

467
April 2018

Scramble

HAI Heli-Expo 2018

DUTCH AVIATION SOCIETY



The rise of the Cobra is the theme of this picture page. First an untamed Thai Army first generation AH-1F 15958 seen at Lop Buri. (13 January 2018, Jurgen van Toor)



The second generation is the twin-engined AH-1W Super Cobra 165238/WG-00 of HMLA-773 seen at Washington/Ronald Reagan. (5 March 2018, Tim Wolfe)



The latest generation is the AH-1Z Viper, with two engines and four blades. BuNo169254/UV-55 of HMLA-267 was seen at Nellis AFB. (14 March 2018, Tim Wolfe)

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Editorial

This month we start with a photo correction. The amazing pictures we received from Jurgen van Toor on the inside back cover of issue 466 were not taken at Don Muang but at Kamphaeng Saen!

Absent this month is the Triptease, but to make up for that we have an article on the annual Heli-Expo, which was held at Las Vegas (NV) from 27 February till 1 March 2018. Due to this the number of pages is a bit less than normal, only 96.

The last few months we have been telling you about our increased presence at our social media Facebook and Twitter. To try and stay as up-to-date as possible, and not put more workload on our already busy editors, we are looking for a dedicated social media editor. In addition we are looking for someone with an affinity for the USAF, to keep our online Orders of Battle current. We would love to hear from you, for both positions, at bestuur@scramble.nl.

As we announced last month, you can now order the SWAF and SMS Europe! Sales are already going fast so be quick to order your copy, before they are sold out. The EMOOS will be available for the DSC on 21 April (Dutch Spotters Convention, see advert on page 53), and we will announce this once ready for order on our social media channels. Visit our shop page at www.scramble.nl/shop for more information!

We are getting questions about a new version of the SMS North America, and we intend to publish this on a two-yearly basis. So the next edition should be out in the summer of 2019. In addition we also get questions from customers if we received payment and when they can expect their purchase. As mentioned on the shop page dispatch time can take up to three weeks after receiving your order. We will do our utmost to get them out as soon as possible after you placed your order!

Cover Photo



The second series-built PC-24 was captured on camera outside for the first engine ground runs when this photo was taken. HB-VSC departed Stans on 14 March 2018 for the USA where it was registered as N224WA to Pilatus Business Aircraft. Pilatus reported PC-24 orders from at least 84 customers, accounting for three years of production. (Stans-Bouchs, 19 January 2018, Stephan Widmer)

Important dates

Scramble 468	
Deadline copy:	17 April 2018
Deadline photos:	24 April 2018
Planned publication date:	8 May 2018

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Scramble Shop

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Please check www.scramble.nl/shop.htm for ordering from outside the Netherlands. We offer PayPal and credit card services. Check our website for details on prices for subscribers and non-subscribers.

Scramble World Airline Fleets 2018	242 pages
SMS Europe 2018	145 pages
SMS North America 2017-2018	191 pages
Scramble Military Transports 2017	87 pages
EMOOS 2018	783 pages

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Movements Netherlands



PR-ZGQ is the fourth prototype of the Embraer ERJ190-E2 (listed as ERJ190E2STD in the Scramble database). The aircraft spend the night at Schiphol-East before it continued to Norway, visiting launch customer Widerøe. On 28 February 2018 Embraer has received airworthiness certification for the E190-E2 from Brazilian, European and US regulators. In time for the first delivery to launch operator Widerøe set in April 2018. (Amsterdam-Schiphol, 24 February 2018, Pino Tome)

Amsterdam

			February 2018	9H-YOU	CL-850	Air X Charter	AXY403/411
01. 9H-JPC	ERJ135BJ	Air X Charter	02 AXY113/206	EI-GDX	B737-8AS	Ryanair	f/v RYR2998/9
D-BERT	Falcon 2000LX	Bertelsmann	dep BFD01T	M-ARTY	PC-12/47E	Creston	08
D-CEEE	Ce560XLS	HTM Aviation	dep HTM017	N450CE	G450	Executive Jet Management	09 EJM45
D-CMED	Lj55	Fewotel	QAJ551	OE-IFD	B747-4B5ERF	ASL Airlines	05 TAY915E
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	OM-ACB	B747-433(F)	Air Cargo Global	13 CCC826/813
D-CSCA	Ce525B	Silver Cloud Air	dep SCR378	VH-CRW	Falcon 7X	Brenzil	f/v 08
D-ICBA	Ce525A	ProAir	f/v 2x	05. V-11	G-IV	334sq	NAF11
D-IKBO	Ce525A	Silver Cloud Air	dep SCR357	9H-ALJ	Falcon 900EX	Air CM Global	dep RJR002
D-IKBO	Ce525A	Silver Cloud Air	03 SCR357	9H-YOU	CL-850	Air X Charter	AXY508/501
D-ISAR	Raytheon 390	Euroflug Frenzel	04	D-IADV	Ce551	MCH Holding	
F-GGGA	Ce550	Valljet	VLJ066M	ES-LSF	Saab 340A	FlyEst	f/v AEG1001/2
F-GYPE	ERJ135LR	Pan Europeenne	PEA007C	G-HCSA	Ce525A	Bookajet	07 BOO062/724
G-EZRR	A320-214	easyJet	f/v EZY6921/2	LY-SPF	A320-214	Small Planet Airlines	dep LLX9901
G-GAAL	Ce560XLS+	Luxaviation UK	f/v LNX75AL	N628BD	G-V	Hewlett Packard	06
G-RNJP	CL-605	TAG Aviation (UK)	02	N900FZ	TBM-900	Redwood	07
M-ILTA	Falcon 900LX	Allianz	f/v 02	N5465M	G550	Monsanto	06
OE-FWF	Ce510	GlobeAir	02 GAC199H/J	OE-FTP	EMB500	Mustang Charter	09
VP-BML	B737-8MC	Aeroflot	f/v AFL2192/3	OE-FZC	Ce510	GlobeAir	GAC250P/149Q
02. 9H-AMY	CL-850	Air X Charter	04 AXY120/412	OO-NEY	EMB545	Air Service Liège	06
9H-VFG	CL-605	VistaJet Malta	03 VJT545	OO-XLS	Ce560XLS+	Air Service Liège	dep
9H-VFI	CL-605	VistaJet Malta	VJT525	OO-XLS	Ce560XLS+	Air Service Liège	06
9H-VJC	Global 6000	VistaJet Malta	dep VJT739	PH-WRW	EC120B	Heli Holland Holding	
C-GSLU	Falcon 2000LX	Skyservice Aviation	dep	YL-CSH	CS300	Air Baltic	f/v BTI619/20
D-ADCL	G550	DC Aviation	f/v DCS101	06. CS-DSF	Falcon 8X	Exec Jet Management	f/v JME419M
D-BOOK	Falcon 2000LX	Bertelsmann	BFD02K	D-IAAB	EMB500	Arcus Air	f/v 09 AZE99P/16F
D-CAPO	Lj35A	Jet Executive	JEI454	D-IADV	Ce551	MCH Holding	
D-CEFO	Ce560XLS+	Air Hamburg	03 AHO951Q/177E	D-ILAH	Beech B200GT	Anton Haring	
EI-LEO	Ce750	Gainjet Ireland	04 GJI75X	F-HIBF	Ce510	Aston Jet	07
F-GSCR	Ce525B	Luxaviation France	LEA120C	G-FBKK	Ce510	Blink	07 BKK11K
G-HCSA	Ce525A	Bookajet	dep BOO062	HB-JFI	Falcon 2000LX	JABJ	07 PJS800
M-NTOS	Ce525C	Selementos	dep	M-AVIR	Global 6000	TAG Aviation	f/v 09
N1FE	Global Express	FedEx Express	dep	M-NTOS	Ce525C	Selementos	08
N155AN	G550	Nissan North America	dep	M-SPEK	Beech 350	Specsavers Aviation	SSZ9A/B
N260Z	G550	Nissan North America	dep	OE-FZC	Ce510	GlobeAir	07 GAC149R/661V
N702CK	B747-4B5F	Kalitta Air	f/v 03 CKS818/208	OE-LQY	A319-111	easyJet	f/v EZY7403/4
OK-AST	Ce560XL	Air Bohemia	BOH711/2	PH-WRW	EC120B	Heli Holland Holding	
UR-UIA	B737-84R	Ukraine Int'l	f/v AUI101/2	XA-ADH	B787-9	AeroMèxico	f/v AMX025/6
03. 9H-VFC	CL-605	VistaJet Malta	VJT585	07. 0110	B737-86X	1.BLT	2x PLF110
D-CNOC	Ce560XLS	Atlas Air Service	04 ATL1C	9H-JPC	ERJ135BJ	Air X Charter	08 AXY709/813
G-FBKG	Ce510	Wijet	04 BKK7G	9H-YOU	CL-850	Air X Charter	09 AXY701/923
G-HBJT	EC155B1	Starspeed	04 f/v 2x	D-CAHO	Ce560XLS+	Air Hamburg	AHO545R
HB-JSD	Falcon 8X	Dasnair	f/v 04 DGX801	D-CEFO	Ce560XLS+	Air Hamburg	AHO162U/612W
04. V-11	G-IV	334sq	NAF11	D-IEKU	Ce525A	Ohlair	ECA2C
9H-VCJ	CL-350	VistaJet	VJT492	G-HCSA	Ce525A	Bookajet	09 BOO724
				HA-JEO	Ce650	Jetstream Air	09 JSH650/1
				OE-FHA	Ce510	GlobeAir	GAC472B/C

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SP-HAZ	A321-211	Small Planet Airl.	08 LLX9632/5045	D-BURO	CL-300	Aero Dienst	f/v ADN42L
08.9H-CGH	Falcon 50EX	Elitavia	dep EAU51H	D-CEEE	Ce560XLS	HTM Aviation	14 HTM017
C-GLBX	Global 7000	Bombardier	f/v *BBA703	D-CJET	Ce525B	Air Hamburg	AHO615Y
D-BANN	CL-300	LGM Luftfahrt	09	D-CTTT	Ce560XLS	HTM Aviation	14 HTM023
D-CCGM	EMB505	Starwings	STQ555	F-GKHJ	Falcon 900	Aero Vision	14 AOV030
D-ISAR	Raytheon 390	Euroflug Frenzel		F-HHTTP	Raytheon 390	Azlan Aviation	15
D-ISTP	EMB500	MHS Aviation	MHV50P	M-OLOT	CL-604	Kellie Aviation	15
LX-VMF	Ce560XL	Luxaviation	dep LXA15P	N453FX	G450	Flexjet	f/v 15 LXJ453
N104QS	Global 5000	Netjets	f/v 09	N605JM	CL-605	Sunset Aviation	f/v TYW605
OE-LQG	A319-111	easyJet	f/v EZY8873/4	OE-FCB	Ce510	GlobeAir	GAC316J/911W
OE-LQM	A319-111	easyJet	f/v EZY1831/2	OE-FHA	Ce510	GlobeAir	GAC095V/789K
OO-PRM	Ce510	Air Service Liège		OE-IJP	A319-111	easyJet	f/v 14 EZY2731/7957
OY-RSE	PC-12/47E	Air Alsie	09	OE-LQP	A319-111	easyJet	f/v EZY2725/6
VP-BKA	B737-8LJ	Aeroflot	f/v AFL2192/3	OO-DFG	Falcon 2000LX	Luxaviation Belgium	
XA-FEM	G550	Servicios Aereos	09	YU-MPC	Ce525	MPC Holding	
09.C-GNDN	G650	Skyservice Aviation	dep	14.9H-VCB	CL-350	VistaJet Malta	16 VJT453
D-ATMJ	CL-604	FAI Airservice	f/v 12	D-BURO	CL-300	Aero Dienst	ADN42L
D-CXLS	Ce560XLS+	Air Hamburg	10 AHO545R	D-IBJJ	Ce525A	Air Hamburg	AHO641W
F-HRGD	ERJ145LU	Aero4M	AEH752/F	D-ICBA	Ce525A	ProAir	15
HB-JGQ	CL-300	Premium Jet	10	F-HRGD	ERJ145LU	Aero4M	AEH752/F
LX-RSQ	Lj45	Luxembourg Air Ambul.	DUK5AMB	G-LCYN	ERJ190SR	British Airways	16 BAW8457/9752
M-ARTY	PC-12/47E	Creston (UK)		G-LUBB	Ce525	Centreline Air Charter	
N91LA	G550	Leucadia Aviation	13	N887TM	G550	Airflite	dep
N430QS	G450	NetJets		OE-FHA	Ce510	GlobeAir	GAC538H/095W
YU-BTN	Ce525B	Air Pink	11	OE-FZC	Ce510	GlobeAir	GAC222G/316K
10.V-11	G-IV	334sq	NAF11	OE-GKW	G100	Tyrol Air Ambulance	TYW757/8
ZH889	Hercules C5	24/30/47sq	f/v RRR5503	OE-IZH	A320-214	easyJet	f/v EZY2729/30
9H-FOM	EMB500	Luxwing	12 LWG502/591	PH-CJM	Ce680	JetNetherlands	
HB-JCF	CS300	Swiss	f/v SWR734/5	15.D-CFHZ	EMB505	DAS Private Jets	
N430QS	G450	NetJets		LX-DEA	Ce560XLS	Luxaviation	f/v LXA24Y
N707FJ	Falcon 900	ExxAero	dep	N1F	G650	Gulf States Toyota	16
OO-XLS	Ce560XLS+	Air Service Liège	12	N532LA	B767-316ERF	LATAM Cargo	f/v 17 LCO1505
S5-ICR	Ce560XL	Linxair		OE-FZC	Ce510	GlobeAir	GAC912M/070B
11.ZH878	Hercules C4	24/30/47sq	RRR5541	OO-NEY	EMB545	Air Service Liège	17 2x
CS-TFV	CL-300	Omni Air	dep OAV301P	S5-ICR	Ce560XL	Linxair	16
G-HCSA	Ce525A	Bookajet	12	16.9H-VCE	CL-350	VistaJet Malta	17 VJT474
HB-FXC	PC-12/47E	TAG Aviation		D-CAMB	Lj31A	Jetcall	JCL4
LX-ICL	B747-467F	Cargolux	f/v CLX715	D-ICBA	Ce525A	ProAir	
LX-LXL	Falcon 900LX	Global Jet Luxembourg	SVW51XL	G-EZRO	A320-214	easyJet	f/v EZY6853/4
LX-VMF	Ce560XL	Luxaviation	13 LXA15P	G-VYGM	A330-243	AirTanker	23 JAF304P/TFLO91P
N707FJ	Falcon 900	ExxAero	21	HB-VRV	EMB500	air-connect	18
S5-ICR	Ce560XL	Linxair	12	LX-VMF	Ce560XL	Luxaviation	23 LXA15P
SP-ENR	B737-8Q8	Enter Air	ENT535/P	M-LWSG	Global 6000	Lynx Aircraft	f/v
12.9H-BBJ	B737-7BC	Dutch Government	f/v 16 PVJ111/2	N275DJ	G-IV	Ragtime Investments	17
CN-RGC	B787-8	Royal Air Maroc	dep RAM8781	OK-UGJ	Ce680	Travel Service	TVS88J/89J
D-IDAS	EMB500	DAS Private Jets		VH-LEP	Global 6000	Air National Australia	f/v 18
G-HCSA	Ce525A	Bookajet	14 BOO194	17.9H-BBJ	B737-7BC	Dutch Government	19 PVJ112/4
N1FE	Global Express	FedEx Express	14	D-CBBS	EMB505	German Private Jet	
OO-XLS	Ce560XLS+	Air Service Liège	15	D-IADV	Ce551	MCH Holding	2x
S5-ICR	Ce560XL	Linxair	13	D-ISAR	Raytheon 390	Euroflug Frenzel	
13.4X-CPX	G-IVSP	Arkia	15	EC-MQQ	CRJ1000	Air Nostrum (a/w)	f/v SAS2551/552



B-7838 is one of twelve Boeing 787 dreamliners in the Xiamen Airlines fleet. The aircraft was the third B787-9 delivered to the carrier on 4 April 2017. (Amsterdam-Schiphol, 7 February 2018, Joris Witsen)

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This Airbus A320 was delivered to easyJet in 2016 as G-EZPL. easyJet is one of the airlines taking precautions for when the United Kingdom will exit the European Union. easyJet Europe was established on 18 July 2017 and started operations on 20 July 2017. Its headquarter is located in Vienna, Austria. In November 2017 this Airbus took up registration OE-IVD. (Amsterdam-Schiphol, 2 February 2018, Frank Doornbos)

OE-HRS	CL-350	Avcon Jet	AQJ78R	N900FZ	TBM-900	Redwood	22
18. G-HCSA	Ce525A	Bookajet	27 BOO194	OK-SWW	B737-7Q8	Smartwings	CSA618/9
LZ-BVM	B737-31S	BulAir (a/w)	f/v LZB461/2	OY-GEF	Beech B200GT	Lars Thrane	23
M-SETT	Global 5000	Lodging 2020	20	22. 9H-VCK	CL-350	VistaJet Malta	VJT405
OE-LQO	A319-111	easyJet	f/v EZY2725/6	D-CNAG	SA227DC	Binair	BID5A/P
PH-CJM	Ce680	JetNetherlands		ES-SAN	A320-214	Smartlynx Estonia (a/w)	f/v AFR1440/1
S5-ICR	Ce560XL	Linair	23	G-SCPJ	Bae125-900XP	Saxonair	f/v SXN80K
SU-SMM	G450	Smart Aviation	f/v SME258/9	LY-FSK	Bae125-900XP	Classic Jet	LLT101/2
19. 9H-BBJ	B737-7BC	Dutch Government	PVJ114	M-EVAN	CL-300	Marcus Evans	24
9H-BBJ	B737-7BC	Dutch Government	21 PVJ114/3	M-NTOS	Ce525C	Selementos	23
9H-GPS	Ce560XL	Luxwing	f/v 20 LWG202/291	N758CC	CL-604	CTB International	24
D-CGGG	Lj31A	Jetcall	JCL3	OE-FWF	Ce510	GlobeAir	23 GAC578C/356F
D-ICBA	Ce525A	ProAir	2x	OE-GLF	G150	Avcon Jet	25 AOJ52L
EC-LEB	Global XRS	TAG Aviation España	GES211	OE-HRS	CL-350	Avcon Jet	24 AOJ78R
N1FE	Global Express	FedEx Express	21	OM-IEX	B737-8BK	Air Explore (a/w)	AFR1240/1/1740/1
N79MA	G550	Meadow Air	22	OO-AMR	Ce525A	Air Service Liège	
N372BG	G550	Berwind	22	OO-XLS	Ce560XLS+	Air Service Liège	23
N650GA	G650ER	Gulfstream	f/v 20	YL-LCT	A320-214	Smartlynx Airlines (a/w)	AFR1340/1
OE-FAT	Ce510	GlobeAir	GAC356E/092J	23. 9H-BBJ	B737-7BC	Dutch Government	arr PVJ115
OE-LQV	A319-111	easyJet	f/v EZY2163/4	9H-VCA	CL-350	VistaJet Malta	VJT401
OM-GEX	B737-8AS	AirExplore (a/w)	TRA072/5675	9H-VCL	CL-350	VistaJet Malta	24 VJT417
OO-XLS	Ce560XLS+	Air Service Liège		D-CAWX	Ce680	Aerowest	24
SP-CEZ	Lj60XR	AMC Aviation	AMQ3Z	D-CMDH	Ce680	Eisele Flugdienst	EFD777
YL-LCT	A320-214	Smartlynx Airl. (a/w)	20 TRA074/5685	D-CNOC	Ce560XLS	Atlas Air Service	24 ATL1C
20. D-IMGW	Ce525A	Air Hamburg	AHO522S/242	D-IFIS	Ce525A	Luxaviation Germany	24 LXG22S
G-KRBN	EMB505	Catreus	VCG464	EI-GDW	B737-8AS	Ryanair	f/v RYR3104/5
HB-JTA	Falcon 900LX	Air Sarina		F-HSFJ	Ce680A	Astonjet	f/v 24 ASJ054/047
M-NTOS	Ce525C	Selementos	22	G-SCPJ	Bae125-900XP	Saxonair	SXN80K
M-OVIE	G650	Hampshire Aviation		G-TFRA	Ce525	Blu Halkin	24
N550GS	G550	Gulfstream	f/v 22	LX-JFW	PC-12/47E	Jetfly Aviation	25 JFA41B/63B
OE-IVX	A320-214	easyJet	f/v EZY8877/80	LX-VMF	Ce560XL	Luxaviation	arr LXA15P
OE-LKK	A319-111	easyJet	f/v EZY2723/4	OO-AMR	Ce525A	Air Service Liège	
OE-LQH	A319-111	easyJet	f/v EZY8875/6	SE-RIL	Ce560XLS	Hummingbird Avn Svs	24 ETI823Z/4Z
OK-IMO	Beech 400A	Queen Air	21 AQS815	VP-BVG	Global XRS	MVA Aviation	
OM-GEX	B737-8AS	AirExplore (a/w)	TRA5676/5215	24. 9H-FGV	EMB500	Luxwing	25 LWG791/702
OM-GEX	B737-8AS	AirExplore (a/w)	TRA5216/077	9H-VCI	CL-350	VistaJet Malta	VJT488
TC-REC	G450	REC Aviation	22	9H-VCK	CL-350	VistaJet Malta	VJT405
TC-SHE	BAe125-850XP	Erben	21	EC-MJQ	CRJ1000EE	Scandinavian	f/v SAS1549/50
YU-MPC	Ce525	MPC Holding		N887TM	G550	Airflite	arr
YL-LCT	A320-214	Smartlynx Airl. (a/w)	TRA5686/075	OE-LKL	A319-111	easyJet	f/v EZY2723/2152
21. 9H-BBJ	B737-7BC	Dutch Government	PVJ113	OM-JEX	B737-8AS	Air Explore (a/w)	f/v TRA092/6597
9H-BBJ	B737-7BC	Dutch Government	23 PVJ113/5	OM-JEX	B737-8AS	Air Explore (a/w)	f/v TRA6598/6005
D-CASH	EMB505	Air Hamburg	AHO213T	OM-JEX	B737-8AS	Air Explore (a/w)	TRA6006/5819
D-CGEP	G150	Windrose Air	QGA375B/376B	OM-JEX	B737-8AS	Air Explore (a/w)	TRA5820/6411
D-IGWT	Ce525A	Sylt Air	23 AWU721/3	OO-AMR	Ce525A	Air Service Liège	
D-ISUN	Ce525A	Ohlair	ECA5C	OO-JWB	PC-12/47E	Nextgen Partners	2x
EI-GDZ	B737-8AS	Ryanair	f/v RYR3100/1	PH-EXU	ERJ175STD	KLM Cityhopper	del KLM9968
F-HIMA	P180	Investairs	22	PH-EXV	ERJ190STD	KLM Cityhopper	del KLM9962
G-FBKE	Ce510	Wijet	25 2x BKK5E	PR-ZGQ	ERJ190E2	Embraer	f/v 25
N95VB	Beech C90GTx			XA-ATL	G550	Aerofrisco	25

YR-FKA	Fokker 100	Carpatair	ADR434/5
25. D-IAAD	EMB500	Arcus Air	26 AZE62P
LZ-MDO	A320-214	Small Planet (a/w)	LLX9075/5075
N904DS	Global Express	Dan Snyder	
OE-ICT	A320-214	easyJet	f/v EZY4567/8
OE-LQJ	A319-111	easyJet	f/v EZY8875/6
OM-JEX	B737-8AS	Air Explore (a/w)	26 TRA6412/091
OH-NLA	Ce650	North Flying	NFA057
26. 9H-AMY	CL-850	Air X Charter	AXY2610/09
9H-VJV	Global 6000	VistaJet Malta	27 VJT965
D-ISAR	Raytheon 390	Euroflug Frenzel	27
G-RNFR	CL-605	TAG Aviation (UK)	
HB-VPG	EMB505	JABJ	27 PJS701
LN-NIJ	B737-8JP	Norwegian	f/v NAX4257/8
LZ-MDO	A320-214	Small Planet (a/w)	LLX5076/9076
N155AN	G550	Nissan North America	arr
OE-LQQ	A319-111	easyJet	f/v EZY2729/7406
OO-JWB	PC-12/47E	Nextgen Partners	
OY-GFS	Falcon 2000LX	Air Alsie	MMD4487
UR-PSZ	B737-86N	Ukraine Int'l	f/v AUI101/2
VP-BTK	A321-211	Aeroflot	f/v AFL2694/5
VP-CBY	Falcon 7X	Wallen Global	
YR-TRQ	Ce510	Toyo Aviation	f/v 27 TOY351/2
27. 9H-VJO	Global 6000	VistaJet Malta	28 VJT889
9H-VJV	Global 6000	VistaJet Malta	28 VJT965
D-ABBA	Falcon 900LX	Eagle Aviation	f/v GER5A/B
EC-MIA	B777-28EER	Privilege Style	TFL534/092P
F-HATG	Ce525C	Flying Faster	28
F-HEND	Ce510	Astonjet	28 ASJ757
G-RNJP	CL-605	TAG Aviation (UK)	arr
HZ-AK74	B777-FFG	Saudia Cargo	f/v 28 SVA941/2
N304K	Falcon 900LX	Att Management Services	f/v 28
N554CE	G550	Ace Ina	f/v
N900FZ	TBM-900	Redwood	28
OK-VAN	EMB500	Aerotaxi	28 ITE503
YR-TYA	CL-300	Toyo Aviation	TOY152/5
28. 9H-FGV	EMB500	Luxwing	LWG701/793
F-HSFJ	Ce680A	Astonjet	ASJ047/980
G-HCSA	Ce525A	Bookajet	arr
G-RNFR	CL-605	TAG Aviation (UK)	arr
G-XAVB	Ce510	Gama Aviation	GMA700
N114HC	Falcon 50EX	Harsco	
N260Z	G550	Nissan North America	2x 07

The Bombardier 7000 on the 8th paid a flying visit while enroute from Basle to Frankfurt. The aircraft only made one touch and go on runway 18R. The Boeing 737 on the 12th is a temporary replacement for the Dutch government before their own BBJ has been delivered. The aircraft is being oper-

ated by and registered to Privajet. The Moroccan dreamliner on the same day departed after maintenance. The LATAM Colombia Boeing 767 on the 15th was a very welcome visitor. Two new Embraer aircraft for KLM Cityhopper arrived on the 24th. Also on that day the arrival of the Embraer ERJ190E2 demonstrator.

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

Rotterdam - The Hague

		February 2018	
01. 9H-VCN	CL-350	VistaJet Malta	dep VJT4370
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
G-JJET	Ce510	Catreus AOC	VCG3A/B
G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4477/6
M-AJOR	AW139	Major Aviation - INEOS Group	2x
OO-AMR	Ce525A	Air Service Liège	
PH-HRK	P180	JetNetherlands	02
PH-VBG	Falcon 2000EX	JetNetherlands	03
T7-BRE	CL-604	ACASS Canada	
02. CS-DXG	Ce560XLS	NetJets Europe	04 NJE7EA
CS-LTB	Ce680A	NetJets Europe	03 NJE571M/3KK
D-CDOC	Lj45	Jetcall	03 JCL2
EC-GXJ	SA226TC	Flightline	05 FTL4453/11
F-HAHA	Ce510	Astonjet	03 ASJ888
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
M-PIRE	P180	Northside Aviation	dep
M-PIRE	P180	Northside Aviation	20
OO-ACC	Ce525A	Air Service Liège	dep
OO-AMR	Ce525A	Air Service Liège	03
OO-OCA	Beech 350	Air Service Liège	
OO-VLQ	Fokker 50	VLM Airlines	WLM3001/7001
YU-MTU	Ce525	Infinity Aviation	
03. D-CFGG	Lj36A	Quick Air	QAJ557
OO-NEY	EMB545	Air Service Liège	
OO-VLI	Fokker 50	VLM Airlines	WLM7002/3001
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
PH-VBG	Falcon 2000EX	JetNetherlands	11
VP-BOT	G650ER	Air Jet One	06
04. OO-NEY	EMB545	Air Service Liège	
PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
05. 14+02	Global 5000	FBS BMVg	GAF630
D-ALOA	ERJ135BJ	Air Hamburg	06 AHO491B
D-IPCC	Ce525A	Unitech Aviation	06
EC-KPT	Beech 200	Air Taxi & Charter	dep IBJ205A
EC-LBO	C550	Air Taxi & Charter	08 IBJ905A/8A
EC-LKF	CR1000	Iberia Regional	ANE3139/2139
EC-LKF	CR1000	Iberia Regional	ANE3140/2140
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6



National Airlines and NaviTrans USA launched a round-the-world Boeing 747-400 freighter service on 9 June 2017. Dedicated aircraft N919CA was caught on camera by Frank Doornbos on 2 February 2018 at Amsterdam-Schiphol Airport with additional NaviTrans titles while operating a flight from Miami to Charleston as NCR628/629.

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Vulcanair P-68 Observer 2 PH-SLC was delivered to Slagboom & Peeters on 22 November 2017. Former OY-ILS is the replacement for sold Cessna 310 PH-LAW. (Rotterdam - The Hague, 13 February 2018, Kees van Boven)

G-GILB	Ce510	Catreus AOC	VCG2A/B	VQ-BZM	G450	GainJet Aviation	11
HB-JCD	CS300	Swiss	10 SWR5100/7	11. D-CSUN	Ce560XLS+	Air Hamburg	12 AHO656Y/547K
HB-JCE	CS300	Swiss	dep SWR5103	EC-GPS	SA227AC	Flightline	12 FTL002/8811
PH-FIS	Ce525	JetNetherlands	dep	HB-JCF	CS300	Swiss	15 SWR5108/7
PH-HRK	P180	JetNetherlands	07	HB-JRQ	CL-604	Albinati Aeronautics	LUC65
PH-HWM	CL-605	ASL	06	OE-FDB	Ce525	MS Aviation	
06. V-11	G-IV	334sq	07 NAF11	OE-GGG	Ce560XLS+	Jetfly Airline	
9H-FOM	EMB500	Luxwing	07 LWG593/02	OE-GXX	Lj40	Int'l Jet Management	IJM339
EC-LKF	CR1000	Iberia Regional	ANE2141/3166	OH-SWJ	Ce525A	Scanwings	ABF2C/D
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6	PH-VBG	Falcon 2000EX	JetNetherlands	13
M-NGSN	PC-12/47	Niels Stolt-Nielsen	08	YU-BNA	Falcon 50	Serbian Government	
PH-FIS	Ce525	JetNetherlands	10	12. V-11	G-IV	334sq	13 NAF11
PH-SLC	P68B	Slagboom & Peeters	f/v	CS-DVZ	Ce550	Taespejo Portugal	20 TES101
PH-WRW	EC120B	Heli Holland Holding		D-CAHO	Ce560XLS+	Air Hamburg	13 AHO491B/007W
07. CS-DXX	Ce560XLS	NetJets Europe	08 NJE623F/706R	M-CCCP	Global 5000	Heda Airlines	14
D-CJPG	Lj35A	Quick Air	QAJ563	OO-RZA	R44	Diatrans	13
D-IADV	Ce551	MCH Holdings	08	PH-HRK	P180	JetNetherlands	15
D-IBBS	Ce525A	German Private Jet Group		13. 258	Lj45	MATS	IRL258
D-IBBS	Ce525A	German Private Jet Group	08	D-CAMB	Lj31A	Jetcall	14 JCL4
EC-LJR	CRJ1000	Iberia Regional	ANE2142/3142	F-HLRX	Falcon 2000S	Michelin Air Services	
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
OY-CKS	BN-2A	COWI	26 COWI02	G-FBLK	Ce510	Wijet	14 BKK1A
PH-HRK	P180	JetNetherlands	09	N605JM	CL-605	Sunset Aviation	14 TWY605
PH-RBC	EC120B	HeliAir		OK-JFA	Nextant 400XT	Time Air	TIE107J
08. 9H-FOM	EMB500	Luxwing	LWG501/92	OO-ACO	Ce510	Air Service Liège	08
CS-TFR	Lj45XR	Omni Aviation	10 OAV304/304P	OO-RZA	R44	Diatrans	14
D-IADV	Ce551	MCH Holdings	09	PH-SLC	P68	Slagboom & Peeters	
EC-KPT	Beech 200	Air Taxi & Charter	10 IBJ208A/10A	PH-TSN	DA42	Prininvest	dep
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6	PH-TSN	DA42	Prininvest	14
G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4477/6	PH-VBG	Falcon 2000EX	JetNetherlands	16
OO-PRM	Ce510	Air Service Liege	14	SP-ATT	Beech 400XP	Smart Jet	14 SAH48P
PH-CDH	B737-86J	Corendon Dutch Airlines	CND7941/2	14. L-07	PC-7	131EMVOsq	Diamond04
SP-ENR	B737-8Q8	Enter Air	ENT534P/534	ZE700	BAe146 CC2	32(TR)sq	KRF67/RRR1167
09. CS-DVZ	Ce550	Taespejo Portugal	TES102	ZE708	BAe146 C3	32(TR)sq	15 RRF17/KRF17
CS-PHD	EMB505	NetJets Europe	NJE3NX	CS-DRU	BAe125-800XPi	NetJets Europe	NJE549H/6MG
D-IOHL	Ce525A	Ohlair Charterflug	10 ECA3C	CS-DXN	Ce560XLS	NetJets Europe	16 NJE268D/6SL
EC-JIP	SA226TC	Flightline	12 FTL5572/11	CS-PHA	EMB505	NetJets Europe	NJE8AQ/844Y
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6	D-IBJJ	Ce525A	Air Hamburg	15 AHO641W/314E
HB-JRA	CL-604	Swiss Air Ambulance	SAZ51/2	D-INCS	Ce525	Jetkontor	JKH321
OE-GXX	Lj40	Int'l Jet Management	10 IJM339	F-HLPN	Falcon 2000LXS	Michelin Air Services	
OO-ACC	Ce525A	Air Service Liège	11	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
OY-NPF	SA227DC	North Flying	NFA115P/115	G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4477/6
OY-NPF	SA227DC	North Flying	NFA115/115P	G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4479/8
PH-TXA	Ce510	JetNetherlands	16	HB-VNA	Ce560 Ultra	Speedwings	15
10. CS-PHF	EMB505	NetJets Europe	11 NJE5BF	15. D-CHDJ	Ce560XLS	Ohlair Charterflug	ECA6C
D-CGAA	Ce560XLS+	Air Hamburg	AHO817G/147H	D-CJOS	Ce525B	Luxaviation Germany	LXG33S
D-ITAN	Ce525	E-Aviation		D-INCS	Ce525	Jetkontor	JKH321
N7MR	Falcon 7X	SCB Falcon	11	D-INCS	Ce525	Jetkontor	JKH321
OH-SWJ	Ce525A	Scanwings	ABF2A/B	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
PH-FIS	Ce525	JetNetherlands	18	G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4479/8
S2-AGX	DHC-8-402	US-Bangla Airlines (a/w)		M-OEPL	Falcon 7X	Auburn Oak Nigeria	16

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OE-FZC	Ce510	GlobeAir	GAC070B/969C	D-GCOB	DA42	Jaeger	
OH-SWJ	Ce525A	Scanwings	ABF2D/E	PH-CDH	B737-86J	Corendon Dutch Airlines	CND7941/2
OO-IDE	Ce525	Air Service Liège	dep	PH-FIS	Ce525	JetNetherlands	02
PH-MFA	DA42NG	Martinair Lelystad	MPH151	PH-FJK	Ce525B	JetNetherlands	
PH-MFX	Ce650	JetNetherlands	18	PH-TSN	DA42	Prinvest	arr
PH-TSN	DA42	Prinvest	17	PH-VBG	Falcon 2000EX	JetNetherlands	arr
16.D-CSUN	Ce560XLS+	Air Hamburg	17 AHO835F	23.9H-FOM	EMB500	Luxwing	LWG592/01
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6	CS-CHG	CL-350	NetJets Europe	24 NJE181C/95P
HB-JCC	CS300	Swiss	20 SWR5108/5	CS-PHB	EMB505	NetJets Europe	NJE9QL/995B
PH-BYD	Beech 58	KLS	*KLM7902	D-CFLY	Ce560XLS+	Air Hamburg	AHO322Q
PH-HLM	PA-34-200T	KN Singles And Twins		D-IWIR	Ce525A	Ohlair Charterflug	ECA4C
PH-NDK	Falcon 900B	Exxaero	XRO092	EC-GPS	SA227AC	Flightline	24 FTL8851/0001
17.V-11	G-IV	334sq	18 NAF11	EC-JYC	SA226TC	Flightline	27 ORZ403/201
D-IRSB	Ce525	Stuttgarter Flugdienst	FFD541	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
OE-FZC	Ce510	GlobeAir	GAC969D/582Q	OE-FZC	Ce510	GlobeAir	GAC900L/M
PH-VBG	Falcon 2000EX	JetNetherlands	20	PH-CYP	PC-12/47E	SMT Aviation	del 28
18.D-BAHB	Falcon 2000LX	MHS Aviation	22 MHV20Y	24.D-AHER	Falcon 900EX	Heron Aviation	25 HRN511
D-CFLY	Ce560XLS+	Air Hamburg	AHO952Z	D-IWIR	Ce525A	Ohlair Charterflug	ECA4C
D-CHDJ	C-560L	Ohlair Charterflug	ECA6C	EC-GPS	SA227AC	Flightline	26 FTL003/8811
D-CHIP	Ce525B	E-Aviation	EFD111	PH-DTS	DA42	Wings over Holland	
HB-JWX	DA-8X	Albinati Aeronautics	LUC17	PH-TCN	P180	JetNetherlands	
N1DC	G-V	Blue Star Management Corp.	21	PH-TCN	P180	JetNetherlands	27
N617EA	G-V	First Reserve Corporation	19	25.9H-GPS	Ce560XL	Luxwing	26 LWG203/91
OO-ACC	Ce525A	Air Service Liège	07	CS-CHF	CL-350	NetJets Europe	26 NJE3HF
PH-NDK	Falcon 900B	Exxaero	19 XRO092/4	HB-JBA	CS100	Swiss	arr SWR5106
T7-MBH	ERJ135BJ	Empire Aviation Group	22	N904DS	Global Express	D. Snyder / Washington Redskins	27
19.D-IMAX	Ce525A	Sytl Air	20 AWU919/20	PH-CJM	Ce680	ASL	27
EC-LBB	G200	Mercadona		26.D-IAIB	Ce525	Fairjets	27
M-CCCP	Global 5000	Heda Airlines		G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
N576MA	TBM-850	HTG Trading		G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4479/8
PH-HRK	P180	JetNetherlands	05	LN-JHH	CL-350	Sundt Air	27 MDT7
PH-TSN	DA42	Prinvest	22	M-CCCP	Global 5000	Heda Airlines	27
SE-RIL	Ce560XLS	H-Bird Aviation	23 ETI819Z/823	N500LU	PA-46-500TP	Medtronic Belgium	27
20.EC-MOQ	Ce525C	Aluminios Cortizo		N700BW	CL-300	Borg Warner	28
EI-DMG	Ce441	Dawn Meats Group		OK-JFA	Nextant 400XT	Time Air	27 TIE123J
M-PIRE	P180	Northside Aviation	21	OO-NRG	R44	STB-copter - Genitrade	
N500LU	PA-46-500TP	Medtronic Belgium	21	OO-VLS	Fokker 50	VLM Airlines	27 WLM3001/7001
OK-IMO	Beech 400A	Queen Air	AQS815	PH-PKF	Falcon 2000LXS	JetNetherlands	
21.CS-CHA	CL-350	NetJets Europe	22 NJE5KZ/354H	27.G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
CS-IHP	Falcon 2000	EJME	22 JME211P/21P	N86RK	DA42NG	WeFly	28
D-CJPG	Lj35A	Quick Air	QAJ584	OO-VLS	Fokker 50	VLM Airlines	WLM3002
HB-FOW	PC-12/45	Future Finance Corporation	22	PH-PKF	Falcon 2000LXS	JetNetherlands	
HB-JCB	CS300	Swiss	25 SWR5106/5	PH-TCN	P180	JetNetherlands	03
M-PIRE	P180	Northside Aviation	05	28.CS-PHG	EMB505	NetJets Europe	NJE6KY
N576MA	TBM-850	HTG Trading		D-CKJE	EMB505	Luxaviation Germany	LXG555JE
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/8S	D-IDAZ	Ce525	Donau Air Service	
PH-FJK	Ce525B	JetNetherlands		D-INKY	P180	Airgo Flugservice	XGO3RD/KB
22.V-11	G-IV	334sq	NAF11	N576MA	TBM-850	HTG Trading	



This Gulfstream G650ER flew its delivery flight from Savannah (GA) to Rotterdam, arriving on 3 February 2018. VP-BOT was caught on camera just before departing to Basel-Mulhouse. The Gulfstream seems to be operated by Air Jet One for Russian billionaire Viktor Rashnikov. (Rotterdam-The Hague, 6 February 2018, Kees Hartevelde)

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Former PH-KZK was ferried by KLM Cityhopper from Amsterdam to Maastricht on 28 October 2017 after completing its return flight from Brussels that same day. 5Y-JWF was planned to depart Maastricht on 25 January 2018 on delivery to Jetways Airlines but the delivery flight seems to have been indefinitely delayed. (Maastricht-Aachen, 26 February 2018, Leo Remmel)

N712AG	CL-605	PNC Equipment Finance	04	N999WA	Beech C90A	Insight Logic	dep
VLM Airlines operated a charter to Poitiers on the 2nd. The passengers retruned the next day but with a different aircraft. The Gulfstream on the 3rd arrived fresh from the Gulfstream factory in Savannah. It departed three days later to Basel. The Air Taxi & Charter Citation on the 5th was a maintenance visitor. Also on the 5th a Swiss CS300 arrived for maintenance. This was one of several Swiss Bombardier C Series that visited for maintenance in February. Air Nostrum operated charters to Rome on the 5th, 6th and 7th. Although departing on the 26th th COWI Islander only made one local flight after its arrival on the 7th. The all white US-Bangla Dash-8 on the 10th was on delivery to its new home. The Blue Star Management Services Gulfstream on the 18th is being used by Jerry Jones, of the Dallas Cowboys football team.				TF-AMM	B747-4H6(F)	Saudia	SVA6897/6815
				10. OO-AMR	Ce525A	Air Service Liège	
				OO-XLS	Ce560XLS+	Air Service Liège	
				TC-MCT	B747-412F	Saudia	SVA915/916
				11. PH-CJM	Ce680	ASL	
				12. D-ITIM	HA-420	Privateways	PWY937R/815Y
				N743CK	B747-446(F)	Kalitta Air	CKS9265/0264
				TC-ACG	B747-481(F)	Saudia	SVA917/918
				13. A6-EFG	B777-F1H	Emirates	UAE9368
				N10SL	Global 5000	Skechers USA	15
				N127QR	Beech 300LW	Ruijgrok	
				SP-EQD	DHC-8-402	LOT	dep LOT9052
				14. N402KZ	B747-481F	Kalitta Air	THY6515
				TC-ACF	B747-481(F)	Saudia	SVA923/924
				15. A6-EFJ	B777-F1H	Emirates	UAE9906
				D-AEWO	A320-214	Eurowings	div EWG7038/7038
				LX-LBB	B737-86J	Luxair	LGL937P/7937
				OY-KFI	CRJ900	Kimber (SAS c/s)	arr SAS9280
				16. F-HAHA	Ce510	Astonjet	17 ASJ697
				N402KZ	B747-481F	Kalitta Air	THY6493
				PH-TXA	Ce510	JetNetherlands	
				17. LX-LQJ	DHC-8-402	Luxair	LGL7940/7940
				OO-AMR	Ce525A	Air Service Liège	18
				PH-MDG	Ce680	JetNetherlands	
				TC-ACM	B747-428ERF	Saudia	SVA915/916
				18. PH-CJM	Ce680	ASL	-ns-/PHCJM
				TC-ACF	B747-481(F)	Saudia	SVA917/918
				19. SE-MAC	DHC-8-311	Swedish Coast Guard	arr KBV503
				TF-AMM	B747-4H6(F)	Saudia	SVA6876/6876
				20. A6-EFE	B777-F1H	Emirates	UAE9368
				PH-CJM	Ce680	ASL	22
				21. HB-VWA	Ce525A	Linth Air Service	
				LX-LQI	DHC-8-402	Luxair	LGL7941/7941
				N401KZ	B747-481F	Kalitta Air	THY6515
				OO-IDE	Ce525	Air Service Liège	
				SP-EQB	DHC-8-402	LOT	arr LOT9051
				TC-ACM	B747-428ERF	Saudia	SVA923/924
				UR-CQE	An-26B	Vulcan Air	VKA142/143
				22. A6-EFD	B777-F1H	Emirates	UAE9906
				LX-ONE	Lj45	Duclair	DUK1AMB
				M-ABGV	Lj45XR	Ryanair	
				OM-ACJ	B747-433(F)	Air Cargo Global	23 CCC212/87P
				23. D-CONE	Lj35A	Air Alliance	AYY105
				N705CK	B747-4B5F	Kalitta Air	THY6493
				24. TC-ACF	B747-481(F)	Saudia	SVA915/916
				25. LX-LGG	DHC-8-402	Luxair	LGL7944/7944
				PH-CJM	Ce680	ASL	-ns-/PHCJM
				PH-JTJ	Ce680	ExxAero	XRO665/097
				TC-MCT	B747-412F	Saudia	26 SVA917/918

Maastricht - Aachen

February 2018			
01. CS-DXN	Ce560XLS	NetJets Europe	NJE157W/670W
CS-DXW	Ce560XLS	NetJets Europe	02 NJE4RG/964C
LX-GLS	ERJ135BJ	Luxaviation	03 LXA9J
OO-GMJ	Beech 350	Air Service Liège	
T7-IVM	ERJ135BJ	Avcon Jet	02
TF-AMN	B747-4F6(F)	Saudia	SVA3933/3934
02. D-ISJP	Ce525A	Ohlair Charterflug	03 ECA1C
N402KZ	B747-481F	Kalitta Air	THY6493
03. 4K-SW008	B747-4R7F	Silk Way West Airl.	AZG7978/7979
TC-ACF	B747-481(F)	Saudia	SVA915/916
TF-AMI	B747-412(F)	Saudia	SVA3945/945
04. TC-ACG	B747-481(F)	Saudia	SVA917/918
05. OO-NEY	EMB545	Air Service Liège	
PH-HWM	CL-605	ASL	
06. A6-EFS	B777-F1H	Emirates	UAE9368
D-CFAF	Lj60	FAI Rent-a-Jet	IFA2046
D-ICAO	Ce525	Lothringen Aero Service	
07. N701CK	B747-4B5F	Kalitta Air	THY6515
TC-ACF	B747-481(F)	Saudia	SVA923/924
08. 2-CAUL	DHC-8-402	AeroCentury Corp.	f/n
A6-EFL	B777-F1H	Emirates	UAE9906
D-ALOA	ERJ135BJ	Air Hamburg	09 AHO256T/732G
D-FABS	PC-12/47E	Schumacher Packaging	
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/4481
09. D-CRON	Ce560XLS	Silver Cloud Air	SCR762
D-CRON	Ce560XLS	Silver Cloud Air	10 SCR762
N701CK	B747-4B5F	Kalitta Air	THY6493

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26.D-CAUW	Ce560 Encore	Stuttgarter Flugdienst	FFD421
D-FABS	PC-12/47E	Schumacher Packaging	
27.OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315/316
PH-CDE	B737-8GQ	Corendon Dutch Airlines	CND111
PH-CDE	B737-8GQ	Corendon Dutch Airlines	CND111/2
28.A6-EFS	B777-F1H	Emirates	UAE9836
D-IAAB	EMB500	Arcus Air	AZE33P/911F
HZ-AK73	B777-FFG	Saudia	01 SVA3923/4
N402KZ	B747-481F	Kalitta Air	THY6515
OE-FIT	Ce510	GlobeAir	GAC925A/925B

Emirates operated their inaugural flight on the 6th. Former C9-AUL was first noted as 2-CAUL on the 8th. The departing Beech C90A on the 9th is former F-GNMA. Previously in Ptasie Mleczo special colours Dash-8 SP-EQD departed back to Poland on the 13th with a white fuselage, EuroLOT tail colours and small LOT titles on its fuselage. The Eurowings Airbus on the 15th was a Cologne diversion. The Swedish Coast Guard Dash-8 on the 19th is a maintenance visitor. A second LOT Dash-8 in Ptasie Mleczo special colours arrived for maintenance on the 21st. The following Ryanair aircraft visited MAAS this month: EI-DAK, EI-DAM, EI-DAM, EI-DAM, EI-DAS, EI-DCO, EI-DCO, EI-DCW, EI-DCX, EI-DCZ, EI-DHA, EI-DHB, EI-DHB, EI-DHC, EI-DHD, EI-EGD, EI-EKD and EI-FHC.

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

Groningen - Eelde

February 2018			
01.D-IGWT	Ce525A	Sylt Air	dep
I-CFLY	Lj31A	Avionord	
OE-FNP	Ce510	GlobeAir	
03.OK-CTP	PC-12/47E	OK Aviation Wings	
04.OE-FNP	Ce510	GlobeAir	arr GAC074M
OO-NHV	AS365N3	Coastguard	Rescue06
05.D-IMAX	Ce525A	Sylt Air	
SE-DDY	Ce550	Wingefors	
06.SE-DDY	Ce550	Wingefors	
07.OO-PRM	Ce510	Air Service Liège	dep
08.OE-FSV	DA62	Degroote Trucks & Trailers	
OY-UCA	Ce525A	Air Alsie	
PH-SVX	PA-31T	Slagboom en Peeters	
09.9H-VJZ	Globa 6000	VistaJet	VJT981
11.OO-ACO	Ce510	Air Service Liège	
12.G-EELS	Ce208B	Glass Eels	
OO-ACO	Ce510	Air Service Liège	13
13.9H-VCC	CL-350	VistaJet	VJT425
D-IMGW	Ce525A	Air Hamburg	14 AHO638D
OE-XHY	R44	HeliCentre	
14.D-IMGW	Ce525A	Air Hamburg	16 AHO638D/345
OE-XHY	R44	HeliCentre	
OO-JCV	PC-12/47E	Nextgen Aviation	

OO-PRM	Ce510	Air Service Liège	21
15.OK-RRR	PA-46-600TP	OK Aviation Wings	
PH-HOW	H145	RAV Fryslân – MAA	
16.M-JCBB	G650	JC Bamford Excavators	
17.D-HHTJ	AW169	HeliService International	
OY-JME	P2006T	Greybird Aviation Group	
19.D-HHSH	AW139	HeliService International	*
HB-FVZ	PC-12/45	Happy Lines	20
20.9A-DWA	Ce525A	Winair	21
LN-WDG	DHC-8-402	Widerøe	
N1753S	GA-8	FSA Aviation	dep
21.G-FBEF	ERJ195LR	FlyBe	f/v STK634G/5G
G-RVNM	P68B	Ravenair	tdy 25
N1753S	GA-8	FSA Aviation	23
OO-PRM	Ce510	Air Service Liège	22
22.D-IABE	PA-42-720	Finow Air Service	
OO-PRM	Ce510	Air Service Liège	24
23.D-ITRA	Ce525	Transavia Flug	
OK-CTP	PC-12/47E	OK Aviation Wings	arr NTF125
24.D-HHTJ	AW169	HeliService International	*
26.D-FKGI	PC-12/47E	Hans Grohe	arr
D-HYAO	H145	ADAC/Notartz	Christoph26
OO-PRM	Ce510	Air Service Liège	28
28.OO-PRM	Ce510	Air Service Liège	07

The Wingfors Cessna on the 6th and 7th made a fuel stop both times. The FlyBe Embraer on the 21st operates for Stobart since October 2017.

Credit: GEAS.

Eindhoven

February 2018			
01.D-890	CH-47F	298sq	*Grizzly77, GLV-V
Q-04	AH-64DN	301sq	*GLV-V
S-444	AS532U2	300sq	*Wildcat67
D-IOHL	Ce525A	Ohlair Charterflug	ECA15S/3C
OO-PKX	Ce750	Air Service Liège	
OM-BJB	Ce525A	Berlin Jets	04
OK-AST	Ce560XL	Air Bohemia	02 BOH712/1
PH-HRK	P180	JetNetherlands	
02.OY-JAC	PA-46-500TP	JAC Flying	03
PH-HWM	CL-605	ASL	dep
D-IJET	P180	AirGo Flugservice	XGO6EH/MD
PH-HWM	CL-605	ASL	04
D-IRUN	Ce510	Luxaviation Germany	LXG51N
03.PH-HGT	Ce680	ASL	04
OE-IGG	Global XRS	Glock Aviation	GCK18
04.D-INOB	Ce525A	Atlas Air Service	ATL3Z
PH-HWM	CL-605	ASL	05
OE-HGG	Ce750	Glock Aviation	GCK40
OO-PKX	Ce750	Air Service Liège	05
05.072/62-IF	CN235M-200	ET01.062	CTM2050



LOT Polish Airlines Dash 8 SP-EQB is seen here arriving for maintenance in special Ptasia Mleczo Chocolate colours. After maintenance the special colours will have been removed and just like sister ship SP-EQD it will have a white fuselage with the euroLOT logo. (Maastricht-Aachen, 21 February 2018, Leo Remmel)

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Although already registered to FSA Aviation in January 2017 the aircraft was first logged in the Netherlands in January 2018 at Seppe-Breda Airport. FSA Aviation is the parent company of Skyline Aviation. Gipsland GA-8-TC N1753S will most probably be a regular visitor at Eelde Airport. (Groningen-Eelde, 21 February 2018, Jaap Niemeijer)

406	An-26	MH 59. Sz.D. R	HUAF201	FA119	F-16AM	10w	*BAF512
03	C-17A	HAW	06 Bartok76	D-890	CH-47F	298sq	*Grizzly13
9H-WII	Ce650	Luxwing	LWG401/2	OK-TVX	B737-8Z9	SmartWings	TVS432P/4326
PH-HRK	P180	JetNetherlands		13. L-05	PC-7	131EMVOsq	*Diamond13
OO-PKX	Ce750	Air Service Liège		N-258	NH90-NFH	860sq	Neptune13
M-RBIG	Lj45XR	Volantair		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW846S/8S
D-INOB	Ce525A	Atlas Air Service	ATL3Z	14. E153/705-RU	Alpha Jet E	EAC00.314	15 FAF6441
PH-HGT	Ce680	ASL	10	E166/705-RW	Alpha Jet E	EAC00.314	15 FAF6442
PH-PXA	EC135P2+	Nationale Politie	ZXP01	E170/705-RY	Alpha Jet E	EAC00.314	15 FAF6443
UR-CJN	An-12B	Cavok Air	07 - /CVK7089	L-08	PC-7	131EMVOsq	*Diamond13
06.752	C-130H	356MTM	07 HAF356H	01-0076	C-37A	76th AS	Valor37
OK-ALT	PA-46-500TP	AeroMec		PH-MDG	Ce680	JetNetherlands	16
D-IAHG	Ce525	Spree Flug Luftfahrt		UR-CKM	An-12BP	Cavok Air	CVK7021/2
PH-CJM	Ce680	ASL	dep	15. 1x	C-130H	20sq	*BAF670
PH-HWM	CL-605	ASL	08	8T-CB	C-130K	LuTSta	ASF03
PH-CJM	Ce680	ASL	08	FB21	F-16BM	2w	*BAF235
D-CCCB	Lj35A	DRF	07 AMB061	L-07	PC-7	131EMVOsq	*Diamond10
07. TR.20-01	Ce560	403 Esc	08 AME0303	L-11	PC-7	131EMVOsq	*Razor02
CS-DRZ	BAe125-800XPi	NetJets Europe	NJE800F/161P	OO-XLS	Ce560XLS+	Air Service Liège	
D-CURT	Lj31A	Air Alliance Express	AYY102	16. PH-HWM	CL-605	ASL	23
OO-ACC	Ce525A	Air Service Liège	08	SP-ENR	B737-8Q8	Enter Air	17 ENT589/533P
UR-CEZ	An-12BP	Cavok Air	dep CVK7022	17. OO-GMJ	Beech 350	Air Service Liège	
08. T.21-06/35-44	C295M	353 Esc	AME3514	PH-MDG	Ce680	JetNetherlands	arr
PH-MDG	Ce680	JetNetherlands	dep	18. PH-CJM	Ce680	ASL	20
PH-CJM	Ce680	ASL	11	PH-MFX	Ce650	JetNetherlands	
OO-OCA	Beech 350	Air Service Liège	10	OO-FTS	Ce560XL	Luxaviation Belgium	19 AAB052
D-IBBS	Ce525A	German Private Jet Group	09	OO-XLS	Ce560XLS+	Air Service Liège	19
D-CXNL	BAe125-800XP	ImperialJet Europe	JT1802/100	OO-PKX	Ce750	Air Service Liège	20
D-IAHG	Ce525	Spree Flug Luftfahrt		19. 50+77	C-160D	LTG63	GAF640
09. 406	An-26	MH 59. Sz.D. R	HUAF202	L-08	PC-7	131EMVOsq	*Diamond13
D-CNAC	SA227DC	Binair	BID5P/A	PH-FJK	Ce525B	JetNetherlands	21
D-IJET	P180	AirGo Flugservice	XGO6EH/LF	20. 50+61	C-160D	LTG63	GAF639
D-IBBS	Ce525A	German Private Jet Group		74+16	Tiger UHT	KHR36	*GAM7416-form, GLV-V
OO-ACC	Ce525A	Air Service Liège		74+61	Tiger UHT	KHR36	*GAM7416-form, GLV-V
UR-CEZ	An-12BP	Cavok Air	arr CVK7023	D-CRON	Ce560XLS	Silver Cloud Air	SCR762
10. D-ITIM	HA-420	Privateways	PWY126S/426U	OO-PKX	Ce750	Air Service Liège	22
D-CRON	Ce560XLS	Silver Cloud Air	SCR762	21. 74+24	Tiger UHT	KHR36	*GAM7428-form
D-CJPG	Lj35A	Quick Air Jet Charter	QAJ568	74+28	Tiger UHT	KHR36	*GAM7428-form
OO-GEE	PC-12/47E	Blue Sky Aviation	13	L-08	PC-7	131EMVOsq	2x *Diamond12
D-CNAC	SA227DC	Binair	BID5A/B	F-HIMA	P180	Investairs	
11. PH-CJM	Ce680	ASL	14	PH-HGT	Ce680	ASL	24
12. CH12	C-130H	20sq	*BAF670	PH-MFX	Ce650	JetNetherlands	
FA110	F-16AM	10w	*BAF511	UR-CEZ	An-12BP	Cavok Air	arr CVK7091

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22.L-05	PC-7	131EMVOsq	*Diamond13
L-08	PC-7	131EMVOsq	*Diamond10
PH-ANO	Ce560XLS	JetNetherlands	
N758CC	CL-604	CTB International	
OO-FTS	Ce560XL	Luxaviation Belgium	AAB052
D-COOL	Lj55	Air Alliance Express	AYY114
23.FB22	F-16BM	2w	*BAF245
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2
PH-FJK	Ce525B	JetNetherlands	arr
OO-TFA	B757-28A(C)	ASL Airlines Belgium	TAY1560/627P
UR-CEZ	An-12BP	Cavok Air	CVK7023/77
24.PH-HGT	Ce680	ASL	arr
25.97-0043	C-17A	729th AS	RCH285
OO-PKX	Ce750	Air Service Liège	arr
PH-CJM	Ce680	ASL	
28.FA119	F-16AM	10w	*AL02
FA127	F-16AM	10w	*AL01
FA136	F-16AM	10w	*Mace83
16801	C-130H-30	Esq 501	AFP02
D-106	CH-47D	298sq	*Corona1, GLV-0
PH-CGC	Do228-212	Kustwacht	NCG01

Both Smartwings and Enter Air operated military charters this month. The French Alpha Jet threeship were all carrying additional EIV03.004 markings on their tails.

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

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

Hilversum

February 2018

06.G-AIYG	SV-4B	John Ewout Henry	
08.PH-WIK	AS350B3	HeliAir	*
11.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1
12.PH-DWW	R44	HeliAir	*
13.OO-RZA	R44	Diatrans	2x
20.PH-MAA	EC135T2+	ANWB - MAA	Lifeline1

The Hilversum movements were mostly made possible by Ernesto, unfortunately as of the 20th he has stopped with his daily logging.

