

**468**  
May 2018

# Scramble

***Kuwaiti Lightnings  
Nederlands Transport Museum***

DUTCH AVIATION SOCIETY



On this page three pictures from tropical Fiji. We start with a BN-2 Islander of Northern Air. DQ-JJS was delivered in September 2006. (Nausori, 9 February 2018, Reinier Schreurs)



Fiji Link is the domestic brand of Fiji Airways. Their fleet consists of DHC-6s, ATR72s and a single ATR42. Pictured DHC-6 DQ-FJS was delivered on 26 October 2017. (Nausori, 9 February 2018, Reinier Schreurs)



Fiji Airways, formerly Air Pacific, is the flag carrier airline of Fiji and operates five Boeing 737s and four Airbus A330s. Boeing 737 DQ-FJN is seen being towed at Nausori International Airport. (5 June 2017, Robert van Zon)

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## Editorial

Welcome to the last issue of volume 39!

Last month we had 96 pages, this month we make up for that by having 120 pages for you! Included are two articles, one titled "Whatever happened to...the Kuwaiti Lightnings?" and the second Netherlands Transport Museum. The first one is pretty obvious as to its contents, giving a comprehensive overview of all Lightnings to ever operate for the Kuwait Air Force. The second one is giving a nice introduction and its contents of the first ever pop-up museum in the Netherlands, the "Netherlands Transport Museum". It is located in the Dutch town of Nieuw-Vennep.

Next to those two articles the Triptease is back, but we have to miss the Warbirds section. All other sections are present as usual.

As we announced last month, you can now order the EMOOS too! Sales are already going fast so be quick to order your copy, before they are sold out. This means all of our 2018 editions can be purchased via the shop page at [www.scramble.nl/shop](http://www.scramble.nl/shop). Please note, 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!

We recently send out renewal information for your subscriptions on your favourite aviation magazine, and if you still want to receive it be sure to transfer your payment as soon as possible!

## Cover Photo



On 16 March 2018 the fourteenth A400M (the 0073/F-RBAN) of the French Air Force was handed over and was flown on 20 March to Orléans-Bricy. On this day Bruno Delliere was able to go on base and photographed the 0014/F-RBAF and 0033/F-RBAI of ET01.061. The delivery of the latest A400M took place several months in advance of the scheduled date and it means that the fleet is now big enough for the air force to fly more operational missions.

## Important dates

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<b>Scramble Military Transports 2017</b>	<b>87</b> pages
<b>EMOOS 2018</b>	<b>783</b> pages

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# Movements Netherlands



From May 1988 until July 1988 Air Mauritius operated a service to Amsterdam. Almost thirty years later the route was resumed under a collaborative agreement with KLM. KLM will operate the route during the winter and Air Mauritius operates the route during the summer. Airbus A340 3B-NAU was the aircraft to operate the first flight. (Amsterdam-Schiphol, 26 March 2018, Frank Doornbos)

