARF	A330-223	ET00.060	Convoy6462	17.ZJ810/BI	Typhoon T3	29(R)sq	* Typhoon20	
94-0083	C-21A	76th AS	* CTM1275	31.ZZ189/CR	Hawk T1A	100sq	* Cuthroat2	
07.02-1108	C-17A	62nd AW	Falcon99	24.ZG995	Defender AL1	651sq	27 AA518	
59-1522	KC-135R	108th ARS IL ANG	RCH976	<u>Credits: MAR, Scramble messageboard.</u>				
08.KAF343	C-17A	41sq	RCH699					
08-3179	C-130J-30	40th AS	10 KAF3202					
08-5693	C-130J-30	39th AS	RCH815					
			RCH974					



Guus van Duin visited Fuerteventura on 27 January 2017 and captured this nicely coloured KC-130H tanker TK.10-07/31-52 over El Cotilo.

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Scramble World Airline Fleets 2017



Again, we are proud to announce the next edition of the famous SWAF, the Scramble World Airline Fleets 2017. SWAF 2017 contains a compact overview of aircraft from all over the world. As can be seen in the preview, it lists registration, type, construction number and remarks when applicable.

The information provided is current up to February 2017. It comes in the familiar Scramble magazine size (A5) and is spiral-bound, making it easy to handle. Publication is planned for end of March. Soon, you can order your copy of the SWAF 2017 in our web shop at: www.scramble.nl/shop.html.

Aruba P4

Aruba Airlines

<input type="checkbox"/>	P4-AAA	A320-232	582	
<input type="checkbox"/>	P4-AAC	A320-232	573	
<input type="checkbox"/>	P4-AAD	A320-232	805	

(AG/ARU)

Insel Air Aruba

<input type="checkbox"/>	P4-MDG	MD-83	49935/1773	
<input type="checkbox"/>	P4-MDH	MD-83	53624/2277	
<input type="checkbox"/>	P4-MDI	MD-83	49847/1585	
<input type="checkbox"/>	P4-FKA	Fokker 70	11528	
<input type="checkbox"/>	P4-FKB	Fokker 70	11537	
<input type="checkbox"/>	P4-FKC	Fokker 70	11583	
<input type="checkbox"/>	P4-	Fokker 70	11541	o/o
<input type="checkbox"/>	P4-	Fokker 70	11553	o/o
<input type="checkbox"/>	P4-	Fokker 70	11566	o/o
<input type="checkbox"/>	P4-	Fokker 70	11576	o/o
<input type="checkbox"/>	P4-	Fokker 70	11581	o/o

(8I/NLU)

Russia RA

Abakan Avia

<input type="checkbox"/>	RA-76457	Il-76T	093421621	opf UN
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The number of operators flying the Airbus A380 is steady for some time now. The total number of aircraft is still growing. Qatar Airways' fleet currently counts seven, with two on order. (Paris-Charles de Gaulle, 15 July 2016, Gerben Hazebroek)

Civil News



Air Canada Boeing 787-8, fleet number 801 and registered C-GHPQ, is seen departing from Toronto-Pearson International (Ont.) on its first revenue flight in the new livery, as AC407 to Montréal- Pierre Elliott Trudeau (Que.) on 10 February 2017. (Andrew H. Cline)

Manufacturer News

Airbus

A330neo

Airbus documentation has detailed five initial weight variants for the re-engined A330-800 and A330-900. The data for the re-engined A330s covers ten variants, these are designated WV800 to WV804 for the A330-800 and WV900 to WV904 for the -900. Both of the series have an MTOW between 230 to 242 tonnes.

Beluga XL

Airbus has assembled the core airframe of the initial Beluga XL. The Beluga XL replaces the A300-600T fleet and is based on the A330-200 freighter. The first Beluga XL was already assembled in December 2016 but has yet to be mated with its nose and tail sections. These sections will be mated with the main fuselage this year and involves a series of small steps. If everything goes according to plan first flight is planned for 2018.

Boeing

737 MAX 9

The 737 MAX 9 is scheduled to officially roll-out just a few months before the entry into service of the 737 MAX 8 which is to enter service in April with launch operator Norwegian. First flight for the 737 MAX 9 is scheduled for April this year, with entry into service in 2018. The 737 MAX 9 is a 2.6 metre stretch of the 737 MAX 8.

787

Boeing is continuing with plans to raise the 787 monthly output to fourteen aircraft per month in 2020. With the last raise in production for the 787 in last May (from ten to twelve a month) Boeing is already delivering 787s faster than any wide body in history.

Bombardier

CRJ200SF

Aeronautical Engineers is going to convert two CRJ200s into CRJ200 Special Freighters for Mexican air cargo operator Aeronaves. The conversion will start with the first aircraft in the second quarter of 2017 and will deliver it to its operator mid-2017. The second conversion will start in July with delivery in October.

Learjet 75

Bombardier has plans to reduce the production for the Learjet 75 to keep up with market demand. Bombardier has just ten orders for the Learjet 75 in backlog for this year. The manufacturer delivered a total of 24 Learjet 75's in 2016.

Gulfstream

G600

The second G600 has entered the flight test programme. This is another major milestone for the G600 just ten weeks after the first G600 took to the skies. The G600 programme was launched in 2014 and is scheduled for certification and service entry later this year.

Mitsubishi

MRJ

Mitsubishi has delayed the MRJ regional jet programme with two years. This is the fifth time the programme schedule is pushed back. The first MRJ90 is now scheduled to be delivered in mid-2020. The delay is caused by revisions of certain systems and electrical configurations to meet the latest requirements for certification. The components in the avionics bay need to be relocated and electrical wiring has to be rerouted. Mitsubishi will continue the ongoing flight test programme with the current test aircraft to obtain flight test data for type certification. The MRJ90 is now expected to obtain type certification mid-2019. So far the MRJ has raked up 427 commitments. Of this 427 aircraft 233 are firm orders.



There are a lot of mutations these days in the German Airbus fleet. Five Air Berlin A320s will be transferred to Austrian Airlines. The first one is pictured D-ABZA which was repainted at Shannon. The aircraft will be operated by Air Berlin and will soon receive an OE registration. (Shannon, 27 February 2017, Malcolm Nason)

Europe

The Netherlands

By the start of the upcoming 2017-2018 winter season Transavia will shut down its Munich-base from which it serves 23 destinations. The four based B737-800s will move to The Netherlands. The move comes as Transavia announced that they want to focus on growing at their home markets.

TUI fly has announced that it will take over the last B767-300ER from TUI fly Belgium next year. The airline also announced that it expects its first B737MAX8 in March 2018. TUI fly Belgium will take delivery of its first MAX in January 2018.

Belgium

The local government of the Brussels Capital Region has started to enforce the recently introduced new strict noise abatement rules at Brussels Airport, fining several airlines operating in the 06.00-07.00 timeframe. According to the federal government the night curfew at the airport at Brussels ends at 06.00, while the local government is of the opinion that the night curfew ends at 07.00. Due to the fining of airlines, several airlines have announced that they intend to withdraw from the airport and move elsewhere. Yangtze River and Saudia Cargo decided to move their flights to Amsterdam. Ryanair is thinking about axing its plans to start new routes and local carriers TUI and Thomas Cook are also thinking about axing or moving operations. Due to these moves the federal government has warned the local government that the introduction of the new noise rules will now cost the region more than 3,000 jobs instead of the 1,700 jobs projected earlier.

Israeli cargo operator CAL Cargo Air Lines is planning to establish a Belgian subsidiary at Liege in June this year. The new company will operate a single B747-400F, which will probably be sourced from the mother company.

France

Air France-KLM has announced that it hopes to have its new low-cost and long-haul subsidiary, currently called Boost, operational by the third quarter of this year. At first the new airline will operate several A320s on medium-haul destinations and long-haul flights should start by the Summer of next year using A340-300s. In 2019 the A340s should be replaced by A350-900s. In order to gain approval for the plan from the unions, AF-KLM is planning to promise that the new airline's fleet will not exceed eighteen medium-haul planes and ten long-haul planes. Air France itself will own the traffic rights that Boost will use.

Germany

As if things aren't complicated enough at the Lufthansa Group with all the various brands and subsidiaries... However, German newspapers are claiming that the airline group is planning to establish a second long-haul low-cost subsidiary, next to Lufthansa CityLine, which already operates eight A340-300s. The move comes as the unions and Lufthansa agreed about an increase in salary and in order to remain competitive the airline seeks alternatives to cut operating costs. The new company, internally dubbed CityLine2, is to be equipped with forty new aircraft which the Lufthansa Group has on order and which were planned to be delivered to the mainline.

Italy

Alitalia has announced that the airline is expecting its first B777-300ER in August. The plane will come from major shareholder Etihad. It is yet unknown on which routes the plane will be deployed.

The plans of Meridiana to establish a cargo subsidiary at Milan-Malpensa using several B777Fs have been shelved according to an internal e-mail from the airline's fleet manager to its employees.

Norway

Fly Viking has received its AOC and should have started domestic operations from Tromso by the time you read this Scramble. The new airline, which will start out with two DHC-8-100s, also announced that it plans to expand to international destinations, mainly in Sweden later on.

After three years of planning, Norwegian formally announced new transatlantic destinations using its new B737MAX8s from Ireland and the UK. From Edinburgh the airline will fly to Newburgh (NY) and Hartford-Bradley (CT) from 15 June. Belfast will follow from 1 July with flights to Newburgh (NY) and Providence (RI). On the same date Norwegian will also commence operations from Cork, Shannon and Dublin to Newburgh (NY) and Providence (RI)

Russia

Aeroflot is considering to lease out ten B737-800s to subsidiary Pobeda to bolster the airline's expansion.

Red Wings is planning to introduce four A321s between June and December in its fleet.

Sweden

The move by the government to impose surcharges on all air tickets from 2018 onwards has forced Braathens Regional Airlines to put their order for five CS100s and five CS300s on

ice until the full impact of the new tax becomes more clear. In the meantime the airline extended the leases of its current fleet.

NextJet is set to introduce its first jet into the fleet as the airline will wet-lease a single CRJ200 from Canadian operator Voyageur Airways. The plane will be used on several Swedish domestic flights by the time you read this Scramble.

Ukraine

Bravo Airways, a small airline currently operating two B737-500s and five MD-83s is planning to acquire a single A340-300 to operate longhaul destinations in Africa and the Caribbean. The airline hopes to have the new plane in service by September.

Africa

Kenya

It's not often we can report on a new Fokker Friendship-operator, so we are happy to report this month that Aerospace Consortium has added a single F27 to its fleet. The aircraft was previously operated by Kenyan company Astral Aviation.

Nigeria

The government has, via its Asset Management Corporation of Nigeria, taken control of Arik Air as the airline was in dire financial state and on the brink of collapse. With the move the government hopes to stabilize the airline and ensure its operations which are, according to the government, "essential for the Nigerian people". Due to its financial woes the airline has stopped operating to Johannesburg and London-Heathrow.

Mauritius

Air Lease Corporation and Air Mauritius signed a lease agreement for two new A330-900neos. The two new planes are to be delivered in September and October next year and will replace two A340-300s. The airline also changed the delivery schedule of its A350-900s on order with Airbus. The first two are still to be delivered as planned in 2019, but the last two are postponed from 2020 to 2023.

Tunisia

The owner of defunct airline Syphax Airlines is planning to restart its airline, which stopped operations in October 2015. To be able to do so the owner is planning to pay of the airline's outstanding debts and is planning to meet with the authorities to see which further steps needs to be taken before being able to operate once again.

Asia

Afghanistan

A nice addition to the fleet of Kam Air is a first A340-300, which has been delivered last month. The A340 is the airline's second widebody aircraft, next to its single B767-200. On which routes the aircraft will be deployed is unknown, but Dubai and Delhi are mentioned.

Bangladesh

Biman Bangladesh is currently leasing two Dash 8s from Egyptian airline Smart Aviation, and as they like its performance, the airline plans to purchase three Dash 8-Q400s itself. Let's await confirmation.

China

Juneyao Airlines placed an order with Boeing for five B787-9s with options for another five. Deliveries are expected from 2018.

YTO Express Airlines has ordered three B737-300 P2F (passenger to freighter) conversions, with delivery before the end of this year.

Japan

Vanilla Air will lease five A320-200s from AWAS, with deliveries from 2018.

Kazakhstan

Air Astana, is mulling a new order and is looking at the ERJ195-E2 and A319neo. The new planes will be used for expansion.

Myanmar

Air KBZ will shortly add two former KLM Fokker 70s to its fleet.

Pakistan

Shaheen Air has suspended its services to Manchester from 15 February.

Singapore

Singapore Airlines has signed a Letter of Intent with Boeing for twenty B777X and nineteen B787-10s.

South Korea

Korean Air has received its first B787-9 in February. Later this year, the airline intends to use the new type on routes to Toronto, Madrid and Zurich.

Taiwan

Far Eastern Air Transport signed a Letter of Intent with Nordic Aviation Capital to lease four ATR 72-600s.

Uzbekistan

The sole scheduled carrier in the country, Uzbekistan



In October 2016 Kuwait Airways unveiled their new livery on a newly delivered B777-300. It was also painted on 9K-AOE, which was delivered in January 2017. This aircraft was seen at Shannon during a pre-clearance stop heading for New York. Kuwait Airways serves this route six times a week. On the way back from New York to Kuwait it will fly non-stop. (Shannon, 21 February 2017, Malcolm Nason)

Airways, is studying five scenarios which should lead to the country's first low cost carrier. The airline hopes to have its new subsidiary operational by 2020.

Vietnam

Vietnam Airlines will lease six A321neos from lessor Aviation Capital Group. Deliveries are scheduled to take place in 2018 and 2019.

Middle East

Iran

According to the Russian Minister of Energy an unspecified airline has signed an agreement with Sukhoi for an order for twelve SSJs.

With the signing of a MOU between the civil aviation authorities of Ireland and Iran, the way has been cleared for Iran Aseman Airlines to lease seven A320neos from a yet unknown (Irish) lessor. No timeframe for delivery has been given.

By the time you read this Scramble, Kish Air should have taken delivery of five ERJ195s.

Qatar

Qatar Airways has dry-leased four A350-900s from LATAM. The planes will be leased for up to twelve months and will operate in LATAM-livery, but will have a Qatari registration. The planes will be crewed by Qatar Airways.

Saudi Arabia

Qatar Airways have abandoned its plans to establish a Saudi subsidiary called Al Maha Airways. According to the CEO of Qatar Airways the plans have been axed after it took too long to get an operating license. Al Maha was planning to operate nine A320s, of which several were already delivered.

North America

Mexico

ALC and AeroMexico signed a deal for the lease for one B787-9. The new aircraft will be delivered in June next year.

United States of America

Air Baltia has been looking at launching New York JFK to St Petersburg, Russia since 1991. As of recently, the airline is another step closer to obtaining an Air Operator's Certificate. A Letter of Intent has been inked with Kalitta Air over the

possible lease of a B767-300, as they realized that their initial plan, which is only a few years old, to fly the route with a B747-200 has become unrealizable.

Oceania

Australia

Airbus and Qantas agreed about a postponement of the delivery of the first five A320neos for Jetstar Airways. The five were scheduled to be delivered in 2017, but will now arrive in fiscal year 2019.

New Zealand

At the end of this month Air New Zealand will phase out their last two B767-300ERs. The airline also signed a lease agreement with ALC for one B787-9. The new plane should be delivered in the third quarter of next year.

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

<u>Air France</u>	3	<u>A350-900</u>	
<u>Viva Aerobus</u>	1	<u>A320</u>	
Total	4		

Boeing 2017 firm orders

<u>Arik Air</u>	2	<u>B787-9</u>	
<u>Private</u>	2	<u>BBJ</u>	(+1)
<u>Unidentified</u>	36	<u>B737</u>	(+29)
	1	<u>B777</u>	
	5	<u>B787</u>	
<u>US Air Force</u>	15	<u>KC-46A</u>	
Total	61		(+50)

Bombardier 2017 firm orders

<u>CityJet</u>	6	<u>CRJ900</u>	
Total	6		

Embraer 2017 firm orders

<u>Wideroe</u>	3	<u>ERJ190-E2</u>	
Total	3		

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



This untitled Airbus A300 is seen here at Shannon, on its way to Mexico. The aircraft has received this colour scheme when it flew with RUS Aviation as A6-JIL back in 2011. Registration ER-JIL belongs to its previous operator Pecotox Air. Future operator AeroUnion will apply the registration XA-LPL after delivery. (Shannon, 28 February 2017, Malcolm Nason)



The Turkish Airlines fleet will be expanded with more A330s soon. One of them is EI-FMI. This aircraft is brand new and was destined for Skymark Airlines as JA330K but was not taken up. It is currently registered to leasing company Intrepid Aviation Group and was seen during a ramp tour for the recently held World Economic Forum. (Zurich, 20 January 2017, Joe Heeneey)

A300	B4-605RF	626	XA-LPL	AeroUnion, ex ER-JIL of Pecotox Air. Started its delivery flight on 27 February, passing through Shannon.
	B4-605RF	643	XA-UYP	AeroUnion (addition Scramble 452 – Page 36).
A319	-112	1612	SX-BHN	Olympus Airways, ex Cronus Airlines. Returned from lease on 22 February.
	-111	2287	OO-SSO	Brussels Airlines, ex N934FR of Frontier Airlines. Delivered on 1 March. Registered in between as OE-IEP of GECAS.
	-132	2414	AP-BNJ	Shaheen Air International, ex TC-JUB of Turkish Airlines. Delivered on 20 February.
	-112	3245	D-ABGH	Eurowings, ex HB-JOY of Belair. Delivered on 2 February.
	-112	3415	D-ABGJ	Eurowings, ex OE-LNE of Niki. Delivered on 10 February.
	-112	3604	D-ABGM	Eurowings, ex HB-IOX of Belair. Delivered on 20 February.
	-112	3661	D-ABGN	Eurowings, ex Air Berlin. Delivered at Dusseldorf after painting in Eurowings colours (addition Scramble 453 – Page 33).
	-112	3728	D-ABGP	Eurowings, ex OE-LNC of Niki. Delivered on 3 February.
A320	-231	198	N403JP	Jetpro International LLC, ex SU-GBE of EgyptAir. Registered in the US register on 15 February. The aircraft has been stored at Cairo since 20 April 2016.
	-231	320	LZ-LAF	Bulgarian Air Charter (addition Scramble 452 – Page 36)
	-231	322	N504JP	Jetpro International LLC, ex SU-GCL of EgyptAir. Registered in the US register on 15 February. The aircraft has been stored at Borg el Arab since 21 October 2016.
	-231	406	<u>EX-32007</u>	Avia Traffic Company (correction Scramble 452 – Page 36).
	-214	888	ES-SAK	SmartLynx Estonia, ex VietJetAir. Returned from lease on 17 February.
	-214	1372	N230NV	Allegiant Air, ex EC-LVC of Vueling Airlines. Delivered on 13 February.
	-232	1896	ES-SAM	SmartLynx Estonia, ex VietJetAir. Returned from lease on 18 February.
	-232	1998	LY-VEL	Sunrise Airways, ex Avion Express. Delivered on lease on 15 February.
	-214	2920	5B-DCY	Cobalt, ex VP-BQV of Aeroflot. Delivered on 2 February.
	-216	3532	OE-	Austrian Airlines, ex D-ABZA of Air Berlin. Delivered on 27 February.
	-214	3995	D-ABDX	Air Berlin, ex EC-LRN of Vueling Airlines. Delivered on 2 March.
	-214	4581	D-ABHK	Eurowings, ex OE-LEG of Niki. Delivered on 23 February.
	-214	4606	D-ABFP	Eurowings, ex OE-LED of Niki. Delivered on 11 February.
	-214	4631	D-ABFR	Air Berlin, ex HB-JOZ of Belair. Delivered on 27 February.
	-232	5599	EC-LVS	Vueling Airlines, ex Jetstar Pacific Airlines. Returned from lease on 2 March.
	-232	5612	EC-LVT	Vueling Airlines, ex Jetstar Pacific Airlines. As above.
	-214	5648	D-ABHJ	Air Berlin, ex OE-LEY of Niki. Delivered on 4 February.
	-232	5885	JA21JJ	Jetstar Japan, ex EC-LZE of Vueling Airlines. Delivered on 24 February. Registered in between as F-WJKN of Avolon.
	-232	6123	EC-MBS	Vueling Airlines, ex Jetstar Pacific Airlines. Returned from lease on 2 March.
	-232	6128	EC-MBT	Vueling Airlines, ex Jetstar Pacific Airlines. As above.
	-214	7019	OE-IQC	Eurowings Europe, ex D-AEWD of Eurowings. Transferred to Austria on 1 March.
	-214	7224	XU-998	JC International Airlines, ex D-ABNZ of Air Berlin. Delivered on 16 February.
	-214	7474	XU-997	JC International Airlines, ex D-ABHE of Air Berlin. Delivered on 16 February.
	-214	7537	G-EZPV	EasyJet. Delivered on 6 February. Test registration was F-WWII.
	-214	7545	D-AEWW	Eurowings. Delivered on 9 February. Test registration was D-AVVZ.
	-214	7549	G-EZPW	EasyJet. Delivered on 16 February. Test registration was D-AUBA.
	-214	7572	G-EZPX	EasyJet. Delivered on 17 February. Test registration was D-AUBE.
	-214	7580	G-EZPY	EasyJet. Delivered on 27 February. Test registration was D-AUBH.
	-214	7597	G-EZRA	EasyJet. Delivered on 28 February. Test registration was F-WWBU.
A321	-231	1060	EI-FBF	Apollo Aviation Group, ex LZ-PMZ of Air Via Bulgarian Airways. Registered in Ireland in February. The Airbus was withdrawn from use in November 2016. It had been stored at Lourdes since 26 November, and was ferried to Shannon on 10 February.
	-211	1629	OE-LCE	Niki, ex D-ALSA of Air Berlin. Delivered on 9 February.
	-211	1988	OE-LCG	Niki, ex D-ABCG of Air Berlin. Delivered on 18 February.
	-231	7528	HA-LXM	Wizz Air. Delivered on 6 February. Test registration was D-AYAE.



New in the fleet of Spanish carrier Wamos Air is Airbus A330 EC-MNY. It is seen here at Zurich with its previous registration G-GGEN. The Airbus started its career as G-SMAN with Monarch Airlines in March 1999. It was delivered on 7 February. (Zurich, 17 January 2017, Simon Butler)

	-231	7532	HA-LXN	Wizz Air. Delivered on 10 February. Test registration was D-AZAU.
	-231	7552	OH-LZM	Finnair. Delivered on 23 February. Test registration was D-AVXX.
A330	-243	261	EC-MNY	Wamos Air, ex 9M-AZL of FlyNas / EagleExpress Air Charter. Delivered on 7 February. Registered in between as G-GGEN of Guggenheim Aviation Partners and seen as such at Zurich 17 January.
	-243	518	F-WTAY	Airbus Asset Management, ex A6-EAQ of Emirates. Registered in France in January. The Airbus has been withdrawn from use by Emirates on 29 September 2016. It had been stored at Lourdes since 29 November 2016, but was ferried to Montpellier on 16 February.
	-203	634	LV-GKP	Aerolíneas Argentinas, ex B-16307 of EVA Air. Delivered on 9 February. Registered in between as N753AC of Aircastle.
	-343E	670	EC-LXA	Evelop Airlines, ex Air Europa. Delivered on 13 February.
	-343E	1635	TC-LOF	THY Turkish Airlines, ex EI-FMH of Intrepid Aviation Group. Delivered on 10 February. This Airbus was originally destined for Skymark Airlines as JA330J, but never delivered to the Japanese airline. It had been stored at Lourdes since November 2015.
	-243 (ACJ)	1676	HZ-SKY2	Sky Prime Aviation Services, ex HZ-AB of Alpha Star Aviation Services. Delivered on 1 February.
	-243F	1768	TC-JOZ	Turkish Airlines. Delivered on 9 February. Test registration was F-WWYL.
	-243	1771	B-8950	Tibet Airlines. Delivered on 17 February. Test registration was F-WWYV.
	-243F	1772	A6-DCE	Ethad Airways. Delivered on 27 February. Test registration was F-WWCP.
	-343E	1774	HZ-AQ23	Saudia - Saudi Arabian Airlines. Delivered on 22 February. Test registration was F-WWKE.
A340	-313X	278	YA-KMT	Kam Air, ex 9M-XAC of AirAsia X. Delivered on 3 February. The Airbus was withdrawn from use by AirAsia X in August 2015 and had been stored at Schwerin-Parchim and Jakarta since then. It was registered in between as D-AAAM of Lufthansa Technik and N278TA of TrueAero.
	-313X	280	UP-A4002	Halyk Air, ex SX-DFC of Olympic Airways. Delivered at Tehran-Mehrabad on 14 February. The aircraft had been stored at Athens since September 2009.
	-313X	292	UP-A4003	Halyk Air, ex SX-DFD of Olympic Airways. Delivered at Tehran-Mehrabad on 15 February. The aircraft had been stored at Athens since September 2009.
	-313	381	YK-AZA	Syrianair, ex UP-A4001 of Halyk Air. Delivered on 10 February. The Aircraft is ex 4R-ADG of SriLankan Airlines. It was withdrawn from use by SriLankan in May 2015 and returned to lessor AerCap as N322AK. After storage in the US at Goodyear (AZ) and Orlando-Sanford (FL), the Airbus was ferried to Almaty – Alma Ata on 13 April 2016. There it was noted stored in an all-white colour scheme and still as N322AK on 2 July 2016. On 8 October 2016 the aircraft was ferried to Tehran-Mehrabad, where the aircraft was noted as TT-WAG in January and destined for AirInter1. However, on 10 February 2017 the aircraft was ferried to Damascus as YK-AZA and delivered to Syrianair. So all other registrations and operators were probably nothing more than just cover ups for the real destination of this aircraft...Syria.
A350	-941	47	A7-ALN	Qatar Airways. Delivered on 27 February. Test registration was F-WZGT.
	-941	75	B-LRM	Cathay Pacific Airways (correction Scramble 452 – Page 37).
	-941	79	A7-AMA	Qatar Airways, ex PR-XTG of LATAM Airlines Brasil. Delivered on a six month lease on 21 February.
	-941	80	D-AIXB	Lufthansa. Delivered on 24 February. Test registration was F-WZNJ.
	-941	82	F-HHAV	Air Caraibes. Delivered on 28 February. First A350 for Air Caraibes. Test registration was F-WZNL.
	-941	84	9V-SMK	Singapore Airlines. Delivered on 25 February. Test registration was F-WZNN.
A380	-861	221	A6-EUI	Emirates. Delivered on 21 February. Last A380 with EA engines for Emirates. Test registration was F-WWAF.
B717	-2BL	55182	N494HA	Hawaiian Airlines, ex EI-FBK of Volotea Airlines. Delivered on 7 February.
B737	-3Y0	24464	G-TGPG	TAG Aviation Ltd., ex OY-JTB of Jet Time. Delivered on 7 February.
	-4K5	24901	9H-VVB	VVB Aviation Malta, ex Air Djibouti. Returned from lease on 28 February.
	-4Q8SF	25110	OE-IAY	ASL Airlines Belgium, ex N778AS of Alaska Airlines. Delivered after freighter conversion on 14 February.
	-330	25242	N242AU	Automatic LLC, ex D-ABEH of Lufthansa. Registered in the US on 8 November 2016. The little Boeing has been stored at Orlando-Sanford (FL) since 7 November.
	-4Q8	25376	EI-DXG	AerCap, ex SP-ENC of Enter Air. Registered on behalf of the lessor early 2017. The aircraft has been stored at Shannon since 22 December 2016.
	-436SF	25844	G-POWP	Titan Airways, ex N844AU of Auomatic LLC. Delivered after freighter conversion on 25 February. Former G-DOCY of British Airways.

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-4Q8	26281	9H-AMW	Air Djibouti, ex Albawings. Delivered on lease from VVB Aviation Malta on 25 February.	
-4Q8	26299	EI-GAP	AerCap, ex SP-ENB of Enter Air. Registered on behalf of the lessor early 2017. The aircraft has been stored at Shannon since 22 December 2016.	
-4Q8	26320	EI-GAO	AerCap, ex SP-ENA of Enter Air. As above. The aircraft has been stored at Shannon since 22 December 2016.	
-33R	28873	YR-SUA	Iran Airtour, ex Fly 365 Aviation. Delivered on lease on 8 February (see photo Scramble 453 – Page 33).	
-8BK	29660	OO-JAA	Miami Air International. Aircraft remains on the Belgian register (correction Scramble 452 – Page 38).	
-8K2	30650	PH-HZV	Transavia Airlines, ex F-GZHG of Transavia France. Returned to the Dutch division after four years in France on 9 January.	
-8CX	32365	SP-ENG	Enter Air, ex D-ASXE of SunExpress Germany. Delivered on 15 February.	
-8CX	32366	SP-ENL	Enter Air, ex D-ASXG of SunExpress Germany. Delivered on 9 February.	
-8CX	32367	SP-ENM	Enter Air, ex D-ASXI of SunExpress Germany. Delivered on 17 February.	
-8CX	32368	SP-ENN	Enter Air, ex D-ASXH of SunExpress Germany. Delivered on 10 February.	
-85P	33971	N823SY	Sun Country Airlines, ex EC-JAP of Air Europa. Delivered on 7 February.	
-8EH	34281	UR-	Ukraine International Airlines, ex PR-GTK of GOL. Delivered on 6 February.	
-8Q8	35275	OK-TVH	Smartwings, ex Oman Air. Returned from lease on 24 February. The aircraft flies around in an Oman Air colour scheme with SmartWings titles.	
-86N	36809	EI-GBB	Norwegian, ex LN-NOF of the same company. Transferred to the Irish register on 5 February.	
-8AS	37541	HL8088	Jeju Air, ex EI-EFR of Ryanair. Delivered on 4 February.	
-8K2	39259	PH-HSE	KLM Royal Dutch Airlines, ex Transavia Airlines. Transferred to the KLM and painted in full KLM colours at Norwich late February.	
-8K2	39260	PH-HSD	KLM Royal Dutch Airlines, ex Transavia Airlines. As above.	
-800	41231	VP-BMB	Aeroflot. Delivered on 7 February. Line # 6259.	
-800	41351	A40-BAG	Oman Air. Delivered on 17 February. Line # 6274.	
-800	42084	EI-FVL	Norwegian. Delivered on 27 February. Line # 6291.	
-800	42276	EI-FVK	Norwegian. Delivered on 13 February. Line # 6263.	
-800	44768	EI-FTS	Ryanair. Delivered on 6 February. Line # 6260.	
-800	44769	EI-FTT	Ryanair. Delivered on 20 February. Line # 6264.	
-800	44770	EI-FTV	Ryanair. Delivered on 16 February. Line # 6276.	
-800	44771	EI-FTW	Ryanair. Delivered on 20 February. Line # 6281.	
-800	44772	EI-FTY	Ryanair. Delivered on 23 February. Line # 6284.	
-800	44773	EI-FTZ	Ryanair. Delivered on 24 February. Line # 6289.	
-800	44774	EI-FZA	Ryanair. Delivered on 28 February. Line # 6292.	
-800	60962	A6-FGI	FlyDubai. Delivered on 16 February. Line # 6277.	
-800	61574	EZ-A019	Turkmenistan Airlines. Delivered on 24 February. Line # 6258.	
-800	62153	PH-HXF	Transavia Airlines. Delivered on 6 February. Line # 6261.	
-97YER BBJ3	62515	LY-DIO	Global Jet Luxembourg. Delivered on 10 February. Line # 5659.	
-800	63151	G-JZHU	Jet2. Delivered on 13 February. Line # 6267.	
-800	63152	G-JZHV	Jet2. Delivered on 22 February. Line # 6279.	
-800	63799	SU-GEG	EgyptAir. Delivered on 11 February. Line # 6269.	
B747	-412BCF	24226	N262JM	Jet Midwest Group LLC, ex TF-AMF of Air Atlanta Icelandic. Registered in the US on 9 February. The freighter has been stored at Kansas City (KS) since 9 November 2016.
	-4B5ERF	33516	OE-IFB	Altavair, ex HL7439 of Korean Air. Returned to the lessor and registered in the US in December. The Freighter flew to Victorville (CA) for storage on 13 December 2016.
B757	-23NSF	27975	G-DHKD	DHL Air, ex ET-AMU of Ethiopian Airlines. Delivered after freighter conversion on 20 February. Registered in between as N284DH of DHL Aviation Netherlands.
	-330	29012	G-JMOE	Thomas Cook Airlines, ex D-ABOE of Condor. Delivered on 9 February.



Frontier Airlines already has five Airbus A320neos. 'Cliff the Mountain Goat' was the fourth one and was delivered on 29 December. On 11 January the aircraft made its first scheduled flights out of Denver. (Dallas-Fort Worth (TX), 18 February 2017, Gostar den Daas)

B767	-319ERBDS24875	N331AZ	Prime Air, ex N385CM of Cargo Aircraft Management. Delivered after freighter conversion at Tel Aviv. Former N387AX of Omni Air International. Aircraft is operated by ATI.
	-3P6ER 26233	N763CK	Kalitta Air, ex EI-UNA of Transaero Airlines. Delivered to Oscoda (MI) on 22 February. Will be converted to freighter.
	-375ER 30108	C-GEOU	Air Canada rouge, ex Air Canada. Transferred to the low cost division early February.
	-300F 42726	N144FE	FedEx Express. Delivered on 27 February. Line # 1115.
B777	-21HER 27253	2-RLAL	Veling Ltd, ex A6-EMJ of Emirates. Registered in the Guernsey register on 15 December 2016. The aircraft has been stored at Teruel since 20 December.
	-2D7 27730	N175GT	GA Telesis, ex HS-TJE of Thai Airways International. Registered in the US 31 January. The aircraft was ferried to Kemble for storage and scrapping on 22-23 December 2016.
	-FHT 37138	N844FD	FedEx Express - Federal Express, ex OO-TSC of ASL Airlines Belgium / TNT. Delivered on 19 February.
	-300ER 42344	A6-EPY	Emirates. Delivered on 10 February. Line # 1465.
	-300ER 61604	PH-BVS	KLM Royal Dutch Airlines. Delivered on 22 February. Line # 1472.
	-300ER 62644	N2333U	Nited Airlines. Delivered on 14 February. Line # 1466.
	-300ER 62752	HB-JNG	Swiss Global Air Lines. Delivered on 15 February. Line # 1471.
B787	-9 34312	B-1591	Air China. Delivered on 16 February. Line # 521.
	-9 34810	HL8081	Korean Air. Delivered on 22 February, First Dreamliner for Korean. Line # 525.
	-9 34843	JA867J	Japan Airlines International. Delivered on 2 February. Line # 526.
	-8 36417	EC-MNS	Air Europa. Delivered on 28 February. Line # 532.
	-9 37168	A4O-SC	Oman Air. Delivered on 23 February. Line # 529.
	-9 37176	C-FRSJ	Air Canada. Delivered on 10 February. Line # 527.
	-9 37307	LN-LNI	Norwegian, ex EI-LNI of the same company. Reregistered in Norway in February.
	-9 39656	A6-BLL	Etihad Airways. Delivered on 22 February. Line # 530.
	-8 40635	N817AN	American Airlines. Delivered on 8 February. Line # 519.
	-9 60142	N15969	United Airlines. Delivered on 17 February. Line # 531.
BAe146	-RJ100 E3301	C-FXRJ	Summit Air Charters, ex G-BXAS of Trident Jet (Jersey) Ltd. Delivered on 25 February.
	-RJ100 E3308	G-BXEU	Trident Turboprop (Dublin) Ltd, ex OO-DWA of Brussels Airlines. Registered on 28 February. Parked at Southend per 23 January.
CRJ	200ER 7661	ZP-CRR	Amaszonas del Paraguay, ex EC-MLS of Air Nostrum. Delivered on 21 February as EC-MLS.
	900LR 15267	D-ACNU	Lufthansa CityLine, ex Eurowings. Per 20 December, with Lufthansa Regional titles.
	900LR 15268	D-ACNV	Lufthansa CityLine, ex Eurowings. Per 20 January, with Lufthansa Regional titles.
	900LR 15269	D-ACNW	Lufthansa CityLine, ex Eurowings. Per 27 January, with Lufthansa Regional titles.
	900 15425	EI-FPI	CityJet. Delivered on 4 February. In SAS colours.
	900 15426	EI-FPJ	CityJet. Delivered on 9 February. In SAS colours.
	900ER 15071	EC-JTS	Nordica. Leased from Air Nostrum per 2 March. Has dual LOT / Nordica titles.
	900ER 15074	EC-JTT	Nordica. Leased from Air Nostrum per 27 February. Has dual LOT / Nordica titles.
ERJ	145LU 145258	F-HRAM	Regourd Aviation, ex LX-LGZ of Luxair. Registered on 4 January.
	135BJ 14500972	N679MS	Cessna Finance Corp., ex A6-GCC of Gama Aviation. Registered on 22 February.
	135BJ 14501162	OE-IOL	Avcon Jet, ex G-OTGL of Aravco. Registered late January.
	175STD 17000629	PH-EXK	KLM Cityhopper. Delivered on 3 February.
	175STD 17000633	PH-EXL	KLM Cityhopper. Delivered on 17 February.
	195LR 19000350	OE-LWC	Austrian Airlines, ex D-AEBE of Lufthansa CityLine. Delivered on 24 January.

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



KLM Royal Dutch Airlines received their thirteenth B777-300ER on 1 March 2017. During its arrival at home base Amsterdam-Schiphol Frank Doornbos had the possibility to take this picture. The company is expecting the fourteenth, and for the time being last, B777-300ER in September to replace a B747-400.

Commuters



ATR72 ZS-XCH was built in 1988 as the second ATR72 prototype. After delivery in 1992 it flew for Air Littoral as F-GIGO until 1996 and Royal Air Cambodge as F-OMAR till 2001. In 2002 it was converted to freighter. Farnair Europe was the next operator and the aircraft received the registration HB-AFG. In 2015 Farnair was merged into ASL Airlines and since January 2016 it was painted in DHL colours and re-registered to EI-SLR. Around mid November the ATR72 was ferried to Las Palmas with registration ZS-XCH on a sticker. At Las Palmas they painted the registration of the aircraft and it was finally delivered to South Africa on 17 December 2016. (Las Palmas, 30 November 2016, Frank Schuchardt)

ATR72	-202	508	C-FINB	Calm Air, ex OY-LHA of Danish Air Transport. Delivered on 17 February.
	-212A	713	D4-CCD	Binter CV, ex EC-JBI of Binter Canarias. Transferred in February.
	-212A	717	EC-JEV	Canaryfly, ex Binter Canarias. Per 25 February.
	-212A	723	OY-JZU	TAP Express, leased from Jet Time and operated by White. Delivered on 13 February.
	-212A	1396	EC-MPJ	Binter Canarias. Delivered on 2 March.
DHC-6	-300	658	8Q-ISF	Maldivian, ex HB-LOK of Zimex Aviation. Delivered on 8 February as HB-LOK.
DHC-8	-402	4202	G-PRPJ	Flybe, ex N202WQ of Republic Airlines. Operating already quite some time. Per 13 December.
Saab	340B	167	G-LGNZ	Loganair, ex 5B-DER of Tus Airways. Registered on 27 February. Will be converted to freighter.

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

Propliners



Lockheed L100-30 N403LC, of US operator Lynden Air Cargo, had operated for the United Nations in Africa and was on its way back to the USA. It was still wearing the usual white colourscheme and titles of the organisation. During the Atlantic Ocean crossing it made a fuel stop at Iqaluit. (Shannon, 27 February 2017, Malcolm Nason)

CASA	212	117	N127WW	Win Win Aviation. Acquired this Skyvan in February 2016, from the Chilean Air Force, but the airplane remained in Chile for another year. In February 2017 it was ferried to the USA, passing Panama-City Albrook on 15 February 2017 on the ferry flight.
Convair	440	215	ZS-BRV	Rovos Air, noted being worked on at Wonderboom Airport, in Pretoria, South Africa, in February 2017. The airplane had received a red cheat line. One that would resemble the classic Swissair look, which might confirm last year's rumours about a link with the Breitling team.
	580	168	ZK-FTA	Air Chathams. Also took up this Convair of Air Freight NZ and ferried from Palmerston North to Auckland on 6 February 2017. Air Freight NZ seized operations in 2016.
DHC	2	763	ZK-SBV	Air Charter Karamea. We reported this Beaver last month as exported from Australia to New Zealand. However, a new Australian reservation for VH-ACZ was made on 30 January, but this was never applied and got cancelled again on 17 February. By now all parts of the Beaver are in a hangar in Motueka (NZ) where Argus Helicopters are performing an overhaul on the airframe, a rebirth as they call it. When it is complete it will be performing tourist's flights in the Nelson area, as well as join the air show circuit of New Zealand. The new registration is not official yet.

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Douglas	BT67	20494	C-GKKB	Northstar Air, operated by Private Air. Was noted in full colours at Thunder Bay (Ont.), already back in October 2016.
	C-54Q	10630	N44914	"Atlantic Diversion", a Skymaster that has been at North Weald (UK) for about 14.5 years now, has seen some interest once again. A team is looking at restoring the aircraft. The last known asking price was £60,000 pounds.
Lockheed	L-100-20	4385	5X-TUE	Transafrik. Ferried from al Fujairah, UAE, to Malta 6-7 December 2016. Was painted as 420 in a fake Israeli military colours at Malta, in December 2016, for the movie "The raid on Entebbe". Funny detail is that they used a Ugandan registered Hercules for this job.
	L100-30	4590	N403LC	Lynden Air Cargo. It had gone unnoticed that this Hercules has been flying in Africa in white colours with large United Nations titles. It was reported on a ferry flight home passing through Shannon enroute to Anchorage (AK) on 27 February 2017.
	EC-121K	4435	BuNo141311	Yankee Air Museum (MI). In December 2015 the Chanute Air Museum in Rantoul (IL) had to close and many feared over the future of the larger aircraft in their collection. Soon the Yankee Air Museum expressed interest in the Constellation. In October 2016 a deal was made to move the airplane to their new hangar at Ypsilante Airport near Detroit (MI). It will need to be disassembled for road transportation.
	C-121J	4144	N4247K	The former Winky's Fish Super Constellation at Manila, Philippines, has been noted in the seaport, ready for shipment to Australia.
Max Holste	MH1521	149	G-HOUR	We missed this one! Former F-BXCP was registered in the UK on 10 May 2016. The Broussard is now based at White Waltham.
PBY	5A	CV-437	C-FNJE	Tanker 702 crashed into Lake Sitidgi (NWT) in 2001 when operating firefighting for Buffalo Airways. It was salvaged and a group of volunteers has worked on it for nine years. On 13 November 2016 the first successful engine test runs were made. A first flight after restoration has now been scheduled for 18 June 2017 from Fairview (AB). The Fairview Aircraft Restoration Society (FARS) is still welcoming donations.

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

Fokker News



It is not very often we receive pictures from Panama, so we were pleased when we got some from that region of the Americas. The above Fokker 50 HP-1794PST of Air Panama has not a lot of news value, and the angle is a little non-standard (taken on finals for Panama-Albrook by Niels van Erck on 20 February 2017), but we still thought it nice enough to publish. Wat is news is that a newly delivered Fokker 50 was seen, HP-1921, and we are 99% certain about its previous identity. Read below for the news!

F27	-500	10374	I-MLXT	MiniLiner. The airline filed for bankruptcy early 2015 and the Friendship had been stored at Bergamo since 14 February 2014, after its lease to SKY Gabon. On 1 March it was trucked from Bergamo to Milano-Malpensa for display at the Volandia museum.
	-500	10658	HP-1631	Air Panama. Seen 19 February as such at Panama-Albrook, withdrawn from use but in good condition. Missing the titles and tail logo, but looks flyable. Was supposed to be HP-1641, but it never actually carried that registration.
	-050	20128	SE-LEZ	Amapola Flyg. Returned to Malmö-Sturup 14 September 2016, after the lease to Air Vallée had ended, and was cancelled from the Swedish register on 17 January, as being broken up at Malmö.
	-050	20135	HP-1921	Air Panama, ex PH-VLM, OO-VLM VLM Airlines. Seen 19 February at Panama-Albrook in all white colours without titles. ID not 100% confirmed, but since it was carrying an M on the nose wheel door we are 99% certain this is the correct tie-up.
	-050	20153	G-IRJA	Aircelt, ex OE-IRJ Jetcom, YL-BAZ airBaltic. Registered on 21 February. Most likely still parked at Bergamo, where it was last seen April 2016, making this a possible paper registration only.
	-050	20190	G-LRJA	Aircelt, ex OE-LRJ Jetcom, YL-BAV airBaltic. Registered a day after IRJA above and most likely also

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	-050	20208	5Y-JWZ	still stored at Bergamo.
				Sky Unlimited, ex PH-DMT SAMCO. Was destined to go to Sky Greenland (and transferred already in September 2016) but now the Fokker will go to this Kenyan operator. Left Saarbrücken on 8 February on delivery and arrived Khartoum on 12 February, in all white colours.
F28	-0100	11290	F-ZAFT	Armée de l'Air, ex 290. Seen 22 January at Dinard in DGA Essais En Vol colours. No longer active for the Air Force?
	-0070	11566	XY-	Air KBZ. Currently still flying around as PH-KZC for KLM Cityhopper. Deal to Insel Air Aruba cancelled.
	-0070	11576	XY-	Air KBZ. Currently still flying around as PH-KZE for KLM Cityhopper. Same as above. Delivery scheduled for later this year.
	-0070	11582	PH-KZD	KLM Cityhopper. Final service was KL1512 from Norwich back to Amsterdam and was seen three days later parked at the former Fokker hangars. Destined for Air Niugini.

Credits: Niels van Erck, Skyliner.

Bizjets



The sixth entry in the OO-FP series, this Cessna 525B with registration OO-FPF was delivered to Flying Group in December. All bizjets in the OO-FP series have been Cessnas, so which type will be next? (Antwerp, 6 February 2017, Paul Soons)

BAe125	-750	HB-27	N341CW	Registered to Rocket Air LLC 22 February. Ex F-HOSB.
	-800XPi	258795	N879TX	Ex CS-DRS. Registered to Textron Aviation Inc. 24 February.
Beechcraft	400A	RK-243	G-FXCR	Former N429FL of Corporate Wings LLC was sold to a new operator in the UK.
Cessna	500	0329	N810JT	Registered to Team Aero LLC 22 February. Ex OY-CEV.
	525	0602	N47LV	Registered to Aerocraft International Inc. 3 February. Ex D-ISJM.
	525	0623	N427AZ	Registered to TLR Investments LLC 14 February. Ex HB-VOF.
	525A	0191	M-TBEA	Ex G-TBEA, cancelled to the Isle of Man 20 February. Registered to Bealaw (Man) 8 Ltd. 28 February.
	550	0859	N	Ex I-BENN, registered to Aircelt Ltd. 22 February as G-SDEP. G-SDEP cancelled to the USA 28 February.
	551	0421	9H-	Ex G-LUXY, cancelled to Malta 3 February.
	560	0117	N21LM	Registered to Tactical Aircraft Solutions LLC 28 February. Ex D-CMEI.
	560XLS+	6116	N1985H	Ex G-EYUP, cancelled 22 February. Registered to TWAPA LLC 23 February.
Challenger	300	20077	N941SP	Schwarz Partners LP, re-registered from N304EM on 31 January.
	300	20107	C-FEDV	Once again this Challenger was re-registered on 9 February. It is owned by Skyservice Business Aviation and is now on its fifth Canadian registration.
	300	20262	N538SL	Cindago LLC, ex N284SV. Registered on 7 February.
	300	20263	N109MJ	Jala Acquisitions, re-registered from N526AC on 13 February.
	300	20380	N60AD	Correcting Scramble 453, c/n 20380 was registered N60AD, not N380AD.
	300	20402	N424AR	Moondance Equipment LLC, ex D-BELO. Registered on 3 February.
	350	20658	N2926E	E350 LLC, registered on 9 February.
	350	20661	N703VZ	Wilmington Trust Co, registered on 29 December.
	350	20665	N457WB	Regis Funding V LLC, ex N350LM. Registered on 13 February.
	350	20666	N728QS	NetJets, registered on 22 February.
	350	20667	N729QS	NetJets, registered on 22 February.
	600S	1061	N696JB	MacKnight International Inc, re-registered from N601KK on 28 February.
	601-3A	5010	XB-OTF	N601WG was cancelled to Mexico on 4 January.
	601-3R	5142	XA-GDQ	Ex XA-MYN, noted at Fort Lauderdale (FL) on 31 January.
	604	5561	N604LP	Bank of Utah, ex VH-VRE. Registered on 9 February.
	604	5614	N604TB	Boeing Co, re-registered from N614BA on 23 February.
	605	5713	N778BA	Bombardier Aerospace Corp, ex 9H-AFC. Registered on 17 February.
	605	5743	N699ST	Orange Equipment LLC, ex N859BA. Noted at Fort Lauderdale-Executive (FL) in February.
	605	5752	N142J	Brisa Max Services LLC, re-registered from N342F on 9 February.
	605	5771	N236WA	Winchester Air LLC, ex N548BA. Registered on 10 February.
	605	5895	C-GJET	Chartright Air, ex N605NP. Registered on 22 February.
	650	6064	N5950E	Necc Equipment LLC, registered on 8 February.
	650	6081	N650JR	Wells Fargo Bank, registered on 12 January.
	650	6085	N547BA	Boeing Co, registered on 29 December.
	650	6088	OE-LAN	MJet, registered in February.
Embraer	500	50000127	D-IAAR	Ex PR-OVD of OVD Importadora e Distribuidora Ltda. was sold to Arcus Air.
	500	50000250	N861CB	Former 4L-ALF of Bravo Air in Georgia sold its sole Phenom to the Bank of Utah in the U.S.