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

Gilze-Rijen

February 2018

01.L-05	PC-7	131EMVOsq	*Diamond10
PH-ELP	EC135T2	ANWB - MAA	*Lifeline02



Previously registered as N250MC this Piper 23 was first registered in the UK as G-BSFL in January 1981. The aircraft is owned by Ravenair Aircraft and is being operated by Cheshire Flying Services (trading as Ravenair). The company acquired the aircraft in April 2010 then registered as G-NRSC. It transferred to G-RVRZ in November 2010. (Lelystad, 18 February 2018, Richard Poeser)

03.PH-ULP	EC135T2	ANWB - MAA	*Lifeline03
05.PH-PXA	EC135P2+	Nationale Politie	*ZXP01
06.M1	SA316B	40sq	BAF711
07.PH-ELP	EC135T2	ANWB - MAA	*Lifeline02
PH-ULP	EC135T2	ANWB - MAA	*Lifeline03
08.PH-PXE	EC135P2+	Nationale Politie	*ZXP05
09.N-258	NH90-NFH	860sq	Neptune03
12.L-05	PC-7	131EMVOsq	*Diamond03,12
L-08	PC-7	131EMVOsq	*Diamond11
13.L-05	PC-7	131EMVOsq	*Diamond13
L-08	PC-7	131EMVOsq	*Diamond10
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
14.FB20	F-16BM	10w/OCU	*BAF453
J-511	F-16AM	322sq	*Dawg
15.L-07	PC-7	131EMVOsq	*Diamond10
L-11	PC-7	131EMVOsq	*Diamond12
16.L-07	PC-7	131EMVOsq	*Diamond39
PH-PXY	AW139	Nationale Politie	ZXP25
18.OO-PXL	P68C	Aerodata	*
20.74+16	Tiger UHT	KHR36	GAM7416
74+61	Tiger UHT	KHR36	GAM7461
J-009	F-16AM	322sq	*Dawg1
L-07	PC-7	131EMVOsq	*Diamond09
L-08	PC-7	131EMVOsq	*Diamond10
21.74+24	Tiger UHT	KHR36	GAM7428-form
74+28	Tiger UHT	KHR36	GAM7428-form
L-05	PC-7	131EMVOsq	*Diamond09
L-08	PC-7	131EMVOsq	Diamond12
N-258	NH90-NFH	860sq	*Fiber09
22.74+57	Tiger UHT	KHR36	GAM7457
74+62	Tiger UHT	KHR36	GAM7462
L-05	PC-7	131EMVOsq	*Diamond13,05
L-08	PC-7	131EMVOsq	*Diamond10
PH-PXY	AW139	Nationale Politie	*ZXP25
PH-ULP	EC135T2	ANWB - MAA	*Lifeline03
23.74+16	Tiger UHT	KHR36	GAM7457-form
74+57	Tiger UHT	KHR36	GAM7457-form
28.L-07	PC-7	131EMVOsq	*Diamond11
PH-PXY	AW139	Nationale Politie	*ZXP25

Gilze-Rijen was graced once more with German Army Tigers visiting the airbase in February. Various numbers made the trip from Fritzlar to train with Dutch armed forces at and near Gilze-Rijen.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

February 2018

02.PH-ACI	CeT303	AIS Flight Academy	
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Diamond Executive Aviation acquired this Diamond DA42 in April 2012 and registered it as G-DSPY. In November 2015 the aircraft was transferred to G-EMPP, with DEA Aviation as the owner. The company carries out specialist charter work and the transport of small size dangerous goods. (Lelystad, 26 February 2018, Richard Poeser)

05. PH-ACI	CeT303	AIS Flight Academy		15. PH-PXE	EC135P2+	Nationale Politie	ZXP05
06. PH-ECD	EC120B	Heli Holland Holding	*	16. Q-29	AH-64D	301sq	*Redskin54
13. J-635	F-16AM	312/313sq	*	G-RVRZ	PA-23-250	Ravenair	arr tdy RVR4RZ
J-882/AZ	F-16BM	312/313sq	*	PH-MAA	EC135T2+	ANWB - MAA	arr Lifeliner1
14. G-273	C-130H-30	336sq		PH-YAK	Yak-52	Vliegend Museum Seppe	23
15. <u>G-273</u>	C-130H-30	336sq		17. G-OAJS	PA-39	Mark Carlyle Bellamy	19
16. G-BYGH	Do328-110	LoganAir (a/w)		PH-DWW	R44	HeliAir	
21. G-RVNM	P68B	Ravenair		19. PH-TTR	H135	ANWB - MAA	arr
22. PH-TTR	H135	ANWB - MAA	*	20. PH-PXE	EC135P2+	Nationale Politie	ZXP05

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

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

Leeuwarden

			February 2018
02. J-882/AZ	F-16BM	312/313sq	07 Burst01/Epic01
07. 30+71	EF2000T	TLG71	*GAFR04
12. N-233	NH90-NFH	860sq	*Fiber04
14. G-273	C-130H-30	336sq	*NAF73

With operational deployment in the Middle East and Frisian Flag around the corner Leeuwarden is bracing itself for better times to come.

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

Lelystad

			February 2018
01. OE-FNP	Ce510	GlobeAir	GAC074J
2-LIFE	Eclipse 500	Brigitte Vonk	dep
02. PH-HDO	H269C	H.J.M.M van Doorne	dep
PH-PXE	EC135P2+	Nationale Politie	ZXP05
PH-SWN	Ce414A	PARC Air	
03. D-CHIP	Ce525B	E-Aviation	EFD111
04. 2-LIFE	Eclipse 500	Brigitte Vonk	19
04. OE-FNP	Ce510	GlobeAir	GAC074L/M
05. D-CHIP	Ce525B	E-Aviation	EFD111
06. PH-DWW	R44	HeliAir	
PH-SVX	PA-31T2	Slagboom & Peeters	
07. F-GUPM	DA42	Aeroplano	
PH-OOP	H145	RAV Fryslân - MAA	arr
PH-PXA	EC135P2+	Nationale Politie	ZXP01
08. PH-PXA	EC135P2+	Nationale Politie	ZXP01
PH-PXC	EC135P2+	Nationale Politie	ZXP03
09. OO-JCV	PC-12/47E	Nextgen Partners	
13. OO-MSN	CeT310R	Aerodata International Surveys	
OY-MIS	P68C	BioFlight	tdy 17 BIO06

19. PH-TTR	H135	ANWB - MAA	arr
20. PH-PXE	EC135P2+	Nationale Politie	ZXP05
21. G-FBKC	Ce510	Wijet	22 BKK3C
22. PH-DWW	R44	HeliAir	
PH-TTR	H135	ANWB - MAA	3x
24. D-FBSF	Ce208B	BSF Swissphoto	
OY-MNS	P68C	BioFlight	
26. G-EMPP	DA42MPP	Diamond Executive Aviation	
OO-JWB	PC-12/47E	Nextgen Partners	
PH-VIG	DA42M	Diamond Executive Avn	dep WKT02
27. PH-PXE	EC135P2+	Nationale Politie	ZXP05

The most recent addition to the Medical Air Assistance fleet returned from Germany on the 19th now fully equipped with its interior. The Dutch Da42 on the 26th seems to have been sold to Diamond Executive Aviation and departed for Gamston Airport on the 26th. Ernesto Bauer has been providing the lelystad (and Hilversum) logs almost on a daily bases for a long time. 20 February was the last day he had his equipment running. His hard work will be missed.

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

Volkel

			February 2018
01. NX139LE	L-39C	Skyline Aviation	02 N139LE
07. J-514	F-16AM	312/313sq (nb)	dep NAF313
08. J-630	F-16AM	312/313sq	arr NAF313
13. FB23	F-16BM	10w	*BAF506
NX139LZ	L-39C	Skyline Aviation	14 Lion39
14. L-05	PC-7	131EMVOsq	*Diamond09
L-08	PC-7	131EMVOsq	*Diamond12
16. G-781	C-130H	336sq	*NAF72
23. J-508	F-16AM	312/313sq (nb)	arr NAF312
J-514	F-16AM	312/313sq (nb)	arr NAF312
26. 84-0083	C-21A	76th AS	Falcon10

The international flights of the local F-16s are related to the TLP training held in Albacete.

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



Boeing 737 EC-JHL was delivered to Air Europa in July 2005. It was withdrawn from use in January 2018 and ferried to Woensdrecht. The aircraft was photographed when it returned most probably from its acceptance flight. It departed as N824SY via Amsterdam to Melbourne International (FL) on 5 March 2018. (Woensdrecht, 22 February 2018, Johan Havelaar)

Woensdrecht

February 2018			
01.OE-IZN	A320-214	easyJet Europe	dep
05.OE-IBZ	B737-34S(F)	ASL Airlines (TNT c/s)	12 TAY943E
06.M1	SA316B	40sq	*BAF711
08.J-511	F-16AM	322sq	tst Rack
D-APGS	A319-115X	K5 Aviation	tst KAY51
LN-RNO	B737-783	Scandinavian	arr SAS9125/
09.D-APGS	A319-115X	K5 Aviation	dep KAY51
OE-IZF	A320-214	easyJet Europe	dep
OH-LZI	A321-231	Finnair	dep FIN8932
OH-LZP	A321-231	Finnair	arr FIN8931
13.N-258	NH90-NFH	860sq	*Neptune13
14.J-511	F-16AM	322sq	dep Dawg
20.J-009	F-16AM	322sq	arr Dawg
G-ZBAI	A321-231	Thomas Cook Airlines	tst
OE-IEB	A319-112	Doric	tst
22.EC-JHL	B737-85P	Sun Country	tst AEA002
OE-IZE	A320-214	easyJet Europe	dep
OH-LXH	A320-214	Finnair	dep FIN8922
OH-LZH	A321-231	Finnair	arr FIN8921

The ASL Boeing on the 5th arrived from Liège for painting. It departed to Brussels in Longhao Airlines colours. The Thomas Cook Airbus on the 20th performed a test flight in

Aegean colours and the A319 on the same day was in Sundt Air colours.

Credits: Johan Havelaar, Scramble MB.

Texel

February 2018			
02.OO-NHV	AS365N3	Coastguard	Rescue06
04.PH-DKI	P68C	Zeeland Air	05
06.PH-ECD	EC120B	Heli Holland Holding	
PH-PXY	AW139	Nationale Politie	NCG04
07.F-GUPM	DA42	Aeroplano	
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
08.PH-DKI	P68C	Zeeland Air	
12.OE-XHY	R44	HeliCentre	
16.G-BWGL	Hunter T8C	Dutch Hawker Hunter Foundation	*
G-KAXF	Hunter F6-A	Dutch Hawker Hunter Foundation	*
17.PH-DTS	DA42	Wings over Holland	
20.PH-DKI	P68C	Zeeland Air	
21.PH-HCF	Cabri G2	HeliCentre	
PH-TWN	P2006T	Zelf Vliegen	
23.N35YY	AS350B2	Schuybroek Aviation	
PH-FST	Ce208B	Nationaal Paracentrum Teuge	
PH-HCF	Cabri G2	HeliCentre	
PH-PSI	P-51D	Tom van der Meulen	
24.PH-RVS	P68B	Slagboom en Peeters	



This Airbus A319 was delivered to Hamburg International Airlines in 2009 as D-AHIN. It operated a few months for Air Berlin before being leased by Syphax Airlines from March 2012 as TF-IEF. The Airbus was withdrawn from use in 2015 and destined for Germania. Registered as OE-IEB the Airbus arrived at Woensdrecht. Johan Havelaar caught the Bus after performing a test flight in the colours of Sundt Air.

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PH-SVX	PA-31T	Slagboom en Peeters	N631DV	G200	R&L Aviation	07
26. N-233	NH90-NFH	860sq	*Neptune04	Ce340A		31
PH-AVV	R44	A.F.C. van Westerop	YV1851	RC690C		03
28. PH-PXA	EC135P2+	Nationale Politie	ZXP01	YV2358		

The two Hunters performed a fly-by on the 16th.

Credit: Texel Airport.

Twente

			February 2018				
02. M-IFFY	Ce510	XEAD Aviation		02. N450MB	G-IVSP	Air Bravo	05
03. PH-HGT	Ce680	JetNetherlands		YV623T	Beech 58		
08. CS-PHF	EMB505	NetJets Europe	NJE613P/507G	03. HK-4973	EMB120RT	SARPA	
PH-MDG	Ce680	JetNetherlands		HK-5013	EMB120RT	SARPA	
13. PH-MDG	Ce680	JetNetherlands		N87SA	Beech B200	Trond Osthaug	
14. PH-MDG	Ce680	JetNetherlands		04. N440JJ	Lj45	JLL Aviation	
16. M-IFFY	Ce510	XEAD Aviation		PH-DCG	AW139	DCCG	
23. M-IFFY	Ce510	XEAD Aviation		YV623T	Beech 58		

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			December 2017				
01. HI860	BAe3201	ACSA - Air Century	02	05. N755A	IAI1125SPX	Seguros Guyana	
HI1017	Beech 1900D	Sky High Aviation		YV1617	RC690B	Astra 103 Holdings	13
HK-4540	BAe3201	SARPA	08	YV1617	RC690C	Inversiones Enedinsi	
N192LW	P180	Regal Air Tools	02	YV2725	RC690		10

02. N450MB	G-IVSP	Air Bravo	05
YV623T	Beech 58		
03. HK-4973	EMB120RT	SARPA	
HK-5013	EMB120RT	SARPA	
N87SA	Beech B200	Trond Osthaug	
04. N440JJ	Lj45	JLL Aviation	
PH-DCG	AW139	DCCG	
YV623T	Beech 58		
YV1987	BN-2B-21	Chapi Airlines	
YV2358	L-410UVP		
YV2686	Ce560	Seguros Guyana	
05. N755A	IAI1125SPX	Astra 103 Holdings	13
YV1617	RC690B	Inversiones Enedinsi	
06. YV1851	RC690C		10
YV2725	RC690		
07. N440JJ	Lj45	JLL Aviation	
YV1617	RC690B	Inversiones Enedinsi	
YV3067	Ce421		
YV3140	IAI1124	Aviacion Corporativa CDD	
YV3235	Beech 300		
08. G-VYGM	A330-243	AirTanker (a/w)	<u>TFL368</u>
HI860	BAe3201	ACSA - Air Century	09



Robinson R44 PH-AVW arrived on delivery at Lelystad on 8 January 2018. This helicopter is a replacement voor R22 PH-CVW. Although owned by A.F.C. van Westerop the helicopter is operated by HeliCentre. (Texel, 21 January 2018, Mike de Bruijn)

HI1007	Beech 1900D	Sky High Aviation		XA-ICU	Lj35A	Jet Rescue International	
N87SA	Beech B200	Trond Osthaug		YV2660	RC690B		15
N356DC	Ce525B	Zephyr Air	11	15. G-VYGM	A330-243	AirTanker (a/w)	<u>TFL368</u>
N440JJ	Lj45	JLL Aviation		HI860	BAe3201	ACSA - Air Century	16
N876BB	Ce550 Bravo	Continental Baking	09	HI1017	Beech 1900D	Sky High Aviation	
YV1617	RC690B	Inversiones Enedinsi		HK-4540	BAe3201	SARPA	25
YV1987	BN-2B-21	Chapi Airlines		PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial	
09. HK-4411	BAe3201	SARPA	14	YV2725	RC690		
N87SA	Beech B200	Trond Osthaug		16. N2333K	CeU206G		31
N350PB	PA-31-350	JUS		YV1425	Ce402B		
N2333K	CeU206G			YV1636	Ce210		17
PJ-DVD	DHC-6-300	Divi Divi Air	f/v	YV1987	BN-2B-21	Chapi Airlines	
YV2776	EMB120RT	Albatros Airlines	10	YV3263	Ce650		18
YV3200	Ce421			17. C-GTVG	B737-8Q8	Sunwing Airlines	
10. HK-4973	EMB120RT	SARPA		HK-4973	EMB120RT	SARPA	
N87SA	Beech B200	Trond Osthaug		N87SA	Beech B200	Trond Osthaug	
11. PH-DCG	AW139	DCCG		N143QS	Global 6000	NetJets	
12. HI976	Saab 340B	ACSA - Air Century		PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial	
N658QS	Ce560XLS	NetJets	13	YV623T	Beech 58		
13. N50HA	G500	251 Finance		YV3256	Beech B100		
N155RW	Ce560XLS	Inversiones Zuberi		18. N87SA	Beech B200	Trond Osthaug	
N441PC	Lj35A	REVA		YV1486	Beech 100		
N631DV	G200	R&L Aviation	20	19. HI1007	Beech 1900D	Sky High Aviation	
YV1617	RC690B	Inversiones Enedinsi		HI1017	Beech 1900D	Sky High Aviation	
YV3079	Beech 58			N733MA	B737-81Q	Miami Air	<u>BSK578/JAF366</u>
YV3128	Ce560 Ultra			YV1565	CeT310		
14. HI860	BAe3201	ACSA - Air Century		20. N733MA	B737-81Q	Miami Air	<u>BSK365/542</u>
PH-DCG	AW139	DCCG		YV374T	IAI1124A		

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YV1987	BN-2B-21	Chapi Airlines	
21.PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial	
22.HI956	BAe3201	ACSA - Air Century	23
HI1007	Beech 1900D	Sky High Aviation	
HI1017	Beech 1900D	Sky High Aviation	
YV1316	Ce500		
YV1526	PA-34		23
23.N403SL	G200	A-OK Jets	
YV624T	Ce550		
YV1785	PA-32RT-300		
YV1851	RC690C		
24.C-GSWL	B737-8K5	Sunwing Airlines	
26.HK-4411	BAe3201	SARPA	31
YV600T	Ce550		
27.N244A	Falcon 10	Flying Farmer Corp.	
N137WS	G-IVSP	Hospitalizacion Clinico	
YV2074	RC690		
YV2836	PA-31-325		
28.HI1010	Ce750	Helicopteros Dominicanos	
N39JC	Raytheon 390	Skyline Enterprises Corp.	01
PR-CBY	ERJ135BJ	Brasil Warrant Administraçao	
29.HI956	BAe3201	ACSA - Air Century	30
HI1007	Beech 1900D	Sky High Aviation	
N502AB	Lj60	AB Jets	31
YV2986	Beech C90		
30.YV2002	Ce206		
31.C-GEWO	B737-8K5	Sunwing Airlines	
N403SL	G200	A-OK Jets	
YV634T	Ce500		

Aruba Airlines:

C-FXLH 02, 03, 05, 07, 09, 10, 12, 14, 16, 17, 19, 21, 23, 24, 26, 28, 30

Delta:

N373DA	09	N857DZ	30
N378DA	28	N880DN	23
N380DA	21, 31	N3734B	03
N383DA	02	N3753	17
N395DN	24	N3759	26
N853DN	10	N3761R	16

TUI Airlines Netherlands:

PH-TFK	01, 06, 12, 16, 23, 29	PH-TFM	09, 13
PH-TFL	02, 05, 22, 26, 27, 30		

United:

N28457	16-17	N38446	02-03
N33286	23	N73276	02
N35204	09	N76502	30
N37252	09-10	N76503	16
N37419	23-24	N77261	30-31

Left out were KLM, Insel Air (Fokker 50s), Divi Divi Air (BN-2) and EZ Air (BN-2) and Learjet N389KA, which is based here, unless operating on a non-scheduled flight.

A great month with many big Venezuelan props including even Let 410s and jets including even Westwinds, as well as the usual US ones. Many ambulance flights with a highlight on the 14th and it looks like SARPA even has based some Jet-streams on Bonaire. On the 8th and 15th we saw TUI operating their leased Airbus A330 again. With Insel Air still struggling, other airlines take their chances: Aruba Airlines operated all month (although with the same CRJ) and biggest winner seems to be Divi Divi Air, who now upgraded to Twin Otter aircraft. First visit on the 9th and strangely enough the only visit so far as the Islanders kept on flying the route to Curaçao all month. On the 15th a Brazilian Embraer came early morning for fuel enroute from Teterboro to Viracopos, returning two days later. From the 17th Canadian Sunwing Airlines started weekly flights to Bonaire from Toronto. Apparently TUI couldn't make it to Bonaire on the 19th. A Miami Air Boeing 737 arrived empty from Raleigh-Durham to pick up the passengers and delivered them nicely to Curaçao. It was supposed to do a Bonaire-Curaçao return on the 19th, connecting to TFL366 (operating AMS - CUR - AMS). Upon returning to Bonaire the Miami Air aborted landing at 1000ft due to problems with the runways lights. It went into a hold for 30 minutes then returned to Curaçao. N733MA returned the next day with the inbound load before departing to Miami on the 20th. The visitors kept on coming through Christmas, with even a good old Falcon 10 on the 27th and more presents on the 28th.

January 2018

01.HI1010	Ce750	Helicopteros Dominicanos	
HK-4540	BAe3201	SARPA	31
N39JC	Raytheon 390	Skyline Enterprises Corp.	dep
N403SL	G200	A-OK Jets	
N502AB	Lj60	AB Jets	03
N5324J	Ce340A		31
YV634T	Ce500		02
YV1851	RC690C		07
02.HK-4662	Lj35A	SARPA	
PH-DCG	AW139	DCCG	
YV600T	Ce550		
YV1101	Ce310		
03.HK-4756	Beech 400A	Servicio Aéreo de Capurgana	
N2333K	CeU206G		06
YV1316	Ce500		
04.YV1473	RC690B		
05.HI860	BAe3201	ACSA - Air Century	06
HI1007	Beech 1900D	Sky High Aviation	
PH-DCG	AW139	DCCG	
YV1987	BN-2B-21	Chapi Airlines	
07.HK-4973	EMB120RT	SARPA	
N87SA	Beech B200	Trond Osthaug	



Two former KLM Boeing 747s are captured on this photo. PH-BFF was ferried to this airport in January 2018 and PH-BFR was already ferried in December 2017. As can be seen some parts already have been removed from both Jumbo Jets. (Twente, 14 February 2018, Remco de Wit)

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N194ER was delivered to Antwerp in 2013. When we published the first photo of this Mustang in issue 408, page 34, nothing was known about this bizjet. The aircraft is owned by Edito and based at Antwerp. Since approximately 2014 the Cessna is exclusively reserved for members of Blue Sky Aviation a fractional ownership club operated by Air Service Liège. (Budel, 17 February 2018, Toon Cox)

08. M-OUSE	Ce510	Mouse (IOM)	20	28. HK-4973	EMB120RT	SARPA	
PH-DCG	AW139	DCCG		N87SA	Beech B200	Trond Osthaug	
PJ-DVD	DHC-6-300	Divi Divi Air		29. PH-DCG	AW139	DCCG	
PP-LMH	EMB500	MCL Empreendimentos e Negocios		YV3100	PA-31T1		
09. HK-4411	BAe3201	SARPA	24	30. HK-4540	BAe3201	SARPA	31
HK-4973	EMB120RT	SARPA		N990LC	Lj35A	REVA	
10. HI1005	Ce525A	Helicopteros Dominicanos		31. N589H	P180	Air Gato Enterprises	
PH-DCG	AW139	DCCG		N876C	Falcon 900EX	TVPX ARS	
11. PH-FBH	AW139	DCCG		PH-DCG	AW139	DCCG	
12. HI976	Saab 340B	ACSA - Air Century	13	YV2839	Beech 400A	West Construcciones	
HI1017	Beech 1900D	Sky High Aviation					
HK-4405	BAe3101	SARPA					
N221QS	Falcon 2000EX	NetJets					
N405GJ	Lj35A	CPA Land Co.					
13. N232QS	Falcon 2000EX	NetJets	14				
14. HK-5013	EMB120RT	SARPA					
N87SA	Beech B200	Trond Osthaug					
15. HK-4405	BAe3101	SARPA					
HK-4662	Lj35A	SARPA					
PH-FBH	AW139	DCCG					
16. PH-FBH	AW139	DCCG					
YV2736	Beech 400A						
17. PH-FBH	AW139	DCCG					
PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial					
18. N30JR	Beech C90B	Mark Solomon	21				
N2333K	CeU206G		20				
19. HI976	Saab 340B	ACSA - Air Century	20				
HI1017	Beech 1900D	Sky High Aviation					
20. HK-4973	EMB120RT	SARPA	21				
HK-5013	EMB120RT	SARPA	21				
21. N87SA	Beech B200	Trond Osthaug					
22. YV2140	Ce337		25				
23. HI1017	Beech 1900D	Sky High Aviation					
N2333K	CeU206G						
P4-AAE	A319-111	Aruba Airlines	f/v ARU507				
24. HK-4791	BAe3201	SARPA	25				
25. HK-4411	BAe3201	SARPA	31				
HK-4791	BAe3201	SARPA	31				
N2333K	CeU206G						
P4-AAE	A319-111	Aruba Airlines					
26. HI772	BAe3101	ACSA - Air Century	27				
HI1017	Beech 1900D	Sky High Aviation					
N203QS	Falcon 2000	NetJets	27				
N441PC	Lj35A	REVA					
N876RA	Ce560XL	Parminter Investments					
27. 9Y-TIY	Ce402C	Briko Air					
CS-GLG	Global 6000	NetJets Europe	28 NJE139Y				
N679QS	Ce560XL	NetJets					
YV3203	Beech C90GTx						

Aruba Airlines:

C-FXLH 02, 04, 06, 07, 09, 11, 13, 14, 16, 18, 20, 21, 27, 28, 30

Delta:

N375DA	02	N818DA	27
N382DA	04	N823DN	20
N394DA	21	N879DN	13
N399DA	14	N3748Y	07
N808DN	06	N3754A	28

Sunwing Airlines:

C-FAWC	14	C-FJVE	07
C-FEAK	28	C-FUAA	21

TUI Airlines Netherlands:

PH-TFK	02, 03, 09, 10, 13, 16, 19, 27
PH-TFL	05, 12, 17, 20, 23, 24, 26, 30, 31
PH-TFM	06

United:

N17245	13	N68842	20
N37427	06-07	N68880	20-21
N37464	06	N69816	27-28
N61882	27	N79541	13-14

Left out were KLM, Insel Air, Divi Divi Air, EZ Air and Learjets N389KA and N824CC which are based here, unless operating on a non-scheduled flight. Also Piper PA-31 N350PB could be seen all month flying up and down to Curaçao.

Quite some airplanes stayed over from 2017 into 2018. On the 8th Mickey arrived from Providenciales, Turks and Caicos and also the new Twin Otter of Divi Divi appeared again after a single visit in December and as it kept on operating the route together with the Islanders it will not be mentioned any more. Aruba Airlines sent the leased Canadairjet the whole month, except for the 23rd and 25th when a single-aisle Airbus operated the flight, a type rarely seen on Bonaire. Many movements are ambulance flights by SARPA and US registered Learjet 35s. The Piaggio on the 31st was also an ambulance flight.

February 2018				N350PB	PA-31-350	JUS	
01.HK-4540	BAe3201	SARPA	06	N707FJ	Falcon 900	Exxaero	
HK-4791	BAe3201	SARPA	08	22.N102RL	PA-31-350	Husa	23
N71KQ	Kodiak 100		09	N2333K	CeU206G		24
N5324J	Ce340A		28	YV1851	RC690C		28
02.HI772	BAe3101	ACSA - Air Century	03	23.HI999	Saab 340B	ACSA	24
HI1017	Beech 1900D	Sky High Aviation		HI1017	Beech 1900D	Sky High Aviation	
HK-5013	EMB120RT	SARPA	03	PH-DCG	AW139	DCCG	
03.9Y-TIY	Ce402C	Briko Air		24.HK-5013	EMB120RT	SARPA	
C-GRNN	DHC-8-106	DCCG – Provincial Airlines		N382TC	N382TC	Skylink Jets	
HK-4973	EMB120RT	SARPA		25.HK-5013	EMB120RT	SARPA	
HK-5013	EMB120RT	SARPA		26.F-OIXO	ATR42-500	Air Antilles Express	WIA803/4
HK-4973	EMB120RT	SARPA		28.N49KW	Ce550 Bravo	PPal-Inc	
HK-5013	EMB120RT	SARPA		N2333K	CeU206G		
06.N382TC	N382TC	Skylink Jets		PH-DCG	AW139	DCCG	
07.HK-4540	BAe3201	SARPA	13	<u>Aruba Airlines:</u>			
PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial		C-FXLH 01, 06, 08, 10, 11, 13, 15, 17, 18, 20, 22, 24, 25, 27			
08.N234QS	CL-650	NetJets	09	<u>Delta:</u>			
09.HI976	Saab 340B	ACSA - Air Century		N378DA	18	N3734B	25
HI1007	Beech 1900D	Sky High Aviation		N672DL	17	N3741S	11
HK-4791	BAe3201	SARPA	15	N818DA	10	N3746H	04
HK-4973	EMB120RT	SARPA	10	N823DN	03	N6716C	24
N589H	P180	Air Gato Enterprises		<u>Sunwing Airlines:</u>			
10.HI840	BAe3101	ACSA - Air Century		C-FJAU	25	C-GLRN	04, 11
LV-CBZ	Beech B200	MED Aviacion	14	C-FLSW	18		
N5MV	Falcon 900EX	Bloomberg Services		<u>TUI Airlines Netherlands:</u>			
N351EF	Lj35A	Critical Care Medflight		PH-TFK	02, 06, 07, 10, 16, 20, 21, 24		
11.HI985	Ce680	Helidosa		PH-TFL	03, 09, 13, 14, 17, 23, 27, 28		
HI1007	Beech 1900D	Sky High Aviation		<u>United:</u>			
HK-4973	EMB120RT	SARPA		N37420	17-18	N69830	17
PZ-TCQ	B737-3Q8	Surinam Airways	SLM729	N47414	24	N69835	03
14.C-GPAB	DHC-8-106	DCCG – Provincial Airlines		N61882	03-04	N69840	10
HK-4540	BAe3201	SARPA	19	N62849	10-11	N78511	24-25
N441PC	Lj35A	REVA		Left out were KLM, Insel Air (Fokker 50's), Divi Divi Air (BN2 and DHC6) and EZ Air (BN2) and the Learjet N389KA which is based here, unless operating on a non-scheduled flight.			
15.N102RL	PA-31-350	Husa		A month with an Argentinian Beech on the 10th from Manaus and leaving to Grand Cayman on the 14th. Surinam Airways visited on the 11th and 18th from Curaçao and continuing to Port of Spain and Paramaribo. It is unknown why it operated via Bonaire on these two occasions. The Dutch Navy NH90 made two touch and go's on the 20th. The Antilles Express at the end of the month came and went to the Dutch island of St Eustatius and it most probably operated for the government although it had a Winair flight number.			
PH-DCG	AW139	DCCG		<u>Credit:</u> Danny de Kiewit.			
16.HI840	BAe3101	ACSA - Air Century	17				
HI1017	Beech 1900D	Sky High Aviation					
HK-4791	BAe3201	SARPA	28				
YV1851	RC690C		21				
17.HK-4973	EMB120RT	SARPA					
N2333K	CeU206G						
18.HI1017	Beech 1900D	Sky High Aviation					
HK-4973	EMB120RT	SARPA					
N102RL	PA-31-350	Husa	20				
PZ-TCQ	B737-3Q8	Surinam Airways	SLM729				
20.N-088	NH90-NFH	860sq	2x *Neptune12				
HK-4540	BAe3201	SARPA					
PP-VVV	ERJ135BJ	Tv Midia Publicidade Comercial					
21.HK-4411	BAe3201	SARPA					
HK-4540	BAe3201	SARPA	28				



This Boeing 737 started its career in 1989 with Piedmont Airlines registered as N423US. It operated subsequently with USAir and US Airways with the same registration until it was withdrawn from use in August 2012. In April 2014 it started operating for Avior Airlines as YV3012. Avior Airlines is an airline based in Barcelona, Venezuela. (Curaçao, 7 February 2018, Ton Jochems)

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Movements Belgium



Raytheon 390 RP-C390 was acquired by AEV Aviation in 2007. Aboitiz Equity Ventures (AEV) is a Philippine holding company based in Manila. Philippine registered bizjets are rarely seen in Europe. The aircraft was reportedly on a ferry to the USA. (Antwerp, 12 February 2018, Walter Van Brempt)

Antwerp

				February 2018		
01. 9H-FOM	EMB500	Luxwing		D-IFFF	CeF406	Air Taxi Europe
D-BETI	Falcon 50EX	Adolf Würth	02	D-IPVD	Ce525A	Transavia
D-ICCC	CeF406	Air Taxi Europe	02	M-ARTY	PC-12/47E	Creston (UK)
02. EC-GXJ	SA227AC	Flightline		OO-ACO	Ce510	Air Service Liège
EC-JYC	SA227AC	Zorex	06	OO-GEE	PC-12/47E	Blue Sky Aviation
G-KARE	PC-12/47E	Graham Aircraft Hire		OO-PCJ	PC-12/47E	EAPC
M-ARTY	PC-12/47E	Creston (UK)		OO-PCM	PC-12/47E	EAPC
OO-ACC	Ce525A	Air Service Liège	03	OO-STR	AS350B3	Stephex Stables
PH-TXA	Ce510	ASL	04	PH-DIX	PC-12/45	Din-Air
SP-EAR	Ce680	Jet Story	f/v	PH-HRK	P180	JetNetherlands
SP-KPR	Saab 340A	Sprintair	f/v	S5-ICR	Ce560XL	Ikar Aviation
03. D-CMDH	Ce680	E-Aviation	f/v 06	10. D-CHIC	EMB505	Air Hamburg
N363JR	PA-46-500TP	Devuma	05	D-CHIP	Ce525B	E-Aviation
04. G-MSPT	EC135T2	S.J. Golding		D-CMDH	Ce680	E-Aviation
N892WA	RC690A	Reni Aviation	08	D-IIPN	PA-34-220T	P. Nagel
OO-ACC	Ce525A	Air Service Liège	07	N9190X	PA-46-350P	Gillair
OO-GLM	Ce680	Air Service Liège	f/f	OK-JRT	Ce680	Travel Service
PH-TXA	Ce510	ASL	05	OK-UGJ	Ce680	Travel Service
05. 9H-FOM	EMB500	Luxwing	06	OO-ACO	Ce510	Air Service Liège
LX-JFB	PC-12/47E	Jetfly Aviation		11. CS-LTC	Ce680A	NetJets Europe
N363JR	PA-46-500TP	Devuma	06	D-CHIP	Ce525B	E-Aviation
OO-ACO	Ce510	Air Service Liège	06	M-LEYS	Beech C90GT	Heres Aviation
OO-STB	R22	STB Copter		OK-BEE	Beech 400A	Jetbee Czech
PH-LAU	Falcon 900EX	Exxaero	10	RP-C390	Raytheon 390	AEV Aviation
PH-TXA	Ce510	ASL	08	12. D-CJPG	Lj35A	Quick Air Jet Charter
06. M3	SA316B	Belgian Navy		N363JR	PA-46-500TP	Devuma
D-FABS	PC-12/47E	Schumacher Packaging		N900RL	G-IV	Pegasus Elite Aviation
D-FAST	Ce208	Business Wings	07	PH-BYD	Beech 58	KLS
D-ITAN	Ce525	Transavia		PH-DIX	PC-12/45	Din-Air
EC-GPS	SA227AC	Flightline	07	PH-HRK	P180	JetNetherlands
EC-JYC	SA227AC	Zorex	07	SE-MEP	Beech C90GT	Saab Aircraft
G-WMRN	TBM-930	Ravenair	07	13. M-ARTY	PC-12/47E	Creston (UK)
OE-FDI	SC.7	Pink Aviation		OE-FDI	SC.7	Pink Aviation
OO-PCI	PC-12/47E	EAPC		OK-BEE	Beech 400A	Jetbee Czech
OO-STR	AS350B3	Stephex Stables		OO-ACC	Ce525A	Air Service Liège
PH-WRW	EC120B	Heli Holland Holding	07	OO-GEE	PC-12/47E	Blue Sky Aviation
07. D-FAST	Ce208	Business Wings		PH-CGN	Do228-212	Kustwacht
F-GYPQ	PA-46-350P	Courant		PH-TSN	DA42	Privinvest
LX-JFW	PC-12/47E	Jetfly Aviation		UR-CQD	An-26B	Vulkan Air
N363JR	PA-46-500TP	Devuma	12	14. ST46	SF260D	Belgian Air Force
08. D-IFFF	CeF406	Air Taxi Europe		HB-IGV	Falcon 50EX	VF International
HA-TAB	Saab 340A	Fleet Air International	f/v	M-ARTY	PC-12/47E	Creston (UK)
LX-EBE	Ce560XLS+	Flying Group Luxembourg	13	M-LEYS	Beech C90GT	Heres Aviation
OO-ACO	Ce510	Air Service Liège	08	N61AJ	Ce421C	Coco Air
PH-TXA	Ce510	ASL	09	OK-PCC	PC-12/47E	T-air
09. D-CHIC	EMB505	Air Hamburg	10	OK-PTT	PC-12/47E	Air Bohemia
				PH-HGT	Ce680	ASL
				15. HB-IGV	Falcon 50EX	VF International
				N61AJ	Ce421C	Coco Air

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16.D-CAAM	Do228-212	Arcus Air	17	24.9H-FOM	EMB500	Luxwing	
D-CAVA	SA227AC	Binair		PH-TCS	PA-32R-301T	M. Morrien	
D-IFFF	ReF406	Air Taxi Europe		25.OO-PCM	PC-12/47E	EAPC	
N127QR	Beech 300LW	A. Ruijgrok		26.N127QR	Beech 300LW	A. Ruijgrok	
PH-BYD	Beech 58	KLS		N1753S	GA-8	FSA Aviation	f/v
PH-CJM	Ce680	ASL	18	PH-MRO	Ce421C	Q-Flights	27
PH-TXA	Ce510	ASL	17	27.ST46	SF260D	Belgian Air Force	
17.CS-LAU	Ce680A	NetJets Europe	18	CS-DXK	Ce560XLS	NetJets Europe	
D-IPVD	Ce525A	Transavia	18	D-CBBB	Ce560XLS+	DC Aviation	f/v
N363JR	PA-46-500TP	Devuma	21	D-FAST	Ce208	Business Wings	28
OO-AFJ	SV-4C	F. Vuylsteke	tst	F-HASJ	Ce510	Astonjet	f/v
OO-PCM	PC-12/47E	EAPC		HB-TEN	Ce208B	Swiss Flight Services	28
OO-TLA	DA42	TLA		OO-GLS	R22	Paramount	
18.D-CEFE	Ce525C	E-Aviation		PH-TCN	P180	JetNetherlands	
LX-GSP	Ce680	Flying Group Luxembourg	23	28.HB-IGV	Falcon 50EX	VF International	01
OO-PCK	PC-12/47E	EAPC		N63DR	Kodiak 100	E. Rossillon	01
PH-TXA	Ce510	ASL	19	OO-PCM	PC-12/47E	EAPC	
VH-LEP	Global Express	Air National Australia		OO-RFF	R44	Heliventure FTO	
19.D-INOB	Ce525A	Atlas Air Service		PH-TXA	Ce510	ASL	03
EC-GXJ	SA227AC	Flightline	20				
20.D-CNAG	SA227DC	Binair	21				
PH-VBG	Falcon 2000EX	JetNetherlands					
21.ST47	SF260D	Belgian Air Force					
D-FALK	Ce208	Business Wings					
HB-IGV	Falcon 50EX	VF International	22				
N363JR	PA-46-500TP	Devuma	23				
OK-AST	Ce560XL	Air Bohemia	22				
OK-PBT	Ce525A	Queen Air	f/v				
22.9A-JSD	Ce525A	Jung Sky					
D-FAST	Ce208	Business Wings					
HB-LTZ	P180	Gofir	f/v 23				
OO-STR	AS350B3	Stephex Stables					
PH-TSN	DA42	Privinest					
PH-VBG	Falcon 2000EX	JetNetherlands					
SP-MRB	Saab 340A	Skytaxi (a/w)					
23.H31	A109BA	Belgische Landmacht					
ST47	SF260D	Belgian Air Force					
D-CAAL	Do228-202	Arcus Air					
D-IDOS	Ce404	Hansa Luftbild	25				
F-GPJD	Beech E90	Arkata Aviation	arr tdy				
G-MSPT	EC135T2	S.J. Golding	24				
HB-TEN	Ce208B	Swiss Flight Services	f/v 25				
LX-JFW	PC-12/47E	Jetfly Aviation					
N363JR	PA-46-500TP	Devuma	04				
N970KG	G-IVSP	Center Air	f/v 24				
OK-PTT	PC-12/47E	Air Bohemia					
OO-GEE	PC-12/47E	Blue Sky Aviation	25				
PH-TXA	Ce510	ASL	27				

The latest addition to the Air Service Liège fleet operated its first flight on the 4th to Le Bourget. The Pink Aviation Skyvan on the 6th also operated three local flights. This month many metroliners, Saab 340s and even an Antonov 26 with freight for Volvo Gent. Most probably the highlight for this month is the Philipine Premier I on the 11th. The aircraft arrived from Milan Malpensa and departed to Wick reportedly on its way to the USA.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

				February 2018	
01.9H-CLG	CL-850	Air X Charter		arr	AXY0104/6
CS-TFZ	A330-243	Hi Fly			BAF630/341P
D-AJOY	CL-850	Elytra Charter		arr	AXG11
F-HRGD	ERJ145LU	Aero4M		arr	AEH024F
LZ-AOB	A319-112	Government of Bulgaria	02		BGF001
LZ-OOI	Falcon 2000	Government of Bulgaria			BGF004
P4-PIF	Global XRS	Arab Wings		dep	
VQ-BLA	G550	International Jet Club			
02.N446MC	B747-4B5ERF	Atlas Air			GTI525
06.9H-BIG	A340-312	Air X Charter		13	AXY802/1300
CS-PHF	EMB505	NetJets Europe			NJE645M/741B
EC-MIA	B777-28EER	Privilege Style			JAF123P/231
07.99-00102	UC-35A1	1-214th AVN		dep	DUKE28
9H-MIR	CL-604	Hi Fly Malta		dep	
CN-AMD	CN235M-100	Escadre Transp			RMAF303



N900RL was delivered to the Government of Brunei - Sultan's Flight in 1991 as V8-AL1. The Gulfstream 4 finally returned to the American registry in 2002 as N386AG. Its current mark was taken up one year later. Since 2016 the aircraft is registered to C2 Aviation but operated by Pegasus Elite Aviation. (Antwerp, 12 February 2018, Walter Van Brempt)

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This Airbus A350 was delivered to LATAM Airlines Brasil as PR-XTF in November 2016. Four months later it was leased to Qatar Airways as A7-AMB but still in LATAM colours. In Europe it is mostly seen at Munich. (Brussels, 25 February 2018, Robert Eikelenboom)

CS-DRY	BAe125-800XPi	NetJets Europe		dep	D-AJOY	CL-850	Elytra Charter		arr
CS-DXP	Ce560XLS	NetJets Europe		dep	D-CFHZ	EMB505	DAS Privat Jets		
CS-PHF	EMB505	NetJets Europe	08 NJE60D/613P		D-CURT	Lj31A	Air Alliance		
G-GLOB	Global XRS	Execujet UK		08	D-IAHG	Ce525	Spree Flug Luftfahrt		arr
LX-JFB	PC-12/47E	Jetfly Aviation		dep	G-CEYL	Global XRS	TAG Aviation (UK)		
LX-JFW	PC-12/47E	Jetfly Aviation			LX-JFM	PC-12/47E	Jetfly Aviation		arr
08. CS-TFZ	A330-243	Hi Fly	11 CRL78/BAF630		SE-RIL	Ce560XLS	H-Bird Aviation Services		dep
EC-MIA	B777-28EER	Privilege Style	09 JAF232/124P		19. LZ-OOI	Falcon 2000	Government of Bulgaria	20 BGF003	
09. 54+10	A400M	LTG62	GAF077		20. 5105	CL601-3A	241.dlt		dep
EC-KSM	B747-412	Wamos Air	JAF003/503		14+03	Global 5000	FBS BMVg		dep
N446MC	B747-4B5ERF	Atlas Air	GTI525		MM62244	Falcon 900EX	93° Gruppo TS		
10. 9H-JAI	A340-313X	Estelar Airlines	13 HFM561P/2P		T.18-1/45-40	Falcon 900B	451 Esc		dep
EC-KSM	B747-412	Wamos Air	11 JAF504/004		ZK459/X	Beech B200GT	45(R)sq		
11. N446MC	B747-4B5ERF	Atlas Air	GTI526/517		CS-CHB	CL-350	NetJets Europe	NJE625B/009D	
12. CS-TFM	B777-212ER	euroAtlantic Airways	JAF705P/705		CS-PHI	EMB505	NetJets Europe	NJE267C/217T	
G-TUIG	B787-8	TUI Airways	14 TOM9209/26		D-ABLA	B737-76J	Germania	GMI242/2424	
OE-IBZ	B737-34S(F)	Longhao Airlines	arr TAY943E		D-ABOI	B757-330	Condor	div CFG1441	
13. 5105	CL601-3A	241.dlt			D-BTLL	CL-300	MHS Aviation		arr
14+04	Global 5000	FBS BMVg			D-CEMS	Ce525B	Meyer Werft		arr
V-11	G-IV	334sq			D-CSAG	EMB505	Sudzucker Reise		
91-003	G-IV	212 Filo		15	D-FKAI	PC-12/47E	Kaiser Bekleidungs		dep
73-1676	E-4B-BN	1st ACCS		15 Mars01	D-IZZZ	Ce525	Nordwest Air Service		
07-7180	C-17A	437th AW		15 RCH350	G-FLBK	Ce510	Wijet		arr
9A-CRO	CL-604	Government of Croatia			G-GLOB	Global XRS	Execujet UK		
CS-DXO	Ce560XLS	NetJets Europe			I-EDLO	BAe125-750	Alba Servizi		dep
CS-TFM	B777-212ER	euroAtlantic Airways	JAF706/217		LX-JFQ	PC-12/47E	Jetfly Aviation		dep
CS-TFZ	A330-243	Hi Fly	BAF630/311P		LX-ONE	Lj45	Luxemb. Air Rescue		arr
D-IDAS	EMB500	DAS Private Jets			OE-FKO	Ce525A	Avcon Jet		dep
EC-MIA	B777-28EER	Privilege Style	JAF231P/231		OE-FZE	Ce510	GlobeAir		arr
EI-RJO	BAe146-RJ85	CityJet	arr BCY41P		OK-MYS	Ce510	Aerpartner		
HB-JST	Falcon 7X	CAT Aviation			SE-RLU	Ce560 Ultra	Grafair Flight Management		dep
N446MC	B747-4B5ERF	Atlas Air	GTI511		TC-KHG	G550	Kortez		
OE-FAT	Ce510	GlobeAir			21. CS-DXS	Ce560XLS	NetJets Europe		arr
OE-FCZ	Ce525A	Avcon Jet			D-ABLA	B737-76J	Germania	22 GMI2425/4	
OE-FDT	Ce510	GlobeAir			G-FLBK	Ce510	Wijet		
14. EC-MIA	B777-28EER	Privilege Style	JAF232/232P		LX-LAA	Lj45	Ducair - LAR		arr
OK-TVX	B737-8Z9	SmartWings	CSA636/7		LX-SEH	Ce560XLS	Luxaviation		arr
OM-BYC	Fokker 100	Government of Slovakia	15 SSG004		N767A	B767-2AXER	Saudi ARAMCO Aviation		arr
OO-TCT	A320	VLM Airlines	dep JAF3847		OK-IHS	PC-12/47E	OK Aviation Wings		
15. 5105	CL601-3A	241.dlt		dep	OO-TNL	B737-34S(F)	ASL Airlines (Belgium)	dep TAY949E	
678	G-V	352 MMYP			22. C-172	CL-604	Esk 721	23 - /DAF002	
MM62244	Falcon 900EX	93° Gruppo TS		dep	15+01	A319-115X	FBS BMVg	23 GAF841	
026	C295M	8.BLTr (13.el)			258	Lj45	MATS	23 IRL258	
ZK459/X	Beech B200GT	45(R)sq			MM62209	A319-115X	306° Gruppo TS		arr
9H-BIG	A340-312	Air X Charter	arr AXY1503		08	C-27J	Transporto Esk	23 LYF166	
CS-DXI	Ce560XLS	NetJets Europe			T.18-2/45-41	Falcon 900B	451 Esc	23 AME4540	
CS-DXJ	Ce560XLS	NetJets Europe		arr	5T-CLJ	B737-8	Mauritania Airlines	f/v 23 MRT001	
CS-DXL	Ce560XLS	NetJets Europe		dep	5U-GRN	B737-75U	Government of Niger	24 NIGER01	
CS-TFM	B777-212ER	euroAtlantic Airways	JAF217/706P		9A-CRO	CL-604	Government of Croatia	23	
D-AJOY	CL-850	Elytra Charter			D-ABLA	B737-76J	Germania	GMI711/245	
EI-KMA	CL-604	GainJet Ireland			EI-FGX	B737-3Q8	Mistral Air	MSA9701/702F	
F-HGOD	P180	Investairs		arr	HZ-ATR	B737-9FGER	Al-Atheer Aviation		arr
17. CS-TFX	A340-542	Hi Fly	22 HFY521P/AFR360V		LZ-OOI	Falcon 2000	Government of Bulgaria	23 BGF004	

N748MA	B737-8K5	Miami Air International	24 CMB351	D-CSAG	EMB505	Sudzucker Reise	dep
OK-SWA	B737-8	SmartWings	CSA630/1	D-ISUN	Ce525A	Ohlair	dep
OM-BYB	Fokker 100	Government of Slovakia	arr SSG002	LX-ONE	Lj45	Luxemb. Air Rescue	dep
TT-ABD	B737-74Q	Government of Chad	23 CHAD001	OK-VAN	EMB500	Aerotaxi	dep
TZ-PRM	B737-7BC	Government of Mali	24 MALI01	VQ-BLA	G550	International Jet Club	
XT-BFA	B727-282	Government of Burkina Faso	25 BFA01	YR-TIK	Global 5000	Ion Tiriac Air	28 TIE2A
23.2801	A319-115X	241.sdl	arr CEF02	28.9H-VFA	CL-605	VistaJet Malta	01 VJT584
68/F-RAFA	Falcon 7X	ET00.060	dep CTM0012	CS-PHA	EMB505	NetJets Europe	NJE622K/885U
678	G-V	352 MMYYP	dep HAF352B	CS-TKP	A320-214	SATA	RZO10E/9751
MM62209	A319-115X	306° Gruppo TS	dep IAM9002	D-ICBA	Ce525A	Proair Aviation	arr
17402	Falcon 50	Esq504	AFP37/5	D-ISUN	Ce525A	Ohlair	arr
102004	Tp102C	TSFE	dep SVF644	F-GGGA	Ce550	Valljet	arr
T-784	Ce560XL	LTDB	SUI007	I-SEAR	Falcon 900EX	Servizi Aerei	
A7-AMB	A350-941	LATAM	QTR195/6	N200ES	G650ER	Disney Aviation Group	
EC-MFJ	B717-2CM	Volotea Air	VOE9008/110	OE-GHB	Ce560XLS	Bertsch-Aviation	
OM-BYB	Fokker 100	Government of Slovakia	dep SSG002	OK-VAN	EMB500	Aerotaxi	arr
24.9H-VJS	Global 6000	VistaJet Malta	25 VJT929	YU-BZZ	Ce550 Bravo	Air Pink	arr
9H-VJT	Global 6000	VistaJet Malta	VJT971				
9H-YOU	CL-850	Air X Charter	arr AXY2508				
D-ITIM	HA-420	Privatelyways	25 PWY300T/289M				
EI-RJO	BAe146-RJ85	CityJet	dep BCY41P				
N104QS	Global 5000	NetJets	25				
N552PM	G550	Philip Morris International	arr				
25.A7-AMB	A350-941	LATAM	QTR193/4				
EI-EXA	B717-2BL	Volotea Air	arr VOE9111				
N767A	B767-2AXER	Saudi ARAMCO Aviation	arr				
27.ZM411	Atlas C1	24/70sq	dep				
9H-VJW	Global 6000	VistaJet Malta	28 VJT947				
CS-DXK	Ce560XLS	NetJets Europe	dep				
D-CBBB	Ce560XLS+	DC Aviation	28 DCS703				
D-CONU	Lj55	FAI Rent-a-Jet	arr				

As of this month our source for the Brussels movements will not be able to provide the information anymore. Most callsigns have been tied up using various tracking websites. The Moroccan CASA on the 7th operated a flight from and to Kenitra, Morocco. The Boeing 737 on the 12th in Longhao Airlines colours arrived from Woensdrecht after having been painted at that airport. The Condor on the 20th diverted while enroute from Fuerteventura to Hamburg. The ASL Boeing (in TNT colours) departed to Malta for painting into Longhao Airlines colours. On the 23rd there was a meeting between the Sahel countries and the European Union.

Credits: Luchtzak forum, Scramble forum.



Delivered to TUIfly as D-ATUK in May 2011 this Boeing 737 usually spends the winter months in Canada but since 2016 it spends the winter with Miami Air as N748MA. It was on a short visit to Europe while operating a charter for the U.S. Transportation Command. (Brussels, 23 February 2018, Jan-Pieter Libens)

Kleine Brogel			February 2018				
01.CH07	C-130H	20sq		12.FA109	F-16AM	2w	*
L-05	PC-7	131EMVOsq	*	ST48	SF260D	CC Air (grey c/s)	*
OO-NLT	PC-12/47E	Aerocon	*	D-890	CH-47F	298sq	*
02.CH01	C-130H	20sq	*	14.CE01	ERJ135LR	21sq	*
CH10	C-130H	20sq	*	CH12	C-130H	20sq	*
CH12	C-130H	20sq	*	FA128	F-16AM	2w	*
FA135	F-16AM	2w	*	FB21	F-16BM	2w	*
05.CH07	C-130H	20sq	*	H46	A109BA	17sq	*
ST47	SF260D	CC Air	*	15.CH12	C-130H	20sq	*
06.CH13	C-130H	20sq	*	19.CH13	C-130H	20sq	*
07.CH13	C-130H	20sq	*	H46	A109BA	17sq	*
ST45	SF260D	CC Air	*	ST44	SF260D	CC Air (grey c/s)	*
08.CE04	ERJ145LR	21sq	*	L-08	PC-7	131EMVOsq	*
CH13	C-130H	20sq	*	20.CH13	C-130H	20sq	*
FB21	F-16BM	2w	*	ST44	SF260D	CC Air (grey c/s)	*
ST45	SF260D	CC Air	*	10-0220	C-17A	62nd AW	*
L-05	PC-7	131EMVOsq	*	21.CH12	C-130H	20sq	*
				L-08	PC-7	131EMVOsq	*
				22.CH01	C-130H	20sq	*
				L-05	PC-7	131EMVOsq	*

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Delivered to NetJets in December 2000 this Boeing 737 was acquired by Bausch & Lomb in November 2001 as N164RJ. Jetmagic started to operate the BBJ1 for the Mali Government in March 2014 registered as P4-PRM. In April 2015 the aircraft was acquired by the Government of Mali and registered as TZ-PRM. It is however being operated by Jetmagic. (Brussels, 22 February 2018, Eric Vangeel)

L-08	PC-7	131EMVosq	*	14.H38	A109BA	17sq/1w	*
23.CE04	ERJ145LR	21sq	*	15.FB17	F-16BM	10w	*
26.1x	C-130H	20sq		16.FA102	F-16AM	10w	*
1x	SF260D/M+	CC Air	*	FB17	F-16BM	10w	*
84-0083	C-21A	76th AS		20.H22	A109BA	17sq/1w	*
28.1x	A109BA	17sq	*	ST46	SF260D	CC Air	*
ST31	SF260M+	CC Air (Red Devils c/s)	*	OO-ERD	Beech 76	Styl Aviation	
ST36	SF260M+	CC Air (Red Devils c/s)	*	21.H46	A109BA	17sq/1w	
				ST46	SF260D	CC Air	*
				17	AS365N2	35F	
				23.H31	A109BA	17sq/1w	
				ST45	SF260D	CC Air	*
				GZ100	A109SP	32(TR)sq	*
				26.1x	SF260D/M+	CC Air	*
				28.H26	A109BA	17sq/1w	
				RN05	NH90-TTH	18sq/1w	
				17	AS365N2	35F	*

Credit: Toon Cox, Quinn Loots, Tim Van den Boer.

Koksijde

			February 2018
02.H35	A109BA	17sq/1w	
06.CH13	C-130H	20sq	*
FA69	F-16AM	10w	*
FA131	F-16AM	10w	*
07.H28	A109BA	17sq/1w	2x
H46	A109BA	17sq/1w	
ST22	SF260M+	CC Air (Red Devils c/s)	*
08.E163/705-RB	Alpha Jet E	EAC00.314	*
E166/705-RW	Alpha Jet E	EAC00.314	*
12.1x	F-16AM/BM	2w	*
FA68	F-16AM	2w	*
FA72	F-16AM	2w	*
FA97	F-16AM	2w	*
ST34	SF260M+	CC Air (Red Devils c/s)	*
13.FA84	F-16AM	2w	*
ST48	SF260D	CC Air	

21.H46	A109BA	17sq/1w	
ST46	SF260D	CC Air	*
OO-ERD	Beech 76	Styl Aviation	
21.H46	A109BA	17sq/1w	
ST46	SF260D	CC Air	*
17	AS365N2	35F	
23.H31	A109BA	17sq/1w	
ST45	SF260D	CC Air	*
GZ100	A109SP	32(TR)sq	*
26.1x	SF260D/M+	CC Air	*
28.H26	A109BA	17sq/1w	
RN05	NH90-TTH	18sq/1w	
17	AS365N2	35F	*

Credits: Wim Houquet, Mike Derijcke, Filip Candaele, Ruben Theuninck, Kenny Plaetevoet, Christopher Noens.

Liège

			February 2018
02.N702CK	B747-4B5F	Kalitta Air	dep CMB162
04.UR-CJN	An-12B	Cavok Air	05 CVK7056/21
05.OE-IBZ	B737-34S(F)	TNT Airways	dep TAY943E
06.N952CA	B747-428(F)	National Airlines	dep NCR629
OO-TFA	B757-28AC	ASL Airlines Belgium	arr TAY501P



In 2010 a BBJ3 was delivered to Boeing Business Jets as N383BJ. The aircraft spend almost three years at various locations around the world for completion work. In January 2013 it was finally delivered to its customer as HZ-ATR. Al-Atheer Aviation is a private company established in 1983 and located in Riyadh, Saudi Arabia. It is rumoured to be operating this Boeing 737-900 for the Saudi Arabia Ministry of Finance. (Brussels, 23 February 2018, Jan-Pieter Libens)

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SP-KPH	Saab 340A(F)	SprintAir	dep SRN020
10. RA-76952	Il-76TD-90	Volga-Dnepr	11 VDA4183/ –
TF-AMP	B744F	Magma	ABD344P/320
12. PH-FJK	Ce525B	JetNetherlands	
13. TC-JOU	A330-243F	Turkish Airlines	THY6576
15. 33/XA	TBM-700A	ET00.043	arr
17. RA-76951	Il-76TD-90	Volga-Dnepr	18 VDA1053/4
UR-CQD	An-26B	Vulcan Air	arr VKA102
18. UR-CKM	An-12BP	Cavok Air	arr CVK7077
20. F-HFKF	ERJ145LR	SiAvia	SVB72P/ –
G-BVMA	Beech 200	Dragonfly Aviation Services	1205
OO-VLS	Fokker 50	VLM Airlines	arr WLM123T
OO-VLS	Fokker 50	VLM Airlines	VLM123T/ –
PH-CJM	Ce680	ASL	
21. F-HITM	Beech 400A	Air ITM	
LZ-ABJ	An-26B	Rose Air	arr REM553
N919CA	B747-428(F)	National Airlines	arr NCR682
22. YU-SCJ	Ce525	Prince Aviation	
23. F-HNAV	Beech 200GT	DGAC	arr NAK097
OO-TFA	B757-28AC	ASL Airlines Belgium	arr TAY627P
24. A7-BFE	B777-FDZ	Qatar Airways	div QR8171
CS-TTM	A319-111	TAP Air Portugal	div TAP686
D-CNAC	SA227DC	Binair	
HA-TAB	Saab 340A(F)	Fleet Air International	arr FRF101
LX-VCH	B747-8R7F	Cargolux	div CLX763
27. D-ITIP	Ce525	Star Wings Dortmund	arr
28. HA-TAB	Saab 340A(F)	Fleet Air International	dep

The ASL Boeing on the 5th departed to Woensdrecht in TNT colours for repaint in to Longhao Airlines colours. On the 13th Turkish Airlines started a cargo service via Liège. This route previously operated via Maastricht. On the 10th an Air Atlanta jumbo arrived from Hahn, Germany in full Magma colours. All diversions on the 24th were Luxembourg diversions.