## Amsterdam

				March 2018			
01. V-11	G-IV	334sq	NAF11	OE-GBE	IA1125A	Tyrol Air Ambulance	TYW757/8
C-GHPV	B787-8	Air Canada	f/v ACA824/5	OE-IJL	A320-214	easyJet	f/v EZY2725/6
D-CSOS	Lj45	Jetcall	JCL1	OO-CLA	Ce525C	Luxaviation France	AAB246
D-IPVD	Ce525A	Transavia Flug		OO-XLS	Ce560XLS+	Air Service Liège	04
D-ITAN	Ce525	E-Aviation		S5-ICR	Ce560XL	Ikar Aviation	04
G-RNFR	CL-605	TAG Aviation (UK)	dep	SE-RIL	Ce560XLS	H-Bird Aviation	ETI803Z/H
N155AN	G550	Nissan North America	dep	SP-HAB	A320-232	Small Planet	LLX9397/5057
OO-TCT	A320-212	VLM Airlines	f/v LLX9045/5045	04. 9H-CLG	CL-850	Air X Charter	AXY422/404
SP-ENV	B737-8BK	Enter Air	02 LLC9055/5055	9H-VJS	Global 6000	VistaJet Malta	VJT929
02. V-11	G-IV	334sq	NAF11	CS-TFR	Lj45XR	Omni Air	05 OAV304P/304
9H-BBJ	B737-7BC	Privajet	dep PVJ118	D-AAHB	Global Express	MHS Aviation	12 MHV1B
9H-BBJ	B737-7BC	Privajet	09 PVJ118/7	D-CAWM	Ce560XLS+	Aerowest	05
9H-VCC	CL-350	VistaJet Malta	03 VJT425	D-IGWT	Ce525A	Sylt Air	05
9V-SFK	B747-412F	Singapore Cargo	div 03 SQC7951	EI-FYA	B737-8	Norwegian	f/v IBK476/7
B-18912	A350-941	China Airlines	f/v CAL073/4	EI-GJA	B737-8AS	Ryanair	f/v RYR3102/3
D-CDAS	EMB505	DAS Private Jets	03	EI-GJB	B737-8AS	Ryanair	f/v RYR2998/9
D-CTIL	Lj35A	Air Alliance Express	AYY111/111A	G-FBKG	Ce510	Wijet	BKK7G
D-IADV	Ce551	MCH Holding	2x	G-KLNE	BAe125-900XP	Saxonair	SXN90E
D-ISAR	Raytheon 390	Euroflug Frenzel	03	HB-JCH	CS300	Swiss	f/v SWR724/5
G-CKUB	Ce560XLS+	Catreus	f/v 03 VCG1UB	LX-VMF	Ce560XL	Luxaviation	dep LXA15P
G-EZRP	A320-214	easyJet	f/v EZY2157/8	LX-VMF	Ce560XL	Luxaviation	11 LXA15P
I-BIXP	A321-112	Alitalia	div AZA160/8009	LZ-MDO	A320-214	VIA Airways (a/w)	LLX5061/9053
N500J	G550	Johnson & Johnson	04	N260Z	G550	Nissan North America	dep
OE-FZE	Ce510	GlobeAir	GAC621R/019U	N707FJ	Falcon 900	Exxaero	05
OO-TCT	A320-212	VLM Airlines	LLX5046/9046	OE-FZE	Ce510	GlobeAir	05 GAC019V/722H
OO-XLS	Ce560XLS+	Air Service Liège	03	OE-IFD	B747-4B5ERF	ASL Airlines	05 TAY915E
SP-ENV	B737-8BK	Enter Air	LLC5056/5	OE-LYZ	A319-132	Eurowings	f/v EWG1834/5
SP-ENV	B737-8BK	Enter Air	03 LLC5056/9056	SP-HAB	A320-232	Small Planet	LLX5058/9765
YL-BAY	DHC-8-402Q	Air Baltic	div BTI603	SX-MAH	B737-405	Air Mediterranean	f/v LLX9061/5063
03. ZJ998/AE	Merlin HC3A	845NAS	f/v 04 NVT761	TC-JJG	B777-3F2ER	Turkish Airlines	f/v THY1951/2
ZK001/AF	Merlin HC3A	845NAS	f/v 04 NVT760	05. 9H-FOM	EMB500	Luxwing	06 LWG591/501
07-7187	C-17A	437th AW	f/v 04 RCH427	D-CAWM	Ce560XLS+	Aerowest	06
9H-BOO	CL-850	Air X Charter	04 AXY301/409	D-CHVD	Ce560XLS	Ohlair	06 ECA6C
9H-FOM	EMB500	Luxwing	04 LWG502/591	D-ISVK	PA-31T1		f/v
9H-JPC	ERJ135BJ	Air X Charter	04 AXY311/2	EC-MDS	B747-419	Wamos Air	SLM9940/3003
9H-VCC	CL-350	VistaJet Malta	04 VJT425	EI-GBF	B737-8JP	Norwegian	f/v IBK3540/1
D-ATYA	B737-8K5	TUIfly	f/v TUI8972/3	G-RNJP	CL-605	TAG Aviation (UK)	dep
D-CAHO	Ce560XLS+	Air Hamburg	AHO944K/864T	LX-JFY	PC-12/47E	Jetfly Aviation	JFA39B/40B
D-CAWB	Ce680	Aerowest	04	M-ABEU	Lj45XR	Ryanair	
D-CAWM	Ce560XLS+	Aerowest		M-YSAI	Global 5000	Capital Investment	09
D-CDAS	EMB505	DAS Private Jets	04	N707FJ	Falcon 900	Exxaero	16
D-CKHK	Ce560XLS+	Stuttgarter Flugdienst	04 FFD951	N824SY	B737-85P	Sun Country	f/v JTN8043
D-CMDH	Ce680	Eisele Flugdienst	EFD6H	OK-TSD	B737-8Q8	Travel Service	AIZ513/4
D-CNOC	Ce560XLS	Atlas Air Service	05 ATL1C	SE-RIL	Ce560XLS	H-Bird Aviation	ETI805H/Z
EC-MDS	B747-419	Wamos Air	SLM3004/993	SX-MAH	B737-405	Air Mediterranean	LLX5062/9062
EI-FPU	CRJ900LR	Scandinavian	f/v SAS821/2	YU-SPC	Ce560XLS+	Prince Aviation	06 PNC7PC
EI-GJC	B737-8AS	Ryanair	f/v RYR3104/5	06. 0110	B737-86X	1.BLT	2x PLF110
N41GJ	Lj36A	Maritime Sales & Leasing	04	8P-ASD	G650ER	ALN Bermuda	07
				9H-FOM	EMB500	Luxwing	08 LWG502/591
				CS-TFR	Lj45XR	Omni Air	12 OAV304
				D-CAWB	Ce680	Aerowest	07