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	500	50000253	N860CB	Used to operate as UR-ALA for South Airlines, but recently sold to Bank of Utah and cancelled from the Ukraine register in December last year.
	500	50000283	F-HTLS	New owner in France is now known as PH Occitanie and is based at Toulouse, addition to Scramble 450 – Page 49.
	500	50000373	A6-EFA	Former PR-PGZ of Embraer was delivered to Etihad Flight College on 21 January.
	500	50000374	A6-MPL	At the same day its sister-ship, ex PR-PHF, was also delivered to the Etihad Flight College.
	505	50500187	CS-LPA	Ex N157AF of Aircraft Guaranty Corp. was sold to an unknown operator in Portugal.
	505	50500360	D-CMMP	New German owner is now known as Luxaviation Germany GmbH. Addition to Scramble 452 – Page 43.
	550	55000042	G-SUEJ	New owner in the UK is now known as Saxonair Charter Ltd. Addition to Scramble 452 – Page 43.
	550	55000063	RA-02788	This new Legacy 500 was sold to a unknown Russian operator, ex PR-LMZ.
Falcon	7X	37	N360PZ	Wells Fargo Bank, ex HB-JSI. Registered on 9 February, noted at Geneva on 17 February.
	50	31	N921ED	EAL Leasing Inc, ex N921EW. Registered on 21 February.
	50	97	C-GMLR	Millar Western Aviation Ltd, re-registered from C-GMLO on 16 February.
	900B	110	N999EA	EMB Equipment LLC, re-registered from N900EJ on 2 February.
	900B	134	N775GM	Globus Aviation LLC, re-registered from N322CP on 18 January.
	900C	188	VH-OAA	Shortstop Jet Charter Pty Ltd, ex F-HDSD. Registered on 2 February.
	900EX	138	LV-GQK	American Logistic SA, ex N528SC which was cancelled 17 January.
	900EX	165	N900LW	MNW Aviation LLC, F-HDLJ. Registered on 17 February.
	900EX	219	9H-LAS	Tyrolean Jet Service, ex G-ENXA which was cancelled on 21 February.
	2000	76	N125GB	TCC Air Services Inc, ex OY-CKN. Registered on 27 February.
	2000	106	N78LK	High Bird LLC, ex N635F. Registered on 23 February.
	2000	120	N120VR	QS Partners LLC, ex CS-DNR. Registered on 23 February.
	2000LXS	314	OY-GFS	Air Alsie, registered on 15 February. Operated for Grundfos Holding, replacing long serving OY-CKN.
	2000S	740	F-HLRX	Michelin Air Services, registered on 2 February.
Global	Express	9083	CS-	Ex G-RBEN, cancelled to Portugal 23 February.
	XRS	9300	N888ZG	Ex N709FG, re-registered 30 January.
	XRS	9332	T7-SKA	Ex N332JG, cancelled to San Marino 17 February.
	XRS	9374	T7-JAT	The former VP-CJT, noted re-registered at Farnborough in February.
	XRS	9394	M-ULTI	Registered to Multibird Overseas Ltd. 22 February. Ex VP-CBM.
	XRS	9413	G-GLOB	Registered to Execujet UK 24 February, ex M-GLOB.
	6000	9451	9H-NGX	Ex N451GX, cancelled to Malta 22 February and since registered to Elit'Avia.
	6000	9708	M-INER	Registered to ICC Aviation Ltd. 23 February. Tested as C-FIEX.
	6000	9789	C-FUBG	Registered to Bombardier Inc. 6 February.
	6000	9790	C-FULD	Registered to Bombardier Inc. 21 February.
Gulfstream	IV-SP	1239	N121AP	Bank of Utah, ex N950DM. Registered on 3 January.
	IV-SP	1283	N513MA	Elite Aero Group LLC, re-registered from N898AW on 9 February.
	IV-SP	1364	N333FG	FG Aviation LLC, re-registered from N711SK on 9 January.
	IV-SP	1377	N316VB	Living World Christian Center, re-registered from N477QS on 21 February.
	IV-SP	1382	N65HS	Fluffy Russian LLC, ex C-GMRX. Registered on 8 February.
	IV-SP	1466	N366KA	Kile Acquisitions, re-registered from N888ZF on 31 January.
	G400	1502	N710EG	Taking up a reservation stemming from February 2004 (!), Chouest Air Inc N710EC was finally re-registered N710EG on 14 February.
	G400	1530	N318JW	TLW Trading LLC, re-registered from N650PW on 21 December.
	G450	4147	LV-GTQ	Alas del Fin del Mundo SRL, ex N728MN which was cancelled 17 January.
	G450	4322	N450VA	V & A Aero Inc, ex M-MAEE, registered on 20 January.
	G450	4333	TP-05	Mexican Air Force, ex TP-06. First noted with new serial on 6 February.
	G450	4355	N635E	PLA Aircraft Corp, registered on 15 February.
	V	507	N11GW	1010 Aviation LLC, re-registered from N507DW on 9 February.
	V	586	N51VE	Bank of Utah, re-registered from N586G on 31 January.



Another addition to the growing number of bizjets with a T7 registration. T7-LFZ was first noted on 8 February at Ronaldsway and is operated by Executive Aircraft Services from Lebanon. It has been based in the Middle East almost its entire life, previously having been operated by National Air Services and ExecuJet Middle East (Bournemouth, 8 February 2017, Lee Weston)

V	619	N619GV	Wilmington Trust Co, ex N4377. Re-registered on 3 January.	
V	687	N716AS	AS Aviation Holdings LLC, re-registered from N7160S on 21 February.	
G550	5066	N25HL	Wilmington Trust Co, re-registered from N280DV on 10 February.	
G550	5140	N721L	Starbucks Capital Asset Leasing Co LLC, re-registered from N838BA on 3 January.	
G550	5161	N950DM	Fairmont Aviation LLC, re-registered from N725MN on 17 February.	
G550	5178	N339JM	JM1539 Co, ex N188WR. Registered on 17 February.	
G550	5280	N580JT	Avex V LLC, ex PR-RGA. Registered on 2 February.	
G550	5299	N171DJ	GKG Acquisitions 300 Inc, re-registered from N17JS on 28 February.	
G550	5482	VP-CAT	TAG Aviation Asia, ex N464GC which was only registered on 27 December, then cancelled on 27 January.	
G550	5541	OK-JMD	ABS Jets, delivered to Prague on 18 February.	
G650	6028	N515KA	Wilmington Trust Co, ex N515KA. Registered on 23 February.	
G650	6073	9H-LZM	Avcon Jet Malta, ex OE-LZM of Avcon Jet which was cancelled in January.	
G650	6115	LX-LXX	Global Jet Luxembourg, ex M-SHEF which was cancelled 9 February. Noted at Rotterdam 16 February.	
G650ER	6182	N827DC	TDC Management LLC, re-registered from N682GD on 30 December.	
G650	6204	N318LS	Bank of Utah, ex N628EC. Registered on 10 February.	
G650ER	6208	VP-CYL	Jet Aviation Business Jets Hong Kong, delivered on 13 January.	
G650ER	6216	9M-ZZZ	Sultan of Johor, delivered to Johor Bahru on 22 January.	
G650	6218	VQ-BAH	Delivered on 26 January.	
G650ER	6223	VP-CVA	Jet Aviation Business Jets Hong Kong, delivered on 19 January.	
G650ER	6224	VP-CER	AMAC Aersospace, registered at Ronaldsway on 9 January.	
G650ER	6227	N65FG	Starrflite Aviation LLC, registered on 21 February.	
G650ER	6229	VP-CZC	Jet Aviation Business Jets, noted at Amsterdam-Schiphol 10 February, on delivery to Abu Dhabi-Al Bateen.	
IAI	1125SPX	143	OE-	Ex N174JF, cancelled to Austria 20 January.
Learjet	60	60-030	D-CFAZ	Former 9H-AFJ of Eurojet Ltd. was sold to FAI Rent-A-Jet GmbH and will be used as an air-ambulance. Based at Nuremberg.
	60	60-160	N612JC	Operator in the U.S. is now known as TVPX ARS Inc. Addition to Scramble 453 – Page 40.
	60	60-180	N	Former and well-known G-SXTY of TAG Aviation UK was recently sold to an American operator.
	60	60-305	TC-SHY	Turkish owner now known as Genel Havacilik. Addition to Scramble 452 – Page 45.
	60	60-328	YL-BJA	Vipjet sold its sole Learjet 60, M-URAL, to an unknown operator in Latvia.
	60	60-382	ZK-JAK	This ex M-IGHT of Mikro Holdings was sold to an unknown operator in New-Zealand.
	60	60-414	OE-GLJ	Former I-GSIN of Sirio SpA was recently sold to Laudamotion GmbH.



Global Jet transferred this G650 from its Global Jet IoM Ltd subsidiary to Global Jet Luxembourg in February. M-SHEF was cancelled on 9 February after which it became LX-LXX, still retaining its stunning colourscheme. (Rotterdam, 16 February 2017, Maarten Visser Sr.)

Bizprops

Beech	C90A	LJ-1158	N290NC	Ex D-IHKM of Porta Flug GmbH was sold to IAL Corp. in the U.S.
	C90GTi	LJ-1913	D-I	Former M-RLEE of Kerrington (Grove Lodge) Ltd. was recently sold to an unknown operator in Germany. Correction to Scramble 453 – Page 41.
	B200	BB-1496	N1496B	Ex TC-OZD of Özek Havacilik was sold to Textron Aviation Inc.
	B200	BB-1874	D-IAMI	Former F-HAMI of Air Ailes was sold to an unknown operator in Germany. Based at Mönchengladbach.
	B200GT	BY-269	D-ISDM	Recently sold by the factory to a unknown operator in Germany. Was temporary registered as D-ISDM in error.
	B350i	FL-857	D-CVMG	Former RA-02778 of Air Samara was sold to a German owner in October last year.
	B350i	FL-462	N911CA	This ex U.S. Air Force MC-12W with registration 08-0546 was sold to the California Highway Patrol by the end of January.
PC-12	B350i	FL-1080	M-LLMW	Operator is now known as Trosa Ltd. Addition to Scramble 453 – Page 41.
	/47E	1065	OY-GSA	Registered to Copenhagen Air Taxi 18 January. Ex D-FDHR.
	/47E	1671	N671NG	Tested as HB-FQL. Registered to Pilatus Business Aircraft Ltd. 10 February.
	/47E	1681	N681NG	Tested as HB-FQV. Registered to Pilatus Business Aircraft Ltd. 6 February.
	/47E	1682	OO-CFW	Registered to Nextgen Partners 1 February. Tested as HB-FQW.
	/47E	1684	N684NG	Tested as HB-FQY. Registered to Pilatus Business Aircraft Ltd. 6 February.

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	/47E	1685	N85NX	Registered to Pilatus Business Aircraft Ltd. 9 February. Tested as HB-FQZ.
	/47E	1686	N686NG	Registered to Pilatus Business Aircraft Ltd. 23 February. Test registration unknown.
	/47E	1688	N688NG	Registered to Pilatus Business Aircraft Ltd. 23 February. Tested as HB-FRC.
	/47E	1691	HB-FRF	Registered to Pilatus Flugzeugwerke AG 1 February.
	/47E	1692	HB-FRG	Registered to Pilatus Flugzeugwerke AG 1 February.
	/47E	1694	HB-FRI	Registered to Pilatus Flugzeugwerke AG 13 February.
	/47E	1695	HB-FRJ	Registered to Pilatus Flugzeugwerke AG 13 February.
	/47E	1696	HB-FRK	Registered to Pilatus Flugzeugwerke AG 22 February.
Piper	31-350	7852119	OY-ZBB	S-Fleet GmbH, ex SE-KTF. Registered on 2 February.
	31T	7820011	N982K	Aircraft Guaranty Corp, ex HA-SIT. Registered on 22 February, might still be based in Europe.
SOCATA	TBM-700	32	OO-HUB	Ex F-GLBZ of Boyer & Co Sas was sold to an unknown operator in Belgium.
	TBM-850	658	F-HFMC	Ex VH-TBM of Starmind Investments Pty. Ltd. was recently sold to 'Voyag' air in France. Addition to Scramble 453 – Page 41.

Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes etc. etc. To get the most from this extensive (more than 224,000 records) database consider using the advanced search options.

On that same page there is a link to the Soviet Transports

downloads page featuring, a newly 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 were renewed early March 2017.

AK1-3		0024	F-PCRU	Dominique Crucifix	rgd	24oct16	Dominique Crucifix of Wiesme; ex UR-TOLA
AK1-3		0030	UR-IKV	V.I. Ivanilov	rgd	23dec16	V.I. Ivanilov of Podlisk; ex UR-XBH
An-2TD		1G98-60	SP-AMR	AK Podkarpacki	canx	01dec16	as to Venezuela
An-2R		1G103-02	CCCP-32475	AFL/Privolzhsk	dbr	13sep81	when landed at an unsuitable site near Saratov
An-2R		1G143-25	CCCP-70446	AFL/Leningrad	dbr	19aug82	when flew too low in below-minima weather near Dno
An-2R		1G150-34	CCCP-07399	AFL/Ukraine	dbr	11may82	engine failed and crash-landed near Sputendorf, DDR
An-2R		1G155-56	CCCP-07601	AFL/Privolzhsk	dbr	09sep81	when the engine failed and the aircraft crash-landed
An-2T		1G167-13	SP-KTS	S.Tolwinski	canx	02jan17	as to the United Kingdom
An-2R		1G167-46	05	Hungarian Air Force c/s	photo	23oct16	preserved Algyo in fake c/s; ex HA-MBP
An-2T		1G168-05	SP-AML	AK Podkarpacki	canx	01dec16	as to Venezuela
An-2R		1G172-08	CCCP-40736	AFL/Far East	dbr	03jun82	crew got distracted from aviating, crashed nr Polevoye
An-2R		1G175-08	YR-PVI	Aero West		25feb17	fuselage only seen Faget
An-2R		1G181-15	CCCP-56431	AFL/North Kavkaz	dbr	11jun82	when collided with a fuel truck
An-2T		1G196-02	RF-00395	DOSAFAF	Kxy	22jan17	
An-2T		1G239-05	UP-A0317	no titles	Alb	03jul16	c/n confirmed, not 1G239-06
An-14		---	3X-GP01	Guinea Air Force		photo	
An-24RV		6 73 105 07	RA-47321	Khabarovsk Avia	TOF	29oct16	stored
An-26		22 08	UR-CEP	AP Holdings UAE	rgd	16nov16	opb Constanta Airlines; l/n OZH 14jan17
An-26Sh		44 08	RF-36062	Russian Air Force	OVB	10feb17	coded "80" red
An-26Sh		46 08	RF-36064	Russian Air Force	photo	2016	coded "40"red; with bomb racks
An-26-100		71 01	RA-26520	Sev Avia	OMS	04jan17	same c/s as previously, no titles; l/n OMS 03feb17
An-26		87 03	RF-36158	Russian Air Force	Kts	23feb17	also carried "50" red; in all-grey c/s with
An-26B		133 06	EK-26133 (2)	Skiva Air	rgd	19jan17	f/n JUB 02feb17; ex EW-278TG
An-26		---	"01"	Strat.Rocket Force	w/o	06may83	struck tree tops on final approach to Klyuchi
An-26B-100		---	S9-GRM	Malek Air	JUB	12feb17	with titles; white, red and green cheatline and tail
An-26		---	S9-LON	not reported	JUB	02feb17	blue tail
An-26		---	S9-TLW	South Supreme	JUB	02feb17	full colours; l/n JUB 12feb17
An-32A		21 09	EK-32109	Honesty Air Cargo	no	reports	CofR expired 26oct16
An-72		365 720 40 570	RF-72920	Russian Air Force	CKL	jan17	same basic Aeroflot c/s, blue tail still no titles
An-74-200		365 470 96 923	EK-74923	Tor Air Aviation	JUB	15feb17	with titles; white fuselage, orange tail
An-74T-200		365 470 991040	15-2254	Iranian Revolitionary Guard	dam	27may14	caught fire during an emergency landing at Yazd
An-124-100		9773053616017	RA-82010	Russian Air Force	ULY	feb17	224 LO badge on tail fin; carries An-124-100 marks
Be-200ChS		line # 03-03	RF-32766 (2)	MChS Rossii	h/o	12jan17	named 'Aleksandr Zagonin'; l/n ROV 28jan17
Il-12		8 30 25 04	CCCP-L1467	AFL/Urals	dbr	15dec58	landed long and overran the Cherepovets runway
Il-12T		8 30 25 25	CCCP-L1458	AFL/Kazakhstan-ALA	dbr	24dec58	hit ground after t/o and collided with an embankment
Il-20		173 0114 03	not known	Soviet Navy	w/o	23aug90	crew forgot to unlock the rudder, t/o aborted too late
Il-22PP		03936 10501	RF-95673	Russian Air Force	ZIA	21oct16	'GLITS' badge behind the cockpit, n/t; l/n ZIA 15feb17
Il-76TD		10234 14450	ER-IBU	Air Stork	DAC	05feb17	in all-white c/s with grey undersides, no titles
Il-76MD		---	78696(2)	bare metal c/s	ZIA	16feb17	no turret or a or de-converted Il-76TD; test flying
Il-96-300		74393203023	RA-96023	Rossiya	h/o	30dec16	l/n Voronezh-Pridacha 29jan17
Ka-26		70 016 05	CCCP-19281	AFL/Ukraine	dbr	19jun82	collided with a high-voltage power-line and crashed
Ka-26		73 037 02	CCCP-19456	AFL/Uzbekistan	dbr	25aug81	crashed due to pilot error, no casualties
Ka-26		---	EW-479CM	privately owned	Blt	28dec16	see on line database; l/n Bila Tserka 15jan17 active
Ka-27PS		5235013280601	RF-19159	Russian Navy	photo	jan17	coded "52" red; c/n now known
Ka-29		52350047121804	"70" red	Russian Navy		09dec16	seen test-flying in primer
Ka-32A11BC		5233242510013	B-70PW	Shandong General Avn	rgd	12jan17	line # 100-13; Shandong General Avn Service Co. Ltd
Ka-32A11BC		5233242510014	B-70PX	Shandong General Avn	rgd	12jan17	line # 100-14; Shandong General Avn Service Co. Ltd
Ka-226T		---	RF-17623	Kamov OKB	GOJ	21jan17	in all-white c/s with Russian flag on the fin
Ka-52		35382612010	RF-90388	Russian Air Force	photo	feb17	coded "73" red
Ka-52		35382614002	RF-73221	Russian Air Force	photo	feb17	coded "73" red; c/n checked Korenovsk
Ka-52		---	"76" red	Russian Air Force	photo	feb17	f/n in Syria
L-410UVP		81 06 05	UR-CJG	Slaver	rgd	14feb17	Slaver kompani of Boryspil
L-410UVP		85 13 36 ?	9Q-CZR	Doren Air Congo	dam	02jan17	suffered a runway excursion Shabunda; ex D6-CAM ?
L-410UVP-E3		89 22 33	RF-94673	Russian Air Force	Kts	23feb17	coded "09" red; in excellent condition



Susi Air is an Indonesian company, which has a fleet of 50+ aircraft and helicopters. A new type in their fleet is the Let L-410. OK-JPR was built in 2015 and had been waiting for a buyer. Finally they found one in Susi Air. On 9 February 2017 it was seen at Prague-Ruzyně in full colours and titles, awaiting onwards delivery to Indonesia. (Vaclav Kudela)

L-410UUV-E	90 24 19	HR-JMM	CM Airlines	TGU	23jan13	c/n now known
L-410UUV-E20	29 12	9N-AMG	Goma Air	d/d	19feb17	departed Chita, arrived KTM 26feb17; ex RA-67038(2)
L-410UUV-E20	29 14	9N-AMH	Goma Air	d/d	19feb17	departed Chita, arrived KTM 26feb17; ex RA-67039(2)
L-410UUV-E20	30 18	OK-JPR	Susi Air	PRG	09feb17	
L-410UUV-E20	31 02	OK-JPU	Aircraft Industries	UHE	30jan17	test flown this date; c/n correction
L-410	---	YI-BYD		JUB	23jan17	
L-410	---	5Y-SSA	South Supreme	JUB	23jan17	
Li-2	184 175 07	"24"	Soviet Air Force	photo	1956	slightly damaged on landing at Sredne-Byelaya
Li-2	184 178 05	CCCP-I772	MAP zavod # 166	w/o	05sep49	when the right engine failed shortly after take-off
Li-2	---	CCCP-L4125	AFL/Northern	no	reports	opb Estonski OAO; in a document 1951
Li-2	---	CCCP-L4198	AFL/Latvia	no	reports	opb Latviski OAO; in a document 1951
Li-2	---	CCCP-L4715	AFL/Kazakhstan	dbr	28jan51	when encountered dense haze on approach at night
Mi-1	8 68 009 19 ?	CCCP-10130	AFL/West Siberia	Ovs	27oct16	preserved on a pole in excellent condition
Mi-1M	9 68 013 09	CCCP-68076	AFL/East Siberia	w/o	21sep63	intoxicated pilot performed unauthorised manoeuvres
Mi-2	54 4043 035	2010	Polish Air Force	LCJ	30jul16	preserved with this fake serial; ex 4043
Mi-2	53 6119 059	R-13	Hungarian Police	l/n	07may16	sold to Czechia may16
Mi-2	53 6120 059	R-14	Hungarian Police	l/n	29jul16	wfu 01feb17
Mi-2	52 6239 089	CCCP-23480	AFL/Central Region	dbr	24jul82	Komi region when an engine failed
Mi-2	52 6720 060	CCCP-20685	AFL/North Kavkaz	dbr	12aug82	on take-off due to changed winds
Mi-2	53 6815 090	CCCP-20707	AFL/Urals	dbr	13aug82	collided with the ground near Votkinsk
Mi-2	53 7201 071	R-15	Hungarian Police	l/n	23jul16	wfu 01feb17
Mi-2	52 7527 022	CCCP-20720	AFL/Belarus	dbr	06jul82	collided with a high-voltage power-line
Mi-2	54 8311 083	UR-ACB	AgroaviaDnipro	rgd	30jan17	
Mi-2	51 9413 095	HA-BGF (2)	OMSZ Legimentö KT	rgd	26apr08	canx 2014
Mi-2	51 9414 095	HA-BGM	OMSZ Legimentö KT	rgd	18aug07	canx 2014
Mi-4	03 18	CCCP-31450	AFL/Uzbekistan	w/o	21sep63	was caught by a downstream, near the landing zone
Mi-4	02 80	CCCP-66856	AFL/Sykytykar	w/o	16aug63	when one blade of the main rotor came off
Mi-4A	02 117	CCCP-29076	AFL/Far East	dbr	23aug83	when main rotor touching and cutting off the tailboom,
Mi-8T	04 24	0424	Pakistan Army	w/o	22jan77	crashed near the Sibi Hills in poor weather
Mi-8T	27 13	not known	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-8PS-9	86 87	4L-AVI	Aviaservice	rgd	28dec16	seen JUB 02feb17 with 'CTSAMM' titles; ex RA-22327
Mi-8T	9 73 35 04	not known	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-8T	9 74 37 15	"05"	Russian Air Force	wfu	in 2002	scrapped the same year; was opb 36 ove at Tiraspol
Mi-8T	9 74 39 14	not known	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-8MSB-V	9 76 51 18	not known	Ukraine Army Aviation		14oct14	imported from Belarus to Ukraine; ex EW-396TE
Mi-8MSB-V	9 77 52 16	not known	Ukraine Army Aviation		07oct14	imported from Belarus to Ukraine
Mi-8T	9 89 41711	RA-24152	Vologda Aviation Ent.	VUS	27oct16	'Vologodskoye aviapredpriyatiye' titles
Mi-8MSB-V	9 77 72 05	not known	Ukraine Army Aviation		16jun14	imported from Belarus to Ukraine
Mi-8MSB-V	9 77 72 08	not known	Ukraine Army Aviation		10jul14	imported from Belarus to Ukraine
Mi-8MSB-V	9 77 72 09	not known	Ukraine Army Aviation		06aug14	imported from Belarus to Ukraine
Mi-8SMV	9 78 78 07	"02"	Soviet Air Force	mfd	jan79	opb 286 ove REB at Dalyar by 1985
Mi-8MSB-V	9 77 73 10	not known	Ukraine Army Aviation		26jun14	imported from Belarus to Ukraine
Mi-8MSB-V	9 79 75 25	not known	Ukraine Army Aviation		24dec14	imported from Belarus to Ukraine
Mi-8PPA	9 80 77 15	"03" blue	Ukraine Air Force		22dec16	trf to 142 utts SSO; t/t 845 hours and 264 cycles
Mi-8PPA	9 80 77 17	"01"	Ukraine Air Force		22dec16	trf to 142 utts SSO; t/t 1,042 hours and 591
Mi-8PPA	9 80 77 26	"19"	Ukraine Air Force		22dec16	trf to 142 utts SSO; t/t 855 hours and 407 cycles
Mi-8SMV	9 80 78 35	"06"	Ukraine Air Force		22dec16	trf to 142 utts SSO; t/t 845 hours and 285 cycles

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Mi-9	9 80 88 22	not known	Soviet Air Force	mfd	1980	
Mi-9	9 81 33052	"09" blue	Russian Air Force	Kgv	2016	stored at Gaaovka
Mi-9	9 84 48467	RF-95361	Russian Air Force	Kgv	2016	coded "84" blue; stored at Garovka
Mi-9	9 84 48472	RF-95362	Russian Air Force	Kgv	2016	code faded away; stored at Garovka
Mi-9	9 86 56302	not known	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-8MT	9 3062	"80" yellow	Russian Air Force	Kgv	2016	wfu in faded two-tone camo c/s with light grey underside
Mi-8MT	9 3517	not known	Ukrainian MVS	trf	1992	opb 51 aviabrigada at Oleksandriya
Mi-8MTV	9 4615	not known	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-8MT	9 4618	not known	Ukrainian MVS	trf	1992	opb 51 aviabrigada at Oleksandriya
Mi-8MT	9 5198	"36" black	Ukraine Air Force	VIN	03dec16	code not yet painted on; ex "69" blue
Mi-8MTV-1	9 5533	ER-MHY	United Nations/WFP	KBL	21aug16	'WFP' and 'UN Humanitarian Air Services' titles
Mi-8MTV-2	9 6047 ?	RF-93520	Russian Air Force	Azp	oct16	coded "43" blue
Mi-17-1V	9 6614	ANX-2219	Mexican Navy	photo	09feb17	at Ciudad del Carmen
Mi-8MTV-5	9 7381	"02" yellow	Russian Air Force	mfd	2016	Mi-8MTV-5-1; f/n jan17
Mi-8MTV-5	9 7382	"03" yellow	Russian Air Force	mfd	2016	Mi-8MTV-5-1; f/n jan17
Mi-8MTV-1	9 7387	RF-32837	MChS Rossii	h/o	08dec16	opb ASTs YuRTs
Mi-8MTV-5	9 7416	"07" yellow	Russian Air Force	mfd	2016	Mi-8MTV-5-1; f/n OVB jan17
Mi-171	59489617202	EP-HRA	Yas Air	rgd	04aug13	in orange/white c/s; c/n known now
Mi-8AMT	AMTS00643137329U	RF-91282	Russian Air Force			coded "49" red; opb AvGr 412 AvB AA
Mi-8AMT	AMTS00643137330U	RF-91283	Russian Air Force	SVX	02sep16	coded "50" red; opb AvGr 412 AvB AA
Mi-8AMT	AMTS00643137403U	RF-95595	Russian Air Force	OVB	09may16	coded "234" yellow; opb 562 AvB AA at OVB
Mi-8AMT	AMTS00643147419U ?	RF-95308	Russian Air Force	OVB	24jan17	coded "419" blue; opb ... otab at OVB
Mi-8AMT	---	RA-22578 (2)	privately owned	UUS	24jan17	in black c/s with trim, no titles
Mi-8MTV-5	---	RF-90683	Russian Air Force	mfd	2016 ?	Mi-8MTV-5-1; coded "11" red; f/n 14feb17
Mi-17V-5	---	757 & 766	Afghan Air Force	KBL	19dec16	with 'dolphin' nose and clam-shell doors
Mi-171Sh	---	S3-BRB	Bangladesh Army	DAC	14dec16	in green/brown/ochre camo c/s with titles
Mi-171Sh	---	S3-BRS	Bangladesh Army	DAC	20dec16	in green/brown/ochre camo c/s with titles
Mi-17VE	---	LH91731 & 32	Chinese Army	photo		opb 1st Rgt
Mi-171E	---	LH93743	Chinese Army	photo		opb 3rd Brigade at Wujiacu
Mi-17V-5	---	LH95777 & 80	Chinese Army	photo		opb 5th Rgt
Mi-17	---	TT-DCO	Chad Government	BKO	feb17	in light blue c/s with black trim, no titles
Mi-8T	---	1450	Egyptian Air Force	photo	03dec16	overflying the Suez Canal
Mi-17	---	Z2875, 85 & 92	Indian Air Force	Ban	14feb17	in grey c/s with large black exhaust areas
Mi-17V-5	---	ZP5191	Indian Air Force	Ban	14feb17	with 'dolphin' nose and clam-shell doors
Mi-17V-5	---	ZP5216 & 18	Indian Air Force	Ban	15feb17	
Mi-17V-5	---	ZP5219 & 24	Indian Air Force	Ban	15feb17	
Mi-17V-5	---	ZP5243	Indian Air Force	DEL	20oct16	in grey c/s
Mi-17V-5	---	ZP5248	Indian Air Force	Plm	20feb17	
Mi-8T	---	ER-MYG	Sky One ?	KBL	26aug15	photoproof, not on any ER- register 2015 till 2017
Mi-171Sh	---	NAF558	Nigerian Air Force	photo	feb17	with 'dolphin' nose and flat loading ramp
Mi-8T	---	24518	Pakistan Army	w/o	02dec83	hit ground in a field near Manawala at night
Mi-8PS-11	10735	RA-25651 (2)	North-Weat Avia	Tve	25feb17	
Mi-171	---	RAF-0608	United Nations	JUB	23jan17	in full UN c/s; operated for UNMISS in South Sudan
Mi-17	---	SMH585	Sri Lanka Air Force	RML	19jan17	active; ex CH585
Mi-8MTV	---	"30" red	Tajik Air Force	LBD	28sep16	
Mi-172	---	EZ-L485	Turkmenistan	ASB	14sep14	titles not readable on photo
Mi-8MTV-2	---	082493AT	United Nations	GOM	14feb15	carried code 'UNO 861'; l/n GOM 13aug15
Mi-17V-5	004M161	N207XX	Red Air Transport	rgd	02dec16	see on line database; ex N7040J
Mi-24V	3532422015039	not known	South Sudan Air Force	e/d	apr15	with t/t 657 hours
Mi-24V	3532422015149	not known	South Sudan Air Force	e/d	26may15	with t/t 692 hours
Mi-24V	3532421420271	9T-HM12	DR Congo Air Force	w/o	27jan17	on a patrol flight in the North Kivu province
Mi-24V	3532421420315	9T-HM11	DR Congo Air Force	GOM	19jul07	l/n GOM 10apr10; c/n known now
Mi-24P	3532434420698	"77" yellow	Ukrainian MVS	trf	1992	opb 31 ove at Bila Tserkva
Mi-24V	830 708	6W-HCA	Senegal Air Force	LCJ	12jan17	still seen LCJ 08feb17; l/n DKR 17feb17; ex 0708
Mi-24V	730 813	0813	Slovak Air Force	LCJ	jan17	under overhaul; for Senegal Air Force
Mi-24V	730 833	0833	Slovak Air Force	LCJ	jan17	under overhaul; for Senegal Air Force
Mi-24V	---	RF-91398	Russian Air Force	photo	25jan17	in the Novgorod region; coded "06" red
Mi-24V	---	RF-93550	Russian Air Force	photo	02feb17	in the Novgorod region; coded "07" red
Mi-24V	---	RF-93552	Russian Air Force	photo	25jan17	in the Novgorod region; coded "05" red
Mi-24A	---	1622	Ethiopian Air Force	photo		pres. Ethiopian AF Technical School at Debre Zeyit
Mi-26	---	"70" red	Russian Air Force	Ror	oct16	had just 'RF-' on the tailboom; l/n Levashovo 14jan17
Mi-26T2	---	SL-44	Algerian Air Force	photo	jan17	titles in Arab and English
Mi-28N	---	RF-13626	Russian Air Force	Pus	20jan17	coded "222" blue
Mi-28N	---	"223" blue	Russian Air Force	d/d	2014	opb 546 AvB AA at Rostov-na-Donu-Tsentralny
SW-4	60 04 09	B-70PF		rgd	14dec16	to Hubei Tuncang General Aviation Co. Ltd; ex SP-SIT
RRJ-95B	95 060	UP-SJ001	Fly Comlux	h/o	dec16	f/n ALA 10feb17; ex 9H-SBJ
RRJ-95LR	95 077	RA-89037	Yakutia	h/o	07feb17	and ferried to YKS the same day
RRJ-95LR	95 109	RA-89068	Yamal	h/o	07feb17	and ferried to TJM the same day; l/n TJM 17feb17
RRJ-95LR	95 112	RA-89069	Yamal	h/o	09feb17	and ferried to DME the same day
RRJ-95LR	95 113	RA-89070	Yamal	h/o	13feb17	and ferried to TJM the same day
RRJ-95LR	95 114	RA-89071	Yamal	h/o	16feb17	and ferried to TJM the same day
RRJ-95LR	95 115	RA-89072	Yamal	h/o	22feb17	
RRJ-95LR	95 116	RA-89073	Yamal	h/o	22feb17	
RRJ-95B	95 117	97004 (5)	primer	ff	03dec16	ferried via OVB to ZIA 09dec16; l/n ZIA 16dec16
RRJ-95B	95 120	97011 (5)	primer	ff	16dec16	ferried via OVB to ... 24jan17
RRJ-95LR	95 121	89076	primer	ff	27dec16	RRJ-95LR-100

RRJ-95B	95 122	97012 (4)	primer	f/f	01feb17	
RRJ-95B	95 123	97013 (5)	primer	f/f	02feb17	
RRJ-95LR	95 124	89077	primer	f/f	08feb17	RRJ-95LR-100
Tu-22M3	---	RF-94264	Russian Air Force	Rzd	20dec16	with 'VVS Rossiï' titles and Red Star, coded "01" red
Tu-134Sh-1	---	RF-66045	Russian Air Force	MHP	12sep16	coded "22" red; l/n Chelyabinsk-Shahol 11feb17
Tu-142MK	6 60 39 30	RF-34063	Russian Navy	photo		named 'Alexander Mozhaiski'; coded "56" black
Tu-154M	90A838	EP-LBR	Kish Air		nov16	moved to the coast 14mar16 (N26.53001 E53.90972)
Yak-12M	02 5 30	CCCP-05733	AFL/Kyrgyzstan	w/o	08oct63	encountered a snow flurry and crashed
PZL-101A	10 7 205	LY-BAU			25jul13	current on the register; l/n Paluknys 20jun15
Yak-12M	---	CCCP-62664	AFL/North Kavkaz	w/o	03nov63	collided with a high-voltage power-line due to pilot error
Yak-18A	---	CCCP-81421	AFL/Krasny Kut Fl. School	photo		
Yak-18A	---	CCCP-81442	AFL/Krasny Kut Fl. School	photo		
Yak-18A	---	CCCP-82795	AFL/Krasny Kut Fl. School	photo		
Yak-18A	---	CCCP-82827	AFL/Krasny Kut Fl. School	photo		
Yak-18A	---	CCCP-82837	AFL/Krasny Kut Fl. School	photo		
Yak-18A	---	CCCP-82841	AFL/Krasny Kut Fl. School	photo		carried the code "14" (probably red) on the fin
Yak-18A	---	CCCP-82860	AFL/Sasovo FS	photo		preserved Sasovo; later preserved as 62860/"01" black
Yak-18A	---	CCCP-82874	AFL/Sasovo FS	photo	1971	coded "05" (probably yellow) on the fin; in light grey c/s
Yak-18T	13 33	RA-44465 (2)	Alfa	mfd	09aug93	for full story see on-line database; became
		RA-0575G	R.S. Ramazanov	rgd	25mar09	current on register 13jan17
Yak-40	9 53 06 42	UR-MSX	Motor Sich	rgd	07feb17	ex UR-CLH
Yak-40	9 54 02 45	UR-87998	Constanta	ODS	14mar16	re-painted in 'Minion'cartoon character colours
Yak-42D	452042 21 16 583	RA-42402	Izhavia	ZIA	jan17	full colour scheme and titles
Yak-42D	452042 22 19 066	RA-42413	Avia Jaynar	CEK	apr16	canx between 28sep16 and 02nov16, to Kazakhstan?
MA60	10 07	9N-AKQ	Nepal Airlines	KTM	03jun16	flying; c/n now known, ex B-831L
MA60	10 08	9N-AKR	Nepal Airlines	d/d	27jan17	named 'Rupa' after a lake in Pokhara valley
Y12-II	0103	EP-PUH	Pouya Air	KIH	14nov16	in full c/s; c/n now known, ex 15-2246
Y12E	026	9N-AKS	Nepal Airways	h/o	06jul14	named 'Koilee'; photo carrying 9N-AKS and B-963L;
Y12E	027	9N-AKT	Nepal Airways	d/d	01feb17	arrived Kathmandu this date; named 'Danfe'
Y12E	086	B-50CG	China Flying Dragon Avn	rgd	09feb17	
PT-6	27 512 01 ?	2701	Bangladesh Air Force	DAC	10dec16	in yellow c/s with red trim; l/n DAC 16dec16
PT-6	27 512 02 ?	2702	Bangladesh Air Force	DAC	16dec16	active
PT-6	27 512 07 ?	2707	Bangladesh Air Force	DAC	14dec16	in yellow c/s with red trim
PT-6	53 320 06	5306	Bangladesh Air Force	DAC	14dec16	c/n now confirmed

PH register

Newly registered aircraft:

PH-BVS	Boeing 777-300ER	61604	feb17	KLM. Name: Darien National Park. Arrived at Amsterdam 23feb17.
PH-EXK	Embraer 170-200STD	17000629	feb17	Ex PR-EYH. KLM cityhopper. Arrived at Amsterdam 04feb17.
PH-EXL	Embraer 170-200STD	17000633	feb17	Ex PR-EYM. KLM cityhopper. Arrived at Amsterdam 18feb17.
PH-HXF	Boeing 737-800	62153	feb17	Ex N1787B. Transavia Airlines. Arrived at Amsterdam 07feb17.

Change of ownership:

PH-HSD	Boeing 737-800	39260	07699	feb17	KLM. Name: Groene Specht / Green Woodpecker.
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Cancelled from register:

PH-BFD	Boeing 747-406SCD	24001	03974	feb17	KLM. Wfu. Departed to Mojave 06feb17.
PH-MJP	Fokker 100	11505	08289	jan17	To UP-F1015. Seen at Saarbrücken with new registration 19jan17.
PH-ZFD	Fokker 50	20177	08785	jan17	SAMCO. To 5Y-SMT. Left Maastricht on delivery to Khartoum 13jan17.

Credit: Scramble Message Board.



KLM has taken over two B737s from their subsidiary Transavia. PH-HSD (pictured above) and PH-HSE are painted in the KLM colours and even the interior will be renewed. Painting was done at Norwich. These aircraft were the last two aircraft delivered to Transavia with the old interior, which are the same as all other KLM 737's. With these two the KLM Boeing 737 fleet increases to a total of fifty. (Norwich, 26 February 2017, Graham Reeve)

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Dutch Spotters Convention

zaterdag 20 mei 2017 10.00
- 16.00 uur Worldhotel
Wings Rotterdam

Op zaterdag 20 mei 2017 wordt in samenwerking met de stichting AIRnieuws Nederland weer een luchtvaartbeurs georganiseerd. Deze beurs vond zijn oorsprong in het najaar van 1996, onder de naam Dutch Spotters Convention (DSC). Al jaren is het dé plaats voor de Nederlandse luchtvaarthousiast om allerlei luchtvaartgerelateerde zaken te kopen, te verkopen of te ruilen.

De luchtvaartbeurs vindt dit jaar weer plaats in het Worldhotel Wings Rotterdam, aan het Rotterdam Airportplein 55, naast de aankomsthal op Rotterdam The Hague Airport. In het hotel zullen, in de zaal Dakota op de tweede verdieping, tientallen stands zijn opgesteld met dia's, foto's, video's, boeken, tijdschriften, DVD's/CD's, ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten gerelateerd aan de luchtvaart. Ook andere verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby zullen aanwezig zijn.

Om tussendoor even bij te komen van alle actie is de bar van het hotel een prima plaats om even onder het genot van een kop koffie en/of een broodje bij te praten met vrienden en col-lega-hobbyisten.

Voor elke luchtvaartliefhebber is er wel iets te doen, dus we nodigen dan ook iedereen van harte uit om op zaterdag 20 mei 2017 naar het

Worldhotel Wings op Rotterdam The Hague Airport te komen.

Het hotel is per auto bereikbaar via snelweg A13. Bezoekers van de luchtvaartbeurs kunnen parkeren in de parkeergarage van het hotel. Dit is de eerste 3 uur gratis, het vierde uur kost €1,- uur daarna komt er €2,- per uur bij. Een dagkaart kost €10,-.

Het Worldhotel Wings is ook per bus 33 bereikbaar vanaf het Centraal Station en vanaf metrostation Meijersplein (reisduur ongeveer 20-25 minuten). Voor meer informatie en de dienstregeling, zie www.ret.nl.

Toegang tot de luchtvaartbeurs is €3,-. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.

Tafels van circa 140x80 cm kunnen gereserveerd worden voor een prijs van €15,- per stuk en zijn alleen beschikbaar bij betaling vooraf. Om één tot maximaal vier tafels te reserveren kun je contact opnemen met Leo Hoogerbrugge (zie contactgegevens hieronder). Er is slechts een beperkt aantal tafels beschikbaar, dus wees er snel bij!




Dutch Spotters Convention
Lisztplein 236
3122 LN Schiedam

E-mail: luchtvaartbeurs@hotmail.com



Leo Hoogerbrugge

+31-6-55500408
(19:00-20:00)

www.airnieuws.nl

⌋ www.rotterdamthehagueairport.nl

www.worldhotelwings.com/nl

Wrecks & Relics



Skeeter AOP12 XN341 is parked outside at the Handelsbedrijf Valkenpower at Maasbracht (5 August 2016, Mark Verstraeten)

The Netherlands

Groningen Eelde
(28+02) L-39ZO D-FJET, stored **731002** oct16

The Albatros was for sale on the internet by Skyline. This aircraft is the former N139ZB and before that ES-YLL.

Maastricht Aachen
XW318/MG-78 Jet Provost T5A instructional **EFP/JP/982** jan17
The ex Baarlo JPT was delivered to the ROC Leeuwenborgh on 19 January.

Midden Zeeland
Although delivered last year from Egelsbach to Seppe, An-2 D-FAIR (ex 450/NVA) actually is based at Midden Zeeland. It lives in the hangar next to the Gyrocopter museum. Noted with Vliegwerk is the dismantled Tigermoth G-ADGV/BB614 from Seppe. This aircraft will get a full restoration which may take some time. Stored next door was dismantled Bf109G-5 11 black (ex Seppe).

Soesterberg
(B-103) AT-16ND preserved, as 099/K**14A-1459** jan17
225/K AB204B preserved **3023** jan17
283 SH-14B preserved **219** jan17

The Nationaal Militair Museum has removed these aircraft from storage and they are now on public view at a temporary display.

Road Running
Noted road running on 1 March 2017 in the south west was former Woensdrecht F-104G D-8282. It will go Fundació Parc Aeronautic de Catalunya at Sabadel, Spain

Belgium

Oostende
G90 SA318C instructional **1991** dec16
PL54 K8B (OO-YTD), instructional **8366** dec16

Both were at Vlaams Luchtvaart-Opleidings Centrum hangar on the airfield. The Alouette used to be in a school in town. The glider came from Goetsenhoven.

Florennes
On 24 January a truck hit the pole mounted F-84F FU-154/

UR-S on the west side of the airfield. The damaged aircraft was removed and brought to the airfield for assessment.

Denmark

Billund
(FAC1188) ATR72-212 F-WTDC, stored **552** feb17
Two former SATENA Colombia ATRs have arrived here last year when the lease was ended. The other one, ATR42 FAC1183/OY-PCB, was not seen on this occasion. Also seen here was BN-2B-21 OY-FHA of the Hjemmeværnskommando and is former Belgium B07.

Skrydstrup
GT-927 TF-100F stored, dismantled **243-203** feb17
The Super Sabre is stored outside the restoration hangar and came from Aarhus-Tirstrup.

Sønderborg
(FAC1182) ATR42-512 OY-YBT, stored **526** feb17
(FAC1186) ATR72-212 OY-YBR, stored **521** feb17

Both the former SATENA Colombia ATRs have received civil Danish markings. They also arrived last year. A further two more ex SATENA ATR42s are stored at Saarbrücken, Germany (FAC1185/2-LNOA and FAC1189/2-LFEA).

Vojens
A-525 F-84G preserved feb17
The Thunderjet has re-appeared at a new location, it is now at N55.25190, E9.31420.

France

Châteauroux - Déols (36)
507 Mirage 2000B instructional **31** apr16
In November 2015 this former Châteaudun Mirage arrived at the Centre Français de Formation des Pompiers d'Aéroport (C2FPA) on the east side of the airfield. It will be used as escape trainer.

Clermont Ferrand - Aulnat (63)
(75+63) SE3130 instructional **1433** mar16
The unknown Alouette at the Campus Aéronautique Auvergne (see Scramble 448 - Page 54) has been identified. It is an aircraft which was for sale by the Germans in 2006.

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Cognac-Châteaubernard (16)

XX558/A	Bulldog T1	F-AZOG, ex Toussus	feb17
XX615/2	Bulldog T1	F-AZKI, ex St Rambert	feb17

Both are at the civil side of the airport.

Dijon-Longvic (21)

It has been reported that the new Gendarmerie school, which is housed in the former military area of the airfield, will retain preserved Mystère 4A 290 and a Mirage 3E. Mirage 609 was preserved here, but the report mentioned 471 (if correct, ex Cambrai).

Étain (55)

1186/DCZ	SA330B	preserved	1186 sep16
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The Puma arrived on 5 September 2016 from Pau for display at the base HQ. After installation it has been recoded to VBG, the initials of the current base commander.

Hyères-Le Palyvestre (83)

43	Super Étendard	preserved	43 jan17
46	Super Étendard	stored	46 jan17

Super Étendard 46 is stored near the fire station where it joined 15, 19, 25 and 71.

La Ferté Alais (91)

191	MH1521M	instructional	243 feb16
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The Broussard is in the Lycee d'Enseignement Alexandre Denis hangar and came from their school in Montmirault.

Lons le Saunier-Courlaoux (39)

149581	A-4C	(N227AT), stored	12906 dec16
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The Skyhawk, which is here since at least 2007, has been identified.

Lunéville-Chenevière (54)

1006	SA330B	preserved	1006 sep16
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The Puma is preserved with the French army unit at North West side the former airbase.

Paris-Orly (94)

530	Mirage 3E	preserved	530 nov16
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The Mirage has been added to the Musée Delta on the south side of the airfield. This Mirage was for sale in April 2016 in the Cannes area. Still at Musée Delta are Mirage 3B-RV 245 and Mirage 3RD 352.

Tarbes-Ossun (Lourdes Pyrénées, 65)

R204/64-GD	C-160R	stored	204 oct16
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The Transall is stored with TARMAC Aerosave.

Toulouse (31)

110/315-YA	TB30	instructional	110 apr16
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The Epsilon has joined the instructional Alouette 2 282 at the department of Genie Mecanique et Productique Techniques Aéropatiale at 135 Avenue de Rangeuil. The aircraft came from Châteaudun.

Toulouse-Franczal (31)

The fuselage of C-160R R5/61-ME was noted being moved on a trailer from the civil side of the airfield to the military. It was seen here some ten years ago and may have been at Pau in between as intended as it carried a large sticker with Centre

de Formation LPA / RTP (Regiment de Train Parachutiste).

For sale

For sale on the internet in December from the Nantes area is forward fuselage Mirage 5F 37. This aircraft was last at Besson in 2000.

Hungary

Szolnok

As mentioned in Scramble 451 - Page 61, the museum at the airfield has relocated into the town of Szolnok (www.reptar.hu). It has the following aircraft on outside display:

379	L-29	preserved	591379	oct16
018	L-39ZO	S1, (28+15), preserved	731018	oct16
119	L-39ZO	preserved	831119	oct16
(R-05)	L-200D	preserved	171128	oct16
203	MiG-15UTI	preserved	3203	oct16
912	MiG-15bis	preserved	0912	oct16
405	MiG-17PF	preserved	0405	oct16
28	MiG-19PM	preserved	651028	oct16
813	MiG-21F-13	preserved	741813	oct16
1319	MiG-21U-400	preserved	661319	oct16
1512	MiG-21PF	preserved	761512	oct16
1904	MiG-21bisAP	preserved	N75061904	oct16
3945	MiG-21bisA	preserved	N75033945	oct16
4419	MiG-21U-600	preserved	664419	oct16
5721	MiG-21bisAP	preserved	N75035721	oct16
9309	MiG-21MF	preserved	969309	oct16
9512	MiG-21MF	preserved	969512	oct16
06	MiG-23MF	preserved	0390217165	oct16
15	MiG-23UB	preserved	12500338	oct16
12	Su-22M-3	preserved	51612	oct16

Inside are:

G-356	N1002	(269, F-BFOJ), preserved	269	oct16
G-007	Aero 45	(HA-OMC), preserved	04009	oct16
(43)	CSS-13	HA-PAU, preserved	0443	oct16
505	Ka-26	preserved	7001505	oct16
19	LET C-11	preserved	171119	oct16
9410	Mi-2	preserved	519410095	oct16
3041	MiG-21UM	preserved	516903041	oct16
09	SM-1	preserved	W05009	oct16
126	Yak-12	(SP-YLA), preserved	30126	oct16
18	Yak-18	(HA-FAE), preserved	4318	oct16
04	Yak-52	preserved	9411715	oct16
	Il-2M	preserved, wreck, w/o 14dec44		oct16

More aircraft are expected over the coming years, most will be repainted first. Five aircraft (An-24B 907, An-26 202, Il-28 55, LI-2T 301/HA-LIS and VEB14P 426) are still at the old site near at the airfield. There are plans to move them too.

Italy

Gioia del Colle (BA)

MM7005	Tornado IDS	preserved	094/IS004/5007	jan17
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The former Ghedi Tornado, still in its special black *Le Linci* 60.000 hrs colour scheme arrived here in order to be restored for display at that the airbase.



Su-22M-3 12 is freshly painted on outside display at the new museum at Szolnok (26 October 2016, Terry Mcgreade)



On 5 February 2017 Paco Rivas noted Spanish Mirage F1M C.14-10 at its new location of Villaviciosa de Odón.

Norway

Bardufoss
237 Lynx Mk86 preserved **237** jan17
The Lynx was revealed on 4 January and is mounted on a concrete block on the base.

Notodden

T-28B C-GSLA (ex 138352) has been bought in Canada and is expected in Norway soon. It will fly with a group named Norwegian Flying Aces. This group also has Harvard LN-PFX (ex 20403/Canada).

Kjeller

N1002 LN-WNM has been deleted for the Norwegian register on 23 December 2016 after it was damaged on 20 June 2015 at Elverum. It has been sold to France, probably to be used for spare parts.

Slovakia

Košice
7739 Mi-2 preserved, boom from 7738 **517739072** nov16
The Mi-2 is preserved on the grounds of the Letecká Faculta of the Technical University. It is the same location were also the unknown L-29, unknown L-39 and MiG-21F-13 0315 are. The Mi-2 came from the aero club at the airfield.

0149 Mi-24D preserved, ex Prešov **340149** nov16
The Mi-24 was the only new arrival noted when the museum at the airfield was visited.