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

Ostend-Bruges

February 2018			
02. 9H-JPC	ERJ135BJ	Air X Charter	
03. CS-PHK	EMB505	NetJets Europe	NJE002P/743Q
G-MRLX	G550	Saxonair Charter	SXN55T
04. F-GVMI	Global 6000	LVMH Services	
05. OO-JWB	PC-12/47E	Nextgen Partners	

OO-VST	P2006T	Vansteelandt	
06. OO-VST	P2006T	Vansteelandt	
08. RS05	Sea King Mk48	40sq	*
G-CKSB	H135	Airbus Helicopters UK	
OO-NSL	EC145	Noordzee Helikopters Vlaanderen	del
09. D-IAWG	Ce425	Aerowest	
11. HB-FVZ	PC-12/45	Happy Lines	dep
13. UR-CGW	An-12BP	Ukraine Air Alliance	14 UKL4067/5016
15. ST45	SF260D	CC Air	
LX-LQA	DHC-8-402	Luxair	LGL31
17. ER-BBJ	B747-412F	Aerotrans Cargo	ATG6604/5
N727DL	Saab 340A	Napleton Aviation Group	
18. 17	SA365N	35F	
G-CKSA	H135	Airbus Helicopters UK	
OO-GHE	Falcon 2000LX	Luxaviation Belgium	
OY-JME	P2006T	Greybird Aviation Group	CAG237L
22. N7358CC	CL-604	CTB International	
T7-AMS	PC-12/47	Visionscape	
23. D-IBPW	Ce340A	Champagner Air	
LX-ONE	Lj45	Luxemburg Air Rescue	
OO-GHE	Falcon 2000LX	Luxaviation Belgium	
24. EC-GPS	SA227AC	Flightline	FTL001/003
UR-CAJ	An-12BK	Ukraine Air Alliance	25 UKL4098/5050
UR-CAK	An-12BP	Ukraine Air Alliance	25 UKL4073/5054
25. N356KD	B747-446BCF	Western Global A/L	26 WGN4633/44
26. N313SP	Ce525M2	Echo Aviation	
OO-JCV	PC-12/47E	Nextgen Partners	27
OY-CKS	BN-2A	COWI Aerial Survey	arr

EgyptAir Cargo:

SU-GAC	01, 27/28
SU-GAS	01, 03, 04, 05, 10, 11, 13, 15, 18, 20, 22, 24, 25
SU-GAY	02, 08, 09, 11, 12, 20, 22, 23

TUI Belgium (JetairFly):

OO-JAF	12-16, 21-25 daily	OO-TEA	02, 03, 04, 05, 06, 07, 09, 10, 11, 11/12
OO-JAS	15	OO-TUK	01, 02
OO-JAY	02/03, 03/04, 07, 07/08, 08, 09	OO-TUX	09/10, 10/11, 14, 14/15, 16/17, 17/18
OO-JEM	15-28 daily		
OO-JLO	23/24, 24/25, 28, 28/01		

On the 8th an EC145 was delivered to Ostend. The helicopter was all white. The Luxair on the 15th was a training flight as was the Flightline on the 24th.

Credits: Replo.be, Nik Deblauwe, Copters-list.



This EC145 was delivered new to Pegaso in Brazil as XA-UPT in 2011. It was returned to leasing company Milestone Aviation Asset Holding Group in November 2016 and registered as G-CJMI, while they stored it at Bonn. It was delivered from Bonn to Ostend on 8 February 2018 as OO-NSL. On 29 March 2018 the helicopter was photographed with SAMU markings. It is believed to be the new SAMU 62, replacing OO-NHB. (Ostend, 27 February 2018, Nik Deblauwe)

Military Movements Elsewhere



After 1.5 years of modifications at Rhein Air Services in Mönchengladbach, ATR72 79 is nearing the final stage of its test flight programme. It will be delivered back to Pakistan and the next example will then be coming to Germany. (15 March 2018, Bill de Koning)

Germany

Germany				February 2018				
Geilenkirchen				07. 15+02	A319CJ	FBS BMVg BMVg		* GAF879
01. 57-1469	KC-135R	197th ARS AZ ANG	19 RCH696	95-00123	UC-35A	E/1-214th AVN		Duke60
D-CGFG	LJ35A	GFD	* GFD91	16-20811	UH-60M	3-227th AVN		* Army20811
D-HVBD	EC135-T1	Bundespolizei	* BPO21	16-20856	HH-60M	C/2-227th AVN		* Army20856
02. 62-3578	KC-135R	141st ARS NJ ANG	dep RCH682	16-20858	HH-60M	C/2-227th AVN		* Army20858
OO-TFA	B757-200	ASL Airlines	TAY5012/501P	08. 16-20858	HH-60M	C/2-227th AVN		* Army20858
05. 62-3508	KC-135R	141st ARS NJ ANG	09 RCH255	11. 99-00102	UC-35A	E/1-214th AVN		Duke14
D-AOLG	Fokker F100	Avanti Air	06 TAY526P/1556	12. 97-00105	UC-35A	E/1-214th AVN		Duke62
06. OO-TFA	B757-28C	ASL Airlines	TAY5015/5016	13. 10+25	A310-304MRTT	FBS BMVg BMVg		* GAF838
07. D-HVBX	EC135	Bundespolizei	* BPO21	54+16	A400M	LTG62		* GAF621
OO-TFA	B757-28C	ASL Airlines	TAY5013/5014	055	AH-64D	UAE AF	a/f out 16	Army66482
08. D-AOLG	Fokker 100	Avanti Air	HOP8201/ATV1557	93-26510	UH-60L	A/2-227th AVN		* Army26510
09. 62-3516	KC-135R	197th ARS AZ ANG	12 RCH982	16-20859	HH-60M	C/2-227th AVN		* Army20859
63-8003	KC-135R	141st ARS NJ ANG	dep RCH898	09-72108	UH-72A	JMRC		* Army72108
84-0027/LN	F-15C	493rd FS	Pistol1/2	14. 104/XJ	TBM-700A	EdC00.070		CTM1306
84-0044/LN	F-15D	493rd FS	Pistol1/2	ZM415/415	Atlas C1	24/70sq		RRR4990/91
OO-TFA	B757-28C	ASL Airlines	TAY5012/501P	08-8601/RS	C-130J-30	37th AS		Herky11
12. N-258	NH-90NFB	7 sq	NEPTN13	08-8602/RS	C-130J-30	37th AS		Herky12
13. OY-RJC	CRJ-200LR	Global Reach Av.	PAV5000	84-00165	C-12U-3	E/1-214th AVN		Duke62
15. G-781	C-130H	336sq	* NAF71	99-00102	UC-35A	E/1-214th AVN		Duke14
63-7992	KC-135R	153rd ARS MS ANG	27 RCH697/659	16-20808	UH-60M	3-227th AVN		* Army20808
19. 203/36-CC	E-3F	EDCA00.036	FAF9025	15. 104/XJ	TBM-700A	EdC00.070		CTM1306
82+65	EC135T	HFWS	GARMY265	1224	C-17A	UAE AF		16 UAF1228
58-0119	KC-135R	151st ARS TN ANG	RCH142	16. ZM414/414	Atlas C1	24/70sq		17 RRR4078/79
64-14832	KC-135R	151st ARS TN ANG	RCH448	TC-GAP	G450	Gvmt of Turkey		
20. L-08	PC-7	131 (EMVO)sq	Diamond10	19. 54+01	A400M	LTG62		* GAF777
91-0108	C-20F	USAPAT	22 Racer98	20. 15-5831/RS	C-130J-30	37th AS		Herky703
21. 100/ ABP	TBM-700A	ALAT	FMY8044	84-00157	C-12U-3	E/1-214th AVN		Duke62
MM62220/46-83C-27J	MM62244	VC-90EX	93°Gr	16-20859	HH-60M	C/2-227th AVN		* Army20859
MM62169	VC-180A	28° Gr Esercito	IEI2869	21. 10+23	A310-304MRTT	FBS BMVg		GAF068/060
01-0076	C-37A	309th AS	SPAR80	15+01	A319CJ	FBS BMVg		* GAF847
84-00157	C-12U-3	F/6-52 AVN	DUKE94	82+62	EC135T1	IHAZ		* GAF288
D-HVBD	EC-135-T1	Bundespolizei	* BPO15	07-8608/RS	C-130J-30	37th AS		Herky11
22. OY-RJC	CRJ-200LR	Global Reach Av.	TAY5012/5012	08-8601/RS	C-130J-30	37th AS		Herky13
27. 72+87	UH-1D	SAR mks	* Resque41	08-8602/RS	C-130J-30	37th AS		Herky12
F-GZTB	B737-33V(QC)	ASL Airlines	TAY5015/624P	84-00162	C-12U-3	E/1-214th AVN		Duke60
				98-26828	UH-60L	A/2-227th AVN		* Army26828
				22. 07-8608/RS	C-130J-30	37th AS		Herky11
				98-26817	UH-60L	A/2-227th AVN		* Army26817
				16-20856	HH-60M	C/2-227th AVN		* Army20856
				09-72100	UH-72A	JMRC		*
				23. 421/F-RADA	A310-304	ET03.0060		CTM1074
				15+02	A319CJ	FBS BMVg		* GAF879
				15-20795	UH-60M	3-227th AVN		* Army20795
				16-20860	HH-60M	C/2-227th AVN		* Army20860
				26. 14+03	Global 5000	FBS BMVg		* GAF686
				72+88	UH-1D	THR30		* Joker53
				LJ-2	Lj35A	TukiLLv		FNF117
				27. 76+08	H-145M	HSG64		*
				28. 84-00173	C-12U-3	E/1-214th AVN		Duke60

Credits: Rolf Flinzner, Scramble messageboard.

Nürnberg				February 2018				
02. 00-9001	C-32B	150th SOS NJ ANG	03 Hagen71					
05. 84-00173	C-12U-3	E/1-214th AVN	Duke62					
16-20857	HH-60M	C/2-227th AVN	* Army20857					
16-20858	HH-60M	C/2-227th AVN	* Army20858					
06. 54+07	A400M	LTG62	* GAF631					
14+03	Global 5000	FBS BMVg	* GAF685					
16-20814	UH-60M	3-227th AVN	* Army20814					
09-72097	UH-72A	JMRC	*					

13-08436	CH-47F	H/1-214th AVN		08-8196	C-17A	62nd AW	03 RCH685
09-72107	UH-72A	JMRC	* Army72107	10-0221	C-17A	437th AW	06 RCH970
28.LJ-1	Lj35A	TukiLLv	FNF155	11-5748	C-130J-30	317th AW	07 Lion489/408
<u>Credits: MAR, Scramble messageboard.</u>				164998/AX	C-130T	VR-53	05 CNV6723
Ramstein				03.69-0024	C-5M	436th AW	07 RCH253
29.84-0060	C-5M	60th AMW	31 RCH710	84-0062	C-5M	60th AMW	06 RCH192
95-0104	C-17A	155th AS TN ANG	30 RCH204	79-1949	KC-10A	305th AMW	04 RCH136
99-0166	C-17A	62nd AW	30 RCH367	97-0045	C-17A	137th AS NY ANG	04 RCH101
02-1112	C-17A	183rd AS MS ANG	30 RCH688	00-0175	C-17A	305th AMW	04 RCH175
03-3116	C-17A	183rd AS MS ANG	30 RCH455/795	02-1099	C-17A	437th AW	04 RCH735/739
07-7188	C-17A	437th AW	30 RCH1815	02-1105	C-17A	62nd AW	dep RCH112
10-0219	C-17A	62nd AW	RCH506	03-3115	C-17A	183rd AS MS ANG	08 RCH273/314
01-0030	C-37A	310th AS	30 Spar31	03-3127	C-17A	62nd AW	04 RCH157
08-3176	C-130J-30	317th AW	30 Herky72/84	04-4131	C-17A	305th AMW	dep RCH562
30.87-0036	C-5M	436th AW	31 RCH868	05-5144	C-17A	729th AS AFRC	05 RCH166
90-0532	C-17A	62nd AW	01 RCH719	07-7171	C-17A	305th AMW	04 RCH559
92-3294	C-17A	62nd AW	31 RCH980	07-7178	C-17A	305th AMW	05 RCH563
04-4131	C-17A	305th AMW	03 RCH562	04.86-0013	C-5M	436th AW	05 RCH566/148
07-7169	C-17A	436th AW	31 RCH547	93-0601	C-17A	62nd AW	05 RCH540
07-7170	C-17A	436th AW	RCH665	97-0045	C-17A	137th AS NY ANG	07 RCH101
08-8190	C-17A	437th AW	01 RCH111	06-6161	C-17A	60th AMW	05 RCH690
01-0028	C-37A	310th AS	31 Spar26	10-0215	C-17A	437th AW	05 RCH595
08-3176	C-130J-30	317th AW	31 Herky84/83	05.02-1100	C-17A	155th AS TN ANG	RCH114
31.02-1099	C-17A	437th AW	RCH735	06.86-0013	C-5M	436th AW	RCH148
02-1105	C-17A	62nd AW	03 RCH112	86-0020	C-5M	436th AW	07 RCH537
03-3116	C-17A	183rd AS MS ANG	01 RCH795/199	87-0031	C-5M	439th AW AFRC	08 RCH978
07-7178	C-17A	305th AMW	01 RCH563	02-1099	C-17A	437th AW	07 RCH698
08-3176	C-130J-30	317th AW	01 Herky83/05	09-9212	C-17A	437th AW	07 RCH190
February 2018				10-0221	C-17A	437th AW	07 RCH970
01.82-0192	KC-10A	60th AMW	02 RCH325/Gold71	07.86-0013	C-5M	436th AW	08 RCH148/566
87-0118	KC-10A	305th AMW	02 Blue42/Gold61	85-0032	KC-10A	305th AMW	13 RCH250
87-0121	KC-10A	305th AMW	02 Gold81	02-1105	C-17A	62nd AW	13 RCH108/202
90-0532	C-17A	62nd AW	dep RCH719	06-6156	C-17A	60th AMW	08 RCH332
92-3294	C-17A	62nd AW	RCH980	10-0215	C-17A	437th AW	08 RCH595
03-3116	C-17A	183rd AS MS ANG	dep RCH199	60-0324/D	KC-135R	351st ARS	08 Quid23
05-5144	C-17A	729th AS AFRC	02 RCH166	167112/BH	KC-130J	VMGR-252	08 Bronco55
07-7171	C-17A	305th AMW	02 RCH559	08.87-0031	C-5M	439th AW AFRC	13 RCH978/184
07-7178	C-17A	305th AMW	dep RCH563	87-0042	C-5M	60th AMW	09 RCH546
08-8190	C-17A	437th AW	dep RCH111	90-0535	C-17A	89th AS AFRC	09 RCH560
08-8190	C-17A	437th AW	02 RCH111	07-7172	C-17A	60th AMW	09 RCH377
08-8193	C-17A	62nd AW	02 RCH743	10-0215	C-17A	437th AW	09 RCH595
08-8196	C-17A	62nd AW	02 RCH685	09.00-0172	C-17A	437th AW	10 RCH155
09-9209	C-17A	62nd AW	02 RCH188	06-6156	C-17A	60th AMW	RCH332
10-0221	C-17A	437th AW	02 RCH970	09-9212	C-17A	437th AW	10 RCH190
89-0510	AC-130U	4th SOS	RCH1009	08-3179	C-130J-30	317th AW	dep Herky71
91-00108	C-20F	USAPAT PAC. Flight det.	02 PAT108	08-3179	C-130J-30	317th AW	28 Herky71/704
02.03	C-17A	HAW	Bartok19	10 87-0036	C-5M	436th AW	RCH801
86-0020	C-5M	436th AW	03 RCH537	79-0433	KC-10A	305th AMW	11 RCH689
02-1100	C-17A	155th AS TN ANG	03 RCH697	90-0535	C-17A	89th AS AFRC	11 RCH560
06-6161	C-17A	60th AMW	03 RCH690	95-0104	C-17A	155th AS TN ANG	11 RCH138
				03-3115	C-17A	183rd AS MS ANG	11 RCH555



When POTUS comes from CONUS, support is always provided by an E-4B from the 1st Airborne Command and Control Squadron, like this 73-1676. (Brussels, 14 February 2018, Eric Vangeel)

Personal copy

Distribution to a third party is not allowed



The earliest SA365N are primarily used for search and rescue and retain their dark colour scheme. This one, 17, is seen visiting Ostend. They are solely operated by 35 F. (21 February 2018, Nik Deblauwe)

03-3120	C-17A	62nd AW	11 RCH378	08-8204	C-17A	437th AW	21 RCH972
03-3123	C-17A	167th AS WV ANG	RCH110	21.00-0172	C-17A	437th AW	22 RCH349
07-7189	C-17A	437th AW	11 RCH917	01-0194	C-17A	89th AS AFRC	22 RCH556
11.11-5748	C-130J-30	317th AW	13 Lion408/414	02-1098	C-17A	305th AMW	22 RCH698
12.87-0036	C-5M	436th AW	13 RCH801	04-4131	C-17A	305th AMW	RCH105
90-0535	C-17A	89th AS AFRC	18 RCH560	08-8192	C-17A	62nd AW	22 RCH545
03-3115	C-17A	183rd AS MS ANG	15 RCH555/781	08-8204	C-17A	437th AW	23 RCH972
03-3123	C-17A	167th AS WV ANG	13 RCH110	165151	C-20G	COMNAVEUR	Catbird1
13.97-0045	C-17A	137th AS NY ANG	14 RCH101	165831	C-40A	VR-59	CNV6104
03-3123	C-17A	167th AS WV ANG	14 RCH110	22 00-0178	C-17A	89th AS AFRC	23 RCH613
09-9206	C-17A	437th AW	14 RCH180	07-7189	C-17A	437th AW	23 RCH790
900528	C-26D	AOD Sigonella	14 CNV6146	165831	C-40A	VR-59	CNV6104
168071/BH	KC-130J	VMGR-252	14 Bronco71/51	164998/AX	C-130T	VR-53	23 CNV6202
60-0335	KC-135T	22nd ARW	RCH355	23.018	C-295M	8.BLTr	PLF044
91-0407/SP	F-16CM	480th FS	* Slay01	07-7185	C-17A	437th AW	24 RCH1815
14.06-6155	C-17A	60th AMW	15 RCH455	08-8204	C-17A	437th AW	24 RCH972
15.01	C-17A	HAW	Bartok50	84-00165	C-12U-3	E/1-214th AVN	* Duke31
015	C295M	13.ELTr	PLF282	93-26480	UH-60L	A/2-227th AVN	Army26480
85-0033	KC-10A	60th AMW	17 RCH817	94-26575	UH-60L	A/2-227th AVN	Army26575
02-1105	C-17A	62nd AW	17 RCH202/140	24.85-0009	C-5M	433rd AW AFRC	27 RCH509
05-5140	C-17A	729th AS AFRC	16 RCH307	86-0013	C-5M	436th AW	25 RCH104
07-7185	C-17A	437th AW	18 RCH983	86-0017	C-5M	436th AW	RCH168
08-8201	C-17A	62nd AW	21 Bandage01/RCH665	87-0039	C-5M	439th AW AFRC	RCH537
08-8202	C-17A	62nd AW	17 RCH784	85-0034	KC-10A	305th AMW	25 RCH861
10-0221	C-17A	437th AW	17 RCH551	98-0057	C-17A	137th AS NY ANG	26 RCH409/151
11-5748	C-130J-30	317th AW	18 Lion414/427	99-0166	C-17A	62nd AW	03 RCH950
169225/BH	KC-130J	VMGR-252	Bronco38	00-0172	C-17A	437th AW	26 RCH349
16 01	C-17A	HAW	18 Bartok50/20	00-0178	C-17A	89th AS AFRC	25 RCH613
09-9206	C-17A	437th AW	18 RCH160	03-3115	C-17A	183rd AS MS ANG	25 RCH922
167112/BH	KC-130J	VMGR-252	19 Bronco21	04-4131	C-17A	305th AMW	RCH927
17.87-0045	C-5M	436th AW	19 RCH557	07-7187	C-17A	437th AW	RCH159
79-0433	KC-10A	305th AMW	18 RCH323	08-8204	C-17A	437th AW	RCH972
03-3118	C-17A	183rd AS MS ANG	18 RCH161	09-9205	C-17A	437th AW	25 RCH151
04-4137	C-17A	305th AMW	18 RCH715	10-0215	C-17A	437th AW	26 RCH169
05-5140	C-17A	729th AS AFRC	18 RCH307	60-0335	KC-135T	22nd ARW	RCH355
07-7177	C-17A	436th AW	18 RCH249	25.01-0192	C-17A	137th AS NY ANG	26 RCH399
09-9210	C-17A	62nd AW	20 RCH346	02-1105	C-17A	62nd AW	01 RCH802/217
10-0215	C-17A	437th AW	RCH143	04-4131	C-17A	305th AMW	RCH927
18.86-0017	C-5M	436th AW	22 RCH168	07-7176	C-17A	436th AW	26 RCH380
08-5715	C-130J-30	317th AW	26 Lion427/421	07-7187	C-17A	437th AW	RCH159
19.94-0067	C-17A	137th AS NY ANG	20 RCH472	09-9205	C-17A	437th AW	05 RCH151
96-0006	C-17A	167th AS WV ANG	20 RCH735	09-9207	C-17A	437th AW	RCH678
02-1105	C-17A	62nd AW	24 RCH718/802	26.02	C-17A	HAW	27 Bartok23/51
02-1110	C-17A	62nd AW	20 RCH203	87-0039	C-5M	439th AW AFRC	27 RCH537
03-3118	C-17A	183rd AS MS ANG	22 RCH161	01-0189	C-17A	155th AS TN ANG	27 RCH114
04-4131	C-17A	305th AMW	20 RCH105	02-1098	C-17A	305th AMW	RCH102
06-6166	C-17A	436th AW	RCH140/423	02-1110	C-17A	62nd AW	27 RCH163
07-7177	C-17A	436th AW	20 RCH249	03-3115	C-17A	183rd AS MS ANG	01 RCH922
08-8204	C-17A	437th AW	20 RCH401/972	06-6163	C-17A	60th AMW	27 RCH145
10-0215	C-17A	437th AW	20 RCH143	09-9207	C-17A	437th AW	RCH678
20.0223	M-28B/PT	8.BLTr	PLF115	58-0011	KC-135R	22nd ARW	27 RCH697

91-0315/LN	F-15E	492nd FS	Hoss01	07-7175	C-17A	436th AW	15 RCH192
96-0202/LN	F-15E	492nd FS	Hoss02	15.14+04	Global 5000	FBS BMVg	GAF642
27.86-0013	C-5M	436th AW	28 RCH104	01-0197	C-17A	437th AW	16 RCH719
86-0016	C-5M	60th AMW	28 RCH555	07-7182	C-17A	437th AW	16 RCH689
87-0032	C-5M	60th AMW	28 RCH214	16.94-0066	C-17A	62nd AW	17 RCH423
87-0045	C-5M	436th AW	28 RCH195	06-6164	C-17A	60th AMW	17 RCH965
99-0169	C-17A	437th AW	28 RCH975/186	17.00-0184	C-17A	62nd AW	18 RCH247
00-0172	C-17A	437th AW	02 RCH349	02-1111	C-17A	62nd AW	18 RCH549
02-1098	C-17A	305th AMW	RCH102	05-5148/HH	C-17A	535th AS HI ANG	18 RCH867
04-4133	C-17A	305th AMW	28 RCH174	06-6158	C-17A	60th AMW	18 RCH140
06-6156	C-17A	60th AMW	RCH111	18.94-0066	C-17A	62nd AW	19 RCH344
62-3508	KC-135R	141st ARS NJ ANG	05 RCH179	05-5152/HH	C-17A	535th AS HI ANG	19 RCH537
28.02	C-17A	HAW	01 Bartok51/38	06-6158	C-17A	60th AMW	19 RCH140/374
86-0016	C-5M	60th AMW	RCH555	06-6164	C-17A	60th AMW	19 RCH564
87-0044	C-5M	60th AMW	01 RCH335	07-7178	C-17A	305th AMW	20 RCH968
93-0600	C-17A	155th AS TN ANG	01 RCH184	19.E20/705-MS	Alpha Jet E	AJeTS	* FAF6441
02-1099	C-17A	437th AW	RCH191	E83/705-TZ	Alpha Jet E	AJeTS	* FAF6442
07-7180	C-17A	437th AW	01 RCH180	E166/705-RW	Alpha Jet E	AJeTS	* FAF6443
08-8195	C-17A	62nd AW	01 RCH896	94-0066	C-17A	62nd AW	21 RCH344
08-3179	C-130J-30	317th AW	arr Herky704	02-1111	C-17A	62nd AW	RCH549
08-5724	C-130J-30	317th AW	arr Lion421	03-3113	C-17A	183rd AS MS ANG	RCH190
94-0047/SW	F-16CM	77th FS	*	20.95-0102	C-17A	437th AW	arr RCH684
14-08462	CH-47F	B/2-227th AVN	Army08462	00-0184	C-17A	62nd AW	21 RCH170
16-20819	UH-60M	3-227th AVN	Army20819	84-0087	C-21A	76th AS	Valour21
09-72098	UH-72A	JMRC	Army72098	21.58-0073	KC-135R	106th ARS AL ANG	22 RCH161
09-72106	UH-72A	JMRC	Army72106	22.87-0045	C-5M	436th AW	26 RCH160
09-72107	UH-72A	JMRC	Army72107	93-0604	C-17A	89th AS AFRC	23 RCH347
				96-0004	C-17A	62nd AW	23 RCH977
				08-8195	C-17A	62nd AW	RCH463
				23.79-1947	KC-10A	305th AMW	25 RCH976
				92-3291	C-17A	155th AS TN ANG	24 RCH622
				06 RCH923	C-17A	437th AW	24 RCH330
				24.00-0175	C-17A	305th AMW	25 RCH533
				07 RCH7038/185	C-17A	155th AS TN ANG	RCH959
				RCH784	C-17A	436th AW	26 RCH633
				Duke39	C-17A	437th AW	26 RCH118
				10 RCH976	C-17A	37th AS	27 Herky627
				08 RCH558	C-130J-30	171st ARW PA ANG	27 RCH102
				09 RCH803	KC-135T	197th ARS AZ ANG	27 RCH208
				09 RCH619	KC-135R	183rd AS MS ANG	28 RCH155
				09 Herky617	C-17A	37th AS	28 Herky627/06
				10 RCH532	C-130J-30	436th AW	29 RCH167
				10 RCH619	C-5M	62nd AW	29 RCH315
				10 RCH153	C-17A	37th AS	Herky06/627
				Herky617	C-130J-30	37th AS	Herky627
				11 RCH108	C-130J-30	437th AW	30 RCH047
				11 RCH245	C-17A	60th AMW	30 RCH370
				11 RCH618	C-17A	305th AMW	31 Blue91
				Herky617	KC-10A	155th AS TN ANG	31 RCH704
				12 RCH618	C-17A		
				14 RCH946			
				18 RCH388			
				13 RCH961			
				16 RCH143			
				01.01-0192	C-17A	137th AS NY ANG	February 2018
				63-7979	KC-135R	22nd ARW	dep RCH153
							dep RCH172

Credits: MAR, Scramble messageboard.

Spangdahlem

05.LX-N90459	E-3A	NAEW&CF	* Nato40
00-0175	C-17A	305th AMW	06 RCH923
06.87-0038	C-5M	433rd AW AFRC	07 RCH7038/185
84-0192	KC-10A	305th AMW	RCH784
07.84-00157	C-12U-3	E/1-214th AVN	Duke39
00-0184	C-17A	62nd AW	10 RCH976
02-1105	C-17A	62nd AW	08 RCH558
08.87-0036	C-5M	436th AW	09 RCH803
90-0532	C-17A	62nd AW	09 RCH619
07-8614/RS	C-130J-30	37th AS	09 Herky617
09.86-0025	C-5M	436th AW	10 RCH532
90-0532	C-17A	62nd AW	10 RCH619
93-0600	C-17A	155th AS TN ANG	10 RCH153
07-8614/RS	C-130J-30	37th AS	Herky617
10.02-1108	C-17A	62nd AW	11 RCH108
03-3125	C-17A	305th AMW	11 RCH245
06-6155	C-17A	60th AMW	11 RCH618
07-8614/RS	C-130J-30	37th AS	Herky617
11.06-6155	C-17A	60th AMW	12 RCH618
07-7170	C-17A	436th AW	14 RCH946
09-9205	C-17A	437th AW	18 RCH388
12.86-0024	C-5M	60th AMW	13 RCH961
14.04-4133	C-17A	305th AMW	16 RCH143



Seen here at Eindhoven is one of the Alpha Jets that visited the Netherlands recently. This particular one, E170/705-RY, is from EIV 03.004 'Limousin'. (14 February 2018, Manolito Jaarsma)

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11-0058	CV-22B	7th SOS	dep Floss41	19.95-00101	C-12V	MFO	arr maintenance
02.93-0601	C-17A	62nd AW	RCH540	21 15-08178	CH-47F	B/2-227th AVN	*
95-0106	C-17A	62nd AW	RCH170	22 02-05321	AH-64D	1-3rd AVN	
99-0166	C-17A	62nd AW	03 RCH899	28.96-00108	UC-35A	C/6-52 AVN Det 1	
03.01-0196	C-17A	167th AS WV ANG	04 RCH177	96-00111	UC-35A	C/6-52 AVN Det 1	
04.95-0106	C-17A	62nd AW	05 RCH170	15-20794	UH-60M	3-227th AVN	29
58-0117	KC-135T	171st ARW PA ANG	05 RCH525				
05.01-0196	C-17A	167th AS WV ANG	06 RCH177				
07.07-7174	C-17A	436th AW	08 RCH151				
09.01-0189	C-17A	155th AS TN ANG	10 RCH684				
10.63-8024	KC-135R	729th AS AFRC	12 RCH145				
12.95-0104	C-17A	155th AS TN ANG	RCH138				
02-1098	C-17A	305th AMW	RCH158				
05-5145	C-17A	729th AS AFRC	13 RCH149				
84-00165	C-12U-3	E/1-214th AVN	* Duke31				
13.LX-N90459	E-3A	NAEW&CF	* Nato40				
86-0017	C-5M	436th AW	RCH168				
03-3117	C-17A	183rd AS MS ANG	17 RCH259/687				
03-3125	C-17A	305th AMW	15 RCH715				
84-0126	C-21A	76th AS	* Valor21				
63-8008	KC-135R	22nd ARW	14 RCH599				
84-00157	C-12U-3	E/1-214th AVN	* Duke39				
14.06-6162	C-17A	60th AMW	16 RCH745				
15.02-1098	C-17A	305th AMW	16 RCH158				
16.02-1108	C-17A	62nd AW	19 RCH558				
04-4133	C-17A	305th AMW	18 RCH152				
06-6165	C-17A	436th AW	18 RCH320				
17.94-0067	C-17A	137th AS NY ANG	18 RCH472				
96-0006	C-17A	167th AS WV ANG	RCH967				
01-0192	C-17A	137th AS NY ANG	18 RCH794				
06-6156	C-17A	60th AMW	18 RCH561				
18.06-6162	C-17A	60th AMW	RCH877				
19.06-6168	C-17A	436th AW	20 RCH627				
10-0220	C-17A	62nd AW	20 RCH607				
90-0806/SW	F-16CM	77th FS	23 Tabor22/Maxx01				
94-0047/SW	F-16CM	77th FS	28 Tabor21				
20.84-00165	C-12U-3	E/1-214th AVN	* Duke46				
98-0057	C-17A	137th AS NY ANG	22 RCH409				
63-7981	KC-135R	108th ARS IL ANG	22 RCH942				
21.84-00173	C-12U-3	E/1-214th AVN	Duke31				
95-0104	C-17A	155th AS TN ANG	22 RCH550				
05-5145	C-17A	729th AS AFRC	22 RCH542				
08-8201	C-17A	62nd AW	RCH665/259				
10-0220	C-17A	62nd AW	22 RCH607				
22.62-3500	KC-135R	133rd ARS NH ANG	23 RCH175				
23.J-013	F-16AM	322sq	NAF324A-D				
J-021,	F-16AM	322sq	NAF324A-D				
J-628	F-16AM	322sq	NAF324A-D				
J-631	F-16AM	322sq	NAF324A-D				
90-0806/SW	F-16CM	77th FS	01 Maxx01/Angry02				
00-0220/SW	F-16CM	79th FS	01 Maxx02/Angry01				
24.08-8192	C-17A	62nd AW	25 RCH261				
25.97-0043	C-17A	729th AS AFRC	26 RCH285				
06-6164	C-17A	60th AMW	26 RCH255				
26.59-1507	KC-135R	117th ARS KS ANG	27 RCH885				
62-3516	KC-135R	197th ARS AZ ANG	27 RCH178				
63-8036	KC-135R	197th ARS AZ ANG	27 RCH717				
27.LX-N90459	E-3A	NAEW&CF	* Nato40				
28.86-0034	KC-10A	60th AMW	29 RCH188				
08-8202	C-17A	62nd AW	29 RCH435				
94-0047/SW	F-16CM	77th FS	arr				

Credits: MAR, Scramble messageboard.

Wiesbaden			January 2018
10.15-08177	CH-47F	B/2-227th AVN	
11.85-24446	UH-60A	C/1-214th AVN	30
17.01-0076	C-37A	76th AS	18
02-0042	C-40B	76th AS	19
MM62168	P-180AM	Esercito	
97-26718	UH-60L	US Army	
18.026	C-295M	13.Eltr	
29.04-1778	C-37B	USAPAT	
February 2018			08
07.01-0028	C-37A	310th AS	
13.13-08432	CH-47F	H/1-214th AVN	
94-26575	UH-60L	A/2-227th AVN	

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores			
01.165809/BU	KC-130J	VMGR-252	02 Otis781
02.1271/SU-BAB	C-130H	4sq/16sq	04 EGY1102
60+02	P-3C	MFG3	06 GNY4536
MM55092/36-62F-2000B		36°St	03 IAM0409
MM62228/14-03	KC-767A	8°Gr	03 IAM1430
MM62177/46-42	C-130J	50°Gr	03 IAM4675
82-0192	KC-10A	60th AMW	Gold71
87-0118	KC-10A	305th AMW	Gold61
87-0335/AV	F-16C	510th FS	
87-0366/AV	F-16C	510th FS	Mazda11-16
88-0413/AV	F-16C	510th FS	Mazda11-16
88-0443/AV	F-16C	510th FS	Mazda11-16
88-0462/AV	F-16C	510th FS	Mazda31-34
88-0491/AV	F-16C	510th FS	Mazda11-16
89-2018/AV	F-16C	510th FS	Mazda11-16
88-0525/AV	F-16C	510th FS	05 Mazda21-24
89-2008/AV	F-16C	510th FS	Mazda11-16
89-2011/AV	F-16C	510th FS	Mazda21-24
89-2026/AV	F-16C	510th FS	Mazda31-34
89-2029/AV	F-16C	510th FS	Mazda21-24
89-2038/AV	F-16C	510th FS	05 Mazda21-24
89-2049/AV	F-16C	510th FS	Mazda31-34
90-0709/AV	F-16C	510th FS	Mazda31-34
03.130616	CC-130J	436sq	05 CFC2526
10-5716/FT	HC-130J	79th RQS	04 King85
09-5709/FT	HC-130J	79th RQS	04 King86
04.1289/SU-BAV	C-130H	4sq/16sq	05 EGY1103
05.ZK376/376	Typhoon FGR4	11sq	06 RRR9511-14
ZK335/335	Typhoon FGR4	11sq	06 RRR9511-14
ZK365/365	Typhoon FGR4	11sq	06 RRR9511-14
ZK367/367	Typhoon FGR4	11sq	06 RRR9511-14
05.ZZ336/336	Voyager KC3	10/101sq	06 RRR9101
07.87-0121	KC-10A	305th AMW	dep Gold81
166374	UC-35D	VMR-4	VM374
08.58-0066	KC-135R	133rd ARS NH ANG	11 Gol03
88-0398/AL	F-16C	100th FS AL ANG	11 Trend25/26
87-0342/AL	F-16C	100th FS AL ANG	11 Trend25/26
14+04	Global 5000	FBS BMVg	GAF686
10.93-1037	C-130H	700th AS AFRC	14 RCH609
93-1038	C-130H	700th AS AFRC	11 RCH530
89-0510	AC-130U	4th SOS	14 RCH1009
11.76-1605/OK	E-3B	552nd ACW	13 Shuck82
12.ZZ336/336	Voyager KC3	10/101sq	13 RRR9101
ZK366/366	Typhoon FGR4	11sq	RRR955
MM7327/4-47	F-2000A	4°St	13 IAM0436
MM7326/4-46	F-2000A	4°St	13 IAM0437
MM7330/37-21	F-2000A	37°St	13 IAM0438
MM7292/36-21	F-2000A	37°St	13 IAM0439
MM62177/46-42	C-130J	50°Gr	13 IAM4665
MM62226/14-01	KC-767A	8°Gr	13 IAM1433
MM62228/14-03	KC-767A	8°Gr	13 IAM1432
MM62229/14-04	KC-767A	8°Gr	13 IAM1431
MM7070/6-71	EA200	6°St	13 IAM0601
MM7052/6-64	EA200	6°St	13 IAM0602
MM7053/6-101	EA200	6°St	13 IAM0603
MM7068/6-67	EA200	6°St	13 IAM0604
T.10-03/31-03	C-130H	Ala31	13 AME3120
14.4159	C-130E	6sq/21sq	15 PAAF618
15.MM62177/46-42	C-130J	50°Gr	16 IAM4666
80-0223/FT	A-10C	23rd Wg	Tabor81-83
79-0157/FT	A-10C	23rd Wg	Tabor81-83
78-0616/FT	A-10C	23rd Wg	Tabor81-83
87-0122	KC-10A	305th AMW	23 RCH552
168438/LA	P-8A	VP-5	16 LA151
16.144618	CC-144B	412sq	CFC3256
168438/LA	P-8A	VP-5	18 LA151

18.1275/SU-BAF	C-130H	4sq/16sq	19 EGY1104
4159	C-130E	6sq/21sq	19 PAAF618
20.99-0402	C-37A	76th AS	Valor37
ZM410/410	Atlas C1	70sq	RRR4066
ZK318/318	Typhoon FGR4	11sq	RRR9811-14
ZK304/304	Typhoon FGR4	11sq	RRR9811-14
ZK364/364	Typhoon FGR4	11sq	RRR9811-14
ZK361/361	Typhoon FGR4	11sq	RRR9811-14
ZZ335/335	Voyager KC3	10/101sq	21 RRR9401
21.169225/BH	KC-130J	VMGR-252	22 Bronco33
165809/BH	KC-130J	VMGR-252	23 Otis81
22.169003/LA	P-8A	VP-5	23 LA231
23.ZK354/354	Typhoon FGR4	11sq	RRR9815-16
ZK308/308	Typhoon FGR4	11sq	RRR9815-16
ZK313/313	Typhoon FGR4	11sq	RRR9815-16
ZK346/346	Typhoon FGR4	11sq	RRR9815-16
ZZ338/338	Voyager KC3	10/101sq	24 RRR9222
169003/LA	P-8A	VP-5	LA231
24.169003/LA	P-8A	VP-5	LA231
25.1289/SU-BAV	C-130H	4sq/16sq	EGY1105
169003/LA	P-8A	VP-5	LA231
27.08-8601/RS	C-130J-30	37th AS	27, 28, 29 Hky01

Credits: MAR, Scramble messageboard.

United Kingdom

Brize Norton			February 2018
02.61-0321/D	KC-135R	351st ARS	* Quid147
ZJ236/X	Griffin HT1	DHFS	* SYS93
ZJ238/Y	Griffin HT1	DHFS	
ZJ242/E	Griffin HT1	DHFS	
ZJ231	Apache AH1	673sq	* AA789
07.01	C-17A	HAW	08 BRK77
ZA710	Chinook HC4	Odiham Wg	* SHF563
09.0452	C295M	13.Eltr	CEF605
ZH777	Chinook HC4	Odiham Wg	* SHF521
12.ZH901	Chinook HC5	Odiham Wg	* SHF412
13.QQ101	BAe146-RJ100	QinetiQ	* ETP88
ZK459	Beech B200	45(R)sq	
15.ZJ254	Squirrel HT1	DHFS	*
16.QQ101	BAe146-RJ100	QinetiQ	* ETP78
16.ZJ223	Apache AH1	AAC	
19.ZJ955	Puma HC2	Benson Wg	* SHF303
20.ZJ955	Puma HC2	Benson Wg	* SHF283
ZJ957	Puma HC2	Benson Wg	
ZK383/383	Typhoon T3	29(R)sq	* Warlord51
ZJ814/814	Typhoon T3	29(R)sq	* Warlord52
22.58-0100/D	KC-135R	351st ARS	* Quid43
24.10-0213	C-17A	437th AW	25 RCH177
ZK346/346	Typhoon FGR4	11sq	e/l 05 RRR9187/Typhoon83
26.QQ101	BAe146-RJ100	QinetiQ	* ETP78
11-5731	MC-130J	67th SOS	* Strix01

Credits: MAR, Scramble messageboard.

Cambridge			
05.213/MAJ	C-130J	Qatari Emiri AF	
08.ZK460/U	Beech B200	45(R)sq	
12.B-538	C-130J-30	Esk721	
1326	Global Express	UAE AF	
13.100008	Tp-100C	TSFE	
15.98-0134/LN	F-15E	492nd FS	
26.102004/024	Tp-102C	TSFE	

Credits: MAR, Scramble messageboard.

Coningsby			February 2018
01 84-0010/LN	F-15C	493rd FS	* Warman22
XX322/CD	Hawk T1A	100sq	Savage1
XX346/CP	Hawk T1A	100sq	Savage2
ZJ950/950	Typhoon FGR4	Lossie Wg	Lossie37
05.ZH776	Chinook HC6A		* Boeing23
06.ZH776	Chinook HC6A		* Boeing23
91-0605/LN	F-15E	48th FW	* Slam51/52
91-0331/LN	F-15E	48th FW	* Slam51/52
ZA472/031	Tornado GR4	Marham Wg	* Fang1
07.G-BYWX	Tutor T1	nn	* UAT902
08.ZK456/P	Beech B200	45(R)sq	* CWL78
ZH776	Chinook HC6A	27sq	Boeing23
ZD983/DG	Chinook HC6A	18sq	* SHF397
ZF317/317	Tucano T1	72(R)sq	* LOP26
96-0201/LN	F-15E	494th FS	* Mad61/62
96-0202/LN	F-15E	494th FS	* Mad61/62
86-0176/LN+1	F-15C	493rd FS	* Wardog
G-CGKW	Tutor T1	3FTS	* CWL33
09.ZJ811	Typhoon T3	2sq	Lossie33
12.98-0133/LN	F-15E	48th FW	* Duster51/52
98-0135/LN	F-15E	48th FW	* Duster51/52
ZK459/U	Beech B200	45(R)sq	* CWL75
13.ZK552	Chinook HC6	7sq	SHF517
14.103/YT	EMB121AA	EAT00.319	CTM1751
15.ZJ222	Apache AH1	AAC	* Viper1
ZJ226	Apache AH1	4 Regt	AA440
16.ZJ185	Apache AH1	4 Regt	* AA443
ZK456/P	Beech B200	45(R)sq	* CWL62
19 ZK424	Typhoon FGR4	delivery	Tarnish09
ZK321/321	Typhoon FGR4	6sq	Typhoon28
21.GZ100	A-109SP	32(TR)sq	2x RRR1105

Credits: MAR, Scramble messageboard.

Fairford			February 2018
12.07-7172	C-17A	60th AMW	RCH377
27.80-1071/BB	U-2S	99th RS	28 Dragon86/51
80-1096	U-2S	99th RS	28 Dragon21/21

Credits: MAR, Scramble messageboard.



Many C-17As supported the deployment of the US ANG F-15s to Leeuwarden. Seen here is 07-7169 from Dover-based 3rd AS. (16 March 2018, Geurt van den Berg)

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Eric van Rossum enjoyed the hospitality of the Irish Air Corps at Baldonnell-Casement this March. Weather and photographic circumstances were excellent and this AW139 276 was one of the active helicopters, along with three PC-9s, making the visit very worthwhile. (21 March 2018)

Lakenheath			February 2018					
06.ZA553/045	Tornado GR4	Marham Wg	* Voodoo2	07.84-00157	C-12U-3	E/1-214th AVN	Duke15	
12.11-5736/RS	MC-130J	67th SOS	Draw41	84-00162	C-12U-3	E/1-214th AVN	Duke46	
12.11-5736/RS	C-130J-30	37th AS	Herky61	60-0343	KC-135T	22nd ARW	09 RCH102	
13.ZJ210	Apache AH1	3/4 Regt	* Machete1/2	60-0336	KC-135T	22nd ARW	08 RCH109	
ZJ226	Apache AH1	3/4 Regt	* Machete1/2	08.ZJ690	Sentinel R1	5sq	* Snapshot2	
15.ZJ210	Apache AH1	3/4 Regt	* Machete1/2	01-0076	C-37A	76th AS	09 Valor37	
ZJ233	Apache AH1	3/4 Regt	*Machete1/2	57-2603	KC-135R	336th ARS AFRC	09 RCH405	
06-6155	C-17A	60th AMW	16 RCH455/396	84-00165	C-12U-3	E/1-214th AVN	* Duke36	
16.11-5736/RS	C-130J-30	37th AS	Herky61	09.87-0036	C-5M	436th AW	10 RCH801	
20.10-0220	C-17A	62nd AW	21 RCH607	89-0510	AC-130U	4th SOS	RCH1009	

Credits: MAR, Scramble messageboard.

Lossiemouth			February 2018					
05.166693	C-40A	USN	CNV6761	11.59-1515	KC-135R	92nd/141st ARW	12 RCH265	
06.166693	C-40A	USN	CNV6801	64-14842/OF	RC-135V	55th Wg	12 Olive56	
84-0044/LN	F-15D	493rd FS	Ataki31	12.ZZ177/177	C-17A	99sq	* RRR879	
84-0046/LN	F-15D	493rd FS	Ataki32	86-0013	C-5M	436th AW	RCH699	
08.ZK010/A	Hawk T2	4(R)sq	09 Dervish1	84-0126	C-21A	76th AS	Valor21	
ZK021/L	Hawk T2	4(R)sq	09 Dervish2	58-0042	KC-135T	22nd ARW	13 RCH422	
ZK026/Q	Hawk T2	4(R)sq	09 Dervish3	15.J-013	F-16AM	322sq	* Archer1	
ZH828/CU	Merlin HM2	829NAS	Kingfisher520	16.62-3577	KC-135R	77th ARS AFRC	17 Blue42	
ZK029/T	Hawk T2	4(R)sq	09 Reptile1	17.79-0433	KC-10A	305th AMW	+18 RCH323	
ZK034/Y	Hawk T2	4(R)sq	09 Reptile2	58-0035	KC-135R	92nd/141st ARW	20 RCH144	
08.ZK028/S	Hawk T2	4(R)sq	09 Reptile3	19.59-1480	KC-135T	6th AMW	20 Blue51	
12.164998/AX	C-130T	VR-53	+13, 15,16 ,20 CNV6008	21.84-0085	C-21A	76th AS	Falcon01	
19.50+86	C-160D		20,21 Whisky15	58-0124	KC-135R	22nd ARW	22 RCH724	
21.ZH850	Merlin HM2	814NAS	Tiger1	57-1440	KC-135R	22nd ARW	23 RCH272	
26.168438/LA	P-8A	VP-5	arr Madfox12	58-0073	KC-135R	106th ARS AL ANG	22 RCH176	

Credits: MAR, Scramble messageboard.

Mildenhall			February 2018					
01.33/XA	TBM-700A	ET00.043	02 CTM1313/3883	22.84-0087	C-21A	76th AS	Valor21	
ZH101/01	Sentry AEW1	8sq	06 NATO34	23.87-0039	C-5M	439th AW AFRC	24 RCH537	
84-0192	KC-10A	305th AMW	04 Cafe71	59-1510	KC-135T	310th AS	24 RCH645	
89-0510	AC-130U	4th SOS	03 RCH1009	64-14845/OF	RC-135V	55th Wg	02 Olive56/55	
59-1486	KC-135R	92nd/141st ARW	02 RCH147	24.85-0034	KC-10A	305th AMW	25 RCH861	
60-0339	KC-135T	92nd/141st ARW	02 RCH448	25.60-0347	KC-135R	166th ARS OH ANG	03 RCH560	
03.79-1949	KC-10A	305th AMW	RCH136	61-0264	KC-135R	166th ARS OH ANG	27 RCH653	
04.79-1949	KC-10A	305th AMW	RCH136	64-14840	KC-135R	166th ARS OH ANG	26 RCH549	
58-0035	KC-135R	92nd/141st ARW	05 RCH143	26.90-1794	C-130H	180th AS MO ANG	28 RCH468	
58-0059	KC-135R	117th ARS KS ANG	05 RCH553	62-3508	KC-135R	141st ARS NJ ANG	27 RCH179	
59-1509	KC-135R	151st ARS TN ANG	05 RCH335	64-14846/OF	RC-135V	55th Wg	27 Snoop55	
05.168432/LA	P-8A	VP-5	07	84-0019/LN	F-15C	493rd FS	Noble05-06/Wardog01-02	
06.LX-N90459	E-3A	NAEW&CF	* NATO40	86-0175/LN	F-15C	493rd FS	Noble05-06/Wardog01-02	
ZZ174/174	C-17A	99sq	* RRR814	27.84-0096	C-21A	76th AS	Falcon02	
97-00105	UC-35A	E/1-214th AVN	Duke64	63-8031	KC-135R	6th AMW	28 RCH563	
				58-0122	KC-135R	117th ARS KS ANG	28 RCH800	
				62-3531	KC-135R	166th ARS OH ANG	28 RCH304	
				28.90-1792	C-130H	180th AS MO ANG	RCH543	
				97-0220/LN	F-15E	492nd FS	05 Zapper32/Hoss11	

97-0221/LN F-15E 492nd FS 05 Zapper31/Hoss12

Credits: MAR, Scramble messageboard.

Prestwick February 2018

01.CH12	C-130H	20sm	02 BAF648
33/XA	TBM-700A	ET00.043	CTM1313
KAF343	C-17A	41sq	31 KAF3201
63-8033	KC-135R	6th AMW	RCH248
59-1513/D	KC-135T	351st ARS	* Quid89
ZJ938	Typhoon FGR4	BAe Warton	* Tarnish69
05.177705	CC-177	429sq	07 CFC4003
ZZ174/174	C-17A	99sq	RRR814
08-8607/RS	C-130J-30	37th AS	RCH040
06.ZZ176/176	C-17A	99sq	RRR6649
07.62-3502	KC-135R	6th AMW	08 RCH402
08.ZH004	Defender T3	651sq	AAC531
84-00165	C-12U-3	E/1-214th AVN	Duke36
09.ZH005	Defender AL2	651sq	* AAC503
12.130616	CC-130J	436sq	13 CFC2526
ZH004	Defender T3	651sq	AAC503
14.KAF343	C-17A	41sq	15 KAF3208
15.130333	CC-130H	424sq	17 CFC2035
60+02	P-3C	MFG3	GNV4533
16.ZH850/67	Merlin HM2	814NAS	tdy 25 Navy812
58-0061	KC-135T	22nd ARW	18 RCH719
G-CGKE/KE	Tutor T1	4 AEF/GSUAS	UAJ42
G-CGKU/KU	Tutor T1	4 AEF/GSUAS	UAJ39
17.KAF343	C-17A	41sq	19 KAF3208
63-8024	KC-135R	336th ARS AFRC	18 RCH980
164998/AX	C-130T	VR-53	CNV6008
G-CGKE/KE	Tutor T1	4 AEF/GSUAS	UAJ41
G-CGKR/KR	Tutor T1	4 AEF/GSUAS	UAJ45
18.ZH889/889	Hercules C5	30/47sq	tdy 23 RRR101/149
19.ZE708	BAe146 C3	32(TR)sq	NOH28
ZH870/870	Hercules C4	30/47sq	tdy 23 RRR199/150
164998AX	C-130T	VR-53	20 CNV6008
20.ZF407/407	Tucano T1	72(R)sq	LOP49
21.ZF145/145	Tucano T1	72(R)sq	LOP44
ZK306/306	Typhoon FGR4	Lossie Wg	* Lossie21
22.KAF342	C-17A	41sq	23 KAF3203
ZG996	Defender AL1	651sq	* AAC512

G-BYUJ/UJ	Tutor T1	12AEF/ESUAS	UAA92
23.165831	C-40A	VR-59	24 CNV6144
N95NA	G-V	NASA JSC	NASA5
24.91-1234	C-130H	165th AS KY ANG	04 RCH527
25.ZZ330/330	Voyager KC2	10/101Sq	RRR2335
91-1235	C-130H	165th AS KY ANG	26 RCH405
91-1238	C-130H	165th AS KY ANG	26 RCH783
26.54+10	A400M	LTG62	27 GAF077
ZH828/CU	Merlin HM2	829NAS	27 Kingfisher502
27.KAF342	C-17A	41sq	03 KAF3203
28.96-00108	UC-35A	6-52nd AVN	PAT974
96-00111	UC-35A	6-52nd AVN	PAT944
N95NA	G-V	NASA JSC	NASA5
08-8607/RS	C-130J-30	37th AS	

Credits: MAR, Scramble messageboard.

Stansted			February 2018
01.A4O-AJ	A319CJ	Gvmt of Oman	+15, 25 ORF6
9K-GCC	B-737-900	Gvmt of Kuwait	+18 KUG004
15.1300	A330-243MRTT	UAE AF	+18 Uniforce1301
18.05-4613	C-40C	73rd AS AFRC	
20.A6-AUH	B737-8EX	Gvmt of Abu Dhabi	AUH06
22.A6-PFC	B787-8	Gvmt of Abu Dhabi	
25.Z3-MKD	Lj60	Gvmt of Macedonia	
26.A9C-HMH	B767-4FSER	Gvmt of Bahrain	BAH3

Credits: MAR, Scramble messageboard.

Waddington			February 2018
08.ZG752/129	Tornado GR4	Marham Wg	* MRH48
12.ZG996	Defender AL1	651sq	AAC519
14.ZK562	Chinook HC6	7sq	Lifter2
ZK559	Chinook HC6	7sq	Lifter1
15.ZJ221	Apache AH1	4 Regt	* Viper2
ZJ222	Apache AH1	4 Regt	* Viper1
ZM412/412	Atlas C1	70sq	* RRR462
20.XW212	Puma HC2	Benson Wg	SHF365
21.ZJ261/61	Squirrel HT1	DHFS	SYS28
ZH004	Defender T3	651sq	AAC536
31.ZH866/866	Hercules C4	206(R)sq	* BDN11

Credits: MAR, Scramble messageboard.



Colombia operates a single former Italian C-130H-1, and this is it, FAC1015. Seen taxiing at its homebase Bogota-El Dorado International in less than favourable weather conditions. (22 February 2018, Geurt van den Berg)

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Civil News



Bombardier's test fleet of the brand new Global 7000 corporate jet is now complete at five aircraft. The fifth and final "Flight Test Vehicle" C-GLBG, named 'Masterpiece', made its first flight on 30 January 2018 from Bombardier's Downsview facility. It joined the other flight test vehicles in February at the Bombardier Flight Test Centre in Wichita (KS). FTV5 is the first Global 7000 that has been fitted with the first all composite wing. The aircraft will validate flight and ground test data obtained to date and complete the type certification campaign to ensure a smooth entry into service in the second half of 2018. (Toronto-Downsview (Ont.), 30 January 2018, Frederick L. Larkin)

Manufacturers News

Airbus

A320 Family

Early February, Airbus delivered the 8,000th A320 family aircraft. Airbus A320-270N MSN **8000** was delivered to Air China as B-1068. The aircraft was not assembled in Europe at Finkenwerder or Toulouse, but was assembled in Tianjin in China. It took Airbus less than thirty years to build 8,000 A320 family aircraft as the first A320 was delivered to Air France in March 1988. The 4,000th A320 family aircraft was delivered in September 2009, so 50% of the A320 family aircraft production took place in just the last 8.5 years of its thirty year production run. A clear indication that the A320 is still an extremely popular and well positioned aircraft in a very strong market.

From the type analysis, the baseline A320 is by far the most popular variant of the A320 family. With 4,811 produced aircraft it represent 60.1% of the A320 family production. The A321 is second with 1,641 produced aircraft, representing a share of 20.5% of the production. With 1,468 produced aircraft the smaller A319 represents 18.4%, while the smallest member, the A318, completes the 100% with exactly eighty produced units (1%).

A330NEO

As already predicted in Scramble 466 (page 29) Hawaiian Airlines decided to cancel its six strong A330-800N order and switched to the 787-9 instead. As Hawaiian Airlines was the sole customer for the smallest A330NEO, this was a severe blow for Airbus and will make it not impossible that the 330-800N prototype (MSN **1888**) will become the only A330-800N airframe ever built. However Airbus is still confident that there will come a commercial production run of the A330-800N as the manufacturer points out that the replacement cycle for the A330-800N predecessor, the A330-200, has yet to gain traction. The A330-200 entered service in 1998 and with more than 620 A330-200 aircraft delivered, this offers lots of opportunities for A330-800N sales. Time will tell....

To improve sales of the A330NEO, Airbus is planning a higher-weight version of the A330NEO, than the current 242t variant.

This 251t variant will improve the range of the A330NEO by a 1,204km, which gives the A330-900N a range of 13,334 km and the A330-800N a range of 15,094km. This range increase positions the A330NEO as a "transpacific" aircraft and Airbus pitches the aircraft especially in the Pacific market. The 251t version would need minor reinforcements on the wing and fuselage and also the landing gears need reinforcement and would feature new tyres and brakes. Airbus expects the A330NEO with 251t MTOW to enter service in 2020.

Boeing

Boeing has confirmed that it will not appeal against a decision by the US International Trade Commission (ITC) that nullified steep tariffs on the importation into the USA of Bombardier CS100s. This decision by Boeing ends a controversial trade dispute which begun when Boeing filed a petition with the US department of Commerce in April 2017. Boeing claimed that Bombardier received government subsidies worth more than \$4 billion and dumped the CS100 on the US market. This was a violation of the US trade law and harmed the sales of Boeing's 737-700 and 737-7. Initially the Department of Commerce agreed with Boeing and imposed a 292% import tariff on the CSeries. As a response, Bombardier teamed up with Airbus and plans to open a CSeries assembly line in the US, thereby avoiding US tariffs. However, another US government agency, the ITC, who held the last word in this dispute, concluded that the CSeries did not harm Boeing, because Boeing does not sell aircraft that competes with the CSeries and consequently nullified the 292% tariff. Bombardier says it will deliver the first CS100 to Delta Air Lines later this year. B737

A few weeks after Airbus produced its 8,000th A320, it was party time at the Boeing facility at Renton, near Seattle (WA), as the 10,000th Boeing 737 rolled out on 13 March. This historic roll-out came with certification of the 737 as the 'world's most produced large commercial jet' by the Guinness Book of World Records. The 10,000th produced 737, a 737-800, is MSN **42571** (line #6868) and will be delivered as N8717M to Southwest Airlines in the coming weeks.

The first Boeing 737, a 737-100, was built at Boeing Field in Seattle in 1967. In the early 1970s Boeing moved the production of the 737 to a new facility in Renton (WA). At Renton Boeing builds the wings for the 737 and assembles complete 737s, as many parts of the 737 are built at different locations. The 737's fuselage is built by Spirit Aerosystems at Wichita (KS) and transported by train to Renton. The 737's CFM 56-7Bs and CFM-LEAP-1Bs engines are built by CFM at plants in the USA and France.