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D-CMDH	Ce680	Eisele Flugdienst	07 EFD6H	EI-GDM	B737-8AS	Ryanair	f/v RYR3100/1
D-IADV	Ce551	MCH Holding		G-CIXW	ERJ170LR	Eastern Airw. (a/w)	12 EZE061P/011P
EI-GJD	B737-8AS	Ryanair	f/v RYR3100/1	HB-JCE	CS300	Swiss	f/v SWR734/5
F-HLIM	Ce560	Services Limagrain		LX-LOE	Raytheon 4000	Flying Group Luxemb.	FYL15E/63E
G-EZRS	A320-214	easyJet	f/v EZY6923/4	N887TM	G550	Airflite	dep
G-HCSA	Ce525A	Bookajet	dep BOO569	OE-GPS	Ce550	Tyrol Air Ambulance	TYW847S/848S
G-HCSA	Ce525A	Bookajet	12 BOO569/363	OE-IGL	Global 6000	Laudamotion Executive	f/v GCK18
HA-LKZ	Falcon 900LX	Air Invest	f/v HKH1	OE-LQB	A319-111	easyJet	f/v EZY6771/2
N163PA	G-III	Phoenix Air		11. V-11	G-IV	334sq	NAF11
N900FZ	TBM-900	Redwood	07	D-IIVA	P180	AirGo	XGO2AM/2LN
OE-FZD	Ce510	GlobeAir	07 GAC097E/037Q	D-IKBO	Ce525A	Silver Cloud Air	12 SCR357
OE-GPS	Ce550	Tyrol Air Ambulance	TYW847S/848S	EI-FVN	B737-8JP	Norwegian	f/v IBK476/7
OO-HHO	Falcon 8X	Luxaviation Belgium	07 AAB258	F-GGAL	Ce650	G. Gross	
07. D-CAWB	Ce680	Aerowest	08	N150WJ	G-V	Windsor Jet Management	f/v 12
F-HBDX	EMB505	Jetkey	KBD216	N345LC	G550	SMC Aviation	13
N188J	Global 5000	Executive Jet Mgmt	EJM188	OK-PMI	Beech 400A	Queen Air	AQS829
N900FZ	TBM-900	Redwood		OO-JWB	PC-12/47E	Nextgen Partners	
OE-FZD	Ce510	GlobeAir	GAC037R/651M	OO-XLS	Ce560XLS+	Air Service Liège	12
OE-GJP	Ce525B	Jet Pool		VP-BGM	CL-605	Elit'Avia	12
OO-XLS	Ce560XLS+	Air Service Liège	08	12. 4X-CUZ	BAe125-800XP	Arrow Aviation	14
08. 9H-VCA	CL-350	VistaJet Malta	09 VJT401	C-GHQQ	B787-8	Air Canada	f/v ACA824/5
C-FRSI	B787-9	Air Canada	f/v ACA824/5	C-GSLU	Falcon 2000LX	Skyservice Aviation	
D-IADV	Ce551	MCH Holding		D-CMMP	EMB505	Luxaviation Germany	13 LXG55MP
D-ISGS	AP68TP	SVEGE Flight Inspection		D-IOBB	Ce525	OBO Jet Charter	
G-CIXW	ERJ170LR	Eastern Airways (a/w)	BAW8453/4	EC-MVE	A320-232	Vueling	f/v VLG8322/3
G-KRBN	EMB505	Catreus	VCG1BN/2BN, 3BN/4BN	G-FBKE	Ce510	Wijet	BKK5E
G-SHUI	Ce680A	Air Charter Scotland	EDC313L	LX-JFX	PC-12/47E	Jetfly Aviation	14 JFA95B/99A
N50MG	Global 5000	SMG Growing Media	09	OE-FPP	Ce510	GlobeAir	GAC408E/752Z
N920KM	G-IVSP	Sun Air Jets	f/v	OE-LKM	A319-111	easyJet	f/v EZY2723/4
N2428	CL-300	Owens Corning	f/v 09	OE-LQD	A319-111	easyJet	f/v EZY2729/30
OK-PMI	Beech 400A	Queen Air	AQS829	P4-KBB	A320-232	Air Astana	f/v KZR903/4
OY-CKK	Falcon 2000LX	Air Alsie	MMD44	PH-BFC	B747-406	KLM	dep KLM9879
SP-ZSZ	CL-300	Jet Story	JDI20B	XA-GEN	ERJ135BJ	Taxi Aereo del Norte	f/v 14
09. 9H-BBJ	B737-7BC	Privajet	11 PVJ117/120	13. D-IGST	Raytheon 390	Peak Air	14
9H-SKI	P180	Kemmunnett	f/v 11	D-IPCH	Ce525A	Jetkontor	14 2x JKH32A
B-LRH	Global 5000	HK Bellawings Jet	11 BWJ968	EC-JZL	A330-202	Air Europa	AEA1093/4
C-GSLU	Falcon 2000LX	Skyservice Aviation	10	G-HCSA	Ce525A	Bookajet	20 BOO363/552
D-CJET	Ce525B	Air Hamburg	10 AHO613B/783J	LX-JFC	PC-12/47E	Jetfly Aviation	JFA44C/94A
D-CMDH	Ce680	Eisele Flugdienst	EFD6H	OK-EMA	Ce680	Travel Service	14 TVS94J/95J
D-ISAR	Raytheon 390	Euroflug Frenzel		OO-XLS	Ce560XLS+	Air Service Liège	19 2x
EI-GJE	B737-8AS	Ryanair	f/v RYR3102/3	14. 9H-BBJ	B737-7BC	Privajet	22 PVJ120/4
EI-SIE	A320-251N	Scandinavian	f/v SAS1555/556	CS-EFG	Falcon 7X	Executive Jet Mgmt	f/v JME707G
G-POWS	B737-436	Titan Airways	f/v BAW2762/3	D-BANN	CL-300	SAP Systeme	2x
LY-LTA	BAe125-800XPi	Charter Jets	f/v 10 LTC601	D-CDAS	EMB505	DAS Private Jets	15
N900NB	Falcon 7X	Jet Aviation USA	11	D-CFIV	Lj35A	Air Alliance Express	AYY118
OE-FFB	Ce510	GlobeAir	GAC108A/097B	D-IPCH	Ce525A	Jetkontor	15 JKH32A
OE-GPS	Ce550	Tyrol Air Ambulance	10 TYW846S	EI-GDY	B737-8AS	Ryanair	f/v RYR3104/5
OE-LQC	A319-111	easyJet	f/v EZY2723/4	LX-VMF	Ce560XL	Luxaviation	15 LXA15P
SE-RIL	Ce560XLS	Waltair Europe	10 ETI809Z/810Z	M-DMBP	Lj40	Ven Air	15
T7-AMS	PC-12/47	Visionscape	f/v	M-FRZN	CL-605	Iceland Frozen Foods	f/v
10. C-GHQY	B787-8	Air Canada	f/v ACA824/5	OE-FXM	Ce525A	Speedwings	15 SPG30Y
D-BUZZ	Ce750	Air X Executive Jets	11 AXG24	OE-IQC	A320-214	Eurowings	f/v EWG1834/5
D-IPVD	Ce525A	Transavia Flug		OO-ACC	Ce525A	Air Service Liège	17