Spain

Madrid-Cuatro Vientos
CE.14-30/14-76 Mirage F1BM stored, ex Albacete **feb17**
The Mirage was noted parked at the south eastern (civil) side of the airfield.

Toledo

(HR.15-62)/ET-163Bo105GSH preserved **S4-486** dec16
The former El Copero is preserved outside the El Museo del Ejército (Army museum) at N39.85874, W4.01974. It had arrived by June 2016.

Torrejón

HD.21-12/803-12 AS332B1 instructional **2354** oct16
The stripped Puma is used as rescue trainer. It was damaged in an accident in August 2012 in Afghanistan and later stored at Cuatro Vientos.

Utrera

(T.12B-18) C212-100 stored **22** feb17
This grey Aviocar was noted dismantled at an industrial estate. This was one of the aircraft intended for the Afghan company East Horizon Airlines, but was impounded at Algeras and never made it out of the country.

Villaviciosa de Odón

C.14-10/14-05 Mirage F1M preserved, ex Albacete **jan17**
The Mirage is on display at the castle where the Spanish Air Forces General Archives is based (N40.35700, W3.89610). Villaviciosa de Odón is South West of Madrid.

Sweden

Halmstad
06278/78 Hkp6A instructional **8120** feb17
The helicopter has appeared at the fire training area.

Malmö-Sturup

Sk50 50003 was reported a gone from the private collection (incl J35J 35612 and Sk37 37800) near the Sturup airfield, but it is still there. It was noted in a tent in February 2017.

Östra Vemmerlöv

During a visit in February 2017 no new aircraft were noted, but some changes have taken place. J35A 35051/14 and J35J 35616/23 have moved out of the storage location and are now on display at the main building. Danish Draken AR-108 has now been placed in storage. The collection is expecting a lot on new aircraft; four Drakens from Finland, a Swedish AB204 and Sk60 and a Danish Draken from the USA.

Turkey

Boyabat

Although originally reported that RF-4E 69-7530 is preserved here (see Scramble 451 - Page 63), Google Earth streetview shows it to be 69-7458.

Road Running

F-4E 66-0301 was noted road running on a trailer out of Eskisehir on 3 January 2017, destination unknown.

United Kingdom

Brailsford, Derbyshire

XZ237/631 Lynx HAS3S stored **019** dec16
A former Hixon Lynx can now be found in the paintball area at Wild Park Derbyshire. GPS: N52.96778, W1.59509.

Doncaster, South Yorkshire

XV280 Harrier GR1 preserved **oct16**
The South Yorkshire Aircraft Museum now has the cockpit of a Harrier. It came from Witham Specialist Vehicles at Colsterworth, and before that Yeovilton.

London

(K1908) HP Gugnunc preserved **dec16**
The Winton Gallery opened at the Science Museum on 8 December 2016. Suspended from the ceiling is the Handley Page Gugnunc from the museum's storage facility at Wroughton, Wiltshire.

Credits: Phil Adkin, Ed Davison, Dave Lee, Terry Mcgreade, Pieter Plomp, Paco Rivas, Tom Svendsen.

Warbirds



The Lone Star Flight Museum (LSFM) of Galveston (TX) is the owner and operator of this rare and colourful Republic P-47D Thunderbolt 44-90368 (N4747P) The original "Tarheel Hal" was flown by Lt. 'Ike' Davis of the 358th Fighter Group, 366th Fighters Squadron, 9th Air Force in Europe during WWII. This vintage fighter has a near original cockpit configuration. It is not only used for airshows, flybys and filming but is also a member of the extremely popular United States Air Force Heritage Flight program. Of course formation flying together with modern fast jets needs to be practiced like here at Davis-Monthan AFB. (26 February 2017, USAF photo by Airman 1st Class Giovanni Sims)

Canada

After a painstaking nine-year restoration by a group of six dedicated farmers who also happen to be airplane enthusiasts, Canadian-built Canso PB5A C-FNJE (CV-437) is almost set to fly again. The group, called the Fairview Aircraft Restoration Society (FARS), plans to put the Canso in the air for a test flight in late April, with its first official flight in June from the airport of Fairview. The Canso was flown as RCAF 11094 on anti-submarine missions during WW2, and remained in service until 1961. The aircraft, registered CF-NJE, was then converted by Field Aviation into a pestcontrol sprayer. After the bugs had gone, several companies used the amphibian, now registered C-FNJE, as a water bomber. While flown by its last operator Buffalo Airways, as tanker #702, it was damaged and went down in the waters of Sitidgi Lake near Inuvik (NWT) on 24 July 2001. The Canso was then pulled out of the lake, but only as far as the shore, where it would sit for the next seven years. Its existence was by then discovered by the FARS group who travelled three thousand kilometres to collect the airframe and started the restoration. Two engines were donated by a group of plane enthusiasts in Newfoundland. Now the wings are back on, the engines are running, and FARS is getting ready to take the Canso to the skies. The official first flight is scheduled for 18 June.

And while one Canso has a bright future ahead, another is deteriorating further and further. Since 1994 Canso A C-FPQK (CV-264) is owned by the Fondation Aerovision Quebec/Quebec Air & Space Museum, Montreal-St Hubert (QUE). Unfortunately this former Gouvernement de Quebec water bomber #712 has been in outside storage since its arrival and no restoration activities have ever been undertaken. This Canso is the former RCAF 9830, which was actually built by Canadian Vickers-at the same airfield where it is parked now.

France

In January, the Aero Vintage Academy based at La Ferté Alais, received a new Boeing Stearman E75, registered N43SV (75-5541). The biplane, that will be assembled again by the time you read this, is currently still finished in US Navy colours with code '796'.

One of the well-known Duxford North American Trojans has recently left its residence for a new home. On 1 February, N14113 arrived at La Ferté Alais, where the new owners have decided that their T-28 will be operated by the same Aero Vintage Academy. N14113 was built as a T-28A trainer, 51-7545, but converted into a Fennec by Sud Aviation at St. Nazaire. As Fennec 119 it was used in the counter insurgency role by the French Air Force until 1967. The aircraft was then sold to Haiti where it flew as FAH1236. It was civilianised by Hamilton in 1978 before finally arriving as warbird at Duxford in 1997. N14113 is finished in a French Air Force desert colourscheme, but it is not known if it will remain in this livery.

United Kingdom

North Weald Heritage Aviation has recently decided to relocate their fleet of warbirds to the Imperial War Museum at Duxford. Spitfire Fr.XIVE (G-SPIT), Fury Mk.II (G-CBEL) and P-51D (TF) Mustang (G-TFSI) have already left their hangar at North Weald. The Spitfire and Mustang have arrived at the IWM facilities, whilst the Fury will eventually follow on after spending some time at Sywell. North Weald Heritage Aviation's Hawker Hunter T8c WV322 (G-BZSE) which resides in their hangar will remain there, with the continued aim of returning her to the air.

Has anybody considered taking a Spitfire flight from Duxford this year? A ride in the backseat of HFL owned Spitfire Tr.IX PV202 (G-CCCA) will cost you from £2495 (Classic Wings) to £2850 (Boulbee). It is even possible to book a Spitfire / Bf109 dogfight for only £12,240.00. Hangar tour included!

A Hawker Hurricane Mk.I that was downed in combat during the evacuation of Dunkirk, France in WW2 is about to take to the air for the first time in over 75 years following a painstaking restoration. The aircraft (P2902/G-ROBT) was built by Gloster Aircraft and served with 245 Squadron performing shipping protection patrols. In May 1940, Pilot Officer Kenneth McGlashan crash landed the machine on a beach at Dunkirk following an engagement with two Messerschmitt Bf109s. McGlashan survived, and attempted to set fire to the aircraft to prevent it from falling into enemy hands. Over the years, the airframe was washed out to sea and became a

menace for French fishermen, whose nets were continually being torn on the submerged wreckage. Following its discovery, the Hurricane was recovered by French enthusiasts and acquired by warbird operator Rick Roberts, who brought it to Hawker Restorations in Suffolk for restoration to airworthy condition. The £2million, 25 thousand hour project is now nearing completion, and according to Hawker Restorations, the aircraft should be ready to fly by the end of March. The fighter wears the contemporary RAF livery with code 'DX-R'

United States

Offered for sale through Courtesy Aircraft Sales is PBY-5A Super Catalina (Model 28-5ACF) N5PY (417). It was built by Consolidated Vultee in San Diego in November 1941 and delivered to Canada for war time operations as Canso A RCAF9746. Its actual wartime service is unknown, but the aircraft likely served on coastal patrol and convoy escort duties along the Eastern coast of Canada and between North America and Iceland. Bought post war as N68741 by Southern California Aircraft Services in Ontario (CA), the aircraft was modified to commercial transport. Ten years later, now registered N59D, it was extensively upgraded to the LANDSEAIRE Flying Yacht conversion with seating for seventeen passengers and two crew. In the late 1960's, Dr. Forrest Bird operated the aircraft as support for his medical sales program. He installed two additional Lycoming GO-480 piston engines and auxiliary fuel bladders in the outboard wing panels. This unique four engine conversion, N81RD, was known as the Bird Innovator. From 1976, several other owners operated the Bird Innovator, initially as N5907, later as N5PY. In 1998 N5PY was returned to its usual twin engine configuration.

After more than 40 years since its last flight, sixteen years of restoration, being affected by the Mississippi River flood of 1993 and countless man hours by the dedicated volunteers, the Commemorative Air Force (CAF) Dixie Wing Bell P-63A-6 Kingcobra serial number 42-68941 flew for the first time on 18 February 2017. The rare Kingcobra, registered as N191H, was restored at the home of the Dixie Wing, Atlanta Regional Airport. There, experienced warbird pilot Jim "JD" Dale performed the all-important first post-restoration flight. JD is the director of maintenance for the Lewis Air Legends Collection and currently the highest time P-63 pilot in the U.S.

Pat Rodgers of Murrieta (CA) is a man with a mission: rebuild-

ing a Martin B-26 Marauder to flying condition. The basis of his project is Marauder 40-1370 of which he has acquired the crushed forward nose section, fuselage, and a part of one of the wings. On 1 January he announced on Facebook that he bought these parts from Hill Aerospace Foundation. The collection also includes the forward fuselage section of B-26B 41-31748 and the centre section from Marauder B-26 MA 40-1381. It is a huge task that will take years, as he needs a new set of wings and many components that need fabricating. Of course we will inform you on any news on this rebuild.

At one time, Marsh Aviation of Mesa (AZ) had ambitious plans to convert Grumman Albatross amphibians into water-bombers. Their «Wildfire» conversion project meant among other modifications that the R-1820 radial engines were to be replaced by TPE331 series turboprops. Unfortunately the plans for conversion into waterbombers failed and seven aircraft of the type remained in storage at Marana for years. However, now it seems that Marsh has permanently abandoned those plans and was all set to scrap these seven aircraft - until Mike Barron of Barron Aviation Private Flight Services of Hannibal (MO) stepped in and bought up the entire lot. This lot includes N112FB, N113FB, N116FB, N118FB, N119FB, N122FB and N125FB. Now it is reported that he has just eighteen months to make them airworthy enough to ferry back to Missouri (or presumably disassemble and truck them back) to keep them away from the scrap man. Good luck Mike!

Recently a new restoration project was delivered at the Collings Foundation of Stowe (MA). The project is a 1944 built Fairchild M-62A (PT-19A) or Cornell. This aircraft (9504AE) was one of 477 built under license by the Aeronca Aircraft Corporation of Middletown (OH) during WWII and delivered to the Army Air Corps as 43-31512 on 6 February 1944. This particular PT-19A was assigned to the Primary Pilot Training School at Tuskegee AAF in Tuskegee (AB). What makes this PT-19A significant is that it is the only known PT-19A surviving that served at Tuskegee as a trainer for the African-American pilots undergoing Primary Training there. The aircraft is basically complete but will need a complete restoration in order to make it airworthy. The Collings Foundation is asking for donations in order to restore this historic aircraft.

Credits: Flypast forum, Foxalphazoulou, Verenigde Vleugels, Warbirdnews, WIX



Fougas CM-170 Magister F-GLHF made an unfortunate belly landing at Lelystad Airport on 27 June 2013. During the accident, the bottom of the fuselage was heavily damaged and the Fougas was trucked to Teuge airport for repairs. In October last year 'Hotel Fox' returned to its homebase Lelystad where the trainer was prepared for inspection and certification. On 1 December the Fougas was seen by DGAC inspectors, as it is still French registered. During this inspection F-GLHF was caught by Berend Jan Floor. It is good to see this tiny historic jet back in action.

Dustpan & Brush



Flight NWL125, from Norman Wells (NT) to Tulita (NT), suffered a lot of damage after the Beech started to slide on the slippery surface of Tulita, on 9 February 2017. It does not look like it, but Erik Sleutelberg had to endure somewhat cold temperatures when he took this picture of C-FNWH at Yellowknife (NT) on 24 April 2015, namely -15°C!

Additions & Corrections:

05nov09 J5-GCU B727-230F 21619 w/o

After a good seven years the ID of this Africa Air Assistance Boeing 727 has been confirmed.

See Scramble 367 and 368.

12dec16 ZK-JPU PAC750XL 117 w/o

See Scramble 452.

New Accidents:

11dec15 M-AGGY Ce550 550-0690 w/o

After having made a long landing at Oyonnax, France, the MEVA Citation ran off the end of the runway and down a slope into trees, causing the nose gear to collapse. While at first sight it does not sound like a serious incident the Citation was deemed damaged beyond repair. The wings were seen at Toulouse 18 December 2016, a year after the incident.

09feb17 PT-OTC BAe125-800B 258194 dam

The BAe125-800B of Líder Táxi Aéreo was chartered to fly Mr Aécio Neves, a member of the Brazilian Federal Senate, from Brasília to São Paulo. During take-off one of the tyres of the main landing gear reportedly failed. The flight crew elected to continue to São Paulo however, diverting from the planned destination of Congonhas Airport to Guarulhos Airport because the latter has longer runways. During the landing rollout the aircraft suffered a runway excursion, during which the left hand main landing gear collapsed.

13dec16 C-130J dam

During taxi after landing at Thoise airfield (located at 10,000ft height), the Indian Air Force Super Hercules hit a pole, causing substantial damage to a wing and its propellers. The aircraft was later flown back to its homebase of Hindon for repairs and maintenance, around two weeks after the incident.

27dec16 N669WR Epic LT 029 w/o

Independent Technologies lost an Epic LT (an American kit-built single-engined turboprop) after it crashed under poor visibility conditions at Daytona Beach-Spruce Creek Airport (FL), killing both occupants.

22jan17 Bell 206B-3 w/o

The Cameroon Air Force lost this Bell 206 during a mission against Boko Haram in the Waza park area. It got written off in a crash at Tchhoffol, one hundred kilometres north of Bogo, in the far north of the country. All four onboard were killed.

03feb17 Hkp15 dam

A large bird hit the Swedish Armed Forces Hkp15 (local designation for an Agusta A109E), broke the window and hit the pilot in the face during a training mission in darkness, near Sveg Airport, Härjedalen. The night vision goggles (NVG) he was wearing seriously injured the pilot and he could not con-

tinue to fly the helicopter. The co-pilot could take over the flight and land safely at Sveg. The chopper received damage to the window.

05feb17 Su-22M-3 w/o

The Syrian Arab Air Force lost a Su-22 after it crashed on the approach to Neyrab AB. Sadly the pilot was unable to eject in time and perished in the mishap.

09feb17 C212-300 w/o

A CASA Aviocar, operated by the Botswana Defence Force, crashed shortly after take-off from Thebephatshwa Air Base in Botswana. All three occupants were killed.

09feb17 C-FNWH Be1900D UE-112 dam

A Beech 1900D of North-Wright Airways, conducting flight NWL125 from Norman Wells (NT) to Tulita (NT), suffered a mishap when the flight crew was trying to initiate a right hand turn on the ramp after landing, to park the aircraft, and during the manoeuvre, they felt the aircraft started to slide on the slippery surface. The captain tried to do a recovery manoeuvre by applying differential power, reverse, and braking, however these manoeuvres were unsuccessful. The left wing came into contact with the airport building, shearing off the left winglet and wing tip down to the wing rib located below the wing fence. The aircraft continued past the building before coming to rest with the winglet and debris resting behind it. The four passengers and two crew members disembarked without any injury.

10feb17 XA-SJC A109E 11510 dam

An Agusta Power of Helivan & Hawk impacted wooded terrain shortly after departure from El Tajín Airport in Mexico, and came down one kilometre from the airport. Nobody was injured but the chopper received quite some damage.

10feb17 Mi-35 w/o

The Mi-35 of the Libya National Air Force either crashed after a technical failure, or was shot down by members of the Defence Brigades (BDB), near Mabruk Oil Field area, Sirte. Two pilots are said to have died in the crash, a third crew member is missing.

11feb17 Ce402 dam

A private, yet unknown, Cessna 402 sustained damage after it overran the runway of Taddy Bay Airport, Virgin Gorda, British Virgin Islands.

12feb17 Mi-2 w/o

A Mi-2 of the Algerian Air Force crashed under unknown circumstances near Sebhka, Sétif province, injuring both occupants.

14feb17 ZK-HKW AS350BA 1360 w/o

Two massive wild fires in the Port Hills near Christchurch, New Zealand, caused a lot of problems for the local residents. The Early Valley Road fire destroyed a house and damaged another, and is estimated to have burned through 150 hectares and killed some livestock. Parts of the fire crossed the Summit Road towards Governors Bay. A second fire near Marley Hill is contained on the city side of the Summit Road. Lots of fire fighters were in the area to try and contain the fire, but sadly this Ecureuil of Way To Go Heli Services did not survive the fires as it crashed, killing the pilot.

14feb17 N598PB Bell 429 57249 w/o

The private Bell GlobalRanger impacted the waters of Wallace Lake in DeSoto Parrish (LA). The chopper sustained substantial damage and the two occupants onboard received fatal injuries.

14feb17 N1551C BeC90A LJ-1365 dam

EagleMed saw one of its Beech King Air's make an emergency landing in a field, east of Rattan, Pushmataha County (OK), as a result of apparently engine problems. There were no injuries to the pilot, nurse or paramedic aboard.

15feb17 P2-HSE Bell 407 53257 w/o

While trying to lift drums of fuel the Bell 407 of Niugini Helicopters crashed under unknown circumstances. Both occupants of the helicopter were seriously injured.

15feb17 N709PS CRJ701ER 10165 dam

American Eagle flight AA5320, from Charlotte (NC) to Gulfport (MS), operated by this CRJ from PSA Airlines, departed Charlotte's runway 36C and was in the initial climb when the crew reported they had heard a loud bang and stopped the climb at 4,000ft. A runway inspection found a dead deer on the runway, and the crew decided to return to Charlotte and positioned for a low approach to runway 36R, in order to have the gear inspected from the ground. Tower reported seeing all three gear in position, and it also appeared there was vapour coming off the right hand side. The aircraft positioned for a full stop landing on runway 36R about ten minutes after the low approach and thirty minutes after departure. They vacated the runway via a high speed turn off, stopped after the hold short line and evacuated due to the fuel leak. Emergency services closed the runway and foamed the aircraft, reporting a lot of fuel on the runway. The occupants exited the aircraft rapidly via the onboard stairs and were bussed to the terminal, of course without any injuries. The aircraft sustained damage to the leading edge of the right hand wing.

16feb17 N8303R B737-8H4 36681 dam

16feb17 N202FR A320-214 3431 dam

Southwest Airlines flight WN4182, from Oklahoma (OK) to Phoenix (AZ), and Frontier Airlines flight F9756, intending to fly from Phoenix (AZ) to Denver (CO) and operated by Airbus A320 N202FR, were involved in a ground contact incident at Phoenix-Sky Harbor International Airport (AZ). The Southwest Boeing was taxiing to the gate when at the same time the Frontier A320 was being pushed back from the gate at Terminal 3. An impact occurred and parts of the Airbus' tail broke off, becoming embedded in the left hand wing of the B737.

16feb17 N3434G T-34A CCF34-75 dam

The Anderson Mentor clipped trees and impacted turf runway terrain at the pilot owned Anderson Airport, Climax (GA). It came to rest inverted, sustaining substantial damage, and the sole pilot onboard received fatal injuries.

20feb17 XB-FRV PA-34-200T 34-7670054 dam

Both instructor and student survived with only minor injuries after their Piper Seneca II, of Flight School, crashed under unknown circumstances near Mina, Nuevo León, Mexico, while on a training flight.

20feb17 Be200 w/o

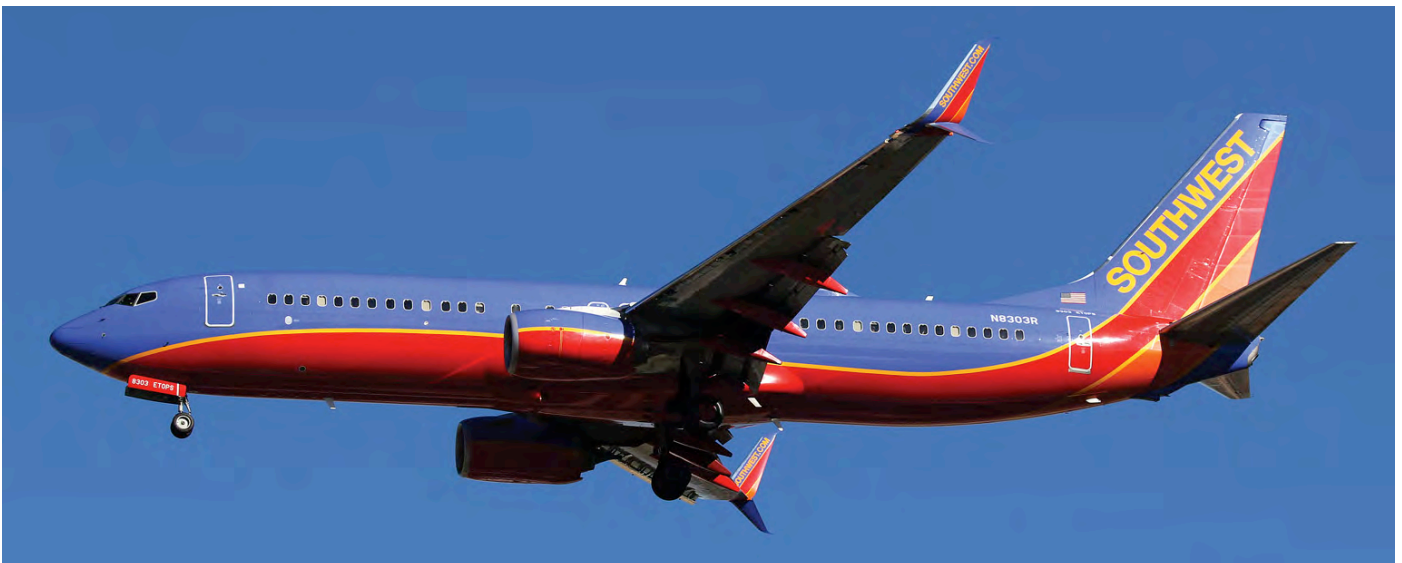
An as of yet unknown Beech Super King Air was destroyed on the ground by the National Bolivarian Armed Forces. The aircraft had landed in a remote area of Zulia State, south of Lago de Maracaibo, Venezuela, after violating Venezuelan airspace. No details were given by officials, but in similar cases aircraft were being used to smuggle narcotics.

21feb17 VH-ZCR BeB200 BB-1544 w/o

Having departed Melbourne-Essendon (VIC) for a flight to King Island, Tasmania, with five persons onboard intending to go for a golf trip, the Australian Corporate Jet Centres Beech Super King Air crashed shortly after departure from runway 17 into a local shopping centre. The pilot did broadcast a mayday call. A post-crash fire broke out, which consumed the aircraft. All onboard died on impact. An engine failure is believed to be the cause of the mishap.

23feb17 G-JECP DHC-8-402 4136 dam

Storm Doris (or Thomas, as the Germans called it) hit Amsterdam-Schiphol in the afternoon and evening on this day, forcing quite a few flights to go-around from their approaches (due to windshear) and even diversions to airports with more favourable runway line ups. At the time of this inci-



Southwest Airlines flight WN4182, from Oklahoma (OK) to Phoenix (AZ), and Frontier Airlines flight F9756, intending to fly from Phoenix (AZ) to Denver (CO) and operated by Airbus A320 N202FR, were involved in a ground contact incident at Phoenix-Sky Harbor International Airport (AZ) on 16 February 2017. Both aircraft received substantial damage to their wings and tail. N8303R of Southwest is seen here coming in to land at Las Vegas-McCarran (NV) on 21 November 2015, where David Alders took this picture.



Storm Doris hit Amsterdam-Schiphol in the afternoon and evening on 23 February 2017, making for some very interesting approaches. At the time of this incident runway 22 was in use at Amsterdam and Flybe flight BE1284, originating in Edinburgh and operated by Dash 8 G-JECP, seemingly made a normal approach under very windy and gusty conditions. However, the final few feet of landing it got caught in a gust of wind, forcing the aircraft to make a hard landing on the right main landing gear, which duly collapsed. (Amsterdam-Schiphol, 24 February 2017, Koos van der Heijden)

dent runway 22 was in use at Amsterdam and Flybe flight BE1284, originating in Edinburgh, seemingly made a normal approach under very windy and gusty conditions (wind was recorded being from 240 degrees at 31 knots, gusting to 46 knots and the wind direction varying between 210 and 270 degrees). However, the final few feet of landing it got caught in a gust of wind, forcing the aircraft to make a hard landing on the right main landing gear, which duly collapsed. The crew called out a mayday for this, later followed by another mayday as smoke was developing in the cabin and they were evacuating onto the runway. Here is a video of the incident: www.youtube.com/watch?v=fCOWcZi11BA

23feb17 261 MD530G-1 **0261FF** w/o

The Afghan National Army lost an MD530 after it was shot down by the Taliban in the Dasht-e-Archi district, after it returned from a mission in the Kunduz area. The crew was rescued by another ANA helicopter.

23feb17 MiG-29 w/o

The Belarus Air Force apparently lost a MiG-29 when it suffered an engine fire during take-off from Bobruisk, Mogilev region. Some sources says that pilot ejected safely and that plane crashed.

24feb17 F-16 w/o

The Royal Jordanian Air Force lost a Viper when it was reportedly shot down by Yemeni air defence forces (backed by fighters from allied Popular Committees) in the Saudi/Yemen border area, Najran to be precise. The pilot ejected and landed on Saudi territory.

24feb17 N255BC Ce340A **340A0908** w/o

The Cessna of Signicast landed short of runway 10 at Waukesha County Airport-Crites Field (WI). It sustained substantial damage but the sole pilot onboard was not injured.

25feb17 UP-LA246 SA341 w/o

One dead and two seriously injured were the sad aftermath of this private Gazelle crash, which went missing on a flight within Kazakhstan. It was later located by a search and rescue party sixty kilometres north-west from the town of Aygyz. Poor weather conditions were reported in the area at the time of the crash.

27feb17 YV-.... PA-31? w/o

Law enforcement officers in Honduras discovered the wreckage of a burnt out twin turboprop aircraft, possibly a PA-31P Pressurized Navajo, in the Las Cañeras area, located in the Choloma (Cortés) municipality. There is a suspicion of drugs transport. The aircraft carried a Venezuelan flag on the tail and was equipped with winglets (which is a recognition mark for a PA-31P).

27feb17 C-GWVS TBM700B **210** dam

4197802 Manitoba's TBM700 experienced a gear collapse upon landing at Bellingham International Airport (WA). It sustained substantial damage after it went off the runway during take-off and slid onto the ramp. The sole pilot onboard received minor injuries.

27feb17 N1371 Bell 407 **53182** w/o

The Bell 407 of Westwind Helicopters crashed under unknown circumstances fifteen miles from Houma (LA), in the marsh lands of Terrebonne Parish, Bayou Barre, killing the sole person onboard.

27feb17 N1246G CeT310Q **310Q1097** w/o

Three out of the five occupants of this private Cessna were killed when shortly after take-off from Riverside Municipal Airport (CA) it impacted two residential structures north-east of the airfield, with the other two being seriously injured. The twin was completely destroyed by the impact and post-impact fire, also seriously injuring one person on the ground.

28feb17 YV0173 BeB200 **BB-976** w/o

SATA, or Servicio Autónomo de Transporte Aéreo, saw one of their aircraft, a Beechcraft B200 Super King Air, sustained substantial damage in a runway excursion at La Carlota-Gen. Francisco de Miranda Air Base in Caracas, Venezuela. It suffered problems getting the undercarriage down and locked while on the approach to land. The undercarriage collapsed on landing and the aircraft swung off the side of the runway, coming to rest in the grass at a perpendicular angle to the runway. Both occupants were uninjured but the Beech received quite a lot of damage.

01mar17 ZS-HEO BeE55 **TE-822** dam

The private Beech Baron impacted terrain in Randjespark, north-east of Johannesburg-Midrand, Gauteng province. It sustained substantial damage, aided by the post-impact fire. According to witnesses, the light aircraft crashed just after it took off from a nearby airport. The pilot, a student and a passenger had sustained severe third degree burns and all required rapid advanced life support intervention.

01mar17 N211CS Bell 206B **2775** dam

The Bell of West Valley Aviation received quite some damage when it had to make a forced landing in a field near Firebaugh (CA). The sole person onboard was not injured.

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

Military News & Updates



Royal Thai Navy Cessna T337H 1311 seen landing at Phuket on 1 February 2017, where 103 Squadron is maintaining a detachment. Even the aircraft's full construction-number is displayed below the rudder.

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 14 February 2017 PC-7 (L-01) 538 made its first flight following its MLU/Glass cockpit upgrade. Despite the short duration of only 15 minutes all vital processors kept working and the test flight was the start for more intense testing before the trainer will be redelivered to 131EMV0sq. The deadline for completion of all other PC-7s remains late 2018.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

Following the nearing withdrawal of the Alpha Jet fleet in 2018/2019 the imminent retreat from Cazaux in France and the AJeTS has been confirmed in Belgian newspapers. As France decreased their share in the AJeTS since 2014 and replacement of Alpha Jet E by private PC-21s, the need to find a second option was found in the ENJJPT (Euro-NATO Joint Jet Pilot Training) at Sheppard AFB (TX) where the first class will graduate in 2019.

A109BA

H25	std	17sq	0325	sep16
H35	std	17sq	0335	sep16
H40	std	17sq	0340	sep16
H41	std	17sq	0341	sep16

Thanks to attentive reader Laurent we received confirmation that the A109 Hirundo fleet decreased during recent year. From earlier cutbacks a fleet of 46 has been reduced to twenty frames of which nowadays only thirteen are active and eight have received new IFR instruments. Seven A109s ended on the wrong side of the cut and got wrapped up at Beauvechain at the 1w/17sq shelters, from released photos four have been identified and three remain to be confirmed.

Denmark

Flyvevåbnet (AF)

T-17				
T-410	Skrydstrup Base Flt	ex FLSK	15-210	feb17

T-420	Skrydstrup Base Flt	ex FLSK	15-220	feb17
T-430	Skrydstrup Base Flt	ex FLSK	15-230	feb17

France

On 30 December 2016 Babcock France received an eleven year contract from the French authorities for the new training program. The aircraft element will be the Pilatus PC-21. Babcock placed an initial order for 17 aircraft of which the first is expected to be delivered in March 2018. They will be based at Cognac and replace the TB30 Epsilons and the civil Grob G120A-Fs.

Armée de l'Air (AF)

LFBT = Tarbes Ossun (Lourdes Pyrénées)

LFLX = Châteauroux Deols

LFOC = Châteaudun

A400M

0053/F-RBAK	ET01.061	ex Airbus	053	jan17
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EC225

2741/SY	EH01.067	coded	2741	jun16
2752/SZ	EH01.067	coded	2752	jun16

C-160R

R204/64-GD	std LFBT	ex ET00.064	204	oct16
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Mirage 2000B

507	instr LFLX	ex std LFOC	31	apr16
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Rafale B

304/4-EB	ETR03.004	ex 30-EB		aug16
354/4-FU	nn	ex Dassault		jan17

Rafale C

129/30-GH	EC02.030	ex 118-GH		jan17
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Armée de Terre (AR)

Tigre HAD

6014/BJN	EALAT	ex ABHeli	6014	jan17
6021/BJU	EALAT	ex ABHeli	6021	jan17

Marine Nationale (NY)

Rafale M

5	12F	ex nn		feb17
6	12F	ex nn		feb17
9	12F	ex nn		feb17
46	17F	ex Dassault		jan17

Douanes Françaises (GV)

CeF406

F-ZBBB	wfu		F406-0039	feb17
F-ZBEP	wfu		F406-0006	feb17

Personal copy

Distribution to a third party is not allowed

Both were offered for sale by the French state on 7 February 2017.

Germany

Luftwaffe (AF)

EDPR = Donauwörth

A400M

54+11	f/n Airbus Military		054	sep16
54+12	f/n Airbus Military		057	oct16
54+13	f/n Airbus Military		059	dec16
54+14	f/n Airbus Military		061	jan17

EF2000

30+52	TLG31	ex TLG73	GS037	feb17
31+00	TLG74	ex TLG71	GS077	feb17

EF2000(T)

30+14	TLG71	ex TLG74	027/GT007	feb17
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Tiger UHT

74+48	KHR26	ex EDPR	1048/UHT48	feb17
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Tornado IDS(T)

43+29	TLG33	ex GAFFTC	076/GT018/4029	feb17
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Heeresflieger (AR)

ETHC = Celle

Bo105P1M

87+47	to C-FUBO	ex std. ETHC	6147	feb17
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Italy

Aeronautica Militare (AF)

LIBV = Gioia del Colle (BA)

LIPL = Ghedi (BS)

F-2000A

CSX7348/-	Leonardo	new	IS074	feb17
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Tornado ECR MLU RET8

MM7062/50-44	155° Gruppo	ex 50-44/1° RMV	492	jan17
MM7062/6-74	155° Gruppo	ex 50-44/155° Gruppo	492	feb17

Tornado IDS

MM7005/-	pres LIBV	ex wfu/LIPL	094	jan17
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Tornado IDS MM7005, still in its special black 'Le Linci 60.000 hrs' colour scheme, was transported from Ghedi (BS) to Gioia del Colle (BA) in order to be restored for display at that same airbase. It was in its operational days, one of the highlights of the RIAT 2007.

Norway

Norske Luftforsvaret (AF)

As per 1 January 2017 the Leonardo-Finmeccanica company has been rebranded Leonardo. The UK entity has been renamed Leonardo MW Ltd per 12 January 2017. The full name Leonardo MW Ltd stands for Marconi Westland, paying tribute to the legacy brands that have designed, manufactured and supported products for the past 100 years.

AW101 Mk612

0265	Leonardo MW	f/n, full mks	50265	feb17
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Russia

Voyenno Vozdushnyye Sily (AF)

The 48 Air Base at Kamensk has received sixteen new Mi-8MTV-5 helicopters from the helicopter factory in Kazan. During a ceremony on 21 February all sixteen helicopters (yellow coded) were shown. The pilots underwent their training at the conversion unit in Thorzhok. Pilots from the 48 Air Base are frequently involved in search and rescue operations over the space center in Kazakhstan. The 48 Air Base also has helicopters squadrons based at Uprun and Yoshkar Ola-Danilovo and a repair/storage facility in Troitsk.

United Aircraft Corporation (UAC) hopes to receive an order for 37 MiG-35 in mid 2018. At that time the state tests at Akhtubinsk with the two MiG-35 should be finished. In January 2017 the start of the factory tests were confirmed. Both pre-production MiG-35 s will be used. The first single seater MiG-35 (type 9-41SR, coded 702 blue) made its first flight on 24 November 2016, while the dual seat MiG-35UB (type 9-47SR, coded 712 blue) first flew around 1 December.

Aviatsiya Voyenno-Morskoye Flota (NY)

The Samara based JSC "Aviacor" aviation plant has delivered the third An-140 (serial RF-08854) to the Pacific Fleet. The aircraft is the third and last of the order from April 2013.

MiG-31BM

RF-92344/60 bl		s/n update	feb17
RF-92361/62 bl		s/n update	feb17
RF-92366/88 bl		s/n update	jan17
RF-92441/10 bl	6980 AvB	s/n update	feb17

MiG-31DZ

RF-19089/27 bl		s/n update	mar15
RF-19091/24 bl		s/n update	sep14



One of the aircraft flying the first missions of the TLP 2017-1 course was Italian Navy AV-8B MM7214/1-08, seen returning to Albacete on 1 February 2017. (José Damián González Martínez)



One of the aircraft participating in the DACT2017 exercise at Gran Canaria was F/A-18A+ C.15-79/46-07 of local unit 462 Esc, photographed on 25 January 2017 by Niels Quist.

Su-30M2				
RF-95871/90 rd	c/n update	79810388417	feb17	
Su-30SM				
RF-81697/29 rd	c/n update	10MK51309	feb17	
RF-81698/30 rd	c/n update	10MK51310	dec16	
Tu-22M3				
RF-94264/01 rd	s/n update		dec16	

Spain

LEAB = Albacete
LELC = Murcia/San Javier

Ejército del Aire (AF)

Early February, Jane's Defence Weekly reported that the Spanish government approved of a spares package contract for the CASA 101 Aviojet fleet, extending the in-service life span of the type for another four years. This may have to be extended further in time because at present a decision on a possible successor of this advanced trainer is not in sight yet.

The US Navy have expressed interest in the purchase of a dozen Mirage F1 fighters to be used as aggressors for pilot training purposes. The examples concerned (apparently including two duals) have been stored at Albacete since at least June 2013. If the sale materializes the aircraft will be sold for 1 million Euros each.

CASA 101EB				
E.25-47/79-47	dump LEAB	ex std LELC	048	feb17

EF2000				
C.16-60-10040	Ala14	ex std LEAB		feb17
C.16-62-10047	Ala14	ex std LEAB		jan17

Both were noted active with Ala14 without codes. Whether or not these two have permanently been drawn from active storage at Albacete remains to be seen.

Fuerzas Aeromóviles del Ejército de Tierra (AR)

NH90-TTH				
HT.29-07/ET-807	Airbus LEAB	new	1285/GSPA07	feb17
HT.29-08/ET-808	Airbus LEAB	new/GSPA08	feb17

Tiger HAD				
HA.28-18/ET-718	Airbus LEAB	new	5001/HADE01	feb17

The construction number of this Tiger remains to be confirmed. The above assumption is based on earlier reports that c/n **5001** would be the last of the eighteen HAD configured machines to be delivered.

Sweden

Flygvapnet (AF)

JAS39C				
39262/262	Saab Aircraft	ex F17	39-262	feb17

JAS39D				
39830/830	Saab Aircraft	ex F7	39-830	feb17
39837/837	Saab Aircraft	ex F21	39-837	feb17

Sk60A				
60123/123	FlygS	ex F17	60-123	jan17

Sk60B				
60063/63	FlygS	active again, l/n jun03	60-063	feb17

It is always nice to see aircraft active again after a long period. This Saab 105 was noted at the Saab overhaul facility at Ljungbyhed.

Ukraine

Sukhoputni Viys'ka (AR)

On 22 December 2016 the Ministry of Defense has ordered the „Lviv-2 Airport“ State Enterprise to release three Mi-8PPA and one Mi-8SMV electronic warfare helicopters to the special forces (military unit A2772). All helicopters were built in 1980, operated by the unit in Lutsk and had their last maintenance in 1988! We suppose the four helicopters will need a major overhaul, probably with the Konotop aviation repair plant.

United Kingdom

Royal Air Force (AF)

By the end of 2016, twelve out of the twenty-two Airbus 400M aircraft were delivered to RAF Brize Norton. At the same time, the Royal Air Force started to decrease the number of Hercules transport aircraft on strength. Three Hercules C5 aircraft (ZH880, ZH884 and ZH886) were flown to Cambridge during December 2016 and January 2017. They will be stored with Marshalls pending disposal. Rumour has it that these three are slated to be sold to Bahrain, but confirmation for that is required.

For many years, the Royal Air Force Tornado GR4 force maintained a detachment at Al Minhad AB (UAE) under control of 906AEW. MAR reports, that this detachment will probably come to an end mid-2017. At the time these words are written, six Tornado GR4 / GR4A aircraft are used by 906AEW, which are manned by 12(B)sq crews.

The RAF announced to strip up to twenty Hawk T1 aircraft currently stored at RAF Shawbury for spares. This project is referred to as Spare Recovery Programme (SRP) and it will commence in April 2017. The first three aircraft expected to undergo this "treatment" are XX173, XX290 and XX296.

MAR reports the following Tucano T1 aircraft as undergoing spares recovery at RAF Shawbury: ZF288, ZF350, ZF372, ZF376, ZF414 and ZF449. Their remains are slated to be disposed of in

April 2017. This will be the third tranche of Tucano aircraft to be disposed of. Previously ten aircraft were sold in April 2015, followed by six aircraft in April 2016.

It looks like the RAF Typhoon fleet started to adopt fixed tactical codes, replacing the squadron specific ones. Two aircraft were seen leaving the paint shop at RAF Coningsby early-February 2017 (ZK320 and ZK330). Both had the last three of their registration in white on the vertical fin as tactical code. Later in the same month several more Typhoons were seen with similar codes. Details can be found in the Typhoon fleet rundown in this edition.

EGUB = Benson EGXE = Leeming
EGXC = Coningsby EGXY = Syerston

Airbus-D Airbus Helicopters at Donauworth (Germany)
Airbus-K Airbus Helicopters UK at Kidlington
Airbus-S Airbus Military at Sevilla (Spain)
EGUB Pool 28(R)sq, 33sq and 230sq at RAF Benson
LMTAS Lockheed-Martin at Fort Worth (TX)
Marshalls Marshalls at Cambridge
MPSU Multi-Platform Support Unit at Middle Wallop
P2MF Puma HC2 Maintenance Facility at RAF Benson
TASF(S) Tornado Aircraft Service Flight (South), RAF Marham
TMU Typhoon Maintenance Unit at RAF Coningsby

Atlas C1

ZM407	24/70sq	ex Airbus Sevilla	026	feb17
ZM410	24/70sq	ex Airbus Sevilla	038	jan17
ZM413	24/70sq	ex Airbus Sevilla	045	feb17

F-35B Lightning II

ZM141	see note	ex LTMAS	BK-07	dec16
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MAR reports this F-35 being delivered to MCAS Beaufort (SC) by 14 December 2016. It is the third British example to be delivered to the United States Marine Corps airbase in preparation for re-activation of 617 squadron in August 2017.

Hercules C5

ZH880	std Marshalls	ex 24/30/47sq/880	5478	dec16
ZH882/882	24/30/47sq	ex 1312Flt/882	5480	jan17
ZH884	std Marshalls	ex 24/30/47sq/884	5482	jan17
ZH886	std Marshalls	ex 24/30/47sq/886	5484	jan17

Juno HT1

(ZM504)	Airbus-K as G-GJJG	2001	jan17
(ZM506)	Airbus-K as G-CJIY	2003	jan17
(ZM507)	Airbus-D as D-HECX	2004	feb17

Jupiter HT1

(ZM501)	Airbus-K as G-CJIZ	20123	feb17
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Puma HC2

XW220	EGUB Pool	ex P2MF	1148	jan17
XW231	EGUB Pool	ex P2MF	1195	jan17

Tornado GR4

ZA400	scrapped	ex std EGXE	204	jan17
ZA556/047	31sq	ex CMU	075	jan17
ZA559/049	41(TEs)sq	ex 9(B)sq/049	081	jan17
ZD741/F-LS	XV(R)sq	ex XV(R)sq/089	361	jan17
ZD745	scrapped	ex std EGXE	373	jan17
ZG752/129	XV(R)sq	ex TASF(S)	868	jan17
ZG775	TASF(S)	ex 41(TEs)sq/EB-Z	907	jan17

Tutor T1

G-CGKJ	Oxford UAS, ex E. of Scotland UAS	82310E	jan17
G-CGKK	Oxford UAS, ex E. of Scotland UAS	82311E	jan17
G-CGKP	Oxford UAS, ex E. of Scotland UAS	82316E	jan17

Typhoon T3 / FGR4

A large number of unit changes over the last few months made us decided to provide a full Typhoon fleet rundown in this Scramble edition. A lot of these unit re-allocations were due to a change in responsibility for the *Operation Shader* deployment when XI(F)sq took over from 3(F)sq in January 2017. MAR reports the following aircraft present at RAF Akrotiri (Cyprus) for *Operation Shader* by end-January 2017: ZJ950/QO-C, ZK302/EC, ZK327/ER, ZK332/EB-J, ZK341/EG, ZK345/EP and ZK348/FN.

Also the Red Flag deployment of 6sq resulted in various re-allocations. The following aircraft departed for the United States for Red Flag mid-January 2017: ZJ947/EB-B, ZK300/H, ZK306/ED, ZK311/N, ZK321/EG, ZK333/-, ZK337/FP and ZK343/-. After the conclusion of Red Flag 2017-1 (23jan17-10feb17), these aircraft were handed over to II(AC)sq which will participate in Green Flag 2017-4 (17feb17-03mar17) exercise, followed by 1(F)sq which will use them for Exercise Tri-Lateral at Langley AFB (VA). The aircraft are expected back at RAF Lossiemouth in early April 2017.

Typhoon Order of Battle

RAF Coningsby 3(F)sq, XI(F)sq, 29(R)sq and 41(TEs)sq
RAF Lossiemouth 1(F)sq, II(AC)sq and 6sq
RAF Mount Pleasant (Falklands) 1435Flt

Also located at RAF Coningsby is the Typhoon Maintenance Unit (TMU). While other locations of interest are BAE Warton where the British production line is located and a small number of aircraft are retained for trial purposes. Finally, a



A nice photograph of Typhoon T3 ZJ806/BE of 29(R) Squadron at Coningsby, illustrating our extensive RAF Typhoon overview in this issue of Scramble. (8 July 2016, Erik-Jan Engelen)

number of aircraft can also be found at the Aircraft Storage & Maintenance Unit (AS&MU) at RAF Shawbury.

Typhoon (pre-production)

ZJ699	BAE EGNO		001/PT001/IPA1	apr16
ZJ700	BAE EGNO		034/PS002/IPA5	apr16

Typhoon T3

ZJ800/BC	29(R)sq	29(R)sq mks	004/BT001	feb17
ZJ801/BJ	29(R)sq	29(R)sq mks	008/BT002	dec16
ZJ802/DW	3(F)sq	XI(F)sq mks	011/BT003	feb17
ZJ803/BA	II(AC)sq	29(R)sq mks	013/BT004	feb17
ZJ804/BM	29(R)sq	29(R)sq mks	016/BT005	feb17
ZJ805/BD	29(R)sq	29(R)sq mks	019/BT006	dec16
ZJ806/BE	29(R)sq	29(R)sq mks	023/BT007	feb17
ZJ807/BF	29(R)sq	29(R)sq mks	025/BT008	feb17
ZJ808/BP	29(R)sq	29(R)sq mks	028/BT009	feb17
ZJ809/FZ	1(F)sq	6sq mks	032/BT010	jan17
ZJ810/BI	29(R)sq	29(R)sq mks	033/BT011	feb17
ZJ811/W	II(AC)sq	II(AC)sq mks	049/BT012	feb17
ZJ812/BK	29(R)sq	29(R)sq mks	085/BT013	dec16
ZJ813/BL	i/a EGXC	29(R)sq mks	091/BT014	feb17
ZJ814/814	29(R)sq	29(R)sq mks	113/BT015	feb17
ZJ815/EB-H	RTP	29(R)sq mks	129/BT016	feb17
ZK303/AX	BAE EGNO, 41(TES)sq mks	207/BT017/ISPA5		apr16
ZK379/EB-B	41(TES)sq	41(TES)sq mks	249/BT024	feb17
ZK380/T	TMU	II(AC)sq mks	270/BT025	feb17
ZK381	29(R)sq	no unit mks	316/BT026	feb17
ZK382/BG	29(R)sq	29(R)sq mks	372/BT027	feb17
ZK383/FY	29(R)sq	no unit mks	393/BT028	feb17

The Royal Air Force is planning to withdraw its sixteen tranche 1 Typhoon T3 aircraft from service. The first aircraft to be retired was ZJ815 which was withdrawn from use on 10 October 2016. It has been placed in storage with the Typhoon Maintenance Unit (TMU) at RAF Coningsby pending induction into the Return To Parts (RTP) programme which is due to commence later this year. The second aircraft was withdrawn from use in January 2017. This time the aircraft in question (ZJ813) was allocated to ground instruction purposes with 29(R)sq at RAF Coningsby.

Missing line numbers **BT018** until **BT023** were transferred off the RAF contract to Saudi Arabia. They became, in sequence and with the RSAF registrations between brackets: **232/CT001** (301), **234/CT002** (302), **238/CT003** (303), **240/CT004** (304), **243/CT005** (305) and **246/CT006** (306).