Bombardier

CL-300/350

Bombardier has announced some achievements for their CL-300/350 series aircraft. Over the year 2017 deliveries reached 56 Challenger 350s, claiming 53% of the midsize segment market. Since introduction in 2014 the programme also passed the 200+ delivery marker in 2017, marking the success of the design. Late February 2018 the series also received their short-field operation certification, enabling the CL-300/350 to operate from airports with short runways, like London-City.

Dassault

Falcon 6X

Following the deception of the Falcon 5X programme cancellation, Dassault launched the Falcon 6X programme on 28 February 2018. Based on the newly selected Pratt & Whitney Canada Pure Power PW800 engines this new Falcon family member will step into the gap left by the Falcon 2000 series. Inspired by the Falcon 5X fuselage this twin jet platform will carry up to nineteen passengers over a range of 5,500 nautical miles (10,186 km). This will enable direct flights from Paris to Los Angeles, Rio de Janeiro, Cape Town, Hong Kong and Tokyo at a cruise speed of M0.85. From the Falcon 7X/8X series aerodynamic profiles have been tweaked and the third generation EASy (Enhanced Avionics System) III all digital flight deck continued its presence. Dassault expects the prototype to be ready for its first flight early 2021 with first customer deliveries in 2022.

EMBRAER

EMB190-E2

On 1 March 2018 EMBRAER received the type certificate for the Embraer 190-E2 from the Brazilian Civil Aviation Agency

(ANAC), Federal Aviation Administration (FAA) and European Aviation Safety Agency (EASA), paving the way for nearing first customer deliveries. In 56 months, gaining 2,000 test flying hours, the entire process of certification and validation has been completed with the aspect ratio of the new E2 version being 75% different compared to the classic E190 jet. The engines, wings and landing gear have been redesigned in order to meet the improved specifications, allowing operators to fly further, faster and leaner with less costs per mile flown.

Launch customer Widerøe will receive their first of three ordered E2s at any moment and start their first flights with them in April 2018. The first crews are currently undergoing their type rating in the Netherlands.

Irkut Corporation

MC-21-300

On 25 March 2018 Irkut Corporation unveiled their second prototype of the MC-21-300 narrow body airliner. Input and evaluations of the first prototype and flight test programme have been integrated in the second prototype. After this prototype two more flight test airplanes will be added to the programme this year in order to complete and gain the type certification. Number three is in the assembly stage while number four is gathering parts prior to assembly. At the moment the first prototype has joined the static loads test programme at the Flight Research Facility at the M.M Gromov institute located at Zhukovsky airport.

Textron

Skycourier

Captured by surprise Textron revealed a programme update on their Cessna Skycourier mid-March. The programme has been in full swing since it launched November 2017 and the prototype is already in the wind tunnel for aerodynamic testing and evaluation. The first flight of the twin engine turbo prop, deemed to complete the success of the Ce208 series and compete with the Viking/DHC-6-400, has been set to Q2 2019 and an entry into service in 2020. Two versions are developed, the passenger version for nineteen passengers and a freight version carrying three LD3 containers transporting six tons of payload over 900 nautical miles.



Emirates' A380 A6-EUB was painted in Paris St. Germain colours in February 2018. (London-Gatwick, 17 February 2018, David Long)



S7 Airlines introduced a new colour scheme in 2017. The repainting of their fleet will take place at S7 Technic's painting shop in Mineralnye Vody, southern Russia. In terms of material, the main difference between the new livery and the previous one is that the new S7 Airlines' livery requires application of enamel with MICA effect. This material is more demanding in terms of the quality of its application and the painting team's qualification. It also takes more time to dry between applying different layers. But its advantage is that this new enamel with MICA effect retains all of its features - for instance, a very beautiful play of colours - up to 7-8 years, not 5-6 years from the old colour scheme. In early February 2018 S7 Technic's painting shop redelivered eleven freshly painted Boeings to the airline. Boeing 737-800 VP-BDH is one of them and is seen here at Dusseldorf on 23 March by Walter Heukensfeld.

Europe

The Netherlands

The government has decided to postpone the opening of Lelystad Airport for commercial flights with one year to 1 April 2020. The move comes as new noise and environmental studies need to be done to assess the impact of the expansion of the airport. The old ones are deemed incomplete and not correct.

Austria

The successor of Niki, Laudamotion, has started operations a few weeks ago. For the upcoming summer season the airline plans to operate a fleet of 21 A320 family aircraft out of Austria, Germany and Switzerland. During the launch press conference Niki Lauda said that the airline is also planning to replace the A320s with new A320neos when the leases of the older Airbuses expire in three to five years. In other news it has become known that Ryanair has bought 24,9% of the shares in the airline and is planning to acquire up to 75% of the shares once it gets approval from the EU. Ryanair plans to keep the Laudamotion brand for now and also the fleet of Airbuses.

Bosnia

Start-up FlyBosnia, which is backed by a Saudi business group, has applied for its AOC with the authorities. Fleet wise the new company wants to operate a single jet aircraft and destinations planned are Amsterdam, Frankfurt and Stockholm.

Finland

Finnair is planning to issue an RFP to Airbus and Boeing in which the airline seeks offers for new narrow body aircraft. The airline wants to order new planes to replace the older A319s, A320s and A321s in the fleet. Finnair hopes to take delivery of the first new plane by 2021 or 2022. The airline has also accelerated the delivery of its remaining eight A350s on order. Two A350s will be delivered earlier, one in 2019 instead of 2023 and one in 2020 instead of 2022. With the shuffle the eight A350 deliveries are now; one for this year, two in 2019, two in 2020, two in 2021 and one in 2022.

France

Joona has taken delivery of its first A321s and A340-300. The A321s will be used from Paris-Charles de Gaulle to Barcelona, Berlin, Lisbon, Oslo and Rome-Fiumicino. The A340 is being used to Cairo.

Greece

Airbus and Aegean Airlines signed an MOU for an order of twenty A320neos and ten A321neos. The airline also took options on another twelve aircraft, which are flexible between the A320neo and the A321neo. Aegean is planning to welcome the new Airbuses between 2020 and 2025.

Italy

Start-up Italian Airways, which is owned by the former owner of Meridiana and Air Italy, is seeking to lease a single B777-200ER to start operations from Milan-Bergamo to destinations in North, Central and South America. To feed these flights Italian Airways is seeking to create a feeder agreement with Ryanair, which has a base at the Milan airport.

Malta

Air Malta signed a lease agreement with a, yet unknown, lessor for a single A320neo. The new plane is expected in April.

Poland

BLUairways is a new ACMI-carrier in the country, which is based at Krakow. The new company hopes to start operations in the next quarter of the year using a single A320. At the start the company will use the AOC from another Polish, currently unknown, airline, before applying for its own AOC and expanding the fleet with A321s.

Portugal

ACMI-operator Hi Fly announced that the company has acquired ten A330-900neos. It is yet unknown if the ten were bought directly from Airbus, or leased via a lessor. The first A330-900neo will be delivered June next year and Hi Fly will outfit the aircraft with 365 seats in three classes. Eventually the ten planes will replace all of the airline's current fleet.

Russia

Small jet and prop operator [IrAero](#) is taking delivery of three former VIM Airlines B777-200ERs in the upcoming months. The airline will use them on newly acquired route rights to destinations in China out of Moscow-Vnukovo and St. Petersburg.

[Yamal Airlines](#) is thinking about placing an order for MC-21-300s to replace its fleet of eight A320s and three A321s. The company is also studying the possibilities of ordering more SSJs.

Spain

In June [Iberia](#) will take delivery of its first A350-900 and this month we can report the airline's first plans on how they are going to deploy it. Between 20 July and 8 August the plane will be used between Madrid and London-Heathrow. As of 8 August the A350 will be used to New York-JFK.

ACMI- and charter-specialist [Privilege Style](#) will expand its fleet with one B737-800 at the end of next year.

Turkey

Airbus and Boeing both signed firm orders with [Turkish Airlines](#) for the A350 and B787. At Airbus twenty-five A350-900s were ordered, with options on another five. Boeing could also note an order for twenty-five B787-9s and options on another five. This last order is a change from the MOU the airline signed with Boeing, which was about twenty firm B787-9s and twenty options. The first six new planes are set to arrive next year. Turkish Airlines also signed a deal with DVB Bank in which it acquired a single A330-200F, which was previously set to fly for Royal Jordanian Airlines.

Ukraine

The country's new LCC, [SkyUp Airlines](#) has ordered two B737MAX8s and three B737MAX10s at Boeing. The airline also took options on another five B737MAX-planes. All five are expected to be delivered in 2023. SkyUp is planning to start operations this month with two leased B737-800s and a single B737-700 on domestic flights as well as flights to Bulgaria, Cyprus, Italy, Montenegro and Spain.

[Ukraine International Airlines](#) is planning to grow its current fleet of five ERJs to eleven by adding six leased ERJ195s. The

first two or three aircraft are to join the fleet this year, two in 2019 and the last one or two in 2020. The new planes will mainly be used to bolster the airline's domestic and regional network.

United Kingdom

The CEO of [IAG](#) has talked a little about the growth of the airline's group long haul LCC, [LEVEL](#). The plan is to have thirty aircraft by 2022 and the company is looking at offers from Airbus and Boeing. Currently the airline is operating the A330 and is very satisfied with the plane, but Willy Walsh also said that the B787 is becoming very interesting as that plane matures and the ownerships costs decline.

Africa

Cameroon

As part of its fleet renewal program, [Camair-Co](#) is expecting to take delivery of two DHC-8-400Qs shortly. Both planes will operate alongside the airline's two MA-60s and two B737-700s.

Egypt

ACMI-carrier [Alexandria Airlines](#), which currently operates a single B737-500, is planning to expand the fleet with a single B777-300. The aircraft is a former Emirates-plane.

[EgyptAir](#) has given some more information about the delivery of their first B787-9s and CS300s. The first of twelve C-Series is expected between November and January 2019, while the first of six B787-9s is due in June 2019.

Kenya

With the leases of two B737-700s to expire later this year, [Kenya Airways](#) is thinking about placing an order for four B737MAX-family aircraft. The airline is also set to welcome back two B787-8 leased to Oman Air and three B777-300ERs leased to Turkish Airlines. All five aircraft are to be deployed by Kenya Airways as part of its new five year growth plan.

Morocco

During a visit to Brazil, the Moroccan Prime Minister talked about the possibility to order more ERJs for [Royal Air Maroc](#). The airline is currently finishing up its selection process for new regional jets and have been looking to offers from Bombardier, Embraer and Sukhoi. If the talks in Brazil meant that the airline is ready and favouring Embraer is yet unknown.



After its bankruptcy many Monarch aircraft found a new home with new operators. Airbus A321 G-ZBAI ended up with Greek Aegean Airlines. It is seen here during a test flight at Woensdrecht where it had been stored since 6 October 2017. It was finally delivered to Athens and registered as SX-DNF on 9 March. (Woensdrecht, 20 February 2018, Johan Havelaar)



Brussels Airlines will operate six ex Lufthansa Airbus A340-300s for Eurowings. The aircraft are painted in full Eurowings colours but will be registered in the Belgian register and will be operated by a Brussels Airlines crew. These Belgian/German wide bodies will be based at Dusseldorf and will be used for transatlantic services to the US, beginning with New York-JFK (NY) and Los Angeles-LAX (CA). The first two aircraft had been delivered in March. OO-SCW was the first one and is seen here returning from a flight to Palma de Mallorca. For crew familiarization the A340s will initially be used on Eurowings services from Dusseldorf to Vienna and Palma de Mallorca. (Dusseldorf, 23 March 2018, Walter Heukensfeld)

Nigeria

Air Peace, which recently took delivery of its first B777-200ER is also set to acquire a single, former Emirates, B777-300. The airline has plans to add two more B777s to its fleet to support its long haul network plans. By the time you read this Scramble Peace should have started its flights from Lagos to London-Gatwick. Other new destinations planned are Atlanta (GA), Houston (TX), Dubai, Mumbai, Johannesburg and Guangzhou.

Asia

Afghanistan

Kam Air has acquired two B737 classics, which it was already wet-leasing from Ukrainian Wings.

China

Xiamen Airlines has ordered twenty B737 MAX8s and ten B737 MAX10s. Deliveries will commence in 2019 and should be completed in 2022.

India

AirAsia India has issued a Request for Proposals for the lease of forty A320 classics.

IndiGo Airlines has narrowed down its wide body aircraft selection to the A330neo. A finalization of the order is expected in June.

Japan

All Nippon Airways has ordered two B777F's for deliveries in 2019-2020.

All Nippon Airways decided that both its LCC carriers should merge to better compete with other low-cost carriers. Peach Aviation will absorb Vanilla Air and the merger should be completed by early 2020.

Singapore

Boeing and BOC Aviation signed an order for six B787-9s. The planes will be delivered in 2018 and 2019 and the lessor already has an, unknown, lease customer for the six.

Tajikistan

Somon Air is currently in talks with Embraer over the purchase of eight ERJ190E2s.

Vietnam

Although Bamboo Airways is still awaiting a business license from the Vietnamese Ministry of Transport, the airline has

already signed a Memorandum of Understanding with Airbus for 24 A321neos, with options for another 24. If all goes well, the first aircraft will be delivered from 2022.

Vietstar Airlines, which is currently operating small aircraft for charter operations, intends to launch commercial flights later this year with five B737-800s.

Latin America

Chile

LAW - Latin American Wings suspended its operations early March. A reorganization is taking place, as the airline hopes to resume operations.

Colombia

Avianca Holdings has converted three outstanding B787-8 orders into B787-9s. Its deliveries are set for 2019.

Middle East

Qatar

During the delivery of its first A350-1000, Qatar Airways' CEO said that the airline was interested in the projects from Aerion and Boom Technology which are working on new supersonic aircraft. Al Baker said "we are very interested in supersonic flights. We would not hesitate to be the first operator of the aircraft". However, Qatar Airways said that potential negotiations with the companies would only start once the final configuration of the aircrafts engines are finished.

Saudi Arabia

In March the Saudi Crown Prince visited the US and, according to a statement from the government, he was present when Boeing and SaudiGulf Airlines signed a MOU for sixteen wide body aircraft. No details of the deal are currently available, but it was already known that the airline was talking with Boeing about a possible order for B777s and/or B787s. At the moment SaudiGulf operates four A320s on domestic routes as well as to Dubai and soon Islamabad.

North America

United States of America

American Airlines intends to retire 45 of its oldest B737-800s by the end of 2020. At the same time, the airline is on the lookout for adding second-hand A319s.

Atlas Air has acquired two B777F's from LATAM Cargo. The two will be operated by Southern Air on DHL Express flights.

Dynamic International Airways will re-brand itself into Eastern Air Lines. This is the third time the Eastern Air Lines brand will be used. Hopefully Dynamic will have more success.

Everts Air Cargo has ordered two more MD-83s for freighter conversion by AEI for delivery this year.

Great Lakes Airlines suspended operations on 26 March.

Hawaiian Airlines has indeed cancelled its order for six A330-800s and signed a Letter of Intent (LoI) with Boeing for ten B787-9s, with options for another ten units. If the LoI will be converted into orders, the airline expects to take deliveries from 2021.

World Airways may take to the skies again. Investment firm 777 Partners acquired its property rights and now aims to bring the airline back, as the old World Airways went out of business in 2014.

Oceania

Fiji

To buy itself some time while studying possible new wide bodies, Fiji Airways will lease two A330-300s for four years. Currently the airline operates four A330-200s and a single -300 and is planning to expand its international network. The airline is planning to replace the A330s in the fleet by either the A350 or the B787. Fiji Airways is also set to take delivery of its first two of five B737MAX8s in the last quarter of this year.

New Zealand

Air New Zealand is planning to replace its eight B777-200ERs from 2022. To do so the company is studying proposals from Airbus and Boeing for the A350, B777X and B787. Air New Zealand is also in talks to lease an additional B787-9, which would become the airline's fourteenth B787-9.

Tahiti

Air Tahiti Nui is gearing up for the arrival of their first two of four B787-9s. The airline is expecting the arrival of two, directly ordered from Boeing, in October, whilst the two leased from Air Lease Corporation will join the fleet in May and July next year. Commercial operations are set to start in November.

Aircraft orders

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

Airbus 2018 firm orders

CALC	15	A320neo	
<u>Emirates</u>	<u>20</u>	<u>A380-800</u>	
Spirit Airlines	5	A320	
<u>Undisclosed</u>	<u>20</u>	<u>A320neo</u>	
Total	60		(+40)

ATR 2018 firm orders

Bangkok Airways	4	ATR72-600	
Nordic Aviation Capital	16	ATR42-600	
Total	20		

Boeing 2018 firm orders

Private	1	BBJ	
Royal Air Force	3	P-8A	
<u>TUI Travel PLC</u>	<u>2</u>	<u>B737MAX8</u>	
Unidentified	<u>24</u>	<u>B737</u>	(+7)
	<u>3</u>	<u>B777</u>	
United States Navy	7	P-8A	
<u>UPS</u>	<u>14</u>	<u>B747-8F</u>	
	<u>4</u>	<u>B767-300F</u>	
Total	58		(+30)

Bombardier 2018 firm orders

Conair Group	6	DHC-8-400Q	
Total	6		

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

Jetliners



In October 2017, Hungarian low-cost airline Wizz Air applied for a UK AOC (Air Operator Certificate) and operating licence. Wizz Air UK aims to employ over 100 personnel at its London-Luton base. G-WUKA is their first aircraft and was registered in the UK on 1 March. The aircraft is seen here departing Luton on 8 March for a crew training flight before entering airline service. (Dave Hopkins)

A319	-112	1612	SX-BHN	Olympus Airways, ex Eritrean Airlines. Returned from lease on 14 March.
	-112	1916	UR-CQR	Taban Air, ex Khors Aircompany. Delivered on lease on 25 February.
	-111	2240	EC-MUT	Volotea Air, ex EI-FML of the same company. Registered in Spain on 14 February.
	-132	2396	SX-ABE	Olympus Airways, ex Congo Airways. Returned from lease on 6 March.
	-111	2481	N316NV	Allegiant Air, ex G-EZIK of EasyJet. Delivered on 24 March.
	-111	2503	N319NV	Allegiant Air, ex G-EZIN of EasyJet. Delivered on 28 March.
	-111	2829	OE-LKI	easyJet Europe, ex G-EZAZ of easyJet. Registered in Austria on 23 March.
	-111	2870	F-HBAL	TAP Air Portugal, ex Aigle Azur. Delivered on lease on 24 March.
	-111	3675	OE-LKM	easyJet Europe, ex G-EZDP of easyJet. Registered in Austria on 26 February.

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For extra capacity at Berlin-Tegel Airport, easyJet leases eight Smartlynx Airbus A320s. The aircraft are all white with a big orange sticker. YL-LCU is one of them and was digitalized at Dusseldorf on 23 March 2018 by Walter Heukensfeld.

	-111	3763	OE-LQD	easyJet Europe, ex G-EZDY of easyJet. Registered in Austria on 5 March.
	-111	3774	OE-LQL	easyJet Europe, ex G-EZDZ of easyJet. Registered in Austria on 8 March.
	-111	3788	OE-LQC	easyJet Europe, ex G-EZFA of easyJet. Registered in Austria on 7 March.
	-111	3799	OE-LAQ	easyJet Europe, ex G-EZFB of easyJet. Registered in Austria on 19 March.
	-111	3808	OE-LQB	easyJet Europe, ex G-EZFC of easyJet. Registered in Austria on 2 March.
	-111	3844	OE-LQF	easyJet Europe, ex G-EZFF of easyJet. Registered in Austria on 28 March.
	-111	3854	OE-LQR	easyJet Europe, ex G-EZFH of easyJet. Registered in Austria on 21 March.
	-111	4040	OE-LQS	easyJet Europe, ex G-EZFJ of easyJet. Registered in Austria on 29 March.
	-111	4087	OE-LQU	easyJet Europe, ex G-EZFP of easyJet. Registered in Austria on 13 March.
	-111	4313	OE-LKG	easyJet Europe, ex G-EZFU of easyJet. Registered in Austria on 12 March.
	-111	4451	OE-LQE	easyJet Europe, ex G-EZGD of easyJet. Registered in Austria on 26 March.
	-132	4998	OE-LYW	Eurowings Europe, ex D-AGWS of Eurowings. Registered in Austria in March.
	-132	5043	OE-LYV	Eurowings Europe, ex D-AGWT of Eurowings. Registered in Austria in March.
	-132	5535	OE-LYU	Eurowings Europe, ex D-AGWW of Eurowings. Registered in Austria in March.
A320	-231	81	ZS-GAZ	Corendon Airlines, ex Global Aviation Operations. Delivered on lease on 20 March.
	-211	217	D-AIQH	Lufthansa, ex Eurowings. Returned to Lufthansa on 9 March.
	-231	357	YR-SEA	Small Planet Airlines Germany, ex Star East Airlines. Delivered on lease on 28 March.
	-233	739	SP-HAC	Small Planet Airlines Poland, ex XU-721 of Sky Angkor Airlines. Returned from lease on 16 March.
	-214	828	LY-VEF	Avion Express, ex Sky Airline. Returned from lease on 13 March.
	-214	828	LY-VEF	Thomas Cook Airlines, ex Avion Express. Delivered on lease for the summer on 25 March.
	-233	902	LY-VEI	Avion Express, ex Sky Airline. Returned from lease on 15 March.
	-214	1087	LY-FOX	GetJet Airlines, ex LZ-BHF of BH Air – Balkan Holidays International. Delivered on 21 March.
	-232	1183	ES-SAP	easyJet, ex SmartLynx Estonia. Delivered on lease on 8 March. The aircraft returned from an earlier lease to VietJetAir on 1 March.
	-214	1208	N240NV	Allegiant Air, ex EC-HGZ of Vueling Airlines. Delivered on 24 February.
	-214	1320	PR-AJB	Azul Linhas Aéreas Brasileiras, ex OE-IFA of Apollo Aviation Group. Delivered on 29 March. Former G-OZBY of Monarch Airlines.
	-214	1413	N141WG	Wings Capital LLC, ex G-ZBAH of Monarch Airlines. Registered in the US on 15 March.
	-212	1416	C-GCKR	Air Transat, ex D-AICK of Condor. Delivered on lease on 5 March.
	-212	1437	C-GCKU	Air Transat, ex D-AICL of Condor. Delivered on lease on 6 March.
	-214	1571	LY-VEB	Avion Express, ex G-OZBW of Monarch Airlines. Delivered on 27 March.
	-233	1626	LY-VEN	Avion Express, ex Sky Airline. Returned from lease on 14 March.
	-233	1626	LY-VEN	Thomas Cook Airlines, ex Avion Express. Delivered on lease for the summer on 25 March.
	-214	1637	SX-EMJ	Ellinair, ex G-OZBX of Monarch Airlines. Delivered on 22 March.
	-214	1954	EC-MTJ	Thomas Cook Airlines Balearics, ex G-TCAE of Thomas Cook Airlines. Transferred on 20 March.
	-214	1961	OO-SNL	Brussels Airlines, ex D-ABNF of Air Berlin. Delivered on 27 March. Registered in between as OE-IFU of GECAS.
	-232	2029	D-ASPE	Small Planet Airlines Germany, ex TC-AGO of AtlasGlobal. Delivered on 19 March. Registered in between as OE-IFS of GECAS.
	-232	2626	VT-IHL	IndiGo, ex TC-JPB of Turkish Airlines. Delivered on 6 March.
	-232	2753	EC-MVN	Vueling Airlines, ex EI-GEL of AerCap. Delivered on 19 March. Former TC-ATM of AtlasGlobal.
	-214	2968	OE-IZV	easyJet Europe, ex D-ABDK of Air Berlin. Delivered on 9 March.
	-214	3055	OE-IZW	easyJet Europe, ex D-ABDO of Air Berlin. Delivered on 8 March.
	-214	3136	F-HBIS	TAP Air Portugal, ex Aigle Azur. Delivered on lease on 25 March.
	-214	3278	EC-MUF	Iberia, ex EI-GCX of SMBC Aviation Capital. Delivered on 12 March. Former G-ZBAT of Monarch Airlines.
	-214	3410	VP-BKX	Ural Airlines, ex VP-BKX of Aeroflot. Delivered on 25 March.
	-232	3581	ER-00001	FlyOne, ex VietJetAir. Returned from lease on 13 March.

-214	3908	OE-LOD	LaudaMotion, ex Niki. Delivered on 22 March.	
-214	3995	OE-IZT	easyJet Europe, ex D-ABDX of Air Berlin. Delivered on 12 February.	
-214	4115	N261NV	Allegiant Air, ex HZ-AS14 of Saudia – Saudi Arabian Airlines. Delivered on 21 March.	
-214	4122	N262NV	Allegiant Air, ex HZ-AS15 of Saudia – Saudi Arabian Airlines. Delivered on 23 March.	
-214	4161	OE-LOC	LaudaMotion, ex Niki. Delivered on 23 March.	
-214	4187	OE-LOG	LaudaMotion, ex Niki. Delivered on 23 March.	
-214	4269	OE-LOE	LaudaMotion, ex Niki. Delivered on 22 March.	
-214	4316	OE-IZB	easyJet Europe, ex D-ABHL of Air Berlin. Delivered on 8 March.	
-214	4329	OE-LOF	LaudaMotion, ex Niki. First noted with Laudamotion titles on 15 March.	
-214	4581	OE-IZD	easyJet Europe, ex D-ABHK of Air Berlin. Delivered on 28 February	
-214	4594	OE-IZE	easyJet Europe, ex D-ABHM of Air Berlin. Delivered on 15 March.	
-214	4636	OE-IJE	easyJet Europe, ex G-EZUD of easyJet. Registered in Austria on 15 March.	
-214	4680	OE-IJL	easyJet Europe, ex G-EZUG of easyJet. Registered in Austria on 27 February.	
-214	5648	OE-IZP	easyJet Europe, ex D-ABHJ of Air Berlin. Delivered on 5 March.	
-214	6856	OE-IZG	easyJet Europe, ex D-ABNM of Air Berlin. Delivered on 26 March.	
-214	6877	OE-IZQ	easyJet Europe, ex D-ABNQ of Air Berlin. Delivered on 8 February. Entered service on 15 March.	
-214	7772	HB-JXJ	easyJet Switzerland, ex G-EZRK of easyJet. Transferred to Switzerland on 28 March.	
-214	8067	VP-BIF	Aeroflot. Delivered on 23 March. Test registration was F-WWDP.	
-214	8068	G-EZRP	easyJet. Delivered on 1 March. Test registration was D-AVVP.	
-214	8073	VP-BIY	Aeroflot. Delivered on 21 March, Test registration was F-WWBJ.	
-232	8097	G-WUKA	Wizz Air UK. Delivered on 1 March. Test registration was D-AVVL.	
-251N	8110	G-UZHE	easyJet. Delivered on 23 March. Test registration was D-AUBW.	
-232	8111	EC-MVD	Vueling Airlines. Delivered on 23 February. Test registration was F-WWBN.	
-214	8124	HZ-AS69	Saudia - Saudi Arabian Airlines. Delivered on 8 March. Test registration F-WWBE.	
-214	8127	F-HEPK	Air France. Delivered on 20 March. Test registration was F-WWBG.	
-232	8130	OE-MVE	Vueling Airlines. Delivered on 28 February. Test registration was F-WWIN.	
-214	8133	VP-BII	Aeroflot. Delivered on 26 March. Test registration was F-WWUD.	
-251N	8136	TC-NBR	Pegasus Airlines. Delivered on 29 March. Test registration was D-AVVH.	
-232	8151	G-WUKB	Wizz Air UK. Delivered on 8 March. Test registration was D-AVVW.	
-214	8161	HZ-AS72	Saudia - Saudi Arabian Airlines. Delivered on 29 March. Test registration was F-WWBU.	
-214	8165	G-EZRU	easyJet. Delivered on 19 March. Test registration was F-WWBP.	
-232	8192	EC-MXG	Vueling Airlines. Delivered on 26 March. Test registration was F-WWIC.	
-232	8210	G-WUKF	Wizz Air UK. Delivered on 26 March. Test registration was D-AUBI.	
A321	-231	1366	LY-VEH	Avion Express, ex XU-722 of Sky Angkor Airlines. Returned from lease on 17 March.
	-211	1476	F-GTAJ	Joon, ex Air France. Painted in Joon colours and transferred in March.
	-211	1658	F-GTAK	Joon, ex Air France. Painted in Joon colours and transferred in March.
	-211	1859	F-GTAM	Joon, ex Air France. Painted in Joon colours and transferred in March.
	-211	1988	OE-LCG	LaudaMotion, ex Niki. Delivered on 22 March.
	-231	2553	SX-DNF	Aegean Airlines, ex G-ZBAI of Monarch Airlines. Delivered on 9 March.
	-211	3419	F-GTAS	Joon, ex Air France. Painted in Joon colours and transferred in March.
	-231	6059	G-TCVC	Thomas Cook Airlines, ex G-ZBAM of Monarch Airlines. Delivered on 13 March.
	-231	6126	G-TCVD	Thomas Cook Airlines, ex G-ZBAO of Monarch Airlines. Delivered on 7 March.
	-253N	8051	CS-TSG	Azores Airlines. Delivered on 21 March. Test registration was D-AVZC.
	-211	8147	VP-BKJ	Aeroflot. Delivered on 1 March. Test registration was D-AZAL.
	-231	8169	G-WUKC	Wizz Air UK. Delivered on 29 March. Test registration was D-AZAR.
	-231	8174	HA-LXZ	Wizz Air. Delivered on 14 March. Test registration was D-AZAS.
	-211	8205	VP-BKZ	Aeroflot. Delivered on 23 March. Test registration was D-AVXH.
A330	-243	392	SU-ALC	Air Leisure, ex Azman Air. Returned from lease on 22 March. Had been leased since 10 October 2017, but never flown for Azman Air and had been stored at Kano between 10 October 2017 and 22 March 2018, when the aircraft was ferried back to Cairo.



Air Belgium is a new Belgian airline which plans to operate long haul flights from Brussels-Charleroi to destinations in Asia, primarily to China and India. Planned equipment are four ex Finnair Airbus A340-300s. Two of them have already been delivered. Air Belgium will start their own flights to Asia on 16 April and prior before that date, they offer ACMI services. Surinam Airways was their first customer and on 29 March OO-ABA operated the Surinam flight from Amsterdam to Paramaribo, marking the first Air Belgium commercial flight. (Amsterdam-Schiphol, 29 March 2018, Joris Termorshuizen)



Delivered to Singapore Airlines in 1998 this Airbus A340 also operated for Emirates before it was added to the fleet of Hi Fly Malta in June 2017, as 9H-JAI. Six months later it was leased to Venezuelan airline Estelar. Estelar uses this aircraft for their new scheduled transatlantic service from Caracas to Madrid, which started on 13 December 2017. It visited Brussels for maintenance in February. (Brussels, 10 February 2018, Jochem Jottier)

	-223	403	G-VMNK	Virgin Atlantic Airways, ex D-ALPA of Air Berlin. Delivered on 2 February. Entered service on 3 March.
	-202	441	EI-GEY	Aer Lingus, ex A7-ACH of Qatar Airways. Delivered on 23 March.
	-223	454	EC-MTT	Wamos Air, ex D-ALPD of Air Berlin. Delivered on 29 March.
	-223	469	EC-MTU	Wamos Air, ex D-ALPE of Air Berlin. Delivered on 27 March.
	-223	476	G-VWND	Virgin Atlantic Airways, ex D-ALPF of Air Berlin. Delivered on 18 March.
	-243	728	C-GUBL	Air Transat, ex B-6121 of China Eastern Airlines. Delivered on 27 March.
	-223	802	EC-MTY	Evelop Airlines, ex D-ABXG of Air Berlin. Delivered on 15 March.
	-223	822	9M-MTV	Malaysia Airlines, ex EI-GFI of AerCap. Delivered on 23 March. Former D-ABXD of Air Berlin.
	-342E	895	OO-SFC	Brussels Airlines, ex B-LAG of Cathay Pacific Airways. Delivered on 28 March.
	-342E	915	OO-SFB	Brussels Airlines, ex B-LAH of Cathay Pacific Airways. Delivered on 11 March.
	-343E	1614	B-5971	Hainan Airlines, ex Lucky Air. Returned to Hainan after one year lease on 13 March.
	-343E	1833	B-1049	China Eastern Airlines. Delivered on 27 March. Test registration was F-WYWYL and B-005A as the final assembly took place in the Airbus factory at Tianjin.
	-243	1845	B-1047	Tibet Airlines. Delivered on 11 March. Test registration was F-WWYC.
	-343E	1846	B-1062	China Southern Airlines. Delivered on 27 March. Test registration was F-WWKA.
	-343E	1852	B-1063	China Southern Airlines. Delivered on 28 March. Test registration was F-WWCD.
	-202	1854	EC-MUD	Iberia. Delivered on 16 March. Test registration was F-WWCQ.
A340	-313X	260	F-GLZP	Joon, ex Air France. Painted in Joon colours and transferred in March.
	-313X	354	OO-SCX	Eurowings, ex D-AIGX of Lufthansa. Delivered on 20 March. The Airbus is registered in Belgium, because the aircraft is operated by Brussels Airlines. The aircraft is however based at Dusseldorf
	-313X	335	OO-SCW	Eurowings, ex D-AIGY of Lufthansa. Delivered on 12 March. Same story as above. Operated by Brussels Airlines and based at Dusseldorf.
	-313E	559	HB-JME	Edelweiss Air, ex Swiss. Transferred and delivered after repainting on 3 March.
	-313E	844	OO-ABB	Air Belgium, ex OH-LQC of Finnair. Delivered on 1 March. Registered in between as F-WXAG of Airbus Financial Services.
	-313E	835	OO-ABA	Air Belgium, ex OH-LQB of Finnair. Delivered on 2 March. Registered in between as F-WXAB of Airbus Financial Services
A350	-941	187	B-LGD	Hong Kong Airlines. Delivered on 27 February. Test registration was F-WWAW.
	-941	189	HS-THM	Thai Airways International. Delivered on 15 March.
	-941	190	N508DN	Delta Air Lines. Delivered on 6 March. Test registration was F-WZGL.
	-941	191	B-18916	China Airlines. Delivered on 8 March. Test registration was F-WZGP.
	-941	192	VN-A896	Vietnam Airlines. Delivered on 27 March. Test registration was F-WZGB.
	-941	193	F-HREV	French Bee. Delivered on 23 March. Test registration was F-WZGX.
A380	-842	232	A6-EUR	Emirates. Delivered on 16 March. Test registration was F-WWAE.
B737	-332	25994	SX-LWA	Lumiwings, ex YR-SKE of Air Wings. Delivered on 16 March.
	-4Q8SF	26299	EI-STP	ASL Airlines Ireland (addition Scramble 466 – Page 35)
	-3K2	27635	EK-37015	Avia Traffic Company, ex 2-AVIT of AWAS. Delivered in January. Former XA-VIT of VivaAerobus.
	-8Q8	28226	VQ-BAL	Azur Air, ex UR-UTP of Azur Air Ukraine. Transferred to Russia in March.
	-43QSF	28489	LZ-CGX	Cargo Air, ex N489VA of same company. Re-delivered after freighter conversion at Miami (FL). Was US registered during conversion. Former SP-ENI of Enter Air.
	-46JSF	28867	N468VX	VX Capital Partners, ex OM-DEX of AirExplore, Registered in the US in March. Currently being converted to freighter at Jacksonville-Cecil Field (FL).
	-490SF	28887	TF-BBL	Bluebird Cargo, ex N792AS of Alaska Airlines. Delivered after freighter conversion on 2 March.
	-8AS	29934	SP-ESD	Enter Air, ex C-FYQO of Air Transat. Delivered on 27 March.
	-86Q	30272	D-ASXV	SunExpress Germany, ex TC-SUO of SunExpress. Transferred to Germany on 6 March.
	-8K2	30646	CS-TQU	euroAtlantic Airways, ex Med-View Airline. Returned from lease on 16 March.
	-8K5	32907	OK-TVP	SmartWings, ex Sunrise Airways. Returned from lease on 15 March.
	-85P	33976	N824SY	Sun Country Airlines, ex EC-JHL of Air Europa. Delivered on 5 March.
	-8F2	34408	ZS-ZWJ	Comair - Commercial Airways, ex TC-JGJ of Turkish Airlines. Delivered in British Airways colours on 9 March.

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-86J	36120	F-GZHI	Transavia France, ex C-FTVI of Air Transat. Returned from winter lease on 29 March.
-8K5	37249	G-TAWM	TUI Airways, ex C-GQWM of Sunwing Airlines. Returned from winter lease on 23 March.
-8K5	37250	OO-JAU	TUI fly Belgium, ex C-FJAU of Sunwing Airlines. Returned from winter lease on 28 March.
-7CT	37421	EI-GFR	Arosa Airlines, ex C-GWSY of WestJet. Delivered on 22 March.
-8JM (BBJ2)	37663	T7-GSA	Acass Canada Ltd, ex D-AACM of ACM Air Charter. Delivered on 7 March.
-8JP	37816	HL8304	Jeju Air, ex LN-NOT of Norwegian. Delivered on 26 February.
-86N	39404	OK-TVS	Travel Service, ex Swift Air. Returned from winter lease on 25 March.
-800	41219	VP-BFB	Aeroflot. Delivered on 27 February. Line # 6801.
-8	44353	TC-ICE	Icelandair. Delivered on 28 February. First 737 MAX for Icelandair. Line # 6795.
-8	44589	SE-RNA	TUI fly Nordic. Delivered on 26 February. Line # 6783.
-8	44590	OO-TMA	TUI fly Belgium. Delivered on 29 March. Line # 6864.
-800	44818	EI-GDY	Ryanair. Delivered on 27 February. Line # 6802.
-800	44821	EI-GJD	Ryanair. Delivered on 28 February. Line # 6829.
-800	44822	EI-GJB	Ryanair. Delivered on 27 February. Line # 6822.
-800	44823	EI-GJE	Ryanair. Delivered on 2 March. Line # 6831.
-800	44824	EI-GJC	Ryanair. Delivered on 27 February. Line # 6824.
-800	44825	EI-GJK	Ryanair. Delivered on 24 March. Line # 6873.
-800	44826	EI-GJI	Ryanair. Delivered on 24 March. Line # 6860.
-800	44827	EI-GJM	Ryanair. Delivered on 30 March. Line # 6880.
-800	44828	EI-GJF	Ryanair. Delivered on 6 March. Line # 6833.
-800	44829	EI-GJG	Ryanair. Delivered on 20 March. Line # 6854.
-800	44830	EI-GJH	Ryanair. Delivered on 22 March. Line # 6857.
-800	44831	EI-GJJ	Ryanair. Delivered on 30 March. Line # 6870.
-8	61737	UP-B3720	SCAT. Delivered on 30 March. Line # 6837.
-800	61792	VP-BPU	Pobeda. Delivered on 30 March. Line # 6871.
-800	62163	F-HTVH	Transavia France. Delivered on 28 February. Line # 6826.
-800	62164	F-HTVI	Transavia France. Delivered on 9 March. Line # 6842.
-800	63165	G-JZBJ	Jet2. Delivered on 5 March. Line # 6823.
-800	63167	G-JZBK	Jet2. Delivered on 14 March. Line # 6849.
-800	63169	G-JZBL	Jet2. Delivered on 26 March. Line # 6869.
-800	63406	UR-UIC	Ukraine International Airlines. Delivered on 17 March. Line # 6851.
B747	-281F	23919	N691SR Agneet Sky Limited, ex EW-460TQ of Transaviaexport Cargo. Returned off lease and registered in the US on 23 March.
	-4B5F	26406	N710CK Kalitta Air, ex HL8214 of Korean Air. Delivered on 7 March.
	-4H6F	28434	9M-MPR Malaysia Airlines. Not delivered to Aerotrans Cargo. Was stored at Jakarta between 7 November and 21 March 2018, when the aircraft was ferried back to Kuala Lumpur (correction Scramble 464 – Page 46)
	-45EF	30607	N485MC Atlas Air, ex B-16481 of EVA Air. Delivered on 15 March.
	-4B5F	32808	N713CK Kalitta Air, ex HL7437 of Korean Air. Delivered on 30 March.
	-4HAERF	35236	LX-KCL Cargolux, ex OO-THD of ASL Airlines Belgium. Delivered on 9 March. Flew for Emirates in full Emirates colours during its time with ASL Airlines Belgium / TNT Airways. It was returned by Emirates on Christmas Day 2017 and ferried to Xiamen for maintenance prior before being taken up by Cargolux. It was registered during this interim period as EI-GFT on behalf of lessor AirCastle.
	-8F	64254	N609UP UPS - United Parcel Service. Delivered on 29 March. Line # 1546.
B757	-3E7	30179	TF-ISX Icelandair, ex 4X-BAW of Arkia Israel Airlines. Delivered on 1 March.
B767	-31AER	27619	N662GT Atlas Air, ex VP-BFI of VIM Airlines. Delivered on 22 March. Ferried to Marana (AZ) on that date for storage prior to freighter conversion.
	-306ER	28098	N1427A Prime Air, ex VQ-BMQ of Nordwind Airlines. Delivered after freighter conversion at Singapore-Paya Lebar on 28 March. Aircraft is operated by Atlas Air and was registered as N638GT during conversion.
	-316FER	32573	N536LA LATAM Cargo Chile, ex N68079 of Fedex Express. Returned to the LATAM group after three and half years lease to Fedex mid-March 2018. Flew as PR-ADY of ABSA Cargo prior to the lease to Fedex.



EgyptAir took delivery of this 737-800 SU-GEN early December 2017. On delivery the aircraft was painted in the standard EgyptAir colours. Only three months later, in March 2018, they were replaced with this striking special colour scheme in support of the Egyptian national football team for the FIFA World Cup Football 2018, being held this summer in Russia. (Amsterdam-Schiphol, 22 March 2018, Mischä Oordijk)

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Air Nostrum is one of the four operators of the CRJ1000. Fortunately Air Nostrum operates these aircraft for many other airlines, so we can see some diversification of colours on the longest member of the CRJ family. EC-MJQ has been leased to SAS since February 2018. Unfortunately not so much colour was added to the long fuselage and perhaps someone can inform SAS / Air Nostrum on the fact that light-grey titles on a white fuselage is not a good idea. (Amsterdam-Schiphol, 24 March 2018, Walter Heukensfeld)

	-300F	42731	N157FE	FedEx Express. Delivered on 16 March. Line # 1144.
	-300F	63096	N156FE	FedEx Express. Delivered on 23 February. Line # 1142.
B777	-212ER	28524	EC-MUA	Privilege Style, ex N593BC of Boeing Capital Corporation. Delivered on 27 March. Former 9V-SVA of Singapore Airlines.
	-31H	29062	9M-	FlyGlobal, ex 2-RLAS of SASOF III Aviation. Delivered on 28 March. Former A6-EMM of Emirates.
	-31H	29063	9M-FSM	FlyGlobal, ex 2-RLAT of SASOF III Aviation. Delivered on 27 January. Former A6-EMN of Emirates.
	-21HER	29324	5N-BVE	Air Peace, ex A6-EMK of Emirates. Delivered on 23 February.
	-212ER	30871	N767BC	Boeing Capital Corporation, ex 9V-SVF of Singapore Airlines. Registered in the US on 1 March. The Triple Seven was ferried to Victorville (CA) for storage on 27 February.
	-31HER	32709	EI-GET	Rossiya - Russian Airlines, ex A6-EBL of Emirates. Delivered on 27 March.
	-300ER	36322	VT-ALX	Air India. Delivered on 9 March. Line # 1544.
	-F	40683	N877FD	FedEx Express. Delivered on 9 March. Line # 1546.
	-300ER	60378	HL7203	Korean Air. Delivered on 20 March. Line # 1543.
	-300ER	62755	HB-JNJ	Swiss. Delivered on 13 March. Tenth and last triple seven for Swiss. Line # 1545.
	-300ER	64085	A7-BEQ	Qatar Airways. Delivered on 22 March. Line # 1538.
	-300ER	64989	N2645U	United Airlines. Delivered on 20 March. Line # 1548.
	-300ER	64990	N2846U	United Airlines. Delivered on 28 March. Line # 1550.
B787	-8	36426	OO-LOE	TUI fly Belgium, ex G-TUIG of Thomson Airways. Delivered on 23 March.
	-8	37306	P4-BDL	Somon Air. Delivered on 22 March. Originally this frame was built for PrivatAir in 2015. Privatair would operate this aircraft for ECAir. Awaiting configuration and probably lots of paper work for all kind of financial guarantees, this Dreamliner was stored at Victorville between September 2015 and 21 March 2018. Probably the deal with ECair felt through and now Somon Air has picked up this 3 year old and still brand new Dreamliner. Line # 315.
	-9	37980	G-VBEL	Virgin Atlantic Airways. Delivered on 14 March. Line # 665.
	-9	38083	SP-LSA	LOT Polish Airlines. Delivered on 22 March. First 787-9 for LOT. Line # 678.
	-9	38784	LN-LNR	Norwegian, ex G-CKNA of Norwegian UK. Registered in Norway on 13 March.
	-9	38788	G-CKWB	Norwegian UK. Delivered on 9 March. Line # 675.
	-9	38893	G-CKWC	Norwegian UK. Delivered on 21 March. Line # 680.
	-9	40048	HZ-AR22	Saudia - Saudi Arabian Airlines. Delivered on 22 March. Line # 677.
	-9	40653	N834AA	American Airlines. Delivered on 27 February. Line # 667.
	-9	40752	JA898A	ANA - All Nippon Airways. Delivered on 28 March. Line # 685.
	-9	42509	PH-BHO	KLM Royal Dutch Airlines. Delivered on 29 March. Line # 684.
	-10	60253	9V-SCA	Singapore Airlines. Delivered on 26 March. First 787-10 delivery!! Line # 656.
	-9	60627	G-ZBKR	British Airways. Delivered on 28 March. Line # 682.
	-9	62169	EC-MTI	Air Europa. Delivered on 20 March. Line # 674.
	-9	63043	B-1357	Xiamen Airlines. Delivered on 16 March. Line # 670.
	-9	63315	G-CKWA	Norwegian UK. Delivered on 3 March. Line # 673.
	-9	63323	B-1356	Xiamen Airlines. Delivered on 17 March. Painted in a special United Dreams colour scheme. Line # 654.
	-9	63390	VH-ZND	QANTAS. Delivered in a special Yam Dreaming colour scheme on 28 February. Line # 669.
	-9	63392	4X-EDD	El Al Israel Airlines. Delivered on 3 March. Line # 671.
	-9	64053	G-TUIL	TUI Airways. Delivered on 16 March. Line # 676.
BAe146	-300QT	E3154	VH-NJI	Cobham Aviation Services Australia, ex EC-MCL of ASL Airlines Spain. Delivered as EC-MCL on 7 March. Registered on 14 March.
CRJ	900ER	15087	S5-AFB	Adria Airways, ex EC-JXZ of Air Nostrum. With Adria per 26 March.
	900	15444	EI-FPX	CityJet. Delivered on 6 March. Is in SAS colours.
	1000	19061	EC-MUG	Air Nostrum. Delivered on 22 March.
CS	300	55021	HB-JCH	Swiss Global Air Lines. Delivered on 2 March.
	300	55025	HB-JCJ	Swiss Global Air Lines. Delivered on 27 March.
ERJ	145EU	145167	F-HELA	Ata Airlines, ex EnhanceAero. Delivered on 27 February.
	145LR	145601	G-CIYX	Eastern Airways, ex 5N-BSO of Bristow Helicopters Nigeria. Registered on 21 February.
	135BJ	14500841	OE-LLG	MJet, ex LX-GLS of Luxaviation. Per 2 March.
	135BJ	14501035	N145MB	Bank of Utah, ex XA-KAD of FirstJet. Registered on 8 March.
	135BJ	14501128	VT-RBA	Empire Aviation Group, ex T7-RBA. Re-registered in December.

170SU	17000040	VQ-BYM	S7 Airlines, ex N819MD of Republic Airlines.
170SU	17000041	VQ-BYN	S7 Airlines, ex N820MD of Republic Airlines. Delivered on 30 January.
175STD	17000708	PH-EXU	KLM Cityhopper. Delivered on 23 February.
175STD	17000710	PH-EXW	KLM Cityhopper. Delivered on 14 March.
175STD	17000711	PH-EXX	KLM Cityhopper. Delivered on 16 March.
195LR	19000308	I-ADJV	Air Dolomiti, ex D-AEME of Lufthansa CityLine. Transferred in March.
190STD	19000750	PH-EXV	KLM Cityhopper. Delivered on 23 February.
190STD	19000751	PH-EXY	KLM Cityhopper. Delivered on 23 March.
MD-11	F 48777	N618TF	IAGCAS LLC, HZ-AND of Saudia. Registered on 23 March. Stored at Jeddah.

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

Commuters

ATR42	-500	524	SX-FOR	Sky Express, F-GVZB of HOP!. Delivered on 15 February.
ATR72	-212A	982	EC-MHJ	Air Europa Express, ex Binter Canarias. Delivered on 27 March.
	-212A	1482	G-IACZ	Eastern Airways. Delivered on 2 March.
	-212A	1483	EC-MVI	Binter Canarias. Delivered on 2 March.
DHC-8	-402	4184	D-ABQL	Eurowings, ex Air Berlin. Per 23 February with Eurowings, operated by LGW.
	-402	4264	D-ABQI	Eurowings, ex Air Berlin. Per 3 March with Eurowings, operated by LGW.

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

Propliners

Douglas	C-47	11906	CF-TES	Polish Air Force. We received a rumour a few months ago that an abandoned fuselage at Winnipeg Airport (Man.) was about to be restored as a gate guard somewhere. We now have more details. The frame will be flown to Poland onboard a C-17, where it will be restored to resemble the private C-47 of General Sosnkowski, who led the Polish forces during WWII. All will be part of the celebrations of the 100year anniversary of the Polish Air Force.
	C-47	12192	XA-UDY	Fallen American "MIA" Repatriation Foundation (FAMIARF) has taken up a second DC-3 for restoration. This was the last airworthy Dakota in Mexico. The work will take place in the Los Angeles area.
	C-47A	12693	N88874	"That's All Brother". Work by Basler Turbo Conversions has been completed and the airplane was ferried via Tulsa (TX) to San Marcos (TX) early March 2018. The work will be completed by the Central Texas Wing of the Commemorative Air Force.
HP	HPR7-209	195	G-CEXP	Former statue on the visitors' promenade of London-Gatwick Airport is being saved. The last couple of years the Herald was parked with the airport fire brigade, but a group of enthusiasts is crowdfunding to restore X-ray-Papa. The airplane will be moved to St. Athans South Wales, for preservation if all goes well.
Lockheed	L1649	1018	N7316C	Lufthansa Super Star. Completely unexpectedly Lufthansa announced they pulled out of this project on 15 March 2018. It is not yet clear what will happen to the project. The airplane is expected to be transported to Germany by boat.

Credits: Aad van der Voet, Ruud Leeuw, Michael Prophet, Ralph Petterson (Conniesurvivors), propliner communities, and online photo websites.



Rekkof, the name of Dutch aircraft manufacturer Fokker spelt backwards, has a presence at Lelystad Airport. Since Fokker went bankrupt they had storage space at the airport and recently they have started to empty them, like some sort of spring cleaning. Among others they found some Fokker parts; this cockpit section of a Fokker 100 (destined at one time for USAir), a dark blue Fokker 100 tail section plus the aft part of a Fokker 100 fuselage, where the engines can be attached. Richard Poeser was present during the clean-up and took this picture of the hangar on 19 February 2018.

Fokker News

F27	-050	20244	5Y-OZI	Silverstone Air Services, ex TF-JMS Flugfélag Íslands. Was seen registered as such at Woensdrecht on 2 March, ready for delivery.
	-050	20282	5Y-FAI	Correction on last month regarding the identity of RP-C8250. We thought it was former 5Y-FAI, but there is report of an official visit of the president of the Somalian federation to government officials of the autonomous region of Puntland, in north-eastern Somalia. It was seen at Daljir, Garowe on 7 January and with RP-C8250 already seen at Clark last December it effectively rules out this tie-up.
	-050	20328	RP-C8250	Leading Edge Air Services, ex PK-PRB Pacific Royale Airways. This is the new candidate for the tie-up. Again, confirmation is highly appreciated!
F28	-0100	11339	N339JT	JetMidwest starting breaking up this Fokker at San Marcos (TX) on 5 February. It arrived here 26 October 2016, after having been withdrawn from service with MexicanaClick, as XA-TKR, already back in December 2009!
	-0100	11487	EP-SUS	Karun Airlines, ex Naft Airlines. Naft Airlines has been renamed to Karun, and both Fokkers were seen in January with their new titles.
	-0100	11509	EP-OPI	Karun Airlines, ex Naft Airlines. Transferred early January 2018 and was seen in basic Naft colours with Karun Airlines titles at Teheran-Mehrabad on 23 January.
	-0070	11568	OE-LFQ	Alliance Airlines, ex Austrian Airlines. Delivery from Bratislava started on 27 March and the 70 arrived in Brisbane three days later, via a lot of intermediate stops. It will receive a VH-registration after arrival.

Credit: Skyliner.

Bizjets



Since all test flights were successful and all certificates for delivery to customers were issued, the production of the PC-24 started and first examples are already delivered to different owners. This one is ready for delivery to an owner registered in San Marino, as it is registered as T7-LCE. (Stans-Buochs, 23 March 2018, Stephan Widmer)

Beech	400A	RK-16	OK-BEM	Former N16HD of Fourth Down Capital LLC was sold to JetBee Czech s.r.o.
	400XT	RK-310	G-FXER	Ex N451FL of Flight Options was sold to Flexjet Ltd. in the UK.
Cessna	525B	0013	N415PP	Registered to CG Roxane LLC 22 March. Ex F-HBPP.
	525C	0203	D-CJKP	Registered to Jet Service GmbH. Recently identified having been cancelled to Germany 7 February. Adds to 466/38.
	560XLS	5608	N857JS	Registered to FE 5608 LLC 20 March. Ex G-GXLS.
	560XLS	5756	N83GB	Ex G-ZENT, registered to Excel 5 LLC 23 March.
	560XLS+	6127	OE-GMS	Recently registered to Avcon Jet, ex D-CNNN.
	560XLS+	6128	D-CTXA	Registered to Cessna Dusseldorf CSC GmbH 8 February. Ex D-CZZZ
	560XLS+	6166	D-CTXT	Registered 27 February, ex D-CDDD.
	560XLS+	6243	D-CDDD	Ferried Reykjavik to Stuttgart 3 March on delivery to DC Aviation.
	680A	0123	CS-LTF	Tested as N52627, for NetJets Europe. Commenced it's delivery flight to Portugal 22 March.
	680A	0124	CS-LTG	Departed Wichita on delivery to NetJets Europe 24 March. Tested as N5228Z.
Challenger	300	20026	N26FA	Regions Financial Corp, re-registered from N604RF on 28 February.
	300	20233	T7-TOP	Unisky Ltd, ex M-HSNT. Noted at Geneva on 16 February.
	300	20255	N479PF	Genmark Ventures LLC, ex T7-GOB. Registered on 27 February.
	300	20273	N695BA	Boardman Aviation LLC, ex N321GX. Registered on 23 February.
	300	20332	N332AR	TVPX ARS Inc, ex N332CG. Registered on 28 February.
	300	20375	N91QK	Mueller East Inc, re-registered from N91HK on 8 March.
	300	20403	N546AD	AD One LLC, ex LX-AVT. Registered on 5 March.
	300	20449	N325WJ	Dorado Aircraft Leasing LLC, ex OE-HCZ. Registered on 1 March.
	350	20673	N717EP	Ossian Airways III Inc, switched from N718EP to N717EP on 12 March.
	350	20720	N752QS	NetJets, registered on 14 February.
	350	20722	N753QS	NetJets, ex C-GUGY. Registered on 27 February.
	350	20723	N918H	Bombardier Aerospace Corp, registered on 7 March.
	350	20725	N225FW	Bombardier Aerospace Corp, registered on 5 March.

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	350	20726	N24AC	Bombardier Aerospace Corp, registered on 23 February. Then registered to Bank of Utah on 5 March.
	350	20728	N250DN	Bombardier Aerospace Corp, registered on 8 March.
	350	20729	N459FS	Bombardier Aerospace Corp, registered on 13 March.
	601-3A	5093	C-GRIF	Chartright Air, ex C-GFIG. Registered on 28 February.
	604	5395	N818AF	Thomas J Engibous, re-registered from N604LV on 27 February.
	604	5427	N605JE	Challenger 604-5427 LLC, re-registered from N828UM on 7 March.
	605	5704	N605AJ	Bank of Utah, ex LX-AGA. Registered on 5 March.
	605	5776	N776SC	TVPX Aircraft Solutions Inc, ex VP-CLJ. Registered on 28 February.
	650	6111	N650KD	Bombardier Aerospace Corp, ex C-FZUR. Registered on 12 March.
	650	6113	C-GADQ	Bombardier Inc, ex C-FAQY. Registered on 21 February.
Embraer	450	55010035	D-BOLD	This brand new Legacy 450 was delivered to Atlas Air Service, ex PR-LQG.
	500	50000375	ZM333	Another Phenom was delivered to the RAF Affinity Flight Training Services at Cranwell, ex G-MEPT.
	505	50500417	D-CDMO	Former N417EE of Embraer Executive Jets was sold to a yet unknown operator in Germany.
	505	50500442	F-HJFL	Former N10227 of Embraer Executive Aircraft was sold to an unknown owner in France.
	505	50500446	9H-MAG	Owner in Malta now known as Luxwing Ltd. Addition to Scramble 466 – Page 39.
Falcon	7X	93	N793JC	TVPX ARS Inc, ex VQ-BGG. Registered on 26 February.
	7X	107	N107KG	KAG Services LLC, ex A6-MMF. Registered on 1 March.
	7X	130	N500N	Twin Oaks LLC, re-registered from N85DN on 1 March.
	7X	164	N888D	Dan Bennett Corp, ex F-HVPA. Registered on 13 March.
	50	163	N529DC	AES Transportation LLC, re-registered from N521DC on 13 March.
	900EX	45	I-OUNI	One we apparently missed, I-OUNI is ex MM62171 and was noted at Le Bourget on 20 September already. Seems to have become active early this year.
	900LX	250	F-HTEX	M-ATEX was cancelled on 16 August and has apparently become F-HTEX, although this registration hasn't been officially registered as of yet.
	900LX	300	N581ST	Dassault Falcon Jet Corp, ex F-HVDA. Registered on 12 February.
	2000	206	N900AH	BSLCC-III LLC, re-registered from N900NH on 7 March.
	2000	165	N97SJ	J.M. Smucker Co, ex N204CE. Registered on 8 March.
	2000LX	173	N222JE	Higher Cause LLC, re-registered from N255JE on 16 February.
Global	Express	9070	N191WH	Ex N2FE, re-registered 21 February.
	Express	9091	N190WH	Ex N1FE, re-registered 8 March.
	Express	9104	VH-	Ex N880ZP, cancelled to Australia 9 March.
	5000	9174	9H-ARE	Recently registered to Albinati Aviation Ltd., ex HB-JRS.
	Express	9195	N8988	Ex N4T, re-registered 21 February.
	XRS	9213	LX-ABC	Ex M-VQBI, cancelled to Luxemburg 19 February and flying using a Global Jet Luxembourg call-sign.
	5000	9222	T7-	Ex N9222G, cancelled to San Marino 23 March.
	XRS	9250	2-SLZK	Ex M-BTAR, cancelled to Guernsey 19 March.
	6000	9432	VP-CCK	Re-registered in February, ex VP-CWW. Operated by Gama Aviation FZC.
	5000	9468	N283CK	Ex N755RA, re-registered 8 March.
	6000	9493	N165VT	Registered to Mansfield Heliflight Inc. 28 February. Ex VT-SNG.
	6000	9523	N770BC	Reservation taken-up, registered to Indigo Partners LLC 6 March. Adds to 466/39.
	6000	9548	N954JC	Registered to TVPX ARS 9 March, ex VP-CBO.
	6000	9549	G-MAZS	Registered to Gama Aviation (UK) Ltd. 20 March. Ex 9H-SMB.
	5000	9586	N95783	Registered to Delaware Trust Co. 14 March. Operated by La Molina Aviation, departed Guernsey on delivery. Ex M-MICS.
	6000	9766	M-AATD	Ex M-IRAS, re-registered 2 March.
	6000	9797	VP-CAX	Tested as C-FUEP, cancelled to the Cayman Islands 7 March. Operated by Executive Jet Management.
	6000	9799	OK-GRX	Tested as C-FUGP, arrived Prague 3 March on delivery to Éclair Aviation.
	6000	9801	T7-SSB	Tested as C-FUOL, cancelled to San Marino 23 March. The San Marino marks are unconfirmed at the moment.