This Dreamliner was built in 2015 and registered to the Boeing company as N887BA. Destined for PrivatAir as HB-JJJ but not taken up, the aircraft was flown to Victorville for storage. On 21 March 2018 the aircraft was flown to Portland for seats. The aircraft departed Portland on 23 March 2018 as P4-BDL and arrived at Schiphol reportedly for cabin re-configuration. (Amsterdam-Schiphol, 24 March 2018, Pino Tome)

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Delivered to Air China in 2005 this Boeing 737 was acquired by Jet Time in 2017. The aircraft sports the new company colours and OY-JTP can regularly be seen operating for Scandinavian. (Amsterdam-Schiphol, 15 March 2018, Robert Eikelenboom)

OY-GEF	Beech B200GT	Lars Thrane	16	N250LG	Falcon 7X	Liberty Global	20
15. 9H-MAC	B737-548	Maleth-Aero	f/v 16 MLT138/9	N888SF	Ce680	Steiner Film Aviation	
D-CESA	Ce550	Euro Link	16	N900FZ	TBM-900	Redwood	20
D-CLBM	EMB505	Liebherr	LHB2	OE-FWF	Ce510	GlobeAir	GAC442D/331E
D-CSUN	Ce560XLS+	Air Hamburg	AHO911L	OK-PBK	Ce525B	Queen Air	20 QNR25B
D-IPCH	Ce525A	Jetkontor	16 JKH32A	OO-MAX	B737-8	TUI Belgium	f/v TFL081P/7372
D-ISAR	Raytheon 390	Euroflug Frenzel	16	SE-RMO	Lj45	H-Bird Aviation	22 ETI219T/222T
EC-KTG	A330-202	Air Europa	AEA1093/4	VQ-BMZ	G650	Jordan Gvmt	21 RJA001
EI-GJF	B737-8AS	Ryanair	f/v RYR2998/9	YU-RDA	Ce560XLS+	Air Pink	
LX-VMF	Ce560XL	Luxaviation	21 LXA15P	20.54+12	A400M	LTG62	f/v GAF422
M-YNNS	G650	Jet Aviation	16	D-CFHZ	EMB505	DAS Private Jets	
N650GA	G650ER	Gulfstream Aerospace	17	D-CJUG	Ce560XLS+	Atlas Air Service	f/v ATL6G
OE-FAT	Ce510	GlobeAir	16 GAC081K/869M	D-CNNN	Ce560XLS+	DC Aviation	DCS705
OE-FHK	Ce510	GlobeAir	GAC869L/352L	D-IADV	Ce551	MCH Holding	2x
OO-JWB	PC-12/47E	Nextgen Partners		D-IPVD	Ce525A	Transavia Flug	
OY-JTP	B737-79L	Jet Time	f/v SAS821/2	F-HSAS	Falcon 7X	Luxaviation France	21 LEA173C
PH-EXW	ERJ175STD	KLM Cityhopper	del KLM9968	G-HCSA	Ce525A	Bookajet	23 BOO552/474
TC-MLA	EMB550	Bonair	f/v 17	G-JMCM	B737-4Q8F	West Atlantic	f/v BCS1443/4
TC-TLE	B737-4Q8	Tailwind Airlines	CAI024/020	LX-JFN	PC-12/47	Jetfly Aviation	JFA89B/90B
VP-BTH	A321-211	Aeroflot	f/v AFL2694/5	M-ABJL	G650	York Aviation	24
16. CS-DTR	Falcon 2000	Masterjet	LMJ322R	M-EVAN	CL-300	Marcus Evans	24