Typhoon FGR4

ZJ910/DO	std EGOS	XI(F)sq mks	037/BS001	jun16
ZJ911/QO-Z	std EGOS	3(F)sq mks	041/BS002	aug16
ZJ912/DR	3(F)sq	XI(F)sq mks	044/BS003	jan17
ZJ913/II	1(F)sq	II(AC)sq mks	047/BS004	feb17
ZJ914/DZ	3(F)sq	XI(F)sq mks	051/BS005	feb17
ZJ915/F	1435Flt	1435Flt mks	053/BS006	jan17
ZJ916/S	1(F)sq	no unit mks	057/BS007	feb17
ZJ917/DG	3(F)sq	XI(F)sq mks	059/BS008	jan17
ZJ918	XI(F)sq	no unit mks	062/BS009	feb17
ZJ919/DC	1(F)sq	XI(F)sq mks	064/BS010	feb17
ZJ920/R	3(F)sq	no unit mks	067/BS011	feb17
ZJ921/E	3(F)sq	no unit mks	069/BS012	feb17
ZJ922/QO-C	i/a BAE Warton	3(F)sq mks	073/BS013	oct16
ZJ923	3(F)sq	no unit mks	075/BS014	feb17
ZJ924/II	II(AC)sq	no unit mks	077/BS015	jan17
ZJ925/DXI	std EGOS	XI(F)sq mks	080/BS016	jun16
ZJ926/H	1435Flt	1435Flt mks	083/BS017	jan17
ZJ927	29(R)sq	no unit mks	089/BS018	feb17
ZJ928/FQ	3(F)sq	1(F)sq mks	094/BS019	feb17
ZJ929/DL	XI(F)sq	XI(F)sq mks	096/BS020	jan17
ZJ930	29(R)sq	no unit mks	099/BS021	feb17
ZJ931/DA	3(F)sq	XI(F)sq mks	103/BS022	jan17
ZJ932/DB	std EGOS	XI(F)sq mks	105/BS023	may16
ZJ933/C	1435Flt	1435Flt mks	108/BS024	jan17
ZJ934/U	II(AC)sq	no unit mks	111/BS025	jan17
ZJ935/DJ	1(F)sq	XI(F)sq mks	115/BS026	jan17
ZJ936/QO-C	std EGOS	3(F)sq mks	119/BS027	may16
ZJ937/DT	i/a EGXC	XI(F)sq mks	121/BS028	jan17
ZJ938	BAE EGNO	no unit mks	131/BS031/IPA6	sep16

ZJ939/DN	3(F)sq	XI(F)sq mks	124/BS032	feb17
ZJ940	std TMU as "DJ666", no unit mks		127/BS033	feb17
ZJ941/D	1435Flt	1435Flt mks	135/BS034	jan17
ZJ942/DH	XI(F)sq	XI(F)sq mks	137/BS035	jan17
ZJ943/DK	std EGOS	XI(F)sq mks	140/BS036	apr16
ZJ944	std TMU	no unit mks	149/BS037	feb17
ZJ945	std TMU	no unit mks	154/BS038	feb17
ZJ946	TMU	no unit mks	155/BS039	feb17
ZJ947/EB-L	II(AC)sq	41(TES)sq mks	159/BS040	feb17
ZJ948	std TMU	no unit mks	160/BS041	feb17
ZJ949/H	II(AC)sq	no unit mks	175/BS045	jan17
ZJ950	1(F)sq	no unit mks	182/BS047	feb17
ZK300/H	II(AC)sq	no unit mks	200/BS052	feb17
ZK301/EW	TMU	no unit mks	202/BS053	feb17
ZK302/EC	XI(F)sq	6sq mks	206/BS054	jan17
ZK304/FM	TMU	no unit mks	212/BS055	feb17
ZK305/EE	TMU	no unit mks	215/BS056	feb17
ZK306/ED	II(AC)sq	no unit mks	218/BS057	feb17
ZK307/O	3(F)sq	no unit mks	221/BS058	feb17
ZK308/BW	II(AC)sq	no unit mks	225/BS059	jan17
ZK309/QO-P	1(F)sq	no unit mks	228/BS060	feb17
ZK310/FL	TMU	1(F)sq mks	258/BS063	feb17
ZK311/N	II(AC)sq	no unit mks	260/BS064	feb17
ZK312/EM	II(AC)sq	no unit mks	274/BS067	feb17
ZK313/W	TMU	no unit mks	284/BS070	feb17
ZK314/EO	1(F)sq	no unit mks	285/BS071	feb17
ZK315/(EB-V)	TMU, 41(TES)sq anniversary c/s		293/BS074	feb17
ZK316/FA	II(AC)sq	no unit mks	296/BS075	jan17
ZK317/317	TMU	no unit mks	307/BS078	feb17
ZK318/FG	II(AC)sq	no unit mks	308/BS079	feb17
ZK319/Y	II(AC)sq	no unit mks	311/BS080	jan17
ZK320/320	(Lossiemouth)	no unit mks	312/BS081	feb17
ZK321/EG	II(AC)sq	6sq mks	315/BS082	feb17
ZK322/GS	TMU	no unit mks	319/BS083	feb17
ZK323/C	II(AC)sq	II(AC)sq mks	322/BS084	feb17
ZK324/EI	6sq	no unit mks	324/BS085	nov16
ZK325/FK	3(F)sq	no unit mks	327/BS086	feb17
ZK326/FB	std TMU	1(F)sq mks	328/BS087	feb17
ZK327/FR	XI(F)sq	no unit mks	333/BS088	jan17
ZK328/EB	TMU	6sq mks	335/BS089	feb17
ZK329/FH	TMU	1(F)sq mks	342/BS090	feb17
ZK330/330	TMU	no unit mks	340/BS091	feb17
ZK331/BT	29(R)sq	29(R)sq mks	343/BS092	feb17
ZK332/EB-J	XI(F)sq	no unit mks	346/BS093	jan17
ZK333	II(AC)sq	no unit mks	349/BS094	feb17
ZK334/A	1(F)sq	II(AC)sq mks	352/BS095	feb17
ZK335/EB-G	41(TES)sq	41(TES)sq mks	356/BS096	feb17
ZK336/FD	1(F)sq	1(F)sq mks	357/BS097	feb17
ZK337/FP	II(AC)sq	no unit mks	359/BS098	feb17
ZK338/FF	II(AC)sq	no unit mks	364/BS099	feb17
ZK339/EB-E	41(TES)sq	41(TES)sq mks	366/BS100	feb17
ZK340/340	TMU	no unit mks	369/BS101	feb17
ZK341/EO	XI(F)sq	no unit mks	375/BS102	jan17
ZK342/EA	II(AC)sq	6sq mks	379/BS103	feb17
ZK343	II(AC)sq	no unit mks	380/BS104	feb17
ZK344	1(F)sq	no unit mks	384/BS105	feb17
ZK345/EP	XI(F)sq	no unit mks	388/BS106	jan17
ZK346/ER	3(F)sq	no unit mks	385/BS107	feb17
ZK347/347	TMU	no unit mks	390/BS108	feb17
ZK348/FN	XI(F)sq	no unit mks	396/BS109	jan17
ZK349/GN-A	TMU, Green/Brown special c/s		401/BS110	feb17
ZK350	BAE EGNO	no unit mks	404/BS111	apr16
ZK351/BU	6sq	no unit mks	405/BS112	jan17
ZK352/BV	29(R)sq	no unit mks	408/BS113	feb17
ZK353/BQ	XI(F)sq	29(R)sq mks	411/BS114	feb17
ZK354/BY	29(R)sq	no unit mks	413/BS115	feb17
ZK355	BAE EGNO	no unit mks	417/BS116	aug16
ZK356	BAE EGNO	no unit mks	423/BS117	jul16
ZK357	BAE EGNO	no unit mks	426/BS118	dec14
ZK358	BAE EGNO	no unit mks	429/BS119	dec14
ZK359	BAE EGNO	no unit mks	430/BS120	dec14
ZK360	BAE EGNO	no unit mks	434/BS121	dec14
ZK361	BAE EGNO	no unit mks	438/BS122	dec14
ZK362	BAE EGNO	no unit mks	442/BS123	dec14
ZK363	BAE EGNO	no unit mks	443/BS124	dec14
ZK364	BAE EGNO	no unit mks	449/BS125	dec14

ZK365/EB-L	41(TE)sq	41(TE)sq mks	453/BS126	feb17
ZK366	BAE EGNO	no unit mks	457/BS127	dec14
ZK367/EB-R	41(TE)sq	41(TE)sq mks	460/BS128	feb17
ZK368	TMU	no unit mks	465/BS129	feb17
ZK369	(Lossiemouth)	no unit mks	469/BS130	feb17
ZK370	BAE EGNO	no unit mks	471/BS131	aug15
ZK371	BAE EGNO	no unit mks	476/BS132	oct15
ZK372/BB	II(AC)sq	no unit mks	480/BS133	feb17
ZK373/(BO)	29(R)sq	no unit mks	.../BS134	feb17
ZK374			444/BS135	o/o
ZK375	BAE EGNO	no unit mks	.../BS136	nov16
ZK376	BAE EGNO	no unit mks	.../BS137	dec16
ZK377	BAE EGNO	no unit mks	.../BS138	oct16
ZK378	BAE EGNO	no unit mks	.../BS139	oct16
ZK424 until ZK440		.../BS140 until .../BS156		o/o

Typhoon ZJ937/DT is not believed to be withdrawn from use, but temporary in use as Weapons Loading Trainer (WLT). Both ZK317 and ZK369 were delivered to RAF Lossiemouth following maintenance with the Typhoon Maintenance Unit during February 2017. Their current squadron allocations were not known by the time this magazine went to press.

While on loan to 17(R)sq, ZJ943/DK suffered a landing accident at NAS China Lake (CA). It was never repaired and eventually ended up in storage as RAF Shawbury since 29 July 2015. Another damaged Typhoon is ZJ944, which was damaged during an emergency landing at RAF Coningsby using the Rotary Hydraulic Arrestor Gear (RHAG) installation on 9 June 2016. It is stored with the Typhoon Maintenance Unit (TMU) at this RAF station awaiting repairs. The other aircraft listed as stored with the TMU (ZJ940, ZJ945, ZJ948 and ZK326) are all four parked inside Hardened Aircraft Shelters (HAS) in the XI(F)sq area, which is in the south side of RAF Coningsby.

Similar as mentioned under the Typhoon T3 rundown, a number of single seat aircraft was diverted off contract. The aircraft originally allocated **BS029** (ZJ938) and **BS030** (ZJ939) were both diverted off the production line at BAE Warton and completed at Manching-Ingolstadt for Austria. No fewer than eighteen Typhoon FGR4 aircraft were diverted to the Saudi contract. Details are as follows, with again the Royal Saudi Air Force registrations between brackets: **BS042** to **165/CS001** (1001), **BS043** to **168/CS002** (1002), **BS044** to **172/CS003** (1003), **BS046** to **180/CS004** (1004), **BS048** to **186/CS005** (1005), **BS049** to **189/CS006** (1006), **BS050** to **193/CS007** (1007), **BS051** to **197/CS008** (1008), **BS061** to **252/CS009** (307), **BS062** to **254/CS010** (308), **BS065** to **264/CS011** (309), **BS066** to **266/CS012** (310), **BS068** to **276/CS013** (311), **BS069** to **280/CS014** (312), **BS072** to **287/CS015** (313), **BS073** to **290/CS016** (314), **BS076** to **300/CS017** (315) and **BS077** to **302/CS018** (316).

Vigilant T1

ZH278/SF std EGXY, **corr not ACCGS** **6510** dec16
With reference to last month's overview of these Air Cadet gliders, MAR reports the following to be slated for disposal: ZH119, ZH120, ZH144, ZH145, ZH147, ZH148, ZH187, ZH188, ZH193, ZH205, ZH209, ZH248, ZH249, ZH269, ZH270, ZJ968 and ZZ193. A few of these were previously reported as undergoing restoration. Possibly re-allocation took place based on the status of the individual airframes. Only fifteen of the sixty-six airframes on strength are planned to be restored to flying service with the Air Cadets. All others will be disposed of.

Army Air Corps (AR)

Gazelle AH1

ZB665 MPSU ex 665sq **1932** jan17

Lynx AH9A

As announced in Scramble edition 452, the Lynx helicopters assigned to the British Army Training Unit in Kenya (BATUK) were flown back to RAF Brize Norton as air freight. From there they were transported by road to Middle Wallop where they are to be inducted into the Return To Parts (RTP) programme. Exact arrival dates at Middle Wallop were 9 January

2017 (ZF539, ZG914), 10 January 2017 (ZG915, ZG919) and 11 January 2017 (ZG920).

Fleet Air Arm (NY)

In an announcement dated 17 January 2017, the Ministry of Defence (MoD) announced that the Crowsnest radar system was selected to replace the Sea King ASaC7. The plan is to modify all thirty Merlin HM2 helicopters on strength to operate with this new system. That seems to be a change of plans, since previously it was expected that the eight Merlin HM1 helicopters in store at QinetiQ Boscombe Down would be converted to dedicated Airborne Early Warning (AEW) platforms.

The out of service date for the Sea King ASaC7 is set for 31 October 2018, at which point in time 849NAS is slated to be deactivated. The first Crowsnest systems should become operational in modified Merlins mid-2019. They will be allocated to a temporary flight at RNAS Culdrose until 849NAS will be re-activated in 2020.

Lynx HMA8SRU

ZD257 std MPSU ex 815NAS/VL-302 **267** jan17

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-2

... 659 EdH w/o 12feb17 feb17

MIg-15UTI

FB-06 wfu f/n DB, photo

Angola

Força Aérea Nacional de Angola (AF)

FNLU = Luanda/4 de Fevereiro

LLMG = Meggido, Israel

Ce501

... ex N54FT f/n LLMG **501-0100/485** jan17

DHC-8-315

D2-EYU ex Gvmt to P4-ONE **645** dec16

SA316B

H-243 f/n FNLU, photo feb17

Burkina Faso

Force Aérienne de Burkina Faso (AF)

DFFD = Ouagadougou

A-29B

BF1103 Esc. d'Chasse f/n DFFD, photo feb17

Thanks to Michael Flebbe a photo was found of this Super Tucano. The air force of Burkina Faso should have by now three of these aircraft, looking to this serial most likely BF1101 till BF1103. Known is that the PT-ZNE (c/n **314-00174**), PT-ZNF (c/n **314-00175**) and the PT-ZNG (c/n **314-00176**) went to Burkina Faso but any tie-ups needs confirmation of course. According to a squadron badge, which was found last year somewhere on the internet, the A-29B Super Tucanos should operate from Base Aérienne 210, which is also known as Bobo Dioulasso, but the photo which was found was made at Ouagadougou.

Chad

Armée de l'Air du Chad (AF)

GABS = Bamako-Senou, Mali

Mi-17

TT-DCO Gvmt f/n GABS, photo feb17

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

Fokker 100

TU-VAA dism. 21feb17 ex stored **11245** feb17



The titles on the fuselage of this Beech B200 5001 translates as National Defense Department. It was seen at Bournemouth arriving for maintenance. (17 February 2017, Howard J. Curtis)

Looks like the end of this Fokker 100 is finally there, on the 21st of February it was noted at Abidjan - Port Bouet airport while it was being dismantled.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)
KALN = Alton/St. Louis RAP (IL), United States

G-IV
SU-BGM Gvmt ex std KALN **1048** feb17
This Gulfstream should be active again, at least according to Planefinder, but confirmation will be appreciated.

Ethiopia

Ye Ityopya Ayer Hayl (AF)
HAHM = Debre Zeit

MiG-23BN
... ex BLG 57 std HAHM **0393209357/6346** may15
... ex BLG 65 std HAHM **0393209365/6348** may15
1277 preserved at Mekele-Hawati, War memorial

Another two former Bulgarian Air Force MiG-23s were noted at Dejen Aviation.

The 1277 is preserved at the War Memorial, together with Mi-24A 1621 and MiG-21bis 1113, at 13°29'33.1"N 39°27'39.6"E.

Guinea

Force Aérienne de Guinee (AF)

Tetras 912CSM
223 Esc. légère d'observation f/n DB, photo **223** aug16

Libya

Libyan National Army Air Force (AF)

MiG-23BN
8772 1070sq f/f 21feb17 feb17
On the 21st of February this MiG-23BN made it first flight after it was overhauled. The LNAF has now three MiG-23BNs operational again, the other two are 4136 and 9119.

Mali

Force Aérienne de la République du Mali (AF)

BT-67A
TZ-01T ex TZ-390 **19173/22** jan17
TZ-390 reregistered as TZ-01T **19173/22**
Peter Weinert found a photo of the BT-67, a Turbo prop

Dakota, with its new serial TZ-01T. Because the TZ-390 was the only active aircraft still in the inventory of Mali it is safe to say this one was reserialled.

Nigeria

Nigerian Air Force (AF)

Beech 350 ISTAR
NAF201 209th EAG ex NAF039 **FL-585** jan17
Like it was while it was registered as NAF039, the construction number still needs confirmation.

Mi-171
NAF558 105th CG? f/n, photo feb17
A photo of this Mi-171 was made during the visit of the Chief of Training and Operations (CTOP), AVM Ahmed Iya, of the 105th Composite Group at Maiduguri.

Nigerian Navy [NY]
MDCR = Lagos/Ojo NAS

Bell 206B-3
10 to 5N-BTO
11 to 5N-BTP

When these former Nigerian Navy Jet Rangers became civil is unknown, but both helicopters are now operating at the International Aviation College in Ilorin, Nigeria.

Lynx Mk89
1F-89 ex 101sq pres. MDCR **291** may16
This Lynx was missing for a long time, we had it in our database as last noted in 1984. Thanks to a photo of Peter Weinert we now know that it is preserved at Ojo Naval Air Station since at least October 2008 at 6°26'21.63"N, 3°16'57.81".

Rwanda

Force Aérienne Rwandaise (AF)
HSSJ = Juba, South Sudan

Mi-171
RAF-0608 United Nations f/n HSSJ jan17
This Mi-171 was noted in an all white United Nations colour scheme and is operating for the UNMISS in South Sudan. The exact type needs confirmation.

Senegal

Armée de l'Air Sénégalaise (AF)

Bell 206B-3
TJ-XCY 11ème Esc. w/o 22jan17 **3952**

Mi-24V

6W-HCA ex 0708 Slovak c/n update **830708** feb17
 We reported this Mi-24 in last month's Scramble, in the meantime the helicopter was delivered to Senegal and was noted flying at Dakar on the 17th of February. The construction number was confirmed by Polish spotters.

South Sudan

Sudan People's Liberation Army

Mi-24V

... ex Ukraine c/n update **3532422015039** apr15
 ... ex Ukraine c/n update **3532422015149** may15

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

DTTG = Gabes/Matmata

KVCV = Victorville (CA), United States

OH-58D(R)

L81510/TS-VTH	d/d	f/n DTTG	feb17
L81511/TS-VTI		f/n KVCV	feb17
L81512/TS-VTJ		f/n KVCV	feb17
L81513/TS-VTK	d/d	f/n DTTG	feb17
L81514/TS-VTL		f/n KVCV	feb17
L81515/TS-VTM	d/d	f/n DTTG	feb17
L81516/TS-VTN	d/d	f/n DTTG	feb17
L81518/TS-VTP	d/d	f/n DTTG	feb17
L81519/TS-VTQ		f/n KVCV	feb17
L81520		f/n KVCV	feb17

On the 4th of February the first six Kiowa Warriors were handed over to the Tunisian Air Force at Gabes Air Base. If everything is going to plan, the United States will deliver another batch of Kiowas next month.

The L81520 was noted at Victorville, CA, without its TS-registration and had its L81 registration on the engine inlet, all the rest had this serial on the tailboom and the TS-regi on the engine inlet.

Zimbabwe

Air Force of Zimbabwe (AF)

FVGW = Gweru

Hunter FGA9

1827/27 pres. FVGW Zimb. Av. museum **S4/U/3274** may16
 According to Google Earth the Zimbabwe Military Museum can be found here; 19°27'51.92"S, 29°48'51.73"E. The Hunter FGA9 1188 still also can be found in this museum.

Asia**Afghanistan**

Afghan Air Force (AF)

According to US Army General John Nicholson, the first Afghan UH-60 Black Hawk helicopters to replace the Mil Mi-17 helicopters will not get to the battlefield for at least another two years. According to the General, it will take - from the time funding is approved until the aircraft's arrival on the battlefield - over 20 months. A buy-American uproar in Congress, coupled with concerns over Russian aggression in Syria and Ukraine, forced the Pentagon to scrap the initial plan to keep buying Mi-17s for Afghanistan's Air Force from the Kremlin-run Rosoboronexport arms agency.

Last year, the administration of former President Barack Obama requested US\$264 million for Black Hawks to replace the Mil Mi-17s, but the request was not included in the National Defence Authorization Act. During the long transition to the Black Hawks, the Afghans and Nicholson will be left with the difficult maintenance problem for the existing Mi-17 fleet.

MD530G-I

261 w/o 23feb17

0261FF

Mi-17V-5

757 f/n dec16
 766 f/n dec16

Bangladesh

Bangladesh Biman Bahini (AF)

Yak-130

15111	21sq	del	130.12.02-0111	dec16
15112	21sq	del	130.12.02-0112	dec16
15113	21sq	del	130.12.02-0113	dec16

These were seen in Russia in December 2015 and reported active with 21 squadron a year later, having been delivered in the meantime.

Bangladesh Army (AR)

C295W

... Airbus Military o/o **170**

As reported before, this single one will be delivered in 2017.

Mi-171Sh

S3-BRB photo f/n 14dec16

China

People's Liberation Army Air Force (AF)

JL8

2635/65 Shijiazhuang FA/3rd Brig photo

J11B

72129 111th Brig photo

J11BS

70208 89th Brig dec16

J20A

78275 FTTC/176th Brigade feb17

The fifth operational aircraft delivered (nowadays called J20A) is sporting a new two tone grey color scheme.

Su-35

23063 sep16

The serial was shown on a pre-delivery picture, with the initial aircraft reported as 23063-23066.

Z9

3011 Xi'an FA/1st Brigfeb17

3113 Xi'an FA/1st Brigfeb17

3115 Xi'an FA/1st Brigfeb17

People's Liberation Army (AR)

Mi-171E

LH91731 1st Reg photo

LH91732 1st Reg photo

LH93743 3rd Brig photo

Mi-17V-5

LH95777 5th Brig photo

LH95780 5th Brig photo

Z10

LH92108 2nd Brig photo

Police (PO)

Z8AWJS

WJ514806 Shandong Corp photo

WJ527301 Xinjiang Corps photo

India

Indian Defence (DF)

In January 2017, Indian defence sources have confirmed that the government is likely to take up options on a further eleven Boeing AH-64E Apache helicopters, before deliveries begin of the 22 aircraft already contracted for the Indian Air Force and due to begin arriving in 2019.

There is also likely to be a new order negotiated for a further 28 AH-64Es, to be operated by the Indian Army, which is keen to secure control of its own battlefield air assets, including command and control and ground attack support. Under the new proposals and likely reorganisation of rotary-wing

assets, the Air Force and Army would thus each form two attack helicopter squadrons, replacing the current force of Mil Mi-35s in the Air Force and forming new heavy attack helicopter units under Army control.

Boeing has already agreed a joint venture with the Tata Group to manufacture AH-64 fuselages in Hyderabad under the Indian government "Made in India" policy. The first Indian-built fuselage is due to be delivered in 2018, but Boeing plans to relocate all Apache airframe construction to Hyderabad in the coming years. This is expected to see at least 200 fuselages being produced in the Hyderabad plant for Boeing customers around the world. The manufacturer is also looking to relocate other elements of AH-64 production to India.

Bharatiya Vayu Sena (AF)

An-32RE
K2676 unit nn ex 12sq **02 01** feb17

AW101 Mk641
(ZW4306) to Indonesia as H-1001 **50248/IND06**

This AW101 helicopter was not taken up by India. The US\$ 753 million helicopter deal was officially cancelled on 1 January 2014. Only three AW101 Mk614s (ZW4301, ZW4303 and ZW4304) were delivered to India, all are reported stored at Palam AFS.

Dhruv
ZD4146 grey c/s, f/n feb17
ZD4152 grey c/s, f/n feb17
ZD4153 grey c/s, f/n feb17

Hawk Mk132
A3700 52sq f/n feb17

Mi-17-1V
Z2875 112HU f/n feb17
Z2885 112HU f/n feb17
Z2892 112HU f/n feb17

Mi-17V-5
ZP5191 f/n feb17
ZP5216 f/n feb17
ZP5218 f/n feb17
ZP5219 f/n feb17
ZP5224 f/n feb17
ZP5248 f/n feb17

SA319B (HAL)
Z1826 to Mauritius as MPH-09 **AH204**

This Mauritian SA319B is a correction on last month's issue, where we mentioned the helicopter as a former Indian Navy Chetak.

Su-30MKI-3
SB152 f/n jul15
SB175 15sq ex unit nn feb17
SB303 15sq ex 8sq feb17
SB404 TACDE ex 30sq **30M 319** feb17
SB436 f/n feb17

Tejas LCA
LA5005 HAL f/n **SP-05** feb17

Indian Army Aviation Corps (AR)

The Indian Army is to retire 41 of its oldest Cheetah and Chetak helicopters, the licence-built versions of the Aerospatiale SA315B and SA316B assembled by Hindustan Aeronautics (HAL) in the 1970-1980s. Some of the more than 600 built have already been replaced by the HAL Dhruv but 280 remain in service with the Army and Air Force, albeit grounded after the last fatal crash in West Bengal in December 2016.

Since 2011 nine personnel have been killed in six accidents involving the Cheetah and Chetak fleet. HAL has been commissioned to carry out detailed safety inspections of the surviving aircraft, clearing them to return to service in batches pending the eventual acquisition of 200 Kamov Ka-226T helicopters. For the Army, which presently has 150 Cheetahs and

Chetaks on strength, replacing the legacy helicopters is a priority. Both types are essential to supporting outposts in high altitude areas along the China and Pakistan borders. The Cheetah in particular plays a crucial role, flying at more than 6,096 metres (20,000 ft) to support Indian troops on the Siachen glacier.

Russian Helicopters is due to supply 60 Kamov Ka-226T helicopters direct from the Kumertau production line, with a further 140 to be assembled in India, but the programme is still awaiting a final go-ahead. In the meantime the larger Dhruv will be assigned to support the most critical outposts and replace the 41 retired Cheetahs and Chetaks, pending the arrival of the first Ka-226Ts.

SA315B (HAL) Cheetal

IA3713 f/n feb17
IA3714 f/n feb17

First note of these brand-new Army Cheetal helicopters. In total twenty Cheetal helicopters were ordered in February 2013 as an interim measure after delays in the bidding to provide 197 Reconnaissance and Surveillance Helicopters (RSH). They will be used for high-altitude operations on the Siachen Glacier.

Bharatiya Nau Sena (NY)

Do228-201
IN222/DAB INAS310 ex INAS311/VVZ **4036** feb17

MiG-29K
IN819 INAS303 f/n feb17
IN826 INAS303 f/n feb17
IN830 INAS303 f/n feb17

Indian Border Security Force (GV)

Mi-17V-5
ZP5241 BSF f/n, BSF titles feb17

Japan

The first two former JMSDF TC-90s are scheduled to be handed over to the Philippines on 27 March 2017 and a further three before the end of this year. No serials are known yet.

To counter the Chinese flying activities near the disputed islands, scrambles will now be performed by four aircraft instead of two. This probably only is applicable to the Naha units.

RJAH = Hyakuri RJCJ = Chitose
RJFA = Ashiya RJFT = Kumamoto/Takayubaru
RJNA = Nagoya/Komaki RJNG = Gifu
RJTA = Atsugi RJTK = Kisarazu
RJTU = Utsunomiya

ADC = Shireibu Hikotai ATS = Kyoiku Kokutai
ADTW = Hiko Kaihatsu Jik. ARS = Kyunantai
ARW = Koku Kyunandan FCG = Hiko Tenkentai
FTW = Hiko Kyoikudan HAS = Herikoputa Kuyutai
N-ADF = Hokubu Shien Hikohan TS = Jyutsuka Gakko
nmks = no tail unit-number tdb = toned down badge

Nihon Koku-Jieitai (AF)

C-1
68-1020 402 Hikotai ex IRAN, 402 Hikotai **8020** feb17
78-1025 o/h RJNG nb, test, ex 402 Hikotai **8025** jan17

C-2
68-1204 ADTW ex Kawasaki **4** feb17
78-1205 Kawasaki HI f/n, test at Gifu **5** feb17

C-130H
75-1077 o/h RJNG nb, test **382-5108** feb17
Seen test-flying in the camo pattern, was in the light-blue scheme.

F-2A
03-8506 3 Hikotai nb, ex IRAN **1006** feb17
33-8523 o/h RJNA nb, test, ex 3 Hikotai **1023** feb17
43-8525 6 Hikotai ex 3 Hikotai **1025** mar17

43-8526	6 Hikotai	ex 3 Hikotai	1026	mar17
53-8533	6/8 Hikotai	nb, ex IRAN, ex 3 Hik.	1033	feb17
63-8539	3 Hikotai	ex nb/IRAN	1039	nov16
93-8550	ADTW	ex nb/IRAN	1050	feb17

F-2B

23-8115	6 Hikotai	ex nb/IRAN, NOT 3 Hik.	3015	feb17
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F-4EJ Kai

57-8356	301 Hikotai	ex IRAN	M056	feb17
57-8369	301 Hikotai	ex IRAN	M069	feb17
67-8388	302 Hikotai	prev. l/n mar16	M088	feb17
67-8390	302 Hikotai	ex IRAN	M090	feb17

Phantom 388 was not seen for eleven months, it is almost certain it was not at Nagoya for IRAN as it was not noted doing test-flights, something we almost never miss. So probably all the time at Hyakuri, stored or under repair?

F-15DJ

12-8051	o/h RJNA	nb, test	J1-0627	feb17
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Last issue we were wondering on its whereabouts, and here is the answer.

F-15J

32-8817	303 Hikotai	ex IRAN, special c/s	017	feb17
42-8832	o/h RJNA	nb, ex 1TS	032	feb17
52-8850	201 Hikotai	ex nb/IRAN	050	feb17
52-8851	? Hikotai	nb, ex IRAN	051	feb17
72-8885	303 Hikotai	ex IRAN	085	feb17
82-8902	204 Hikotai	tdb, ex nb/IRAN	102	feb17

Eagle 817 probably left Nagoya after IRAN in December but was first seen with 303 Hikotai badge in February and with additional markings and colours on the tail commemorating the 40th anniversary of 303 Hikotai. Unfortunately the on-line translation of the destination for 851 did not come up with a known (slang) base-name. It came up with 'May', so our guess is 305 Hikotai because the badge is depicting a plum blossom usually seen in the month of May.

H-21B

02-4756	Hamamatsu preserved	B-148?
02-4757	SoC	B-149?
02-4758	w/o 16mar63	B-159?
02-4759	ex Gifu preserved	B-160?

We received information, coming from the well-known Joe Baugher site, on the previous IDs of these Workhorses. After operating for the USAF for a few years, these four were delivered to France for ALAT operations in Algeria and after being withdrawn in the mid-sixties were passed on to Japan for SAR operations with the JASDF. So a simple change of previous ID in the database, one might think. However all JASDF H-21Bs were delivered during 1960, the year all these construction numbers supposedly were operating for the ALAT. And according to Joe Baugher, c/n **B-159** was scrapped in France in 1968 where Japanese sources state it was written off in 1963. Something is not correct, and for the moment we presume the c/n for the Japanese serials is wrong, but still one helicopters in existence and easily accessible (outside Hamamatsu base museum), so go check out the c/n and send it to us please!

CH-47J

57-4494	o/h RJNG	ex Naha HAS	5076	nov16
97-4498	o/h RJNG	nb, test, ex Naha HAS	5084	jan17

UH-60J

98-4588	o/h RJNA	test	2038	feb17
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T-4

06-5627	o/h RJNG	nb, ex 201 Hikotai	1027	feb17
16-5661	ADC	ex 13 FTW	1061	feb17
16-5665	o/h RJNG	nb, ex 301 Hikotai	1065	feb17
26-5678	o/h RJNG	nb, ex 302 Hikotai	1078	jan17
66-5745	o/h RJNG	Blue Impulse #non	1145	feb17
16-5799	6 Hikotai	ex N-ADF	1199	nov16

T-4 665 was re-painted in the red/white colours so probably a near future 13 FTW asset.

U-125

29-3041	FCG	ex IRAN at RJTU	258215	jan17
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U-125A

02-3014	ARW at RJA	ex IRAN, no unitname	258381	jan17
52-3023	RJCJ ARS	not RJFA ARS	258629	feb17

U-125A 023 was confirmed as still belonging to Chitose Kyunantai, so probably only at Ashiya in October to perform the demo during the air festa. It looks like this is a regular thing, non-local units doing the demo routine, perhaps because the JASDF is still two aircraft short, having lost two aircraft in the tsunami.

YS-11EA

12-1162	o/h RJTA	with Nippi	2161	feb17
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Rikujo Jieitai (AR)

AH-1S

73447	IVATH	ex IIIATH	47	feb17
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OH-1

32604	TE	stored RJOE	1004	jan17
32605	no code	stored RJOE, no rotors	1004	jan17
32611	IIIATH	stored RJFT, no rotors	1011	dec16
3262?	??	stored RJTK	10??	feb17

Something we somehow thought was lifted is the flight-ban of the OH-1 after the February 2015 accident of 32634. It is still very much in place and the type is stored at various places, some with rotors removed and engines taped over. This explains the OH-6D re-induction with some Honbu Zukitais.

UH-1H

41605	Sasebo-shi	JGSDF camp Ainoura	41605	dec16
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In use as training aid on the SE-corner of the exercise area, probably just visible from the other side of the water.

UH-1J

41832/832	UtsunomiyaKou	no SU code	1J32	jan17
41873	NEH?	code nn + surmised	1J73	nov16
41880	? Hikotai	code nn Metabaru, ex I	1J80	dec16
41883/883	UtsunomiyaKou	code nn, ex MH?	1J83	feb17

OH-6D

31282	IHB	ex X	6594	feb17
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H-13H

(30108)	display in store	Jomtien, Thailand	feb17	118
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Identified via the c/n plate.

CH-47J

52928	HGPVI	ex IRAN, HGPIV?	5040	feb17
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Probably NOT 104 Hikotai in November 2014.

CH-47JA

52961	HGPIII	ex IRAN, WH, XIII	5061	feb17
52965	HGPV	ex IRAN/HGPV	5067	jan17
52970	HGPIII	ex XVH	5078	feb17
52974	HGPV	ex HGPV	5087	feb17
52983	HGPVI	ex Kawasaki	5098?	feb17
52984	HGPV	ex Kawasaki	5099?	feb17

KV107 II-4

51705	Sasebo-shi	JGSDF camp Ainoura	4019	dec16
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Near this KV107 are three more preserved helicopters, UH-1H 41635, OH-6J 31104 and TH-5J 61331 but these are all behind a wall so not visible from outside.

Kaijo Jieitai (NY)

C-130R

9051	61 Kokutai	ex 160015	382-4629	feb17
9052	61 Kokutai	tie-up? 382-4615?	382-4635	feb17
9053	61 Kokutai	tie-up? 382-4635?	382-4615	feb17
9054	61 Kokutai	ex 160017	382-4677	feb17
9055	61 Kokutai	tie-up? 382-4696?	382-4683	feb17
9056	61 Kokutai	tie up? 382-4683?	382-4696	feb17

Hercules 9056 was already seen in November 2016. With all six former USMC KC-130Rs now delivered, it seems a good time to give an overview of all known details and which tie-ups are still unclear. All above construction-numbers in bold are from Japanese sources and are also on the C-130.



Another new Beech 1900D for the Tamdaw Lay or Myanmar Air Force is 4610, seen here in full colours landing at Yangon-Mingaladon on 16 January 2016.

net site. 9051 seems pretty sure, 9052 and 9053 are the other way around according to the AMARC experience. 9054 also seems confirmed. For 9055 and 9056, the AMARC experience site agrees with Japanese sources but Joe Baugher gives the alternative details.

SH-60J					
8292	o/h RJNA	nmks, ex 22 Kokutai	1212	feb17	
SH-60K					
8413	o/h RJNA	nmks, ,ex 22 Kokutai	5013	jan17	
8415	21 Kokutai	ex IRAN, 211 ATS	5015	feb17	
UH-60J					
8979	o/h RJNA	nmks, ex 72 Kokutai	3019	feb17	
P-1					
5512	Kawasaki HI	f/n, test at Gifu	12	feb17	
P-3C					
5024	o/h Nippi	nmks, ex 2 Kokutai	9021	feb17	
5038	o/h Nippi	nmks, ex 5 Kokutai	9035	feb17	
5050	203 Hikotai	ex nmks, 1 Kokutai	9047	nov16	
5096	o/h Nippi	rework #053, ex 5Kok	9093	dec16	
5098	5 Kokutai	ex IRAN? ex 2 Kokutai	9095	feb17	
OP-3C					
9131	81 Kokutai	o/h KHI Gifu	9040	nov16	
US-2					
9906	ShinMaywa	f/n, for 71 Kokutai	4006	feb17	

Myanmar

Tamdaw Lay (AF)

The first three Yak-130 aircraft were delivered to Myanmar on 17 February 2017. Photos showed up on the internet, the aircraft were painted in a bright blue camouflage scheme. The Zodiacs were noted on the internet, details on when and where these aircraft were seen are not known.

ATR42-320
0006 correction Scramble 452 **178?** oct16
More photo footage showed this aircraft as an ATR42 and not an ATR72. It was noted at Yangon-Mingaladon in October 2016 and November 2016. The former identity is reported to be XY-AIB, an ATR42-20 operated by Myanmar National Airlines.

Beech 1900D
4610 f/n jan17
First time we see a Beech 1900D in full colours.

CH-601 Zodiac
8001 photo

8002 photo
8004 photo
8005 photo
8011 photo

Yak-130

1801 d/d 17feb17 **130 12 03-0101** feb17
1802 d/d 17feb17 **130 12 03-0102** feb17
1803 d/d 17feb17 **130 12 03-0103** feb17

Pakistan

Pakistan Fiza'ya (AF)

CCS = Combat Commanders School
PAC = Pakistan Aeronautical Complex

It was brought to our attention that the SAAB 2000AEW is operated by 3(AEW)sq and that 13sq does not exist. We have corrected our online order of battle accordingly and added a wider variety of photographs and a couple of badges in the process.

FT-5

55-1137 1(FCU)sq f/n photo
55-1536 PAF Museum f/n, preserved feb17

The preserved FT-5 came from Mianwali.

F-7P

90-580 14sq f/n photo
93-701 CCS F-7 sq f/n photo

F-7PG

(01-)805 nb PAC Kamra f/n video
01-813 17sq f/n oct16
(02-)823 20sq f/n photo
(02-)825 nb PAC Kamra f/n video
02-837 17sq f/n oct16
(02-)846 nb PAC Kamra f/n video
02-847 23sq f/n nov15

FT-7PG

02-686 17sq f/n oct16

IAR316

5413 known delivery **5413**
5414 known delivery **5414**

JF-17 Block-I

10-117 26sq c/n update **FC10109** video
10-119 26sq f/n photo
10-121 26sq f/n photo
10-124 nn f/n feb16
10-126 PAC Kamra f/n photo
11-131 PAC Kamra c/n update **F1C0123** video
11-132 16sq f/n photo

11-136	nn	c/n update	FC10128	video
12-139	2sq	c/n update	FC10131	nov16
12-141	nb (CCS)	f/n	FC10133	video
13-144	2sq	f/n		apr16
13-145	2sq	f/n		dec16
(=13-147?)	PAC Kamra	primer, c/n update	FC10139	video
13-147	16sq	f/n		may16
(=13-148?)	PAC Kamra	f/n, primer	FC10140	video
13-149	2sq	c/n update	FC10141	nov16
13-150	2sq	c/n update	FC10142	nov16

This means we now only have to confirm the existence of 11-133 and 13-148 for Block-I. The newly built Block-II aircraft are being delivered to 16 squadron. Number 2 squadron, transitioned from F/FT-7, is receiving the old 16sq Block-I aircraft.

JF-17 Block-II

(15-)203	PAC Kamra	f/n		aug15
15-204	16sq	f/n		photo
(=15-206?)	PAC Kamra	primer	... / 2P06	sep15
15-207	16sq	f/n		dec15
(=15-208?)	PAC Kamra	primer	... / 2P08	sep15
(15-)211	PAC Kamra	f/n		photo
15-212	16sq	f/n		dec15
'0213' red	AVIC	primer		photo
16-214	PAC Kamra	f/n		apr16
16-215	16sq	f/n		photo
(16-)216	nn	f/n		photo
(=16-217?)	PAC Kamra	primer	... / 2P17	sep16
(=16-218?)	PAC Kamra	primer	... / 2P18	sep16
16-219	nb	f/n		photo
(=16-220?)	PAC Kamra	primer	... / 2P20	sep16
(=16-221?)	PAC Kamra	primer	... / 2P21	sep16
16-223	PAC Kamra	f/n		jan17
(=16-226?)	PAC Kamra	primer	... / 2P26	photo
'229' red	PAC Kamra	primer		jan17
(=16-230?)	PAC Kamra	primer	... / 2P30	video
(=16-231?)	14sq	primer, IFR	2P31	feb17
16-232	14sq	f/n, IFR	FC10232 / 2P32	feb17
(=17-233?)	PAC Kamra	primer	... / 2P33	video

For Block-II we are looking for confirmation of the underlined parts above and also of the rumour that 15-209 was involved in the crash on 27 September 2016. Imagery of '229' in primer, taken on 21 January 2017, show it to be equipped with an in-flight refuelling (IFR) probe. In the past, 09-109 was tested with an IFR of a slightly different design. We suspect that this 229 is a Block-II aircraft used for testing some systems to be implemented in the Block-III variant. The pending order for 50 block III standard aircraft will likely see aircraft being

delivered from late 2018. It is expected to be signed later this year.

JF-17B

... CAC f/n, hulk primer **FC15201** apr16
Youtube shows the "riveting ceremony" of the forward fuselage of the first JF-17B two-seater. This was 26 April 2016. It is expected to fly later this year, some sources state that this will be as early as April.

On the production sequences, "2P" codes are line numbers denoting the Block-II aircraft. Their full construction numbers should logically read **FC1 02 01** et cetera. Allocated serials can normally be derived from that so are likely to be as listed. From what we now know, the blocks should run as follows:

Series:	Construction nrs.:	Prod. codes:	Serial batches:
Prototypes	PT01 to PT06	nn	01 to 06
Pre-production	FC10001 to 0008	nn	07-101 to 105
Block I series prod.	FC10101 to 0142	SP1 to SP42	08-106 to 108 09-109 to 112 10-113 to 128 11-129 to 136 12-137 to 142 13-143 to 150
Block II series prod.	FC10201 to 0250	2P01 to 50	15-201 to 213 16-214 to 232? 17-233? to 250? ??
Block II two seaters	FC15201 to ...		??

As you can see, the split for the Block II production aircraft over the Fiscal years, is not certain yet.

The tie-ups to the construction number can change with the first four for Myanmar already on the production line late last year. With regard to the construction numbers: please check your photographs, it is stencilled on the cockpit frame, nose wheel door and tail at least!

Also on the Thunder, at some point in time, the nick name of 16 squadron was changed from *Panthers* into *Black Panthers* and 2 squadron from Minhas into (*Proud*) *Minhasians*. Meanwhile, 14 squadron officially got their complement of JF-17s on 16 February. Although it was planned to take place in January already. Their first aircraft, 16-232, was used in the ceremony and the seventeen other ones present remained largely unidentified.... Noteworthy is that six aircraft, including 232, had the IFR fitted.

Next squadron slated to receive the JF-17 is 18 squadron, cur-



On 10 February 2017, the Mexican air force celebrated its 102nd anniversary. The main party was held at the Colegio del Aire at Zapopan, where the Mexican President inaugurated the new Air College facilities. Among a small number of aircraft present was this Grob 120TP, which is part of the new training syllabus of the Mexican Air Force (Enrique Giese).

rently the Operational Conversion Unit for the F-7P. Actually, that will mean the swansong for this Chinese MiG-21-clone as the more advanced cranked-wing F-7PG will be the only subtype in service after that.

K-8P
10-05-833 f/n nov16

T-37B
68-8072/TE-072 PAF Academy f/n, ex TUR 88072 **41189** photo
Pakistan Fauj (AR)

AAS = Army Aviation School
Thanks to a commemorative publication on the Pakistan Army Aviation history, we can provide some crash details. Also, the order of battle on our website was updated with more units and badges.

AB205A
352 w/o 23apr93 **4253**

Auster J5F
W4105 w/o 02may53 **2742**

Bell 206B
1834 w/o 14dec87 **1834**

Bell 412EP
786-204 f/n, FastFin, Charsadda jan16
786-205 f/n dbase photo
786-206 f/n dbase sep15
786-213 f/n dbase photo
786-220 4AAsq f/n, FastFin, Quetta dec15
786-221 f/n dbase photo

Aircraft 204 was supporting the response to a terrorist attack that took place on 20 January 2016 at Bacha Kan University together with Mi-172 58653, see below.

IAR330SM
2441 28AAsq f/n **2441** mar16

Mi-8
0424 4AAsq w/o 22jan77 **0424**
24518 4AAsq w/o 02dec83

Mi-8AMT
153 27AAsq w/o 15oct05 **95976**

This abbreviated serial belongs to one of two aircraft seen in August 1995 at Prague. Other than that, it does not make much sense to us!

Mi-17V-5 / Mi-8MTV-5
58509 nn f/n photo

Mi-17-1V
58601 photo f/n, dam 29aug00 jun10
58611 4AAsq w/o 10jun99
58612 photo f/n jun15
58635 w/o 03jul09
58639 w/o 24oct09
58664 f/n brown/tan c/s photo

The first one was damaged during a hangar collapse. But repaired later.

Mi-172
58652 nn f/n, video aired dec11 video
58653 photo f/n Charsadda jan16

These are part of three delivered in January and June 2008 with construction numbers **586C26** to **586C28**. The third one is likely 58651. Tie-ups are unknown. Obviously these 'salon' versions have square windows, classic clamshell doors and are camouflaged in a brown, green and tan colour scheme.

Mushshak (Saab MFI-17)
76-518 w/o 24may89 **15.027**
(76-)520 w/o 17sep84 **15.029**
(77-)5044 w/o 03oct87 **15.044**
(78-5)064 2AAsq w/o 07sep80 **15.064**
(78-)5067 w/o 02apr87 **15.067**
(79-)5071 w/o 02sep92 **15.071**
(79-)5086 w/o 14sep94 **15.086**
(80-)5094 w/o 07oct82 **15.094**

(80-5)095 w/o 12sep10 **15.095**
(81-)5109 w/o 25aug86 **15.109**
(81-5)111 w/o 17jul90 **15.111**
(83-5)112 w/o 23dec89 **15.112**
84-5124 w/o 10jan88 **15.124**
(86-5)156 w/o 18jan89 **15.156**
(86-5)157 w/o 17jun92 **15.157**
(88-5)161 w/o 09jan92
(88-)5173 4AAsq w/o 07mar89
(88-)5182 w/o 28nov91
(95-5)363 w/o 22dec10
(95-5)368 w/o 01jul99
(95-5)372 w/o 13aug08

Underlined 'Fiscal years' need confirmation.

O-1A
51-5100 w/o 14apr72 **22005**

O-1E
003 (= 57-6003?) w/o 04jan72
004 (= 57-6004?) w/o 11jul80
199 w/o 07mar78
1631 w/o 10dec61
1968 w/o 02dec68
1704 w/o 06dec65
57-5986 w/o 08feb72 **23900**
57-5987 w/o 27mar78 **23901**
57-5988 w/o 30jul79 **23902**
57-5993 w/o 01dec60 **23907**
57-5995 w/o 03jul75 **23909**
57-5997 w/o 28feb63 **23911**
57-6005 w/o 27jun70 **23919**

In Pakistan Army service, these were known as L-19A and L-19E because they were delivered before the US system-change of 1962. Some more crash dates are known for which we do not have serials: w/o 07apr66, w/o 06dec71, w/o 07dec71, w/o 20apr72

SA315B
673 nn w/o 21mar92 **2673**
676 nn w/o 27mar87 **2676**
678 8AAsq w/o 14may93 **2678**
683 nn w/o 1988 **2683**
685 nn w/o 05mar90 **2685**
686 nn known delivery **2686**
690 nn w/o 07aug89 **2690**
691 8AAsq w/o 23sep95 **2691**
692 nn w/o 01aug92 **2692**
693 nn w/o 13mar91 **2693**

Lama '683' was seen as instructional airframe at Qasim in 2002 but was likely painted up to represent this crash victim that was completely destroyed. Flying in the mountains is a dangerous business... We have updated the database to include all 30 original deliveries from France. Aircraft **2686** is an update to that list.

SA316B
5188 nn f/n, w/o 16jun86
5189 f/n, w/o 16apr76
1490 w/o 04mar98 **1490**
1950 2AAsq w/o 23oct74 **1950**
1953 nn w/o 24feb88 **1953**

We have no clue about the identity of the first two, they may be Romanian or local built ones. Another Alouette was wrecked during the rescue operation of 5188, its serial is unknown.

SA330J
1406 25AAsq w/o 31jul88 **1406**
1531 21AAsq w/o 13dec84 **1531**

Schweizer 300C
786-104 AAS f/n video
786-117 AAS f/n video
786-118 AAS f/n photo

U-8F
63-7975 VVIP Fit w/o 04dec83 **LF-74**
Actually it was lost while being underslung by a helicopter



Last month we said goodbye to the Mexican Stearmans, this month another legend sees retirement. The Boeing 727 has been in service with the Mexican Air Force for 36 years.

recovering it. The date above is the day the Queen Air force landed; the recovery obviously took place after that, so the exact write off date is somewhat later...

Ministry of Interior Air Wing (GV)

Bell 412EP
36508 SPD f/n brown c/s mar16

UH-1H-II
11 bn/bn/tan c/s, FastFin **10923** oct16
31 f/n, bn/bn/tan c/s FastFin photo
32 f/n, bn/bn/tan c/s FastFin dec14
33 f/n, bn/bn/tan c/s FastFin may15
39 f/n, bn/bn/tan c/s FastFin may15
40 f/n, bn/bn/tan c/s photo
78 f/n, gy/maroon c/s, FastFin photo

These are Department of State funded. They all wear a Pakistani roundel.

Philippines

Pilipinas Hukbong Himpapawid (AF)

FA-50PH
17-005 7th FG del 22feb17
17-006 7th FG del 22feb17

With six delivered only six more are to be delivered. Both aircraft arrived on 22 February at Clark AFB on delivery.

Sri Lanka

Sri Lanka Air Force (AF)

Mi-17
SMH-585 maybe ex CH585 jan17

Although it seems logical that this used to be the CH585, nothing is certain yet!

Thailand

Royal Thai Army (AR)

H145M
D-HMBB o/o
This is the first of the second set of three H145Ms completing the six ordered helicopters. It was noted at Donauworth on 7feb17.

AW149
49027 o/o ex I-RAIS 49026
The AW149 is the military version of the AW189.

Uzbekistan

Uzbek Air and Air Defence Force (AF)

The Ministry of Defense has put up for sale seven MiG-29, five Su-27, one Su-25 and seventeen Su-17. Redfish Trading Company from the USA is advertising the aircraft.

Latin America

Argentina

Further to our report on the acquisition plans, see Scramble 452 - Page 76, priorities seem to have shifted. The fighter acquisition for the air force has again been postponed, until 2018, while four C295W and the first twelve T-6C for the air force have been given the green light.

Fuerza Aérea Argentina (AF)

The air force will acquire an L-100 equipped with a Modular Airborne Firefighting System (MAFFS), so they got the Ministry of the Environment to pay part of the cost as well, smart move.

Also a new presidential aircraft and replacing the three presidential helicopters has been looked at. One of the first thing president Macri did back in 2015 when he came to office, was to moth ball the air force One. The plan of the previous administration was to use a former Aerolíneas Argentinas B737-500 (T-04) as new T-01. It has been stored and an inspection into its current state has been ordered. Maybe after obtaining new engines and refurbishing the airframe, this will be a cost-effective solution to the presidential transportation needs.

Tecnam P2002JF Sierra

E-553	EAM	f/n, del jan17	jan17
E-554	EAM	f/n, del jan17	jan17
E-555	EAM	f/n, del jan17	jan17

Belize

Belize Defence Force (DF)
KFEXE = Fort Lauderdale Exec (FL)

BN-2A-21

BDF-05 std KFEXE in hangar **277** jun14
This Defender is still damaged following an accident on 3 April 2007.