Visits of Australian business aircraft to western Europe are quite rare and therefore very welcome. This Falcon 7X VH-CRW of Brenzil visited Amsterdam-Schiphol in February. (Amsterdam-Schiphol, 5 February 2018, Frank Doornbos)

	6000	9803	OE-	Tested as C-FVDH, cancelled to Austria 27 March.
	6000	9804	N154QS	Tested as C-FVCR, cancelled to the USA 22 March. Registered to NetJets 23 March.
	6000	9805	D-	Tested as C-FVEK, cancelled to Germany 28 March.
	6000	9827	C-FYED	Registered to Bombardier Inc. 22 February.
	6000	9828	C-FYEM	Registered to Bombardier Inc. 9 March.
	6000	9829	C-FYOK	Registered to Bombardier Inc. 9 March.
	6000	9830	C-FYOS	Registered to Bombardier Inc. 19 March.
	6000	9831	C-FYOC	Registered to Bombardier Inc. 29 March.
Gulfstream	IV	1024	N929SD	N929SD LLC, re-registered from N44BB on 5 February.
	IV	1115	N316VP	Mojave Jet Holdings LC, ex VH-TXS. Registered on 9 March.
	IVSP	1425	N51PR	AC-1425 LLC, ex P4-NMD. Registered on 1 March.
	G450	4120	N550WT	Wilmington Trust Co, re-registered from N851GG on 28 February.
	G450	4292	N449MB	B No 200 Corp, ex N440MB. Registered on 2 March.
	G450	4320	N981A	Tesoro Aviation Co, re-registered from N903TC on 16 February.
	G450	4364	N917VZ	Gulfstream Aerospace Corp, re-registered from N964GA on 6 February.
	V	622	N19H	100 Melrose LLC, re-registered from N8889 on 6 February.
	G650	6047	M-ATAK	Prime Aviation, ex VP-BJC. Noted at Jersey on 13 February and registered a day later.
	G650ER	6192	N828SN	Wilmington Trust Co, ex N891WW. Registered on 6 March.
	G650ER	6283	N99KZ	Bank of Utah, ex N283GA. Registered on 26 February.
	G650	6289	N778AR	Gulfstream Aerospace Corp, ex N289AR. Registered on 15 February, then registered to MHS Travel & Charter Inc on 21 February.
	G650	6291	M-YGLF	TAG Aviation UK, ex N291GA. Registered on 15 February.
	G650ER	6295	N344AP	Air Products and Chemicals Inc, ex N295GA. Registered on 6 March.
Honda	N420EU	00018	N420EU	Former M-HNDA reverted back to its old registration N420EU. Registered to Honda Aviation Service Co Inc on 21 February.
Learjet	35A	35A-664	D-CDIM	Former Beta Air N640BA was recently registered to Bernd Ringelmann in Germany.
	75	45-562	G-ZNTJ	Another new Learjet 75 was delivered to Zenith Aviation Ltd. Ex N5013Y.
PC-24		102	N224WA	Registered to Pilatus Business Aircraft Ltd. 19 March, tested as HB-VSC.
		103	N84KE	Tested as HB-VSD, the US marks are reserved for Pilatus Business Aircraft Ltd.
		104	T7-LCE	Registered to Pilatus Flugzeugwerke AG 22 February as HB-VSE. Noted Stans 23 March bearing San Marino registration prior to delivery.
		105	HB-VSF	Registered to Pilatus Flugzeugwerke AG 6 March.
		106	HB-VSG	Registered to Pilatus Flugzeugwerke AG 20 March.

Credits: Tony Leggat, Stephen Rudge, Alexis Antonakis.

Bizprops



Pilatus PC-12s are known for all having a unique colour scheme of their own, some of them are looking very smart, as demonstrated by HB-FRQ (to be D-FEEL) which is ready to be delivered to its first owner. (Stans-Buochs, 28 February 2018, Stephan Widmer)

Beech	B250	BY-297	SE-MJI	Operator in Sweden now known as Babcock Scandinavia Holding AB. Addition to Scramble 464 – Page 53.
	B250	BY-298	SE-MJJ	Operator in Sweden now known as Babcock Scandinavia Holding AB. Addition to Scramble 464 – Page 53.
	B250	BY-305	M-CDBM	Ex N305BY of Textron Aviation was sold to BAE Systems Marine Ltd.
Cessna	414A	0810	N700HB	Lucky 7 Air LLC, ex SP-AMW. Registered on 27 February.
PC-12	/45	498	OH-MUG	Registered to Mugaburu S.L. 5 March, operated by Hendell Aviation Oy. Ex EC-ISH.
	/47E	1223	M-BELL	Registered to B L Bell LP Inc. 15 March. Ex M-AMAN.
	/47E	1362	F-HDBL	Registered to B & L-R as far back as 31 January. Ex SP-NWM.
	/47E	1626	OH-TRG	Ex G-RABB, cancelled to Finland 23 March. Registered to FE Services SA 26 March. Operated by Hendell Aviation Oy.
	/47E	1763	F-OSBE	Tested as HB-FQZ. Registered to Bred Cofilease 27 February, operated by St. Barth Executive. Departed Stans on delivery 28 February.

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/47E	1771	N771NG	Tested as HB-FRH, registered to Pilatus Business Aircraft Ltd. 21 February.	
/47E	1775	N775NG	Registered to Pilatus Business Aircraft Ltd. 23 February. Tested as HB-FRL.	
/47E	1776	G-PKHA	Registered to Pilatus Beheer BV 9 March. Tested as HB-FRM.	
/47E	1777	N177NX	Registered to Pilatus Business Aircraft Ltd. 12 March. Tested as HB-FRN.	
/47E	1779	N779NG	Registered to Pilatus Business Aircraft Ltd. 9 March. Tested as HB-FRP.	
/47E	1780	D-FEEL	Noted Stans 28 February as HB-FRQ test flying. The German marks are reserved.	
/47E	1782	N47NE	Tested as HB-FRS, registered to Pilatus Business Aircraft Ltd. 28 March.	
/47E	1783	HB-FRT	Registered to Pilatus Flugzeugwerke AG 26 February.	
/47E	1784	HB-FRU	Registered to Pilatus Flugzeugwerke AG 1 March.	
/47E	1785	HB-FRV	Registered to Pilatus Flugzeugwerke AG 26 February.	
/47E	1786	HB-FRW	Registered to Pilatus Flugzeugwerke AG 7 March.	
/47E	1787	HB-FRX	Registered to Pilatus Flugzeugwerke AG 19 March.	
/47E	1788	HB-FRY	Registered to Pilatus Flugzeugwerke AG 19 March.	
/47E	1789	HB-FRZ	Registered to Pilatus Flugzeugwerke AG 7 March.	
/47E	1792	HB-FSB	Registered to Pilatus Flugzeugwerke AG 28 March.	
Piaggio	P180	1188	T7-CLA	Registered to Challenge Aero AG 26 February. Ex D-IITN.
Piper	31-350	7852139	C-GRJH	Skycare Air Ambulance, ex TF-MYB. Registered on 6 February.
SOCATA	TBM-700B	219	T7-NSO	Ex HA-CIM of NeoNucleon KFT was registered into the San Marino register by the end of 2017. It is uncertain if the owner/operator remained the same.
	TBM-910	1217	D-FFUN	This brand new TBM was delivered to an unknown operator in Germany in January. Ex N910BT
	TBM-930	1128	D-FABT	Former SP-TBM of PLEK2 SP z.o.o. was recently sold to an unknown operator in Germany.

Credit: Tony Leggat.

Soviet Updates

An-2T	1G28-15	"03" yellow	Russian Air Force	TYA	08jul17	opb 110 ovtae VDV at Tula-Klokovo
An-2T	1G29-04	"02" yellow	Russian Air Force	TYA	06mar16	opb 110 ovtae VDV at Tula-Klokovo
An-2T	1G85-40	RF-90564	Russian Air Force	TYA	08jul17	coded "25" yellow; opb 110 ovtae VDV at Tula-Klokovo
An-2	1G238-40	RA-01142(2)	Virazh	rgd	15may02	canx between 16feb18 and 22mar18
An-12BP	8 34 56 07	EY-401	Asia Airways	KHI	20jan14	scrapped KHI 26/29apr17
An-12	---	CCCP-11524	Soviet Air Force			photo in all-grey c/s
An-12	---	CCCP-11718	Soviet Air Force			photo in grey c/s, carried code "34" in the rear windows
An-12	---	CCCP-11737	Soviet Air Force			photo in grey c/s
An-12	---	CCCP-11769	Soviet Air Force			photo in grey c/
An-12	---	CCCP-11839	Soviet AF/AFL c/s	photo	1963	black and white
An-12	---	CCCP-11849	Soviet Air Force	photo	1976	in Lithuania, in grey c/s
An-12	---	CCCP-11858	Soviet Air Force	photo		in grey c/s
An-12	---	CCCP-11879	Soviet Air Force	photo		in grey c/s
An-12	---	CCCP-11971	Soviet Air Force	photo		in grey c/s
An-24RV	2 73 081 01	RA-46473(2)	Pskovavia	DME	nov16	derelict; canx between 16feb18 and 22mar18
An-24RV	3 73 084 06	RA-46510	Yakutiya		15feb18	suffered engine problems en-route BQS- -Yakutsk
An-24RV	3 73 089 03	RA-46637	RusLine	GOJ	01feb18	all white, with titles
An-24RV	4 73 099 05	RA-46694	Yamal	TJM	12may15	active; seen scrapped TJM sep16
An-24RV	6 73 106 01	RA-47352	Yakutiya	Nyu	01jul15	with titles; l/n IKT 24mar18
An-26	85 10	RF-95670	Russian Air Force	no	reports	opb 929 GLITs at Chkalovski; ex RA-46007
An-26	101 07	RF-92955	Russian Air Force	w/o	06mar18	500 meter short of Latakia-Hmeimim runway
An-28	1AJ 006-08	RA-28701(2)	not known	rgd	10nov17	canx between 16feb18 and 22mar18
An-32RE	04 03	KA2698	Indian Air Force	DEL	12mar18	
An-32RE	05 03	KA2708	Indian Air Force	DEL	26mar18	
An-32RE	25 07	KA3074	Indian Air Force		26mar18	location unknown
M28	AJE 003-46	D-CPDB	PD AIR Operation	res	28sep17	f/n SCN 22feb18
An-32B	34 04	HK-4833	Aer Caribe	dam	10jun17	at Tarapaca and abandoned there, used for spares
An-72	365 720 91 815	RF-72948	Russian Air Force		mar18	location withheld
An-72	365 720 91 837	RF-90318	Russian Air Force		21feb18	location withheld; coded "45" red
An-148-100	27015043026	RA-61726	Russian Air Force	OVB	05oct17	c/n now confirmed
Il-14P	14 803 010	DM-SAD (2)	Interflug		feb18	at Technikpark Grimmen, in fake c/s; ex SP-FNM
Il-20M	174 0116 02	RF-75936	Russian Air Force	Pus	dec17	l/n 16jan18; c/n from russianplanes.net
Il-28U	6 4 0071 20	"72"	Soviet Air Force	photo	1970s	opb Barnaulskoye VVAUL in the 1970s
Il-38	0890 105 09	RF-75333	Russian Navy	PKC	25apr17	coded "05" red; l/n PKC 27feb18
Il-76MD	00334 48382	76565	Ukraine Air Force	trf	1992	scrapped at Kryvy Rih, rear fuselage cut off by 27feb18
Il-76TD	00534 64934	RA-76463(2)		rgd	15feb18	see c/n 0013432960; ex ER-IAN
Il-76TD	00634 70088	ER-IAX	Oscar Jet	JUB	25jan17	canx between 14jan18 and 22mar18
Il-76MD-M	00734 79374	76746	Russian Air Force	ZIA	may16	l/n ZIA 04aug17; h/o 13mar18 at ZIA
Il-76TD	00834 85561	RA-76750	Abakan Avia n/t	EBB	30may17	canx between 16feb18 and 22mar18
Il-76TD	10334 18596	ER-IAY	Oscar Jet	FJR	25mar18	was canx between 14jan18 and 22mar18
MC-21-300	21003	--	primer	r/o	25mar18	the second prototype, with PW1400G-JM engines
Ka-52	---	6617	Egyptian Air Force	Asp	16mar18	in sand/ochre camo c/s with light grey underside
L-410UVP	82 07 37	145	Latvian Air Force		mar18	pres. Lielvarde (N56.791005 E24.849794) since jun17
L-410UVP-E	90 24 39	S5-BBP	Lipican AER d.o.o	no	reports	ex OK-ASA
L-410UVP-E20	30 16	RA-67062(2)	unknown	rgd	19feb18	ex OK-JPO
L-410UVP-E20	31 02	RA-67058(2)	unknown	rgd	19feb18	ex OK-JPU
L-410UVP-E20	31 07	RA-67061(2)	Khabarovskiy Avia	rgd	19feb18	ex OK-JPZ
L-410UVP-E20	31 16	OK-JRE	Aircraft Industries	rgd	20feb18	
Mi-1T	7 7 027 09	CCCP-20225	AFL/West Siberia	w/o	02oct62	MTOW exceeded and CoG out of the envelope
Mi-2	54 4337 085	UR-EXH	Motor Sich	rgd	26feb18	
Mi-2	52 9805 056	UR-20360	Avialinii Ukrayiny		04apr07	handed over to ViAZ at Vinnytsya for overhaul

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Mi-2	52 9913 086	UR-20277(2)	Avialinii Ukrayiny	04oct06	handed over to ViAZ at Vinnytsya for overhaul
Mi-2	52 9946 106	UR-15611	Avialinii Ukrayiny	04oct06	handed over to ViAZ at Vinnytsya for overhaul
Mi-2	5210502 127	UR-14167	Avialinii Ukrayiny	04apr07	handed over to ViAZ at Vinnytsya for overhaul
Mi-2	5410524 028	UR-14183	Universal Avia	04apr07	handed over to ViAZ at Vinnytsya for overhaul
Mi-2	---	71	Libyan Air Force	photo 09jan18	in green/sand camo c/s with light blue belly
Mi-4	02 23	CCCP-L71	AFL/MOW MAG SPiVS	mfd 1956	on charge as of 01jun56
		CCCP-L71	AFL/East Siberia	trf 01oct56	w/o details unknown; struck off charge 23nov56
Mi-4	05 23	CCCP-L79	AFL/MOW MAG SPiVS	mfd 1956	on charge as of 01jun56
		CCCP-31479	AFL/East Siberia	rgd 1958 ?	photo exists; w/o details unknown; soc 17aug63
Mi-4	06 23	CCCP-L34	AFL/East Siberia	toc 01apr56	
		CCCP-31434	AFL/East Siberia	rgd 1958 ?	struck off charge 31dec71 as life-time expired
Mi-4	07 25	CCCP-L95	AFL/West Siberia	toc mar56	dbr, details unknown; struck off charge 21apr56
Mi-4	08 25	CCCP-L35	AFL/East Siberia	toc 01apr56	dbr, details unknown; struck off charge 04feb58
Mi-4	02 27	CCCP-L68	AFL/West Siberia	toc 19mar56	dbr, details unknown; struck off charge 04feb58
Mi-4	12 55	CCCP-L0541	AFL/Sasovo Fl.Sch.	toc 16nov57	
		CCCP-31541	AFL/Privolzhsk	trf 22sep65	struck off charge 28mar77 as life-time expired
Mi-4	15 55	CCCP-L0543	AFL/Far East	toc 15feb58	
		CCCP-31543	AFL/Magadan	dbr 03aug61	on an ambulance flight; soc 16jan62; c/n known now
Mi-4	16 55	not known	Soviet Air Force ?	mfd 1958	
		CCCP-31545	AFL/Vyborg ATU GA	trf 31may66	struck off charge 27dec73 as worn out
Mi-4	17 55	CCCP-L0544	AFL/Yakutiya	toc 10apr58	opb 140 AO Yakutskoi OAG GVF
		CCCP-31544	AFL/Yakutiya	rgd nov58	struck off charge 24dec75 as life-time expired
Mi-4	04 56	not known	Soviet Air Force	mfd 1958	
		CCCP-31506	AFL/Leningrad	trf 01jan73	struck off charge 04apr75 as life-time expired
Mi-4	12 58	CCCP-L0546	AFL/Yakutiya	toc 10apr58	dbr, details unknown; struck off charge 31oct58
Mi-4	17 60	CCCP-31423	AFL/Northern	toc 20apr58	became a Mi-4A later
		CCCP-31423	AFL/Leningrad	trf 01jan83	struck off charge 30dec76 as life-time expired
Mi-4	20 60	CCCP-31391	AFL/Yakutiya	toc 02aug58	struck off charge 27oct72 as life-time expired
Mi-4A	10 62	CCCP-31393	AFL/Yakutiya	toc 05jul58	struck off charge 22jun78 as life-time expired
Mi-4	04 63	not known	Soviet Air Force ?	mfd apr58	
		CCCP-31428	AFL/Turkmenistan	toc 08oct60	dbr, details unknown; struck off charge 28dec66
Mi-4A	13 64	CCCP-31401	AFL/Magadan	toc 01nov58	struck off charge 09jan64 as worn out; c/n known now
Mi-4A	14 64	CCCP-31408	AFL/East Siberia	mfd jun58	toc 14sep58; soc 07sep73 as life-time expired
Mi-4A	16 64	CCCP-31405	AFL/Yakutiya	toc 09sep58	soc 30sep75 as -time expired; c/n known now
Mi-4A	17 64	CCCP-31396	AFL/Yakutiya	toc 20sep58	struck off charge 13aug74 as worn out
Mi-4A	19 64	CCCP-31399	AFL/Magadan	dbr 11sep63	on a flight from Anadyr; struck off charge 09jan64
Mi-4A	20 64	CCCP-31407	AFL/Magadan	toc 01nov58	struck off charge 27mar62
Mi-4A	01 65	CCCP-31402	AFL/Yakutiya	toc 09sep58	destroyed by fire at Chulman 20nov64; soc 08jan65
Mi-4A	03 65	CCCP-31404	AFL/Far East	toc 10oct58	struck off charge 22sep78 as life-time expired
Mi-4A	06 65	CCCP-31409	AFL/Magadan	toc 01nov58	struck off charge 23aug78 as life-time expired
Mi-4A	08 65	CCCP-31412	AFL/Krasnoyarsk	toc 22sep58	dbr, details unknown; struck off charge 12dec63
Mi-4A	10 65	CCCP-31400	AFL/Magadan	toc 01nov58	struck off charge 23aug78 as life-time expired
Mi-4A	15 65	CCCP-31406	AFL/Magadan	dbr 09aug62	on an ambulance flight; c/n known now
Mi-4P	10 67	CCCP-31414	AFL/North Kavkaz	toc 27mar59	opb Adlerskaya AE from jan60
		CCCP-31414	AFL/Kremenchug FS	trf 01jan71	soc 23mar79 as life-time expired; c/n known now
Mi-4P	11 67	CCCP-31415	AFL/GosNII GVF	toc 09feb59	
		CCCP-31415	AFL/Arkhangelsk	trf 01jan73	struck off charge 27feb79 as life-time expired
Mi-4P	12 67	CCCP-31416	AFL/North Kavkaz	toc 14mar59	photo exists; soc 01jul75 as life-time expired
Mi-4P	13 67	CCCP-31417	AFL/North Kavkaz	toc 26mar59	dbr, details unknown; struck off charge 07jul67
Mi-4P	15 67	CCCP-31419	AFL/Moscow SPiMVL	toc 01mar59	
		CCCP-31419	AFL/Kremenchug FS	trf 01apr71	struck off charge 28apr79 as life-time expired
Mi-4P	17 67	CCCP-66860	AFL/Moscow SPiMVL	toc 01apr59	
		CCCP-66860	AFL/Privolzhsk	trf 24jan75	struck off charge 23mar79 as life-time expired
Mi-4A	03 89	CCCP-66924	AFL/West Siberia	toc 01mar60	struck off charge 27oct72 as life-time expired
Mi-6	103 04 06V	"69" red	Soviet Air Force	no reports	c/n painted on the tailboom as '0406'
Mi-8P	87 11	RA-22975	Vityaz-Aero	dam 19mar18	rolled over onto its left side on an emergency landing
Mi-8T	9 83 15099	RA-22793	KrasAvia	dam 24feb18	came down hard and rolled over onto its left side
Mi-8T	9 85 20154	RA-22907	Yamal	SLY jan18	
Mi-8T	9 86 25174	RA-24408	Vityaz-Aero	rgd 29apr14	f/n Nikolayevka 16mar18
Mi-8T	9 89 41711	RA-24152	Vologda Aviation Ent.	dam 21feb18	when collided with a lone tree shortly after take-off
Mi-8T	9 89 43854	RA-25192	not known	rgd 21mar18	
Mi-8MTV-1	9 7438	RA-22587(2)	not known	rgd 12feb18	see c/n 7878
Mi-8MTV-1	9 7439	RA-22588(2)	not known	rgd 12feb18	see c/n 7880
Mi-8MTV-1	9 7440	RA-22595(2)	not known	rgd 12feb18	see c/n 7890
Mi-171	59489617517	B-70ZS	Qingdao Helicopter	rgd 06mar18	Qingdao Helicopter Aviation Co. Ltd.; ex UR-CRF
Mi-171	59489617530	B-70ZT	Qingdao Helicopter	rgd 06mar18	Qingdao Helicopter Aviation Co. Ltd.; ex UR-CRH
Mi-171Sh	171S00060502505U	411	Bangladesh Air Force	DAC 14mar18	c/n known now
Mi-171P	171P00604073403U	B-70ZQ	Qingdao Helicopter	rgd 24feb18	Qingdao Helicopter Aviation Co. Ltd.; ex UR-CRE
Mi-8AMT	8AMT00643177563U	RA-22755(2)	Konvers-Avia	rgd 15feb18	
Mi-8AMT	8AMT00643177564U	RA-22759(2)	Konvers-Avia	rgd 15feb18	
Mi-8AMTSh	---	RF-29175	FSB	GDX 19jul17	with 'dolphin' nose and clam-shell doors
Mi-8MT	---	RF-95545	Russian Air Force	photo nov17	coded "433" white
Mi-171E	---	LH911718	Chinese Army	photo mar18	ex LH937xx; opb Xinjiang Brigade
Mi-171E	---	LH921761	Chinese Army	photo feb18	ex LH927xx; opb Xizang Brigade
Mi-17V-5	---	LH971710	Chinese Army	photo feb18	ex LH937xx; opb 76th Brigade
Mi-17V-5	---	LH971713	Chinese Army	photo feb18	ex LH937xx; opb 76th Brigade

Mi-171E	---	LH971720	Chinese Army	photo	feb18	ex LH937xx; opb 76th Brigade
Mi-171E	---	LH982703	Chinese Army	photo	feb18	ex LH9127xx; opb 121st Brigade
Mi-171E	---	LH982716	Chinese Army	photo	feb18	ex LH9127xx; opb 121st Brigade
Mi-171E	---	LH982718	Chinese Army	photo	feb18	ex LH9127xx; opb 121st Brigade
Mi-171E	---	LH993726	Chinese Army	photo	feb18	ex LH9107xx; opb 73rd Brigade
Mi-171Sh	---	GHF696	United Nations	BYK	sep16	in full all-white UN c/s, coded '475'
Mi-171	---	6W-HTA	Senegal Air Force	w/o	14mar18	on a flight from Ziguinchor to Dakar
Mi-24D	353246 16 07048	not known	Soviet Army Aviation	mfd	1976	mentioned in a document
Mi-24D	353246 26 09178	"08"	Soviet Army Aviation	mfd	1976	mentioned in a document
Mi-24V	353242 27 05268	not known	Soviet Army Aviation	mfd	1977	mentioned in a document
Mi-24V	353242 10 14251	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 20 14748	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 20 15135	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 20 15261	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 30 15283	not known	Soviet Army Aviation	mfd	07jul80	trf in 1992 to the Ukraine Army Aviation
Mi-24V	353242 30 15297	not known	Soviet Army Aviation	mfd	29jul80	trf in 1992 to the Ukraine Army Aviation
Mi-24V	353242 30 15354	not known	Soviet Army Aviation	mfd	30jul80	trf in 1992 to the Ukraine Army Aviation
Mi-24V	353242 30 15358	not known	Soviet Army Aviation	mfd	30jul80	trf in 1992 to the Ukraine Army Aviation
Mi-24V	353242 30 15414	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15428	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15432	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15437	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15451	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15481	"58"	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15482	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 30 15497	not known	Soviet Army Aviation	mfd	1980	opb 288 obvp at Nivenskoye
Mi-24V	353242 40 15819	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 40 15913	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 40 15968	not known	Soviet Army Aviation	mfd	1980	opb 112 obvp at Nerchinsk; lost 10aug89
Mi-24V	353242 40 16017	not known	Soviet Army Aviation	mfd	1980	mentioned in a document
Mi-24V	353242 11 16157	not known	Soviet Army Aviation	mfd	1981	trf in 1992to the Ukraine Army Avn and was at Konotop
Mi-24V	353242 11 16320	not known	Soviet Army Aviation	mfd	1981	
Mi-24V	353242 11 16327	not known	Soviet Army Aviation	mfd	1981	mentioned in a document
Mi-24V	353242 11 16328	not known	Soviet Army Aviation	mfd	27jul81	
Mi-24P	353243 41 16263	not known	Ukraine Army Aviation	trf	1992	contract for overhaul by Motor Sich signed 25may17
Mi-24P	353243 42 16951	not known	Soviet Army Aviation	mfd	1982	based in Afghanistan in the 1980s
Mi-24P	353243 27 24676	RF-91056	Russian Air Force	Tzk	2017	code "21" yellow
Mi-24P	353243 28 25931	"40" yellow	Ukraine Army Aviation	trf	1992	w/o 02may14 when was hit SAM; c/n known now
Mi-24P	353243 28 25962	"09" yellow	Ukraine Army Aviation	DNK	15mar14	w/o 02may14 when was hit by an anti-tank guided
Mi-24P	353243 38 26271	"02" yellow	Ukraine Army Aviation	trf	1992	f/n Slavyansk 02may14; c/n known now
Mi-24VP	353248 49 10287	"06" yellow	Ukraine Army Aviation	trf	1992	f/n Slavyansk 02may14; c/n known now
Mi-24D+	220 574	574	Hungarian Air Force		16mar18	pres on a roundabout at Szolnok (N47.1640 E20.2026)
Mi-24V	830 708	6W-HCA	United Nations	BGF	feb18	coded "UN-308P"
Mi-24P	---	RF-91836	Russian Air Force	PKC	09sep14	coded "02"
Mi-24	---	968	Sudanese Air Force		photo	in olive drab/khaki camo c/s with light blue underside
Mi-24P	---	"21" blue	Turkmen Air Force	photo	27oct17	in the Independence Day parade over Ashgabat
Mi-24P	---	"23" blue	Turkmen Air Force	photo	27oct17	in the Independence Day parade over Ashgabat
RRJ-95B	95 141	RA-89102	Aeroflot	rgd	01mar18	named 'Semyon Dezhnyov' after a Russian explorer
RRJ-95LR	95 150	RA-89093	Azimuth	rgd	06mar18	h/o 12mar18 ferried ZIA to ROV the same day
RRJ-95B	95 156	89111	primer	f/f	20feb18	ferried via OVB probably to ULY 24mar18
RRJ-95B	95 157	97012(5)	primer	f/f	02mar18	ferried via OVB to ZIA 14mar18
RRJ-95B	95 158	89112	primer	f/f	15mar18	
Tu-16	3 2 001 03	"03" red	Soviet Air Force	photo		GIA at the AVATU technical college at Achinsk
Tu-16	4 2 003 02	"15"	Soviet Air Force	photo		GIA at the AVATU technical college at Achinsk
Tu-16	4 2 012 07	"58"	Soviet Air Force	photo		probably in light grey c/s
Tu-16	5 2 025 10	"29"	Soviet Air Force	photo	1972	GIA at Michurinsk
Tu-16	5 2 028 07	"55"	Soviet Air Force	photo		GIA at the AVATU technical college at Achinsk
Tu-16	6 2 032 10	"85"	Soviet Air Force	photo		in natural metal c/s
Tu-16	6 2 033 12	"09"	Soviet Air Force	photo		GIA, possibly by ChVVAUSh
Tu-16	7 2 038 22	"47"	Soviet Air Force	photo		in natural metal c/s
Tu-16	1 88 09 05	no code ?	Soviet Air Force	photo		GIA at the AVATU technical college at Achinsk
Tu-16	1 88 25 20	"04"	Soviet Air Force	photo		in light grey c/s with dark grey top
Tu-16R	1 88 33 20	"05"	Soviet Air Force	photo		in natural metal c/s
Tu-16	5 4 000 01	"08" red	Soviet Air Force	photo	1970s	GIA at the AVATU technical college at Achinsk
Tu-124Sh	2 35 00 03 ?	"50" black	Soviet Air Force	Lum	nov14	pres. in museum of ARZ at Lugansk-Ostraya Mogila
Tu-124Sh	4 35 02 05	not known	Soviet Air Force	photo	1970s	opb 46 uap Voroshilovgradskogo VVAUSh
Tu-124Sh	6 35 05 05	not known	Soviet Air Force	photo	1972	opb 604 uap Chelyabinskogo VVAUSh
Tu-124Sh	8 35 07 04	"23" red	Soviet Air Force	photo	1970s	opb 652 uap Tambovskogo VVAUL at Tambov
Tu-124Sh	---	"05" blue	Soviet AF/PVO	photo	1970s	opb 163 ouae Stavropolskogo VVAULSh
Tu-124Sh	---	"37" blue	Soviet AF/PVO	photo	1970s	opb 163 ouae Stavropolskogo VVAULSh
Tu-124Sh	---	"52" red	Soviet Air Force	photo	1970s	opb 46 uap Voroshilovgradskogo VVAUSh
Tu-124Sh	---	"53" red	Soviet Air Force	b/u	oct06	was preserved at Novomichurinsk (near Ryazan)
Tu-124Sh	---	"55" red	Soviet Air Force	photo	1968	initially opb 604 uap Chelyabinskogo VVAUSh
Tu-124Sh	---	"56" red	Soviet Air Force	photo	1970s	opb 46 uap Voroshilovgradskogo VVAUSh
Tu-124Sh	---	"84" blue	Soviet AF/PVO	photo	1970s	
Tu-134A-3	63158	RA-65979	FSB	CKL	apr17	canx between 16feb18 and 22mar18

Tu-134Sh	---	RF-66028	Russian Air Force	photo	2018	coded "41" red
Tu-134Sh	---	RF-66043	Russian Air Force	MHP	21feb18	with blue lightning bold c/s, also coded "32"
Tu-154M	89A820	RA-85001(2)	Rossiya	VKO	aug13	reported scrapped 2014
Tu-154M	93A952	RA-85770	Alrosa	NOZ	19jul14	stored; canx between 16feb18 and 22mar18
Yak-12	---	CCCP-22348	Aeroflot	photo		with cheatline and small titles behind the engine
Yak-18A	---	CCCP-81425	Aeroflot	photo		
Yak-18A	---	CCCP-81439	Aeroflot	photo		
Yak-18A	---	CCCP-81456	Aeroflot	photo		
Yak-18A	---	CCCP-82817	AFL/Sasovo Flying School	photo		coded "05"
Yak-18A	---	CCCP-82874	Aeroflot	photo		
Yak-18T/36	03 36	RA-44293(2)	GA AON	mfd	29dec07	canx between 16feb18 and 22mar18
Yak-18T/36	13 36	RA-44303(2)	GA AON	mfd	29mar08	canx between 16feb18 and 22mar18
Yak-18T/36	14 36	RA-44304(2)	GA AON	mfd	17apr08	canx between 16feb18 and 22mar18
Yak-18T/36	17 36	RA-44307(2)	GA AON	mfd	31may08	canx between 16feb18 and 22mar18
Yak-18T/36	18 36	RA-44308(2)	BLU GA	mfd	20jun08	canx between 16feb18 and 22mar18
Yak-18T/36	19 36	RA-44309(2)	BLU GA	mfd	25jun08	canx between 16feb18 and 22mar18
Yak-18T/36	20 36	RA-44310(2)	BLU GA	mfd	26jun08	canx between 16feb18 and 22mar18
Yak-18T/36	21 36	RA-44311(2)	BLU GA	mfd	15jul08	canx between 16feb18 and 22mar18
Yak-18T/36	36 36	RA-44326(2)	GA AON	mfd	10feb09	canx between 16feb18 and 22mar18
Yak-18T/36	37 36	RA-44327(2)	GA AON	mfd	20feb09	canx between 16feb18 and 22mar18
Yak-18T/36	38 36	RA-44328(2)	GA AON	mfd	26feb09	canx between 16feb18 and 22mar18
Yak-18T/36	39 36	RA-44329(2)	GA AON	mfd	26feb09	canx between 16feb18 and 22mar18
Yak-18T/36	40 36	RA-44330(2)	GA AON	mfd	06mar09	canx between 16feb18 and 22mar18
Yak-18T/36	41 36	RA-44331(2)	GA AON	mfd	12mar09	canx between 16feb18 and 22mar18
Yak-18T/36	42 36	RA-44332(2)	GA AON	mfd	17apr09	canx between 16feb18 and 22mar18
Yak-18T/36	43 36	RA-44333(2)	GA AON	mfd	20mar09	canx between 16feb18 and 22mar18
Yak-18T/36	55 36	RA-44345(2)	GA AON	mfd	31jul09	canx between 16feb18 and 22mar18
Yak-18T/36	56 36	RA-44346(2)	GA AON	mfd	05aug09	canx between 16feb18 and 22mar18
Yak-18T/36	57 36	RA-44347(2)	GA AON	mfd	28aug09	canx between 16feb18 and 22mar18
Yak-18T/36	58 36	RA-44348(2)	GA AON	mfd	28aug09	canx between 16feb18 and 22mar18
CJ6A	---	81202	Chinese Navy	photo		1st Training Regiment, based at Huludao; coded '22'
CJ6A	---	81208	Chinese Navy	photo		1st Training Regiment, based at Huludao; coded '28'
CJ6A	---	81303	Chinese Navy	photo		1st Training Regiment, based at Huludao; coded '33'
PT-6	---	JW9108 ?	Tanzanian Air Force	photo	feb18	in brown c/s, no markings apart from '08'
PT-6	---	JW9109 ?	Tanzanian Air Force	photo	feb18	in brown c/s, no markings apart from '09'
PT-6	---	JW9110 ?	Tanzanian Air Force	photo	feb18	in brown c/s, no markings apart from '10'
Y5B(D)	10 37	B-8065	Dipingxian HZA	Szl	25jan18	Dipingxian (Horizon) General Aviation
Y5B(D)	10 45	B-8246	Huaxiang Gen. Aviation.	Szl	25jan18	
Y5B(D)	11 08	B-50AQ	Jiyuan General Aviation	rgd	06apr16	f/n Shijiazhuang-Luancheng 25jan18
Y5B(D)	11 09	B-50AR	Jiyuan General Aviation	rgd	06apr16	f/n Shijiazhuang-Luancheng 25jan18
Y5	---	B-00MZ	all white, n/t	Szl	25jan18	
Y5	---	B-00NV	all white, n/t	Szl	25jan18	with small '17' on its tail
Y7G	---	55017	Chinese Air Force	photo	16jan18	ex B-601x; opb Central Theatre Command
Y12C	---	B-4163	Civ Aviation Adm China	NAY	27apr17	Aerial survey aircraft with observation window

PH register

Newly registered aircraft:

PH-AIJ	Piper PA-34-200T	34-7870029	10jan18	Ex PH-AIJ, N999LK, PH-AIJ, LN-AKP, N9030K.
PH-ATP	ATR72-212A	558	18dec17	Ex D4-CCC, M-LDME, B-22805, F-WQIU, F-WWLN.
PH-AVW	Robinson R44 II	13066	21dec17	A.F.C. van Westerop. Ex OO-VER, D-HALD.
PH-BHN	Boeing 787-9	42491	25jan18	KLM. Ex N1003M.
PH-CYP	Pilatus PC-12/47E	1687	16feb18	SMT Shipping. Ex (OO-SMT), HB-FWE.
PH-CZM	Cameron A-400	10164	17jan18	Ex PH-CZM, OO-BZM.
PH-EXR	Embraer 170-200STD	17000697	09nov17	KLM Cityhopper BV. Ex PR-EHH.
PH-EXS	Embraer 170-200STD	17000702	18dec17	KLM Cityhopper BV. Ex PR-EHV.
PH-EXT	Embraer 170-200STD	17000707	30jan18	KLM Cityhopper BV. Ex PR-EIH.
PH-EXU	Embraer 170-200STD	17000708	21feb18	KLM Cityhopper BV. Ex PR-EIN.
PH-EXV	Embraer 190-100STD	19000750	22feb18	KLM Cityhopper BV. Ex PR-EIY.
PH-EXY	Embraer 190-100STD	19000751	23mar18	KLM Cityhopper BV. Ex PR-EKB.
PH-FCF	Socata TB-20 Trinidad	957	21dec17	Air Waterland. Ex EC-FCF, F-GKUJ.
PH-KZH	Fokker 70	11583	10nov17	Ex P4-FKC, PJ-FKC, PH-KZH.
PH-LEF	Cessna 182Q	182-67283	21dec17	Ex PH-LEF, N4645N.
PH-LSH	Fire Balloons G	1074	02feb18	Ex D-ORUI.
PH-MBO	Diamond DA62	62.050	14feb18	Ex OE-FDR.
PH-OMP	Piper PA-28-181	28-7890124	12jan18	Dynamic Aviation. Ex G-EOMP, D-EOMP, N47721.
PH-RFF	Pietenpol B-4A Aircamp	074NL001	08dec17	NVAV number 249.
PH-SLC	Vulcanair P68 Observer	466-36/OB2	26jan18	Slagboom & Peeters Aerial Surveys. Ex OY-ILS.
PH-SND	Cameron Z-160	10578	13feb18	Ex PH-SND.
PH-SYN	Ultramagic M-105	105/142	22nov17	Ex F-GSYN.
PH-TOT	Staaken Z21 Flitzer	6	12jan18	Ex G-FLIZ, painted as "D694".
PH-TTR	EC135P3H (Airbus H135)	20141	02jan18	ANWB Medical Air Assistance. Ex D-HECK.
PH-7N7	Nirvana Rodeo 125	616780	15dec17	
PH-1598	Schempp-Hirth Discus bT	117	16jan18	Ex D-KHYN.
PH-1600	Diamond HK-36TTC	36.680	18dec17	Ex OE-9494.
PH-1603	Schempp-Hirth Discus-2cT	6	19feb18	Ex D-KTJX, converted from D-8023 Discus 2c c/n 5.

Change of ownership:

PH-ACG	Fokker S.11-1	6279	02573	04dec17
PH-ANJ	Cessna 150M	15077028	04269	19dec17
PH-ANJ	Cessna 150M	15077028	04269	25jan18
PH-BEH	Cessna 182P	18262728	08310	06dec17
PH-BEH	Cessna 182P	18262728	08310	29jan18
PH-BVL	Cessna F172N	1868	02946	02nov17
PH-BVL	Cessna F172N	1868	02946	18dec17
PH-CJC	Piper PA-28-181	28-8116202	06155	02feb18
PH-COP	SOCATA TB-10	2113	06155	11dec17
PH-EDD	Piper PA-28-161	28-8116202	05688	02feb18
PH-ENK	Robinson R44 Raven II	12641	07985	12dec17
PH-ENK	Robinson R44 Raven II	12641	07985	30jan18
PH-ESV	Cameron O-140	10062	06040	02nov17
PH-HGL	Sequoia F-8L Falco	001	06705	06dec17
PH-KZB	Fokker 70	11562	05155	18dec17
PH-KZI	Fokker 70	11579	05348	05dec17
PH-KZL	Fokker 70	11536	05841	07dec17
PH-KZM	Fokker 70	11561	05891	07dec17
PH-KZP	Fokker 70	11539	06300	22nov17
PH-KZS	Fokker 70	11540	07487	01dec18
PH-KZU	Fokker 70	11543	07381	18dec17
PH-LAP	Fire Balloons G	1282	07166	01dec17
PH-LUX	Piper PA-46-350P	4636011	07263	14nov17
PH-NIN	Van's RV-3A	01	07757	26jan18
PH-NVK	Cessna 340A	340A-1018	04373	19dec17
PH-PIX	SA226T Merlin IIIA	T-267	07162	06dec17
PH-REP	CZAW SportCruiser	08SC172	07288	02feb18
PH-SGG	Slingsby T67C	2099	06166	04jan18
PH-SRN	Piper PA-28-151	28-7615053	02385	30jan18
PH-TSN	Diamond DA42 Twin Star	42.017	06724	18dec17
PH-TYD	Piper PA-28-140	28-7325421	07287	11jan18
PH-ZZU	Alpi Aviation Pioneer 400	018	08411	24nov17
PH-2X8	Air Creation Mild GT 582 ES	0113	20460	29jan18
PH-4J9	Tecnam P2002 Sierra	484	07789	27feb18
PH-7V3	G-Force Corsair 180	MFL 318	08398	08dec17
PH-7V4	Nirvana Instinct	2014105	08393	16jan18
PH-8G3	Adventure X-Tiger	41393	07914	10jan18
PH-8J6	Fresh Breeze Bulli-X	1141	07815	01nov18
PH-8P4	Fresh Breeze XCitor	188	21020	12jan18
PH-9X8	Fresh Breeze Monster	222	20691	29jan18
PH-482	Glasflügel H-201B	504	02121	24jan18
PH-514	Pilatus B4-PC11AF	178	07615	23jan18
PH-588	Schempp-Hirth HS-7	39	02619	13feb18
PH-737	Schleicher ASW-20CL	20741	03343	05feb18
PH-857	Glasflügel H-303B	186	03937	31jan18
PH-1060	Schleicher ASH-26E	26064	05221	02nov17
PH-1171	Schempp-Hirth Duo Discus	219	05766	27feb17
PH-1186	Sportavia SF25C Falke	44181	05848	01nov17
PH-1186	Sportavia SF25C Falke	44181	05848	31jan18
PH-1291	Schempp-Hirth Nimbus 2B	134	06389	12dec17
PH-1291	Schempp-Hirth Nimbus 2B	134	06389	13feb18
PH-1315	Eiri PIK-20B	20128C	06677	23jan18
PH-1405	Schleicher ASW 27-18 E	29538	07216	08jan18
PH-1424	Schempp-Hirth Discus 2cT	80	07374	10jan18
PH-1429	Schleicher ASW 20 CL	20731	07323	11dec17
PH-1429	Schleicher ASW 20 CL	20731	07323	29jan18
PH-1455	Schleicher ASH 25E	25108	07526	15feb18
PH-1456	Schempp-Hirth Discus bT	37	07536	11jan18
PH-1556	Elan DG-300 Elan	3E226	08449	23jan18

Cancelled from register:

PH-ACE	Beech 300 King Air	FA-80	07322	03jan18	To N300HH.
PH-ATC	ATR72-212A	1342	09823	12feb18	To (CX-URA), PR-AKI.
PH-ATD	ATR72-212A	1360	09728	22feb18	To (CX-URB), PR-AKJ.
PH-AWG	Tecnam P2008 JC	1067	09364	10jan18	To Germany.
PH-BFF	Boeing 747-406 SCD	24202	04019	02feb18	Wfu. Parted-out at Twente.
PH-BFR	Boeing 747-406 SCD	27202	04802	11dec17	Wfu. Parted-out at Twente.
PH-CCA	SOCATA TB-20	2059	06823	20dec17	To Germany.
PH-CCD	Diamond DA42 Twin Star	42.332	07273	01feb18	To G-SUEM.
PH-CRI	Colomban MC-15 Cri-Cri	2	04679	01dec17	To G-XCRI.
PH-ELX	DHC-8-102	361	09756	13nov17	To (5Y-SMP), 5Y-MHD.
PH-GTS	Cirrus SR20	1765	07312	21dec17	To Germany.
PH-GUU	Boeing 737-8EH	39607	08746	06nov17	To PR-GUU.
PH-HBF	SGAviation Century	S5-01S0047	08688	17jan18	To Latvia.
PH-HSR	Boeing 737-8KN	40236	09544	01nov17	To A6-FDF, EI-FED, VT-JTN.
PH-ILS	SOCATA TB-10	530	07024	17jan18	To Germany.

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PH-KZA	Fokker 70	11567	05154	03nov17	To Papua New Guinea.
PH-KZB	Fokker 70	11562	05155	01feb18	To 5B-DDG.
PH-KZK	Fokker 70	11581	05349	08dec17	To 5Y-JWF.
PH-KZL	Fokker 70	11536	05841	14dec17	To 5B-DDA.
PH-KZM	Fokker 70	11561	05891	04jan18	To 5B-DDB.
PH-KZP	Fokker 70	11539	06300	27feb18	To Peru.
PH-KZS	Fokker 70	11540	07487	09feb18	To Peru.
PH-PVR	Cirrus SR22T	189	07780	07feb18	To Guernsey.
PH-RMR	Ruschmeyer R90-230RG	003	08091	01dec17	To Germany.
PH-ROA	WAR FW-190 A1	209	08757	03nov17	Wfu. Nosestand after landing at Hoogeveen 13 February 2017.
PH-SET	Piper PA-28-161	2816059	07502	20feb18	To Switzerland.
PH-STT	Cessna 172S	172S8898	07234	03nov17	To 4O-TED.
PH-UWE	Pitts (Wolf) Samson II	WS-002	07548	04jan18	To N985TJ.
PH-WBO	Kubicek BB40Z	702	07446	16feb18	To Slovenia.
PH-ZZF	Cessna T207A	207-00747	05552	02feb18	To Latvia.
PH-4E2	Aerospool Dynamic WT9	DY-297/2009	20925	20dec18	To Sweden.
PH-4K5	AirLony Skylane	2	07922	08jan18	To France.
PH-4K7	Tecnam P-92 Echo	1471	08153	26jan18	To Germany.
PH-8Y3	Fresh Breeze Monster	761	20917	28nov17	To Poland.
PH-414	Schleicher K-8B	8809	01589	19jan18	To G-CLUG.
PH-615	Rolladen-Schneider LS-3	3085	02661	17jan18	To Germany.
PH-853	Scheibe SF-25C	44229	03835	31jan18	To Germany.
PH-868	Rolladen-Schneider LS-6A	6066	03928	02feb18	To Germany.
PH-938	PZL Bielsko SZD-22B	unknown	07577	23nov17	To OE-0536.
PH-973	Glaser-Dirks DG-500	5E75T31	04638	10jan18	To Germany.
PH-1066	Grob G102 Astir CS	1439	05094	02nov17	Wfu. Damaged in landing near Zwolle/Wapenveld, 21 July 2017.
PH-1211	Schempp-Hirth Duo Discus T	19/273	06010	14dec17	To Germany.
PH-1212	Grob G103 Twin Astir	3139	05988	30jan18	To Poland.
PH-1236	Grob G102 Astir CS Jns	2166	06082	31jan18	To Germany.
PH-1388	Scheibe SF-25C Falke	44619	09237	20nov17	To Germany.
PH-1413	SZD-9bis 1E	P-463	07302	30nov17	To Denmark.
PH-1425	Schempp-Hirth Ventus-2cT	214	07354	31jan18	To OY-XCH.
PH-1485	Schempp-Hirth Nimbus-3DM	17/40	07746	05jan18	To Germany.

Additions, corrections and news:

PH-TOT Staaken Z21 Flitzer Registered with c/n PFA 223-131115. Built by G.L. Brown in 1999.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl.

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Dutch Spotters Convention

Saturday 21 April 2018
10:00 - 16:00 hours
Worldhotel Wings Rotterdam

On Saturday 21 April 2018, we will organize an aviation convention again. This gathering of aviation enthusiasts first took place in 1996 and is known as the Dutch Spotters Convention (D.S.C.). For years it has been the place in the Netherlands to trade, sell or exchange all kinds of aviation related collectables.

The aviation convention will be held again at Rotterdam The Hague Airport, in the Worldhotel Wings Rotterdam, located at Rotterdam Airportplein 55, 3045 AP Rotterdam, next to the arrivals terminal on Rotterdam The Hague Airport. In the hotel, on the second floor, in the meeting room "Dreamliner" dozens of booths will be put up with slides, photos, books, magazines, DVDs/CDs, postcards, aircraft models and many other aviation related collectables. Also other aviation societies and aviation companies will be present.

Meanwhile the hotel bar is an excellent location to relax from all the activities and socialize with friends and fellow enthusiasts, enjoying a cup of coffee and/or a sandwich.

So there is much to do for aviation enthusiasts and therefore we invite everyone to come

to the Worldhotel Wings on Rotterdam The Hague Airport on Saturday 21 April 2018!

The hotel can be reached by highway A13, exit 11. Visitors of the convention can park at the indoors hotel parking. This is free for the first three hours and costs € 1,- for the fourth hour and € 2,- per hour afterwards. A day card costs 10 euro.

The hotel also can be reached by bus 33 from Rotterdam Central Station (travelling time is about 20-25 minutes) or from RET metro-station Meijersplein (travelling time is about 5 minutes). For more information and schedules, see www.ret.nl.

Admission to the Dutch Spotters Convention is € 3,- but ladies and children up to the age of twelve get in free! The convention is from 10:00 to 16:00 hours.

Tables, which are about 80 cm deep, are available and can be reserved per meter width at a pre-paid price of € 10,- per meter. To reserve two up to a maximum of six meters of table space please contact Leo Hoogerbrugge, see e-mail address below. The table space is limited, so be quick!



Dutch Spotters Convention
Lisztplein 236
3122 LN Schiedam

E-mail: luchtvaartbeurs@hotmail.com



Leo Hoogerbrugge +31-6-55500408 (19-20 hours)
Jan Swart +31-6-83084710 (9-17 hours)



www.rotterdamthehagueairport.nl
www.worldhotelwings.com/nl

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Wrecks & Relics



Since 1984 a G91R marked as 5457 was pole mounted at the Air Force Academy at Sintra. This could not have been the original 5457 (c/n 464) as it crashed on 18 February 1981, after an explosion which killed the pilot. In 2017 the Sintra aircraft went to Ota for restoration, allowing its construction number to be checked. It has c/n 341, making it ex German G91R/3 30+79, which was delivered to Portugal for spares. (Ota, 24 March 2018, Rui Ferreira)

EMOOS 2018

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Belarus

Mogilev Novo Pashkovo
(53 red) Mi-2 preserved, green **513314014** oct17
72 white Su-24MR preserved oct17
21 red Su-27 preserved **36911019717** oct17
Yak-52 EW-056AM, pres. **8910201** oct17

It is not often that we get reports from Belarus, although the country has a lot of interesting W&R aircraft.

Belgium

Brasschaat
SL721/AU-J Spitfire XVI C-GVCB mar18
The former Vintage Wings of Canada from Ottawa Spitfire arrived on 16 March at Fast Aero at Brasschaat. It will become OO-XVI.

Czechia

Moravská Třebová

2344 L-39ZA instructional **232344** jan18
On 15 January the Albatros arrived at a military school in the town (N49.75294, E16.67358).

Estonia

Tartu
XZ994 Harrier GR3 preserved **712217** mar18
The Harrier arrived on 15 March 2018 at the Lennundusmuuseum.

Finland

Kauhava
VN-9 Vinka preserved **9** dec17
The Vinka arrived in November 2017 at the Kauhavan Lentokonepuisto in the town centre and is the sixth aircraft on display.

Mänttä
FM-16 CM170 instructional **253** feb18
PC-3 PA31-350 instructional **31-8252081** feb18
The Mänttä Vocational School (Mäntän Seudun Koulu-tuskeskus) moved from town to a new hangar at the local airfield (N62.02740, E24.66183).

Tikkakoski

FM-33 CM170 preserved, cockpit **FM-33** jan18
The cockpit came from Kuopio and is now on display at the Ilmavoimamuseo.

Rijimäki

(2097) MiG-21R preserved **94R022097** aug17
An all green MiG-21 is with a private collection. The aircraft came from Kražnica Jara, Poland.

France

Avignon Caumont (84)

Based P-5D 44-73656/F-AZXS (painted as 414237/HO-W) will move to the USA shortly. The owner, Frederic Akary, will not be long without a Mustang as he will get another one from the USA in return.

Bordeaux Mérignac (33)

The Conservatoire de l'Air et de l'Espace d'Aquitaine (CAEA) is in the process of purchasing SNJ-5 43981. This aircraft is currently at Lann Bihoué and listed as to be scrapped. When enough funds are raised the aircraft will move to Bordeaux.

Latresne (33)

12 Super Etendard instructional **12** mar18
F-ZBAB CeF406 instructional **F406-0025** mar18

Two new aircraft have arrived at the Aérocampus Aquitaine, both were outside. Also noted outside were Mirage F1E 01 and an unknown Nigerian AS332.

Saint Mars de Désert (44)

36 MS733 F-BKOM, restoration **36** mar18
The Les Ailes de l'Ouest has received a new restoration project, a MS733. They already have German An-2T F-AZHB (ex 452/NVA).

Toulouse Blagnac (31)

In the coming months the Ailes Anciennes de Toulouse will add three new aircraft to their collection; Super Etendard 25 (ex Hyères), Mirage 4P 26/AY (ex Châteaudun) and Mirage F1CT 261/30-QY (ex Châteaudun).

Vouziers Séchault (08)

E29/339-WJ Jaguar E instructional feb17
Thanks to Facebook the Jaguar at the former military airfield, which is still used for training and exercises, has been identified. Also at this location is Mirage 3E 513/3-JG.

Germany

Ahlen (NW) (P-725)	AB412HP	stored, cabin, ex Abu Dhabi	25605	feb18
(53)	B412HP	D-HAFU, ex Chili	36032	feb18
(DU-326)	AB412HP	stored, cabin ,ex Dubai	25680	feb18
(FAP-1011)	B412	D-HHV, ex Panama	33091	feb18
(P2-DFA)	B212	D-HGPP, ex Papua NG	30807	feb18
(AF-402)	AB412	D-HAFM, ex Uganda	25510	feb18
(XW181)	Sioux AH1	D-HAFJ, camo c/s	WA701	feb18

The above were noted during a visit at Agrarflug. They also still have:

(144)	B206B	D-HAMM, ex Dubai	8692	jan18
(321)	AB412HP	D-HAFQ, ex Dubai	25808	17
(AF-406)	AB412	D-HAFS, ex Uganda	25514	jan18

Greece

Tatoi 1585	G164A	preserved	1585	mar18
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The AgCat is since 1 March 2018 preserved at the MAEDY HQ, It was stored in a hangar since 2007.

Italy

Dobbiaco (BZ) MM53302	G46-4B	(I-AEHY), preserved	178	feb18
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The G46 is pole mounted on the small military part of the airfield. It was first noted in May 2017 and came from Cameri.

Gioia del Colle (BA) MM6930/999	F-104S-ASA-M	preserved	1230	mar18
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The all red ex Grazzanise Starfighter is now in the same area as preserved F-84F MM53-6653/36-30.

Prática di Mare (RM)
By the time you read this NH500M AS9213 from Malta should have arrived at the Museo Storico del Servizio Aereo della Guardia di Finanza. This ex MM80848 was on loan to Malta and is of interest to the museum as it was the very first NH500 for the Guardia di Finanza.

Roma (RA)
Noted on Facebook was a picture from 6 March of road running F-104S-ASA MM6922/5-04 (tail from MM6559) going south from Rome. It used to be at the Bruno Bentivoglio yard.

Norway

Trondheim Værnes
Expected here is L-39C NX991WD (c/n 732911). The aircraft, painted as 111 red, has registration LN-FUN reserved for it in November 2017.

Rygge WZ447	Vampire T55	LN-DHZ	990	mar18
VZ305	Vampire FB6	LN-DHY	705	mar18

Both Vampires received RAF markings for the celebration of 100 years RAF and will visit the UK frequently this year. They will be repainted in Norwegian colours at the end of the year.

Skedsmokorset (16112)	Sk16A	LN-WAH, restoration	14A-1312	mar18
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The Swedish Harvard arrived here for restoration, with LN-WAH allocated for it on 4 January 2018. When complete, somewhere in 2020-2021, it will be based at Kjeller. It came from Karlskoga.

Poland

Dakota 3 FL547/CF-TES from the Royal Aviation Museum at Winnipeg is on its way to Poland. The aircraft will travel the country for the 100 years of Polish Air Force celebrations. The Dakota is of historic interest to Poland as it was the personal aircraft of the Polish Commander in Chief during WW II, General Sosnkowski.

Romania

Orăştie 207	IAR93MB	preserved	93185207	mar18
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The IAR93 is now with the Arsenal Park, a leisure complex. It came from Timisoara. Also still here are IAR93MB 205 and MiG-21UM 6961.

Switzerland

Wildegg C-410	PC-9	preserved	222	mar18
C-557	C3605	preserved	337	mar18

Two new aircraft arrived at the Militär Museum Wildegg. They also still have Alouette 23 V-246 and Venom FB50 J-1640.

United Kingdom

Duxford, Cambridgeshire ZA469/029	Tornado GR4	preserved	3135	mar18
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A Tornado arrived by road from RAF Marham on 27 March 2018 to join the Imperial War Museum collection.

Kidderminster, Worcestershire XZ193	Lynx AH7		093	mar18
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A Lynx formerly at Weeton can be found at Kidderminster Paintball Park.

RAF Marham, Norfolk
After being placed up for disposal, Tornado F2 ZA267 is now going to be retained at Marham for use as a trainer by the Fire Section.

Newark, Nottinghamshire ZA717	Chinook HC1	preserved	MA029	feb18
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The Newark Air Museum Puma mentioned last month was followed on 22 February 2018 by a Chinook, also from Cranwell.

Newquay / Cornwall Airport, Cornwall ZA398	Tornado GR4		3097	feb18
ZH553/RT	Tornado F3		3464	feb18

Two Tornados were moved here from Manston during February. The reason for the move is unknown.

Old Sarum, Wiltshire (XT793)	Wasp HAS1	G-BZPP	F9675	feb18
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A Wasp formerly stored at Thrupton has appeared at the Boscombe Down Aviation Collection. It is currently stored outside.

Rough Close, Staffordshire XT630/X	Scout AH1		F9636	jan18
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Private owner Jon Baddeley had taken delivery of a Scout from Bruntingthorpe by January.

Stoke, Staffordshire
Further to last month, Spitfire XVI RW388/U4-U was taken to Rochester (Kent) for restoration work by the Medway Aircraft Preservation Society Ltd (MAPSL).

Credits: Erwin Alexander, Greg Baddeley, Patrick Dirksen, Vaclav Kudela, Rui Ferreira, Trevor Ford, Themis Kudela, Lloyd Robinson, Ben Sadler, Tony Szulc, Tom Svendsen, Mike Tighe, Themis Vranas.



Last month's picture was not the last one we received from Danish Draken A-010. This photo is taken five days later on 26 February 2018, while it is being scrapped at Aalborg. A sad end for such a nice aircraft. (Per Thorup Pedersen)



This L-29 was built by Aero Vodochody for the Soviet Air Force in 1972. After its military career it was shortly flown in Estonia as ES-XLR. The trainer was then acquired by Radomil Peca & Jozef Vasko in Slovakia and registered as OM-SLK. It was photographed at Sliac by Matej Janak on 18 August 2016.

Netherlands

For those of you who like both classic airplanes and classic cars, Hoogeveen airport is the place to be on Ascension Day, 10 May. On that day the well-known 'Wings and Wheels' festival will take place.

France

According to French sources, North American P-51D 44-73656 is sold to a new owner in the USA. The Mustang, registered F-AZXS, is painted as 44-12473 'Moonbeam Mcswine'. In this livery the so-called 'Blue-noser' Mustang paid tribute to the 352nd Fighter Group of the USAAF 8th Air Force in WW II. The aircraft has an interesting history, as it was even flown by the Fuerza Area Salvadorena (El Salvador Air Force) as FAS 406. Since 1974 it returned to civilian use as N32FF and later N2151D. It was sold to current owner Frederic Akary in Avignon in 2013. Now the aircraft will soon leave for the USA, allegedly as a tribute to the late Vlado Lench, who used to fly 'Moonbeam Mcswine'. Lench died in the crash of another P-51, 'Baby Duck', in Atchinson (KS) on 17 July 2017.