D-CFIV	Lj35A	Air Alliance Express	AYY118	N300FN	CL-300	Aviation Enterprises	f/v 21
D-ISAR	Raytheon 390	Euroflug Frenzel		N515TJ	Beech 400A	Blackburn Int'l	
F-HBDX	EMB505	Jetkey	KBD216	OE-FZC	Ce510	GlobeAir	GAC812W/663N
G-SHUI	Ce680A	Air Charter Scotland	EDC314R	OE-LQA	A319-111	easyJet	f/v EYZ2729/30
HZ-AK72	B777-FFG	Saudia Cargo	f/v SVA933/4	OO-NAD	Falcon 7X	Flying Service	FYG561/2
M-IFFY	Ce510	Xead Aviation	21	SP-HAW	A321-211	Small Planet	f/v LLX9622/9062
M-INER	Global 6000	ICC Aviation		VP-BKJ	A321-211	Aeroflot	f/v AFL2694/5
OE-GBE	IAI1125A	Tyrol Air Ambulance	17 TYW712/3	YU-MPC	Ce525	MPC Holding	
17. 9H-ILA	CL-850	VistaJet Malta	18 VJT600	21.195/62-HC	CN235M-300	ET03.062	f/v CTM2010
D-IMAX	Ce525A	Sylt Air	18AWU917/8	2-DEER	B787-8	Hong Kong Jet	f/v 24
PH-EXX	ERJ175STD	KLM Cityhopper	del KLM9968	9H-VJN	Global 6000	VistaJet Malta	22 VJT868
S5-TSV	Falcon 50EX	Elit'avia	EAV52V	C-FEDG	CL-300	Skyservice Aviation	26
SU-TCG	A321-211	Almasria Universal	LMU6498/9	CS-TKT	B767-36NER	Flynas	f/v 25 KNE4924/5
18. D-AHOS	ERJ135BJ	Air Hamburg	19 AHO844R/795N	D-CAAA	Ce560XLS+	DC Aviation	DCS701
D-AIZG	A320-214	Lufthansa	DLH9877/0993	D-CNNN	Ce560XLS+	DC Aviation	DCS705
D-CKJE	EMB505	Luxaviation Germany	LXG55JE	D-IAAT	EMB500	Arcus Air	AZE03P
G-FBKH	Ce510	Wijet	19 BKK08H	D-ITMA	Ce525A	Luxaviation Germany	22 LXG22A
HB-JCB	CS300	Swiss	f/v SWR724/5	EC-MUM	A320-214	Vueling	f/v VLG8319/57
N707FJ	Falcon 900	Exxaero	21	LX-DEC	Ce680	J.C. Decaux	
OE-FZE	Ce510	GlobeAir	20 GAC036E/667C	LX-LAA	Lj45	Duclair	DUK7AMB
OE-IEN	Falcon 2000EX	Global Jet Austria	20 GLJ93EN	LX-VMF	Ce560XL	Luxaviation	LXA15P
YR-BMJ	B737-82R	Blue Air	f/v LOT267/8	M-IFFY	Ce510	Xead Aviation	22
YU-FNR	Ce525	Eagle Express	19 EES318A/319A	N1F	G650	Gulf States Toyota	23
19. 9H-MAC	B737-548	Maleth-Aero	MLT218/219F	N60XC	Global 6000	Xcoal Energy and Resources	22
9H-OWL	CL-605	TAG Aviation Malta	TEU1	N707FJ	Falcon 900	Exxaero	31
D-BERT	Falcon 2000LX	Bertelsmann	2x BFD19T	N758CC	CL-604	CTB	23 2x
G-FBKH	Ce510	Wijet	22 BKK08H	N922CB	G450	Axella 2	f/v
G-SHUI	Ce680A	Air Charter Scotland	20 EDC564	N990NB	G550	Tisma	22
LY-ZAB	CL-850	KlasJet	f/v 23 KLJ225/6	OE-FLU	DA42	Fluckinger Transportgesellschaft	f/v
M-NTOS	Ce525C	Selementos		OE-FMO	Eclipse 550	Mali Air	f/v MAE101/2