The final aircraft, serial 3507, is seen here during the retirement ceremony at Santa Lucia on 22 February 2017 together with its successor B737 3527. (Enrique Giese)

Fuerza Aérea Boliviana (AF)

CeU206					
FAB-408	nm	f/n, grey c/s			nov16
TeamTango Foxtrot 2					
FAB-542	GAE21	corr. <u>not</u> w/o			15oct14
TeamTango Foxtrot 4					
FAB-541	GAE21	wh c/s, f/n, w/o			15oct14
Zlin 242L					
FAB-511	ColMilAv	c/n update		0818	nov16

Aviación del Ejército Boliviano (AR)

CeT210L
EB-033 f/n ex "CP-1460" nov16
Late last year, a tender for maintenance of an army Cessna Centurion was started. We were not aware of this aircraft yet. It is an impounded drug runner registered CP-1460, construction number unknown.

Colombia

Fuerza Aérea Colombiana (AF)

The air force has added a new capability: air-to-air refueling of AH-60L Arpia helicopters. Hercules FAC1004 has been seen with AAR-pods recently.

ATR42-600					
FAC1195	HK-5128-X	to OY-YBP		1204	jul16
ERJ170SL					
FAC1181	HK-4529	to N274EC		17000004	mar13

Policía Nacional de Colombia (PO)

Bell 407GX					
PNC-0930		f/n			feb17

Dominican Republic

Ejército de República Dominicana (AR)

Ce205					
ERD-1909	1er ECA	f/n			feb17
OH-58A					
EN-1905	reregistered	as ERD-1905		40683	feb14
ERD-1905	1er ECA	w/o		40683	
OH-58C					
EN-1903	reregistered	as ERD-1903		41524	feb14
ERD-1903	reregistered	as 1903		41524	dec15

1903 1er ECA f/n, ex ERD-1903 **41524** dec15

R44

ERD-1850	1er ECA	f/n, ex EN-1850			feb14
ERD-1850	reregistered	as 1850			feb17
1850	1er ECA	f/n, ex ERD-1850			feb17

Thanks to Ian Carroll for the ERD-prefixes. It seems the prefix has been removed from the helicopters in favour of their new splinter colour schemes lately. More dated pictures are welcome to get the timeline right. We are not sure whether 1905 wore ERD-1905 or just 1905 at the time it was written off.

Mexico

Fuerza Aérea Mexicana (AF)

After participating in the FAM anniversary celebrations at Zapopan (JAL) on 10 February, the very last flight of a FAM Boeing 727 was made before the official retirement took place on 22 February 2017. After 36 years of service, and more than 35,000 flying hours, the 727s were replaced by three B737-800s. At one time, in 1981, no less than seven 727s took place in the annual parade! The type is best known for bringing disaster relief aid to Mexican states and neighbouring countries. Fortunately, serial 3507 will be put to good use, as the aircraft has been donated to the Federal Police, which just donated one of their 727s to the city of San Luis Potosí for display.

Contrary to earlier reports, the F-5s still seem to fly occasionally. A three ship formation was seen on 24 February over Mexico City, to enlighten the National Flag Celebrations.

Two Cessna 501 Citation Eagle IIs (serial 3933 and 3934) have been equipped with new Williams FJ44 engines recently. More interestingly, Bird Aerosystems also equipped both aircraft with ASIO-systems (Airborne Surveillance Intelligence Observation). A large box under the fuselage shows where the ISR-equipment is located.

MMOX = Oaxaca (OAX)
MMSM = Santa Lucia (MEX)

B727-264

3507	std MMSM	ex EA.502		22412	feb17
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The aircraft will be donated to the federal police.

Beech C90A

5201	i/a Tijuana (BCN), ex EA.502			LJ-1166	feb17
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Bell 206B-3

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1613 i/a Tijuana (BCN), ex EA.111 feb17
Two instructional airframes were donated to the Instituto Tecnológico de Tijuana (ITT) on 03 February 2017.

Bell 1212

1481 pres MMOX f/n, ex EA.103 **30727** feb17
This Twin Huey was officially inaugurated as a monument on 14 February 2017.

Ce182S

5434 reregistered as 6334 **182-80611** feb17
5463 reregistered as 6363 feb17
5490 pres MMSM f/n, ex active feb17
6334 Esc Preparatorio, f/n, ex 5434 **182-80611** feb17
6363 Esc Preparatorio, f/n, ex 5463 feb17

Serial 5490 has been preserved by the Museo Militar de Aviacion since late February 2017

F260EU

6122 pres MMSM ex Esc Primario **6918/EM022** feb17
6129 pres MMSM ex Esc Primario **6931/EM029** feb17

Two new inmates for the Museo Militar de Aviacion were welcomed in February 2017.

G450

TP-05 CGTAP f/n, ex TP-06 **4333** feb17
TP-06 reregistered as TP-05 **4333** feb17

Policía Federal (PO)

B727-264

PF-... std MMSM ex 3507 **22412** feb17

The aircraft has been donated by the air force.

North America**Canada**

Royal Canadian Air Force (AF)

Beech B200

C-GDNH to N783AL 31oct16 **BB-1946**
C-GDVF to N782AL 31oct16 **BB-1940**

Based at Trenton (Ont.), both were leased by the RCAF from Aero Support Canada for navigation training.

United States

Joint US Forces (JF)

Early February, Lockheed Martin secured a low-rate initial production contract for ninety Lot 10 F-35s. After president

Donald Trump required a cost-reduction in the program, the F-35 Joint Programme Office managed the contract with a cost saving of some \$728 million. Because of this saving one F-35A (including the F-135 engine) costs now \$94.6 million, the F-35B \$122.8 million and the F-35C \$121.8 million. The \$9.8 billion contract for ninety Lightning IIs includes 55 aircraft for the USAF (44) USMC (9) USN (2) and international partners and foreign military sales customers (35).

United States Air Force (AF)

Large political differences and disagreements between Turkey and the United States made it happen that two USAF HC-130J Combat King II Hercules aircraft had to make a diversion on the 28th of January 2017 to Souda Air Base on the Greek island of Crete. The Turkish government openly criticized the United States for not helping them during the Al Bab offensive against Islamic State. The intended destination for the HC-130Js from the 71st RQS/23rd Wing was Diyarbakir Air Base in Turkey, some hundred kilometers from the border with Syria. After newly entered flight plans and minor delays the aircraft traveled to their final destination Diyarbakir to start their deployment in support of Operation Inherent Resolve (OIR).

One of the last Northrop T-38 Talon aircraft to leave Joint Base San Antonio-Randolph (TX) as a modified T-38C was 66-4320/EN from the 80th Flying Training Wing based at Sheppard AFB (TX). At the end of January 2017 a total of 446 USAF T-38Cs and ten US Navy T-38Cs were modified at the 575th Aircraft Maintenance Squadron at San Antonio-Randolph. The \$50 million worth improved capabilities of the T-38C mod program consist of a Video Data Transfer System (VDTS) and a Speed Break Indicator Switch (SBIS). The VDTS system is important for pilot training as it records flight and cockpit data that will be used to debrief student pilots after T-38 training flights. The SBIS modification added a visual indicator of the speed brake position on the heads-up display that will provide pilots the ability to check the aircraft's speed brake position during flight. Other T-38C modification programs currently underway include the Pacer Classic III program, which replaces fatigued structural components on the T-38 aircraft. The latest modifications will give the USAF the capability boost well into the 2030s when the next-generation T-X jet-trainers will reach full operational capability within



Royal Thai Army H145M 20069 photographed at U-Tapao in January 2017. Colour scheme is not very inspiring and could still be the factory finish.

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Highlight on this Sunday afternoon at Manching was the Israel Air and Space Force KC707 Re'em 272 of 120 Sqn. It made a ninety minutes stop before departing to Frankfurt. (5 February 2017, Dietmar Fenner)

the Training Wings. The T-X news seems to increase at this stage. At the beginning of February 2017 Northrop-Grumman ended its T-X bid with their Model-400. On the 8th of February 2017 Leonardo stated that it was decided to compete for the USAFs \$16 billion T-X trainer despite the withdrawal last month of Raytheon, being Leonardo's US partner and prime contractor. At this moment Leonardo's US-based subsidiary, Leonardo DRS Technologies, will serve as the prime contractor for a bid based on the T-100. The T-100 is a slightly modified variant of the Aermacchi M-346 Master trainer in service with Italy, Singapore, Poland and Israel. Also during February it was announced that Stavatti Aerospace will be entering the Javelin into the USAF T-X competition. The Stavatti Javelin is a new twin-engine, two-seat, high performance military jet trainer. At this moment there are four official contestants for the T-X program; Boeing-Saab, Lockheed-Martin, Leonardo and Stavatti. To be continued.

At the end of January two USAF HC-130N Combat King Hercules aircraft were seen transiting Portugal's Lisbon International Airport to be deployed to their area of operations. Both aircraft, 69-5830 and 69-5833, from the 39th Rescue Squadron, part of the 920th Rescue Wing at Patrick AFB (FL), departed to different destinations. The final destination of HC-130N 69-5830 was to the 449th Air Expeditionary Group, part of Combined Joint Task Force-Horn of Africa at Camp Lemonnier in Djibouti. HC-130N 69-5833 flew to Bagram Air Base in Afghanistan to become part of the 455th Air Expeditionary Wing in support of Operation Freedom's Sentinel (OFS).

The USAF awarded Boeing a \$2.1 billion contract on 30 January 2017 for the third Low Rate Initial Production (LRIP) KC-46A Pegasus tankers. This order brings the total number of KC-46As purchased by the USAF to a total of 34. The first active duty KC-46As are expected to begin arriving at the end of 2017 with the 22ndARW at McConnell AFB (KS).

On the 5th of February 2017 twelve New Jersey Air National Guard AC coded F-16C Fighting Falcon aircraft touched down at the runway of Osan Air Base, Republic of Korea. The F-16s are normally assigned to the 119th Fighter Squadron/ 177th Fighter Wing and based at Atlantic City International Airport (NJ). Filling a Theater Security Package (TSP), at the request of US Pacific Command and Pacific Air Forces, it is believed that the F-16s from the 119thFS will stay at least three months at Osan.

Twelve Lockheed Martin F-22A Raptor aircraft from the 90th Fighter Squadron based at Joint Base Elmendorf-Richardson (AK), had arrived by February the 14th at Royal Australian Air Force Base Tindal. The F-22s are in Australia to carry out bilateral exercises and training missions with the Royal Australian Air Force and to further strengthen the military relationship between the United States and Australia. The F-22s are scheduled to be in Australia through the beginning of March 2017. The Pair-O-Dice named 90th Fighter Squadron, part of the 3rd Wing, is one of the oldest units in the USAF. This year the 90thFS will celebrate their hundred years anniversary.

After a relative short length deployment of slightly more than two months in support of Operation Inherent Resolve (OIR) eleven Vermont Air National Guard F-16C Fighting Falcon aircraft arrived back at Morón Air Base on the 20th of February 2017. The F-16s were seen transiting back to the Continental United States (CONUS). The former 134th Expeditionary Fighter Squadron (EFS) F-16s came from their temporary Air Base Ahmed Al Jaber in Kuwait. The following Vermont ANG F-16Cs were involved: 86-0276, 86-0288, 86-0306, 86-0328, 86-0336 (Special 70 years tail colors), 87-0223, 87-0322, and 87-0326. On loan to the Vermont ANG were 86-0352/AC and two unmarked examples being 87-0343 and 87-0346. Of special note is that F-16C 88-0399/AL, for unknown reasons, probably was unserviceable and left behind in Kuwait. This one, with Alabama ANG markings, was also noted transiting to Kuwait when they arrived at Morón in December 2016. Last year the Vermont ANG had been chosen to be the first Air National Guard unit to be equipped with the Lockheed F-35A Lightning II. Besides the already existing 134th Fighter Squadron, a second squadron, the 315th Fighter Squadron was erected at the beginning of 2016. Both squadrons are now subordinated to the 158th Fighter Wing.

At the end of January 2017 the first Sikorsky HH-60G Pave Hawk Operational Loss Replacement (OLR) helicopter was observed on the tarmac with the resident HH-60Gs at Nellis AFB (NV). The former US Army UH-60L with serial 05-27046 was the first to be introduced with the USAF in June 2016 and is believed to be assigned to the 53rd Test and Evaluation Group at Nellis for operational test and evaluation (OT&E) duties. Eventually, 21 former US Army UH-60Ls will be converted to augment the existing USAF HH-60G fleet. Most of those UH-60Ls are or were stored with the 309th Aerospace

Maintenance And Regeneration Group (AMARG) at Davis-Monthan AFB (AZ). The OLR HH-60Gs are a stopgap measure until the newly designed and built Sikorsky/ Lockheed-Martin HH-60W Combat Rescue Helicopter (CRH) will be introduced. It is foreseen that 112 HH-60Ws will be replacing the HH-60Gs commencing test flights in 2019 and inducting operational helicopters within the USAF in 2021.

More legacy Lockheed C-130H Hercules cargo planes will arrive in the near future at Davis-Monthan AFB (AZ) and will be stored with the 309th Aerospace Maintenance And Regeneration Group (AMARG). The Japan based 36th Airlift Squadron/ 374th Airlift Wing will be the latest, and last active duty USAF unit, to fly the C-130H. The Yokota based 36thAS will lose its fourteen YJ coded C-130H aircraft in favor of fourteen new built C-130J model aircraft. It is expected that the transition to the J-model will be complete during the first quarter of 2017.

MC-12W

08-0293	L-3 Comm		FL-293	oct16
09-0623	185th SOS	OK ANG	FL-623	jul16
09-0628	185th SOS	OK ANG	FL-628	jul16
09-0635	185th SOS	OK ANG	FL-635	jul16
09-0639	185th SOS	OK ANG	FL-639	jul16
09-0647	185th SOS	OK ANG	FL-647	aug16
09-0654	185th SOS	OK ANG	FL-654	oct16
09-0656	185th SOS	OK ANG	FL-656	oct16
09-0661	185th SOS	OK ANG	FL-661	apr16
09-0678	185th SOS	OK ANG	FL-678	jan17
09-0681	185th SOS	OK ANG	FL-681	dec16
09-0685	185th SOS	OK ANG	FL-685	jul16
09-0686	185th SOS	OK ANG	FL-686	sep16

These are the 13 MC-12W that were kept by the USAF. The remainder have probably been transferred to the US Army. Many other MC-12s have been deployed to Afghanistan but their operator is unknown.

F-15SA

12-1041	to RSAF	d/d feb17
12-1043	to RSAF	d/d feb17
12-1045	to RSAF	d/d feb17

A second batch of F-15s were delivered to the Royal Saudi Air Force in Februari. Like the first batch they stayed a couple of days at RAF Lakenheath.

F-16CM-40-CF

88-0460/HL	31st FW	ex HL/421st FS	1C-62	feb17
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88-0462/HL	31st FW	ex HL/421st FS	1C-64	feb17
88-0521/HL	31st FW	ex HL/421st FS	1C-123	feb17

These three arrived on 9 February via Lajes on Aviano, probably a replacement for three F-16DMs that will transfer to an unknown unit in the United States.

F-16DM-42-CF

90-0786/HO	311th FS	ex LF/311th FS	1D-64	jan17
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F-35A-3I

14-5104/HL	LMTAS	for HL/34th FS	AF-105	jan17
15-5119/WA	LMTAS	for WA/16th WPS	AF-110	feb17
15-5120/LF	LMTAS	for LF/63rd FS	AF-111	feb17
15-5121/OT	LMTAS	for OT/31st TES	AF-112	jan17

MQ-9A-1

08-4037/HO	49th Wing	f/n dec16	PB-037	dec16
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United States Army (AR)

Contract W58RGZ12D0089-0315 covers the conversion of three UH-60L helicopters to UH-60V standard. This contract was signed on 30 July 2014 and should be completed by 31 January 2019, against a cost of \$114.9 million. The V-model Blackhawks are basic UH-60L helicopters in which the analog cockpit has been replaced by a so-called glass cockpit. The three prototypes were converted at the Prototype Integration Facility (PIF) at Redstone Arsenal (AL). On 19 January 2017, the first prototype performed its maiden flight and after initial flight trials the helicopter in question is slated to be handed over to the Aviation Flight Test Directorate (AFTD) for further testing. On the pictures released to the press, the registration of the helicopter in question is difficult to read. Possibly 90-26242 is the helicopter involved. Following the initial test period, the US Army plans to upgrade in total 760 UH-60L helicopters to UH-60V standard. Work is slated to commence in 2018.

United States Army Unit News

The first of twenty UH-60M Blackhawks for 1-137th AVN OH ARNG was delivered to AASF Rickenbacker IAP (OH) in February 2017. The helicopters will replace the older UH-60L models currently in use with this unit.

Units

2-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
3-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
1-149th AVN	TX ARNG, AASF Ellington Field, Houston (TX)
1-223rd AVN	Knox AHP, Fort Rucker (AL)
AFTD	Aviation Flight Test Directorate, Redstone AAF, Redstone Arsenal (AL)



Displaying the unit banner, based KC-130J 167924/QB-924 of VMGR-352 'Raiders' is photographed while taxiing in after its display during the Miramar MCAS airshow. (25 September 2016, Ramon Berk)



Obviously in use as a test airframe, F/A-18E 165537/SD-100 of VX-23 was photographed at the static of the Patuxent River airshow. (29 October 2016, Ian French)

ATEC WSMR United States Army Test and Evaluation Command,
 WSMR White Sands Missile Range, McAfee AHP, Holloman AFB (NM)
 Yuma PG AOD Yuma Proving Grounds Aviation Operations Detach-
 ment at Laguna AAF (AZ)

UH-1H

71-20000	to N803UM	ex ATEC WSMR	12824	jan17
73-21802	to N1096C	ex Yuma PG AOD	13490	nov16
74-22357	to N600SD	ex AFTD	13681	nov16
74-22443	to N827ST	ex Yuma PG AOD	13767	feb17
74-22478	to N670SP	ex ATEC WSMR	13802	jan17
74-22512	to N512SA	ex AFTD	13836	jan17

UH-1V

74-22372	to N617WC	ex ATEC WSMR	13490	nov16
74-22482	to N181SD	ex Yuma PG AOD	13806	dec16

CH-47F

08-08056	B/2-4th AVN	ex B/2-227th AVN	M8056	feb17
13-08140	B/3-10th AVN	ex Summit Avn	M8140	feb17
14-08162	B/3-10th AVN	f/n	M8162	feb17
14-08163	B/3-10th AVN	f/n	M8163	feb17
14-08165	B/3-10th AVN	f/n	M8165	feb17
14-08166	B/3-10th AVN	ex nb	M8166	feb17
14-08167	B/3-10th AVN	f/n	M8167	feb17
14-08169	B/3-10th AVN	f/n	M8169	feb17
14-08170	B/3-10th AVN	f/n	M8170	feb17
14-08451	B/3-10th AVN	f/n	M8451	feb17

Together with 14-08161, 14-08164 and 14-08452, the B/3-10th AVN Chinooks mentioned here arrived for their nine month deployment to Europe as sea freight in Bremerhaven (Germany) mid-February 2017.

MH-47G

..-02901 160th SOAR f/n **M2901?** '15
 With thanks to John Clarke another bit of the puzzle on the newly built MH-47Gs is now available. The first of eight newly built helicopters seems to have made its first flight on 1 October 2014 and was delivered to 160th SOAR by '15.

HH-60M

03-26990	C/2-4th AVN	ex C/2-501st AVN	70-2838	jan17
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UH-60L

89-26180	A/3-10th AVN	ex nb	70-1443	feb17
90-26307	A/3-10th AVN	ex nb	70-1552	feb17
93-26494	A/3-10th AVN	ex nb		feb17
93-26495	A/3-10th AVN	ex nb		feb17
93-26513	A/3-10th AVN	ex nb	70-2000	feb17
93-26519	A/3-10th AVN	ex nb		feb17
95-26638	A/3-10th AVN	ex nb	70-2163	feb17

Also command and general support unit A/3-10th AVN

deployed to Europe. Eight UH-60L Blackhawks arrived at Bremerhaven (Germany) mid-February 2017. Nice unit and last noted updates for our database, since most of these were not reported for several years! For more information see the article elsewhere in this edition.

HH-60M

11-20379	C/3-10th AVN	f/n, FY unconfirmed	feb17
11-20403	C/3-10th AVN	ex nb, FY unconfirmed	feb17
11-20408	C/3-10th AVN	ex nb, FY unconfirmed	feb17
12-20498	C/3-10th AVN	see note, FY unconfirmed	feb17
12-20504	C/3-10th AVN	f/n, FY unconfirmed	feb17
13-20600	C/3-10th AVN	f/n, FY unconfirmed	feb17

Twelve medevac HH-60M Blackhawks, assigned to C/3-10th AVN, deployed to Europe mid-February 2017. Next to the first noted helicopters listed here, the following ones which previously were already reported with this unit also deployed: 10-20349, 11-20377, 11-20378, 11-20406, 12-20500 and 12-20501. Note: also the FY-data mentioned here for these helicopters is unconfirmed! Concerning 12-20498, this helicopter was previously reported as UH-60M with 2-25th AVN (nov13). That seems unlikely now it has been confirmed as HH-60M.

UH-60M

07-20043	2-10th AVN	ex 4-101st AVN	feb17
07-20049	2-10th AVN	f/n	feb17
07-20053	2-10th AVN	f/n	feb17
07-20055	2-10th AVN	f/n (Riga)	feb17
07-20060	2-10th AVN	ex 4-101st AVN	feb17
07-20067	2-10th AVN	f/n	feb17
07-20068	2-10th AVN	ex 4-101st AVN	feb17
07-20081	2-10th AVN	ex 4-101st AVN	feb17
09-20208	2-10th AVN	f/n, FY unconfirmed	feb17
12-20542	2-10th AVN	f/n, FY unconfirmed	feb17
14-20647	2-10th AVN	ex 4-3rd AVN, FY unconfirmed	feb17

Also assault battalion 2-10th AVN deployed to Europe. Next to the mentioned helicopters here, also the following helicopters of this unit deployed (all previously already reported with this unit): 07-20042, 07-20045, 07-20047, 07-20054, 07-20064, 07-20065 and 07-20066. In addition to these seventeen, eight more helicopters were shipped to Thessaloniki (Greece) and five to Riga (Latvia). Unfortunately, only one serial for these thirteen additional Blackhawks is known by the time this edition went to press (see above).

AH-64D

02-05289	1-501st AVN	ex nb	PVD289	feb17
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02-05290	1-501st AVN	ex nb	PVD290	feb17
02-05306	1-501st AVN	ex 1-25th AVN	PVD306	feb17
03-05360	1-501st AVN	ex 3-6th CAV	PVD360	feb17
03-05364	1-501st AVN	ex nb	PVD364	feb17
03-05388	1-501st AVN	ex 3-6th CAV	PVD388	feb17
03-05393	1-501st AVN	ex nb	PVD393	feb17
03-05416	1-501st AVN	ex nb	PVD416	feb17
04-05427	1-501st AVN	ex nb	PVD427	feb17
04-05435	4-4th AVN	ex nb	PVD435	feb17
04-05452	1-501st AVN	ex nb	PVD452	feb17
04-05458	1-501st AVN	ex nb	PVD458	feb17
04-05464	1-501st AVN	ex nb	PVD464	feb17
04-05465	1-501st AVN	ex nb	PVD465	feb17
04-05473	1-501st AVN	ex nb	PVD473	feb17
04-05477	1-501st AVN	ex 3-6th CAV	PVD477	feb17
07-05508	1-501st AVN	ex nb	PVD508	feb17
09-07062	1-501st AVN	ex nb	DUS062	feb17
09-07066	1-501st AVN	ex nb	DUS066	feb17

Most of the helicopters listed here with "nb" as last known unit were not reported since at least 2012. We decided not to list the units to which they were allocated that long ago since most likely they have been passed on to other units several times since. Two other Apaches identified upon arrival in Bremerhaven (Germany) with 1-501st AVN were 04-05459 and 09-07063. Both are known 1-501st AVN mounts. In addition to these twenty Apaches, four more arrived as air freight at Ramstein AB (Germany) on 22 February 2017:

02-05300	1-501st AVN	ex nb	PVD300	feb17
02-05329	1-501st AVN	ex nb	PVD329	feb17
03-05369	1-501st AVN	ex nb	PVD369	feb17
08-05546	1-501st AVN	ex nb	PVD546	feb17

AH-64E				
16-03081	AFTD	f/n	NM081	feb17

UH-72A				
11-72221/21J	1-223rd AVN	ex AFTD		feb17

United States Navy (NY)

Boeing received a US\$678.7 million contract from the Naval Air Systems Command for seven EA-18G and five F/A-18E aircraft. Within the agreement, the company will also obtain airborne electronic attack kits associated with the EA-18G. Boeing will utilize fiscal 2016 aircraft procurement funds to accomplish this contract. The expected completion date for this deal is February 2019.

On 15 February 2017, the US Navy announced that they selected NS Mayport (FL) as the East Coast Forward Operating Base (FOB) for the MQ-4C Triton Unmanned Aircraft System (UAS). Mayport will house four operational MQ-4Cs (and four additional aircraft under maintenance) and about 400 personnel and will support rotational deployments outside continental United States (conus). Facility construction will begin this year with the first Triton UAS scheduled to arrive in 2020. The FOB will be placed under command of the US Navy's Maritime Patrol and Reconnaissance Force, headquartered at NAS Jacksonville (FL). Triton uses a "remote split" operational concept. The mission crews are located at a Main Operating Base (MOB), while the aircraft and personnel are located at a FOB. The MOB for the East Coast Triton UAS squadron, VUP-19 *Big Red* ('PE'), is NAS Jacksonville.

United States Navy unit news

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

Patrol Squadron (VP) 47 *Golden Swordsmen* ('RD-xxx') will be relocated from MCB Hawaii (HI) near NAS Whidbey Island (WA) on 1 April 2017. VP-47 is flying the P-3C and will make the transition the P-8A soon after its move.

Carrier News

The US Navy awarded Newport News Shipbuilding (NSS) a \$152-million contract in May 2016 to begin advance planning activities. Early February 2017 a US\$25.5 million contract modification was awarded to NSS to begin advance fabrica-

tion of aircraft the Ford-class carrier USS *Enterprise* (CVN-80). Actual construction of the new Big-E is planned to start by March 2018, and the ship is expected to be delivered in 2027. The CVN-80 will replace the USS *Dwight D. Eisenhower* (CVN-69). The advance fabrication phase means that NSS begins fabrication of structural components, sub-components, sub-units and pre-assemblies in the manufacturing shops. NSS is already busy with building the second Ford-class, the USS *John F. Kennedy* (CVN-79). This carrier is already 25% completed and it is expected that the new JFK will be delivered in 2022.

United States Navy (NY)

TC-12B

161195/G-331	309th AMARG	ex G-331/VT-35	BJ-11	jan17
161315/G-310	309th AMARG	ex G-310/VT-35	BJ-32	jan17

F/A-18E

168879/NA-302	VFA-113	ex NJ-257/VFA-122	E256	feb17
168880/NA-303	VFA-113	ex NJ-265/VFA-122	E257	feb17
168886/NA-311	VFA-113	ex NJ-247/VFA-122	E263	feb17

F/A-18F

168490/AG-202	VFA-103	ex AD-265/VFA-106	F264	mar17
168493/AG-200	VFA-103	ex AD-264/VFA-106	F267	mar17
168888/AG-205	VFA-103	ex AD-266/VFA-106	F269	mar17
168891/AG-206	VFA-103	ex NJ-153/VFA-122	F272	mar17
168892/AG-211	VFA-103	ex NJ-163/VFA-122	F273	mar17

F-35C

169424/NJ-131	LMTAS	f/n	CF-32	feb17
169425	LMTAS	LRIP 9	CF-33	

MH-60R

168143	nmks	del	70-4...	feb17
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MH-60S

168536/NH	HSC-8	ex NA-614/HSC-15	70-3908	mar17
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P-8A

168430/LK-430	VP-26	ex LF-430/VP-16	40810/3879	feb17
168853/LF-853	VP-16	ex 853/VP-30	44145/5338	feb17
169009/009	VP-30	del 02feb17	44951/5963	feb17
169327/327	Boeing	f/f 02feb17	62299/6189	feb17

T-6B

166243/E-243	TAW-5	f/n	PN-234	nov16
166252/E-252	TAW-5	f/n	PN-243	nov16
166255/E-255	TAW-5	f/n	PN-246	jan17
166257/E-257	TAW-5	f/n	PN-248	nov16

United States Marine Corps (NY)

Early February 2017, the USMC announced that they still face big troubles with their operational fleet. Although they are doing better and better each month, it is expected that by 2019 the readiness of aviation forces should be restored. The USMC presented some numbers that showed an improvement of readiness. The USMC has approximately 1,065 aircraft. In December 2014 only 378 were ready base aircraft (RBA), in USMC terminology, meaning ready to fly that day. In December 2016, the RBA was up to 439 aircraft. The target RBA is 589 for 2017. An insight was given about the Hornet fleet: the USMC has 171 F/A-18s in a reporting status but only 72 are RBA, below the service's goal by about 20 aircraft. These 171 aircraft include the ones assigned to the fleet replacement training squadrons and reserve squadrons. The maintenance facilities brought 43 F/A-18s back into reporting status for the Corps, only one short of the goal for 2016.

United States Marine Corps unit news

The USMC has some fifty F-35Bs with three squadrons; Marine Fighter Attack Squadron (VMFA) 121 *Green Knights* ('VK-xx') at MCAS Iwakuni (Japan), VMFA-211 *Avengers* ('CF-xx') at MCAS Yuma (AZ) have both achieved initial operating capability. VMFAT-501 *Warlords* ('VM-xx') is the fleet replacement squadron for the Lightning at MCAS Beaufort (SC). The next three squadrons to move to the F-35 will be VMFA-122 *Crusaders* ('DC-xx') at Beaufort, VMFA-314 *Black Knights* ('VW-xx') at MCAS Miramar (CA) and VMFA-225 *Vikings* ('CE-xx')

also based at Miramar. VMFA-122 and VMFA-225 will receive the F-35B, while VMFA-314 will be the first USMC-squadron equipped with the F-35C. The *Black Knights* will be the first USMC squadron operating with their new bird while integrated into an US Navy Carrier Air Wing flying from a carriers. VMFA-121 will deploy a detachment on board the USS *Wasp* (LHD-1) beginning in 2018, the same year that VMFA-211 will deploy a detachment on board the USS *America* (LHA-6).

The USMC changed their plans with the transition of an AV-8B Harrier II Marine Attack Squadron (VMA) to F-35B. The transition for VMA-311 Tomcats ('WL-xx') at MCAS Yuma (AZ) from Harrier II to Lightning II is delayed because the Harrier fleet of the USMC is in much better shape than the Hornet fleet. VMA-311 was scheduled for transition in 2018 and was the next in line after the aforementioned VMFA-121 and VMFA-211. Because of that, VMFA-122 is now the next in line for F-35B-transition. The Crusaders will change home-base too, from Beaufort to Yuma. The Independent Readiness Review (the USMC's metric for aircraft ready to fly) of the Harrier fleet showed a more robust posture than anticipated. The Harrier force has seen a 23 percent increase in ready base aircraft. The Harrier force is scheduled to serve until 2026. The USMC is now planning an F-35B procurement rate of 37 aircraft per year, compared with the approximately 20 per year scheduled for fiscal 2018 through 2021. This would enable the Corps to accelerate squadron transitions and retire both its F/A-18 Hornet and AV-8B fleets by 2026.

United States Marine Corps (NY)

UH-1Y				
169240	HMLA-...	del	55230	nov16
AH-1Z				
168966	HMLA-...	del	59223	nov16
168970	Bell Amarillo	f/f 10feb17	59227	feb17
AV-8B				
163879/WL-25	VMA-311	ex WP-20/VMA-223	187	feb17

CH-53E				
161385/CJ-06	HMH-461	ex CJ-03/HMH-461	65-442	feb17
F/A-18C				
163490	VMFA-...	ex 309th AMARG	725/C047	jan17
163769	VMFA-...	ex 309th AMARG	849/C126	jan17
163782/SH-232	VMFA-...	ex 309th AMARG	866/C137	jan17
164969/NA-...	VMFA-312	ex AC-207	1269/C384	feb17
F-35B				
169411	LMTAS	needs confirmation	BF-56	
169412	LMTAS	needs confirmation	BF-57	
169413	LMTAS	needs confirmation	BF-58	
169414	LMTAS	needs confirmation	BF-59	
169415	LMTAS	needs confirmation	BF-60	
169416	LMTAS	needs confirmation	BF-61	
169417	to UK	needs confirmation	BK-09	
169418	to UK	needs confirmation	BK-10	
169419	to UK	needs confirmation	BK-11	
169420	to UK	needs confirmation	BK-12	
169421	to UK	needs confirmation	BK-13	
169422	to UK	needs confirmation	BK-14	
These are all LRIP 9 F-35Bs that need confirmation on their buno..				
MV-22B				
166386/GX-01	VMMT-204	ex GX-14	D0053	feb17
166481/YX-08	VMM-166	ex GX-16/VMMT-204	D0060	feb17
168293/ML-04	VMM-764	ex EG-04/VMM-263	D0210	feb17
168307/YQ-02	VMM-268	ex YZ-12/VMM-America	D0224	feb17
168639/YR-03	VMM-161	f/n	D0294?	feb17
168642/YZ-13	VMM-363	f/n	D0297?	feb17
168643	VMMT-204	del 01feb17	D0298?	feb17
168644	Bell-Boeing	f/n	D0299?	feb17
168645	Bell-Boeing	f/n	D0300?	feb17

Credits

Ian Carroll, Paul Carter, ELAS, Martin Greenman, Edwin de Greeuw, Joris Heeren, Daniele Mattiuzzo, Peter Weinert, Peter Wilmink



On 10 February 2017, the first two Pilatus PC-21 for Australia departed from Stans on their ferry flight to Australia, serial and roundel taped over, pictured is HB-HWA, to become A54-001. They arrived on 18 February at RAAF base Darwin. (Stephan Widmer)

Aviation Group Twenthe Slide Convention

On Saturday 25th March 2017 the Aviation Group Twenthe (Luchtvaart Vereniging Twenthe) will organize her annual Slide Convention for the 28th time.

On this day many aviation enthusiasts from all over Europe try to exchange / sell aviation related material. See website: <http://www.lvtwenthe.nl>

For info or table rent: phone +31 53 4763332 or by e-mail: info@lvtwenthe.nl

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Triptease



Line number 87-02 was delivered 1993 to Aeroflot as RA-76420. The Ilyushin Il-76 was added to the Alrosa fleet in 2000 still with the same registration. (Mirny Airport, 31 October 2016, André Alders)

Civil trips

Russia

After a very nice summer trip to Russia I decided to organize myself another one before the real Russian winter arrived in November. Main priorities were flying an Alrosa An-24, Severstal Yak-40 and the immaculate Alrosa Tu-154M RA-85684 I also tried my luck again to catch the unreliable Turuhan Tu-134A-3 scheduled flight between Krasnoyarsk and Tomsk (every two weeks). Although I had a very short time frame I tried to do as much as possible within a week including photography, spotting and some sightseeing.

Minsk-2 Airport 24 October 2016

021	C295M	8.BLTr (13.el)
B-6076	A330-243	Air China
EW-251PA	B737-5Q8	Belavia
EW-254PA, EW-336PA	B737-3Q8	Belavia
EW-456PA	B737-8ZM	Belavia
EW-465TQ	B747-329SF	Trans Avia Export
EW-85741	Tu-154M	Belavia
RA-89061, RA-89062	RRJ-95B	Aeroflot
TC-JSD	A321-231	Turkish Airlines
UR-GAS	B737-528	Ukraine Int'l Airlines

Boeing 737 EW-254PA has the World of tanks c/s applied.

Moscow-Domodedovo 24 October 2016

EW-336PA	B737-3Q8	Belavia
RA-42455	Yak-42D	Izhavia
RA-65700	Tu-134B-3	Sirius Aero
RA-76951	Il-90VD	Volga-Dnepr Airlines
RA-85757	Tu-154M	Alrosa
RA-89001	RRJ-95B	IrAero
VP-BQI	B737-5Y0	Nordavia
VP-BVS	B737-524	VIM Airlines
VQ-BUP	B767-33AER	Azur Air

Monday morning started with another Belavia surprise. On my last trip to Russia I flew an unexpected Tu-154M from Minsk-2 to Domodedovo. Today they sent their B737 (EW-254PA) in the World of tanks livery to Amsterdam. The evening flight to Domodedovo was a common B737-3Q8, however not yet in their revised livery which was seen on a new B737-8ZM. This aircraft was parked next beside a Belavia Tu-154, which is still operational on charter flights, probably until the end of the year. I arrived in the dark at Domodedovo for another flight to Polyarnye with Alrosa, again with Tu-154 RA-85757. Since 5 October RA-85684 was in maintenance at Mirny airport, so again no luck to fly the other Tu-154.

Polyarnye Airport 25 October 2016

RA-02522	An-2TP	Alrosa
RA-22902, RA-25376	Mi-8T	Alrosa

RA-46621	An-24RV	Alrosa
RA-85757	Tu-154M	Alrosa

As expected a lot of Alrosa hospitality during the flight including a one hour visit to the flightdeck and landing at Polyarny airport. This was fantastic because we had an amazing view on the runway completely surrounded by a snow-covered landscape. The next flight departed five hours later to Irkutsk with an Alrosa An-24, built in 1973. Again a fantastic view from the airplane including the 600 meter deep diamond mine I visited in June.

Irkutsk International Airport 26 October 2016

RA-24131	Mi-8T	AeroBratsk
RA-24715	Mi-8T	Polyarnyye Avial.
RA-25190	Mi-8T	Angara
RA-25209	Mi-8T	UTair
RA-25830	Mi-8MTV-1	Tulpar
RA-25962	Mi-8P	Angara
RA-26655	An-26-100	Angara 403 Airlines
RA-46625	An-24RV	Angara 403 Airlines
RA-46659	An-24RV	IrAero
RA-46662	An-24RV	Alrosa
RA-46697, RA-46712	An-24RV	Angara 403 Airlines
RA-47362	An-24RV	Pskov-Avia
RA-47366, RA-47818	An-24RV	Angara 403 Airlines
RA-47848	An-24B	Angara 403 Airlines
RA-61710, RA-61711	An-148-100	Angara Airlines
RA-61713, RA-61714	An-148-100	Angara Airlines
RA-67037	L-410-UVP-E20	Aeroservis
RA-89010	RRJ95B	IrAero
RF-31133	Mi-8MTV-1	MChS Rossii
VP-BCG	B737-8LJ	Aeroflot
VQ-BMK	CRJ200ER	IrAero
VQ-BPL, VQ-BPN	A320-214	S7 Airlines
1x	An-26	IrAero

Stored

CCCP-86889	Il-76PP	Aeroflot c/s
RA-26011	An-26B	IrAero
RA-85145	Tu-154B-1	Baikal Airlines
RA-85627	Tu-154M	Continent

Moscow-Sheremetyevo 26 October 2016

7T-VJT	B737-6D6	Air Algerie
CN-RGF	B737-86N	Royal Air Maroc
G-CLAA	B747-446F	Cargologicair
G-CLAB	B747-83QF	Cargologicair
HL7449	B747-4B5F	Korean Air Cargo
OM-BYO	Tu-154M	Slovak Government
TF-AMP	B747-481F	AirBridgeCargo
RA-64024	Tu-204-100C	DHL/Aviastar-TU Cargo
RF-72015	An-72	FSB
RF-76325	Il-76TD	FSB
RF-76327	Il-76MD	FSB

VP-BDK	A320-214	Aeroflot	SkyTeam c/s
VP-BMC	B767-3Q8ER	Pegas Fly	
VP-BOY	B767-3G5ER	Ikar Airlines	
VQ-BCQ	A330-343	Aeroflot	SkyTeam c/s
VQ-BFU	B747-83QF	AirBridgeCargo	
VQ-BGZ	B747-8HVF	AirBridgeCargo	
VQ-BRF	B737-808	Royal Flight	
VQ-BTM	B757-256	Royal Flight	
VQ-BUU	B747-4EVERF	AirBridgeCargo	
VQ-BVF	B737-46QF	AirBridgeCargo	
VQ-BWW	B747-406ERF	AirBridgeCargo	

Hub traffic

Aeroflot A320, A321, A330, B737, B777, RRJ-95

Preserved

RA-86492 II-62M ex Aeroflot

Stored

RA-89004, RA-89007 RRJ-95B Centre-Yug
 RA-96005 II-96-300 Aeroflot
 UR-DNK ERJ145EU Dniproavia
 VP-BTA B737-2C9 Transaero

Technical University of Civil Aviation

CCCP-86003 II-86 i/a, ex Aeroflot
 RA-76460 II-76T i/a, ex Aeroflot
 RA-85663 Tu-154M i/a, ex Aeroflot

St. Petersburg-Pulkovo 26 October 2016

A6-END	B777-31HER	Emirates	
EI-EZC	A319-112	Rossiya Airlines	
G-EUUO	A320-232	British Airways	
HB-IJO	A320-214	Swiss	Star Alliance c/s
OK-MEL	A319-112	Czech Airlines	
P4-KBG	A320-232	Air Astana	
RA-22305	Mi-8MTV-1	Rossiya	
RA-22325	Mi-8MTV-1S	MChS Rossii	
RA-22422	Mi-8AMT	Gazprom	
RA-24449	Mi-8T	KomiAvia Trans	
RA-26521	An-26ASLK	Lytotnye Tehnologii	
RA-26086	An-26B	Pskovavia	
RA-47697	An-24RV	Pskovavia	
RA-64020	Tu-204-100	Red Wings	
RA-67229	CRJ200LR	Severstal Airlines	
RA-74015	An-74	VSV	
RA-88236	Yak-40	Belogorye	
RF-32785	Mi-8MTV-1	MChS Rossii	
RF-32803	KA-32A11BC	MChS Rossii	
RF-28978	Mi-8T	Rostov Police	
SP-LIC	ERJ175STD	LOT Polish Airlines	
TC-JPR	A320-232	THY Turkish Airlines	
VP-BNH	CRJ100ER	Rusline	
VP-BNN	A319-111	Donavia Airlines	
VP-BQF	B737-83N	S7 Airlines	
VP-BWH	A320-214	Rossiya Airlines	
VP-BWG	A319-111	Donavia Airlines	
VP-BWI	A320-214	Rossiya Airlines	
VP-BYL	B737-524	UTair	
VP-BZO	A320-214	Aeroflot	
VQ-BAQ, VQ-BAR	A319-111	Rossiya Airlines	
VQ-BAS, VQ-BAU	A319-111	Rossiya Airlines	
VQ-BBA	A319-112	Rossiya Airlines	
VQ-BDN	B737-8K5	NordStar Airlines	
VQ-BDQ	A320-214	Rossiya Airlines	
VQ-BEE	A321-211	Aeroflot	
VQ-BFB	CRJ200ER	Rusline	
VQ-BND, VQ-BNE	CRJ100ER	Rusline	
VQ-BTD	B737-8MA	Pobeda	
VQ-BTU	A319-112	Ural Airlines	
VQ-BWJ	B737-8LJ	Orenair	
VQ-BWP	ERJ145LI	Komiaviatrans	

Stored

EI-ETL A321-231 Metrojet
 RA-61701, RA-61702 An-148-100 Rossiya
 RA-61704, RA-61706 An-148-100 Rossiya
 RA-85343 Tu-154B-2

Wednesday morning started with some spotting from the terminal at Irkutsk airport. Unfortunately I did not have more

time to spend around the airport for photography and spotting (storage area and technical school). Although I had some delay with the departure, I arrived on time at Sheremetyevo airport for the next flight to St. Petersburg. Since my last visit to Pulkovo airport, which was already back in 2012, things have changed at this airport. The old Pulkovo-1 terminal is now part of a new terminal called Terminal-1 and opened in december 2013. This new terminal is huge and the interior of the new airport was designed in the style of St. Peterburg city. The former and older Pulkovo-2 terminal used to serve as the international departures and arrivals zone. Nowadays this terminal is in use as a terminal for government officials and VIP persons. The afternoon was spent in my room at the Radisson hotel - Pulkovo airport. From this room I had a fantastic view on the ramp with An-24/26s and CRJ type of aircraft. It is also very good for photography of RWY 10L-28R. During the stay most departures were from 28R. In addition, you have the advantage to open the window but during my visit the weather was bad so photography was difficult. Behind RWY 10L-28R you can see lots of helicopters, usually Mi-8s. It was impossible to read all helicopters. Also most of them were wfu or in derelict condition.

27 October 2016

EI-EZD	A319-112	Rossiya	
RA-67240	CRJ200LR	Severstal	
TS-INR	A320-214	Nouvelair Tunisie	
UK67004	B767-33PER	Uzbekistan Airways	
VP-BBU, VP-BIT	A319-112	Rossiya	
VP-BHJ	A319-114	S7 Airlines	
VP-BKW	B737-4MO	Yamal Airlines	
VP-BRK	B737-5YO	Nordavia	
VQ-BAT, VQ-BAV, VQ-BCP	A319-111	Rossiya	
VQ-BCG	A320-214	Rossiya	
VQ-BDO	B737-8K5	NordStar Airlines	
VQ-BDR, VQ-BFM	A320-214	Rossiya	
VQ-BKS	A320-214	Aeroflot	
VQ-BNI	A320-214	Ural Airlines	
VQ-BOB	A321-211	Ural Airlines	
VQ-BOI	A321-211	Aeroflot	
VQ-BQL	B737-5YO	Nordavia	
YL-BAE	DHC-8-402	Air Baltic	

Cherepovets Airport 27 October 2016

RA-67230, RA-67239, RA-67240	CRJ200ER	Severstal	
RA-87224, RA-87954	Yak-40K	Severstal	std
RA-88180	Yak-40	Severstal	pres
RA-88188	Yak-40	Severstal	

Veliky-Ustyug Airport 27 October 2016

RA-22641	Mi-8T	Vologda Aviation Ent.	
RA-24152	Mi-8T	Gazpromavia	
RA-88188	Yak-40	Severstal	

The main reason to visit Pulkovo airport was a day trip to Veliky-Ustyug via Cherepovets with Severstal. Twice a week their single operational Yak-40 is scheduled between these cities. The flights between Pulkovo and Cherepovets are only operated with their CRJ200s, this type is not allowed at Veliky-Ustyug.

They are not very keen with photography at Cherepovets, I only made a photo of the preserved Yak-40 in front of the terminal. Within two hours the de-iced and forty year old Yak-40 departed to Veliky Ustyug.

After arrival the crew allowed me to take pictures in the cockpit and apologized for the difficulties at CEE airport. Eventually I took some nice pictures on the ramp of VUS airport including some sunshine.

The city of Veliky-Ustyug is just two km away from the airport and I can recommend to pay a visit. Tourism is an important branch of economy in this city with lots of monasteries and other architectural monuments near the confluence of the Yug and the Sukhona river. Veliky Ustyug is also marketed as the residence of Ded Moroz ("Grandfather Frost"), the

Russian cousin of Santa Claus.

Late in the afternoon I flew in the opposite direction back to Sint-Petersburg, with the same aircraft I arrived at both airports.

St. Petersburg-Pulkovo 28 October 2016

ER-AXL	A319-112	Air Moldova
EW-252PA	B737-524	Belavia
RA-13344	An-24RV	Pskovavia
RA-42368	Yak-42D	Izhavia
RA-88251	Yak-42D	Air Vologda
RA-89001	RRJ-95B	IrAero
VP-BIQ	A319-111	Rossiya Airlines
VP-BQI	B737-5YO	Nordavia
VP-BQK	A319-111	Donavia Airlines
VP-BRI	B757-5YO	Nordavia
VP-BUH	B757-231	Uzbekistan Airways
VQ-BCJ	B737-8AS	Orenair
VQ-BCZ	A320-214	Ural Airlines
VQ-BDW	B737-8K5	NordStar
VQ-BNA	CRJ100ER	Rusline
VQ-BRY	ERJ195AR	Saravia
VQ-BWO	ERJ145LI	Komiaviatrans

Vologda Airport 28 October 2016

RA-25227, RA-25588	Mi-8T	Vologda Avn Ent
RA-28900, RA-28903	An-28	Region Avia
RA-68153, RA-71162	An-2R	Srednevolzhskaya AK
RA-88231	Yak-40	Vologda Air
RA-88251	Yak-40K	Vologda Air

Srednevolzhskaya AK = Srednevolzhskaya Aero Klub

Stored

CCCP-75518	Il-18V	Aeroflot
RA-87284, RA-87669	Yak-40	Vologda Air
RA-87334	Yak-40D	Bylina
RA-87380	Yak-40	Jet Express
RA-87400	Yak-40	Volga-Dnepr c/s
RA-87905	Yak-40K	Vologda Air
RA-88308	Yak-40	Bylina a/w
RF-01198, RF-01199	An-28	Murmansk Avia

Moscow-Vnukovo 28 October 2016

EI-FSP	A330-322	I-Fly a/w
EI-UNN, EI-UNP	B777-312	Rossiya
EI-UNU	B777-212ER	Rossiya
EI-XLH, EI-XLM	B747-446	Rossiya
RA-88251	Yak-40K	Vologda Air
RA-89050	RRJ-95B	Gazpromavia
RA-96104	Il-96-400T	SLO
VP-BAG	B767-224ER	UTair
VP-BLA	B777-2Q8ER	Orenair
VQ-BNU	B777-2LR	Orenair
VQ-BWH	B737-8LJ	Pobeda

Hub traffic

UTair ATR72, B737

Stored

EI-CXR	B737-329	Transaero Airlines
EI-CZK	B737-4YO	Transaero Airlines
RA-85709	Tu-154M	Atlant Soyuz
VP-BYJ	B737-524	Transaero Airlines

On 28 October I flew from Pulkovo via Vologda to Vnukovo airport with a Vologda Air Yak-40. Although I flew this one already this year, it was again a nice experience. At Vologda airport no real surprises, however I noticed two rare An-2s and a barely visible derelict red/blue Mi-2. I arrived late in the evening at Vnukovo airport where I boarded UTair Boeing 737 with destination Krasnoyarsk.

Krasnoyarsk-Yemelyanovo 28 October 2016

D-ALCK	MD-11F	Lufthansa Cargo
EI-EZD	A319-112	Rossiya
RA-26121	An-26B-100	KrasAvia
RA-26620	An-26-100	KrasAvia
RA-42353, RA-42406, RA-42414	Yak-42D	KrasAvia
RA-46466	An-24RV	KrasAvia
RA-49278	An-24RV	Turuhan
VP-BAY	A321-211	Aeroflot
VP-BCN	A320-232	Yamal Airlines
VQ-BDP	B737-8Q8	NordStar Airlines
VQ-BKQ, VQ-BPE	ATR42-500	NordStar Airlines
VQ-BQS	B737-8GU	UTair
VQ-BTZ	A319-112	Ural Airlines

Tomsk-Bogashevo 28 October 2016

RA-49278	An-24RV	Turuhan
VQ-BKQ	ATR42-500	NordStar Airlines

Because Krasnoyarsk airport is far away from the city and the airport hotel was fully booked I rented a cheap apartment in a nearby village. I took some rest in the morning and early in the afternoon I went to the airport for the Turuhan flight from Krasnoyarsk to Tomsk, last summer the Turuhan Tu-134 was replaced by an An-24/26. I was hoping that it would not happen again, but unfortunately I had to board a vintage 1974 An-24 (but thankfully a new one for me). I arrived late in the afternoon at Tomsk, where I took a taxi to a hotel in the city centre of Tomsk.