Fortunately Akary is getting 'something special' as a replacement. He is the new owner of Canadair CL-13 Sabre Mk6 N80FS (1675). The fighter was delivered to the West German Air Force in 1958 as S6-1675, and later became JD+103, BB+284, and finally KE+104. Registered as D-9540, the aircraft was used by Messerschmitt-Bolkow-Blohm, Manching from 1970 to 1977. It was then acquired by famous aircraft collector Ormond Haydon-Baille, and stored dismantled at Wroughton in 1978/1979. Flight Systems Inc. (later Tracor Flight Systems Inc.) of Mojave (CA) used the Sabre as N1039K, later N80FS from 1979 to 1997. It was sold on the warbird market; its last owner was Rich Sugden, an apparently wealthy physician.

Russian Federation

According to a Russian aviation site, Ilyushin Il-2 Sturmovik RA-2783G is bound to appear at two Western airshows, the ILA of Berlin in April and Flying Legends at Duxford in July. The fighter is one of the two aircraft of its type nowadays flying. Considering that 36.000 Il-2's were built during the war, the aircraft is a true rarity! It is owned by a Russian collector of warbirds, Vadim Zadorozhny. The second Il-2 is owned by Paul Allen's Flying Heritage Collection in the USA. Both machines have been restored to flying condition by Retro Avia Tech in Novosibirsk, using American Allison in-line engines. They were finished in 2017.

United Kingdom

Hawker Hurricane Mk.I (G5-92301) R4118 is still in the sick bay. The fighter, registered G-HUPW, suffered a crack to the port cylinder bank towards the end of August 2017. Upon inspection, the starboard cylinder bank also showed signs of cracking and, rather than repairing these components, a decision has been made to replace the two damaged banks with newly overhauled units. This work is currently being undertaken by Maurice Hammond of Eye Tech Engineering. In addition, it was discovered that the Rotol propeller hub had sustained some damage and, once again, a decision has been made to manufacture a new hub. Finally, the Irish linen skins on all of the flying surfaces were replaced by Vintage Fabrics. R4118 has been based at Old Warden since 2015, but the owner, Hurricane Heritage, has recently decided to relocate her to Duxford. There, The Aircraft Restoration Company (ARCo) has been appointed to conduct the rebuild.

More Hurricane news comes from Hawker Restorations at Elmsett. They have acquired former Peter Teichman/Hangar 11 Hurricane Mk.IIB BE505 (G-HHII). Seeing the success of two-seater Spitfires, they have decided to convert the unique 'Hurribomber' into a two-seat trainer too. When finished Hawker Restorations will offer the aircraft for sale. It is not known yet, whether G-HHII will be finished as a two-seater with two separate cockpits, as used by the Iranian and Soviet Air Forces, or that it will be finished with a two-seat 'greenhouse' cockpit as was seen on USAAF Hurricane battlefield conversions in the North African theatre of operations.

It used to be one of Europe's most impressive warbirds, Republic Thunderbolt 'No Guts, No Glory'. Arriving as N47DD in the UK in 1999, the fighter was registered as G-THUN and flew for Duxford's The Fighter Collection until 2006. The 'Jug' was then sold to the USA, where it was flown as N147PF by Claire Aviation Inc. in Wilmington (DE). Recently, Courtesy Fighter Sales announced that the iconic machine had, once again, been sold to the UK. It was cancelled from the US civil register on 23 February and registered (again) as G-THUN on 27 February. Its new owner is Fighter Aviation Engineering Ltd. This Republic P-47D-40-RA Thunderbolt was built as serial 45-49192, but carries the livery of P-47D-25-RE 42-26671 (code 'MX-X') of the 82nd Fighter Squadron, 78th Fighter Group, nicknamed 'No Guts, No Glory'.

On 20 March, Spitfire LF Mk.VC serial AR501 (G-AWII) made its first flight in years, in the able hands of Stu Goldspink.

The fighter is owned and operated by the Shuttleworth Trust at Old Warden. It is back in the air, now its full restoration has been completed. This aircraft was acquired by the Shuttleworth Trust in 1961. Initially it was stored dismantled, but became one of the Spitfires restored and flown for the Battle of Britain movie production in 1968. It was then put into storage again, but once again rebuilt to airworthy condition in Duxford during 1973-1975. It has been one of the most popular attractions of the Collection's displays at Old Warden ever since.

Coming as a complete surprise, Supermarine Walrus Mk.I W2718 (2S/5591) arrived at Duxford on 23 March. It was trucked from Vintage Fabrics at Audley End where it has been under restoration since 2009. According to Vintage Fabrics, The previous owner decided late last year that he did not want to continue with this substantial project and it was put up for sale. The new owner has decided to go for another restorer, most likely the Aircraft Restoration Company. One thing is discouraging: the project's registration, G-RNLI, has recently been cancelled.

United States

In March 2002, Commemorative Air Force' Republic P-47N Thunderbolt 44-89136 was involved in a serious accident. The freshly-rebuilt engine caught fire shortly after take-off, forcing a hasty, and heavy, forced landing. Thankfully, the pilot survived, although not without injury. However, the aircraft sustained significant impact and fire damage though, necessitating an expensive rebuild. The P-47 has already undergone a significant amount of work since the accident, although there is much still to do. The CAF Headquarters have now selected the Southern California Wing in Camarillo (CA) to complete the aircraft's restoration. Due to financial constraints, the project has been on hold for some time now, but the aircraft has received renewed interest in recent years, with a series of fund-raising efforts. Thunderbolt 44-89136 is not a WW II veteran as it arrived too late to see service overseas, but it does have a fairly interesting post-war service history with the Guatemalan Air Force. From 1954 to 1961, the fighter was flown by the F.A. Nicaragua as GN-71, and then (in 1962!), sold to the Confederate Air Force. Initially registered N478C, it later received its current registration N47TB. Its last colours were those of Thunderbolt '146 / Lil Meatles' Meat Chopper'.

Pat Rodgers, owner of Aircraft Restoration Services at French Valley Airport in Murrieta (CA), offers a very rare Martin B-26 Marauder for sale. Advertised through Platinum Fighters, it is one of the rarest of US WW II bombers, with just a handful of complete survivors in the world. So it is all the more remarkable that a substantial project has become available for restoration to flying condition. The project is based around the fuselage and wing components of combat veteran B-26 Marauder 40-1370, with additional components from B-26 40-1381. An additional cockpit section, believed to come

from B-26B 41-31748, is also included in the project. Components of '1370 and '1381 were recovered by the Hill Aerospace Museum in Ogden (UT) from their wartime dump site in King Salmon (AK) in 2000. They had planned to rebuild a whole B-26 from the components. After sitting on the project for sixteen years, they decided to part with it in 2016 and sold it to Pat Rodgers. Both of the Alaskan Marauders served with the 73rd BS of the 28th Composite Group, and were lost at the same location, on the same day. Currently, there are no flying examples of the Marauder, although Kermit Weeks' long-dormant B-26 40-1464 (N4297J) at the Fantasy of Flight Museum in Polk City (FL) is potentially airworthy.

The Air Mobility Command (AMC) Museum at Dover AFB (DE) has received the last parts of a newly acquired KB-50 Superfortress. The new exhibit is 49-0389, which was originally built by Boeing as a B-50D bomber and delivered to the USAAF around 1949. During its service life it was converted to a KB-50 variant carrying auxiliary fuel tanks and a hose pod under the wings. In 1958 it was again modified, this time to a KB-50J refuelling tanker which included the addition of two turbojet engines. In 1965 it was flown to Wright-Patterson AFB in Dayton, where it became part of the USAF Museum collection. It remained at the museum until 1996, when it was loaned to MacDill AFB in Tampa (FL) With the arrival of the KB-50 tanker, the AMC museum has filled another gap in their collection.

Very soon, the American Airpower Museum will welcome its latest stablemate, North American P-51D 44-63542 (N51HR). The legendary Mustang 'Jacqueline' will soon head east from California and be taking to the air over the skies of the New York Metro area. It will carry a temporary paint scheme, representing an aircraft flown by the 339th Fighter Group, until more of its WWII history is researched. N51HR used to be flown as 'Sizzlin Liz', a P-51D Mustang as was flown by Major Gerald Emerson 'Monty' Montgomery He flew a P-51D Mustang with serial 44-14119 with the 334th Fighter Squadron, 4th Fighter Group, USAAF. Montgomery destroyed 17.5 Luftwaffe aircraft (3 aerial and 14.50 ground) This spring the American Airpower Museum will decide on a new paint scheme for N51HR.

During an expedition in the Coral Sea, the long missing wreckage of the American carrier U.S.S. Lexington has been found. Using a remotely controlled submarine, the Petrel, the ship was discovered on the bottom of the, at that point, three kilometres deep sea. The carrier had disappeared after it was bombed by Japanese aircraft and sank on 8 May 1942. The Lexington was carrying 35 aircraft when it went down. The search team said that eleven planes had been found including Douglas TBD-1 Devastators, Douglas SBD-3 Dauntlesses and Grumman F4F-3 Wildcats. The project was founded by well-known warbird collector Paul Allen.

credits: Flypast, Warbirdsnews



Thanks to David Whitworth we can show you how Supermarine Walrus G-RNLI looks like. It is seen here shortly after its arrival at Duxford on 23 March. It surely is the first appearance of a Walrus in Scramble ever!

Personal copy

Distribution to a third party is not allowed

Dustpan & Brush



Liberty Helicopters lost this AS350B2 N350LH on 11 March 2018 when it suffered a loss of engine power and had to make an auto rotation into the waters of the East River in Manhattan's Upper East Side in New York (NY), near Roosevelt Island. The tour helicopter had floats deployed before water contact, rolled to the right on contact and shortly afterwards sank. To get out of a sunken helicopter requires special training, which the pilot received and this saved his life. Unfortunately the passengers normally don't have that luxury and sadly they paid for that with their lives... (New York-West 30th Street Heliport (NY), 3 August 2017, Monique Hendriks)

Additions & Corrections:

27feb16 FAB2808 C-105A **S-049** dam
It was deemed to be too costly to recover the C-105 and two years later it is in the process of being cannibalized.
See Scramble 443.

24oct16 XA-ALA Do328-310 **3167** w/o
See Scramble 450.

02nov16 512 F-16C **XK-13** dam
See Scramble 451.

30may17 N330BG Do328-310 **3184** w/o
See Scramble 458.

New Accidents:

23feb18 C-GIAE Beech B100 **BE-8** w/o
The Island Express Air Beech King Air experienced a runway excursion during an apparent aborted take-off attempt at Abbotsford International Airport (B.C.). It came to rest in a snowy raspberry field and sustained substantial damage. Four of the ten occupants onboard received minor injuries, while the remaining six were unharmed. Weather may have been a factor in the incident.

24feb18 RA-22793 Mi-8T **98315099** dam
One out of the five persons onboard got injured after the KrasAvia Mi-8's tail rotor collided with an obstacle and the helicopter fell on its side, during landing at the Arctic Cape, Severnaya Zemlya, Krasnoyarsk region.

26feb18 Beech 90? w/o
A twin engined aircraft (Beech 90?) was found between Indian Church and Hill Bank, Orange Walk District, Belize, completely burnt out as it was obviously used for the illegal narcotics trade.

26feb18 PA-31 w/o
Belize is not the place to be for aircraft used in the illegal narcotics business, as they seem to go up in flames after having performed their duties. This Piper Navajo, the second one within 24 hours, was found burnt by law enforcement officers on a public road in the Santa Cruz area, Libertad Village, Corozal District.

27feb18 N969TB Kodiak 100 **100-0173** w/o
Both occupants were killed when the Pegasus of Montana Quest Kodiak impacted the waters of the St. Johns River near the Fort Gates Ferry in Crescent City (FL). It was inbound to the Mount Royal Airport in Welaka (FL).

28feb18 ES-SAN A320-214 **1213** w/o
A SmartLynx Airlines Estonia Airbus A320 was practising touch-and-goes at Tallinn-Lennujaam, when it suffered a landing gear mishap. It took off at 12:03 hour's local time as crew training flight MYX9001 (with two pilots, four trainees and one inspector onboard), and performed about a dozen touch and goes, when the aircraft touched down on runway 08. It accelerated again for another take-off, lifted off but could not climb out, touched down again very hard with sparks and flames visible and became airborne, the transponder obviously failed upon the hard touch down. The crew declared an emergency, repositioned for a landing and touched down on runway 26. That is when a loud bang was heard and the aircraft veered left off the runway, leaving some parts behind on the runway and came to a stop.

A video (www.youtube.com/watch?v=YGAgmeQOSp8&t=3s) of the incident shows what appears to be a tire rolling away from the aircraft as it came to a stop. Photos from the scene seem to show that one of the nose landing gear tires is missing.

We guess the Airbus took the touch and "there goes the nose wheel" a little too seriously...

01mar18 N77MM Beech B60 **P-587** w/o
The Mike & Mayo Partners Duke hit trees and impacted terrain while trying to make an emergency landing following an engine failure in Ellis County, near Ferris (TX). The Beech sustained substantial damage and the sole pilot onboard was not injured.

01mar18 YV1909 Beech 200 **BB-195** dam
A Beech Super King Air of an unknown operator suffered a runway excursion and undercarriage collapse at Charallave-Óscar Machado Zuloaga Airport in Venezuela. That is about all the details that are available.

04mar18 UP-MI861 Mi-8MTV-1 w/o
 A Mi-8 of Burundaiavia crashed at Marshal Fahim military Academy, Kabul, Afghanistan, injuring five foreign occupants.

04mar18 9G-ASG B737-322SF **24378** w/o
 A Boeing 737-300 of Serve Air suffered a runway excursion and nose gear collapse after landing on runway 07 at Lubumbashi International Airport, D.R. Congo. It was travelling at a speed of about sixty knots when the aircraft veered off the left side of the runway. The nose landing gear collapsed and the aircraft came to rest on the runway shoulder. It received substantial damage but the crew was unharmed.

05mar18 Mi-8 w/o
 A Mi-8 of the Libyan Air Force air ambulance crashed during a landing manoeuvre at Mitiga International Airport, after it apparently collided with an electric pole. All occupants could escape the helicopter safely.

06mar18 RF-92955/52RD An-26 **10107** w/o
 A Russian Air Force Antonov An-26 crashed in Syria, killing all 33 passengers and six crew members onboard. It hit the ground some 500 metres from the runway of Hmeimim AFB, Latakia, and burst into flames. It did not come under fire before the incident, the Russian military said. It had departed Kuweires-Rasin El Aboud Airbase on a flight to Hmeimim AFB.

06mar18 PR-EBF PA-34-300T **34-7670218** dam
 A Piper Seneca II of the Aviation Escola de Aviacao Civil was intercepted by a Brazilian Air Force A-29 Super Tucano and forced to land in a field, near Nova Fernandopolis, São Paulo. It was conducting an illegal flight and transporting 500kg of drugs.

07mar18 RF-..... Mi-8 w/o
 The Russian armed forces are having a tough couple of days. First a crash involving an Antonov 26 in Syria, now a Mi-8 of the Russian Federal Security Service Border Guard. It crashed in mountainous terrain in Khildekharoi, Itum-Kale District when the main rotor blades hit the rock while landing, and approximately 1.5 kilometres off a border guard post in Chechen Republic, some eight kilometres from the Georgian border line. At least five of the nine occupants were killed.

07mar18MT BeF90 w/o
 A Beechcraft King Air was discovered by the Venezuelan army at an illegal airstrip at La Gloria, Villa del Rosario, Zulia. The

aircraft was likely used for transporting drugs and was set on fire after it was deemed surplus to requirements. Although officials in Venezuela reported the aircraft to be a Beech 300 Super King Air 350, an expert determined that, based on the photos, the aircraft was a Beech F90.

08mar18 PR-HBB Bell 206B-III **4688** w/o
 A JetRanger of Avalon Taxi Aereo crashed in the South Zone of Joinville, in Santa Catarina, Brazil. It was consumed by post-impact fire and two occupants onboard were fatally injured, the third one suffered serious injuries and was rescued. Early information suggests that the helicopter crashed after it was stolen from Joinville Airport. According to the civil police, the helicopter was kidnapped by the survivor, and that the plan would be part of a prisoner rescue of the Joinville penitentiary. He was on parole, and weapons were found in the wreckage of the crashed helicopter.

08mar18 N82605 PA-31P **31P-7730010** w/o
 All three occupants of the private Piper Pressurized Navajo perished when it crashed at Laredo International Airport, during an attempted return to land shortly after take-off, after the pilot reported smoke coming from an engine. It came to rest inverted in a grassy area some fifty yards from commercial buildings adjacent to the airport grounds.

08mar18 XA-TZA A109SP dam
 Gasera TOMZA's Agusta GrandNew is reported to have crashed on a truck while attempting to take off from an LP fuel depot, at San Juan Ixhuatepec, Tlalnepantla. All four passengers were injured while one person on the ground was injured to a leg.

09mar18 D-ACNT CRJ900LR **15264** dam
Lufthansa Regional flight LH1742, from Munich to Chisinau with 29 passengers and four crew, departed Munich's runway 26L, climbed to FL390 (39,000ft) and was enroute about 290nm west of Chisinau when the crew decided to return to Munich. They descended to FL150 (15,000ft) for the return and performed a low approach over Munich's runway 26R, to have the gear inspected from the ground. Ground observers reported one tyre appeared to be completely off the left main gear. An aircraft on approach behind the CRJ reported they could not see anything hanging away from the aircraft/gear at all. The airport authority reported the



The medic sits casually inside the Air-Glaciers Eurocopter, assisting the pilot in manoeuvring into a tight forest area. Sadly there was no help on 24 March 2018 when HB-ZIR crashed near St. Bernhard, Switzerland, in daylight and in reportedly reduced visibility and strong winds. It was one of two responding to recover people that may have become trapped by an avalanche. The crew of two was not injured. (Lauterbrunnen, 31 July 2014, Michiel van Herten)



Hawk T1A of the Red Arrows crashed on 20 March as it was travelling from RAF Valley on Anglesey to RAF Scampton in Lincolnshire after completing simulator training. A bird strike is the suspected cause, although the Royal Air Force is still investigating the crash. In the picture, taken at a base in the south of France when these two Hawks were en route to Malta late September 2014 by Swingwing, XX204 (and XX256) is still adorned in the standard black Hawk colour scheme instead of the Red Arrows one, as it was part of 208(R) sq at the time.

number three tyre (inboard right hand) had completely gone, tyre number four (outboard right hand) was good. The aircraft repositioned for a landing on runway 26L, tower advised that a ground observer reported the left main gear was also affected besides the right main gear. The CRJ landed safely back on runway 26L about 1:45 hours after the decision to return and became disabled on the runway. Emergency services observed another large piece was lost from the left main gear during roll out resulting in sparks and fire during the roll out. The aircraft sustained substantial damage to the underside of the left hand wing.

10mar18 CG803 SA316B **AH257** w/o

A Chetak of the Indian Coast Guard crashed near Murud's Nandgaon in Raigad district. The four crew members were rescued and transported to the Naval Hospital INHS Asvini at Mumbai.

11mar18 TC-TRB CL-604 **5494** w/o

A Turkish Challenger 604 of Basaran Holding has reportedly crashed near Shahr-e Kurd in Iran. The aircraft operated on a flight from Sharjah back to Istanbul-Atatürk, Turkey, with three crew members and eight passengers onboard. Flight tracking data from FlightRadar24 shows the aircraft departing Sharjah at 13:11z (17:11 local time), and reached its cruising altitude of 36,000ft 33 minutes later. Around 14:32z the aircraft climbed to about 37,700ft when it suddenly entered a pronounced descent until it struck the slope of a mountain located in the region of Shahr-e-Kord and exploded, killing all onboard.

11mar18 N350LH AS350B2 **7654** w/o

Following a loss of engine power, the Liberty Helicopters Ecureuil auto rotated to the waters of the East River in Manhattan's Upper East Side in New York (NY), near Roosevelt Island. The tour helicopter had floats deployed before water contact, rolled to the right on contact and shortly after sank. Two of the five passengers died at the scene and the other three were taken to local hospitals where they later died. The pilot helicopter received minor injuries. To get out of a sunken helicopter requires special training, which the pilot received and saved his live. Unfortunately the passengers normally don't have that luxury and sadly they paid for that with their lives...

New York Fire Commissioner Daniel Nigro called it a "great tragedy". "We are told the five people were all tied tightly in harnesses that had to be cut and removed," he said. "It took a while for the divers to get these people out. They worked very quickly, as fast as they could. That's 50ft of water there," he said, adding that "they also had to work against currents and water temperatures of below 4C." At 4C cold shock on immersion is highly likely.

The pilot told investigators that one of the passenger's bags may have inadvertently hit the emergency fuel shutoff button, causing the fatal crash. They had departed Kearny (NJ) earlier for a tour of the Manhattan skyline, a popular tour around New York.

These are videos of the crash:

www.youtube.com/watch?v=ECa9S80pnh0

www.youtube.com/watch?v=_9Ki0j3eye8

12mar18 S2-AGU DHC-8-402 **4041** w/o

US-Bangla Airlines flight BS211 from Dhaka-Shahjalal International Airport, Bangladesh, crashed on landing at Kathmandu-Tribhuvan Airport's runway 02, Nepal. At the time of the accident a thunderstorm was passing the airport with cumulonimbus clouds at 2,500ft. There were 67 passengers and four crew members onboard, of which at least 49 people were killed (including all crew members) and 22 survivors were hospitalized.

Having been cleared to land, the aircraft turned left, tower radioed "Do not turn towards runway 20, turn right" and repeated "cleared to land runway 02". The crew requested to land on runway 20, so tower cleared the aircraft to land on runway 20. When tower queried the aircraft whether they had the runway in sight, the crew responded "negative". ATC again queried whether they had runway 02 in sight, to which the crew replied "affirm", so again ATC cleared the flight again to land on runway 02. Sadly it never reached the runway as the Dash impacted terrain and burst into flames. All traffic in and out of Kathmandu was stopped and arriving aircraft were directed into holds, reporting an aircraft accident.

Ground observers reported the aircraft turned suddenly left, overflew two aircraft, came very close to the control tower and went out of sight. A large plume of smoke began to rise

seconds later. The airport reported the aircraft veered right off the runway and slid for about 300 metres until coming to a rest on a soccer field and burst into flames. It later added: "The plane flew past just above the air traffic control tower during its descent for landing. It touched down the ground just next to a parked plane and ploughed through a fence on the east side of the airport, and plunged into the lower ground."

The approach to Kathmandu Airport was completed in marginal weather conditions with thunderstorm activity over the area. Apparently, the crew encountered difficulties on final to land on runway 02 or 20 and was eventually cleared to land on runway 02. The aircraft crashed in a soccer field, broke into several pieces and was destroyed by a post-crash fire. It is unclear if the airplane crashed prior to touchdown or veered off runway after landing.

12mar18 VH-SEV AS355F1 5272 dam
 During landing at Sydney-Bankstown (NSW), the pilot of the Rotor Head AS355 observed a suspected failure of the no. 2 engine and shut it down. After landing, smoke and flames were seen emitting from the engine cowlings. Post-flight, it was determined the exhaust ducts had become detached and the exhaust collector was badly damaged.

14mar18 166683 /AJ-205 F/A-18F F161 w/o
 A United States Navy Super Hornet of VFA-213 "Blacklions", crashed off the coast of Key West (FL), killing its two crew members. An eyewitness said the F/A-18F may have exploded in mid-air. Navy officials said late Thursday, 15 March, that the aircraft was on final approach to the base from a routine training mission when the mishap occurred, but couldn't go into further detail while undergoing the preliminary stages of the investigation. The unit is based out of NAS Oceana (VA).

14mar18 6W-HTA Mi-171 w/o
 An Armée de L'Air du Senegal (Senegalese Air Force) Mi-171 crashed near Missirah, while enroute from Ziguinchor to Dakar. Sadly six persons perished and fourteen were wounded, of which three seriously. It is unclear why the Russian chopper crashed.

15mar18 YV3284? BeB200 BB-1277? w/o
 A Beechcraft 200 Super King Air was found damaged in a field close to the Belize-Mexican border. The passenger cabin was stripped and empty. Traces of blood were found in the pilot's seat area. One man was arrested after he was seen leaving the area. The aircraft is suspected to have been used in drug trafficking. Photos of the aircraft showed that it carried the registration mark YV3224. However, the digits '24' were much bigger than the previous part of the registration. They were seemingly applied on top of other digits. YV3224 is on the Venezuelan register as a Beechcraft B200GT Super King Air. However, the colour scheme of this aircraft, as photographed in November 2017, does not match the accident aircraft. One Beech 200 with a registration starting with 'YV32' does have a similar colour scheme, which is YV3284 (msn BB-1277). For the moment it is not clear which of the two was involved.

15mar18 HH-60G w/o
 A Pave Hawk of the United States Air Force's 179th Wing, the Alaska ANG, crashed near Al Qaim in the western Anbar province of Iraq after it hit an electricity pole. Sadly all seven onboard did not survive the crash.

15mar18 11130 An-12BP 02348205 dam
 An Antonov 12 of Kosmos Airlines suffered a partial failure of the rear cargo door during take-off from Yakutsk Airport, Russia. Part of the cargo consisting of gold concentrate ingots, fell onto the runway and the departure path, up to 26 kilometres from the airport. A total of 172 ingots of gold, weighing twenty kilograms each, were collected from the runway. The Antonov was operating a flight to Krasnojarsk

from Chukotka (east Siberia) to Krasnojarsk with a scheduled fuel stop at Yakutsk.

15mar18 VH-ZGA EC135P2+ 0777 w/o
 The Mackay Helicopters Eurocopter, with two flight crew onboard, was approaching the bulk carrier MV Squireship at night at 02:49 local time, to pick up a marine pilot when it impacted the water. Approximately one hour later an injured commander was rescued from a life raft with minor injuries, however, the other pilot, who was under training, remained missing. Seven aircraft and seven vessels were participating in an extensive search. The Australian Maritime Safety Authority (AMSA) said initial reports indicated the helicopter inverted almost instantly, but remained on the ocean surface for approximately half-an-hour before sinking. The survivor did not see his colleague on the surface. Helicopter debris, including a rotor blade and cowling, were found in the search area.

Late on Friday 16 March search operations for the missing pilot were suspended. The missing pilot is presumed to have died.

16mar18 N213AV BeC99 U-213 w/o
 After touch down on runway 04 at Hastings Airport (NE), the crew of the Ameriflight Beech 99 encountered stability and control difficulties. The airplane went out of control, veered off the runway to the right, lost its nose gear and came to rest in a grassy area. While both crew members were uninjured, the aircraft was damaged beyond repair. Flight AMF1696 was a cargo trip from Omaha (NE) on behalf of UPS.

17mar18 C-FDJA CRJ200ER 7979 dam
 An Air Canada Express CRJ, flight AC8032 from Montreal-Pierre Elliott Trudeau International Airport (Que.) to Philadelphia International Airport (PA) and parked at gate 78, was hit by a service vehicle, causing substantial damage to two flaps on the right had wing and a fibreglass panel under the aircraft.

18mar18 MiG-29 w/o
 During a ground attack east of the Qalamoun mountains, in the east of Damascus Province, the Syrian Arab Air Force lost this Mikoyan-Gurevich MiG-29 after it was shot down by Jaish Tahrir Sham militants. There is a video on the internet of the MiG being hit, but it does not show the actual crash, nor if the pilot ejected.

19mar18 NAF214 DA40NG dam
 One of Nigerian Air Force's Diamond DA40s received substantial damage after it made a crash-landing near Kauran Dawa, Saminaka, Kaduna state. The pilot and sole person onboard was not injured.

19mar18 4L-AVK AS350B3 7126 dam
 Four passengers and one pilot were injured when the Kazbegi Helicopters Ecureuil rolled over while landing on snow near Gudauri, Georgia. The helicopter caught fire and was substantially damaged.

20mar18 XX204 Hawk T1A 312051/051 w/o
 A bird strike is suspected to be the cause of the crash of Red3, this BAe Hawk of the Red Arrows. It came down while temporarily based at RAF Valley, Anglesey, to practise for the upcoming show season. The pilot managed to eject safely, but the engineer (who rode along in the backseat) sadly died...

20mar18 Hawk Mk132 w/o
 Not a good day to be a Hawk... First the Red Arrows lost one, and now the Indian Air Force too!
 This one crashed during a training flight out of Kalaikunda airbase, and came down at Mahuldangiri, Odisha's Mayurbhanj district. The pilot used his ejection seat but was still slightly injured. Eyewitnesses said that the trainer went up in flames after it crashed on the banks of Subarnarekha river and its debris lay scattered at the site.

21mar18 VH-WII EC120B **1603** dam
The Colibri of Whitsunday Air Services crashed at sea 250 metres from a remote Barrier Reef pontoon and was fully submerged. Two occupants died, one was seriously injured while two others were slightly injured. "A man and a woman, who are believed to be international tourists, were recovered from the helicopter and pronounced deceased at the scene. Three other people, including the male pilot and a male and female passenger, also believed to be from overseas, will be transported by sea for medical attention for non-life threatening injuries." police said.

22mar18 N372WP Ce310R **310R0904** dam
None of the three occupants were injured after the Gulf States Air Cessna sustained landing gear collapse upon landing at Kansas City (MO). The Cessna received quite some damage.

22mar18 F-16C w/o
A pilot was killed when his Türk Hava Kuvvetleri Viper crashed under unknown circumstances near Ovaören, Gulsehir district. Fire brigades, rescue units, and gendarmerie forces were immediately dispatched to the crash site, only to find the wreckage and the body of the unfortunate pilot.

23mar18 XB-ODH Ce421 dam
Another victim of the illegal narcotics trade in Latin America. This time a Cessna 421 that was found abandoned at an illegal landing strip at Estrella del Norte, Guatemala. The registration had been altered to XB-ODA with tape.

24mar18 N1022W Ce340 **340-0544** dam
The Sky West Aviation Cessna overshot runway 18 at Lilydale (VIC), the landing gear collapsed, then the aircraft finished its course on the road near a vehicle in Yering. It is believed to have collided with a steep embankment before coming to rest on a farm fence. McIntyre Lane was closed for some time while the aircraft was craned to the airport hangar.

24mar18 HB-ZIR EC135T1 **0105** w/o
Air Glaciers lost this EC135 when it crashed near St. Bernhard, Switzerland, in daylight and in reportedly reduced visibility and strong winds. It was one of two responding to recover people that may have become trapped by an avalanche. The crew of two was not injured.

25mar18 F-GPYF ATR42-500 **495** dam
HOP! flight A5-235, from Paris-Orly to Aurillac, was on the approach to land when a loud noise could be heard in the cabin. The aircraft continued to Aurillac for a safe landing where a post flight inspection revealed large cracks and holes in the fuselage. Passengers reported that they were asleep in flight when they were woken up by a lot of noise. Cabin crew indicated nothing serious had happened, the flight crew suggested a goose or block of ice may have struck the aircraft. After landing the large hole was discovered in the fuselage

just below the left main wing. After investigation by the French BEA it was reported that the left main gear door was missing from the aircraft and probably separated when the gear was lowered, the part likely impacted the airframe just underneath the left main wing.

28mar18 4X-EAK B767-3Q8ER **27600** dam

28mar18 D-ABLB B737-76J **36115** dam

A Germania Boeing 737, D-ABLB and about to perform flight ST4915 back to Berlin-Tegel, was involved in a ground collision accident with El Al Boeing 767-300ER 4X-EAK at Tel Aviv-Ben Gurion International Airport, Israel. The Germania 737 was being pushed back from the gate when the tail fin impacted the right hand horizontal stabilizer of El Al flight LY385, which would leave for Roma-Fiumicino later on. Both aircraft received a lot of damage and needless to say that both flights were cancelled. This is a video where they are pulled out of each other's unintentional embrace: www.youtube.com/watch?v=iyRxs51cHB0

29mar18 CP-2459 SA227DC **DC-847B** dam

A Línea Aérea Amaszonas Metro, operating flight 61 from Riberalta-Capitán Av. Selin Zeitun Lopez Airport to Trinidad (both in Bolivia) suffered a runway excursion after aborting the take-off from runway 14 at Riberalta Airport. According to a statement from the airline, a flock of birds impacted with the right engine during take-off, forcing the crew into an RTO (Rejected Take-Off). The runway was not long enough for this and the aircraft failed to stop on the remaining runway. It overran onto grassy down sloping terrain until coming to rest at the edge of a road, about 100m past the end of the runway. The remains of several birds were found on the runway.

29mar18 T-35 w/o

A tragic accident in Chile, as a T-35 of the Fuerza Aérea de Chile's aviation school left both people dead. The trainer, according to firefighters, crashed after it came down on a hangar at the base of El Bosque. They were preparing to participate in the upcoming air show FIDAE (Feria Internacional del Aire y del Espacio, or International Air and Space Fair).

29mar18 XA-UAV ATR42-500 **476** dam

29mar18 XA-UYU ATR72-212A **1428** dam

An expensive day for Aeromar Airlines, as two of their ATRs collided with each other. The 72, XA-UYU and barely a year old, was engaged in an engine test run when the aircraft jumped the chocks. It continued until the left hand engine impacted the rear fuselage of ATR42 XA-UAV. The tail cone and rudder of the ATR42 sustained substantial damage, as did the left hand propeller of the ATR72.

Credits: ASN, Aviation Herald, B3A, JACDEC, FAA, Emol.com, Victor Chen



Aeromar Airlines can submit a big claim with its insurance company, after two of their ATRs collided with each other. ATR72 XA-UYU was engaged in an engine test run when the aircraft jumped the chocks and hit parked ATR42 XA-UAV. The carnage it created is seen on these two pictures, taken shortly after the incident on 29 March 2018. (AviationPhoto Mexico)

Military News & Updates



A picture from Iniohos at Andravida, Israeli 117 squadron F-16C 345 banking sharply for the photographers. (20 March 2018, Dino van Doorn)

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)

The US State Department decided to approve a possible Foreign Military Sale (FMS) to the Netherlands to upgrade the existing fleet of 28 AH-64D block II Apaches to the latest AH-64E version. Total costs for this configuration is estimated at USD 1.191 billion.

The Netherlands Ministry of Defence requested the possible sale of items like the GE-701C Engines to the latest GE-701D version, a modernised Night vision system, GPS system and a new radar system.

Next to that, the package also included helmets, simulator, support vehicles, personnel training and logistical support.

Both U.S aircraft companies (Boeing and Lockheed Martin) are involved in this upgrade program.

Heli-One, a leading company in providing helicopter maintenance has signed an agreement with the Royal Netherlands Air Force to provide on-site intermediate/depot-level maintenance for twelve Airbus Helicopters AS532U2 helicopters.

The maintenance consists of inspections and maintenance above the 750hrs. interval, corrosion prevention and support on request for the RNLAf AS532U2 maintenance department.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

The Belgian Ministry of Defence confirmed for the first time that the General Atomics Predator B has been selected for the Belgium Air Component Medium-Altitude long-endurance (MALE) unmanned aircraft requirement.

The Belgium Council of Ministers has not made a decision on purchasing the US drones. After the decision is made, the Air Force will probably order two to four airframes between 2021 – 2025.

EBBE = Beauvechain

C-130H

CH08

std. EBBE

4478 dec17

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

Since the end of 2016, a large quantity out of the ten of Mi-171Sh have been seen at Pleso air base. The reason is most probably the need for maintenance. In August 2017 it was reported that Croatia decided to contract Russia for overhaul. Also Ukraine and Slovakia participated in the tender, but Russia seems the only reasonable decision, as only Russian factories have all the necessary documentation and license for major repairs on the Mi-171Sh. For repair expected within 20 months, MoD expects to spend 207 million kuna (33.12 million dollars) on the maintenance of the helicopters.

Croatia wants to return four MiG-21s without proper parts and documentation and asked the Ukrainian Ministry of Defense to replace them with four aircraft with correctly documented history. The four MiG-21bis were part of a contract worth 132,9 million Croatian Kunas (about \$ 22.5 million) with the UkrSpetsExport, for the overhaul and the repair by Odesaviaremservice for three MiG-21bis and four MiG-21UM of the Croatian air force and five second hand MiG-21bis fighters. Now Croatia wants to return the four MiG-21bis serial numbers 131, 132, 134 and 135.

In March 2016 the Croatian military police launched a large investigation. The investigation revealed the use of old aircraft components and engines from Bulgaria, Algeria and the former Soviet Union, which did not correspond to the technical documentation provided by the Ukrainian side. Complete fuselages that Bulgaria declared as destroyed, were bought and delivered with falsified construction numbers painted on and falsified logbooks of ex Algerian AF MiG-21s! All five new MiG-21bis were first painted in Yemen AF colours, but that (last part of the) deal did not commence,

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Distribution to a third party is not allowed

and the aircraft were then sold to Croatia. Transferred to the Croatian side, the aircraft were in poor condition, had cracks in the airframe, continue to leak oil, navigation systems were not working, and the actual residual life amounted to no more than 100-200 flight hours, instead of the 850 hours that were requested in the contract. In December 2016, two employees of the Ministry of Defense of Croatia were accused of accepting bribes from the Ukrainian state enterprise UkrSpetsExport in return for assistance in closing the deal.

One out of the five MiG-21bis bought (serial 133) is not being returned to Ukraine. This aircraft is believed to be the original ex-Algerian AF MiG-21bis as stated in the technical documents. The four falsified aircraft are seen as unsafe and have been grounded. This leaves the Croatian Air Force with only eight active MiG-21s.

Also the Croatian AF spent \$12 million for a huge amount of parts from Ukraine. According to individual military experts' claims, a large amount of unnecessary parts were purchased. But obviously this is not enough because the Air Force Technical Center has launched a new supply of large spare parts for MiGs according to unofficial information worth about 20 million Kuna, and the query was sent to Ukraine as well.

We decided to use, as far as known, the c/n of the fuselage in our database:

MiG-21bis

131	stored, cn 75038327 painted on	75019927
132	stored, cn 75038147 painted on	?
134	stored, cn 75038399 painted on	?
135	stored, cn 75038314 painted on	75003092

Finland

Ilmavoimat (AF)

F-18D

HN-462	HävLLv 11	ex IlmaStk	1274/FND002	mar18
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Germany

Luftwaffe (AF)

A400M

54+18	LTG62	ex Airbus Military		mar18
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54+19	Airbus Military	f/n dbase		071	mar18
54+20	Airbus Military	f/n dbase		074	mar18
54+21	Airbus Military	f/n dbase		079	mar18
54+22	Airbus Military	f/n dbase		081	mar18
54+23	Airbus Military	f/n dbase		083	mar18
54+24	Airbus Military	f/n dbase		085	mar18

CH-53G

84+17	scr.			V65-015	oct12
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EF2000(T)

30+71	TLG71	ex TLG73		GT019	mar18
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EF2000T

31+25	TLG74	ex EADS			mar18
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H145M

76+15	HSG64	c/n update		20139	jul17
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Tornado IDS(T)

45+13	TLG51	ex TLG33	535/GT049/4213		mar18
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Heeresflieger (AR)

EDPR = Ingolstadt/München

NH90-NFH

79+51	THR10	ex Airbus heli.			mar18
79+52	Airbus heli.	f/n dbase			feb18

NH90-TTH

78+19	IHAZ	ex EDPR	1099/TGEA19		oct15
78+30	THR10	ex IHAZ	TGEA30		mar18
78+32	THR10	ex IHAZ			mar18

UH-1D

70+54	scr.	ex THR30		8114	
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Italy

Aeronautica Militare (AF)

F-2000A

MM7350/36-55	936° GEA	ex -/Leonardo		IS076	feb18
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Arma dei Carabinieri (PO)

P180

MM62304/CC-1515		ex I-CFPA/CFS-181	1094		
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On 31 December 2016, the Corpo Forestale dello Stato ceased to exist, with its approximately 7.800 members being absorbed into the Carabinieri. The Corpo Forestale dello Stato P180 gained MM62304 and (as not confirmed) CC-1515 code;



The Garda Air Support Unit is the aviation component of the Irish police. They operate two EC135Ts, both of which were seen at Baldonnel by Eric Van Rossum. (256 & 272 EC135T, GASU, 21 March 2018)



With wolf footprints on the rudders, the first F-35B for the Italian Navy looks quite the part. It was photographed at its place of birth, Cameri, providing a welcome change for the rather dull-painted F-35 community. (MM7451/4-01, F-35B, 24 January 2018, Marco Muntz)

with 1515 as the old national emergency number of the CFS!
Guardia di Finanza (PO)

LIBG = Grottaglie (TA)
LIRE = Pratica di Mare (RM)

AB412HP
MM81509/GF-221 std LIBG ex Centro di Aviazione **25746** oct17

AB412HP
CSX81927/- Leonardo new **31794** dec17
MM81927/GF-404 Centro Av ex CSX81927/- **31794** mar18

P166DP-1
MM25172/GF-02 std LIRE ex GEA **466/115** mar18
MM62263/GF-05 std LIRE ex GEA **701** mar18
MM62265/GF-07 std LIRE ex GEA **703** mar18
MM62268/GF-11 std LIRE ex GEA mar18

Vigili del Fuoco (PO)

AB412
CFS145SJ/VF-114 VdF ex CFS-14/CFS **25561**
CFS15SO/VF-115 VdF ex CFS-15/CFS **25562** feb18
CFS16SP/VF-116 VdF ex CFS-16/CFS **25563**
CFS18SW/VF-118 VdF ex CFS-18/CFS **25564**
CFS19SX/VF-119 VdF ex CFS-19/CFS **25572**
CFS20AA/VF-120 VdF ex CFS-20/CFS **25610**
CFS21AB/VF-121 VdF ex CFS/21/CFS **25614**

AB412SP
CFS23AD/VF-123 VdF ex CFS-23/CFS **25618**

AB412EP
CFS24AE/VF-124 VdF ex CFS-24/CFS **25918**
CFS25AF/VF-125 VdF ex CFS-25/CFS **25919**
CFS26AK/VF-126 VdF ex CFS-26/CFS **25926**
CFS27AL/VF-127 VdF ex CFS-27/CFS **25978**

On 31 December 2016, the Corpo Forestale dello Stato ceased to exist, with its approximately 7.800 members being absorbed into the Carabinieri. Also the Vigili del Fuoco got its share and the first identified ex Corpo Forestale dello Stato AB412s are appearing with its new owner, still wearing its original green and white livery.

Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

The Armed Forces of Montenegro (Vojska Crne Gore) have ordered three Bell 412 twin engine utility helicopters to improve the capabilities of the army. The EUR 30 million (USD 37 million) agreement was signed in Podgorica

on 30 January 2018 through Canada's government-to-government contracting organization, the Canadian Economic Corporation. One enhanced-performance Bell 412EP helicopter will be handed over in the first quarter of 2018, followed by a pair of glass cockpit Bell 412EPs in the fourth quarter of 2018. The new helicopters will be used for passenger transportation, medical evacuation, search and rescue, cargo transportation, fire extinguishing, operations on small and restricted low terrain and border control. The air force of Montenegro now operates a handful of Gazelles that are airworthy, out of a dozen Gazelle helicopters inherited from the former Yugoslav air force. Its Mi-8s were withdrawn from use and most were sold to Kyrgyzstan.

NATO

NAEW&CF

E-3A
LX-N90455 309th AMARG **22850/967** feb18

Portugal

LPBJ = BA11 Beja

Força Aérea Portuguesa (AF)

CASA 212-100

16502	ex std LPBJ	sold to USA	14
16506	ex std LPBJ	sold to USA	26
16511	ex std LPBJ	sold to USA	35
16514	ex std LPBJ	sold to USA	38
16515	ex std LPBJ	sold to USA	41
16522	ex std LPBJ	sold to USA	57
16523	ex std LPBJ	sold to USA	61

All the above are former inmates of the so called "Factory" storage hangar at Beja airbase. They were all noted in California in January 2018.

Russia

Voyenno Vozdushnyye Sily (AF)

During a visit of Deputy Defence Minister Yuri Borisov to the Irkutsk Aircraft Plant PJSC «Irkut Corporation», it was announced that the factory plans to produce 24 aircraft for the Russian Ministry of Defence. The 24 consist of twelve Su-30SM and ten Yak-130 for the Russian Aerospace Forces and two Su-30SM for the Russian Naval aviation.

In 2017, the Irkutsk Aviation Plant supplied the Armed Forces

of Russia with seventeen multifunctional two-seat Su-30SM fighters, twelve of which became part of the Russian Air Force, and five more were delivered in separate contracts of the Naval Aviation of the Russian Navy. All twelve Su-30SM fighter planes delivered in 2017 entered the 14 Guards Fighter Aviation Regiment at the airfield Khalino (Kursk).

The Irkutsk Aircraft Plant PJSC "Irkut Corporation" transferred only six Yak-130 combat training planes to the MoD in 2017. The first three aircraft arrived in Armavir at the end of May 2017, and three more Yak-130 arrived at the end of July. However, the further transfer of the Yak-130 to Russia has stalled. Although from June to November 2017, eight more Yak-130s were built by Irkutsk, none of them was delivered and at the end of the year all these Yak-130 remained in Irkutsk. Perhaps this is due to the next revision of this type of aircraft after two accidents with Yak-130s occurred on the same day on 21 June 2017. But finally, on 14 March four Yak-130 (05-08 red, probably 1/n **1404-1407**) were delivered to the air force. All four departed to Novosibirsk-Tolmachevo on their delivery to the Krasnodar Higher Military Aviation Pilot's School (KVVAUL), 200th Training Air Base (UAB) at Armavir.

On 13 March the MoD announced the first upgraded Il-76MD-M was transferred to the air force. In August 2013 the initial contract for the upgrade of Il-76MD transport- and Il-78 air refuelling aircraft was signed. This Il-76MD (RF-76746, cn 0073479374) was transferred to Zhukovsky in 2014 and work was started by JSC "Aviation Complex SV Ilyushin". It first flew on 28 February 2016. Since June 2017 it was used for joint State Tests. The aircraft remains its original D-30KP engines, but gains a lot of systems also introduced on the Il-76MD-90A (the new-built Il-76 with new PS-90A-76 engines) like new navigation, communication systems and elements of a glass cockpit. Its service life is extended with 15 years. The costs of a Il-76MD-M are just one-third of the costs of a new Il-76MD-90A. The Ministry of Defence plans to upgrade 41 Il-76MD. In October 2016 Ilyushin was awarded a contract for three Il-76MD-M for delivery in 2018.

The Russian Ministry of Defence expects to sign an order for the purchase of 114 extra Ka-52 Alligators. The contract will be signed as part of the State Arms program 2018-2027. The Ka-52 will be equipped with an upgraded optical vision

system. Also new long-range rockets are under development for the Ka-52. The Ka-52 is under serial production since 2009. The aviation plant in Arsenyev plans to deliver six new Ka-52 to the Russian Aerospace Forces in 2018. In January 2018 two Ka-52 were delivered for the Southern Military District by transport aircraft to Kurban in Kasnodar region. It was reported that the final assembly of the Ka-52 will relocate to here. In December two Ka-52 were delivered by air transport to Pskov air base to a new established regiment in the Smolensk region. The unit in Ostrov, Tver region, received its last out of eight projected Ka-52s. We think this refers to the same unit. If not this might concern the 378 Army Aviation Base Vyazma, where already Mi-8 and Mi-24 are based.

Russia sent two T-50s (called Su-57 in Russian air force – but we refer to the prototypes still as T-50) to Syria as show of force to the world. On 21 February 2018 two T-50, accompanied by a Su-30SM? Flanker, arrived at the 555 Aviagruppa at Hmeymim in Syria. Rumours suggest two more arrived also, but this has not been confirmed. Satellite pictures of 23 February show the two T-50s, and also seven Su-24s, five Su-25s, four Su-30SMs, five Su-34s, six Su-35s, three Il-76s, two Tu-154s, and one of each Il-22, Il-62, A-50, An-26, An-72 and nine helicopters.

Meanwhile, on 6 March 2018, the tenth prototype T-50-10 (coded 510 blue) was flown from Komsomolsk through Novosibirsk-Eltsovka to Zhukovsky for further tests. It was first flown on 23 December 2017.

On 23 August 2017 Kazan Helicopters announced the start of assembly of the first prototype of the Mi-38T, the military version of the Mi-38. They will build to prototypes and deliver before end of 2019, but expected end of 2018. Both prototypes will conducting joint flight test for compliance with the requirements of the Russian Armed Forces. According results of the tests, further purchases of the Mi-38T will be planned within the framework of the state armament program in 2018-2025. The Mi-38 can transport 30 passengers or 6000 kg internal cargo. The external load is 7000 kg. For comparison a Mi-17-1A2 can transport 24 troops or 4000 kg internal cargo and the Mil-26 90 troops or 20.000 kg. The Mi-38T has features like fuel system with explosion protection, special communications equipment and additional fuel tanks to increase flight range. The expected use will be combat search-and-rescue, VIP and troop transport.



Poland just ordered an additional number of M346s. Seen here is the eighth and last example of the first order, which has been delivered to Deblin in the meantime. (7798, M346, Venegono, 23 October 2017, Marco Muntz)

MChS Rossiya (GV)

On 12 March 2018 PJSC United Aircraft Corporation (UAC) flew the fourth Be-200ChC for the MChS (RF-31380, construction number **03-06**) out of an order for six. The Russian Federation Ministry of Civil Defense, Emergencies and Elimination of Consequences of Natural Disasters (EMERCON) ordered the additional six aircraft under a contract signed on 25 May 2011, due to be delivered by 2014! The first flight of the fourth amphibian took place from the factory aerodrome PJSC "Taganrog Aviation Scientific and Technical Complex named after G.M. Beriev", being part of UAC. The Beriev will be handed over to EMERCON later this year for operations in the integrated Khabarovsk aviation rescue center. The order for the initial six Be-200ChS was built in Irkutsk and delivered between 2011-2011. After this the production was transferred to PJSC "Taganrog Aviation Scientific and Technical Complex G.M. Beriev". In February 2015 an additional agreement was signed with TANTK Beriev to allow delivery to be delayed by three years, followed by a decree end of 2016 to decrease its debts and improve the financial stability of TANTK Beriev in Taganrog. The first three of the order or TANTK Beriev were delivered on 12 January 2017, 23 July 2017 and 21 December 2017.

Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)
Vecernje Novosti reported on 21 February 2018 that Serbia is interested in purchasing at least six Mi-24/35s from Belarus. The Serbian armed forces need this type of helicopter to equip their rapid response units. Purchase of an upgraded version of the Mi-24 is also an option.

Russia announced on 2 November 2017 to donate two An-26s and these could be delivered within ten months. The upcoming delivery did not yet take place the Minister of Defence, Alexandar Valin, revealed during a visit on Batajnica Air Base on 19 March. Serbia and Russia are also talking about the purchase of six Mi-17 multi-role helicopters.

The Minister of Defense of Serbia, Alexander Vulin and the Chief of the General Staff of the Serbian Armed Forces, General Lubica Dikovitch visited the hangar at Batajnica where the repair and modernization of six MiG-29 fighters obtained from Russia are under way. Mentioning the fighter planes received from Russia, the minister first mentioned the decoding of the designation of MiG-29SD fighters (SD for "Serbian modified"). After visiting the hangar, Vulin and Dikovitch met with pilots who will soon leave for Russia for a five-month retraining course for the MiG-29.

On 19 March the commander of the 252 Trainer Aviation Squadron, Lieutenant Colonel Boško Šerbedžija, explained that six "Lasta" planes had been introduced into use today, and the remaining eight will be introduced in the middle of this year. We assume these were delivered already since 2012 and that no additional Lastas were delivered next to the initial order of 15, of which one crashed on 26 September 2012.

As reported before, the government of Serbia ordered six H145M helicopters, of which four are equipped with the HForce. HForce is a modular and incremental system. It offers a multi-purpose mission computer interchangeable from one helicopter to another, an electro-optical system (EOS) for target identification and firing, monocular helmet-mounted sight and display (HMSD) for pilot and gunner and a large choice of weapons (air-to-air, air-to-ground, ballistic or guided) to comply with any operational need. The qualification of HForce for use on the H145M is planned for 2018. Also three H145Ms were ordered for the Ministry of Interior/Police. In February the first (overall grey painted) H145M for the air force was seen outside at Airbus Donauwörth. Delivery should commence late 2018-2019.

H145M

... Airbus Donauwörth as D-HMBE, o/o **20177** feb18

Spain

The Spanish Directorate General of Armament and Material (DGAM) is working on an acquisition program that is aimed at a future fleet of 104 NH90 helicopters for the Spanish armed forces which will include no less than twelve different configurations. The first batch of Tactical Transport Helicopters (TTH), currently delivered to the Army, are referred to by their makers as the *standard GSPA1 NH90*. These will be followed by standard GSPA2 and GSPA3 machines. In April 2018, the first test flights will commence with the GSPA2 NH90. This configuration will have improved capabilities for Personal Recovery missions. The first GSPA2 NH90 is scheduled for delivery in late 2019. The next batch of NH90 will be Maritime Tactical Transport Helicopters (MTTH) for the Navy, able to operate from LHD- and LPD-class ships. The manufacturer's indication for this version is MSPT.

LEAB = Albacete

Ejército del Aire (AF)

EF2000

C.16-59/14-18 Ala 14 #10020, f/n coded **SS042** feb18
Fuerzas Aeromóviles del Ejército de Tierra (AR)

NH90-TTH

HT.29-11 Airbus LEAB f/n, primer c/s **GSPA11** nov17

Sweden

Flygvapnet (AF)

Sk60A

60129/129 F7 ex FlygS, nmks **60-129** mar18

Switzerland

Schweizer Luftwaffe (AF)

PC-9

C-410 pres Wildegg ex ZFIS12 **222** mar18

Ukraine

Ministry of Interior (GV)

On March 23 the Minister of Internal Affairs of Ukraine Arsen Avakov and the Minister of Europe and Foreign Affairs of France Jean-Yves Le Drian signed the Statement of Intent on the development of bilateral cooperation between the ministries. The signed preliminary agreement with France includes the acquisition of 55 helicopters from Airbus Helicopters to be used by the police, border guards and emergency services. The agreement is for a mixture of H145, H125 and H225 models. The main tasks of helicopter units of the Ministry of Internal Affairs will be: salvation and public order, criminal investigations, anti-terrorist and special missions, state border protection and road safety. The Minister of Internal Affairs stressed that Ukraine expects to receive the first four helicopters this year.

The Airbus Helicopters will operate in addition to the Mi-8MTV currently in use. Twelve Mi-8MTV-1 helicopters of MVD aviation were leased to long-term lease by PJSC "Ukrainian Helicopters".

Africa

Angola

Força Aérea Nacional de Angola (AF)

The Angolan government has ordered three Airbus C295 Maritime Patrol Aircraft, worth 160 million euros. The C295s will be based at Luanda/4 de Fevereiro, Base Aérea No.1 (Belas) and will be used for transport and maritime surveillance duties.

The C295MPAs are equipped with a Fully Integrated Tactical System (FITS) for performing the maritime mission,

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including a search radar, electro-optical sensors, magnetic anomaly detector and other avionics. Weapons can include torpedoes, missiles, mines and depth charges.

The Lusa news agency reported that the Angolan President, Mr. Joao Lourenco, on 2 March authorized commodities trading company Simportex to finalize the contract for the aircraft with Airbus Defence and Space.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

Ka-52
6617 f/n, photo mar18

Libya

Government of National Accord [AF]

Mi-8MTV-1

... Air Ambulance w/o 05mar18

This Air Ambulance Mi-8 crashed during a landing manoeuvre at Mitiga International Airport on 5 March 2018. Most likely it was the 2860 (c/n **95463**), but this needs confirmation because it is only based on guessing and by looking at pictures.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

C-130H
CNA-OK re-registered as CN-AOK **4739**
CN-AOK EdT3 ex CNA-OK **4739** jan18

KC-130H
CNA-OS re-registered as CN-AOS **4909**
CN-AOS EdT3 ex CNA-OS **4909** nov16

Senegal

Armée de l'Air Sénégalaise (AF)

Mi-17-1V
6W-HTA w/o 14mar18

Somalia

Dayuuradaha Xooga Dalka Somaliyed (AF)

The Somali Government has approved a plan that will reboot the service by training pilots and buying aircraft so it can contribute to the fight against al-Shabaab. There is no Somali Air Force left after the Ogaden War with Ethiopia in the late 1970s and the civil war in 1990. The surviving aircraft are abandoned, stricken, wrecked or preserved as gate-guards. In the 1960s and 1970s Somali National Air Force (SNAF) was one of the premier air forces in Africa. The presidential approval is expected shortly.

There is no enemy activities with the neighbouring countries but the first priority of the rebuild Somali Air Force will be the fight against al-Shabaab by providing support to the ground forces. The second priority is the maritime security. Somalia has a coastline of 3333 km which has to be defended against illegal fishing, dumping, pirates and drug trafficking. The air force can also offer a search and rescue capability over sea and land. The use of roads are dangerous by attacks of as-Shabaab and the air force can use aircraft for government duties and transport.

To acquire light and medium aircraft and helicopters for the air force will reduce the operational costs of the now hired Russian and Ukrainian civil Mi-8 helicopters.

General Mohamud Sheikh Ali said: "The government approved to build-up a small and effective air force, but the start will be to train people - pilots, engineers, technicians and ground support staff. After that we will look for good small aircraft for 10-120 passengers for government and Army transportation. The light capability will be for combat operations and the medium can take some of the load off of the UN, which provides this level of transport capability. If the

air force can take over the transport of the UN, then Somalia can charge that by the UN, through the donor program. It will be cheaper for UN and Somalia and can recoup some money."

Although the presidential approval has to come, the SNAF is already working toward acquiring its first aircraft in 2018, second-hand fixed-wing or rotary. Suitable aircraft already identified: BN2, DHC-6, BAe146, CN-235, Casa 212 and Short SC-7.

After 2018, in the medium term, the SNAF wants to acquire helicopters for tactical lift, evacuation and intelligence, surveillance and reconnaissance. It is in talks with Russia about Mi-17 capability. For the long term a light close air support aircraft is in mind.

Sudan

al Quwwat al_Jawwiya as-Sudaniva (AF)

Mi-24P
968 f/n DB, photo

The exact type needs confirmation.

Asia

Afghanistan

Afghan Air Force (AF)

For the "new" Black Hawk helicopters, the Afghan Air Force is most probably going to use a serial system derived from the c/n of the helicopter. The first helicopter using this way of presenting the serial was seen in the USA in February 2018 sporting a green/brown/sand camouflage. However, a second one in full Afghan Air Force markings was noted in March 2018 still wearing the last five of its former US Army serial. We have to wait and see how this will develop.

UH-60A+

70205 f/n, ex 80-23447 **70-205** feb18
23554 f/n, ex 81-23554 **70-275** mar18

Azerbaijan

Azrbaycan herbi hava qüvvelerl (AF)

On 16 March 2018, Azerbaijan's defense minister Colonel General Zakir Hasanov visited a new Mi-35M helicopter unit, deployed in the frontline zone. Zakir Hasanov has met with flight and technical staff, as well as checked the level of combat readiness, the capability and the possibilities of efficient use of army aviation. Unfortunately, no information was given of the location of the base as well as the designation of the unit. However we think this new Mi-35M unit is located at a in 2016/2017 erected hangar at Tanriqulular.

Bangladesh

Bangladesh Biman Bahini (AF)

VGTJ = Dhaka-Tejgaon

F-7MB
1419 25sq c/n update **TMB0419** mar18

Mi-171Sh
411 VGTJ c/n tie-up conf. **2505U** mar18

The construction number prefix is **171Sh0006050**.

China

People's Liberation Army Air Force (AF)

J10S
68511 70th Brigade mar18

This J10S was being prepared for delivery to the 70th Brigade that only a few years ago had received J7Gs. Rumour has it that the aircraft was used earlier by 72nd Regiment

J11
61059 4th Brigade feb18
With the arrival of the Su-35 with 6th Regiment/Brigade the J11s were transferred to 4th Brigade where they replace the



Snowcapped mountains near the home of the Republic of Singapore training unit in Idaho, provide a great backdrop for F-15SG 05-8366 on finals. (Mountain Home, 05 March 2018, Martin Uleman)

J8DF. The J8s were transferred to 78th Regiment that still flew unmodified J8DH..