OE-FZC	Ce510	GlobeAir	GAC552N/931Y	D-IDBA	Raytheon 390	Germania Express	BFX810E
OE-FZE	Ce510	GlobeAir	GAC667D/224F	EC-MQM	A340-313X	Air Plus Ultra	f/v TFL579P/579
OE-GHF	Lj40	Avcon Jet	22 AOJ40T	EC-MTV	B737-8K5	AlbaStar	25 LLX5062/9062
OE-IZJ	A320-214	easyJet	f/v EZY4567/8	EI-GJG	B737-8AS	Ryanair	f/v RYR3102/3
OE-LQT	A319-111	easyJet	f/v EZY8873/4	EI-GJH	B737-8AS	Ryanair	f/v RYR2998/9
OO-EYP	EC120B	Heliventure		G-CIXV	ERJ170LR	Eastern Airw.	f/v 28 EZE061P/031P
OO-JBG	B737-8K5	TUI Belgium	f/v TFL072P/565	LY-GTW	B737-4Q8	GetJet (a/w)	AMC394/5
OO-JBG	B737-8K5	TUI Belgium	22 TFL566/509	M-SEVN	CL-605	Persimmon Trading	27
OY-GSA	PC-12/47A	Widex	f/v	OE-FAT	Ce510	GlobeAir	25 GAC463D/241X
VP-BVG	Global XRS	MVA Aviation		OE-LKG	A319-111	easyJet	f/v EZY6921/2
YU-PMK	Ce560XLS+	Air Pink	22	P4-BDL	B787-8	Somon Air (a/w)	f/v arr
22.9H-BBJ	B737-7BC	Privajet	25 PVJ124/9	PH-EXY	ERJ190STD	KLM Cityhopper	del KLM9966
9H-VJU	Global 6000	VistaJet Malta	VJT974	SU-TCG	A321-211	Almasria Universal	LMU6498/9
C-GHPT	B787-8	Air Canada	f/v ACA824/5	25.9A-JSC	Ce525A	Jung Sky	26 JSY259C/262C
D-AGBI	Falcon 7X	Volkswagen	23	9H-AHA	B737-505	Air X Charter	AXY2503/4
D-AUTO	G550	BMW	23 BMW54/5	9H-BBJ	B737-7BC	Privajet	26 PVJ129/119
D-CUUU	Ce560XLS+	DC Aviation	23 DCS711	9H-FCB	Falcon 7X	Albinati Aeronautics	27 ULC34
D-CZZZ	Ce560XLS+	DC Aviation	DCS707	B-8361	A330-343E	China Southern	f/v CSN307/8
D-IBJJ	Ce525A	Air Hamburg	AHO715B	C-GHPX	B787-8	Air Canada	f/v ACA824/5
D-IBJJ	Ce525A	Air Hamburg	23 AHO715B/897W	D-CAWB	Ce680	Aerowest	28
G-POWK	A320-233	Titan Airways	BAW2760/1	D-IOHL	Ce525A	Ohlair	ECA3C
G-THFC	ERJ135BJ	London Exec. Aviation	LNK87TC	EC-MQM	A340-313X	Air Plus Ultra	TFL580/580P
M-NTOS	Ce525C	Selementos	23	EI-FJM	B737-8JP	Norwegian	f/v IBK222/3
N315ML	Beech B300	Sky West Aviation	f/v	EI-GJI	B737-8AS	Ryanair	f/v RYR3102/3
N628BD	G-V	Hewlett Packard	23	EI-GJK	B737-8AS	Ryanair	f/v RYR3104/5
OE-GMG	Ce650	Tyrolean Jet Service	TJS091	EI-SIB	A320-251N	Scandinavian	f/v SAS2551/552
OE-GPK	Ce525B	Salzburg Jet Aviation	23 MOZ312	F-HBIS	A320-214	Aigle Azur (n/t)	f/v TAP662/1
OE-LQL	A319-111	easyJet	f/v EZY1835/6	G-HCSA	Ce525A	Bookajet	27 BOO474/453
OO-ACC	Ce525A	Air Service Liège	2x	LX-VMF	Ce560XL	Luxaviation	28 LXA15P
OO-JBG	B737-8K5	TUI Belgium	TFL510/071P	M-OLOT	CL-604	Kellie Aviation	26
OY-MGA	Falcon 2000LX	Air Alsie	f/v MMD1023	M-SPEK	Beech 350	Specsavers Aviation	26 SSS29A/B
SP-HAH	A320-233	Small Planet	f/v LLX9045/5045	N900FZ	TBM-900	Redwood	
SX-ATF	B737-406	Gainjet Ireland	24 GNJ74	N914X	G550	Jet Aviation	f/v 26 JAS914
YU-PNK	Ce560XLS+	Air Pink		OE-IFB	B747-4B5ERF	ASL Airlines	26 TAY914E
23.54+12	A400M	LTG62	GAF423	OE-LKI	A319-111	easyJet	f/v EZY2729/30
D-CSCA	Ce525B	Silver Cloud Air	SCR378	26.3B-NAU	A340-312	Air Mauritius	f/v MAU62/73
D-IKBO	Ce525A	Silver Cloud Air	SCR357	9H-FCA	Global 6000	Albinati Aeronautics	ULC66
EC-MTV	B737-8K5	AlbaStar	f/v LLX9055/5055	B-8363	A330-343E	China Southern	f/v CSN307/8
EC-MTV	B737-8K5	AlbaStar	24 LLX5056/5061	D-BERT	Falcon 2000LX	Bertelsmann	BFD26T
G-FBKH	Ce510	Wijet	26 BKK08H	EI-SID	A320-251N	Scandinavian	f/v SAS821/2
LX-ONE	Lj35A	Luxembourg Air Ambul.	DUK1AMB	M-SPEK	Beech 350	Specsavers Aviation	SSZ9A/B
N315MK	G-IV	Universal Air Link		N721FF	Global XRS	Executive Jet Management	28
N363JR	PA-46-500TP	Devuma		OE-FAT	Ce510	GlobeAir	27 GAC069D/795D
N7799T	G-IV	Haymet Sports		OE-LYW	A319-132	Eurowings	f/v EWG1834/5
OE-GAL	Ce550	Airlink	26 JAR08	OO-EYP	EC120B	Heliventure	
OE-IEN	Falcon 2000EX	Global Jet Austria	GLJ93EN	T7-FOZ	Ce525	Eagle Express	f/v 29
OK-IMO	Beech 400A	Queen Air	AQS839	TC-LJK	B777-3F2ER	Turkish Airlines	f/v THY1953/4
SP-HAH	A320-233	Small Planet	LLX5046/9046	VN-A868	B787-9	Vietnam Airlines	29 HVN8
VP-BFB	B737-8LJ	Aeroflot	f/v AFL2192/3	27.67	EMB121AN	28F	CTM1759
24.9H-TJG	B737-86J	Corendon Airlines Europe	CAI8001/2	103	EMB121AA	EAT00.319	f/v CTM1760
D-ASPC	A321-211	Small Planet	f/v 25 LLX9397/62NX	4X-CPX	G-IVSP	Arkia	