29 October 2016

RA-46497, RA-49278	An-24RV	Turuhan
RA-67017	L-410UVP-E20	KrasAvia

Stored

CCCP-85685	Tu-154M	Aeroflot c/s
RA-26039, RA-26209	An-24RV	Tomsk Avia
RA-26688	An-26-100	Tomsk Avia
RA-46627, RA-46679	An-24RV	Tomsk Avia



Vologda Air carries out scheduled and charter passenger and emergency services, aerial thermal imaging and photography, search-and-rescue and aerial patrol flights. Yak-40 RA-87669 was originally delivered to the Polish Air Force in 1980. The aircraft was added to the Vologda fleet in 2004 but put in storage since October 2009. (Vologda Airport, 28 October 2016, André Alders)

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RA-47254	An-24RV	Tomsk Avia
RA-47321	An-24RV	Khabarovsk Avia
RA-67312	L-410UVP-E20	Tomsk Avia
RA-88298	Yak-40	Vost. Neft. Kompania
Krasnoyarsk-Yemelyanovo 30 October 2016		
D-ALCN	MD-11F	Lufthansa Cargo
RA26662	An-26-100	Turuhan
RA-46497	An-24RV	Turuhan

Early in the morning I did some sightseeing in the city centre of Tomsk. This city is located near the Tom River and one of the oldest towns in Siberia. A walk through the city centre will not take more than several hours to see virtually everything. Everywhere are many traditional Russian wooden houses and other architecture, sadly going unrenovated. Early in the afternoon I flew back to Krasnoyarsk and this time with another Turuhan An-24 built in 1974.

31 October 2016

RA-42401	Yak-42D	Turuhan
RA-61713	An-148-100	Angara Airlines
RA-65083	Tu-134A-3	Turuhan
RA-65693	Tu-134B-3	Alrosa
VP-BVP	A321-211	Ural Airlines
VQ-BDN	B737-8K5	NordStar Airlines
VQ-BEH	A320-214	Aeroflot
VQ-BQT	B737-8AS	NordStar Airlines
VQ-BRK	B737-8LP	S7 Airlines
VQ-BVM	B737-8GJ	S7 Airlines
VQ-BVP	B737-8LJ	Aeroflot

Stored

CCCP-20995	Mi-2	Aeroflot
CCCP-24472	Mi-8T	Aeroflot
CCCP-26554	An-26	Aeroflot
CCCP-70365	An-2P	Yeniseiski Merid.
RA-65560	Tu-134A-3	Turuhan
RA-65605	Tu-134A	Sibaviatrans
RA-65997	Tu-134A-3	Katekavia
RA-67148	L-410UVP	Yeniseiski Merid.
RA-86165	Tu-154B-1	KrasAir
RA-86453	Il-62M	KrasAir
RA-86549	Il-62M	KrasAir
RA-87386	Yak-40	Aeroflot c/s
RA-87450	Yak-40	KrasAir

Mirny Airport

65721	Tu-134A-3M	SibNIA	31 October 2016
RA-06081	Mi-26T	Alrosa	
RA-26668	An-26-100	Alrosa	
RA-41904	An-38-100	Alrosa	
RA-47694	An-24RV	Alrosa	
RA-61713	An-148-100	Angara Airlines	
RA-65693	Tu-134B-3	Alrosa	
RA-76420	Il-76TD	Alrosa	
RA-85684	Tu-154M	Alrosa	
VP-BOS	DHC-8-402Q	Yakutia Airlines	
VQ-BPY	B757-236F	Yakutia Airlines	

Stored

RA-65146	Tu-134B-3	Alrosa
RA-76357, RA-76373	Il-76TD	Alrosa
RA-85654, RA-85675	Tu-154M	Alrosa
RA-85728, RA-85782	Tu-154M	Alrosa

Active/inactive (alongside the runway)

RA-06031	Mi-26T	UTair	
RA-06027	Mi-26T	Alrosa	std
RA-06036	Mi-26T	Alrosa	
RA-07234	AS350B3		
RA-22394	Mi-8T	Alrosa	derelict
RA-22458	Mi-171C	Alrosa	std
RA-22570	Mi-8T	Alrosa	std
RA-22571	Mi-8T	Alrosa	derelict
RA-22718	Mi-8T	AeroBratsk	
RA-22731	Mi-8T	Alrosa	
RA-22879	Mi-8T	Alrosa	std
RA-24186	Mi-8T	UTair	
RA-24256, RA-24692	Mi-8T	Alrosa	std

RA-25133	Mi-8MTV-1	Nizhne-Lenskoye	
RA-25228	Mi-8T	Alrosa	std
RA-25606	Mi-8T	Alrosa	
RA-26607, RA-26552, RA-26628	An-26	Alrosa	std
RA-40320	An-2R	Alrosa	
RA-46352, RA-47272	An-24B	Alrosa	std
RA-54908, RA-54909	An-2R	Alrosa	
RA-65715	Tu-134B-3	Alrosa	std
RA-84736	An-2R	Alrosa	

On Monday morning I flew with Angara An-148 (RA-61713) to Mirny which is located in Yakutia Siberia and also known as the diamond capital of Russia. The city of Mirny, located in one of Russia's coldest and most remote regions exists for one reason only, diamonds. Indeed, the place owns its very name to the giant pit on the periphery of the town: the Mir ("Peace") diamond mine, located on one of the world's richest diamond deposits. The airport of Mirny is situated almost near the mine and is also the home base of Mirny Alrosa Air Enterprise and its fleet. Thanks to the help of a local spotter almost everything could be read on the ramp including photography near the stored Alrosa jet fleet. The airport terminal and surrounding area is also worth a visit. Late in the afternoon their sole Tu-134 was the airplane back to Krasnoyarsk. Including another Tu-134 enthusiast I met after check-in we were invited in the cockpit during the flight. As I already experienced before, Alrosa is the most relaxed airline I have ever flown in Russia. Shortly after arrival at Krasnoyarsk, the next airplane with destination Domodedovo arrived on the ramp.

Moscow-Domodedovo

Moscow-Domodedovo			1 November 2016
A6-AEF	A321-231	Etihad Airways	
ER-AXV	A320-211	Air Moldova	
EW-308PA	B737-3K2	Belavia	
EZ-AOO5	B737-82K	Turkmenistan Airways	
HB-IJO	A320-214	Swiss Star Alliance c/s	
P4-SOM	B737-93Y	Somon Air	
RA-64017, RA-64046	Tu-204-100	Red Wings	
RA-64518	Tu-214	Red Wings	
RA-67229	CRJ200LR	Severstal	
RA-73011	B757-230	VIM Airlines	
RA-89008	RRJ-95B	IrAero	
RA-89036	RRJ-95B	Yamal Airlines	
UK32018	A320-214	Uzbekistan Airways	
VP-BAS	B757-28A	Azur Air	
VP-BBG	A319-111	Ural Airlines	
VP-BBH	A321-231	Ural Airlines	
VP-BDZ	A319-111	VIM Airlines	
VP-BHX	A320-214	Yamal Airlines	
VP-BNH	CRJ100ER	Rusline	
VP-BQL, VP-BRI	B737-5YO	Nordavia	
VP-BRK, VP-BRN	B737-5YO	Nordavia	
VP-BVV	B737-5YO	VIM Airlines	
VQ-BDN, VQ-BDW	B737-8K5	NordStar Airlines	
VQ-BFV	A320-214	Ural Airlines	
VQ-BKG	A321-211	Ural Airlines	
VQ-BKR	B737-8AS	NordStar Airlines	
VQ-BKW	B737-8ZS	S7 Airlines Oneworld c/s	
VQ-BQT	B737-8AS	NordStar Airlines	
VQ-BNA	ERJ100ER	Rusline	
VQ-BOC	A321-231	Ural Airlines	
VQ-BRX, VQ-BRY	ERJ195AR	Saratov Airlines	
VQ-BSM	A321-231	Yamal Airlines	
VQ-BTK, VQ-BTL	A319-111	VIM Airlines	
VQ-BTZ	A319-112	Ural Airlines	
VQ-BWP	ERJ145LI	Komaviatrans	

Hub traffic

S7 Airlines A319, A320, A321, B737

Graveyard

5A-DKT	Il-62M	Trans African	
RA-46473	An-24RV	Pskovavia	
EI-DUE	B757-256	Air Union	
EK-86117	Il-86	Armenian Airlines	
RA-73019	B757-230	VIM Airlines	a/w

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RA-85704	Tu-154M	Zapolyarye	
RA-85731	Tu-154M	Air Union	
RA-85832	Tu-154M	Continent	
RA-85851	Tu-154B-2	Moskoviya	
RA-86552	Il-62M	Domodedovo Airlines	
RA-96006, RA-96013	Il-96-300	Domodedovo Airlines	
VP-BGW	B747-346	Transaero Airlines	
Stored			
EI-DNT	B737-329	Air Union	
EI-GAA	B767-266ER	Kras Air	
EI-UNR	B777-212ER	Transaero Airlines	
EI-XLB	B747-446	Transaero Airlines	
RA-73001	B737-236	Transaero Airlines	a/w
RA-73009, RA-73018	B757-230	VIM Airlines	
RA-75834	Il-18V	AstAir	
RA-86499	Il-62M	Domodedovo Airlines	
RA-96009	Il-96-300	Domodedovo Airlines	
VQ-BBX, VQ-BCL	EMB120	Rusline	
Minsk-2 Airport			1 November 2016
4K-AZ80	A320-214	Azerbaijan Airlines	
D-AECG	ERJ-190LR	Lufthansa CityLine	
EW-100PJ	CRJ100ER	Belavia	
EW-250PA, EW-252PA	B737-524	Belavia	
EW-276PJ, EW-277PJ	CRJ200ER	Belavia	
EW-308PA	B737-3K2	Belavia	
EW-399PO	ERJ195LR	Belavia	
EW-404PA	B737-3L9	Belavia	
EW-76734	Il-76TD	Trans Avia Export	
EW-85748	Tu-154M	Belavia	
LY-AVA	L-410UVP-E	Transaviabaltika	
OE-LWM	ERJ-195LR	Austrian Airlines	
RA-65996	Tu-134AK	Russian Air Force	
SP-LNE	ERJ195LR	LOT Polish Airlines	
UR-EMD	ERJ190LR	Ukraine Int. Airlines	
VP-BRX	A320-214	Aeroflot	
VP-BVZ	B737-524	UTair	

Cargo/maintenance area

5A-DNO	Il-76TD	Global Aviation
EW259TG, EW-328TG	An-26B	Genex
EW-356TH, EW-383TH	Il-76TD	Ruby Star
EW-395TH, EW-412TH	Il-76TD	Ruby Star
EW-78787	Il-76MD	Trans Avia Export
EW-85815	Tu-154M	Belarus Government
RA-76842	Il-76TD	Aviacon Zitotrans

Cargo-maintenance area (stored)

EW-338TI	An-12BK	Ruby Star
EW-76710, EW-76712	Il-76TD	Trans Avia Export
EW-76735	Il-76TD	Trans Avia Export
EW-78839	Il-76MD	Trans Avia Export
EW-78769	Il-76TD	Trans Avia Export

EW-85509	Tu-154B-2	Belavia
EW-85703, EW-85706	Tu-154M	Belavia
1x	Tu-134A-3	Belavia

Early Tuesday morning I found myself behind the "spotting windows" at Domodedovo airport. I had some time to take pictures of departing and arrival airplanes under winter conditions, including aircraft de-icing. The first stop was at Minsk-2 and late in the afternoon a second stop at Warsaw.

Warsaw-Frederic Chopin		1 November 2016
HA-LWA	A320-232	Wizz Air
HA-LXF	A321-231	Wizz Air
OK-TVK	B737-86N	Travel Service
SP-ENO	B737-8AS	Enter Air
SP-HAX	A321-211	Small planet Airl. Poland
SP-LIC, SP-LIH, SP-LIK, SP-LIL	ERJ175LR	Polish Government
YR-FKA	Fokker 100	Carpatair LOT titles

Hub traffic

LOT Polish Airlines B737 (1), B787 (2), DHC-8 (6), ERJ170/175 (3), ERJ190/195 (2)

A Carpatair Fokker 100, flying for LOT was the last flight on this trip. Very welcome because this type of aircraft is also becoming increasingly rare in the world. The DHC-8s of LOT were seen still in the EuroLOT c/s.

At home I found out that if I had remained a day longer at Domodedovo airport I could have booked myself on a Turuhan Tu-134's at this airport. They are flying almost everyday to Syktyvkar, Ukhta or Usinsk for Komiaviatrans. As a bonus Sirius-Aero was flying two Tu-134's for Rusline to several cities. Call it some kind of Tupolev revival but unfortunately I could not take the advantage of this opportunity. Maybe 2017 I have more luck?

Credit: André Alders

Combined trips**United States (Las Vegas area)**

During the first week of August, I came across some incredibly cheap airline tickets to Las Vegas: 350 EUR for a round trip including luggage and meals. Obviously this was an offer I could not refuse. My old man (also an aviation photographer/reporter) had the same thought, so we quickly booked the tickets before prices would go up again.

The intention of this aviation trip was to combine the (bi-) annual Aviation Nation air show at Nellis AFB with visits to several airports in the vicinity of Las Vegas and the Grand



Antonov 26 RA-26521 is a version with an automatic calibration and navigation system, recognizable by the distinctive pod low on the forward fuselage side. The Antonov is listed in register with Lyotnyye Tehnologii as owner. (St. Petersburg-Pulkovo, 28 October 2016, André Alders)

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Canyon. We both have a broad interest when it comes to aviation photography: military, airliners, helicopters, bizjets/bizprops, either active or non-active, we enjoy it all as long as it is engine driven and not too small (à la Ce172/PA28 etc.). The focus was on photography rather than number-crunching, but below logs should give you a pretty good overview of what can be seen at the various airports. A great help during our trip was the FlightAware website, which is more user-friendly than their app by the way. Although far from complete (lots of bizjets are blocked) and not always accurate, this website gives a good impression of the traffic that can be expected, even at the smallest airports.

All aircraft that I logged on my trip to Las Vegas two years ago (Triptease section of Scramble 433) are not included in this report, unless noted at a different airport.

On the morning of Thursday 10 November, my dad and I met at Schiphol and boarded flight UA908 to Chicago.

Chicago-O'Hare (IL)		10 November 2016
D-ABYJ	B747-830	Lufthansa
OE-LAE	B767-3Z9ER	Austrian Airlines
VT-ALR	B777-337ER	Air India

Hub traffic

United Airlines Various types

Even though we had more than three hours transfer time at a sunny O'Hare, there was little time left for spotting. Our connecting flight to Las Vegas (UA451) was overbooked, probably due to the fact that many Americans had a long weekend as the next day would be Veterans Day. The gate agent asked for volunteers to give up their seat in exchange for a 500 USD ticket voucher (to be spent with United within a year), a free hotel room, meal vouchers and a flight to Las Vegas the next morning. We did not volunteer but as a result we got a free upgrade to Economy Plus, so we enjoyed some more legroom on this 3-hour flight. This is actually an hour shorter than scheduled!

Las Vegas-McCarran (NV)		10 November 2016
N462UA	A320-232	United Airlines
N18220	B737-824	United Airlines

After arrival we took the free shuttle bus to the McCarran Rent-A-Car Center at the south side of the airport. We picked up a Hyundai Sonata and drove to our hotel: Super 8 Las Vegas Strip Area. This hotel is located close to the airport and only one block away from The Strip. It also offers free breakfast. Rates are relatively low: we paid approximately 55-70 USD per night during multiple stays.

Las Vegas-Avn. Inst. of Maintenance (NV)		11 November 2016
N421CL	Ce421B	
N4477W	Beech 58P	

The next morning we went to the Home Depot at 6025 S Pecos Road to buy a couple of 3-step ladders for approximately 40 USD each. Those ladders already helped us at our first stop: the Aviation Institute of Maintenance at 5870 S Eastern Avenue. There are two instructional airframes located on the southeast side of the building. The Baron is missing its wings and landing gear, but the Golden Eagle is in good shape. In the morning you will have the sun in your back.

Las Vegas-Battlefield Vegas (NV) 11 November 2016

"66-00654"	UH-1C	ex US Army
54-3037	CH-34C	ex US Army

Via an empty heliport at the Southern Hills Hospital we drove to Battlefield Vegas at 2771 S Industrial Road. This is a shooting range which also offers rides in military vehicles. Besides that, they have several tanks on display as well as two helicopters from the Vietnam era. For more information about the Huey, please visit <http://68thahc.com>.

Las Vegas-McCarran (NV)		11 November 2016
C-GDCP	Ce680	Anderson Air
N169TA	G450	Truman Arnold Companies

N436RB	Falcon 900EX	C&B Operations
N448QS	G450	NetJets
N472MM	G-IV	Pegasus Elite Aviation
N531FC	Ce680	Frauenschuh

Hub traffic (seen during various visits)

AeroMexico	B737
Air Canada Rouge	A319, A321, B767
Alaska Airlines	B737
Allegiant Air	A319, B757, MD-82/83
American Airlines	A319, A321, B737
Delta Air Lines	A320, B717, B737, B757, MD-90
Delta Connection	ERJ170/175
Frontier Airlines	A319, A320, A321
Interjet	A320
JetBlue	A320
Maverick Helicopters	EC130
Southwest	B737
Spirit Airlines	A319, A320
United Airlines	A320, B737, B757
United Express	CRJ700
URS Federal Services	B737
Virgin America	A319, A320
Volaris	A320
Westjet	B737

URS Federal Services is more commonly known as Janet Airlines.

Then we spent about an hour near the 25L approach of McCarran to photograph some airliners. We stayed under the palm trees on the corner of E Sunset Road and Surrey Street. This is an excellent spot from mid-morning till around 4 PM. You can still park your car near the abandoned building on the south side of E Sunset Road. For food and drinks you can go to the nearby Chevron gas station or a Subway. Runway usage during the various visits on this trip was very predictable: airliners landed on runway 25L, departed from runway 25R and bizjets plus Janet Airlines used runways 19R/19L. There were hardly any exceptions to this rule, so this year I could photograph significantly fewer bizjets at 25L than during my trip in 2014. Most of the bizjets above were logged while driving down S Las Vegas Blvd (a.k.a. The Strip). This road runs along the west side of the airport, which is where all bizjets are parked. Later on this trip I would explore this area a bit more for some number-crunching. There are hardly any decent photography spots and fences are rather high. Starting at the threshold of 01L and driving northbound, one will encounter the following hangars/buildings:

*Maverick Helicopters, a company that offers sightseeing flights above The Strip. You can log the helicopters both from inside and outside their terminal building.

*Signature Flight Support, one of the two big FBOs at the airport. Usually you will see many bizjets on their apron, but loitering around too long near their terminal building will attract some unwanted attention. Fortunately you can also log most of the bizjets from the sidewalk opposite of the famous "Welcome to Fabulous Las Vegas" sign. You might as well park your car at the parking lot for this sign, but keep in mind that this is only possible when driving southbound (so not when driving northbound).

*Behind the Harley Davidson store you might be able to log some more bizjets.

*Taking a right on Four Seasons Drive and then right again on Haven Street will bring you from south to north to respectively the G-Service Center, Sundance Helicopters (also offering sightseeing flights, but their fence is hard to see through, so logging helicopters is tough), Las Vegas Sands (with an impressive fleet of A340-500, B747SP, B767, B737 and several Gulfstreams) and ultimately URS Federal Services/EG&G/Janet Airlines.

*Back to S Las Vegas Blvd you can turn right on E Mandalay

Bay Road and log a few more bizjets at the end of the street.

* Back to S Las Vegas Blvd you can turn right on E Reno Avenue. At the end of the street you can log some more bizjets at the [Quail Air Center](#).

*From here you can continue northbound on Koval Lane (and make a right on E Tropicana Avenue) to end up at [Atlantic Aviation](#), the second major FBO at the airport.

*E Tropicana Avenue is also the place to be for photographing airplanes approaching runway 19R (or 19L) in the morning or very late afternoon. You can position yourself somewhere along the sidewalk on the north side of this road. Be sure to bring some sun block or a hat as there is no shade. However, the bigger problem is finding a good parking spot for your car. The crash gate on the north side might be a bit tricky for this. Parking your car at the big parking lot along Kelch Drive will result in a written warning (possibly followed by an expensive tow) unless you are staying at the Bluegreen Vacations Club. A possible alternative is to park your car at the gas station at the intersection of E Tropicana Avenue and Paradise Road.

Las Vegas-North Las Vegas (NV)	11 November 2016
03-3681/EN, 06-3842/EN	T-6A USAF
08-3909/EN, 08-3911/EN	T-6A USAF
N1TW	Lj35A Theodore R. Wright
N23TJ	Falcon 10 TapJets
N44SK	R44 702 Helicopters
N68FL	Beech 56TC
N128W	Beech 95 Sheble Aviation
N138RM/"11029"	CeM337B
N145SH	Ce208B Sundance Helicopters
N225JM	R44 Binner Aviation
N351VH	AS350BA Vision Helicopters
N395DR	PA-42 Express Aviation Services
N409VA	Do228-201 Vision Airlines
N440KB	R44 Skyline Helicopter Tours
N571AT	PA-44-180 ATP Flight School
N583JS	EMB500 JetSuite
N788RR	TBM-700 KEK Companies
N792LF	AS350B Fuller Flight Services
N8004R	Lake LA-4-200 Sin City Flying Club
N881KE	R44 Elite Flight Training
N886CA	EMB550 ABP Capital
N888JS	Ce425
N888ZX	Beech B200 Douglas Fruit
N908BS	Beech B200 Golden State Air Charter
N920NL	Ce525A Xcel Jet
N989SG	PC-12/47E PJ Air
N3787	Beech 95 Sin City Flying Club
N5144J	Ce340 Aerotech Specialists
N6818A	PA-44-180 ATP Flight School

Around noon we went to the general aviation airport of Las

Vegas, which happens to be one of the busiest airports in Nevada with more than 600(!) airplanes based on the field. Most of them are light single engine planes and it is impossible to see everything from outside the fence. According to a local spotter, airside access is not possible at this airport.

There are three interesting areas for our hobby. First is the big apron at the east side of the airport near the control tower. You can drive along Sky Haven Drive and Thunderbird Field Road. The stored Do 228s (and other stored aircraft) can be found here, as well as helicopters of the Las Vegas Metropolitan Police Department. Unfortunately the LVMPD premises are not accessible without permission for a visit.

Secondly, there are a few hangar rows on the north side of the airport. There isn't much to see and you will have back-light all day, but if you are lucky, you will see some U.S. Army Lakota's inside the most western hangar or outside on the apron.

Before reaching the main area at the west side of the airport, you will drive past the Airport Viewing Area along N Decatur Drive. I doubt if this place any good for photography. Fortunately that is not such a big deal, because the main terminal of the airport (at the "end" of Airport Drive) has an awesome viewing deck. The deck is located on the second floor right behind the Sunshine and Tailwinds Café and within the terminal's WiFi-range. From noon till sunset the sun will be in your back and the main apron, taxiway and runway are right in front of you. The Café is also a nice place to have lunch, but a consumption is not mandatory in order to visit the viewing deck. Keep in mind that the terminal building lacks any form of signs on the outside walls, so you might not immediately recognize it as such.

Near the terminal there are lots of hangars and apron spaces. You can drive along Airport Road and Perimeter Road and stop as necessary to read and/or photograph the aircraft. With some small stairs, you will be able to photograph over the fence. Vision Airlines even has their own terminal. The current status of this company is a bit unclear. Even though we saw two of their Dorniers in airworthy condition (one was actually seen flying), most of their vehicles in the parking lot seemed to be stored with flat tires. Besides, the company's website does not work and according to some sources on the internet Vision Airlines is supposed to be out of business.

Air traffic at this airport is a typical mixture of General Aviation activities: flight training (both helicopters and airplanes), sightseeing flights, flying clubs, personal/private planes, Civil Air Patrol, a few Warbirds, quite some bizprops and the occasional bizjet. Obviously the last two categories are the most interesting ones since these are mostly visitors.



Originally delivered to the Soviet Air Force as CCCP-65996 in the 80's, this Tupolev 134 operates with a stinger-tail since 1990 and registered as RA-65996. (Minsk-2 Airport, 1 November 2016, André Alders)

One can expect around 10-15 bizprop/bizjet visitors a day. Most (but not all) will park right in front of the viewing deck. Bizjet traffic is significantly less than bizprop traffic, since many bizjets will use McCarran or Henderson Exec instead.

We ended the day around 4 PM with the arrival of a beautiful Falcon 10. Then we drove to our next hotel: Super 8 Nellis. The next two days it was time for some serious military action at the Aviation Nation airshow ("75 Years of Airpower"), the largest free public event in Nevada. I recommend booking this hotel well in advance of Aviation Nation in order to avoid high room rates.

Las Vegas-Nellis AFB (NV)		12+13 November 2016
F-001/OT	F-35A	323sq
79-0169/OT, 80-0242/OT	A-10C	US Air Force
82-0658/OT	A-10C	US Air Force
86-0101/DY	B-1B	US Air Force
85-0010	C-5M	US Air Force
87-0119	KC-10A	US Air Force
05-5149/HH	C-17A	US Air Force
86-0374	C-21A	US Air Force
62-4133/OF	TC-135W	US Air Force
74-0643/TD/AF-351	QF-4E	US Air Force
74-1638/TD/AF-349	QF-4E	US Air Force
84-0024/WA	F-15C	US Air Force
83-0050/WA, 84-0045/WA	F-15D	US Air Force
90-0239/WA, 90-0260/WA	F-15E	US Air Force
91-0328/WA	F-15E	US Air Force
83-1159/WA, 85-1418/WA	F-16C	US Air Force
86-0220/WA, 86-0283/WA	F-16C	US Air Force
87-0323	F-16C	US Air Force
90-0729/WA	F-16CM	US Air Force
(91-0413)/3	F-16CM	Thunderbirds
(92-3...)/5	F-16CM	Thunderbirds
(92-3880)/2	F-16CM	Thunderbirds
(92-3890)/6	F-16CM	Thunderbirds
(92-3898)/1	F-16CM	Thunderbirds
(91-0466)/(8)	F-16DM	Thunderbirds
(91-0479)/4	F-16DM	Thunderbirds
99-4010/OT, 04-4068/OT	F-22A	US Air Force
04-4069/OT	F-22A	US Air Force
12-5047/LF, 12-5054/LF	F-35A	US Air Force
13-5082/WA	F-35A	US Air Force
87-26009, 90-26309/FT	HH-60G	US Air Force
91-26352, 92-26461	HH-60G	US Air Force
92-26463	HH-60G	US Air Force
64-13301/BB	T-38A	US Air Force
92-13120	RC-12X	US Army
12-08108	CH-47F	US Army
08-05559	AH-64D	US Army
168388/NL-512	EA-18G	US Navy
169116/NJ-201	F/A-18E	US Navy
168929/NJ-165	F/A-18F	US Navy
761578/13	F-5N	US Navy
168007/YX-07	MV-22B	US Marine Corps
6563	MH-65D	US Coast Guard
N15UT/"546"	MIG-15UTI	as "21452/FT-452"
N39AU/"52"	L-39C	
N39KR/"81"	L-39C	
N84TB	T-33	Western Sky Avn. Mus.
N120NX/"120"	Mi-24D	
N133HH	CT-33	Ace Maker Aviation
N138AM/"162"	P-38J	Planes of Fame Museum
N163EM	A-4N	Draken International
N185XP	Beech B200	US Department of Energy
N186AM	F-86F	as "12834/FU-834"
N238V	T-28B	as "52-1238"
N244SH/12	EC130T2	Sundance Helicopters
N258EM	L-159	Draken International
N338RC/"158301"	OV-10B	as "158301"
N347EM	MB339CB	Draken International
N357EF	Lj35A	Life Guard International
N474CP	GA-8	Civil Air Patrol
N749DP/"NH749/L"	Spitfire Mk14	Commemorative Air Force
N752DT/"DT-752"	Ce310B	Benton Air Center

N757K	T-28C	as "140647/2S-153"
N765MG	EO-5C	US Army
N987SF/403	UH-1H	Nevada Dept. of Forestry
N2550	SNJ-5	
N2871G	PB4Y-2	as "6302"
N5441V/"472861"	P-51D	Planes of Fame Museum
N6360G	SNJ-4	as "27637/NK-59"
N6763/"4117"	P-63F	AAHM
N7973B	HU-16E	CB Aviation
N12281/"CA-293"	Beech A45	
N17085/911	DC-10-30	10 Tanker Air Carrier
N36756	B-25J	Planes of Fame Museum
N67629/"A1-201"	BT-15	Planes of Fame Museum
N81563	MH1521	as "07/44-GI"
N83782	F4U-1	Planes of Fame Museum
N85104/"79"	P-40N	Planes of Fame Museum

I will give you a (personal) review of my very first visit to this two-day airshow, which may or may not help you during next editions of Aviation Nation.

*Crowds, parking and access. This year more than 300.000 spectators visited Aviation Nation. Saturday was significantly busier than Sunday. On the first day, people were not admitted to the airshow after 1 PM. It was just too busy... The airshow has two entrance points, which opened at 9 AM. If you are arriving by car, you will have to park at the huge parking lots of the Las Vegas Motor Speedway just north of the airbase. From here you will be transported to the base by shuttle busses. If you are not arriving by car, you can enter the base via the main gate opposite of E Craig Road. Lucky for us, the main gate is located just across the street from our hotel. Also from the main gate you will be transported to the show grounds by shuttle busses. The big benefit of going to the show via the main gate is that the queues are much shorter than when going via the Speedway. Most of the waiting at the main gate was caused by the security process. Keep in mind that bringing radio scanners and (large quantities of) food and drinks are not allowed. Officially, large backpacks aren't permitted either, but the security staff wasn't too strict on that. Not being able to bring your own food presents some challenges: long lines around lunchtime and extremely overpriced food.

*Weather. On Saturday the day started with blue skies, but as time went by, more and more high clouds came in, which eventually blocked the sun. On Sunday we had nothing but clear blue skies all day long.

*Static display. As with most American airshows, don't expect many clean static photos. The only exceptions were the HH-60s on the north end (best time: late afternoon), a couple of fighters on the south end (best time: early morning) and the Thunderbirds in the middle of the show grounds (best time: from noon onwards).

*Flying display. The flying display (including the sequence of performers) on both days was almost identical. Flying began around 10 AM and lasted only about 4 hours. At 2 PM it was time for the final act: the Thunderbirds. Traditionally, they don't just close Aviation Nation, but also their show season since Nellis is their home base. Together with the preflight duties and start-up, their demonstration lasted more than an hour. Around 3.15 PM the last aircraft touched down again.

The biggest disadvantage of the flying display is that you will have backlight in the morning and the first part of the afternoon, which is exactly when most of the action happened. If you don't like backlight, the best option would be photographing the planes on the taxiway at the north side after they landed on and vacated runway 03. Here the sun will be in your back from 11 AM onwards. The only flag on the play is that you will not be able to catch the planes that land on runway 21, which was more than half of all performers. With the light winds on both days, runway usage was quite

unpredictable. Fortunately the venerable Phantom treated us with a landing on runway 03, so we got a perfect way to say goodbye after one of its final public performances, just one month before retirement.

After the second show-day we drove northeast bound on the I-15 (Los Angeles-Salt Lake City), heading for the state of Utah.

St. George Regional Airport (UT)		14 November 2016
63-8440	GF-5B	ex US Air Force
60-0122	T-37B	US Air Force
64-13418/MO	T-37B	US Air Force
62-3634/EL	T-38A	US Air Force
N15UT/"546"	MiG-15UTI	Western Sky Avn. Mus.
N21RZ	Beech 1900C-1	Ameriflight
N84TB	T-33	Western Sky Avn. Mus.
N200DV	Syberjet SJ30-2	Deja Vu Showgirls
N2617U	Ce501	
N313JH	Ce310Q	
N341AR	Ce525	Rocky Mountain Retina Consultants
N368PC	PC-12/45	VCBO Architecture
N378CM	Ce510	Clear Line Aviation
N394QS	EMB505	NetJets
N423SW	CRJ200LR	American Eagle
N432	Beech C50	
N501HC	Beech B200	Intermountain Life Flight
N509/"509"	MiG-17F	Western Sky Avn. Mus.
N886AS	CRJ200ER	Delta Connection
N903SC	Beech 2000A	Starship Holdings
N908SW	CRJ200LR	United Express
N916VK	R44	Upper Limit Aviation/S.U.U.
N4421B	Jet Provost T3A	Western Sky Avn. Mus.
N9096N	RC500S	
N87921/"87921"	A-37B	Western Sky Avn. Mus.

The "new" airport of St. George is less than six years old. The old airport, just west of the city, offered too little room for expansion. Therefore it was decided to build an all-new airport on the south side of the city. The airport has one runway, 01-19, with nearly all aprons, taxiways and hangars located on the east side. This means that you will have the sun in your back all morning. Be aware that runway usage is quite unpredictable when winds are light. A radio scanner does help, but even that does not guarantee the absence of surprises when it comes to taxi/landing/take-off directions.

The southern apron and the main terminal are used by SkyWest Airlines, which operates several flights per day for American Eagle, Delta Connection and United Express. SkyWest has its headquarters in St. George and only operates with the CRJ 100/200 at this airport. Inside the terminal there is an observation area on the second floor. Left and right of the terminal is a great place for photography on the taxiway

and runway, provided that you have a three-step ladder. Just north of the main terminal you will find the airport operations building.

Farther north is the general aviation area. Here you will find an FBO which welcomes around 10-15 bizjet/bizprop visitors each day, some based general aviation stuff, the more-or-less daily cargo aircraft visitors from Ameriflight (Be99 or Be1900) and FedEx (Ce208), and last but not least the Western Sky Aviation Warbird Museum. This flying museum is supposed to be closed on Monday, but during our ramp tour we were able to visit the museum anyway. Besides warbirds (some of which were also seen at Aviation Nation), you will find a few W&R that were previously on display at Ogden-Hill AFB.

Finally, the helicopter flight school at Cedar City (see below) will use St. George quite often for training flights.

St. George may not be a very busy airport, but since it is in the middle of the desert and surrounded by red rocks/mountains, it will offer possibilities for some stunning photos. We also got an airside photo tour during which virtually anything was possible. We owe a big thanks to the Airport Operations department!

We didn't really have plans for the afternoon, so we decided to make a little road trip and enjoy the beautiful scenery while driving to a few small airports.

Hurricane-Zion Helicopters (UT)	14 November 2016
N27DB	R66 Zion Helicopters

First stop was the tiny heliport of Zion Helicopters, located at address 25 N 2770 W, just west of the town of Hurricane.

Hurricane-Dick Stout (UT)	14 November 2016
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N43SS	Beech 95-B55
N8986Z	Ce310G

Then we went to the town's small airport, located at address 800 W 2300 S. You can log and photograph these two twins from outside the fence, but you will need a ladder here as well. Best time for photos is mid-morning till early-afternoon.

After a while we crossed the state line into Arizona and paid a very brief visit to Colorado City Airport. As expected, there was nothing to see here. And even if there is, you will still have to deal with a high fence. So we quickly turned around and drove to our next overnight destination in Utah: Cedar City.

Cedar City (UT)	14+15 November 2016	
N747LG	Eclipse 500	Leavitt Group Wings
N7862R	Beech B99	Ameriflight
N844FE	Ce208B	FedEx Feeder
N907SW	CRJ200LR	Delta Connection



Originally delivered to China Southern this Embraer 145 was added to the Komiaviatrans fleet in 2014 as VP-BWP. (Moscow-Domedovo, 1 November 2016, André Alders)

Upper Limit Aviation / Southern Utah University

Bell 206L	N207MH, N722LM
R22	N223KC, N74379
R44	N10RS, N108MQ, N357TL, N4246Z, N637LN, N916VK

If you are into helicopters, Cedar City Airport is the place to be. You will see and hear them flying from sunrise to sunset and beyond. If you are not into helicopters, there is very little to see in winter time.

The airport is located northwest of town and has a lay-out which is quite similar to St. George. All activities are on the east side of runway 02-20, so once again a visit in the morning would be best considering the position of the sun. The southern apron and main terminal along Aviation Way are used by SkyWest (i.e. Delta Connection) a couple of times a day. Left of the terminal is a nice place for taxi and runway photos, but again, you will need a ladder. A little more to the east you will find the flight training facilities of Upper Limit Aviation (in cooperation with Southern Utah University). Turning left onto Kitty Hawk Drive will bring you to the Sphere One FBO. Although the FBO will only handle a couple of planes per day, its airside porch is a fantastic place to photograph the helicopters that air-taxi back to their parking spot after a training flight. On the apron just north of the FBO, you will find some small GA stuff as well as the more-or-less daily cargo planes from Ameriflight and FedEx. Usually they arrive in the morning and depart late-afternoon/evening. At the north end, near the threshold of runway 20, one can find an Air Tanker Base for firefighting aircraft. Unfortunately the base is closed from October 1st till late April or even mid-May.

After a couple of productive hours at this airport, we headed back to the state of Nevada.

Mesquite (NV)	15 November 2016
N115GH	A109E Air Methods/Mercy Air

Mesquite Airport is located on the north side of town at the Nevada-Arizona boundary and surrounded by golf courses. Apart from this helicopter there is very little to see, because the aircraft of Skydive Mesquite was absent. The airport is more or less unattended, so you can just drive up to the Mercy Air hangar on the north end of the apron and ask for permission to take a photo. The sun will be your back from sunrise till 11 AM and late late in the afternoon.

Las Vegas-North Las Vegas (NV)	15 November 2016
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90-26311	HH-60G	US Air Force
12-72270	UH-72A	US Army
C-GTGV	Beech C90	Air Richelieu/Montreal Flying Club
N50WG	P180	
N61HP	PA-46-500TP	DAA Northwest
N84DA	Ce414A	
N84GH	PC-12/47E	
N3262R	Beech C90A	Dotty's
N407DH	Bell 407	
N417KC	PC-12/45	
N474CP	GA-8	Civil Air Patrol
N490TX	Beech F90	Oakview Capital Mgmt.
N501VA	Do228-201	Vision Airlines
N615TX	TBM-900	Therma-Tron-X
N728K	PA-34-200T	Mountain Pure
N746CA	Ce421C	Critical Air Medicine
N756A	PA-44-180	ATP Flight School
N808JS	PC-12/47E	J2 Properties
N878MC	R22	
N888HT	Beech 350	Western Cab Company
N911TC	PA-46-500TP	
N911WY	MD369FF	Las Vegas Metro PD
N919AG	Beech B90	Quick Jet Charter
N928K	Beech B200	DAA Northwest
N6906T	Ce310D	AeroTech Mapping
N7204E	Beech 58P	

Another great afternoon was spent at the viewing deck. Once the high clouds came in, we drove to our hotel (Super 8 Las

Vegas Strip).

Jean (NV)	16 November 2016	
C-GFUG	AS350B3	Questral Helicopters
N750UP	PAC 750XL	Sin City Skydiving

Today it was time to go to the Golden State even though the day started with many high clouds. While we were still in Nevada, we stopped at the small airport of Jean. It is located close to highway I-15. Except for some skydiving companies, there isn't much to see. The Canadian helicopter had a big survey tube installed. At this airport you will have the sun in your back in the afternoon and there are no large fences.

Barstow-Daggett (CA)	16 November 2016	
(92-)26441	UH-60L	US Army
10-72163, 10-72165	UH-72A	US Army
10-72166, 13-72291	UH-72A	US Army
(N432H)	Beech 65	

About half way on the drive from Las Vegas to Los Angeles, one can find the small airport of Barstow-Daggett between highways I-15 and I-40; more or less in the middle of nowhere. The civil part of the field looks abandoned. There is one big old half-open hangar (or wind shield), a few small single engine pistons and the fuselage of a Beechcraft Queen Air. However, the reason for us to go to this airport was a media visit with the U.S. Army 2916th Aviation Battalion, the aviation division of the Fort Irwin National Training Center. This unit utilizes Black Hawks for medevac and VIP transportation and Lakotas to play the aggressor-role during exercises. The log above is missing about four or five unread UH-60s and perhaps a couple of unread UH-72s. Although it was still cloudy and very windy, we had an enjoyable visit as we were treated to a private airshow. Without access, I don't think there will be much to see or photograph for the (military) spotters.

Apple Valley (CA)	16 November 2016
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53-1515/FU-910	F-86H	ex US Air Force
N221CM	G-III	Classic Rotors Museum
N414WB	Ce414A	Orchard Machinery
N506LG/"40091"	C-21A	Classic Rotors Museum
N631SB	AS350B3	San Bernardino Sheriff
N919B	CeT337E	private

In the afternoon the clouds began to disappear slowly, so we went southbound to the small airport of Apple Valley. Taking into account the position of the sun, a visit during mid-afternoon is recommended. The entrance is guarded by a Sabre. On the main apron one can find a few general aviation planes, bizprops and bizjets. The apron is surrounded by a low fence, but permission to walk airside was granted anyway. The classic bizjets seemed to be stored and the larger one is missing part of its left wing. According to the FAA registry they are destined for a museum in Ramona. The most southern apron and hangars are shared by the San Bernardino County Sheriff and the California Highway Patrol - Inland Division.

Victorville-S California Logistics Airport (CA)	16 November 2016
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63-7519/GA	F-4C	Pres, ex US Air Force
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Stored		
6V-AEF	B727-2M1	ex Government of Senegal
9M-AZB	B747-4F6	ex Flynas
B-18203	B747-409	ex China Airlines
EI-FGT	B777-212ER	
EI-FMZ	B777-312	
N9VY	S-58DT	ex Summit Helicopters
N199UA	B747-422	ex United Airlines
N383BC	MD-11F	ex Aeroflot
N394BC	B777-212ER	
N574BC	B757-2Z0	ex China Southern
N703AS	B737-490	ex Alaska Airlines
N707MQ	B707-368C	ex Omega Air
N718FD	A300B4-622F	ex FedEx
N788AS, N797AS	B737-490	ex Alaska Airlines
N799AS	B737-490	ex Alaska Airlines
N949NS	MD-83	

N975AS MD-83 ex Alaska Airlines
 N984ME BK117C2 ex Air Methods
 Z-GAC MD-11F ex Global Africa Aviation

The fourth and final airport we visited today was Victorville. Since photography is our first priority, we quickly went to the west side of the airport (Adelanto Road) to photograph the venerable Tristar HZ-AB1 in perfect light conditions. We had to hurry a bit as the sun was setting and there was a big sand/dust storm approaching. The upslope ground right in front of the fence presented a bit of a challenge for our ladders, but with some teamwork we got the photos we wanted. Afterwards I did some number-crunching at the southeast part (i.e. the operational part) of the airport. Photography is virtually impossible here. The ancient S-58 is based at Pacoima-Whiteman Airport on the north side of Los Angeles. There were also a handful of U.S. Army Apaches, but these remained unidentified.

Kingman (AZ)		17+18 November 2016
N12FH	Beech D50	Maverick Farms
N127EC	ERJ145LI	ECC Leasing
N176HQ, N177HQ	ERJ190AR	Republic Airways
N178PT	G-IV	Pegasus Elite Aviation
N212UT	S211	Aviation Performance Solutions
N228EC	ERJ145EP	SATENA
N241EC, N255EC	ERJ135EP	ECC Leasing
N265SK, N268SK	ERJ145LR	Chautauqua Airlines
N2775B	RC-560A	
N280EC, N281EC	ERJ135LR	Lynx Taxi Aereo
N288SK	ERJ145LR	Republic Airways
N289GR	RC-500	
N289SK	ERJ145LR	Chautauqua Airlines
N295SK	ERJ140LR	JetGo
N340RC	Saab 340B	Jet Midwest
N371SK	ERJ140LR	JetGo
N396CF	G-IISP	Gulf Island Aviation
N404LC	L-382G	Lynden Air Cargo
N420GA	Bell 407	Air Methods/Guardian Air
N546S	C-123K	
N4356D	Beech D50	
N50670	An-2	Vertol Systems Company
N578AF	SA227AC	Ameriflight
N650EC	ERJ145LI	ECC Leasing
N716AE	ERJ135LR	JetSuite X
N803CF	A119	Air Methods/Care Flight
N838MJ	ERJ145LR	Aerovision Services
N90203/163	DC-4	

Stored		
N363DH	A300B4-103F	DHL
N365DH	A300B4-203F	DHL
N727VJ	B727-44	Kingfisher Airlines c/s
N735TS	ERJ135LR	BizCharters
N802DH, N805DH	DC-8-73F	DHL
N873SJ	DC-8-73CF	Astar Air Cargo
N975RP, N976RP	ERJ145MP	Republic Airways

PP-XJD	ERJ175LR	Embraer	1st prototype
XA-MAE	B737-277	MagniCharters	

Stored (based on livery rather than formal/registered operator)

AeroMexico Connect (ERJ145)	N149EC/N260SK/N261SK/N262SK N263SK/N264SK
American Eagle (ERJ135)	N701MH/N702AE/N703MR/N705AE N706RG/N707EB/N708AE/N712AE N717AE/N720AE/N722AE/N725AE/ N734EK/N738NR
American Eagle (Saab 340)	N236AE/N238AE/N240DS/N253AE/ N263AE/N266AE/N286AE/N298AE/ N304AE/N307AE/N313AE/N317AE/ N320AE/N323AE/N329AE/N902AE/ N904AE
Continental Express (ERJ135)	N15509/N16501/N17513/N25504/ N27512/N29515
Continental Express (ERJ145)	N277SK/N279SK/N291SK
Delta Connection (CRJ100)	N716CA/N960CA/N962CA/N967CA/ N973CA
Delta Connection (CRJ200)	N805AY/N826AY/N827AY/N8423C/ N8444F/N8458A/N8477R/N8533D/ N8560F/N8577D/N8665A/N8709A/ N8718E/N8733G/N8758D
Delta Connection (ERJ145)	N269SK/N270SK/N271SK/N272SK/ N273SK/N274SK/ N276SK/N278SK/ N280SK/N281SK/N290SK/N293SK/ N294SK/N296SK/N298SK/N370SK/ N564RP/N568RP/N569RP/N570RP/ N571RP/N572RP/N575RP/N577RP/ N578RP/N832MJ/N852MJ/N857MJ/ N858MJ
United Express (ERJ135)	N14514/N17524
United Express (ERJ145)	N11140/N13949/N14933/N14959/ N14974/N15973/N809HK/N829HK/ N834HK/N853HK/N854HK/N855HK/ N856HK/N857HK

The next morning we went to Kingman, known as the boneyard for regional/commuter airliners. The airport authorities are willing to give spotters an airside ramp tour, provided that you arrange this in advance. They do so quite a few times per week, so they know what we want. The challenge is that you will have to photograph everything from the tour guide's moving car. Fortunately the windows may be lowered. The airlines are discouraging photography of their broken up aircraft, which is why spotters are not allowed to walk around. You will have to stay in the car. The tour lasted almost an hour. Taking into account the position of the sun, I recommend a tour around 10 AM and that you sit on the right side of the car. If you only have the intention of writing down tail numbers, I suggest you bring a camera as well. You will probably not have sufficient time to write everything down, so the easiest way is just to take snapshots of the registrations. Since we only stayed west of the runway, above log is not nearly complete. There should be about a hundred more



Severstal has added this former Air Nostrum Canadairjet to its fleet in 2015. (St. Petersburg-Pulkovo, 28 October 2016, André Alders)

planes.

In case you are not able to get a tour, you can do some spotting from outside the fence. That is what we did the next day, after returning from the Grand Canyon. For photography, you will have the best light late afternoon and you will need stairs.

There isn't much flying traffic at Kingman. You might see a couple of bizjet/bizprop visitors and there are one or two medical helicopters based at the field. The more-or-less daily Ameriflight service arrives in the morning and departs late afternoon.

According to the FAA registry, N212UT is still registered as N253FR, pending re-registration.

After our ramp tour we took highway I-40 (Kingman-Flagstaff) eastbound and headed for Grand Canyon National Park with a few stops under way. The first one was Seligman, but there was nothing of interest to see.

Valle (AZ)		17 November 2016
45-59556/FS-556	F-84B	ex USAF
(53-5341)	T-33A	ex USAF, as "71-5262"
141868/2	F-11A	Blue Angels c/s
N240HH	Convair 240-1	Western Air Lines c/s
N623PB	UH-1H	ex Airwest Helicopters
N636X	Martin 404	Pacific Air Lines c/s

The same could not be said about the small Valle Airport. A beautiful 50-year old Huey was sitting pretty on the apron in windy conditions. The airport also hosts the Planes of Fame Air Museum. Its big sister is located at Chino (CA). Unfortunately the museum is closed during winter time, so I could only log a few planes from outside the premises. The two classic airliners can be easily photographed from outside the museum. In the morning you will have the sun in your back.

Grand Canyon National Park (AZ)		17+18 November 2016
N23TJ	Falcon 10	TapJets
N55	Lj60	Fed. Avn. Administration
N368PA	MD900	National Park Service

Hub traffic

Maverick Airlines	Beech 1900 (2)
Maverick Helicopters	EC130 (3)
Grand Canyon Airlines	Ce208 (2), DHC-6 (6), EC130 (5)
Papillon Helicopters	Bell 206L (9)

The afternoon and next morning were spent at the beautiful airport of Grand Canyon National Park. It is surrounded by forests and is used by many (Japanese) tourists to take scenic flights above the Grand Canyon. We stayed overnight at a relatively expensive hotel (approx. 100 USD) in Tusayan, a couple of miles north of the airport.

The airport has one runway, a huge apron which is mostly empty except the north side, and three separate heliports. To make the most out of your visit to this remote airport, I recommend being here nearly a full day. In the morning you can photograph airplanes on the apron, taxiway and runway (stairs are necessary), while in the afternoon you can focus on the helicopters (no stairs needed). Of the three heliports, the southern and smallest one is used by Maverick Helicopters and the other two are used by the Papillon Group (d.b.a. Papillon Grand Canyon Helicopters, but also as Papillon Helicopters and Grand Canyon Helicopters). Due to the low season, the heliport in the middle was not actively in use. Nevertheless there were still plenty of movements to see. Keep in mind that the Papillon Group helicopters have only one livery per type, so there isn't too much variety here. Grand Canyon Airlines (f.k.a. Scenic Airlines) is also part of the Papillon Group. Their Twin Otters (pardon me, Vistaliners) and Caravans are sporting several color schemes. The Maverick Beeches are regular visitors, but they don't seem to be used for scenic tours. Other traffic at this airport is sparse. You might encounter one or two bizjets/bizprops. Key Lime

Air operates several charters with a Metro out of Long Beach (CA), but unfortunately not on one of these days. If you are really lucky, you might even catch an actual charter airliner or a military visitor. We were just happy with the FAA Learjet performing calibration flights. It made a lunch stop as well, so the pilots could fill their stomach and the plane its fuel tanks.