J11BS			
65023	41st Brigade	0401	feb18
J16			
78073	176th Brigade		feb18
70093	98th Brigade		mar18
70097	98th Brigade		mar18
70190	98th Brigade		mar18

In line with the overall grey colourscheme at the J20, also for the J16 a new all grey colourscheme has been introduced with low-viz roundel and serial number.

JH7A			
62068	15th Brigade		mar18

JJ7A			
3519	Xi'an FA/1st Reg		feb18
3614	Xi'an FA/1st Reg		feb18
3617	Xi'an FA/1st Reg		feb18

Su-30MKK			
62506	9th Brigade		feb18
78038	172nd Brigade		mar18

Y7G			
55017	Transport Brigade		mar18

Y8CB			
20672	16th Div/47th Reg		mar18

Y12C			
B-4163			apr17

The aircraft was noted at Nan Yuan in identical configuration and colour scheme the Aerial Survey Y12Cs were noted years earlier including its CAAC titles. So chances are high this bird is ex 6016, 6017, 6018 or 6020.

People's Liberation Army (AR)

Mi-17-V7			
LH971710	76th Brigade	ex LH937xx	feb18
LH971713	76th Brigade	ex LH937xx	feb18

Mi-171E			
LH911718	Xinjiang Brigade		mar18
LH921761	Xizang Brigade	ex LH937xx	feb18
LH971720	76th Brigade	ex LH937xx	feb18
LH982703	121st Brigade	ex LH9127xx	feb18
LH982716	121st Brigade	ex LH9127xx	feb18
LH982718	121st Brigade	ex LH9127xx	feb18
LH993726	73rd Brigade	ex LH9107xx	feb18

Z8B			
LH982806	121st Brigade	ex LH9128xx	mar18

LH982809	121st Brigade	ex LH9128xx	feb18
LH982826	121st Brigade	ex LH9128xx	mar18

Z8G			
LH911896	Xinjiang Brigade		mar18
LH953822	161st Brigade		mar18
LH953827	161st Brigade		feb18

Z9WZ			
LH963905	80th Brigade	ex LH979xx	feb18
LH963931	80th Brigade	ex LH979xx	feb18
LH963961	80th Brigade	ex LH979xx	mar18
LH963967	80th Brigade	ex LH979xx	mar18
LH993915	73rd Brigade	ex LH9109xx	feb18
LH993922	73rd Brigade	ex LH9109xx	feb18
LH993923	73rd Brigade	ex LH9109xx	feb18

Z10			
LH911128	Xinjiang Brigade	ex LH931xx	mar18
LH911183	Xinjiang Brigade	ex LH931xx	mar18
LH952105	82nd Brigade	ex LH981xx	feb18
LH963139	80th Brigade	ex LH971xx	feb18
LH963156	80th Brigade	ex LH971xx	feb18

Z19			
LH982501	121st Brigade	ex LH9129xx	feb18
LH982503	121st Brigade	ex LH9129xx	feb18
LH963506	80th Brigade	ex LH979xx	feb18
LH963509	80th Brigade	ex LH979xx	feb18
LH963580	80th Brigade	ex LH979xx	mar18

People's Liberation Army Navy (NY)

CJ6A			
81202/22	Naval Av.Univ./1st Reg		photo
81303/33	Naval Av.Univ./1st Reg		photo

India

Indian Defence (DF)

India will become the sole producer of fuselages for the AH-64 Apache helicopter delivered by Boeing to its global customers. On 1 March 2018, Tata Boeing Aerospace Ltd (TBAL), a joint venture between Boeing Co. and Tata Advanced Systems Ltd (TASL) officially opened its facility to produce fuselages for the Apache helicopter in Hyderabad. The facility in Hyderabad is spread over 14,000-square metres and is employing 350 skilled workers. The facility will also produce secondary structures and vertical spar boxes of this multi-role combat helicopter. The delivery of the first fuselage is expected to start somewhere in 2018.

Defence minister Nirmala Sitharaman and Telangana minister for Industries and IT, KT Rama Rao inaugurated the facility. TBAL, Boeing's first equity Joint Venture in India,

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is the result of a 2015 partnership agreement with TASL. Construction of the manufacturing facility began in 2016 and was completed on schedule.

The Indian government (MoD) seems to have scrapped its two-year-old plan to produce 114 single-engine fighter aircraft with foreign collaboration under the “Make in India” framework. The main cause is the political dispute between one of the largest political parties and Congress over the contract for 36 French Dassault Rafale fighter aircraft.

The original plan placed an unnecessary restriction on only single-engine fighter aircraft, which limited the competition to just two type of aircraft, the Lockheed Martin F-16 and the Swedish Saab JAS39E Gripen. The MoD has now asked the Indian Air Force to come up with a new proposal that will take both single and twin-engine fighter aircraft into account. According to a source within the Ministry of Defence the aim is to increase the contenders and avoid needless allegations at a later moment.

To speed up matters, the MoD will be looking at new additions made by global players since the MMRCA trials were carried out in 2011. The aircraft tested then were the Lockheed Martin F-16 Fighting Falcon, the Boeing F/A-18 Hornet, Eurofighter Typhoon, Dassault Rafale, Saab JAS39E Gripen and Mikoyan MiG-35. Unfortunately, this will definitely take up extra time. India’s track record for investments of this size is not that well. The process consumes many years ending up in delays and cancellations.

We just wondered when the first cracks would appear in the positive news on acquiring new fighter aircraft. And yes. On Sunday 4 March 2018, the Defence minister Nirmala Sitharaman, explained that the government has decided to back a heavily upgraded and revised variant of the Tejas Light Combat Aircraft. This means that India is not interested in acquiring either the Saab JAS39E/F Gripen or the Lockheed Martin F-16 block 70 fighter aircraft.

According to Ms Sitharaman, monetary provisions for the Tejas Mk2 are being made. The government had already announced that it is going ahead with the purchase of 83 Tejas fighter aircraft. These include the Tejas Mk1 and the Tejas Mk1A. The minister of defence also made clear that development for the naval variant of the Tejas will continue.

That is strange as the Navy indicated that the aircraft is not capable of embarking operations on board India’s aircraft carriers.

Two years ago, the government announced that it was looking to acquire single-engine fighter aircraft to supplement the Tejas. Last month (see above), sources within the Ministry of Defence indicated that India was no longer interested in a class of single-engine fighter aircraft other than the Tejas and had asked the Indian Air Force to revise its requirements to also include multi-engine fighter aircraft. There is, presently, no clarity on the shape of this acquisition and whether a deal for another multi-role fighter jet will emerge. Time will tell again what the next steps will be in this lengthy process.

Bharatiya Vayu Sena (AF)

Another aircraft type with the Indian Air Force that saw reregistration. This time the SA315B Cheetal helicopter. Photo and video footage dated 17 February 2018 showed a 114HU helicopter registered ZC4404. These new build Cheetal helicopters were first noted at Hindustan Aeronautics Ltd (HAL) Bengaluru in March 2010. In total twenty Cheetal helicopters were ordered for use with the Indian Air Force and the Indian Army. The original Air Force serial range was J4401 to J4410.

On Saturday 24 March 2018, Light Combat Aircraft (LCA) Tejas SP-09 (LA5009) successfully flew for the first time taking off at 10:33hrs from HAL Airport in Bengaluru and landing back at 10:54hrs. SP-09 flew for 21 minutes with Air Cmde KA Muthanna (Retd) in the cockpit. This is the ninth series production aircraft and will be handed over to the Indian Air Force No.45sq ‘Flying Daggers’ after a few production sorties.

Details on the other series production aircraft are:

LA5001 f/f 01oct14, d/d to 45sq 01jul16
 LA5002 f/f 22mar16, d/d to 45sq 01jul16
 LA5003 f/f 28sep16, f/n with 45sq 06oct17
 LA5004 f/f 03mar17, f/n with 45sq 06oct17
 LA5005 f/f 08feb18, still with HAL
 LA5006 f/f 30jun17, still with HAL
 LA5007 f/f 12dec17, still with HAL
 LA5008 f/f 13mar18, still with HAL, to be handed over to 45sq late April 2018
 LA5009 f/f 24mar18, still with HAL, to be handed over to 45sq late April 2018



If you want to see the AT-3, Taiwan is the only place to be. The Thunder Tigers theme is clearly visible in the colourscheme on this example. (0814/75-6014, AT-3, Kangshan, 24 February 2018, Ben Uffen)

The first flight for Tejas LA5010 is intended for late March 2018 or early April 2018. It seems that Hindustan Aeronautics Ltd (HAL) is now on track with their production rate.

An-32
KA3074 FWTF f/n, ex K3074 **25 07** mar18

An-32RE
KA2692 12sq f/n, ex K2692 **03 07** mar18
KA2708 ARC R&AW f/n, ex K2708 **05 03** mar18

BAe748-224 (HAL)
H2065 unit nn ex 106sq A-Flt **544** feb18

MiG-21Bison
CU2792 23sq f/n feb18

SA315B (HAL) Cheetal
ZC4404 114HU ex J4404 feb18

Su-30MKI-3
SB214 f/n feb18

Tejas LCA
LA5006 HAL f/f 30jun17 **SP-06** jun17
LA5007 HAL f/f 12dec17 **SP-07** dec17
LA5008 HAL f/f 13mar18 **SP-08** mar18
LA5009 HAL f/f 24mar18 **SP-09** mar18

Japan

RJNA = Nagoya/Komaki	RJNG = Gifu
RJOE = Akeno	RJOY = Yao
RJTA = Atsugi	RJTU = Utsunomiya
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jik.
AEW = Hiko Keikai Kansh.	ARW = Kuku Kyunandan
ATS = Kyoiku Kokutai	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	N-ADF = Hokubu Sh.Hikohan
nmks = no tail unit-number	

Nihon Koku-Jieitai (AF)

C-1
58-1008 Iruma dumped **8008** mar18
Missing many parts, no vertical tail, engines, nose-cone. Will probably be scrapped very soon.

E-2C
34-3461 AEW ex IRAN mar18
Previous last note was December 2014.

E-2D
81-3471 for JASDF serial confirmed dec17

F-2A
63-8502 ADTW ex IRAN **1002** mar18
13-8520 8 Hikotai ex nb/IRAN **1020** mar18
43-8524 3 Hikotai nb, ex IRAN, ex 3Hik **1024** feb18
83-8546 o/h RJNA nb, ex 3 Hikotai **1046** mar18
93-8548 o/h RJNA nb, ex 8 Hikotai **1048** mar18
13-8560 3 Hikotai nb, ex IRAN **1060** feb18

F-2B
63-8102 ADTW ex nb/IRAN **3002** mar18
23-8109 o/h RJNA nb, ex tsunami damage **3009** feb18
33-8119 21 Hikotai ex nb/IRAN **3019** mar18
43-8127 21 Hikotai? nb/IRAN **3027** feb18

F-4EJ
87-8409 ADTW wfu?? (digi camo) **M109** mar18
07-8429 ADTW ex nb/IRAN **M129** mar18
Stunning camo F-4EJ 409 is reported to have made its final flight in March 2018.

F-4EJ Kai
37-8315 302 Hikotai ex nb/IRAN **M015** mar18
77-8395 301 Hikotai ex IRAN **M095** mar18

RF-4EJ Kai
07-6433 501 Hikotai ex IRAN **M133** mar18

F-15DJ
12-8075 201 Hikotai ex 203 Hikotai mar18
92-8094 o/h RJNA nb, ex 201 Hikotai feb18

F-15J
22-8807 303 Hikotai ex IRAN **J1-0576** mar18

42-8832 201 Hikotai ex nb/IRAN **032** feb18
52-8854 o/h RJNA nb, ex 305 Hikotai **054** mar18
52-8858 305 Hikotai ex nb/IRAN **058** feb18
52-8860 o/h RJNA nb, test, ex 201 Hikotai **060** mar18
72-8895 305 Hikotai ex 23 Hikotai **095** feb18
22-8937 201 Hikotai ex nb/IRAN **137** feb18
42-8947 o/h RJNA nb, ex 304 Hikotai **147** mar18

F-15J Kai
32-8942 ADTW ex nb/IRAN **142** mar18

F-35A
79-8705 944th OG at Luke AFB, AZ **AX-05** mar18
89-8707 Mitsubishi HI f/n **AX-07** mar18

UH-60J II
78-4605 re-registered as 88-4605 **2055** jan18
88-4605 ARW ex MHI, at Ashiya **2055** feb18

T-4
96-5618 N-ADF ex IRAN? 302 Hikotai **1018** mar18
06-5649 13 FTW ex 31 FTS **1049** mar18
26-5681 13 FTW ex nb/IRAN **1081** feb18
26-5690 o/h RJNG nb, ex store, for Bl.Imp. **1090** feb18
16-5797 ADC ex 13 FTW **1197** mar18

Only one T-4 from the long list of aircraft not seen for a while re-appeared, 618 was noted at Misawa. T-4 690 will be the eleventh aircraft for the Blue Impulse. All current and former 13 FTW T-4s above have the red/white colours.

U-125A
12-3016 ARW at RJST **258427** feb18

Another U-125A operating without the unit name sticker.

Rikujo Jieitai (AR)

UH-1J
41824 at RJOY no unit code, ex MH **1J24** feb18
41825 at RJOY no unit code, ex WH **1J25** feb18
41832 at RJOY no unit code, ex RJTU **1J32** feb18
41867 III unit confirmed **1J67** mar18
41919 EH ex no unit code **1J119** mar18

JG-1832 was operated by Utsunomiya Kou without SU code.

OH-6J
31100/V ex preserved removed by nov17 **6404** nov16
Was preserved near Hyakuri at the B&G swimming pool in Ogawa/Omitama-shi. The UH-1H 41648 is still present but was removed from its plinth so likely to be removed as well.

CH-47J
52903 HGPIV ex HGPV **M4004/5004** jun14
52905/XIIH Oyama-cho i/a Camp Fuji **M4007/5007** sep17
52928 at RJOY ex HGPVI **5040** mar18
52933 o/h RJNG no unit code, ex HGPVI **5048** feb18
JG-2928 was last seen with HGPVI code in January 2018 but by March the unit code and badge were scrubbed away. Possibly another aircraft for the new Miho based unit?

CH-47JA
52973 WH/3 Hikotai ex HGPV(jul16) **5086** jan18

UH-60JA
43101 SK ex SD **4001** may17
43108/08 WH TDY RJOE, no badge **4008** aug17
43110 XIIH ex no unit code **4010** sep17
43111 XVH ex no unit code/IRAN **4011** feb18
43132 WH? IRAN? code nn RJNA **4032** sep17

KV107 II-4A
51736/IIH Kisarazu Army Camp Museum **4065** sep17
Now inside a purpose-built hall, however can be easily towed outside for display at the static during an open house.

LR-2
23054 W ex IRAN at Sendai **FL-307** feb18
The camera pod is not carried all the time, only when needed.
Kaijo Jieitai (NY)

SH-60K
8444 21 Kokutai ex 51 Kokutai **5044** mar18
Was seen at Naha, unit not fully confirmed.

P-1				
5515	3 Kokutai?	nmks, at RJTA, ex KHI	15	feb18
P-3C				
5064	203 ATS	ex 2 Kokutai	9061	mar18
5070	at RJTA	nmks, Nippi? ex 5 Kok.	9067	mar18
TC-90				
6825	to Phil.Navy	donated	LJ-1337	mar18
6826	to Phil.Navy	donated	LJ-1338	mar18
6827	to Phil.Navy	donated	LJ-1339	mar18

Final three were handed over at Sangley Point on 26 March 2018. First two TC-90s are operational with the Philippine Navy serials 390 and 392, former JMSDF 6822 and 6824, tie-up is not known.

Kaijō Ho'an-chō (CG)

Bell 505

JA181A/SH181	? Region	f/n	65026	mar18
JA182A/SH182	? Region	f/n	65027	mar18
JA183A/SH183	? Region	f/n	65028	feb18
JA184A/SH184	? Region	o/o	65032	

All three were re-assembled at Kagoshima, it is not known if these are extra helicopters or are replacing the Bell 206.

Cessna 172S

JA391A/SA391	1st Region?	f/n	172S-11689	mar18
JA392A/SA392	1st Region?	f/n	172S-11732	mar18
JA393A/SA393	1st Region?	f/n	172S-11733	mar18
JA394A/SA394	1st Region?	f/n	172S-11734	mar18
JA395A/SA395	1st Region?	f/n	172S-11735	feb18

All five were first seen beginning of February at Kohnan Airport south of Okayama where they were assembled, painted and test flown. All five carry the name Amutsubame in Hiragana (Japanese characters) on the nose so will be operated by the same JCG region on the same airport, probably for training and liaison. One Japanese blog gave Chitose as base but only one aircraft was seen at Okadama.

Nepal

Nepal Army (AR)

SA316B (HAL)

NA-029	wfu 26mar18	AH306
NA-030	wfu 26mar18	AH307

In Scramble 459 we reported that the Nepal Air Wing had published a long list of helicopters up for sale, including five Alouette III's. Only two of them remained operational, but that good news ended on 26 March when HAL build SA316B A029 and NA030 were withdrawn from service.

Pakistan

Pakistan Fiza'ya (AF)

Good news, the first JF-17B has arrived at PAC Kamra! Also, we were told that in 2018 twelve JF-17 block-II will be manufactured, bringing the total of this version to 62. The first Block-III aircraft is still under development. Production for that upgraded version equipped with a KLJ-7A AESA radar is slated to start in 2019 and the first flight is expected in 2020.

One correction on last month's rundown of F-7 units, in actual fact 20 squadron 'Eagles' has moved from Rafiqui to M.M. Alam in 2014 already. It is the operational conversion unit for the PG-model whereas 18(OCU)sq prepares pilots for the P-model.

Further news on the unit-front is the upgrade of 88sq from SAR to Combat Search and Rescue. We already knew about this squadron, but this confirms that it flies with the AW139 and is based at Shahbaz AB, Jacobabad. The ceremony took place on Saturday 3 March.

During this year's Pakistan Day Parade, the F-16s of 9 squadron sported red high visibility unit markings. We do not know if this was just for the occasion or will become standard.

AW139

EYE73	Gvmt	ex I-EASY	31753	may17
17-003	88sq	f/n	31781	mar18
17-004	88sq	f/n	31782	mar18

EYE73 was first noted in primer in February 2017, in full colour scheme with test registration in April, and has been delivered in May 2017 to an unknown Pakistani government operator. The tie-up of 31782 is surmised, it is a known delivery.

F-16A MLU

85722	9sq	ex F-16A-15-CF	5G-22	mar18
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JF-17

17-242	PAC Kamra	f/n, t/f 20feb18		feb18
17-248	PAC Kamra	f/n, t/f 16mar18		mar18

JF-17B

17-601	PAC Kamra	f/n, t/f 10mar18	BC0001	mar18
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Pakistan Fauj (AR)

At least one of the former US Department of State Cessna 208B Caravans has been spotted flying with its US civil registration and bearing a small Pakistani flag on the tail.



At its home in Linköping, Saab recently presented the Global Eye, a heavily modified Bombardier Global business jet for its launch customer, the United Arab Emirates Air Force. (21 February 2018, Stefan Kalm/Saab)



Exercise Iniohos attracted some interesting participants to Andravida in Greece in March. Mirage 2000-9 729 of the UAEAF was one of the more exotic jets present. (20 March 2018, Dino van Doorn)

This might mean they were never transferred to Pakistan in July 2016 and another DoS contract was awarded after all.

Ce208B
N1243E nm no titles, only flag **208B-1005** feb18

Philippines

Pilipinas Hukbong Himpapawid (AF)

Ce208B ISR
5320 303rd ARS N320ZZ **208B-5320** feb18
5322 303rd ARS N322ZZ **208B-5322** feb18

Pilipinas Hukbong Dagat (NY)

TC-90
391 ex 6822 or 6824 mar18
6825 **LJ-1337** mar18
6826 **LJ-1338** mar18
6827 **LJ-1339** mar18

On 19 March the Activation and Blessing Ceremony was conducted for the second former Japanese Navy aircraft. One week later the remaining three Japanese Navy aircraft arrived at Naval Air Group Headquarters at Sangley Point, still in full Japanese colours.

Thailand

Royal Thai Air Force (AF)

T-50TH
With the troublesome delivery of the first two T-50s in mind it might not have come as a surprise that the next two aircraft were delivered as airfreight. On 23 February Korean Air Cargo B747-400 HL7601 flew into U-Tapao and delivered the two aircraft all wrapped up, so nothing could be dented.

Middle East

Bahrain

Royal Bahraini Air Force (AF)

Hercules C5
701 Marshall Aerospace ex RAF ZH880 **5478** mar18
702 Marshall Aerospace ex RAF ZH886 **5484** jan18

Bahrain has bought two ex-Royal Air Force (RAF) C-130J transport aircraft. The two aircraft are currently being refurbished at the Marshall Aerospace and Defence Group

facilities at Cambridge Airport under the government-to-government deal

Bahrain Public Security Force (PO)

Bell 427
BPS-6 to N324FH ex Police Aviation **56017**

Bahraini Government (GV)

B737-86J
A9C-ISA Bahrain Amiri Flight ex D-ABMY **37750/5314** nov15

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

The Defense Security Cooperation Agency (DSCA) has approved a possible Foreign Military Sale (FMS) to Kuwait of four King Air 350ER Intelligence, Surveillance, and Reconnaissance (ISR). This was announced at 22 February 2018. Kuwait had requested a sale of four King Air 350ER ISR equipped with Electro-Optical & Infrared Imaging Sensor, Active Electronically Scanned Array Radars, Missile Warning Systems, Countermeasure Dispenser Systems and the US State Department has approved the sale. Kuwait will use the aircraft to collect aerial intelligence, surveillance and reconnaissance data as well as build up its military posture and situational awareness capability. The proposed deal also includes modification of one of the four planes to support medical evacuations, command-and-control missions, transportation of leadership personnel and other logistics operations. Sierra Nevada Corporation is the prime contractor for the sale.

Qatar

Qatar Emiri Air Force (AF)

In the last couple of years a number of large contracts for the Qatar Emiri Air Force have been mentioned, negotiated, delayed and passed various deadlines. But by now several of those have been finally approved and signed by the Qatari Government, with the aim to expand and strengthen QEAF. Time for an overview.

The twelve Mirage 2000-5s and six Alpha Jets are to be replaced with an incredible 96 modern fighter aircraft. Options may take this number towards 132 aircraft. The massive boost started back in 2010 when the QEAF set a tender for expansion

with a predictive 72 aircraft fighter deal, possibly consists out of multiple types. Boeing, Eurofighter and Dassault were immediately interested and from 2012 actual evaluations of aircraft started. This resulted in the order of 24 Dassault Rafales in March 2016 (estimated USD 7.6 billion). The option of 12 more Rafales was capitalized in December 2017. Boeing will build 36 F-15QAs, with options of 36 more approved by the United States. The contract was signed in June 2017 (estimated USD 12 billion). BAE Systems will provide 24 Typhoons, this contract was finalized in December 2017 after the letter of intent was signed in September (estimated USD 7 billion). Added to the BAE System deal are nine Hawk training aircraft and a training support contract. The initial intention to buy six Hawks was increased to nine in January 2018.

It is incredible that the QEAF is set to receive so many new different fighter aircraft, integrate them in their doctrine, setting up a logistic system, create a ground infrastructure and above all provide training (pilots and technicians). Qatar will have to lean massively on foreign support from UK, US and French manufacturers and these countries air forces. At RAF Coningsby a joint RAF Qatar squadron will be formed to train new Typhoon pilots for example. But an interesting question is, how will they fill all those new cockpits? At least some 150 pilots to man the new fighters will have to be trained.

The Government of Qatar has signed for the long awaited NH90 contract at the DIMDEX 2018 defense trade show in Doha in March 2018. Some years ago Qatar signed a tentative agreement for 22 examples of the 11t-class rotorcraft: 12 TTH troop transports and 10 NFH maritime helicopters. But the contract that is now signed is for the purchase of 28 NHIndustries NH90 helicopters. Sixteen NH90-TTHs (Troop Transport Helicopter built by Airbus at Marignane) and twelve NH90-NFHs (Navy Frigate Helicopter built by Leonardo at Venice) are now on order, with deliveries starting from the 2019-2020 time frame. Qatar also ordered sixteen Airbus H125 helicopters (formerly known as AS350). These Écureuil will be used for training for and join the Al Zaeem Air College at Al-Udeid, replacing the SA341L Gazelle. It is unclear if the intention to purchase 22 Sikorsky Seahawk and twelve Black Hawk, announced in July 2012, will still materialize.

At the same DIMDEX 2018 defense trade show in Doha that Qatar signed contract for the acquisition of six Turkish manufactured Bayka Makina Bayraktar TB2 combat unmanned aerial systems on 14 March 2018. The QEAF already operates Turkish UAS, as they acquired in 2012 ten mini UAS from Bayka Makina. The medium altitude long endurance propeller driven Bayraktar TB2 (length 6.5 meter, wing span

12 meter) is already operated by the Turkish armed forces since 2014. The production line of this CUAS is in full swing as Turkey ordered 150 aircraft with some 40 delivered up to today.

Saudi Arabia

al Quwwat al-Jawwiya as Sa'udiya (AF)

The Kingdom of Saudi Arabia has signed a Memorandum of Intent with the United Kingdom Government aimed at finalising discussions for the purchase of 48 Typhoon Aircraft. The MoI was signed on 9 March 2018, during a visit to the UK by Mohammed bin Salman, the Crown Prince of Saudi Arabia. The Royal Saudi Air Force (RSAF) ordered 72 Eurofighter Typhoons in 2006, and these have all been built and delivered by BAE Systems by June 2017. Plans to assemble at least some of the 72 Typhoons in country failed to materialize. After some early problems with an interim software standard, the RSAF has enthusiastically embraced the Typhoon, becoming the first Typhoon operator to gain an air-to-ground capability with the Tranche 2 aircraft, the first to start gunnery training, the first to gain a night AAR (air-to-air refuelling) clearance, and the first to use the Tranche 3 aircraft in combat. The type's apparent successful combat record in Yemen made the acquisition of more aircraft inevitable. Arrangements for local final assembly will play a key part in negotiations for the 48 additional aircraft. Saudi Arabia wants to develop key industrial capabilities.

Saudi Arabian Government (GV)

C295W

MOI-C1	MOI	ex Airbus EC-003	S-143	dec15
MOI-C2	MOI	ex Airbus EC-004	S-165	nov17
MOI-C3	MOI	ex Airbus EC-005	S-174	feb18
MOI-C4	Airbus Military	f/n		feb18

All these four new Royal Saudi Ministry of the Interior Persuader aircraft, also designated as C295MPA, passed through Luqa, Malta, during the delivery ferry flights. The "EC" registration was temporarily applied as a sticker on the fuselage.

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

Global 6000

(M-ABFQ)	Marshall	ex C-GNKW	9494	jan17
1326	Marshall	ex M-ABFR, C-GPZH	9517	nov17
SE-RMU	Saab AB	ex C-FSYV	9787	sep17
SE-RMY	Saab AB	ex C-FIPT	9714	feb18
SE-RMZ	Saab AB	ex C-FLGD	9743	feb18

These are all original green Bombardier BD-700-1A10 Global Express 6000 Vision Flight Deck aircraft that are modified as special mission aircraft and destined to end up in the inven-



Saudi F-15SA deliveries are well underway. Lakenheath is often used as a convenient stop after crossing the pond on the way to the desert nation. (12-1022, F-15SA, 23 March 2018, Martin Greenman)

tory of 10 squadron at Minhad AB, UAE. The first two of the above are still for modifications and a flight test program with Marshall Aerospace and Defence Group at Cambridge. The former M-ADFB has been flying around with all the external modifications since autumn 2017. The most noteworthy external modification, beside the many antennae, is a large canoe type fairing under the forward fuselage similar as on the RAF Sentinel Global. This aircraft now is flying with the UAE serial 1326 but still in primer. M-ABFQ was cancelled from the Isle of Man register as exported to UAE on 31 January 2017 but has not been seen outside. Both are configured with what is best described as an advanced electronics and signals intelligence-gathering ELINT/SIGINT platform.

The Swedish connection is the next three Globals. The contract was awarded at the Dubai Air Show November 2015 by the United Arab Emirates with an initial order for two aircraft. An additional order by the UAE for a third system was announced in 2017 (this is SE-RMU). All left Bombardier and spend some time with a company named Flying Colours Corp. before leaving the Canadian register (cancel dates 22 August 2017, 16 February 2016 and 14 June 2016 in the order as above) emerging in the Swedish register a few days later at the SAAB facilities at Linköping. In the Swedish register there is a note the aircraft are owned by General Headquarters, United Arab Emirates Armed Forces. They will be modified into GlobalEye AEW&C, combining air, maritime and ground surveillance in one single solution.

GlobalEye combines a full suite of sophisticated sensors including the powerful new extended range Saab Erieye ER radar, on struts on top of the fuselage, and the Leonardo Seaspray 7500E maritime surveillance radar and more electro-optical and infrared sensor beneath. The combination will enable the with the ultra-long range Global 6000 to provide simultaneous coverage of airborne, maritime and land targets. The rollout of the grey painted and modified SE-RMY on 23 February during a press event marked a significant milestone on the programme. No external serial was applied yet. The aircraft made the first flight in the new configuration for a test programme with the Swedish registration as a sticker on the engine cowlings 14 March 2018.

Noteworthy is SE-RMT, also a Global 6000, on strength with Saab but this aircraft is in use as a corporate aircraft by the company.

Grob G120TP-A

450	Air College sq	11082	nov17
462	Air College sq	11104	nov17

There are twelve new Grob light trainers in use at Al Ain, unclear is at the moment if the G115 is still in use as well.

SA342L

139	pres Union Museum, Dubai	1770	feb18
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SF260TP

401	to N260CP	638/008/62-001	
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Joint Aviation Command (AR)

AH-64D

058	Group 10	ex AH-64A	AE025/PV857	nov17
068	Group 10	ex AH-64A	AE029/PV867	nov08

Bell 206L-1

122	to N313DH	ex UAE Navy	45630	
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Bell 407GX

2880	Group 28	f/n		mar17
2890	Group 28	f/n		mar17
2892	Group 28	f/n		mar17
2893	Group 28	f/n		mar17
2894	Group 28	f/n		mar17
2899	Group 28	f/n		mar17

CH-47F

2505	Group 25	f/n Al Bateen		mar17
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2520	Group 25	f/n Al Maktoum		nov17
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Serial 2520 was in use as a CH-47C+ before, unclear if this has been remanufactured to CH-47F or a duplication of the serial.

DHC-6-300

2255	Group 22	ex A6-MBZ	672	jun14
2266	Group 22	ex VH-KZP	758	oct11
2277	Group 22	ex VH-KZQ	759	feb13

IAR330SM

2468	to Pakistan	ex Puma sq		
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UH-60L

2630	Group 26	f/n Al Bateen		mar17
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UH-60M

2699	Group 26	f/n Huntsville		apr17
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UAE Government (GV)

AW149

A6-AAA	Dubai Air Wing	ex DU-101	49023	feb16
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B747-4F6

A6-YAS	to Bahrain	as A9C-HAK	28961/1174	oct15
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B787-8

A6-PFE	Amiri Flight	operational	35303/141	jul17
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BAe146-RJ100

A6-AAB	to Morocco	as CN-ASM	E3387	
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Ce 500

A6-RKH	to N900G	ex Ras Al Khamah	500-0268	dec92
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G400

A6-HHH (2)	Dubai Air Wing	ex N531MU	1531	may15
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Latin America

Argentina

Fuerza Aérea Argentina (AF)

The French government has offered twenty to twenty-four Mirage 2000-5s to Argentina. This unsolicited offer follows on the contract for five Super Etendards. It is one in a long string of such offers with the FAA still failing to make a choice or free up enough budget for a more structural solution to their lack of serviceable fighter aircraft.

Cuerpo Federal de Aviación (PO)

Lj35

LV-BPL	Policia Federal	35A-418	mar18
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This is an impounded aircraft, in fact it is even painted as such 'Aeronave recuperada de la corrupción'

Brazil

Força Aérea Brasileira (AF)

SWUQ = Alto Alegre/Surucucu (RR)

The first KC-390s are nearing service entry. That will be with Ala 11 after all, not with Ala 2 that will receive their new aircraft in the shape of the F-39 Gripen in 2021.

C-95BM

2320	nn	ex C-95B	110432	aug17
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C-105

2808	scr SWUQ	not 2800	049	feb18
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This suffered a mishap in February 2016 at this small strip. We previously reported this airframe as 2800, but that is still active. It was deemed to be too costly to recover and two years later it is in the process of being cannibalized.

Chile

Fuerza Aérea de Chile (AF)

MNAE = Museo Nacional Aeronáutico y del Espacio

SBSJ = Sao José dos Campos/Prof. Urbano Ernesto Stumpf, SP

A-29B

463	Grupo 1	del 10mar18		mar18
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464	Grupo 1	del 10mar18		mar18
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...	SBSJ 08mar18	ex PT-ZZB	31400236	mar18
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...	SBSJ 08mar18	ex PT-ZZD	31400237	mar18
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...	o/o	PT-ZZF reserved	31400238	oct17
...	o/o	PT-ZZG reserved	31400239	oct17
...	o/o	PT-ZZH reserved	31400240	oct17
...	o/o	PT-ZZJ reserved	31400241	oct17

As posted on our immensely popular Facebook page, we have identified the six previous identities of the follow-up Super Tucano deal that was kept under wraps. The first two have been delivered as PT-ZZB/ZZD to Grupo 1 at Iquique on 10 March. Although some websites tie 464 to **31400236**, we think it far more realistic that this one is tied to **31400237**. Time will tell...

A-36 Halcón

415 pres Lolol ex pres MNAE **CC02-2-117** feb18
This should also be at the automobile museum, see below.

Pitts S-2S

... pres Santiago ex pres MNAE **3003?** feb18

This was 'lost' from the MNAE after an outing to the 2010 FIDAE. However, as it turns out, it was transferred to the Museo Jedimar de Automóviles antiguos, S33.46502°, W70.68110°, barely 3 kilometres North of Los Cerillos on 6 September 2010 already... Jedimar is an acronym for Jesús Diez Martínez, the founder. The aircraft has been hanging from the ceiling since the opening of the museum. Its identity is surmised and requires confirmation. They also have a DH60G Gipsy Moth replica. See www.museojedimar.cl.

Servicio de Aviación de la Armada de Chile (NY)

SCVM = Vinã del Mar

C212

147 pres Lolol ex dump SCVM **137** feb18

This is at the Museo Automovil de Colchagua, on a vineyard east of Lolol at S34.70421°, W71.56935°. See also <http://www.museocolchagua.cl/museo-automovil/index.php>.

Costa Rica

Servicio de Vigilancia Aérea (PO)

MD500E

MSP022 ex N144CM c/n update **0178E** feb18

Thanks to MAR for this construction number update.

Dominican Republic

Fuerza Aérea de Republica Dominicana (AF)

Bell 430

3071 f/n, ex HI-883 **49076** feb18

This is the former N304AG, the presidential ride which has been leased as HI-883 for a while.

Ejército de Republica Dominicana (AF)

OH-58C

1903	reregistered	as ERD-1903	41524
ERD-1903	1e ECA	f/n, ex 1903	41524 feb18

R22-II

1846	reregistered	as ERD-1846	3102
ERD-1846	1er ECA	f/n, ex 1846	3102 feb18

Well, the ERD-prefix is here again, after both were seen without ERD-prefix in December 2015 and early 2016.

Mexico

Armada de México – Fuerza Aeronaval (NY)

The navy has ordered a single Cessna 208EX Grand Caravan to replace its Cessna 402 in use for logistic support duties. The latter is probably AMT-240.

C212-400

AMP-116 pres Champoton, Campeche, ex act mar18

The first CASA 212 reported as preserved, this is a 400-model by upgrade, with the short nose of the 200-model but with winglets. The identity given with the picture makes this ex MP-510, however, confirmation is required.

L-90TP

AME-302 pres MMVR ex active mar18

AME-303 pres MMVR ex active mar18

Both are preserved at BAN Las Bajadas, reregistration to the ANX-series probably never happened.

Peru

Policía Nacional del Perú (PO)

UH-1H

PNP-311 wfu tail Avon Park, FL mar18

As its tail is at Avon Park, we assume it is withdrawn.

Uruguay

Fuerza Aérea Uruguaya (AF)

In February, a member of the National Defence Committee of the House of Representatives revealed that talks with Hongdu Aviation Industry Corporation (HAIG) are still underway for at least eight L-15s. As always, it depends on financial and political green light. After all, such talks have stranded with Venezuela and Bolivia before, so Uruguay could be the LATAM launch customer.



The days of the T-41D with the air force of the Dominican Republic are long gone. Late 2015, five Cessna 172S were acquired for basic training duties with the Escuela de Aviacion. (FARD1511, Ce172S, Escuela de Aviacion, San Isidro, 11 February 2018, Johnny Rod)



The Dominican army struggles to find a fitting prefix for its serials. After EN, ERD, and no prefix at all, this splinter camo OH-58C once again shows ERD-1903 as its serial. (ERD-1903, OH-58C, 1er Escuadrilla de Caballeria Aerea, San Isidro, 11 February 2018, Johnny Rod)

North America

Canada

Royal Canadian Air Force (AF)

Next in line for replacement may be the prime-minister's ride, the Can Force One, CC-150 15001. Built in 1987 and in RCAF service since 1992, the aircraft had to make a tech stop in Rome en route to India for an official visit. The air force has since announced it is seriously studying the replacement of the aging Airbus 310. For those who like to see it in its new white colours, you may have to be quick.

Canada will send an aviation task force to Mali, to support the UN-led MINUSMA operation. The task force will consist of a number of CH-146 and CH-147F helicopters. For the Chinook F-models it will be their first international assignment in Canadian service, amidst numerous relief efforts in Canada.

United States

United States Air Force (AF)

Regarding last month's Thunderbolt-II deployment news. The last three Moody AFB (GA) FT coded A-10Cs, were indeed seen transiting through Morón Air Base on 6 February 2018. More than a week later, they arrived at Lajes Air Base on the Azores on 15 February. Eventually, they departed to the Continental United States (CONUS) on 23 February. The aircraft involved were 78-0616, 79-0157 and 80-0223.

On 9 February 2018, Lockheed Martin reached a major milestone with the delivery of its 400th C-130J Super Hercules to the USAF. Being the 400th built Super Hercules, with serial number 16-5835, the airframe is originally a MC-130J Commando-II that will be assigned to the USAF's Air Force Special Operations Command (AFSOC). Besides being the 400th delivered C-130J, 16-5835 has another honour. It is destined to be the 13th MC-130J to be converted into an AC-130J Ghosthunter gunship in due time. Once converted, it will be assigned to the 1st Special Operations Wing at Hurlburt Field (FL). Related to new C-130J deliveries to the USAF comes the fact that Yokota Air Base in Japan received its eleventh C-130J, with serial number 16-5838, on 22 February 2018. It is expected that Yokota's 36th Airlift Squadron, part of the 374th Airlift Wing, will eventually operate 14 YJ coded C-130Js.

On 12 February 2018, it became known that the USAF requested

finances for USD 156.3 billion for the Fiscal Year 2019. The FY19 request would increase a 6.6 percent from the FY18 overall request. By studying the various FY19 documents it becomes clear that some of the requested budgets, on which the USAF does not want to elaborate about, are intended to go to classified projects.

Besides the normal additional request for 48 Lockheed F-35A Lightning-II's, fifteen KC-46A Pegasus tanker aircraft and the proposed increase to grow the USAF from 55 to 58 combat squadrons over the next five years, there are some four priorities: Classified systems, Space systems, Nuclear requirements and command and control, and Military construction. Looking at the recent period and the multiple media statements of the USAF, it is expected that large portions of the requested budget will go to further research and development of the Northrop Grumman B-21 Raider bomber, and possible the conceptual Lockheed Martin SR-72 hypersonic UAV, other hypersonic black projects and classified space projects.

Also, the USAF wants to update its 74 strong Boeing B-52H Stratofortress fleet, as requested to the Pentagon in the FY19 budget. With the oldest aircraft being from FY60, it is expected that the service life time of the B-52 will be extended well beyond ninety years. At the same time the USAF opts to realise an early retirement of the much younger Rockwell (Boeing) B-1B Lancer and Northrop Grumman B-2A Spirit bomber fleet.

As the new Northrop Grumman B-21 Raider will start its service life from the early 2030s, the B-1 and B-2 will become surplus to USAF's requirement. It is stated that the USAF is eyeing a bomber fleet of roughly 175 aircraft for overall use. Although USAF officials said that number would go up if more budgets will be released. The USAF had previously planned to operate the B-1 and B-52 until 2040, and the B-2 until 2058. The aforementioned statements are laid down in the USAF's "Bomber Vector", previously called the "Bomber Roadmap", which has been in progress for a number of years and plans the introduction phase of the Raider and the phase-out of the older bombers.

The B-1 and B-2 would be retired early because the USAF wants to operate a bomber force that is acceptable to carry out the operational tasks. This means that the new B-21 will replace the old bomber force and will not act as an additional

asset to the Air Force Global Strike Command's fleet. The choice to keep the B-52 Stratofortress alive, is because of the aircraft's versatile conventional payload, with even the possibility to drop leaflets as a psychological operation asset, the comparatively lower maintenance needs and the ability to carry the new Long-Range Standoff cruise missile (LRSO). Meanwhile, the 62 B-1B Lancers are labour-intensive and treaty-prohibited from carrying cruise missiles. The B-2A Spirit fleet, which comprise only twenty aircraft, is considered too expensive per airplane to retain beyond the early 2030s.

During the recent period a lot has been said about a new proposed Joint Surveillance Target Attack Radar System (JSTARS) airborne command and surveillance aircraft for the USAF. Back in December 2016, the USAF launched a request for proposal for the engineering, manufacturing and development of a fleet of seventeen new aircraft with an estimated price tag of at least USD 6.9 billion. The funding for the JSTARS recapitalisation was not included in the 2019 Pentagon budget request. For now, it looks like there will not be a successor, once the E-8C JSTARS currently in USAF service, have been retired. Although multiple countries are currently investing in JSTARS and Intelligence, Surveillance and Reconnaissance (ISR) aircraft like modified G-550 Gulfstream and Boeing 737, the USAF has the opinion that due to changing operational circumstances and developing technologies, there will probably no longer be a viable requirement for a JSTARS-like aircraft. The USAF has currently sixteen E-8C JSTARS and one TE-8A JSTARS trainer aircraft in operational service with the 128th Airborne Command and Control Squadron and 330th Combat Training Squadron, both part of the Georgia Air National Guard's 116th Air Control Wing.

Good news for the USAF CSAR community. Sikorsky Helicopters, a Lockheed Martin company, announced on 20 February 2018, the beginning of the final assembly, of the first HH-60W Combat Search And Rescue (CSAR) helicopter at their plant in Stratford (CT). The timing of final assembly supports the programmes accelerated schedule and positions

the aircraft's first flight for the end of 2018, two months ahead of schedule.

The final assembly process includes installation of the new Tactical Mission Kit (TMK) and also involves installation of a new fuel system that features dual internal fuel tanks totalling 660-gallons, nearly doubling the capacity of the internal tank on a standard UH-60M Black Hawk. This enhanced capability gives the USAF crew greater range and more capability to rescue those injured on the battlefield.

The first HH-60W Engineering Manufacturing Development (EMD) helicopter will be assembled at the Sikorsky headquarters in Stratford. A total of nine aircraft will be built in Connecticut during the EMD phase of the programme; four EMD aircraft and five System Demonstration Test Articles (SDTA). The programme will provide for 112 helicopters, to replace the ageing 100 HH-60G Pave Hawks, that are still in operational service with the USAF.

It is anticipated that the newly built HH-60Ws will operate alongside the recently acquired US Army UH-60Ms that were converted (Or are awaiting conversion) to the HH-60U. With the given fact that the HH-60W project is ahead of schedule, Sikorsky has a little head start with their HH-60U, which is still amongst the competitors to replace the obsolete UH-1N Huey. The USAF already announced that they would make a decision, before the end of May 2018, on a replacement for the UH-1N, concerning 84 new helicopters.

The USAF announced on 21 February 2018, that the Advanced Pilot Trainer (T-X), that is intended to replace the Northrop T-38C Talon trainers at the existing undergraduate pilot training bases, will most probably initially arrive at Joint Base San Antonio-Randolph (TX). Randolph houses the 12th Fighter Wing, that commands two RA tail coded T-38C squadrons, the 435th FTS Black Eagles and 560th FTS Chargin Cheetahs. Both squadrons still have strong ties with the USAF's history in Vietnam. It has been stated that the future T-X, an aircraft that the USAF still has to choose from a running competition, will be arriving at Randolph, as the preferred first base from 2022. The other possible USAF locations for future T-X basing



USS Carl Vinson is currently patrolling in the South China Sea. Amongst its embarked air assets is VFA-34, whose "boss bird" is seen here blasting off the deck. (13 March 2018, MCS 3rd Class Elton Charles Wheeler/USN)



Meanwhile in the Atlantic, on board of USS Harry S. Truman, MH-60R 168110/AB-705 of HSM-72 was photographed. (13 March 2018, MCS 3rd Class Kaysee Lohmann/USN)

are Columbus AFB (MS), Laughlin AFB (TX), Sheppard AFB (TX) and Vance AFB (OK). The new T-X trainer will provide student pilots with the skills and competencies required to transition into 4th and 5th generation fighter aircraft.

After almost a month, the USAF resumed flying its Beechcraft T-6A Texan-II training aircraft on 27 February 2018. Officially it was announced at the end of January, that the commander of the 19th Air Force had ordered an operational pause and suspended all solo flights in T-6 Texan-II trainer aircraft, both for students and instructor pilots, over concerns about hypoxia and other so-called Unexplained Physiological Events (UPE). During the last week of January some 13 different UPE events occurred at three different T-6A bases. Some 444 Texan-IIs attached to the following units from USAF's Air Education and Training Command (AETC) were affected: 12th FTW at Joint Base San Antonio/Randolph AFB (TX), 14th FTW at Columbus AFB (MS), 47th FTW at Laughlin AFB (TX), 71st FTW at Vance AFB (OK) and 80th FTW at Sheppard AFB (TX). Although the final root cause has not yet been determined, the USAF deems it is safe enough to fly the Texan-II. The USAF established a general officer-led team to integrate and coordinate efforts across the Air Force to address aircrew UPE awareness in early 2018. During November 2017, the 71st FTW at Vance AFB (OK) grounded all Texan-IIs after five pilots in four different flights experienced hypoxia-like symptoms. Also, at the beginning of June 2017, the 56th Fighter Wing at Luke AFB (AZ) paused F-35A flight operations, after having five incidents with pilots that experienced symptoms similar to hypoxia, or oxygen deprivation.

At the end of February 2018, US President Donald Trump, had again, personally intervened in the negotiations with Boeing to modify two new 747-8 airliners, N894BA and N895BA, that are intended to serve as the USAF's new Air Force One duo aircraft. For now, it remains to be uncertain if the

President's promise of USD 1 billion in savings (of the once USD 4 billion deal) will be realized. The USAF wants a fixed-price deal about the many modifications that are required on the existing aircraft, meaning Boeing would absorb any cost overruns. It has been stated that Boeing is less keen on that idea. Details about the USAF's procurement of the Boeing 747s are expected in the coming months.

Related to the Boeing news comes the fact that on 14 March 2018, the second-highest ranking civilian official in the Department of the USAF, undersecretary Matthew Donovan visited the Boeing KC-46A Pegasus production and modification plant in Everett (WA). This, after the latest announcement of a further delay of the first aircraft delivery to the USAF. It is now expected that Boeing will not deliver the first KC-46A tanker until late 2018. Although at the end of 2017, the Federal Aviation Administration (FAA) granted Boeing an amended type certification for the tanker derivative of the 767-2C, the company still has not obtained a crucial supplemental type certification for all the military and aerial refueling chapters that turn the Boeing 767-2C into a KC-46A. With dozens already completed, or nearing completion with Boeing, it is anticipated that once the first batch is delivered to the first active duty Wing, being the 22ndARW at McConnell AFB (KS), the Pegasus will immediately bring enhanced capabilities and increased operational effectiveness to the USAF's tanker fleet.

The last weeks of February 2018, and the first weeks of March, Spangdahlem Air Base in Germany was the scene for other USAF F-16s, besides the homebased SP coded ones. Until the end of February, three SW coded F-16s from the 20th FW, based at Shaw AFB (SC), were flying with the local 52nd FW residents. The Fighting Falcons were formerly assigned to the 455th Air Expeditionary Wing in support of Operation Freedom's Sentinel (OFS)/ Operation Resolute Support (ORS).

Having been there since the end of October 2017, the F-16s came straight in from Bagram Air Base in Afghanistan and left Spangdahlem at the beginning of March. The following 77th FS/ 20th FW F-16Cs were noted: 90-0806, 94-0047 and 00-0220. The latter is marked as 200G.

On 6 and 7 March 2018, nine OH coded Ohio Air National Guard Fighting Falcon aircraft came to Spangdahlem. They were part of the USAF Theater Security Package (TSP) of twelve F-16Cs aircraft from the 112th FS/ 180th FW that arrived at Ämari Air Base in Estonia during mid-January. The unit is normally based at Toledo Air National Guard Base, adjoining Express Airport (OH). The Ohio F-16s stayed for several weeks at Spangdahlem before they departed back home to the Continental United States (CONUS) on 19 March 2018. The following F-16s were involved: 89-2045, 89-2082, 89-2085, 89-2109, 89-2114, 89-2129, 89-2151, 90-0700, 90-0701, 90-0702, 90-0704 and 90-0706.

Besides Spangdahlem, Morón Air Base in the south of Spain, also saw a few transiting CONUS based F-16s. During mid-February, the following SW coded 77th FS/20th FW F-16Cs were seen, believed to be heading back from Bagram Air Base in Afghanistan, to Shaw AFB (SC): 94-0043, 94-0047, 91-0345 and 91-0364.

Seen trailing over the United Kingdom and the Netherlands were three C-130H Hercules transport aircraft on Friday 2 March 2018. The C-130Hs, and approximately seventy airmen, from the Illinois Air National Guard's 169th Airlift Squadron/ 182nd Airlift Wing, were flying to Powidz Air Base in Poland to support the transport operations of Operation Atlantic Resolve. It was stated that during the deployment, the USAF, and Polish Air Force units, would practice various flight schedules together with the focus on maintaining joint readiness. The following C-130Hs with orange tail stripe and Peoria markings were noted: 92-1452, 94-6701 and 94-6702.

On 7 and 8 March 2018, thirteen 492nd Fighter Squadron F-15E Strike Eagles departed RAF Lakenheath, to participate in the exercise Iniochos 2018. The exercise was held at the Hellenic Air Base Andravida from 12 March until 23 March.

Besides the Hellenic Air Force and USAFE participation, also Mirage-2000s from the United Arab Emirates, RAF Typhoons, Italian Air Force Tornado's and Israel Defence Force F-16s participated. The following LN coded F-15Es from the 492nd FS/ 48th FW were present at Andravida: 91-0302, 91-0308, 91-0315, 91-0331, 91-0605, 97-0219, 97-0220, 97-0221, 97-0222, 98-0131, 98-0133, 98-0134 and 98-0135.

On Thursday 15 March 2018, for the fourth year in a row, Leeuwarden Air Base in the Netherlands became a host during the beginning of an USAF Air National Guard (ANG) F-15 Eagle Theater Security Package (TSP) deployment to Europe. The timeframe for the TSP deployment had been chosen because the deployment started almost simultaneous with the Frisian Flag 2018 exercise. Initially, only six F-15s arrived, and a few days later, on 19 March, another six arrived at Leeuwarden. Just like previous years, the deployment consisted of two ANG units and it is expected that they would stay some three and half months in Europe. After their Frisian Flag 2018 exercise participation it is expected that the F-15s will go to various European countries. This time the ANG main unit is made out of the 123rd FS/ 142nd FW from the Oregon ANG, supplemented by MA coded Eagles and personnel from Massachusetts's ANG 131st FS/ 104th FW unit. The following Eagles were noted at Leeuwarden: 83-0018/MA, 84-0002, 84-0003, 84-0005, 84-0021, 84-0028/MA, 85-0094, 85-0106, 85-0111/MA, 85-0118/MA, 86-0158/MA and dual aircraft 85-0134/MA.

The USAF recently, narrowed the competition for the new OA-X light attack aircraft, down to the AT-6 Wolverine and the Super Tucano. It became known, through various media statements, that support is growing within the top ranks of the USAF for the rapid purchase of a light attack aircraft that is ready to use for, mainly, counterinsurgency (COIN) operations anywhere on the globe.

Three unknowns remain: Firstly, what is the timeline for the USAF's eventual procurement? Secondly, how many aircraft will the USAF eventually plan to procure? And lastly, what will the USAF give up in terms of aircraft that will retire?



Every weekend, many US Navy trainer aircraft fly across the continent on so called navigation trips. Therefore it's no surprise to find these all around, also at smaller airports. This T-45C 167082 with its new code B-210 was found between some civilian aircraft at Tucson Intl, AZ on 18 March.



Not only a great place to visit to witness fighter operations, helicopters are an integral part of exercises held at Nellis AFB. UH-1Y 168951/UV-02 of HMLA-267 was seen in March. (14 March 2018, Tim Wolfe)

With the USAF's budget request for Fiscal Year 2019 in mind it is certainly feasible that the new OA-X can fit in there, or at least a part of the procurement. Further testing, experimentation and evaluation of the Wolverine and Super Tucano will be done during May to July 2018 at Davis-Monthan AFB (AZ).

Although various stories have been told recently in the media, with even a new competition with the participation of a Bronco II, it is anticipated that once the results are known, after the summer months, the preparations for the procurements will start. In 2017, the USAF was recommended the procure 300 OA-X light attack aircraft. This can be done with some of the procurement aircraft being transferred to Fiscal Year 2020.

The last one, that is a hard debate. Within the top ranks of the USAF, there has been some struggling about the retirement of the beloved A-10C Thunderbolt II. It seems that, with a growing support for the OA-X, the much needed pilots for the USAF (also for the new OA-X aircraft), the last days for the A-10 may well be numbered.

Coming originally from Fiscal Year 1957, some of the USAF's KC-135R Stratotankers, are amongst the oldest aircraft in the US Armed Forces inventory. There has been a lot of talking about the readiness of the USAF's aircraft fleet lately. At this moment, and it already started some years ago, the USAF is continuing its slow, steady downturn. This probably could predict some hard times for the USAF's effort, to hold on to its pilots and its willingness and preparedness to use their power around the globe.

The USAF themselves have stated recently that some 71.3 percent of their aircraft were flyable, or mission-capable, at any given time during 2017. The given readiness exhibits a drop from the 72.1 percent mission-capable rate as it was during the year 2016. The relatively new F-35A Lightning-II, saw a nearly 10 percentage point drop. The F-22A Raptor saw a more than 11 percentage point reduction in mission-capable rates in 2017.

Within the USAF, it is not just only fighter aircraft. Transport and mobility aircraft such as the C-5M Super-Galaxy and C-17A

Globemaster-III, surveillance aircraft such as the E-3 AWACS and E-8C JSTARS, and the B-52H Stratofortress bombers are some of the other critical aircraft that experienced a mission-capable rate decline during 2017.

It is believed that multiple circumstances over the past few years have led the USAF to this crisis situation. With the aircraft becoming older, the USAF has been flying its aircraft very hard for years. Most of the flying has been done fighting wars in and over Afghanistan, Iraq and Syria, as well as providing deterrence against North Korea, Russia, and China.

Because of recent media statements and events, the USAF felt compelled to react with a guidance for commanders, public affairs offices and military and civilian employees in general. The USAF ordered a freeze on public outreach. In broad terms this means that the USAF had (temporarily) stopped most media events, base visits and interviews.

A-10C				
79-0169/OT	422nd TES	ex WA/66th WPS	A10-0433	jan18
B767-2LKC (KC-46A)				
(15-46007)	Paine Field	15-46007	41855/1098	jul16
(17-46024)	Paine Field	17-46024	34121/1129	oct17
C-130H				
81-0629	164th AS	OH ANG	382-4944	jan14
82-0055	164th AS	OH ANG	382-4970	oct17
86-0410	154th TS	AR ANG	382-5094	mar18
C-130J-30				
07-8613/RS	19th AW		382-5624	nov17
08-5692/YJ	36th AS		382-5692	feb18
C-5A				
70-0451	Travis	to museum	500-65	mar18
E-3G				
75-0559/ZZ	961st AACs		21209/913	mar18
EC-130H				
65-0967/DM	55th Wing		382-4108	mar18
F-15D-35-MC				
83-0048	114th FS	OR ANG	886/D047	aug17
F-16CM-40-CF				
88-0495/HO	56th FW	ex HL/421st FS	1C-97	mar18
89-2119/WA	24th TASS	ex HL/421st FS	1C-272	mar18

89-2143/HO	56th FW	ex HL/421st FS	1C-296	feb18
F-35A-2B				
12-5053/OT	422nd TES		AF-64	mar18
F-35A-3I				
15-5151	to Israel	as 904	AS-3	apr17
15-5152	to Israel	as 905	AS-4	apr17
15-5153	to Israel	as 907	AS-5	apr17
15-5154	to Israel	as 908	AS-6	sep17
15-5155	to Israel	as 909	AS-7	sep17
15-5156	to Israel	as 911	AS-8	nov17
15-5157	to Israel	as 913	AS-9	nov17
15-5158	to Japan	as 79-8705	AX-5	
15-5159	to Japan	as 79-8706	AX-6	
15-5160/OT	422nd TES	'422TES'	AF-135	mar18
F-35A-4				
15-5164/LF	on order		AF-139	jan18
15-5165/HL	on order		AF-140	jan18
15-5168/WA	on order	for 6th WPS	AF-143	mar18
15-5169/LF	on order	for 63rd FS	AF-144	mar18
15-5170/HL	on order	for 4th FS	AF-145	mar18
15-5171/LF	on order	for 63rd FS	AF-146	mar18
15-5211	to Australia	as A35-003		
15-5212	to Australia	as A35-004		
15-5213	to Australia	as A35-005		
KC-135R				
62-3573	91st ARS		18556/T0624	mar18
Mi-171E				
15-5207			171E.00....10.5207.U	mar18
RQ-4B-40				
10-2043			AF-36	feb18

United States Navy (NY)

The US Navy is set to equip its Super Hornet and Growler fleet with bigger fuel tanks in the upcoming years. Boeing will receive \$219.6 million for work on the F/A-18E/F and EA-18G. The new conformal fuel tanks (CFT) can hold 515 gallons of fuel in a low-drag configuration, an increase from the current tank's 480-gallon capacity. While existing fuel tanks are mounted under the wing, the new CFTs will sit on top of the wing. Super Hornets will start coming off the production line with the new tanks in FY2021, while upgrades of existing jets will commence in FY2023. Equipping the Rhino's with CFTs means the carriers they launch off can float farther out at sea, out of range of increasingly-formidable weapons

systems in the hands of enemy forces.

President Donald Trump visited mid-March 2018 the Boeing St. Louis (MO) facility and received a tour at the company's new F/A-18E/F Block III Super Hornet. The Block III Rhino will be equipped with an internal infrared search-and-track (IRST) sensor, enclosed weapons pod, enhanced mission computers, conformal fuel tanks and an improved low-observable (LO, stealth) coating and radar-absorbent material improvements in certain locations on the airframe. With these changes, Boeing (and Trump) hopes to get the Block III flying alongside the F-35C as the backbone of a Carrier Air Wing (CVW) embarked a carrier into the 2040s and beyond.

The US Navy will begin procuring the first of a proposed (proposed!) 110 additional Hornets from FY19 with a 24-aircraft buy, the first of are planned coming of the production line in 2020. The last ones are planned for FY24. From FY24, every CVW has one Block III squadron, from FY27 it will be two. This will be realized with an extensive upgrade programme on the existing F/A-18E/Fs Block II, starting next month at St. Louis (MO). The legacy Hornets will be up-speed replaced by Super Hornets. The last Fleet baby Hornet will see its sundown during 2018. VFA-34 Blue Blasters ('NE-xxx'), VFA-37 Bulls ('AJ-xxx'), VFA-83 Rampagers (no code) and VFA-131 Wildcats ('AC-xxx'), all based at NAS Oceana (VA), are the last operational fleet squadron operating the F/A-18C.