French Air Force CN235 195/62-HC is seen here on its way to its parking spot. The CASA is being operated by ET03.062. (Amsterdam-Schiphol, 21 March 2018, Ben Uffen)

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Air Mediterranean obtained their Air Operator Certificate in January 2017. The company added this Boeing 737 to the fleet in December 2016 already but it was leased from VVB Aviation Malta as 9H-KAT. At the end of 2016 it took up its current registration SX-MAH. (Amsterdam-Schiphol, 4 March 2018, Pino Tome)

9H-AHA	B737-505	Air X Charter	AXY2704/5	M-AJOR	AW139	Major Aviation	arr
A7-BGA	B747-8F	Qatar Cargo	f/v QTR8203/4	M-NTOS	Ce525C	Selementos	
B-8365	A330-343E	China Southern	f/v CSN307/8	N77UF	Global XRS	Fertitta Entertainment	31
D-ATMJ	CL-604	FAI Airservice		OE-HUB	Ce750	Bairline	
D-BERT	Falcon 2000LX	Bertelsmann	BFD27T	OK-BII	Beech 400A	JetBee Czech	30 JBC220C/136B
D-CEFO	Ce560XLS+	Air Hamburg	AHO427H	OO-ABA	A340-313E	Air Belgium	f/v SLM3004/0993
D-CPRS	Beech 350	Star Wings	28 STQ33A	OO-ACC	Ce525A	Air Service Liège	2x
EI-SIA	A320-251N	Scandinavian	f/v SAS821/2	OO-JUK	Falcon 7X	Flying Service	FYG992/93K
F-GGAL	Ce650	G. Gross		YU-PZM	Ce560XLS+	Air Pink	30
F-HBAL	A319-111	Aigle Azur (n/t)	f/v TAP662/1	30.3B-NBI	A340-313E	Air Mauritius	f/v MAU62/73
G-HCSA	Ce525A	Bookajet	arr BOO453	C-FRTG	B787-9	Air Canada	f/v ACA824/5
G-RNFR	CL-605	TAG Aviation (UK)		D-IPVD	Ce525A	Transavia Flug	
LX-JFA	PC-12/47A	Jetfly Aviation	f/v JFA66B/67A	EC-LVL	A330-243	Air Europa	AEA1093/4
LX-ONE	Lj35A	Luxembourg Air Ambul.	DUK1AMB	HB-JXJ	A320-214	easyJet	f/v EZY1355/6
OE-FPP	Ce510	GlobeAir	GAC795C/495W	HZ-AK71	B777-FFG	Saudia Cargo	f/v SVA933/4
OE-HED	G200	Avcon Jet	AQJ73D	LZ-EAA	A320-231	Electra Airways	31 LLX5056/9956
OE-IZF	A320-214	easyJet	f/v EZY2723/4	N887TM	G550	Airflite	arr
OO-XLS	Ce560XLS+	Air Service Liège	29	N927FD	B757-04F	FedEx Express	f/v arr FDX5188
S5-AFB	CRJ900ER	Adria Airways	f/v ADR434/5	OE-FHK	Ce510	GlobeAir	31 GAC471N/360P
TC-REC	G450	REC Aviation	30	OE-HRS	CL-350	Avcon Jet	AQJ78R
TC-TOS	Falcon 2000S	Tosyali	28	OK-BII	Beech 400A	JetBee Czech	31 JBC246A/B
UR-UIC	B737-8KV	Ukraine Int'l	f/v AUI101/2	PH-BHO	B787-9	KLM	del KLM9878
28.9H-BBJ	B737-7BC	Privajet	29 PVJ119/123	SE-RFH	Ce680	European Flight Service	EUW5014
B-8366	A330-343E	China Southern	f/v CSN307/8	31.C-FVLU	B787-9	Air Canada	f/v ACA824/5
D-CAWB	Ce680	Aerowest		D-BAVG	Ce750	Baden Aircraft Ops	arr FBR288G
D-CJET	Ce525B	Air Hamburg	AHO637B	D-BOOC	Ce750	Air X Executive Jets	AXG21
D-IGWT	Ce525A	Sylt Air	AWU728	EC-JZL	A330-202	Air Europa	AEA1091/8
EC-ISY	B757-256	Privilege Style	VLG302/8303/6/5	EC-MVD	A320-232	Vueling	f/v VLG8322/3