Williams-H.A. Clark (AZ)		18 November 2016
N501VA	Do 228-203F	Vision Airlines

On the way back to Kingman, we made a small off-road detour and visited this tiny airport. It is located just north of highway I-40. Much to our surprise, we found something interesting here in the form of this Dornier. Apparently tourists fly from North Las Vegas to Williams and then go on a bus to the Grand Canyon National Park. Why Vision Airlines doesn't use Valle or Grand Canyon National Park Airport is unclear to me, but I am sure they have their reasons. The morning would be the best time for photography.

Meadview (AZ)		19 November 2016
N206EG	Bell 206B	Wild West Helicopters

Today our plan was to spend the day at another airport near the Grand Canyon. Before reaching the airport, we passed the heliport of Wild West Helicopters. This is located on a hill above the Grand Canyon Western Ranch. Apparently everyone at this "historic village" was still asleep, so we could drive undisturbed to the heliport. The sun will be in your back at the beginning or end of the day. Be aware that you will be on a rocky road/path going up and down the hill, so it would be best to drive slowly or to go for a hike.

Grand Canyon West (AZ)		19 November 2016
N146SA	DHC-6-300	Grand Canyon Airlines

After a 1.5h drive from Kingman, we finally arrived at this beautiful airport. From Las Vegas it is a 2h drive. There is one north-south oriented runway with a taxiway, a large apron and several helipads located on the west side of it. As a result of this you will have to wait until the afternoon when the backlight is gone. You will also need rather tall stairs or airside access. On the other side of the road and the parking lot, there is a large heliport, where photography is best in the morning. The fence is low, so no stairs are needed. We saw quite different helicopter types and companies compared to Grand Canyon National Park, so it certainly pays off to visit both places. You will see mainly AS350s from Sundance Helicopters, Grand Canyon Helicopters (i.e. Papillon) and 5 Star Helicopters. Grand Canyon Airlines and Maverick Airlines are visiting the airport with fixed-wing aircraft.

After I logged the first aircraft and even before we parked our car, a security guard approached us and asked what we were doing. I explained our hobby, after which the security guard and his supervisor told us that we were on "private property" (Indian reservation) and that it was forbidden to photograph at this airport unless we had special permission from the Grand Canyon West authorities. Of course these authorities were not in on Saturday and since the airport doesn't have a website (there is only the non-aviation Grand Canyon West website), we were unable to contact anybody before the start of our trip. Then we went over to the Sundance Helicopters counter and they were fine with us taking pictures at the heliport. But just one minute later they called us back because apparently they had nothing to say about it (at least that is what the security guard said to Sundance). Our only option was to buy expensive tickets for the bus tour to the Grand Canyon Sky Walk and then in addition a helicopter ride, but even that would not allow us to take any pictures of the helicopters on the ground. Since we didn't really care for such a tour and there weren't any good plane spotting alternatives in the Kingman area, we decided to go to Las Vegas and spend some time at McCarran. I was unable to write down more aircraft other than the Twin Otter above, because I discovered

too late that my binoculars were still in our hotel room in Kingman.

After our trip we sent an email to the general manager of Grand Canyon West to express our disappointment about our visit. He explained that it was all a misunderstanding (security was on "high alert" for a non-aviation photographer), that this is a public airport and that it is in fact allowed to take photos if the helicopter companies give you permission. So next time I might give this airport another try.

Boulder City-Hoover Dam (NV) 19 November 2016
N890PA/37 AS350B2 Grand Canyon Helicopters
On the way to Las Vegas we stopped at the Hoover Dam Lodge, where one can make a short sightseeing flight with this helicopter above this iconic landmark. Prices start at 40 USD. The helipad is located on a hill and you are only allowed to take pictures there if you buy such a flight. We didn't do that, so a few minutes later we were on highway 93 again. As far as I know there are no other heliports near the Hoover Dam, but you will see a helicopter flying overhead about every 30 seconds. It is very likely that most of these are flying out of Boulder City or that they are en-route to/from one of the Grand Canyon airports.

Las Vegas-McCarran (NV) 19 November 2016
G-VLIP B747-443 Virgin Atlantic
We spent a few not too exciting hours at McCarran. Highlights were an AeroMexico B737-800 in special colors and my very first United B737-700.

Boulder City (NV) 19 November 2016
N15UP Ce337D
N55YB Beech 95
N155VV PAC750XL Skydive Las Vegas
N436SH AS350B2 Vertical Aviation
N872SH AS350B2 Serenity Helicopters
N7973B HU-16E CB Aviation
TI-BFO/(N241SA) DHC-6-300 Grand Canyon Airlines

Regular traffic (fleet number in brackets if applicable):

5 Star Helicopter Tours AS350 (2)

Grand Canyon Airlines Ce208 (2), DHC-6 (4), EC130 (11)
Papillon Helicopters AS350 (3)

Once the sun had disappeared behind a thick layer of high clouds, we headed back to our hotel in Kingman. Along the way we made a stop at the airport of Boulder City, located southeast of Las Vegas. The airport has two runways and one big apron surrounded by several hangars on the north side of the field. This means that from outside the fence you will have backlight nearly all day and that some aircraft are hidden behind buildings. On the left side of Papillon Group's terminal you will find a small viewing deck (accessible from outside the building). As you may have guessed, the Papillon Group (i.e. Grand Canyon Helicopters and Grand Canyon Airlines) has its main base here. The same applies for the much smaller companies of 5 Star Helicopters and Serenity Helicopters. A skydive club can be found here too. Papillon Group's ship number 50 (yes, they have that many helicopters!) is painted in a special golden livery, celebrating the 50th anniversary of the company.

Laughlin-Bullhead City (AZ) 20 November 2016
N324AH EC135P2+ Butler Health System
N813SY B737-8Q8 Sun Country
N96EA CRJ200ER Elite Airways

On this cloudy Sunday morning we went to the airport of Laughlin-Bullhead City. While the city of Laughlin (a "mini Las Vegas" that attracts mostly senior citizens) is in Nevada, the airport is located just across the river in Arizona. This means that there is a one hour time difference between the city and the airport during winter time. In general the airport is very quiet. Sun Country, Elite Airways and Allegiant Air operate the occasional charter flight and you might encounter a couple of visiting bizjets/bizprops/helicopters each day. The first scheduled air service since 2001 will commence on 16 February 2017: American Eagle will start daily flights to Phoenix with a CRJ 700 (STA: 12.20h, STD: 13.00h). The airport is getting interesting when there is a military deployment, which occurs a couple of times per year. For example, the last few years the U.S. Navy sent over a whole bunch of T-6s for



N903SC is one of the few Beech 200A still flying the globe. The aircraft is registered to RNS Aircraft LLC in Addison, Texas. Venkatakrishnan Narayanan is being listed as manager of that company. (St. George Regional (UT), 14 November 2016, Joost de Wit)

flight training purposes from January till March.

The airport has one north-south oriented runway with all activities on the east side. This means that mornings are the best time for photography. There are a few good spots for our hobby. Most of them are situated somewhat higher than the taxiway and runway, which results in a nice view from above onto the airport surfaces with large hotels in the background. The main parking lot at the north side of the terminal is located abeam the threshold of runway 16. With small stairs, you can photograph over the fence and capture the landing and departing aircraft. Fences around the main apron and near the Signature FBO are rather tall, so not very suitable for photography. In stead you can go to Airpark Drive where you will have unobstructed views on the runway. You can park your car along the street or near the control tower and walk towards the runway. Photography at the taxiway or general aviation apron may work too, but sometimes you will get some hangars in the bottom of your photos. Another spot is at the south end of Airpark Drive. Turning right will lead you to the airport operations building. You will be able to walk up to the fence next to the taxiway.

Then we went back to Las Vegas. After short stops at the empty airports of Cal-Nev-Ari/Kidwell, Searchlight and the spotting-unfriendly Henderson-Action Heliport, we arrived at Henderson Exec.

Henderson Executive (NV)		20 November 2016
N2XT	CL-350	J. Brian Schaar
N17A	Lj36A	Avstar
N36JE	G-III	Golden West Food Group
N48GS	Beech C90B	Golden State Air Charter
N49WC	Beech 350	West Coast Charters
N100WT	Ce550B	JR Helicopters
N162GC	Beech B200	Ballard Aviation
N168CW	TBM-700A	Sunshine International
N222RD	Ce340A	ACI Jet
N294CC	Ce525B	
N380QS	Ce680	NetJets
N388AB	Epic LT	Centr. Am. Consultants
N400AY	Beech 350	Axis Jet
N403CM	Ce510	
N430RR	SA226AT	
N504CC	Ce560 Ultra	McNeil Company
N568TX	Ce560 Encore	Venture Corporation
N631TJ	Ce525C	
N650VM	Ce525 M2	TTX Holding
N682D	BAe125-800A	Sunshine Minting
N691CC	CL-601-3A	Crescent Capital
N700DZ	TBM-700C2	Progenitech
N700SL	TBM-700C2	Pontevedra Holdings
N7025N"141262"	HU-16C	
N702CW	Ce525B	
N807BF	IAI1124	Barry Fefferman
N822GS	Beech E55	
N4148G	Ce340A	
VQ-BUX	CL-604	Blue Sky Aviation

Hub traffic

Maverick Airlines Beech 1900 (3), Ce208 (2)
Maverick Helicopters EC130 (10)

The bizjet airport of Las Vegas is located on the south side of town. There are two parallel runways which are north-south oriented. With all activities located on the west side, a visit in the afternoon is preferable when it comes to photography. Unfortunately that is easier said than done. The airport is surrounded by a high fence. Even our 3-step ladders did not help this time. The only place without a fence is the small terrace right behind The Landings Restaurant on the second floor of the main terminal. Although views are not perfect, there are some photo opportunities, especially if either of the two tables closest to the apron is not occupied. If they are

occupied, you would have to use the "hit and run" method as I am sure that the guests don't really appreciate it if you are standing directly next to them all the time when they are having a meal. The biggest problem, however, is the restaurant manager: she is very anti-spotter. As soon as she saw our cameras, she told us it was not allowed to take pictures. Telling her that we would also have something to drink didn't help. Apparently the terrace was also a known spot by photographers who were interested in people rather than planes. Due to the type of clientele that uses this airport, all photographers are banned from the terrace. She would only allow photography if we had permission from the airport manager. I emailed the airport manager before our trip, but never got a response. Tough luck...

Besides bizjets, one can find the headquarters of Maverick Airlines/Helicopters here. It is located at the south end of Jet Stream Drive. The company also uses the name of Mustang Helicopters for some reason...

The rest of our trip was mainly spent at McCarran, both for filling my notebook and my memory cards. On Sunday and Monday the weather wasn't not too great (we even had some showers), so we did some sightseeing as well and even went shopping at a couple of outlet malls.

Las Vegas-McCarran (NV)		20 November 2016
C-FEDG	CL-300	Skyservice Business Avn.
C-FGGF	CL-300	Chartright Air
C-FJJC	CL-601-3A	Aviation Fox
C-GBSW	IAI1125SPX	Jetport
N1AM	G-V	Meruelo Group
N10YJ	BAe125-800A	Lyon Aviation
N44CK	Ce525	Pacific Coast Jet
N62MS	G550	Constellation Leasing
N116JS	CL-604	Jet Linx
N118DL	BAe125-800XP	Jet Linx
N118MT	CL-601-3A	MTRM Realty
N168PK	G-IV	PMC Global
N218RG	EMB500	Solairus Aviation
N249RM	Beech 400A	Jetex
N260AJ	Lj60	JetSelect Aviation
N275BS	Ce680A	AMG Jets
N304CT	CL-601	Nevada Wings
N361K	Falcon 900	A-OK Jets
N383LS	G-V	Las Vegas Sands
N387HA	Lj35A	Clay Lacy Aviation
N405QS	G450	NetJets
N411LL	G-IVSP	Glenn Hill Sky
N421SM	Ce421C	Wiley
N510UP	Ce560XLS	Gama Aviation
N512JC	BAe125-800XP2	Badger Sport
N520VL	A320-233	Volaris
N522EE	BAe125-850XP	Cenergistic
N524HC	Lj31A	Tayson
N550JH	G550	TVPX A/C Reg. Services
N618WF	Global Express	Advanced Air Management
N623QS	Ce560XL	NetJets
N650CZ	Ce650	
N688LS	G-IVSP	Las Vegas Sands
N693QS	Ce560XLS	NetJets
N706VA	G400	Jim Falk
N710RA	Beech 400XP	Regency Air
N729MM	EMB550	MGM Resorts International
N777SS	Beech 200	Golden State Air Charter
N787BN	G150	Clay Lacy Aviation
N800LJ	Lj55	Southern Jet
N843BC	Beech B200	Comp. Blood&Cancer Cntr
N85WD	G-IV	Weeks Davies Aviation
N888KL	Lj60	Jet Linx
N958QS	Ce750	NetJets
N990H	Ce680	Gama Aviation
N4500X	G550	Black Five
VP-BMS	A340-541	Las Vegas Sands
XA-FJA	ERJ145EU	FirstJet
XA-TYK	BAe125-800XP	Aerolineas Ejecutivas

		21 November 2016
92-13121	RC-12X	305th MI Bn
08-00336	MC-12W	305th MI Bn
G-BNLY	B747-436	British Airways
G-CIXO	B787-9	Norwegian UK
HL8210	B777-3B5ER	Korean Air
N73CL	IAI1124A	Trinity Jet Management
N131KR	CL-350	Kilroy Realty
N161JG	CL-601-3A	STA Jets
N226MY	CL-604	Delta Private Jets
N474CF	BAe125-800XP	SC Aviation
N577MC	Ce550B	Air Med Services
N847RC	G450	Landmark Aviation
N868CC	CL-604	Gama Aviation
N882SS	Falcon 900	Select Staffing
N910CF	BAe125-800	Lyon Aviation
N930FE	Ce208B	FedEx Feeder

		22 November 2016
N300KC	CL-300	Kroger
N762QS	Lj75	Dillard's
N939SS	Falcon 900B	Applied Underwriters
N969WR	G150	WA Richardson Builders
N991RL	G200	Jet Linx Aviation
N995DP	Lj35A	Reva

		22 November 2016
Las Vegas-North Las Vegas (NV)		
N42WZ	Ce510	Jerry Fussell
N1801B	Beech C90	Grover Aviation

A bit of a disappointing visit to North Las Vegas this Tuesday afternoon: there was hardly any activity. Apparently this airport has some quiet days as well.

On our final evening we also took some sunset shots at the top level of the Terminal 1 long/short term car park. It was a nice way to end our trip with such an amazing view. Thereafter it was time to go to the Home Depot and return our ladders. We had cleaned them at the hotel with a wet towel, so they were as good as new. No questions were asked and after showing the receipt, the refund to my credit card was made immediately. It is a good trick to save some money. Then we had our last meal at a Denny's restaurant at The Strip (just north of MGM Grand). In general Denny's is one of my favorite eating places in America, but this restaurant performed below standards. Service was bad, we had to wait quite a while and the food wasn't great either.

		23 November 2016
Las Vegas-McCarran (NV)		
N1DG	Global 5000	Gama Aviation
N145LR	Lj45	Chemical Transfer
N534CC	Ce560XLS+	Kroger
N716SY	B737-7Q8	Sun Country
N888GJ	BAe125-1000A	Fuga

I did a little bit of spotting before boarding flight AC1852 (Air

Canada Rouge) to Toronto. Be aware that Air Canada Rouge does not serve free meals on board.

		23 November 2016
Toronto-Pearson (Ont)		
C-FMWQ	B767-333ER	Air Canada Rouge
C-FTCA	B767-375ER	Air Canada

As we had some delay on our inbound leg, there was no time left for spotting. We barely made our connection to AC824 and after some de-icing, we were on our way back to Amsterdam.

Back home, it was time to review this trip and compare notes to my previous two trips to the southwestern area of the United States (2014: Las Vegas + Los Angeles, 2015: Los Angeles only). I am grateful that I can look back on yet another very successful trip. Just like in the previous years, the weather cooperated with most of the time clear blue skies, a relatively low sunlight angle and no heat haze at all. So once again, November proved to be the perfect month for aviation photography in this beautiful part of the world. During this trip, temperatures ranged from freezing point at the Grand Canyon (elevation: 2000 meters) to 25+ degrees Celsius the first few days in Las Vegas. We stayed at low-budget hotels and rented car that wasn't too big (perfect for two 3-step ladders, two suitcases, two camera bags and two persons). This resulted in total trip costs of approximately EUR100 per person per day. A thorough preparation gave us a big advantage while visiting airports. Except for Grand Canyon West and Henderson Exec, we didn't experience any restrictions to our hobby. Even though many people in the United States don't quite get our hobby ("Are you that guy from Airplane Repo?") they were very friendly and cooperative. Compared with last year's trip to the Los Angeles area, I logged and photographed a similar amount of aircraft. This year I made many more miles in our rental car, but I encountered hardly any traffic jams. If you are mainly interested in airliners and/or fire fighting aircraft, the Las Vegas area is less interesting than Southern California. McCarran sees much less variety in airline traffic than LAX, but it has the benefit of having only one (main) landing runway. On the other hand, the stunning sceneries and huge amount of traffic related to sightseeing flights above the area's main landmarks makes a trip to Vegas very rewarding if you appreciate the smaller categories of aviation.

One final tip: be prepared for some time confusion if you are travelling back and forth to different states multiple times. In wintertime, California and Nevada share the same time zone (UTC-8), while Arizona and Utah are one hour ahead (UTC-7). In summer time, the situation is different since Arizona does not observe Daylight Savings Time while the other states do.

Credit: Joost de Wit.



Since March 2013 registration VP-BMS belonged to a Facon 900EX. In July 2014 the registration was allocated to an Airbus A340 operated by the Las Vegas Sands Corporation. (Las Vegas-McCarran International (NV), 22 November 2016, Joost de Wit)

10th CAB reinforces Europe



The amount of US Army Apaches in Europe has doubled with the arrival of 24 AH-64Ds from Fort Bliss (TX). The majority arrived by sealift aboard the ARC Honor a week after the Black Hawks and Chinooks. (Bremerhaven, 21 February 2017, Nils Berwing)

In February 2017 the US Army deployed a massive force of 86 helicopters, together with about 2,200 soldiers, to Europe. This amount of helicopters would make an average European air army jealous.

Introduction

The US Army deployed its 10th Combat Aviation Brigade (CAB) to Europe. This deployment is part of Operation Atlantic Resolve, a US effort to reassure NATO allies in response to the Russian intervention in Ukraine in 2014. Since the first army aviation deployment in March 2015, the US Army Europe requested more aviation assets. The US Army responded at the end of 2016 by announcing that a (nearly) full 10th CAB, part of 10th Mountain Division, would be deployed to Europe.

The previous Atlantic Resolve deployment, which started in June 2016, consisted of only 36 helicopters from 501st AVN, based in Fort Bliss (TX). The current deployment is the fourth deployment related to Operation Atlantic Resolve and is the biggest deployment of US Army helicopters to Europe since the annual Reforger exercises. These exercises however ended more than twenty years ago.

US Army did not only boost aviation assets in Europe though. Some weeks before the 10th CAB deployment also 3rd Armored Brigade Combat Team, 4th Infantry Division, arrived in Europe. This deployment contained some 4,000 soldiers and 2,800 pieces of equipment.



A rare species nowadays in Europe is this UH-60L. Only a handful remain at KFOR in Kosovo with two additional UH-60L left behind in Germany after the 227th AVN deployment for Atlantic Resolve. This UH-60L, 93-26519, wears the units markings "War Angel" on the engine cowling. (Nordholz, 13 February 2017, Nils Berwing)

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The build up

The current aviation deployment started early January 2017 when 57 helicopters departed their home base Wheeler Sack Army Airfield, Fort Drum (NY) to the port of Charleston (SC). One week later another twenty helicopters left Fort Bliss (TX).

All these helicopters were loaded on two ships of ARC, a US commercial roll-on-roll-off carrier. Besides shipping helicopters, the US Army also chose to fly in five UH-60Ms to Latvia and four AH-64Ds to Ramstein by air cargo. In this way several different US Army support units are able to take part in this operation. Also the US Army is able to analyse different ways and routes of transportation.

Arriving in Europe most of the supporting equipment was offloaded in Antwerp, Belgium. Again, this was chosen to train different units and to share the load on the commercial harbour companies. All the helicopters onboard that are to be based in Germany, were disembarked at the port of Bremerhaven (37 UH-60/HH-60s and twelve CH-47Fs). A further eight Black Hawks were shipped onward to the port of Thessaloniki, Greece. Assembly of the helicopters was done by active duty US Army personnel, including personnel deployed from the Connecticut ArNG, and civilian contractors.

The flying

All helicopters were scheduled to be ready for use early March. However, the first helicopters were already assembled and ready for their test flight the day after disembarkment. Each helicopter made at least one test flight flown by 10th CAB maintenance test pilots. These flights started at the port of Bremerhaven and ended in Nordholz air base for refuelling. From there the helicopters were transferred in small groups to Ansbach and Illesheim. The Brigade headquarters and majority of their helicopters will work primarily from these bases.

Two permanent Forward Operating Bases (FOB) will be used, Lielvarde in Latvia and Mihail Kogalniceanu in Romania. Both FOBs will permanently house five UH-60Ms and about fifty soldiers. A third FOB in Powidz, Poland, is prepared for future use. In case extra helicopters are needed, for example for a



Additional heavy lift for the US Army Europe will be provided by twelve CH-47Fs. None of the deployed CH-47Fs wear any unit markings. (Bremerhaven, 15 February 2017, Nils Berwing)

planned exercise, additional helicopters (also Apaches and Chinooks) will be temporarily deployed to the FOB.



US Army National Guard service men, active duty personnel and civil contractors were involved in prepping all the helicopters in the harbour. Here an Apache is prepared for its ferry flight out to Nordholz. (Bremerhaven, 20 February 2017, Michiel Vermeer)



This UH-60M performs its first flight out of the harbour after its sealift to Bremerhaven. All initial flights are to Nordholz for testing flight systems and refuelling. (Bremerhaven, 15 February 2017, Nils Berwing)

10th CAB will be working in Europe for nine months. During this period some eighty exercises are scheduled. The biggest exercise will be Sabre Guardian in July 2017 in Romania. But also several exercises will take place in the Grafenwöhr and Hohenfels training areas, with most of them being multinational. Participation in additional exercises from the NATO allies can still be added to their agenda.

The currently deployed UH/HH-60Ms of 501st AVN to Europe should have returned home at the beginning of March. A few Black Hawks out of the originally 36 deployed have already returned to CONUS through Bremerhaven.

The details

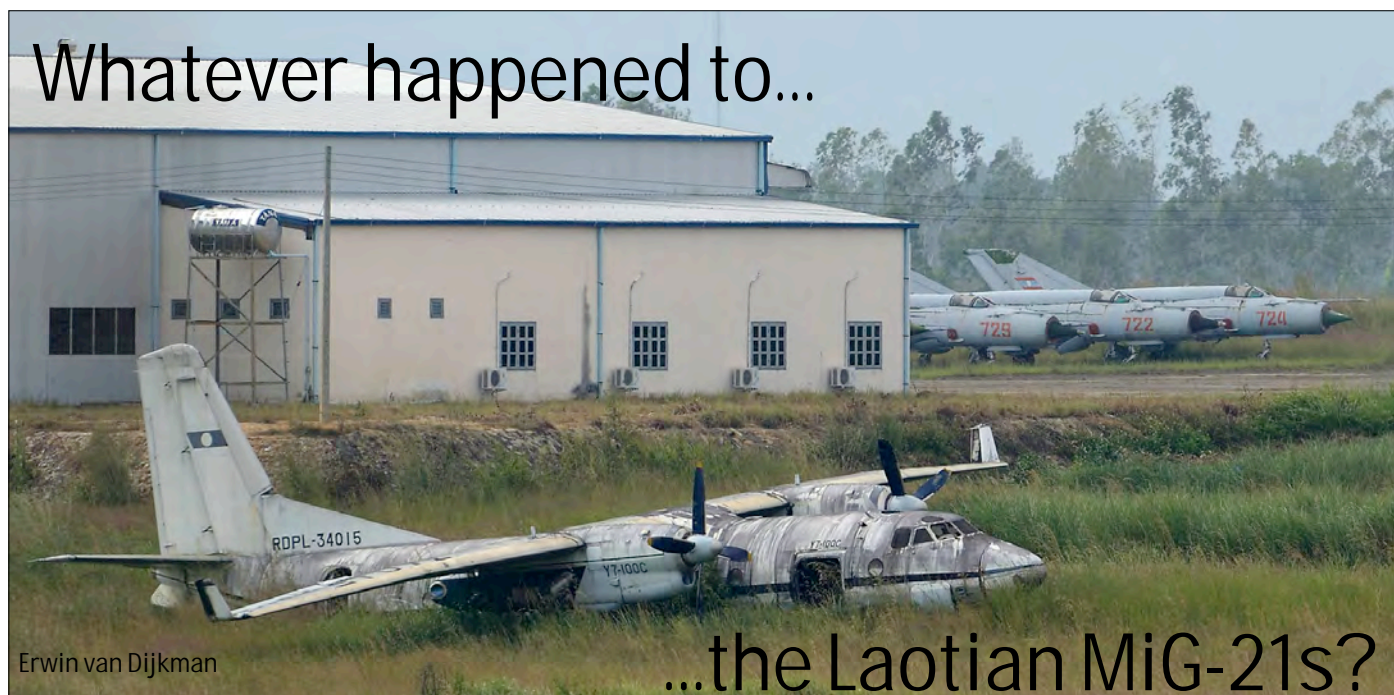
The 10th CAB is deploying the following units to Europe: 2-10th Assault Helicopter Battalion "Knighthawk", which consists of three Assault Companies, each with twelve UH-60Ms. In April 2012 the 10th CAB was the fourth Combat Aviation Brigade to receive the UH-60M since the Army began fielding it in 2007.

The 10th CAB deployed the following helicopters:

1-501st AVN (ARB)		24x AH-64D						
<u>02-05288</u>	<u>02-05290</u>	<u>02-05306</u>	03-05360	03-05363	<u>03-05388</u>	<u>03-05393</u>	<u>03-05416</u>	<u>04-05427</u>
04-05452	<u>04-05458</u>	04-05459	04-05464	04-05465	04-05473	04-05477	<u>07-05508</u>	09-07062
09-07063	09-07066	Plus four via Ramstein:		02-05300	<u>02-5329</u>	03-05369	08-05546	
2-10th AVN (AHB)		30x UH-60M						
<u>07-20042</u>	<u>07-20043</u>	<u>07-20045</u>	<u>07-20047</u>	<u>07-20049</u>	<u>07-20053</u>	<u>07-20054</u>	<u>07-20060</u>	<u>07-20064</u>
<u>07-20065</u>	<u>07-20066</u>	<u>07-20067</u>	<u>07-20068</u>	<u>07-20081</u>	<u>09-20208</u>	<u>12-20542</u>	<u>14-20647</u>	
Plus eight via Thessaloniki, Greece, and, five via Riga, Latvia (one is reported as <u>07-20055</u>).								
A/3-10th AVN (CMD)		8x UH-60L						
<u>89-26180</u>	<u>90-26307</u>	<u>93-26494</u>	<u>93-26495</u>	<u>93-26513</u>	<u>93-26519</u>	<u>93-26532</u>	<u>95-26638</u>	
B/3-10th AVN (HH)		12x CH-47F						
13-08140	14-08161	14-08162	14-08163	14-08164	14-08165	14-08166	14-08167	14-08169
14-08170	14-08451	14-08452						
C/3-10th AVN (AA)		12x HH-60M						
<u>10-20349</u>	<u>11-20377</u>	<u>11-20378</u>	<u>11-20379</u>	<u>11-20403</u>	<u>11-20406</u>	<u>11-20408</u>	<u>12-20498</u>	<u>12-20500</u>
<u>12-20501</u>	<u>12-20504</u>	<u>13-20600</u>						

Fiscal years of all the H-60s and some AH-64s are taken from our database, not from the aircraft, which is why they are underlined.

Whatever happened to...



Erwin van Dijkman

...the Laotian MiG-21s?

Grim witness to the MiGs parked and lingering at Xieng Khouang is this Y7-100C. Three Bis-ses can be seen on the ramp.

One of the lesser known MiG-21 operators was Laos. As a matter of fact, we are far from having a complete picture yet. Nevertheless, we present what we know in this short overview and, more importantly, what is the fate of them.

Military aviation in Laos can be divided into many separate periods and influence from France, the United States and the Soviet Union. During the French colonial rule they established an aerial observation unit and after Laos gained independence the Aviation Laotienne was formed on 28 January 1955. It was only a modest branch of the army equipped with ten former ALAT MS500s and a handful of loaned Dakotas. After varying coup d'états and a period of both Soviet and US support, the North Vietnamese also crossed into Laos in 1958/59. This very much determined the country's fate as a staging post for warfare. America stationed various aviation assets and forward air controllers in Laos in the early Sixties even before the US officially entered the Vietnam War. Moreover, they aided in training of pilots and operated over Northern Laos indirectly through the Royal Thai Air Force and Air America. However, in the mid-seventies the Royalists were ousted by insurgents and after two decades of an on-and-off Civil War, ultimately leading to the formation of the Lao People's Democratic Republic on 2 December 1975.

Obviously, with communist rulers, the Lao People's Liberation Army Air Force as it was now called, turned to the Soviet Union for hardware. The air force at that time mainly consisted of 'left-overs' from the Vietnam War era like T-28s, H-34s, L-19s, T-41s and the like. Although some of these were used, they were augmented by ten An-2s and some MiG-17Fs in 1977 and finally some MiG-21s too. These arrived from Russia in Da Nang, Vietnam. After re-assembly they were flown to Laos. The exact dates and break-down of the deliveries remain vague until the present day. As far as we know, the first batch consisted of fifteen MiG-21s, thirteen PFM and two USs. These were later followed by ten MiG-21bis, not MFs as is often reported. However, more than ten MiG-21bis are existent and we think that a second batch was delivered. We know that there was an intermediate delivery of at least four, probably six. Bringing the total to 31 aircraft.

The MiG-21s flew from Vientiane-Wattay air base and Phon-savan air base, now known as Xieng Khouang-Plaine des Jarres airport. Normally the main host of aircraft, two-thirds, would be at Wattay. The MiGs suffered quite some losses in their early operating years. Later on another crash has been reported, a PFM in 1991. With 21 survivors accounted for, we assume the others all perished.



Taken from the main group and parked aside, are MiG-21US 710 and MiG-21bis 731. So maybe a better fate awaits them imminently?



One of the MiG-21bis found a new home in October 2015 at the Army Museum in the capital Vientiane.

In the late nineties a plan was hedged to refurbish the remaining 29 MiG-21s and Hindustan Aerospace Ltd. of India was approached as contractor. But with Russian support having already stopped in the late eighties, the aircraft were deemed unrepairable after inspection in 1998 and left to linger at Wattay and Xieng Khouang. And, believe it or not, most – if not all – are still there!

Below is what we have ascertained by studying internet photographs and a recent visit to the country by one of our editors. **Red** means that there is no photoproof:

Serial	Type	Unit / location	l/n	status	remarks
01	PFM	Xieng Khouang	sep16	dump	
02	PFM			?	
03	PFM	Xieng Khouang	sep16	dump	
04	PFM			?	
05	PFM	Xieng Khouang	sep16	dump	
06	PFM			?	
07	PFM	Xieng Khouang	sep16	dump	
08	PFM	Xieng Khouang	sep16	dump	
09	PFM			?	
10	US	reregistered?		mil	as 710?
11	PFM	Xieng Khouang	sep16	dump	
12	US			?	
13	PFM			?	
14	PFM	Xieng Khouang	sep16	std	
15	PFM			?	photo early eighties
16	bis		2015/16	std	recent photo!
17	bis	Xieng Khouang	sep16	dump	
18	bis			?	photo early eighties
19	bis	Xieng Khouang	sep16	std	
20	?			?	ever existed?
21	?	Vientiane	2002	std	confirmation required
24	?	Vientiane	2004	std	mispole for 21 or 724?
710	US	Xieng Khouang	sep16	std	ex 10 or new delivery?
722	bis	Xieng Khouang	sep16	std	
723	bis			?	

724	bis	Xieng Khouang	sep16	std	
725	bis	Vientiane town	sep16	pres	N75094845
726	bis			?	
727	bis	Xieng Khouang	sep16	std	
728	bis			?	
729	bis	Xieng Khouang	sep16	std	
730	bis	Xieng Khouang	sep16	std	confirmation required
731	bis	Xieng Khouang	sep16	std	
...	PFM?	w/o 11oct77 between Ban Sone and Long Chang			
...	PFM?	w/o 28nov77 Ban Sone			confirmation required
...	PFM?	w/o 25feb78 Talat			21feb also mentioned
...	PFM?	w/o mar78 Savannakhet			confirmation required
...	bis?	w/o 1991			

On Google Earth, three MiG-21s are still visible at Wattay. With the recent picture of '16', taken outside but not at Wattay, means there is still more to discover; so go there!



Shaky picture taken while landing at Phonsavan, or Xieng Khouang-Plaine des Jarres airport as it is called officially. Although the group of MiG-21s on the main ramp only numbers seven, down from ten; the easiest way to see that bunch in 'one go' is to fly here. The huge hangar prevents easy viewing from the South. Likely an expedition to the Northern hill sides will deliver an unobstructed view, but that was not tried out on this occasion.



If you do not feel like hiking along the fenceline (go straight out of the terminal and follow the gravel track clockwise), the famous plain of Jars site no.1 offers distant views of the seven dumped MiG-21s; seen in one shot here. In fact, it is a common 'sport' for Ho Chi Minh-trail followers to include a peek at these MiGs, likely unaware of the fact that they have nothing to do with the Secret War nor are they Vietnam War left-overs!

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"Operación Patria"

Enrique Giese

The Secretariat of the Navy of Mexico designated the navy contingent of the annual parade as "Operation Patria 2016". The parade is held annually on 16 September and in 2016, apart from the 206th anniversary of the independence of Mexico, also commemorated fifty years Marina Plan and DN III E Plan, which are both disaster relief plans, as well as 100 years of military and naval industry.

In total, 149 aircraft participated; 127 of the Mexican Air Force and fifteen of the Navy, which flew in combined and joint training along seven aircraft of the Federal Police, which flew in a single formation. Commercial flights from Mexico City International Airport were suspended for almost three hours, because of the holding patterns the parade aircraft needed near the Mexican capital. In 1958, 142 aircraft flew in what was long considered a record in the history of parades in Mexico. This year the record was broken, with 149 aircraft having flown, thus a new milestone in Mexican aviation history had been set.

The air parade started with a flight of three F-5E/F Tiger IIs over downtown Mexico City, where the President of Mexico attended the ground and air parades. On this same site fifteen paratroopers landed, five of which belonging to the Special Forces of the navy, from a Mi-17 of the Mexican Air Force.

The launch of a Mexican Navy UH-60M and a UH-60L of the Mexican Air Force at 10:15am, carrying a rope to deploy soldiers of the Special Forces, triggered the moment that the remaining aircraft began their flypasts and flew no less than three times over the capital. After the parade, that lasted for nearly three hours, they all landed without problems, thus fulfilling the mission successfully.

This year selected media could fly with naval pilots in various aircraft such as the C295M, CN235MPA, Mi-17, King Air 350ER and UH-60M, to observe the high degree of training of pilots of the navy, as they held tight formations in combination with the Mexican Air Force aircraft, just a few metres from each other. Below is an overview of naval aircraft that participated in the parade.

Aircraft	Serials
CN235-300MPA	ANX-1124
C295M	ANX-1251, ANX-1255
Beech 350ER	ANX-1191, ANX-1195, ANX-1209, ANX-1210
T-6C	ANX-1309, ANX-1311, ANX-1312, ANX-1313, ANX-1314
Mi-17	ANX-2200 with bambi bucket
Mi-17V5	ANX-2223
UH60M	ANX-2300 loading special forces



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World Economic Forum 2017



One of the packed ramps at Zurich during this year's World Economic Forum. The tail of Gulfstream G550 N168NJ operated by the Morgan Stanley Services Group is seen on the left. (Zürich-Kloten, 19 January 2017, Simon Butler)

The history of the World Economic Forum in Davos Klosters goes back to January 1971 when Professor Klaus Schwab from the University of Geneva chaired the gathering of business leaders to discuss the possibilities for strengthening the international positions of European business. It was called European Management Forum back then. In the beginning this yearly meeting was only for the attendance of Western European countries, but since 1974 political leaders were also welcome, the event turned bigger every year and was renamed into World Economic Forum. The main WEF event is held at the world famous alpine ski resort Davos Klosters annually in January. The only exception so far was the 2002 meeting, which was held in New York to show solidarity with the United States and the inhabitants of the city after the 9/11 terror attack. Every year it seems more and more political leaders and captains of industry are finding their way to this meeting. Although quite a few attending political leaders seemed not to arrive with a military or government aircraft, they were certainly there and probably took a scheduled service or chartered an aircraft of a local airline-company. While the number of military and government aircraft was a bit less than last year, the total number of visiting business aircraft made it worthwhile again for aircraft-enthusiasts to visit Zürich-Kloten and nearby airports, such as Dübendorf, Basle, Bern, Altenrhein and Friedrichshafen. Most visiting aircraft arrived at Zürich-Kloten to drop off their passengers and moved to another airport nearby or went back to their home-base, to pick up their passengers later that week.

The main theme up for discussion this year was "Responsive and Responsible Leadership". Listed is a summary of aircraft that were noted at Zürich-Kloten, Altenrhein, Basle, Dübendorf, Bern, Friedrichshafen and Geneva on various days in the period of the 14th till 22nd of January 2017.

Zürich-Kloten

January 2016			
14.06-6155	C-17A	21st AS	19 RCH380
08-8199	C-17A	62nd AW	RCH379
4K-AI08	A340-642	Azerbaijan Airlines	AHY6731
9H-FGV	EMB500	luxwing	dep LWG792
CS-DRX	BAe125-800XPi	NetJets Europe	16 NJE380H/604E
CS-DUA	BAe125-750	NetJets Europe	dep NJE161L
CS-DUA	BAe125-750	NetJets Europe	15 NJE800F/441B
CS-PHA	EMB505	NetJets Europe	15 NJE007E/808Q
D-CAHO	Ce560XLS+	Air Hamburg	dep AHO842V
D-CAST	Ce525B	Air Hamburg	dep AHO545R
D-IAAW	EMB500	Arcus Air	dep AZE91P
D-IMGW	Ce525A	Air Hamburg	15 AHO333/597V
D-ITMA	Ce525A	Luxaviation Germany	LXG22A
ES-ELI	Ce750	Panaviatic	dep
F-GSCR	Ce525B	Luxaviation France	LEA133V
HB-JRA	CL-604	Swiss Air Ambulance	dep SAZ51
HB-JRB	CL-604	Swiss Air Ambulance	dep SAZ61
HB-JRB	CL-604	Swiss Air Ambulance	15 SAZ62/1
HB-VRW	EMB505	Air-connect international	dep
M-ASHI	CL-605	Orascom Aviation	dep
M-GMKM	Falcon 7X	GMK Consulting	16
N90FS	PA-31T	MoNo Aviation	dep
N90FS	PA-31T	MoNo Aviation	arr
N240V	BAe125-800XP	New NGC	dep
			N441GC
			N455DX
			OE-GBD
			OE-GBE
			OE-GIE
			OE-GXX
			RA-01809
			T7-SCI
			Lj40
			Raytheon 390
			Lj45
			G550
			Global 5000
			VC-99B
			15.2584
			9H-FGV
			9H-ILA
			9H-VCA
			9H-VCI
			A6-CPC
			B-2472
			CS-CHA
			CS-DRS
			CS-DTR
			D-CPMI
			D-IBJJ
			D-IMGW
			D-IVVB
			EC-MHZ
			HB-JRC
			HB-JUC
			G550
			Falcon 2000
			IAI1125SPX
			IAI1125SPX
			Ce525B
			Lj40
			Raytheon 390
			Lj45
			G550
			Global 5000
			VC-99B
			EMB500
			CL-850
			CL-350
			CL-350
			ERJ135BJ
			B747-4J6
			CL-350
			BAe125-800XPi
			Falcon 2000
			Ce560XLS+
			C25A
			Ce525A
			Ce525A
			G650
			CL-604
			Falcon 7X
			Hewlett Packard
			Quest Diagnostics
			Tyrol Air Ambulance
			Tyrol Air Ambulance
			Airlink
			Laudamotion
			Cubango Safari Services
			Ciner
			Bajaj Auto
			GTE
			luxwing
			VistaJet Malta
			VistaJet Malta
			VistaJet Malta
			Gama Aviation
			Air China
			NetJets Europe
			NetJets Europe
			Luxaviation Portugal
			Papier-Mettler
			Air Hamburg
			Air Hamburg
			Atlas Air Service
			TAG Aviation España
			Swiss Air Ambulance
			Cat Aviation
			arr TYW462
			dep TYW463
			2x JAR31
			LDMF1
			18
			tst
			21
			22 BRS002
			LWG793/701
			VJT600
			VJT401
			VJT488
			GSH194
			18 CCA001
			NJE734P/456Q
			NJE877K/959B
			LMJ132
			17 AHO204R/174X
			AHO597V/177E
			16 ATL5B
			TGM051Z
			arr SAZ78
			CAZ301/2

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HB-JUF	G650	Swiss Jet	SJT971/2	D-AGJP	Global 6000	ACM Air Charter	BVR50
HB-LKM	PA-34-200T	Motorfluggruppe Zürich	dep	D-ALOA	ERJ135BJ	Air Hamburg	AHO214W/928H
HB-LKM	PA-34-200T	Motorfluggruppe Zürich	arr	D-CFLY	Ce560XLS+	Air Hamburg	AHO538E/584X
HB-VRW	EMB505	Air-connect international	17	D-FFHZ	PC-12/47	Zollern Flugdienst	
N100QS	Global 5000	NetJets	16	EC-KPJ	G150	TAG Aviation España	20 TGM151J
N228L	CL-300	MHS Travel and Charter	dep GAJ22	EC-MLV	Ce680	TAG Aviation España	TGM201M
N541Z	Falcon 2000LXS	Massachusetts Mutual Life Insur.	20	EI-LSN	G650	Gainjet Ireland	GJI71
N650ER	G650ER	Gulfstream Aerospace Corp.	16	EI-LSY	G550	Gainjet Ireland	GJI55
N721MC	G-V	Executive Jet Management	EJM691	ET-AQP	B737-860	Ethiopian Airlines	ETH8724/9201
N755RA	Global 5000	Zetta Jet	16	F-GOFX	Falcon 900	Dassault Falcon Service	DSO16FX
N898CC	Global 5000	MHS Travel and Charter	GAJ19	HB-IAU	Falcon 2000EX	Cat Aviation	arr CAZ501
N904G	G550	Google		HB-JFJ	CL-604	Nomad Aviation	19
N931FL	G550	HP	20	HB-JRA	CL-604	Swiss Air Ambulance	17 SAZ54/1
N933EY	Global Express	Jet Aviation Flight Services	20 EJM963	HB-JRB	CL-604	Swiss Air Ambulance	SAZ63/4
OE-GBR	Ce560XLS	Fly Tyrol	2x FTY8	HB-JRB	CL-604	Swiss Air Ambulance	17 SAZ66/1
OE-HDC	CL30	Laudamotion	16 LDM18C	HB-JRG	CL-604	Premium Jet	arr
OE-IEN	Falcon 2000EX	Global Jet Austria	16 GLJ93EN	HB-JST	Falcon 7X	Cat Aviation	CAZ802/3
OE-LAI	G450	Global Jet Austria	GLJ86LA	HL7227	B737-7HF	Hanwha Chemical Corporation	
P4-MIS	A319-115X	Sheikh Mustafa Ali Idris		HL8080	A319-115X	SK Telecom	
P4-SJM	B737-7CG	Sino Jet Beijing		HZ-MF4	G300	Saudi Min. of Fin. & Econ.	SVA7533
T7-URJ	Falcon 2000LXS	ExecuJet Middle East	dep	HZ-SKY3	A320-214X	Sky Prime Aviation Services	
VP-CBF	Global 5000	Adilmark Park		M-IAMI	Falcon 7X	ArtJet	17
XA-PTR	G-IVSP	Servicios Aereos Surtep		M-SAMA	Global 6000	ExecuJet Middle East	
YU-RDA	Ce560XLS+	Air Pink		M-YNNS	G650	Aviation One	2x
YU-SVL	Ce560XLS	Air Pink	PNC1VL	M-YSKY	Global 6000		
16.CE04	ERJ145LR	21sq	BAF600	N4T	Global Express	Zetta Jet USA	
15+01	A319-133X	FBS BMVg	GAF858	N5MV	Falcon 900EX	Bloomberg Services	20
J-756	G450	12sq	PPF2	N11A	Global XRS	Aramark	19
99-0003	C-32A	1st AS	18 SAM232	N25CP	G-V	Avjet	21
99-0004	C-32A	1st AS	18 SAM328	N40D	G650ER	Dow Chemical	19
9H-FAM	EMB500	luxwing	LWG391/302	N40TE	Global 5000	Cisco Systems	EJM674
9H-VCI	CL-350	VistaJet Malta	VJT488	N113CS	G650ER	The Blackstone Group	
9H-VJT	Global 6000	VistaJet Malta	VJT971	N125TM	CL-300	EMC Corporation	
9H-VJZ	Global 6000	VistaJet Malta	VJT981	N160QS	Global 6000	NetJets	
A6-VPS	G450	Falcon Aviation Services		N240LG	Falcon 900EX	Liberty Global	22
A6-YMA	G550	Falcon Aviation Services		N273JC	Falcon 7X	Cisco Systems	20
A9C-BHR	G450	Bahrain Government	BAH4	N320GX	Global Express	AECOM	20
B-8108	G550	Deer Jet Airlines		N347BD	Falcon 7X	Becton, Dickinson and Company	21
B-8259	G550	Beijing Capital Airlines	19	N585JC	G-V	Executive Jet Management	EJM585
B-8302	G550	Beijing Capital Airlines		N600GK	Ce525	Fair Wind Air	dep
B-LDL	G550	Metrojet	BWJ998	N650XA	G650ER	Saudi Aramco	
C-GFTL	CL-605	Partner Jet	19	N651XA	G650ER	Saudi Aramco	20
CS-DFG	Falcon 2000EX	NetJets Europe	NJE720U/427R	N737ER	B737-7CJ	JLAM JBB	
CS-DLF	Falcon 2000EX	NetJets Europe	NJE120L/378B	N780E	G550	IBM	20
CS-DLG	Falcon 2000EX	NetJets Europe	NJE806M/139C	N788DP	B737-79U	DP World	
CS-DLH	Falcon 2000EX	NetJets Europe	NJE357F/423K	N803TM	G550	AirFlite	19
CS-DRL	BAe125-800XPi	NetJets Europe	NJE893D/600M	N816MG	G550	Chevron USA	
CS-DXG	Ce560XLS	NetJets Europe	NJE040P/581A	N837BA	G550	Bank Of America	20
CS-DXK	Ce560XLS	NetJets Europe	NJE535P/572B	N886WT	G650	Qualcomm	
CS-PHD	EMB505	NetJets Europe	NJE998F/828B	N887WT	G650	Qualcomm	



This fine picture of one of the three Falcon 7Xs of the Empire Aviation Group with registration T7-CBG (ex VP-CBG) was taken shortly before touch-down on runway 14 from spot 6 in the Scramble Airfield Guide. (Zürich-Kloten, 16 January 2017, Antony Pratt)



A good landing-shot of one of the many Gulfstreams that visited Zürich and surroundings during the WEF in January this year. By travelling to the surrounding airports as well, you were able to spot close to a hundred different Gulfstream-frames. For example this Beijing Capital Airlines with exotic registration B-8302 during its landing at Zürich. (Zürich-Kloten, 16 January 2017, Antony Pratt)