The USS Abraham Lincoln (CVN-72), off coast Virginia Capes, completed Carrier Qualifications (CQ) for the F-35C with aircraft of Strike Fighter Squadron (VFA) 101 Grimm Reapers ('NJ-xxx') from Eglin AFB (FL) and VFA-125 Rough Riders ('NJ-xxx') from NAS Lemoore (CA). The US Navy pilots accomplished day and night qualifications with 140 traps in anticipation of F-35C operational testing later this year. One of the major milestones for this carrier qualification evolution was the operational use of the F-35Cs foldable-wing feature. This feature is a critical component of the integration of F-35Cs with F/A-18C Hornets, F/A-18E/F Super Hornets and EA-18G Growlers, facilitating the movement of the different platforms on the flight deck and rehearsing for operating as part of a full air wing aboard the carrier.

The F-35C Lightning II is on track to reach for initial operational capability (IOC). All Lightning IIs must be Block



A PC-21 for the Red Baron "Richthofen" geschwader? Nope, this stylised "R" is the trademark of the Australian Roulettes display team, which is converting to the type. (A54-019/HB-HWS, Stans, 23 March 2018, Stephan Widmer)

3F and has to be going through its Initial Operational Test and Evaluation (IOT&E) with the weapons and various sensors that have to perform in a threat-representative environment to the standards of the US Navy's operational requirements document. The IOC procedure is expected to begin in September 2018 and to be complete in early 2019. After IOC, the first operational fleet F-35C squadron will become Strike Fighter Squadron (VFA) 147 Argonauts, they should reach IOC in late 2018. Currently, 21 F-35Cs are delivered to the US Navy, seven to the US Marine Corps.

On 27 March 2018, Lockheed Martin unveiled its concept for the Navy's MQ-25A Stingray unmanned aerial tanker. The Skunk Works' MQ-25 is answer to the service's requirement (deliver about 15,000 pounds of fuel 500 nautical miles from the carrier) for a new carrier-based tanker and is a tailless flying wing design that sets it apart from the other competitors in the program. Boeing and General Atomics Stingray designs – both revealed late 2017 – feature a wing-body-tail design for the MQ-25A competition. The Lockheed design could incorporate a concept of operations to include missions that could benefit from the inherent low observability of a tailless design. Possibly the wingless body is a strategic choice for the company. Although the MQ-25 – 72 will be ordered by the Navy – is planned as a tanker the tailless design could also be used for stealthy combat missions. Maybe the Skunk Works is gambling with their design for a future order of Unmanned Combat Aircraft Systems (UCAS), so armed strike aircraft. As known, Northrop Grumman, who was expected to offer a bid for Stingray based on its X-47B tailless cranked kite design, dropped out of the competition. The Navy set aside USD 719 million for Stingray in the Fiscal Year 2019 budget and plans on buying the first four in 2023. Initial Operational Capability is planned on carrier decks from 2026.

United States Navy unit news

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

The Naval Air Systems Command (NAVAIR) has plans to procure one C-130J Hercules of the United Kingdom! The surplus Royal Air Force C-130J must replace the famous Fat Albert (C-130T BuNo 164763) of the US Navy Flight Demonstration Squadron (USNFDS), *Blue Angels*. NAVAIR requires a suitable replacement aircraft, which must be delivered in an expeditious manner, to avoid a gap in logistical support of the *Blue Angels* squadron. The aircraft being procured from the UK MOD has the requisite amount of life and technical capability to support the Blue Angels mission. Procurement of a comparable replacement C-130J from any source other than the UK MOD would create an unacceptable increase in program cost and delay in fielding this critical capability.

Carrier Air Wing 3, USS *Gerald R. Ford* (CVN-78), AC

VFA-86 *Sidewinders* operating the F/A-18E moved to CVW-7.

Carrier Air Wing 7, USS *Abraham Lincoln* (CVN-72), AG

VFA-86 *Sidewinders* operating the F/A-18E arrived from to CVW-3/AC and received the AG-3xx tailcode of VFA-83 *Rampagers*. VFA-83 was reported uncoded from December 2017.

The USS *Abraham Lincoln* (CVN-72), off coast Virginia Capes, completed Carrier Qualifications (CQ) for the F-35C with aircraft of Strike Fighter Squadron (VFA) 101 *Grimm Reapers* ('NJ-xxx') and VFA-125 *Rough Riders* ('NJ-xxx'). The US Navy pilots accomplished day and night qualifications with 140 traps in anticipation of F-35C operational testing later this year. One of the major milestones for this carrier qualification evolution was the operational use of the F-35Cs foldable-wing feature. This feature is a critical component of the integration of F-35Cs with F/A-18C Hornets, F/A-18E/F Super Hornets and EA-18G Growlers, facilitating the movement of the different platforms on the flight deck and rehearsing for

operating as part of a full air wing aboard the carrier.

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

Carrier Air Wing 11, USS *Nimitz* (CVN-68), NH

VFA-147 *Argonauts* are currently operating the F/A-18E ('NH-2xx' within CVW-11) from NAS Lemoore (CA). Their first deployment with the F-35C is planned in Fiscal Year 2021 (running 1 October 2020 - 30 September 2021). The *Argonauts* are beginning their transition from the Super Hornet to the F-35C in March 2018, to be complete by October.

Carrier Air Wing 17, USS *Theodore Roosevelt* (CVN-71), NA

VFA-81 *Sunliners* ('NA-2xx') is replaced within CVW-17 by VMFA-312 *Checkerboards* (normally 'DR-xx' coded, but they adopted the 'NA-2xx' code ad modex of VFA-81. VFA-81 is currently assigned to CVW-1/AB on board the USS *Harry S. Truman* (CVN-75). The wing and TR are currently en-route in the Persian Gulf and that looks like this:

VFA-22	<i>Fight' Redcocks</i>	F/A-18F 1xx	
VMFA-312	<i>Checkerboards</i>	F/A-18C 2xx	
VFA-113	<i>Stingers</i>	F/A-18E	3xx
VFA-94	<i>Mighty Shrikes</i>	F/A-18C 4xx	
VAQ-139	<i>Cougars</i>	E/A-18G 5xx	
VAW-116	<i>Sun Kings</i>	E-2C-2000NP	6xx
HSC-6	<i>Indians</i>	MH-60S	6xx
HSM-73	<i>Battle Cats</i>	MH-60R 7xx	
VRC- 30/Det.	<i>Providers</i>	C-2A NP xx	

Chief of Naval Air Training Command (CNATRA)

The US Navy is in the process of finding a replacement for its 115 legacy Bell TH-57B/C Sea Rangers (a derivative of the Bell 206) training helicopters, this is done by procuring a commercially of-the-shelf available helicopter, rather than developing a new military training helicopter. The Navy's director of air warfare said that the Navy is going for a competition between available types and put it into that mission of training of the next generation of rotary-wing pilots. The Sea Ranger is in use since 1968 and is operated by three Helicopter Training (HT) squadrons within Training Air Wing (TAW) Five. The wing and its squadrons are solely based at NAS Whiting Field (FL). A fourth unit, designated Helicopter Instructor Training Unit (HITU) and nicknamed *Blade Runner*, is specially for the education of instructor training. All squadrons extract the TH-57B/Cs from a pool, so the helicopters are not assigned to a HT. Funding of the new helicopter start in 2020. From 2020 to 2022 each year 25 helicopters will be procured. In 2023 they plan to add another ten, to complete the order of 85 helicopters. No types are mentioned yet, but the Airbus Helicopters H135 and H145 (already in use as UH-72 Lakota) are both most probably one of the likely candidates. But we must not forget the the AW119 (already offered by Leonardo-Finmeccanica to the US Navy for the Advanced Helicopter Trainer Program in 2016) and Bell types like the 427 and 429. Other successful products as the MD-Helicopters 500 or 900 series will most probably compete too.

United States Marine Corps (NY)

The US Marine Corps is monitoring with interest the US Air Force's light-attack experiment to see if it is a possible direction for Marine Corps aviation. The Corps has a pilot ready to participate in the summer experiment/programme. As known, the USAF has decided to conduct an experiment with two existing light-attack aircraft: the Sierra Nevada/Embraer A-29 Super Tucano and the Textron AT-6 Wolverine. The experiment is planned for May through July, Stateside instead of the earlier proposed operational deployment location in CENTCOM. The US DoD has experimented in

the recent past with two projects evaluating light-attack turboprop aircraft, the A-29 and the OV-10G+ Bronco.

The A-29 was evaluated in Project Imminent Fury but plans to deploy it under a project called Combat Dragon to Southwest Asia were canceled due to opposition by some members of Congress. A follow-on, Project Combat Dragon II, deployed the OV-10G+s, which were modified former Vietnam-era Broncos of the types used by the Marine Corps, Air Force and Navy. Luckily for the A-29 programme, the US DoD has full access to the A-29 in an operational environment as it is in use by the heavily US supported Afghan Air Force.

The USMC announced during a testimony early March that they evaluate turboprop platforms. Currently, the light attack platform is the AH-1Z, which can carry sixteen Hellfires. They are happy with the physics of what a helicopter can do, but they have to explore further. The one thing the USMC always have to consider when it connects to the National Defense Strategy is, can a turbo-prop platform self-deploy, has it a sufficient survivability, is it cheaper to field and operate than a tactical jet, is it efficient effective and can it go aboard a ship. The final thing is, as to whether the USMC can afford the two categories of attack aircraft. Of course, the USMC has a well-known history in operating the light attack/Counter insurgency aircraft, the Rockwell OV-10 Bronco, an asset that is apparently missed.

United States Marine Corps unit news

Marine Force Atlantic (MARFORLANT)

It was expected that the USMC deployed their EA-6B Prowlers for the last time during 2017. From October 2016 to April 2017, Marine Tactical Electronic Warfare Squadron (VMAQ) 2 *Death Jesters* ('CY-xx') was present at Incirlik airbase, Turkey. They were relieved at this location by VMAQ-3 *Moon Dogs* ('MD-xx') from April to December 2017. Unexpectedly, a new deployment started late March 2018 with the arrival of six Cadillacs at Lajes Field on 24 March 2018. The six EA-6Bs involved are: 163045/CY-00, 162934/CY-01, 162230/02, 163032/03, 162228/MD-01 and 163047/CY-05.

They left Lajes on 26 March 2018 for Souda (Crete) and then for unknown (to us) location in the CENTCOM area of operations. This could be Incirlik which is a deployment location that is often used in the past by the Prowlers. But deployments also went to Al Udeid (Qatar) and Bagram airbase (Afghanistan). As you can see, coded and non-coded aircraft of VMAQ-2 and VMAQ-3 were reported at Lajes Field. Both squadrons are based at MCAS Cherry Point (NC). As VMAQ-3 is slated for deactivation this year, it is expected that all aviators and aircraft of this new deployment are assigned to VMAQ-2 and the uncoded and CY-coded aircraft were just transferred to VMAQ-2 before the deployment started. The *Death Jesters* are expected to be deactivated on 1 October 2018, so this is most probably their very last deployment. If the deployment takes the usual six months, the squadron will be deactivated almost directly after return at Cherry Point.

Marine Force Pacific (MARFORPAC)

The AH-1W Super Cobra were stationed at MCAF Kaneohe Bay, MCB Hawaii (HI) as a part of Marine Light Attack Helicopter Squadron (HMLA) 367 *Scarface* ('VT-xx') since 2012. With the introduction of the newest variant of the aircraft, the AH-1Z Viper, the Whiskey models took flight for one last time with HMLA-367 on 13 March 2018. Two out of the eight AH-1Ws located on MCBH were flown for a counter clockwise flight around the island of Oahu. HMLA-367 received its first three AH-1Zs in December 2017 to begin replacing the AH-1Ws. Out of the eight AH-1Ws with HMLA-367, three will stay on the island of Oahu as static displays. The other five will be transported by strategic airlift to the 309th Aircraft Maintenance and Regeneration Group (AMARG) at Davis Monthan (AZ) for storage. These

helicopters are probably offered for sale in the US Foreign Military Sales (FMS) programme. The squadron will continue to maintain and fly the UH-1Y Venom helicopters and new AH-1Zs as well as continue sending aircraft to augment the 31st Marine Expeditionary Unit in Okinawa (Japan) and the Marine Rotational Force in Darwin (Australia).

The US Marine Corps F-35B began its first operational ship-board deployment on 19 March 2018. A six-aircraft detachment of Marine Fighter-Attack Squadron (VMFA) 121 *Green Knights* ('VK-xx') from MCAS Iwakuni (Japan) embarked the amphibious assault ship USS *Wasp* (LHD-1) as it began its spring patrol in the Western Pacific. The *Wasp* Expeditionary Strike Group (ESG), with the 31st Marine Expeditionary Group embarked, started a routine patrol of the Indo-Pacific region. The six Lightning IIs, arrived on the ship on 5 March, but the deployment started officially on the 19th. The Aviation Combat Element (ACE) is formed around VMM-265 Reinforced and looks like:

VMM-265	<i>Dragons</i>	MV-22B	'EP-xx'
HMH-466 Det	<i>Wolfpack</i>	CH-53E	('YK-xx')
HMLA-369 Det	<i>Gunfighters</i>	AH-1Z/UH-1Y	('SM-xx')
VMFA-121 Det	<i>Green Knights</i>	F-35B	'VK-xx'
HSC-25 Det.6	<i>Island Knights</i>	MH-60S	'RB-xx'

The Seahawk detachment belongs to the ship, rather than to the ACE. The reinforced helicopter squadron carry the EP-tailcode of VMM-265, while the first pictures of the F-35Bs revealed that they continue to use their VK-tailcode. Usually, the AV-8Bs took over the tailcode of the V-22 squadron during the deployment.

AH-1Z

166774/QT-609	HMLA/T-303	ex YX-44/VMM-166	59009 mar18
167810/SN-44	HMLA-169	ex SM-44/HMLA-369	59011 mar18
168002/SE-43	HMLA-469	ex UV-32/HMLA-267	59014 mar18
168003/SN	HMLA-169	ex SM-43/HMLA-369	59015 mar18
168423/QT-641	HMLA/T-303	ex nmks	59201 mar18
168424/QT-642	HMLA/T-303	ex nmks	59202 mar18
168521/SE	HMLA-469	ex SN-45/HMLA-169	59035 mar18
168524/SN-53	HMLA-169	ex YP-42/VMM-163	59203 mar18
168805/SN	HMLA-169	ex SM-51/HMLA-369	59213 mar18
168959/SE	HMLA-469	ex SN-52/HMLA-169	59216 mar18
168960/SE	HMLA-469	ex QT-657/HMLA/T-303	59217 mar18
168961/SM-47	HMLA-369	ex SN-47/HMLA-169	59218 jan18
168964/QT-661	HMLA/T-303	ex nmks	59221 mar18
168967/SN	HMLA-169	ex YR-40/VMM-161	59224 mar18
168968/SN	HMLA-169	ex SM-49/HMLA-369	59225 mar18
169088/YX-40	VMM-166	ex nmks	59229 mar18
169090/YX-41	VMM-166	f/n	59231 mar18
169251/YX-43	VMM-166	f/n	59244 mar18
169253/UV-52	HMLA-267	f/n	59246 mar18
169254/UV-55	HMLA-267	f/n	59247 mar18
169255/SN	HMLA-169	f/n	59248 mar18
169257/UV-56	HMLA-169	f/n	59250 mar18
169260/QT-692	HMLA/T-303	f/n	59253 mar18

CH-53E

161381	FRCSW	ex YN-43/HMH-361	65-438 mar18
161387/387	nmks	ex YF-22/HMH-462	65-444 mar18
161997/YF-21	HMH-462	ex YF-12	65-474 mar18
162003	nmks	ex YN-56/HMH-361	65-480 mar18
162010/HH-08	HMH-366	ex FRCE	65-487 mar18
162482/YX-23	VMM-166	ex YN-51/HMH-361	65-494 mar18
162488/YN-04	HMH-361	ex YK-04/HMH-466	65-500 mar18
162518/YF-518	HMH-462	ex YJ-52/HMH-465	65-530 mar18
162523/YJ	HMH-465	ex YK-42/HMH-466	65-535 mar18
163077/YJ-077	HMH-465	ex YJ-26/HMH-465	65-568 mar18
164359/YF-359	HMH-462	ex YR-2./VMM-161	65-584 mar18
164361/YJ-361	HMH-465	ex YJ-37	65-589 mar18
164362/YX-22	VMM-166	ex 45/HMH-361	65-590 mar18
164776/YF-776	HMH-462	ex YF-30	65-600 mar18
164860/YJ-860	HMH-465	ex YF-33/HMH-462	65-636 mar18
165245/YF-25	FRCSW	ex YJ-56/HMH-465	65-639 mar18

Good news for number crunchers, it seems more and more

CH-53Es start to carry their buno's last 3 digits as codes. A very pleasant development.

AV-8B			
163876/YS-54	VMM-162	ex WH-21/VMA-542	184 feb18
163879/CG-24	VMA-231	ex WL-25/VMA-311	187 mar18
164117/WE-25	VMA-214	ex CF-25/VMA-211	194 mar18
164126/YS-55	VMM-162	ex WH-20/VMA-542	202 feb18
164128/WL-21	VMA-311	ex WE-23/VMA-214	204 mar18

AV-8B+			
164544/CG-22	VMA-231	ex KD-21/VMAT-203	229 mar18

AV-8B+(R)			
165311/09	VMA-311	ex YP-56/VMM-163	269 mar18
165355/CG-02	to ?	ex CG-10	272 mar18
165427/WL-04	VMA-311	ex WE-05/VMA-214	299 mar18
165566/WL	VMA-311	ex WE-04/VMA-214	303 mar18
165573/CG-04	VMA-231	ex WL-02/VMA-311	310 mar18
165575/CG-04	VMA-231	ex CF-04/VMA-211	312 mar18

MV-22B			
166689/YT-11	VMM-164	ex PF-01/VMM-364	D0083 mar18
168223/PF	VMM-364	ex EP-03/VMM-265	D0173 mar18
168605/EG-02	VMM-263	ex EH-14/VMM-264	D0260? mar17
168607/EG-09	VMM-263	ex EH-13/VMM-264	D0262? mar18
168609/EG-13	VMM-263	ex EH-15/VMM-264	D0264? mar18
168619/YX-01	VMM-166	ex YW-11/VMM-165	D0274? mar18
168620/YX-12	VMM-166	ex YP-06/VMM-163	D0275? mar18
168634	dump FRCSW	w/o 05aug17	D0289 mar18
168636/EG-16	VMM-263	ex YM-01/VMM-365	D0291? mar18
168638/EG-08	VMM-263	ex YM-12/VMM-365	D0293? mar18

168661/YX-03	VMM-166	del	D03xx mar18
168662/YX-09	VMM-166	f/n	D03xx mar18
168664	Bell-Boeing	f/n	D03xx feb18

United States Coast Guard (CG)

MH-60T			
6014	San Diego	ex Clearwater	70-1585 mar18
6046	San Diego	ex Mobile	70-636 mar18

National Aeronautics and Space Administration (GOV)

C-20B			
N520NA	Langley	del	478 jan18

Gulfstream II			
N805NA/805	to N805NA	with Jet Crew Services LLC	221 aug17

TG-14A			
N856NA	Armstrong	f/n	200.149 jun17

Credits

Ian Carroll, Daniele Mattiuzzo, Jos Stevens, Peter Weinert, Juan Rodriguez, Bob Ogden

4Aviation

RIAT 2018
Day trips & long trips

Greece
Athens Flying Week

SIAF 2018
Slovakia September '18

BRAZIL
CRUZEX 2018

Check www.4Aviation.nl for bookings & details

RAF 100

Scramble Social Media? Go to Facebook; like and follow Scramble Magazine!

Showreports



The first F-35s for VMFA-122 were revealed recently at Yuma and could be admired by the local population during the airshow. (168732/DC-01, 17 March 2018, Melchior Timmers)

Kelly Field Annes, TX (USA)

Joint Base San Antonio Air Show

5 November 2017

Static:

86-0023	C-5M	433nd AW AFRC	
07-7181	C-17A	437th AW	
14-5802	C-130J-30	314th AW	
88-1707/MO	F-15E	389th FS	
80-0526	F-16A		pres
15-5127/LF, 15-5130/LF	F-35A	56th FW	
70-16451/FR	TH-1H	23rd FTS	
91-0099/RA	T-1A	99th FTS	
99-3558/RA	T-6A	559th FTS	
65-10393/RA	T-38C	560th FTS	
94-26553	UH-60L	TX ArNG	
11-05705	AH-64D	TX ArNG	
160846/G-446	T-44C	VT-31	
TX-2	T-50A	Lockheed Martin	
N25YR	TB-25N	CAF '35635'	
N5435A	Ce310		
Flightlines:			
02-1104	C-17A	58th AS	
09-5706	HC-130J	57th OG	
57-1506	KC-135R	97th AMW	
91-0102/RA, 92-0337/RA	T-1A	99th FTS	
08-3934/RA, 04-6206/RA	T-6A	559th FTS	
05-6209	T-6A	559th FTS	
63-8164/RA, 64-13194/RA	T-38C	435th FTS	
65-10367/A, 70-1577/RA	T-38C	435th FTS	
69-7087/RA, 68-8213/RA	T-38C	560th FTS	
66-8399/RA	T-38C	560th FTS	
05-0029	CV-22B	71st SOS	
77-0465/N70465	UV-18B-DH	98th FTS	
NX91945	A-1D	ex USN 126822	
N15797	T-6J	CAF	
N15799	Harvard IV	CAF	
N3242G	AT-6D	CAF	
N3639F	SNJ-6		
N3646G	AT-6D		
N3275G	SNJ-5	CAF	
N4447	Harvard IV	CAF	
N4444C	L-17B	CAF	
N63151	CJ-6A		
N805FF	CF-5D	Lewis Fighter Fleet	
N884TA	T-6G		

N9097	Harvard IV	CAF
N917F	MiG-17	
N93RW	SBD-5	
NL74190	P-51D	
NL98CF	P-51K	
NX529B	B-29	CAF
NX5443U, NX9060F	T-28B	
N319RL	P-39Q	
N50FS	TF-51D	Lewis Fighter Fleet
N7227C	B-17G	CAF
Flying only:		
86-0231	F-16C	182nd FS TX ANG \$
86-0353/SA, 87-235/SA	F-16C	182nd FS TX ANG
87-0253/SA	F-16C	182nd FS TX ANG
Nellis AFB, NV (USA)		

Aviation Nation Air & Space Expo 11 November 2017

Static:		
78-0709/WA	A-10C	66th WPS
86-0133/DY	B-1B	28th BS
60-0022/LA	B-52H	96th BS
90-0535	C-17A	445th AW AFRC
84-0072	C-21A	457th AS
87-0042	C-5M	60th AMW
77-0351/OK	E-3G	960th AACSS
76-0057	F-15A	GIA \$
90-0260/WA, 91-0305/WA	F-15E	17th WPS
83-1159/WA, 86-0272/WA	F-16C	64th AGRS
90-0747	F-16C	16th WPS \$
91-0362/WA	F-16C	16th WPS
06-4116/WA	F-22A	16th WPS
06-4116/WA	F-22A	433rd WPS
12-5049/WA	F-35A	6th WPS
90-26309/FT	HH-60G	66th RQS
90-1058	MC-130W	16th SOS
69-7080/VN	T-38C	25th FTS
04-3723/VN	T-6A	8th FTS
06-0692	U-28A	318th SOS
80-1073/BB	U-2S	99th RS
90-26248	UH-60L	nn
12-72265	UH-72A	NV ArNG
168375/AG-500	EA-18G	VAQ-140
6557	MH-65D	San Francisco
Flightlines:		
78-0684/DM, 79-0202/DM	A-10C	355th FW

79-0169/WA A-10C
 79-0171/OT A-10C
 82-0022/OT F-15C
 83-0019/WA F-15C
 84-1301/WA F-16C
 85-1418/WA F-16C
 90-0747/WA F-16C
 99-4011/WA F-22A
 15-5119/WA, 15-5139/WA F-35A
 87-26012/FT, 89-26204/FT HH-60G
 N70465 UV-18B

57th WG
 422nd TES
 422nd TES
 433rd WPS
 57th WG
 64th AGRS
 16th WPS
 57th WG
 6th WPS
 66th RQS
 98th FTS

85-3253 U-4
 41912/WH UH-1J
 31298/WH OH-6D
 74502/IIIATH AH-64D
 5019 P-3C

Chubu Koku Homentai
 Seibu Homen Herikoputatai
 Seibu Homen Herikoputatai
 3 Taisensha Herikoputatai
 1 Kokutai

JASDF Nyutabaru (Japan)

Gifu (Japan)

Air Show 19 November 2017

13-8514	F-2A	Jiko Kaihatsu Jikkendan
63-8101, 23-8115	F-2B	Jiko Kaihatsu Jikkendan
37-8318, 47-8327	F-4EJ	Jiko Kaihatsu Jikkendan
57-8357, 77-8393	F-4EJ	Jiko Kaihatsu Jikkendan
87-8409	F-4EJ	Jiko Kaihatsu Jikkendan
02-8801, 02-8914	F-15J	Jiko Kaihatsu Jikkendan
12-8928	F-15J	Jiko Kaihatsu Jikkendan
12-8078	F-15DJ	Jiko Kaihatsu Jikkendan
73438/SD	AH-1S	Kyoiku Shien Hikotai
41827/SD	UH-1J	Kyoiku Shien Hikotai
66-5602	T-4	Jiko Kaihatsu Jikkendan
36-5906	T-7	Jiko Kaihatsu Jikkendan
51-0001	X-2	ATLA

T-4 of the Blue Impulse:

66-5745/1, 46-5731/2, 26-5805/3, 06-5790/4
 46-5730/5, 46-5729/6, 26-5692

JASDF Tsuiki (Japan)

Air Show 26 November 2017

75-1077	C-130H	401 Hikotai
87-3601	KC-767	404 Hikotai
53-8553	F-2A	6 Hikotai
53-8130, 23-8133	F-2B	8 Hikotai
82-8901	F-15J	305 Hikotai
37-4489	CH-47J	Kasuga Herikoputa Kuuyatai
36-5696	T-4	6 Hikotai
46-5721	T-4	Seibu Koku Homentai
96-5777	T-4	13 FTW
66-5943	T-7	12 FTW
51-5057	T-400	41 Hikotai

Air Show 3 December 2017

93-8548	F-2A	8 Hikotai
97-8427	F-4EJ	301 Hikotai
57-6913	RF-4E	501 Hikotai
77-6397	RF-4EJ	501 Hikotai
52-8851, 72-8890	F-15J	305 Hikotai
82-8898	F-15J	305 Hikotai
22-8055, 02-8072	F-15DJ	23 Hikotai
02-8073	F-15DJ	23 Hikotai
96-5777	T-4	13 FTW
26-5902	T-7	12 FTW
41-5055	T-400	41 Hikotai
75-3251	U-4	402 Hikotai
29-3041	U-125	Hiko Tenkentai
73459/IIIATH	AH-1S	3 Taisensha Herikoputatai
31298/WH	OH-6D	Seibu Homen Herikoputatai
37-4489	CH-47J	Kasuga Herikoputa Kuuyatai
43140	UH-60JA	Seibu Homen Herikoputatai
74503/IIIATH	AH-64D	3 Taisensha Herikoputatai
8452	SH-60K	211 Kokutai
5019	P-3C	1 Kokutai
90-0825/WW	F-16CM	14th FS '14 FS'
91-0346/WW	F-16CM	14th FS
164261/DW-05	F/A-18C	VMFA-251
164671/DW-12	F/A-18C	VMFA-251

T-4 of the Blue Impulse:

66-5745/1, 46-5731/2, 26-5805/3, 06-5790/4
 46-5730/5, 46-5729/6, 26-5692

JASDF Naha (Japan):

Air Show 9-10 December 2017

58-1011	C-1	403 Hikotai
87-3601	KC-767	404 Hikotai
34-3452	E-2C	603 Hikotai
93-8547	F-2A	6 Hikotai
42-8947	F-15J	304 Hikotai
82-8092	F-15DJ	304 Hikotai



Naha airshow is the place to be to see both JASDF and JGSDF CH-47J/JAs! Okinawa is a joyful place to visit anyway. (37-4493, 10 December 2017, Reinier Scheurs)



Yuma is of course the homebase of VMFT-401, an aggressor unit flying the F-5N in various awesome colour schemes. (761579/09, Björn van der Flier, 17 March 2018)

57-4492	CH-47J	Naha Kyunantai
16-5668, 26-5682	T-4	304 Hikotai
36-5702, 96-5772	T-4	204 Hikotai
16-5800	T-4	204 Hikotai
66-5743, 06-5743	T-4	Nansei Koku Homentai
16-5801	T-4	Nansei Koku Homentai
96-5777	T-4	13 FTW
75-3251	U-4	402 Hikotai
39-3042	U-125	Hiko Tenkentai
43116/XV	UH-60JA	15 Hikotai
5082	P-3C	5 Kokutai

F-15J of 204 Hikotai:

82-8902, 92-8908, 22-8929, 22-8933, 72-8962

Singapore-Changi (Singapore)

Singapore International Air Show 10 February 2018

Static:

A30-003	E-7A	2sq	
A47-004	P-8A	11sq	
M43-02	A400M	22 Skn	
058, 060	AH-64D	120sq	
88198	CH-47SD	127sq	
8315	F-15SG	149sq	
8316	F-15SG	142sq	
(8335)	F-15SG	(no serial worn)	\$
290	AS332M1	125sq	
018	G550	111sq	
253	S70B	123sq	
720	KC-130B	122sq	
612	F-16C	140sq	
626	F-16D	143sq	
673	F-16D	145sq	
70104	JAS39D	701sq	
05-5146/HH	C-17A	535th AS	
06-4115/AK, 06-4127/AK	F-22A	525th FS	
166901/NF-400	F/A-18E	VFA-195	
169164/VK-01	F-35B	VMFA-121	
169166/VK-02	F-35B	VMFA-121	
169007/LC	P-8A	VP-8	
F-WLXV	A350-1000	Airbus industries	
PR-ZFU	E190-E2	Embraer	
RP-C5906	DHC-8-400	Philippines	
YL-CSG	CS300	Air Baltic	
97006	RRJ-95LR	Sukhoi design bureau	

Plus many more bizjet and helicopters.

Flightline:

70105, 70111	JAS-39C	701sq
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M52-12, M52-16 Su-30MKM 11 Skn
 KT-1B of Team Jupiter:
 LL-0110/1, LL-0116/2, LL-0106/3, LL-0111/4, LL-0104/5, LL-0117/6

Plus 8 T-50s of the Korean Black Eagles. One of the Black eagles T-50 aircraft made it to the news when one of the tires blew during take-off. This caused the aircraft to veer of the runway, rolled over and sustained some damage, refer to out dustbin section.

Flying only:

8338	F-15SG	(no serial worn)	\$
608, 614	F-16C	143sq	(am)
614, 645	F-16C	143sq	(pm)
60-0062/LA	B-52H	2nd BW	
94-0038/WW	F-16Cm	35th FS	

Islamabad (Pakistan)

Pakistan Day Parade (& rehearsals) 13-23 March 2018

Air Force:

17-001, 17-002	AW139	88(CSAR)sq	16
17-004	AW139	88(CSAR)sq	16
90-573, 93-703	F-7P	18(OCU)sq	19,23
90-578	F-7P	18(OCU)sq	19
93-722	F-7P	18(OCU)sq	19
01-803, 02-837 +2	F-7PG	17(AS)sq	15
83703	F-16AM	9(MR)sq	15
84704, 85722	F-16AM	9(MR)sq	19
84711	F-16AM	9sq (red markings)	16,23
90615	F-16BM	9(MR)sq	19
92622	F-16BM	9(MR)sq	19,21
10801	F-16D	5sq	16
10805	F-16D	5sq	23
10806	F-16D	5sq	12
12-138	JF-17	spec c/s	16
09-110	JF-17	28(MR)sq	23
10-123, 16-208	JF-17	28(MR)sq	21,23
16-210	JF-17	28(MR)sq	21
16-224	JF-17	28(MR)sq	23
16-225	JF-17	28(MR)sq	21
16-233	JF-17		16,17
R11-044	Il-78	10(MRTT)sq	13
94-01-801	K-8	Sherdils	15
94-01-802, 94-01-804	K-8	Sherdils	19
94-01-803	K-8	Sherdils	16
94-01-805	K-8	Sherdils	23
91-01-806, 03-02-811	K-8	Sherdils	19
08-09-822	K-8	Sherdils	19

1x	KE-03	4(EW)sq	23
96-711, 96-717	Mirage 5EF	25(TA)sq	23
96-741	Mirage 5EF	25(TA)sq spec mks	23
96-743	Mirage 5EF	25(TA)sq	23
60-0172	T-37B	PAF Academy	15
63-9818	T-37C	PAF Academy	15
75-0664	T-37C	PAF Academy	16
75-0665, 75-0667	T-37C	PAF Academy	15

<u>Army:</u>			
786-013 +2	AH-1F		15,17
786403, 786405	AS550C3		21
786407	AS550C3		21
786-213	Bell 412EP		14
786-217 +1	Bell 412EP		14
3x	IAR330/SA330		17,23
58627	Mi-17-1V		19
58636 +1	Mi-17-1V		19

<u>Navy:</u>			
11, 15	Sea King Mk45	111sq	22
14	Sea King Mk45	111sq	13,14,22
20, 21 +1	Z-9EC	222sq	21

<u>Turkish Army:</u>			
13-1003	T129A		22
16-1021 +1	T129B		21

As in previous editions, a good quantity of PAF aircraft and helicopters participated from all branches of the armed forces. We have assembled the following from various photographs taken at the rehearsals; normally starting around ten days in advance. The major dress rehearsal was on the 21st while the official parade takes place in the morning of the 23rd. After a gap of over an hour, while military vehicles pass by, the aerial part continues with some solo performances of fast jets. One of the highlight for the local people was the participation of three Turkish T129 Atak helicopters.

NAF El Centro, CA (USA)

Air Show 10 March 2018

<u>Static:</u>			
71-0295	A-7D	cockpit only	
168002/SE-43	AH-1ZH	MLA-469	
165566/53	AV-8B+(R)	<u>VMA-214</u>	
165650/600	E-2C-2000	VAW-115	\$
168384/NJ-555	E/A-18G	VAQ-129	
169140/NJ-576	E/A-18G	VAQ-129	
164693/WT-15	F/A-18C	VMFA-232	
165184/WT-04	F/A-18C	VMFA-232	
168874/NG-307	F/A-18E	VFA-97	
168875/NG-310	F/A-18E	VFA-97	
166331/WC-46	MH-60S	HSC-23	
167050/35	MH-60R	HSM-35	\$
169330/330	P-8A	VP-30	
160475/475	T-34C	SFWPAC	
168503/SE-12	UH-1Y	HMLA-469	
6014	MH-60T	San Diego	
N5694	Falon A2		
N5865V	B-25J/PBJ-1J	ex USN 35857/MB-11	
N3675G	TB-25J	ex USAAF 44-30423	
N60154	C-47B	ex USAAF 44-476423/3X-S	
N45366	C-53D	ex USN 42-68830	
NX83782/799	F-4U-1A	ex USN 17799	
N96281	Harvard IIA	ex RCAF 3832	
NX138AM/162	P-38F	ex USAAF 44-23314	
NL85104/79	P-40N	ex USAAF 42-105192	
NX4235Y/13	P-51A	ex USAAF 43-6251	
NL151BP/62	P-51D	ex USAAF 44-74908	
NX163BP	P-63A	ex USAAF 42-68864	
N2871G/6302	PB4Y-2	ex USCG 66302	
NX670AM/39	SBD-5	ex RNZAF 28536, NZ5062	
N89014/SB-290	SNJ-5	ex USN 84865	
N3680F/LC-843	SNJ-5	ex USN 42-84793	
N372C/138203	T-28B	ex USN 138203	
N7835C/46	TBM-3E	ex USN 91264	

<u>Flying/flightlines:</u>			
165913/AD-227	F/A-18F	VFA-106	
165931/AD-225	F/A-18F	VFA-106	
168536/NH-610	MH-60S	HSC-8	
N172LA	Vampire T55	ex India BY385	
N1038A "90917/WD-17"	SNJ-5	ex USN 90917	
N1078Z	F-6F-5	USN 70222	
N7825C/201-S	F-8F-2	ex USN 122674	
NX186AM "12834/FU-834"	F-86F	ex USAF 52-5012	
NX87CN	MiG-15Bis	ex Chinese AF 91051/1051	
N44727/QP-A	P-51D	ex USAAF 44-72739	
N133HH/FT-452	CT-133A	ex RCAF 21452	
N529SB/6	Yak-3M	Soviet AF c/s	0470104
N752YK/135	Yak-52		878203
N5287/36	Yak-52		877509
N288Y	Yak-52		888714

F/A-18B^C/D* of the Blue Angels:
163439/1, 163766/2, 163485/3, 163444/4, 163462/5, 163768/6, 162885^7, 163468^7

<u>Preserved:</u>			
159798/7	TA-4J	at gate as "159790"	
159901/NJ/AD-500	A-6E	VA-42 on airfield	
160996/514	A-6E	GIA	
154476/NJ-000	A-7B	at gate	
151979/3	RF-4B	Blue Angels c/s at gate	
15991/4	F-11A	Blue Angels c/s at gate	
159620/NH-101	F-14A	VF-114 near pool	
162448/1	F/A-18A	Blue Angels c/s at gate	

MCAS Yuma, AZ (USA)

Air Show 17 March 2018

<u>Static:</u>			
60-0023/MT	B-52H	23rd BS	'23 BS'
64-13297/BB	T-38A	1st RS	
10-27024	C-27J	UFC	
163559	UC-12M	Yuma	
165939	UC-35D	Miramar	
167108/QB-108	KC-130J	VMGR-352	
761583/LS-01	F-5N	VMFT-401	
164715/NH-412	F/A-18C	VMFA-323	
168732/DC-01	F-35B	VMFA-122	
169414/CF-14	F-35B	VMFA-211	
158557/5Y-05	UH-1N	Yuma	
169246/MV-32	UH-1Y	HMX-1	
166761/MV-43	AH-1Z	HMX-1	
162518/YF-518	CH-53E	HMH-462	
164148/WL-23	AV-8B	VMA-311	
165585/WE-03	AV-8B+	VMA-214	
168214/MV-00	MV-22B	HMX-1	\$

<u>Flightlines south west side:</u>			
168311/MV-51	F-35B	VMX-1	
168312/MV-52	F-35B	VMX-1	
166759/MV-42	AH-1Z	VMX-1	
158554/5Y-03 +1	UH-1N	Yuma BF	
168500/MV-31	UH-1Y	VMX-1	
163883/WE-20	AV-8B	VMA-214	
164117/WE-25	AV-8B	VMA-214	
168845/MV-02	MV-22B	VMX-1	
166726/MV-03	MV-22B	VMX-1	

F-5N of VMFT-401:
761546/LS-04 761572/LS-07
761579/LS-09 761589/LS-10
761526/LS-11

VMFT-401 was deployed to Texas with their Tigers. Fortunately six aircraft returned the day before the show.

<u>Flightline Northern side:</u>			
06-4108/AK, 07-4131/AK	F-22A	3rd Wg	
NX186AM	F-86F	12834/FU-834	

<u>Sunsheds towards Blue carpark:</u>			
165357/CG-03	AV-8B+	VMA-231	
165311/..-09	AV-8B+	VMA-311	
165568/..-53	AV-8B	VMA-214	

AV-8B of VMA-214, coded WE-xx:
165421/02, 165585/03, 165397/04, 165429/06



Fine study of the AC-130W that graced the static at the Luke air show. 98-1308 is a converted C-130H. (18 March 2018, Björn van der Flier)

165006/09, 164148/20, 164148/23

AV-8B of VMA-311 coded WL-xx:

164553/00, 165566/01, 164566/01, 165573/02, 16556711

165382/12, 165583/14, 164143/20, 164128/21, 164142/22

F-35B of VMA-211, coded CF-xx:

168731/00, 169416/01, 168838/02, 168839/03, 168840/04, 169415/04

Strange is the fact that under the sunsheds, two Harriers of VMA-311 were noted as coded WL-01. If you have any corrections or additions on this, let us know.

Far side:

158689/WE-04	RH-53D	fuselage-dump
158705/WE-05	AV-8C	dump

Preserved at Gate:

150856/WE-01	A-4L	vma-214 c/s
161502	UC-12B	
148373/SH-13	F-4B	VMFT-101 c/s
741570/LS-11	F-5E	VMFT-401 /cs
158248	HH-1N	
158695/WF-0	AV-8A	VMA-513 c/s

The 2018 Yuma Airshow was a well organised show. The static was open and people were swarming across the aircraft. This makes photography a challenge, but not impossible. Getting on base early is key here.

The spectators had some choices of where to view the show. And for \$16 you had a ticket to the grandstand offering you an elevated view of the taxiway.

The flying display offered about everything MCAS Yuma had to offer on locally based aircraft, and was supplemented by the USAF F-22A Raptor demo team, Patriots Jet Team and off course Shockwave the jet powered truck.

Light on the display was quite good and it was only until the afternoon where the sunlight changed to the worse, but that didn't spoil the fun. Upon leaving the Air Station some photos were made of the aircraft preserved at the gate.

Luke AFB, AZ (USA)

Luke Days 2018

17-18 March 2018

Static:

MM7332/32-01	F-35A	13 ^o Gruppo
69-8701	F-35A	944th OG
5087	F-35A	62nd FS
79-0209	A-10C	354th FS
81-0997/DP	A-10C	47th FS AFRC
87-0028	C-5M	22nd AS
97-0043	C-17A	729th AS AFRC
88-1301	AC-130W	16th SOS
61-4829	KC135R	179th ARS AZ ANG

79-0012	F-15D	114th FS OR ANG
88-1699/MO, 89-0506/MO	F-15E	389th FS
84-1291/LF	F-16C	309th FS '309 FS'
88-0417	F-16C	152nd FS AZ ANG \$
90-0768/LF	F-16CM	310th FS '310 FS'
90-0769/LF	F-16CM	69th FS '69 FS'
93-0721	F-16A	21st FS \$
96-5036	F-16D	425th FS \$
08-4167/FF	F-22A	1st FW
12-5056/LF	F-35A	56th FW '56 FW'
12-5068.LF	F-35A	56th FW
15-5130/LF	F-35A	63rd FS
90-26227/DR	HH-60G	305th RQS AFRC
64- 240/BB	T-38A	1st RS
64-13986	UH-1B	under restoration
17357	OH-6A	pres.
169330	P-8A	VP-16?
TX-2	T-50A	Lockheed Martin

Static/Flightline:

162885/4	F/A-18B	Blue Angels
163439/1, 163444/2	F/A-18C	Blue Angels
163489/3, 163788/4	F/A-18C	Blue Angels
163462/5, 163768/6	F/A-18C	Blue Angels

The number 5 aircraft broke down on Saturday and the B model was used that day. It was not visible anymore on Sunday, so most likely it was inside a hangar for repair.

Sunsheds/Flightlines south:

78-0684/DM	A-10C	355th FS
79-0202/DM	A-10C	355th FS '355 OG'
87-0360/LF	F-16CM	310th FS '944 FW'
88-0493/LF, 90-0705/LF	F-16CM	310th FS also flying
96-5035	F-16D	425th FS \$
08-4163/FF	F-22A	1st FW
10-5011/OT	F-35A	56th FW
11-5030/LF	F-35A	61st FS '61 FS'
15-5120/LF	F-35A	63rd FS '63 FS'
15-5135/LF	F-35A	56th FW flying
77-0465/N70465	UV-18B-DH	98th FTS
N133HH	CT133	ex CAF 133452

F-16A/B* of the 21st FS, coded LF:

93-0705, 93-0706, 93-0707, 93-0708, 93-0709, 93-0722*, 93-0816*

F-16C of 309th FS, coded LF:

84-1216, 84-1284, 84-1297, 84-1302
84-1327, 85-1407, 85-1439, 85-1443

F-16D of 309th FS, coded LF:

83-1160, 83-1184, 84-1308, 84-1297, 84-1324, 84-1327, 84-1331

F-16CM of 310th FS, coded LF:

87-0358, 87-0360, 88-0475, 88-0492, 88-0506, 88-0508, 89-2056
89-2097, 90-0754, 90-0759, 90-0760, 90-0762, 90-0765

F-16DM of 310th FS, coded LF:

88-0161, 88-0162, 88-0163, 88-0175, 89-2159
89-2164, 89-2179, 90-0778, 90-0793

F-16C of 425th FS, coded LF:

97-0113, 97-0120, 97-0121, 94-0273

F-16D of 425th FS, coded LF:

94-0281, 94-0282, 96-5034

F-35A of 56th FW, no units noted, coded LF:

10-5009, 10-5010, 11-5035, 11-5036, 11-5037, 11-5038
11-5040, 12-5048, 12-5049, 12-5054, 15-5123, 15-5125
15-5127, 15-5129, 15-5146, 15-5161, 15-5164

Sunsheds/Main ramp towards static:

A35-003	F-35A	61st FS	\$
A35-004, A35-005	F-35A	61st FS	
MM7334/32-03	F-35A	13° Gruppo	
MM7335/32-04	F-35A	13° Gruppo	
5088, 5110, 5145	F-35A	62nd FS	
5146, 5147	F-35A	62nd FS	
11-5030/LF	F-35A	61st FS	'61 FS'

F-35A of 56th FW, no units noted, coded LF:

09-5006, 11-5035, 12-5042, 12-5043, 12-5044
12-5045, 12-5046, 12-5055, 12-5059

Flying only:

09-6209	MC-130J	415th SOS
90-26227/DR	HH-60G	305th RQS AFRC

Luke Day 2018 caused some rescheduling by a lot of people by changing their show date to a week later. This change was to do with the fact that the USAF Thunderbirds were not ready to perform at that date. Luckily the US Navy Blue Angels had a gap in their schedule following the cancelation of the Davis Monthan AFB (AZ) airshow.

As credited media Scramble was allowed to enter the showgrounds just after sunrise, at 7am. This gave us about two hours to walk across the static displays without any crowds. The static was parked across Luke major platform/flightline at the south-end of the base. Most aircraft had only a thin rope around the aircraft to mark their spot, while others were tucked away in the sunsheds, All which makes taking photos very difficult. Butt being early gave us the opportunity to make some descent photos.

Security at the end of the static display was quite tight, as soon as you pointed your camera to the flightlines of operational aircraft, you were summoned to take it away. The funny part was, that while you took a binocular, there was an issue.

The flying display started towards the end of the morning, and started with the USAF parachute team, and the National Anthem. Unfortunately on Sunday, things went wrong as one of the jumpers failed to correctly attach the flag to his suit, and the start and stripes fell to the earth. The flying display started slow with many small prop aircraft and a glider, and the quite impressive display of aircraft and pyrotechnics of Tora-Tora-Tora It was only after noon when the real jet power started and some disappointments.

While Luke is a large airbase with over a hundred Jets, only 2 F-16s and 1 F-35 took off on Sunday, while the Saturday it were 2 F-35s. The aircraft took off from the far runway, as the spectators were placed next to the nearest runway(03R-21L) making it logical due noise concerns. The assault demo was nice and some fast passes were made by the jets. A MC-130J flying out Phoenix Goodyear airport supported with paratroopers. After the display the jets again landed on the far runway, and disappeared into the flightlines, in my opinion they should have landed, taxied passed the crowds for some interaction with that crowd, something that did not happen.

After this display it was again some small props and a Bo105 from Red Bull. Followed by a P-51C mustang and CT-133. When the A-10 display went up into the sky for their display (after absence for a couple of years) the sun was in such position that good photography was mere impossible. The A-10 was followed by the Heritage flight with the F-22 flying out of MCAS Yuma. The show was wrapped by a stunning display of the US Navy Blue angels.

We would like to thank the Luke POA for offering us the media access and good care for the 2018 Luke days.

Credits: Patrick Dirksen, MAR, Scramble Messageboard.



American air shows always feature a fair amount of warbirds. Immaculate B-17G 44-83514 ended its career as a DB-17G in 1959. (Luke, 18 March 2018, Björn van der Flier)

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HAI Heli-Expo 2018



This Sikorsky S-70A Firehawk is owned by City of Los Angeles. N15LA is used by the LA County fire department. It is one of three in the current fleet with a fourth S-70 recently ordered. (Las Vegas (NV), 23 February 2018, Baron von Speed)

The annual HAI Heli-Expo took place at Las Vegas (NV) from 27 February 2018 till 1 March 2018.

Babcock signed a five-year frame agreement for a fleet of H160s used for EMS and other critical services missions. Babcock was named by Airbus Helicopters as the global launch customer for the H160. An unnamed major U.S. business entity is the first customer for the H160 in North America with four vip helicopters on order. Boston MedFlight has ordered three new Airbus H145 helicopters as part of a plan to upgrade its fleet. Boston MedFlight is a nonprofit organization that provides critical care air medical transport for Boston-area and other Eastern Massachusetts hospitals. The new aircraft will replace Boston MedFlights H145 predecessors, two EC145s and a BK117, with the first two expected this spring and the third due this fall. Mexican Oil & Gas operator Transportes Aéreos Pegaso has signed for a third H175 for delivery in 2019. Metro Aviation displayed Seminole County Sheriff Office's H125. This H125 is Metro's first completion using ceramic paint on an aircraft. The company has also ordered 25 EC145e-lite helicopters. Airbus Helicopters and

Helicopter Travel Munich, Germany have signed an agreement for the purchase of four H125s. Era will take delivery of two AW609s in 2020. This agreement will launch the AW609 into service in the US commercial market.

Just a few days after revealing its rebrand to 'just' Bell, Bell Helicopter attended the Heli-Expo. The company introduced the new Bell 407GX at the event with the first delivery scheduled this spring. Helisul Táxi Aéreo and Bell signed a purchase agreement of the first of four Bell 505 Jet Ranger X aircraft. All four Bell 505 aircraft will be delivered to Helisul Táxi Aéreo this year. The first law enforcement configured Bell 505 Jet Ranger X has been sold to the Sacramento Police Department. Scheduled for delivery this Spring the Bell 505 will be outfitted with several law enforcement provisions including high skid gear. Helite Aviation based at Montreal has ordered the first Bell 505 MAGnificent to be operated as a commercial, for hire aircraft. The helicopter will be customized by Mecaer at Bell Helicopter's Mirabel facility. Helicopters Incorporated signed to buy the first two 505s to perform electronic newsgathering (ENG) missions with the first



Bell 505 Jet Ranger X N505CQ is a very recent addition to the FAA registry. Since January 2018 this helicopter is registered to Bell Helicopters Textron. (Las Vegas (NV), 26 February 2018, Lukas Kinneswenger)



C-FIWN is registered to Bell Helicopters Textron Canada since January 2015. It was seen at the event with Bell 407 GXi marking and the new Bell logo but it is not known if this 2015 frame actually was converted to Bell 407GX. The GXi is the successor to the GXP. It incorporates new avionics, an upgraded engine, and new executive interior design options. (Las Vegas (NV), 26 February 2018, Lukas Kinneswenger)

expected to be delivered in May 2018. At Heli-Expo 2018 Bell Helicopter announced the introduction of the Bell 407GX. The Bell 407GX incorporates new avionics, an upgraded engine, and new executive interior design options.

South African service provider Safomar Aviation signed an order for two of its SH09 helicopters with Kopter Group. During Heli-Expo in Las Vegas it was announced that Kopter Group signed a memorandum of agreement with Rainier International for the purchase of five SH09 helicopters with options for as many as five additional aircraft for delivery within the next three years. Kopter also announced the signature of a firm contract for twelve SH09 plus six options with Helitrans, Norway. Kopter Group signed a Memorandum of Agreement with Paradise Helicopters for the purchase of four SH09 helicopters to be delivered after the helicopter is awarded FAA certification expected by the end of 2019.

Lease Corporation International announced that it is expanding its partnership with CHC through the placement of a second Airbus Helicopters H175 aircraft with the operator. H175 is due to enter service in December 2018 and will be supporting CHC's operations in the UK. An agreement between Leonardo and Era Group was announced to launch the AW609 into service in the US commercial market. Contracts were signed with Sino-US, the distributor of Leonardo in the Chinese civil and commercial helicopter market, for 26 helicopters (7 AW119Kx, 15 AW109s Trekker and 4 AW139s) and with Sloane Helicopters for two helicopters. Leonardo signed various agreements and contracts on day two with HeliService for an AW169 to perform missions in the North Sea and Flight Express for one AW119Kx and one AW169 in VIP/Corporate configuration. Mitsui Bussan Aerospace signed an order for one AW189. Leonardo also announced the delivery of two AW119Kx single engine helicopters to Akagera Aviation of Rwanda.

The Virginia Beach Police Departments MD530F on display is scheduled for delivery in June 2018. The Malaysian Ministry of Defence ordered six MD530G with the first delivery scheduled in June of this year and the last four in August of this year. Robinson Helicopter took the R66 cargo hook installation to the Expo for the first time.

Sikorsky signed to deliver one S-70i Firehawk helicopter in a baseline configuration to the city of San Diego first announced last December. Production number 300 S-92 will enter service with Era Helicopters in the Gulf of Mexico in March configured for offshore oil worker transportation in the Gulf of Mexico.

Waypoint Leasing announced that it has completed a purchase and lease-back for one AW139 helicopter to Heliconia Group in Morocco.

Airbus Helicopters wrapped up Heli Expo 2018 with orders for over 50 helicopters. Leonardo announced further combined orders for helicopters in Las Vegas for a total of 17 aircraft valued at almost 140 million euro. The total of orders for the SH09 have been brought to 34 firm orders and options, 29 pre-contracts (MoA) that will transform into contracts when certification is reached and over 100 Letters of Intent.

A total of 39 helicopters flew into the expo. The exact departure dates are not known but nine departed on 1 March and the rest departed on 2 March 2018. Some helicopters have been logged while operating demo flights from the parking area. In 2019 HAI's Heli-Expo will take place at the Georgia World Congress Center in Atlanta, Georgia from 4 till 7 March.

Credits: Lukas Kinneswenger, Joshua Ruppert (Flickr), Greg Akers (Flickr), Helis.com Airbus helicopters, Bell, Leonardo, Kopter Group, Jan Makkus, John Maloney / Copters list.

Registration	Type	Operator	c/n	Remark
09-05675	AH-64D	1-151st AVN	PVD675	
12-72265	UH-72A	3-140th AVN		
C-FIGO	S-76D	Fig Air	761026	
C-FIWN	Bell 407GX	Bell Helicopter Textron Canada	54567	
C-FMUH	AW139	Waypoint Leasing	41005	reg'd to Eagle Copters
C-FNFO	Bell 429	Bell Helicopter Textron Canada	57224	operating demo fights
F-WWPL	H160	Airbus Helicopters	PT2	
HB-ZXB	SKYe SH09	Kopter Group	02	
N1FL	H145	MacNeil Aviation	20044	
N12CT	Bell 407	CT Air	53743	
N15BB	Safari 500	Safari Enterprises	SH500	
N15LA	S-70A	L.A. County Fire	70-2846	Firehawk
N17FH	UH-60A	Firehawk Helicopters	70-227	Firehawk
N117AM	BK117B-2	Air Methods	7140	
N145AH	H145	Airbus Helicopters	20040	operating demo fights
N160CD	UH-60A	Unical Defense	70-265	
N175SC	H125	Seminole County Police	8430	
N181TH	Enstrom TH-180	Enstrom Helicopter	10002	
N221LA	H125	LAPD Air Support Division	7900	
N244AA	UH-60A	Arista	70-930	
N262MH	BK117C-2	Metro Life Flight	9278	
N266RH	R66	Robinson Helicopter	0002	
N271FX	Bo105C	Special FX	S-718	
N280RB	Enstrom 280FX	Enstrom Helicopter	2129	
N297SU	R44	Southern Utah University	30017	
N355EX	AS350B2	Island Express Holding	2817	
N355GL	AS350B2	Garmin AT	2952	
N359EH	Bell 212	ERA Helicopters	31212	
N466AH	H135	Airbus Helicopters	2013	
N480PD	Enstrom 480B	Enstrom Helicopter	5157	
N487LF	EC145	Geisinger Medical Center	9255	
N500MV	H369D	Aerometals	770156D	
N505CQ	Bell 505	Bell Helicopter Textron	65055	
N505TL	Bell 505	Bell Helicopter Textron	65035	operating demo fights
(N525BG)	Bell 525	Bell Helicopter Textron		mockup, Bristow Colours
N589HF	AH-1F	Army Aviation Heritage Foundation	20253	ex USAR 67-15589
N628SH	AW169	Leonardo Helicopters Division	69039	
N684DN	UH-60A	Rogerson-Kratos	70-230	
N787RC	Bo105LSA3	Skycore Aviation	2012	
N818KB	HH-60L	US Customs & Border Protection		ex USAR 03-26989
N828AP	AS350B2	Helinet Aviation Services	7237	
N844AH	H130	Airbus Helicopters	8444	operating demo fights
N911VB	MD530F	Virginia Beach Police		registration reserved 28 March 2018
N959CF	Cabri G2	Anthelion Helicopters	1190	
N961BH	Bell 429	Bell Helicopter Textron	57146	
N4041R	R66	Robinson Helicopter	0823	
N4056J	R44	Robinson Helicopter	14154	
N5125	H125		8381	operating demo fights
N6068S	MD530G	MD Helicopters	0268FF	for Malaysian Army Aviation
N40411	R44	Robinson Helicopter	30030	



Registration N911VB for this MD530F was reserved on the FAA website on 28 March 2018 by MD Helicopters. The helicopter will be delivered to the Virginia Beach Police department in June 2018. (Las Vegas (NV), 26 February 2018, Lukas Kinneswenger)



“Guard 95675”, an AH-64D Apache Longbow of the Utah National Guard’s 1st Battalion, 211th Aviation Regiment (ATTACK/RECON) arrives for HAI’s 2018 Heli-Expo. 1-211 provides statewide aviation support to JFHQ and civil authorities in support of emergency preparedness and homeland defense operations. (Las Vegas (NV), 24 February 2018, Baron von Speed)



This EC145 was delivered as N958AL in April 2009. From August 2017 it is owned by the Geisinger Medical Center at Danville and operates the Geisinger LifeFlight air ambulance service as N487LF. (Las Vegas (NV), 26 February 2018, Lukas Kinneswenger)



This helicopter was delivered to the US Army circa 1967 as AH-1 with serial 67-15589. The Cobra served with the 4-278th ACE TN ARNG from april 1997 till may 2000. It went to the Army Aviation Heritage Foundation and Museum in 2006 as N588HF. Since 2007 it is based at the Sky Soldiers Demonstration Team/Army Aviation Heritage Foundation on Tara Field. (Las Vegas (NV), 26 February 2018, Lukas Kinneswenger)

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In the last years many older B767s are converted into freighter. This ex American Airlines B767 N382AN is now flying for Aloha Air Cargo as N399CM and delivered in November 2017. The conversion was done at Tel Aviv. (Los Angeles (CA), 9 March 2018, Coen Capelle)



After 23 years of service with American Airlines this B767, ex N372AA, was withdrawn from use in 2015. After two years storage it was converted into a freighter at Tel Aviv in 2017. Northern Air Cargo took delivery of B767-323ERSF N379CX in February 2018. (San Juan (PR), 17 March 2018, Johnny Rod)



A year ago Prime Air, which is flying for Amazon in the USA, took delivery of B767 N1093A. The aircraft is operated by Atlas Air. N1093A was delivered in 1999 to Aeroflot as VP-BAZ moved in 2014 to Transaero Airlines as EI-RUV. It was also converted in 2017 at Tel Aviv. (Houston-George Bush Intercontinental (TX), 14 March 2018, Geurt van den Berg)

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On their way from Bagram to Shaw, a contingent of SW F-16s visited Spangdahlem and flew local missions. (00-0220, 20th OG, 23 February 2018, Jetze de Vries)



More CONUS-based F-16s visited Spangdahlem following their European deployment to Estonia. (89-2045/OH, 112th FS OH ANG, Jeroen Jonkers)



The last Viper (Kh19-14/37/91063/10314, 103sqn) on this page, this Royal Thai Air Force F-16A was seen at Don Muang. (Jim Walg, 13 January 2018)