N888FR	G-IV	Ivanhoe Capital Aviation		D-BEAR	Ce750	Air X Charter	
N888LD	G-IVSP	STAjets		D-CMMP	E55P	Luxaviation Germany	LXGE55P
N899YF	G650	Sino Jet Management	SJM16	D-CSKY	Beech 350	Fly-Alpha	BFX3
N900CH	Falcon 2000EX	Cardinal Health	20	D-CSUN	Ce560XLS+	Air Hamburg	AHO486P/763W
N906SB	Falcon 7X	ATT Management Services	22	EC-LTF	Global 6000	TAG Aviation España	19 TGM091
N922H	G650	Honeywell Flight Operations	17	EC-MLR	G650	TAG Aviation España	TGM271
N989JC	G550	Johnson Controls Real Estate	20	EI-FMH	A330-343E	Intrepid Aviation Group (THY c/s)	
N2237X	Falcon 7X	United Bank of Africa		EI-FNZ	A330-343E	Intrepid Aviation Group (THY c/s)	
N3050	G550	PayPal		EP-AGB	A321-231	Government of Iran	18 MERAJ05
OE-FKO	Ce525A	Avcon Jet	AOJ48L	F-GKHJ	Falcon 900	Aero Vision	AOV323
OE-FUX	Ce525A	Bairline Flug		F-GSCR	Ce525B	Luxaviation France	LEA123V
OE-FWF	Ce510	GlobeAir	dep GAC645I	F-HSKI	P68TC	Actima	
OE-GEM	Ce680	Jet Pool Network	dep	G-GGEN	A330-243	Wamos Air	tst
OE-GPK	Ce525B	Porsche Air Service		HB-FPS	PC-12/45	Redexair	dep
OE-HGM	Falcon 2000EX	Europ Star Aircraft	ESQ201	HB-FPS	PC-12/45	Redexair	18
OE-HLL	CL-300	International Jet Managemnt	IJM439	HB-FVM	PC-12/47E	Leonardo Flyers	
OE-IDG	CL-604	Global Jet Austria	19 GLJ96DG	HB-IGU	Falcon 2000LX	Cat Aviation	dep CAZ401
OE-IZM	G550	Avcon Jet	17 AOJ87D	HB-JRB	CL-604	Swiss Air Ambulance	18 SAZ64/1
OY-TSS	Falcon 7X	Air Alsie	MMD3308	HB-LUK	DA42	Horizon Swiss Flt Academy	dep/arr
P4-BFY	G550	Best Fly Worldwide	LMG2/ -	HB-VWM	Ce525	Nomad Aviation	
RA-09616	Falcon 7X	Aviaservice	KZN9401	HL8290	B737-7GE	Hyundai	
T7-CBG	Falcon 7X	Empire Aviation		HZ-SKY3	A320-214X	Sky Prime Aviation Services	
TC-OIL	Falcon 7X	Palmali Air		LX-AGA	CL-605	Luxaviation	18
UR-ABA	A319-115X	Government of Ukraine	17 UKN1101	LX-MMB	Ce560XLS+	Global Jet Luxemb.	19 SVW26MM
VP-BCL	CL-870	Consolidated Contractors	17	M-AAAL	Global 6000	ALM Jet	
VP-CBT	Falcon 900DX	Empire Aviation		M-IUNI	Global 5000	Unitrans Management	
VP-CZW	B737-7JW	Wincort Investments	SJM15	M-MNDG	G550	Oviation	19
VQ-BMZ	G650	Government of Jordan	RJA953	M-NALE	Global 6000	Jover	
VQ-BSN	Falcon 7X	Shell Aircraft	SHE711/2	M-YSSF	Global 6000	Springtime	20
VT-SDK	Global XRS	Bharat Forge Company		N2N	G650	Laurene Powell Jobs	
YU-BNA	Falcon 50	Serbian Government	20	N3CP	G650ER	Pfizer	
17.102004	Tp102C	74 Airlift sq	18 SVF638	N6D	G650ER	Dell USA	20
98-0002	C-32A	1st AS	SAM093	N10XG	G550	Google	
4K-AI88	G650	Silk Way Business Aviation	19	N71GE	G450	NasJet Business Aviation	
5N-FGU	Falcon 7X	Government of Nigeria	NGR002	N99ZM	Global 6000	Moelis Asset Management	
9H-MAJ	CL60	Elit'Avia Malta	20 EAU46J	N125TM	CL-300	EMC Corporation	
9H-RBA	Beech B200GT	Orion (Malta)		N194WM	Global XRS	Mente	19
9H-VCK	CL-350	VistaJet Malta	VJT405	N250LG	Falcon 7X	Liberty Global	20
9H-VJQ	Global 6000	VistaJet Malta	2x VJT801	N280PH	G-V	Global Services Detroit	19
9H-VJR	Global 6000	VistaJet Malta	VJT952X/916	N445QS	G450	NetJets	
A6-HHH	G400	Dubai Air Wing	19 DUB9	N456GA	G550	Hewlett Packard	
B-LDL	G550	Metrojet	BWJ998	N528AP	G550	Keystone Aviation	20
C-FCDE	CL-605	Skyservice Business Aviation	20	N600GK	Ce525	Fair Wind Air	19
CS-DXG	Ce560XLS	NetJets Europe	NJE418M/982T	N605DA	CL-605	Dangote Industries	
CS-DXG	Ce560XLS	NetJets Europe	NJE882C/378F	N650GL	G650	Hinson Corporate Flight Services	
CS-PHC	EMB505	NetJets Europe	18 NJE363R/326D	N721MC	G-V	Executive Jet Management	EJM691
CS-TFV	CL-300	Omni Aviation	OAV301	N888FR	G-IV	Ivanhoe Capital Aviation	
D-AZUR	ERJ135BJ	Air Hamburg	AHO949F/638A	N890A	G550	Alcoa	19
				N957CP	Falcon 2000S	Citgo Petroleum	

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N1821U	CL-604	Kevin Ulrich	20	G-LATE	Falcon 2000EX	Executive Jet Charter	19 EXJ01
OE-GZK	Ce560XLS	Int'l Jet Management	19 IJM369	G-LEAX	Ce560XLS	Luxaviation UK	19 LNX65AX
OE-HCA	CL-300	Avag Air		HB-FPS	PC-12/45	Redexair	arr
OE-HCA	CL-300	Avag Air		HB-FVM	PC-12/47E	Leonardo Flyers	
OE-IDO	Global XRS	Global Jet Austria	20 GLJ32DD	HB-IGU	Falcon 2000LX	Cat Aviation	CAZ401
TS-IOO	B737-7H3	Government of Tunisia	TUNIS3/ -	HB-JOB	Falcon 7X	Cat Aviation	dep CAZ901
VN-A867	B787-9	Vietnam Airlines	HVN1	HB-JRB	CL-604	Swiss Air Ambulance	SAZ62/3
VP-CLR	B737-7EM	LUK Aviation	19	HB-VDW	Lj45XR	TAG Aviation	dep FPG438
VP-CWW	Global 6000	Wideworld Services		HB-VOF	Ce525	CJet	20
VT-HMA	Global XRS	Reliance Commercial Dealers		HB-VOU	Ce560XL	Premium Jet	
18.CE03	ERJ145LR	21sq	BAF610	HB-VPE	Ce525A	ExecuJet Europe	
FAC0001	B737-74V	GRUVE 82	FAC0001	HB-VPG	EMB505	Jet Avn Business Jets	dep PJS701
14+03	Global 5000	FBS BMVg	GAF604	HB-VPG	EMB505	Jet Aviation Business Jets	PJS702/3
258	Lj45	102sq	20 IRL258	HB-VPO	EMB505	Air-Glaciars	dep
T.18-5/45-44	Falcon 900B	451 Esc	AME4531	HB-VPO	EMB505	Air-Glaciars	20
ZE701	BAe146 CC2	32(TR)sq	KRF39/RRF39	HB-VRW	EMB505	Air-connect international	21
87-24583	UH-60A+	1-214th AVN		LX-AGA	CL-605	Luxaviation	
87-24589	UH-60A+	1-214th AVN		M-YOIL	Global 6000	Shelf Support Shiphold	19 2x
88-26027	UH-60A+	1-214th AVN		N155AN	G650	Nissan North America	
4K-AI08	A340-642	Azerbaijan Airlines	19 AHY6731/2	N168NJ	G550	Morgan Stanley Services Group	20
4L-GAA	CL-850	Georgian Airways	TGZ1703/ -	N581D	G550	Du Pont Aviation	19
5N-FGU	Falcon 7X	Government of Nigeria	- /NGR002	N605PA	CL-605	Gaseosas Lux	
9H-FAM	EMB500	luxwing	LWG302/393	N651CH	G650ER	JP Morgan Chase Bank	19
9H-FOM	EMB500	luxwing	19 LWG591/501	N727DL	Saab 340A	Napleton Aviation Group	
9H-VCB	CL-350	VistaJet Malta	VJT412	N914BA	Global 6000	Bombardier Aerospace Corp.	20
9H-VCN	CL-350	VistaJet Malta	VJT437	N1086	G-IV	Stockwood V	20
9H-VJG	Global 6000	VistaJet Malta	VJT796	OE-FDT	Ce510	GlobeAir	GAC972B/997M
9H-VJS	Global 6000	VistaJet Malta	VJT929/912L	OE-FZD	Ce510	GlobeAir	GAC972I/A
B-8131	G550	Hanergy Holding Group		OE-HGM	Falcon 2000EX	Europ Star Aircraft	ESQ201
B-8302	G550	Beijing Capital Airlines		OE-INC	Global 5000	Global Jet Austria	19 GLJ92NC
B-LDL	G550	Metrojet	BWJ998	OE-IPW	Falcon 7X	Jet Pool Network	
C-FORB	G-IVSP	Chartright Air		P4-MIS	A319-115X	Sheikh Mustafa Ali Idris	
CS-CHA	CL-350	NetJets Europe	NJE242G/361K	RA-67238	CL-605	Aviaservice	KZN9407
CS-DLG	Falcon 2000EX	NetJets Europe	NJE623K/484L	SE-RKM	Ce525A	Biltema Sweden Holding	
CS-DRS	BAe125-800XPi	NetJets Europe	NJE158Y/139K	SP-ZSZ	CL-300	Jet Story	JDI20B
CS-DRX	BAe125-800XPi	NetJets Europe	19 NJE699Y/256L	T7-PRM	G200	ICS Aero	
CS-PHC	EMB505	NetJets Europe	19 NJE801K/228F	TC-ICT	Ce680	EMAir	
D-ATTT	CL-604	Windrose Air	QGA721A/722A	TC-OZK	Beech 250		arr
D-CSEB	Ce560XLS+	Adolf Würth	19	TS-IOO	B737-7H3	Government of Tunisia	- /TUNIS3
EC-MLR	G650	TAG Aviation España	TGM271	VP-CBF	Global 5000	Adilmark Park	
F-HAJD	Ce525	Sky Vision	20 SVK290	VT-HMA	Global XRS	Reliance Commercial Dealers	
F-HALG	Falcon 2000LXS	AccorHotels Fleet Services		19.CE03	ERJ145LR	21sq	BAF600
F-HBDX	EMB505	Jetket Invest	KBD216	FAC0001	B737-74V	GRUVE 82	FAC0001
F-HJCD	Falcon 2000LXS	J.C. Decaux		14+03	Global 5000	FBS BMVg	GAF604
F-ORLY	A330-323E	Air Caraibes	arr	MM62243	A319-112X	306 Gruppo TS	IAM3127
G-CIEL	Ce560XL	Luxaviation UK	LNX62CE	J-756	G450	12sq	PPF2
G-FBKE	Ce510	Blink	19 BKK5E	ZE708	BAe146 C3	32(TR)sq	RRF39/KRF39
G-LALE	ERJ135BJ	Luxaviation UK	LNX27GL	9A-CRO	CL-604	Government of Croatia	20



A great advantage of joining a Buchair photo-tour during the WEF is taking good pictures of the parked aircraft at Zürich. Normally during a tour they bring you to every spot on the tarmac where WEF-related aircraft are parked. This Falcon 7X of Beckton, Dickinson and Company with registration N347BD was parked and pictured at the Whiskey-apron. (Zürich-Kloten, 17 January 2017, Jan Swart)



This year some bigger and heavier equipment was noted as well, the Korean delegation from Hyundai arrived with this Boeing 737-7GE (BBJ1) on the 17th. After disembarkation the Boeing flew to Ostrava and came back on the 20th to pick up the group again. This picture of HL8290 was taken from observation deck B, which was specially kept open for enthusiasts between 9 am and 6 pm during the WEF-days. (Zürich-Kloten, 17 January 2017, Simon Butler)

9H-VCK	CL-350	VistaJet Malta	VJT405	N2237X	Falcon 7X	United Bank of Africa	20
9H-VCM	CL-350	VistaJet Malta	VJT457	OE-EGO	PC-12/47E	Airlink	2x
9H-VJG	Global 6000	VistaJet Malta	VJT796	OE-FHC	Ce525A	Avcon Jet	AOJ42C
A6-YMA	G550	Falcon Aviation Services		OE-FUX	Ce525A	Bairline Flug	20 2x
B-8131	G550	Hanergy Holding Group		OE-FVJ	Ce525	Airlink	JAR32
CS-CHD	CL-350	NetJets Europe	NJE440F/456Q	OK-BII	Beech 400A	JetBee Czech	dep PGG202A
CS-DRH	BAe125-800XPi	NetJets Europe	21 NJE387B/707G	OY-CKK	Falcon 2000LXS	Air Alsie	MMD44
CS-DSE	BAe125-900XP	EJME (Portugal)	dep JME903E	OY-CKK	Falcon 2000LXS	Air Alsie	MMD44
CS-GLE	Global 6000	NetJets Europe	NJE739B/303H	OY-FWO	Falcon 7X	ExecuJet Scandinavia	VMP798
CS-PHH	EMB505	NetJets Europe	NJE198G/255P	OY-RSE	PC-12/47E	Fournais Aviation	
D-BEEP	Ce750	Air X Charter		P4-AFK	B737-7FY	Premier Avia	
D-CEFO	Ce560XLS+	Air Hamburg	AHO882F	P4-BFY	G550	Best Fly Worldwide	- /LMG2
D-CJET	Ce525B	Air Hamburg	AHO853Z, 333	PH-KBX	Fokker 70	Netherlands Government	
D-IAHG	Ce525	Spree Flug Luftfahrt	20	RA-09616	Falcon 7X	Aviaservice	KZN9402
D-IMAX	Ce525A	Sylt Air	AWU919	T7-PRM	G200	ICS Aero	
D-IOHL	Ce525A	Ohlair Charterflug	20 ECA333	T7-URJ	Falcon 2000LXS	ExecuJet Middle East	21
D-ISKY	Beech B200	Air Hamburg	AHO888S/152N	TC-MJB	CL-604	MNG Jet	
F-HALG	Falcon 2000LXS	AccorHotels Fleet Services		TC-OIL	Falcon 7X	Palmali Air	
F-HAXA	Falcon 900EX	Luxaviation France	LEA023C	VP-CBT	Falcon 900DX	Empire Aviation	
G-FBKB	Ce510	Blink	BKK2B	VQ-BMZ	G650	Government of Jordan	RJA953
G-FBKC	Ce510	Blink	20 BKK3C	VQ-BSN	Falcon 7X	Shell Aircraft	SHE741/2
G-LEAX	Ce560XLS	Luxaviation UK	LNx98AX	20.9H-BCP	Lj45	Skyfirst	arr KFE028
HB-JOB	Falcon 7X	Cat Aviation	CAZ901	9H-FCB	Falcon 7X	Albinati Aviation	ULC708
HB-JRA	CL-604	Swiss Air Ambulance	22 SAZ52/1	9H-INV	CL-604	FlexFlight	FXT620
HB-JRB	CL-604	Swiss Air Ambulance	20 SAZ64/1	9H-KAP	ERJ135BJ	Air X Charter	AXY2003/4
HB-VNA	Ce560 Ultra	Speedwings	20	9H-VCH	CL-350	VistaJet Malta	VJT479
M-AAAL	Global 6000	ALM Jet		9H-VCM	CL-350	VistaJet Malta	VJT457
M-KENF	Raytheon 4000	Avalanche Aviation	arr	9H-VCO	CL-350	VistaJet Malta	VJT449
M-NALE	Global 6000	Jover		9H-VFG	CL-605	VistaJet Malta	VJT545
M-VQBI	Global XRS	Global Jet Luxemburg	20	9H-VJT	Global 6000	VistaJet Malta	VJT971
M-WING	Falcon 7X	Gama Aviation	GMA628	9H-ZRH	Ce525A	Helispirit	
N40TE	Global 5000	Cisco Systems	EJM674	A6-VPS	G450	Falcon Aviation Services	
N71GE	G450	NasJet Business Aviation		CS-CHA	CL-350	NetJets Europe	NJE643E/375U
N113CS	G650ER	The Blackstone Group		CS-CHD	CL-350	NetJets Europe	NJE742T/597R
N125TM	CL-300	EMC Corporation	20	CS-DKI	G550	NetJets Europe	NJE574A/031T
N151QS	Global 6000	NetJets		CS-DRS	BAe125-800XPi	NetJets Europe	NJE216P/211M
N160QS	Global 6000	NetJets		CS-DRX	BAe125-800XPi	NetJets Europe	NJE879B/893D
N183XL	Ce560XLS+	Textron Aviation	20	CS-DSD	Falcon 7X	EJME (Portugal)	JME706D
N550GA	G550	Gulfstream Aerospace Corp.		CS-DXT	Ce560XLS	NetJets Europe	NJE150A/247F
N585JC	G-V	Executive Jet Management	EJM585	CS-GLG	Global 6000	NetJets Europe	21 NJE504L/584U
N650GL	G650	Hinson Corporate Flight Services		CS-PHF	EMB505	NetJets Europe	NJE913U/489A
N737ER	B737-7CJ	JLAM JBB		CS-PHI	EMB505	NetJets Europe	NJE100M/125W
N788DP	B737-79U	DP World		CS-TFV	CL-300	Omni Aviation	OAV301
N800AL	G450	Abbott Laboratories		D-AGJP	Global 6000	ACM Air Charter	BVR50
N816MG	G550	Chevron USA		D-BEAR	Ce750	Air X Charter	
N902MZ	Ce525	Textron Aviation		D-CGAA	Ce560XLS+	Air Hamburg	AHO486P

D-CJET	Ce525B	Air Hamburg	AHO853Z	OK-BII	Beech 400A	JetBee Czech	22 PGG201A
D-CSKY	Beech 350	Fly-Alpha	BFX3	OK-GLF	G200	Eclair Aviation	ECC201/2
D-FNAH	PC-12/47	Fresena Flug		OK-PCD	PC-12/47E	OK Aviation Wings	NTF27
D-IAAY	EMB500	Arcus Air	AZE71F/P	OM-BYC	Fokker 100	Government of Slovakia	SSG004
D-IBTI	Ce525	Berner Group		OO-FTS	Ce560XL	Luxaviation Belgium	AAB927
D-INCS	Ce525	Jetkontor	JKH321	OY-RSE	PC-12/47E	Fournais Aviation	
D-IPVD	Ce525A	Transavia Flugbetriebsgesellschaft		OY-TSS	Falcon 7X	Air Alsie	MMD3308
EC-MHZ	G650	TAG Aviation España	TGM051Z	SE-RKM	Ce525A	Biltema Sweden Holding	
EI-FNI	A330-343E	Intrepid Aviation Group (THY c/s)		UR-ABA	A319-115X	Government of Ukraine	UKN1102
EI-LSN	G650	Gainjet Ireland	GJI71	UR-HBD	Beech 350	Aerostar	
EI-LSY	G550	Gainjet Ireland	GJI55	VN-A867	B787-9	Vietnam Airlines	HVN1
ET-AQP	B737-860	Ethiopian Airlines	ETH9201/8725	VP-CMJ	A319-111	Aviation Link Company	
F-GSCR	Ce525B	Luxaviation France	LEA123V, 022C	VP-CWW	Global 6000	Wideworld Services	
F-HSKI	P68TC	Actima		VT-SDK	Global XRS	Bharat Forge Company	
F-OFDF	A330-223	Air Caraibes	dep	YU-PZM	Ce560XLS+	Air Pink	
G-FBKC	Ce510	Blink	22 BKK3C	21.02-1106	C-17A	62nd AW	RCH385
G-FLBK	Ce510	Blink	BKK4D	4L-GAA	CL-850	Georgian Airways	- /TGZ1704
G-RHMS	ERJ135BJ	TAG Aviation (UK)		9H-VJQ	Global 6000	VistaJet Malta	VJT801
HB-FPR	PC-12/45	Rosen Swiss	arr	CS-DLF	Falcon 2000EX	NetJets Europe	NJE068N/724A
HB-FVD	PC-12/47E	Air-Corviglia		CS-DLH	Falcon 2000EX	NetJets Europe	NJE754L/758U
HB-JSM	Falcon 7X	Jet Aviation Business Jets	arr	CS-DXT	Ce560XLS	NetJets Europe	NJE699E/311D
HB-JSS	Falcon 7X	Cat Aviation	dep CAZ601	D-AHOI	ERJ135BJ	Air Hamburg	AHO214W
HB-JSS	Falcon 7X	Cat Aviation	arr CAZ602	D-APLC	Falcon 7X	ACM Air Charter	BVR60
HB-VDW	Lj45XR	TAG Aviation	22 FPG438	D-CEIS	Ce680	E-Aviation	EFD888
HB-VPO	EMB505	Air-Glaciars		D-CSFD	Ce560XL	SFD Stuttgarter Flugdienst	FFD901
HL7227	B737-7HF	Hanwha Chemical Corporation		D-CUGF	Ce525B	SFD Stuttgarter Flugd.	22 FFD525
HL8290	B737-7GE	Hyundai		D-IOBO	Ce525A	OBO Jet Charter	22
M-SAMA	Global 6000	ExecuJet Middle East		F-HBDX	EMB505	Jetkey Invest	KBD216
M-WING	Falcon 7X	Gama Aviation	GMA628	HB-JFI	Falcon 2000LX	Jet Aviation Business Jets	PJS800
N2N	G650	Laurene Powell Jobs		HB-JRG	CL-604	Premium Jet	arr
N99ZM	Global 6000	Moelis Asset Management		HB-JUC	Falcon 7X	Cat Aviation	arr CAZ301
N100QS	Global 5000	NetJets		HB-VRV	EMB500	Cinic	dep
N143QS	Global 6000	NetJets		N537EM	Beech B200		
N146QS	Global 6000	NetJets		N605PA	CL-605	Gaseosas Lux	
N155AN	G650	Nissan North America		N650XA	G650ER	Saudi Aramco	
N524EA	G650ER	Falstaff Partners		OE-GEM	Ce680	Jet Pool Network	
N537EM	Beech B200			OE-GGF	Ce560XLS	Int'l Jet Management	arr IJM333
N566ZJ	Global 6000	Zetta Jet	21	OE-GIE	Ce525B	Airlink	2x JAR31
N605DA	CL-605	Dangote Industries		OE-HGM	Falcon 2000EX	Europ Star Aircraft	2x ESQ201
N886WT	G650	Qualcomm	21	OK-VPI	G550	ABS Jets	ABP921/2
N888HZ	G550	Cloud Skipper		TC-ENK	BAe125-900XP	Air Enka	arr
N888LD	G-IVSP	STAjets		TC-ICT	Ce680	EMAir	
N898CC	Global 5000	MHS Travel and Charter	GAJ19	22.2-MSTG	Ce510	Mustang Sally Aviation	
OE-GBR	Ce560XLS	Fly Tyrol	FTY8	9H-AMY	CL-850	Air X Charter	arr AXY2210
OE-GGP	Ce560XLS	Int'l Jet Management	dep IJM329	9H-VJK	Global 6000	VistaJet Malta	VJT836
OE-GTH	Beech 350	Air Independence		9H-ZRH	Ce525A	Helispirit	
OK-AAV	Ce414A	Fly Solution		CS-DFG	Falcon 2000EX	NetJets Europe	NJE426M/407F



At the time of writing we still do not know much details of this interesting Beech 250 TC-OZK except for its construction number. It was seen during the WEF but it is uncertain if the visit was WEF-related or not. A nice bonus for those who like bizprops. Additional info about this aircraft is very welcome to us. (Zürich-Kloten, 18 January 2017, Bob Holland)

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One of the four Chinese Gulfstream 550s that visited WEF was this B-8131 owned by Minsheng Tianxiang Aviation Leasing and operated for the Hanergy Holding Group. In the background a load of parked business jets is visible at the Whiskey-apron, waiting for their customers or owners for the flight back to their home-bases. (Zürich-Kloten, 19 January 2017, Johan van Rossum)

CS-DXW	Ce560XLS	NetJets Europe	NJE395C/293G
CS-TFV	CL-300	Omni Aviation	OAV301
D-IAAW	EMB500	Arcus Air	arr AZE71P
D-IMGW	Ce525A	Air Hamburg	arr AHO512B
D-IOBO	Ce525A	OBO Jet Charter	
D-ISKY	Beech B200	Air Hamburg	AHO152N/007
EC-KCA	G200	Gestair Private Jets	GES143/4
F-HBIR	Ce510	Wijet	BKK9I
G-SONE	Ce525A	Centreline Aviation	CLF695
G-USHA	Lj75	Zenith Aviation	BZE06A/B
HB-FOW	PC-12/45	Future Finance Corporation	arr
HB-IGU	Falcon 2000LX	Cat Aviation	arr CAZ401
HB-JOB	Falcon 7X	Cat Aviation	arr CAZ901
HB-JST	Falcon 7X	Cat Aviation	arr CAZ801
HB-VRV	EMB500	Cinic	arr
HB-VRW	EMB505	Air-connect international	arr
LX-AGA	CL-605	Luxaviation	
M-ATEX	Falcon 900LX	RCR Jets	
M-YSKY	Global 6000		
N727DL	Saab 340A	Napleton Aviation Group	
N854SD	G400	JMI Services	
N3788B	G550	BlackRock Fin. Management	arr JAS71
OE-FUX	Ce525A	Bairline Flug	arr
OE-GBR	Ce560XLS	Fly Tyrol	FTY8
PT-TRJ	Falcon 2000S	Calila Investmentos	
VP-BDH	B737-8Q8	S7 Airlines	arr
VP-CMC	G450	Jet Aviation Business Jets	arr
YU-PMK	Ce560XLS+	Air Pink	

It is almost impossible to see all the WEF-aircraft, for some arrive after dark or even late in the evening and sometimes leave within the hour. Even a short visit to for example Dübendorf to see the parked aircraft over there might cause you to miss a few WEF-aircraft that only stayed an hour on Zürich. Spotters-life can be hard! You have to make choices. The best spot for taking pictures this week was at short finals runway 14. (Spot 6 in the Scramble Airfield Guide). A very good spot with a large parking area, even toilets and a snack-bar. The snack-bar was open from 10 am to sunset daily. Good for a warming up, hot coffee or a hot snack, for the temperature was around minus 3 Celcius average during the day. The list above also contains some maintenance visitors. The two Irish registerd Airbus A330s on the 17th were in full Turkish Airlines colours. The Wamos Airbus on the 17th performed a local test flight. The Air Caraibes Airbus on the 18th arrived for maintenance and the company Airbus on the 20th departed after maintenance. The Irish registerd Airbus A330

on the 20th was also in full Turkish Airlines colours. The S7 Airlines Boeing on the 22nd was also a maintenance visitor.
St. Gallen-Altenrhein

			January 2016
18.T-741	DHC-6-300	SwissTopo	+20 (H)
9M-CJG	Global Express	AirAsia	+20
C-GNVA	DHC-6-400	Planes & Parts	+20
C-GSUN	CL-300	Suncor Energy	+20
C-GWFM	Falcon 900EX	Skyservice Business Aviation	
CS-DRX	BAe125-800XPi	NetJets Europe	
CS-DSD	Falcon 7X	EJME (Portugal)	+20
G-JAGA	EMB505	Luxaviation UK	+20
G-PEPI	ERJ135BJ	Luxaviation UK	
G-REFO	G650	TAG Aviation (UK)	+20
G-SUGR	ERJ135BJ	Air Charter Scotland	
G-THFC	ERJ135BJ	Luxaviation UK	+20
HB-IUV	G200	TAG Aviation	
HB-LOK	DHC-6-300	Zimex Aviation	
HB-LUM	DHC-6-300	Zimex Aviation	
LX-JFZ	PC-12/47E	Jetfly Aviation	
LX-ZXP	Falcon 7X	Global Jet Luxembourg	
M-ALSH	Global Express	Mirgav Aviation	+20
M-HAWK	Global 6000	Genetechma Finance	
M-MSGG	CL-605	ARTOC Group	
M-OGMC	Global XRS	Cambridge Aviation	+20
M-UGIC	G550	Jet Aviation Business Jets	+20
N146QS	Global 6000	NetJets	
N44KJ	G650ER	NasJet Business Aviation	+20
N585DW	G550	Colleen Corp.	
N732PA	CL-605	Mirage Aviation	+20
N808JG	G-V	Western Air Charter	
N888HZ	G550	Business Aviation Asia	+20
N900LY	G-V	Golden Sky Aviation	+20
OE-IMI	Falcon 900EX	Avcon Jet	+20
OY-APM	G450	Maersk Aviation Holding	+20
OY-NSA	DHC-6-300	Nordic Seaplanes	+20 (H)
PH-DND	ERJ145MP	Denim Air	+20
RA-10203	G550	UTAir Aviation	
T7-OKA	Raytheon 390	Sunflower Resources	+20
TC-MKR	Falcon 900EX	Setair Havacilik	+20
VP-CJT	Global XRS	Empire Aviation Group	
XA-JGT	Global 5000	Aerea del Mar de Cortes	+20
20.9H-VCA	CL-350	Vistajet Malta	
CS-PHJ	EMB505	NetJets Europe	(H)
D-BERT	Falcon 2000LX	Bertelsmann	
D-BOBI	Falcon 2000LX	BASF	
D-CSEB	Ce560XLS+	Adolf Würth	

F-HSBL	EMB500	Pan Europeenne Air Service		VP-CSX	Falcon 7X	Sonair	+17, 19
F-HTTO	Global 5000	Flying Group		VQ-BLP	Falcon 7X	Planair Enterprises	Arr +19
HB-FLA	PC-6/B2-H4	Zimex Aviation		VT-SDK	Global XRS	Bharat Forge Company	+17
HB-KHC	TBM-700C2	Enz Electronic	(H)	17.5N-FGU	Falcon 7X	Government of Nigeria	arr NGR2
HB-KOL	TBM-700B	ESCAair	(H)	F-HADT	Ce510	Thevenin	arr
HB-LRN	DHC-6-300	Zimex Aviation	(H)	HB-JST	Falcon 7X	Cat Aviation	+19
HB-VYM	EMB505	Manhag	(H)	HZ-A3	A320-214	Alpha Star Aviation Services	arr
N198JH	Ce525	Biorem Engineering	(H)	M-FAHD	B727-76	Prime Air Corporation	+19
N265H	Falcon 900EX	CNL Group Services		M-YKDA	A320-232	Lease Co.	+19
OE-HAS	G200	Avcon Jet	(H)	N3CP	G650ER	Pfizer	arr
OK-GLX	G200	Eclair Aviation	(H)	N605DA	CL-605	Dangote Industries	arr
OK-VAN	EMB500	Aerotaxi		N800J	G550	Johnson & Johnson	
OY-CLS	Falcon 7X	Air Alsie		N898CC	Global 5000	MHS Travel & Charter	+19
SE-RIN	Ce525A	Waltair Europe		OE-IRF	B737-7JU	ART Aviation	
SE-RMR	Ce560XLS	Bluelink Jets		OY-FIT	Global 5000	Execujet Scandinavia	+19
TC-ICT	Ce680	EM Air		PT-TRJ	Falcon 2000S	Calila Investimentos	+19

Aircraft listed with an (H) where logged while parked inside a hangar.

Bazel-Mulhouse-Freiburg

January 2016							
16. (N458BJ)	B747-8	Boeing Business Jets (a/w)	+17, 19	VP-CRF	Falcon 50	West Jet Falcin	+19; no engines
(VP-BDA)	B787-9	Kalair (a/w)	+17, 19	VP-CTF	MD-87	AMAC Aerospace	+19
A6-YMA	G550	Falcon Aviation Services	arr +17	VP-CVI	G650	Fancourt Flightservice	Arr +19
CS-DFG	Falcon 2000EX	NetJets Europe	+17	VQ-BFN	Falcon 7X	Squadron Aviation Services	+19
ET-AQP	B737-860	Ethiopian Airlines	+17, 19	VT-HMA	Global XRS	Reliance Commercial Dealers	
HB-JKC	G550	Jet Aviation Business Jets	17	19.5A-UAA	CL-300	United Aviation	
HB-JUC	Falcon 7X	Cat Aviation	+17, 19	5N-FGT	B737-7N6	Nigerian Air Force	
HB-JUF	G650	Swiss Jet	+19	A6-HEH	B737-8AJ	Dubai Air Wing	
HZ-101	B737-7DP	Saudi Government	+17, 19	A6-MRS	B737-8E0	Dubai Air Wing	
HZ-SKI	B727-212	Twinjet Aircraft	+17, 19	B-8131	G550	Hanergy Holding Group	
I-TOPX	Beech 400A	Topjet Executive	+17	D-CJET	Ce525B	Air Hamburg	
LX-DIO	B737-97YER	Global Jet Luxembourg	+17, 19	F-HZOU	Falcon 7X	Dassault Aviation	
M-SAMA	Global 6000	Execujet Middle East	+17, 19	FAC0001	B737-74V	GRUVE 82	
N40TE	Global 5000	Cisco Systems	+17	HB-AFM	ATR-72-202(F)	ASL Airlines Switzerland	
N585JC	G-V	Exec. Jet Man'ment	arr EJM585 +17	HB-ZRA	EC145	REGA	
N600J	G550	Johnson & Johnson	+17, 19	HZ-ATR	B737-9FG	Al-Atheer Aviation	
N737ER	B737-7CJ	JLAM JBB	+17, 19	HZ-SKY2	A330-243	Sky Prime	
N777QX	CL-605	Flexjet	+17, 19	HZ-SKY4	A319-115X	Sky Prime	
N788DP	B737-79U	DP World	Arr +17	N111VM	B737-7GV	International Jet Club	
N3050	G550	Paypal	+17, 19	N155AN	G650	Nissan North America	
N7777N	G450	Hinson Corporate Flt Services	+17, 19	N456GA	G550	Hewlett Packard	
N79711	B737-7BQ	Dallah Group	+17	N717BN	CL-605	Saudi Binladin Group	
P4-MIS	A319-115X	Sheikh Mustafa Ali Idris	+17	OE-LAA	Global 5000	MJet	
TR-KPR	B777-236	Government of Gabon	+17, 19	OO-TFC	B757-222(F)	ASL Airlines Belgium	
V5-PJM	G-III	Wings Over Africa	+17, 19	VP-CAD	A319-115X	Global Jet Austria	
VP-BEH	Falcon 7X	EF Education	17	VQ-BOS	B737-8GQ	Bayham Holdings	
VP-BHD	A330-243X	Saudi Basic Industries	+17	VT-SBK	Falcon 900EX	Bharat Forge	
VP-BKS	B767-3P6ER	Kalair	+17, 19				

Basel was also one of the airport where attendees temporarily parked their aircraft during the event.



One of the highlights was this rather new and colourful Gulfstream 550 of Falcon Aviation Services which was operating for Line Investments & Property. Until six months ago the same registration A6-YMA was used on an Embraer ERJ135BJ, also owned by Falcon Aviation Services. (Zürich-Kloten, 19 January 2017, Johan van Rossum)

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One of the aircraft that stayed consistently all week at the same spot on the Whiskey-apron was this 36 years old Falcon 50 YU-BNA of the Government of Serbia in former Yugoslavia. (Zürich-Kloten, 20 January 2017, Richard Breuer)

Dübendorf

January 2016		
18.A-937	PC-7	Pilotenrekrute
A-941	PC-7	Pilotenrekrute
T-312	AS332M-1	Swiss Airforce
T-333	AS532UL	Swiss Airforce
T-339	AS532UL	Swiss Airforce
LX-GJM	Ce525C	Global Jet Luxembourg
M-SAID	Global 5000	Consolidated Contractors
N36GV	G-V	Gama Aviation
N236FS	G450	Lockheed Martin Corporate Aircraft
N550TH	Falcon 900EX	Sony Aviation
N556TT	G550	BAHC 5 Pte.
N582D	G550	DuPont Aviation
N607CV	G550	Covidien Flight Department
N652BA	G650ER	Bank of America
N813QS	G550	Sergey Brin & Larry Page
N838LM	G550	ProFlite
N922H	G650	Honeywell
N950X	Falcon 7X	TPG Capital
N1777M	G650	BlackRock Financial Management
N3788B	G550	BlackRock Financial Management
TC-KHG	G550	Kortez Havacilik Turizm
VP-BCL	CL-870	Consolidated Contractors
VT-CPA	G550	Poonwalla Aviation

Dübendorf became an airport with customs facilities in 2016 making it possible for participants to fly directly to the airport. The airbase is close to Zürich and quite open, the parked business-jets were easily readable but unfortunately too far away for taking good pictures. Do not forget to visit the museum. It is really worth a visit. The whole history of the Swiss Air Force can be seen here as well as most of the models they flew with through the years, including the probably only remaining Hawk T.66 in Swiss Air Force colours.

Bern-Belp

January 2016		
20.9A-TOA	DHC-6-300	European Coastal Airlines
9A-TOE	DHC-6-300	European Coastal Airlines
D-CFLY	Ce560XLS+	Air Hamburg
EC-MLV	Ce680	TAG Aviation España
G-LEGC	ERJ135BJ	Luxaviation UK
HB-AEV	Do328-110	SkyWork Airlines
HB-IZD	Saab 2000	SkyWork Airlines
HB-JRG	CL-604	Premium Jet
HB-VPH	Ce525	Phillipe Foriel-Destezet
N4T	Global Express	Zetta Jet USA
N79CN	P180	Valentair
N925JS	G-IVSP	Executive Fliteways
P4-ADD	G200	Prime Aviation

YU-SPC Ce560XLS+ Prince Aviation

A large amount of participating aircraft were ferried to this airport for temporarily parking during the event.

Friedrichshafen

January 2016		
18.A6-CBO	Global XRS	DC Aviation AI-Futtaim
CS-TFV	CL-300	Omni Aviation
D-BEJR	Do328-300	Dornier museum
D-CICE	Do228-101	Dornier museum
D-CLBM	EMB505	Liebherr International Deutschland
D-ICDO	Do228-200	Dornier museum
EI-ECM	B737-86N	Aloosa Airlines
HL8080	A319-115X	SK Telecom
LN-RTG	Falcon 2000	Rely
N3PG	G550	Procter & Gamble
N10XG	G550	Google
N107VS	G550	Visa USA
N112QS	Global 5000	NetJets
N150QS	Global 6000	NetJets
N159JA	G550	eBay
N358V	G650	Visa USA
N370EL	CL300	Ecolab
N462MK	G550	Merck Sharp & Dohme
N524EA	G650ER	Falstaff Partners
N537BT	G550	Monsanto
N551VL	G550	Indorama
N688CB	G550	Thermo Fisher International
N762MS	G650ER	Wal-Mart Stores
N917GA	G550	Hill Air
N977GS	Falcon 7X	Gilead Sciences
OK-VPI	G550	ABS Jets
P4-AFK	B737-7FY	Premier Avia
RA-64010	Tu-204-300	Biznes-Aero
RA-74015	An-74D	VSV
VQ-BMZ	G650	Government of Jordan
XA-PTR	G-IVSP	Servicios Aereos Surpet

Geneva

January 2016		
19.J-756	G450	12sq
9H-FOM	EMB500	luxwing
9H-WFC	ERJ135BJ	Air X Charter
C-FORB	G-IVSP	Chartright Air
CS-DKK	G550	NetJets Europe
CS-DRH	BAe125-800XPi	NetJets Europe
CS-DTC	EMB500	Helibravo
CS-DXL	Ce560XLS	NetJets Europe
CS-LTA	Ce680A	NetJets Europe
CS-TFO	Lj40	Omni Aviation
D-ADLR	G550	DLR
D-BEKP	CL-300	Windrose Air

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Although officially registered to Millrock Aviation Financial, this Global 6000 is one of the jets being used by Bombardier Aerospace. It was previously registered to Global Flight, the in-house fractional user program. (Zürich-Kloten, 18 January 2017, Johan van Rossum)

D-IAAD	EMB500	Arcus Air	arr AZE21P	OE-GDF	EMB505	Speedwings Executive Jet
D-IEKU	Ce525A	Ohlair Charterflug	arr ECA222	OE-GDP	EMB505	Speedwings Executive Jet
F-GXBV	Falcon 900EX	Comfort Jet Services		OE-GXL	Ce560XL	Speedwings Exec. Jet arr SPG569
F-HEND	Ce510	Astonjet	arr ASJ902	P4-AIM	CL-605	Prime Aviation
G-FBKF	Ce510	Blink		P4-CEO	CL-605	Daidalos Aviation
G-RMMA	Falcon 900EX	TAG Aviation (UK)	(H)	PH-CTR	Ce680	Cartier Europe dep
G-STMT	Falcon 7X	TAG Aviation (UK)		PH-RLG	Ce680	Cartier Europe dep
HB-IMY	G-IV	Sit-Set Aviation	(H)	PT-OEX	Falcon 900	Ibis Participações e Serviços (H)
HB-JFP	G650	Jet Aviation Business Jets	(H)	TC-GAP	G450	Government of Turkey
HB-JFY	Global XRS	Air King Jet	(H)	UR-NST	Raytheon 390	Business Jet Travel Airline dep
HB-JGD	Falcon 2000S	MSC Aviation	(H)	VP-BDB	B737-9LBER	Dallah AVCO
HB-JGE	Global XRS	TAG Aviation	arr FPG777	VP-BMP	G650	Oasis
HB-JGG	Falcon 2000LX	MSC Aviation	(H)	VP-BOK	Global 6000	Rembrandt Tobacco Group dep
HB-JGL	G200	TAG Aviation		VP-BOP	B737-73W	Hongkong Jet
HB-JOE	G550	Premium Jet		VP-CBT	Falcon 900DX	Empire Aviation Group dep
HB-JRS	Global 5000	Albinati Aeronautics		VQ-BHP	G550	Tillford
HB-JSB	Falcon 2000	Privatair	arr PTI522			
HB-JSN	Falcon 7X	Dasnair				
HZ-SK4	G-V	Sky Prime Aviation Services	dep			
LX-SAB	Falcon 900DX	Global Jet Luxemb.	dep SVW56AB			
M-ANGO	Global 5000	Waylawn				
M-GMKM	Falcon 7X	GMK Consulting	(H)			
M-INTY	G280	Hampshire Aviation				
M-PRVT	Ce750	Unifox Holdings				
N650ER	G650ER	Gulfstream Aerospace Corp.	(H)			
N711LS	Global 6000	The Whitewind Company	arr			
N717AL	G-IVSP	Nice Corp Services				
OE-FXE	Ce525A	Speedwings Exec. Jet	arr SPG707			

Aircraft listed with an (H) were logged while parked inside a hangar. Most information in this article has been compiled from logs posted on various fora. With the help of photos posted on websites like Flickr and zrh-Spotters additional information has been found. We have tried to provide an overview of movements, but this log is by no means complete.

Credits: Sander Molleman, Mick Farley, James Paveley, Bob Holland @ Flickr, Richard Tregear, Robert Spilling, Simon Butler, Joe Heeney, Frank van Hemert, Bizjet List, Civil-Spotters list, Airline list, Scramble forum/message board.



It was very hard to get our hands on a photo not taken at Zurich. One of the many WEF-related visitors at one of the nearby airports was this Global Express N4T of Zetta Jets USA. It dropped off its passengers at Zürich on 16 January and left the same day for a long-stay parking at Bern, where this picture was taken. (Bern-Belp, 20 January 2017, James Paveley)

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Evergreen Aviation & Space Museum



Chris Ufkes
Malcolm Greenbaum

N683AL was flown from Phoenix-Mesa Gateway (AZ) to McMinnville Municipal Airport (OR) on 4 September 2013. This 1975 built C-9C was previously in use with the US Air Force as 73-1683 before it was transferred to the US Department of State in October 2011. N683AL was officially cancelled from the FAA register on 16 September 2016.

The Evergreen Aviation Museum opened on June 2001 at its current location. The Evergreen Space Museum opened seven years later. This museum is famous for housing the Spruce Goose. In July 2015 the museum reached an agreement with the Aero Club of Southern California to transfer full ownership of the Hughes Flying Boat, also known as the Spruce Goose, to the museum, which bought the aircraft in 1992 under a long-term payment plan.

Malcolm Greenbaum took the long drive from SeaTac down to the Evergreen Aircraft Museum near McMinnville (OR) on Tuesday 19 July 2016. The museum is opposite McMinnville Airport. Falcon 2000 N360M was noted here on the ramp.

What is located in the museum can be found in all the various databases, but it suffices to say that it is an excellent museum and well worth a visit. The exhibits are beautifully preserved in two main buildings as well as a number outside all around the buildings.

A couple of highlights were a prototype Sabreliner (c/n 287-1), the Spruce Goose and, for me, the ex-NASA Gulfstream 2 N947NA. The latter is parked outside and you would not need to pay the \$27 admission price to see it but I have to say not to take a look around would be a shame.

One final highlight is one of Evergreen's old Boeing 747s, loaded on top of their water park next door with water slides running out from it. Has to be seen to be fully appreciated.

registration/serial	type	c/n	remarks
431007	Fw190A-8	-	replica
20+16	MiG-23ML	390324635	
3318	A6M3	3318	
110999	Me262	AC778269	replica
136119	FJ-3	194-346	"Marines"
41 White	MiG-29	2960721930	"23 blue"
7600	MiG-21MF	96007600	"84 red"
"66672"	X-15A	-	replica
741556	F-5E	R1216	"56 red"
02-2008	RQ-4A	AF-1	
51-13575	F-94C	880-8359	"113575/FA-575"
53-1251	F-86H	203-23	
53-2418	JF-101A	1	
53-5943	T-33A	580-9419	"30843"
55-4218	CH-21C	C.172	
56-1368	F-102A	-	
56-3832	QF-100F	243-108	"HS"
59-0137	F-106A	327	"90137"
61-7971	SR-71A	2022	
62-4432	F-105G	F-21?	"WA"
63-7647	F-4C	750	
67-21395	GO-2A	337M-0101	
67-21596	AQM-34N	N-51	"H-51"
69-6230	A-7D	D-060	
73-0089	F-15A	28	
76-0014	F-15A	193/A166	

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132534	EA-1F	8929	"VR-712"
149006	UH-3H	61-080	"162711/66"
152070	A-4E	13458	
158312	T-2C	340-3	"813"
164343	F-14D	618/D-23	"VF-31/106"
166416	RQ-8A	-	
51-13934	OH-13E	575	
51-16245	OH-23B	437	
52-7602	UH-19D	-	
64-13502	UH-1D	4209	"O-13502/OR-NG"
67-18902	OV-1C	103C	
69-16434	AH-1F	20866	"O-16434"
63-8224	T-38A	N5571	"N968NA/68"
NASA 708	F5D-1	11282?	"708"
4021	XROE-1 Rotorcycle	3	
146417	TF-9J	-	"7", Blue Angels c/s
-	JN-4D	-	replica
-	Curtiss D Pusher	-	replica
-	Sopwith Camel	-	replica
-	Wright 1903 Flyer	-	replica
"N747EV"	S-1S	-	fake registration, never flown
A010	A160	-	no blades
"N-X-211"	Ryan NYP	-	replica
N1H	UH-12E	2100	
N3BF	T-18	413	
N3NN	N3N-3	2831	
N33CC	AT-6C	27780	"780"
N44BH	Lancair 320	313	
N44ET	Oldfield Baby	6907 M-187	
N50CR	Sabre 50	287-1	
N51DH	P-51D	122-31302	"CL-X"
N66RV	RV-6	1	
N67HP	FG-1D	3356	"4"
N74TD	Beech 2000A	NC-27	
N79P	H269A	58-0002	
N84GK	Quickie Q2	2402	
N104PJ	F-104G	9142	as "NASA 813", ex FX84
N109EV	Bf109G-14	610937	"610937"
N137RK	Cassutt III M	MG001	"37"
N174LA	DH.100	IB-1686	
N198CS	PT-2C	001	
N198R	Ce310	310-35150	
N202EV	P2V-5	426-5383	"141"
N203JL	Lj24B	24B-203	
N207EV	B-17G	32426	"22"
N249SB	PBY-5A	CV-249	"44-P-4"
N271JM	MiG-15UTI	242271	"22 black"
N293FR	P-40K	21133	



Parked in front of the museum, this Boeing 747 has a rich history. It was delivered to Singapore Airlines in August 1973. After just 36 months it was added to the famous Flying Tiger Line fleet. It then operated for Metro International Airways for three years before Pan Am added the aircraft to its fleet. During its time with Pan Am a side cargo door was fitted. Evergreen added N482EV to its fleet in May 1991 and converted the Boeing to freighter in 1992. Twenty years later this lady queen of the skies was finally withdrawn from use.



One for April Fools day, as the real N968NA is preserved at the NASA Johnson Space Center. This T-38 Tallon is actually a T-38A serial 63-8224 a former US Air Force frame. (all pictures taken bij Malcolm Greenbaum)

N306AT	Glasair SHA	306	
N356TE	Spitfire LF.IXe	CBAF.11470	"TE356/D-DE"
N450UR	E75	75-5300	
N481EV	B747-132(F)	19896/72	(at waterpark)
N482EV	B747-212B(F)	20713/219	
N500G	CW-22A	A22-1	
N505MH	P-38L	422-8441	"453186/83"
N586HS	SH-34G	58-128	
N683AL	C-9C	47671/774	"73-1683"
N711WH	Handley-Rebel 2300	03-89-5003	
N868N	Curtiss 51	B-51	
N947NA	G-1159	147	
N3258	DH-4M-1	ET-4	
N3870N	Beech 35	D-1111	
N4221H	Christen Eagle II	POIER-0001	
N5352E	S-2B	5105	
N5363V	UH-12E	2049	
N6051C	Bell HTL-3	0188	"124564/UR-18"
N6481K	RC-3	736	
N6950N	F-84F-40-GK	-	"26877/FS877"
N7144F	Yak-50	832604	
N7811	JRF-5	B-122	
N8064Z	SH-2F	158	"151321/HV-135"
N8600R	Schweizer SGS 2-32	1	
N9334B	Beech D45	BG-272	"2S-0938/225/140938"
N10160	HRP-1	111823	
N11035	H369D	900810D	"ONCHO"
N11044	Gee Bee Model E	X-9	replica
N16070	DC-3A-197	1910	
N37602	H-4	HK1	
N46471	J-3L-65	G31	
N49081	M-62A	T43-5826	
N50959	Beech D17S	305	
N51923	CH-37B	58-0999	"0-80999"
N52874	AOP6	TAY-371-W	"VF644"
N53438	PT-22	2161	"952"
N57655	BT-13A	7832	"21187/TU-69"
N61827	L-4H	10750	"329459/25-C"
N62376	C-47A-85-DL	19978	"315512/4U"
N65760	HO3S-1G	51-005	"233"
N74833	A-26B	28718	"435439/RG-L"
N75490	MiG-17F	54211393	"115 white"
NC9283	Curtiss C-1	337	
NX-EASM	Pietenpol Aircamper	-	"NC9645"

There are approximately 100 exhibits in total. Besides the museum the Evergreen Museum campus also holds an IMAX 3D theater, the Evergreen waterpark and a chapel.

Credit: Malcolm Greenbaum.

Dutch Aviation Society

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Editorial addresses

Dutch Aviation Society
Postbus 75545
1118 ZN Schiphol
The Netherlands
Fax +31-84-738 3905
<http://www.scramble.nl>

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info@scramble.nl
subscribe@scramble.nl
mil@scramble.nl
civ@scramble.nl
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ATR72-212C with code 60313 touched down at Bangkok at 9.09 hrs on 9 September 2009 on delivery. It is the only Thai ATR72 (locally known as B.L16) that is not carrying any serial or code, although the 603sq code is used on SBS identifications. No VIP aircraft from 602sq and 603 sq carries its proper Thai serial on the outside of the aircraft and this VVIP ATR is no exception. (Bangkok/Don Muang, 30 January 2017)



Soon after receiving their initial two SSJ100-95LRs (B.L18) including this 60318, the Royal Thai Air Force exercised its option for a third aircraft, that will be delivered later this year. (Bangkok/Don Muang, 31 January 2017)



A319-115X CJ 60202/HS-TYR was delivered to 602 sq of the Royal Thai Air Force at Bangkok in 2004. The Thai call this aircraft type an B.L15. (Bangkok/Don Muang, 14 January 2017)

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Dash 7s are not often seen in Europe anymore. Above DHC-7 N705GG is owned by the United States Government and is designated as a EO-5B. (Shannon, 20 February 2017, Malcom Nason)



España - Salvamento Marítimo or Spanish Coastguard is using the CN235 for maritime patrol. EC-KEM with serial 103 is based at Las Palmas-Gando, Gran Canaria. (23 January 2017, Niels Quist)



CASA C212 N495CS is owned by Rampart Aviation based at Colorado Springs. Behind this CASA was another one and also DHC-4 Caribou of the same company. (Marana (AZ), 27 december 2016, Jeep Stoker)