EC-KOM	A330-202	Air Europa	AEA1093/4	LZ-BVE	Lj60XR	Air VB	arr VLB111
G-RNFR	CL-605	TAG Aviation (UK)	29	M-ODEM	CL-605	Parker Holdings	f/v arr
LX-VMF	Ce560XL	Luxaviation	29 LXA15P	M-OLOT	CL-604	Kellie Aviation	arr
LY-GTW	B737-4Q8	GetJet (a/w)	AMC394/5	N707FJ	Falcon 900	Exxaero	arr
N155AN	G550	Nissan North America	arr	N904DS	Global Express	Dan Snyder	arr
N550PR	G550	Prime Resources	f/v	OE-FZC	Ce510	GlobeAir	GAC154Y/043Z
N688CB	G550	FRC Holding		OK-KUK	Ce510	Aero Partner	DFC252F
OE-IZG	A320-214	easyJet	f/v EZY2723/4	OO-ABA	A340-313E	Air Belgium	SLM9940/3003
OE-LQU	A319-111	easyJet	f/v EZY8881/4	OO-KIN	Ce680	Flying Service	f/v FYG27N/28N
OO-ACC	Ce525A	Air Service Liège		PH-HXL	B737-8K2	Transavia	del TRA052
OO-TUX	B737-86N	TUI Belgium	TFL072/677/8/071P	YU-SPC	Ce560XLS+	Prince Aviation	PNC7PC
TS-INO	A320-214	Nouvelair	TAP662/1				
VP-CMY	G450	JABJ					
29.9H-BBJ	B737-7BC	Privajet	arr PVJ123				
9H-VJI	Global 6000	VistaJet Malta	30 VJT813				
B-8362	A330-343E	China Southern	f/v CSN307/8				
C-FEDG	CL-300	Skyservice Aviation	30				
C-FPQB	B787-9	Air Canada	f/v ACA824/5				
D-BAVG	Ce750	Avangard Aviation	30FBR283G				
EI-FVZ	B737-8JP	Norwegian	f/v IBK3540/1				
G-FXCR	Beech 400A	Flairjet	FLJ55/51				
G-RNFR	CL-605	TAG Aviation (UK)	30 2x				
LX-FPF	Ce525B	Flying Group Lux.	arr FYL63F				
LZ-BHG	A320-232	BH Air	CTN450/1				
LZ-EAA	A320-231	Electra Airw.	30 MYX9296/LLX5055				

On the 1st VLM and Enter Air operated for Small Planet. Three diversions on the 2nd from Brussels. Wamos operated for Surinam on the 3rd. The Sun Country on the 5th came from Woensdrecht on delivery for some fuel. On the 12th a KLM Jumbo departed for Teruel, Spain. On the 13th Air Europa operated with upgraded equipment. A new Cityhopper fleet addition arrived on the 15th. On that same day a Norwegian on its way from Tenerife South to Stockholm Arlanda made a medical diversion to Amsterdam. On the 17th another Cityhopper delivery. Blue Air operated for LOT on the 18th. On the 19th a TUI Belgium Boeing 737 MAX arrived for a press moment and aircraft familiarization for employ-



ees of TUI Netherlands. The King of Jordan arrived for a state visit on the 20th. The Deer Jet Dreamliner arrived on the 21st. Euro Atlantic arrived for maintenance in FlyNas colours that same day. On the 24th another new fleet addition for City-hopper arrived. Also an all white Dreamliner arrived from Portland on this day. The Airbus on the 25th operating for TAP was in basic Aigle Azur colours. Air Mauritius operated its first service to Amsterdam on the 26th. Also on that day Vietnam Airlines flight from Geneva. On the 29th one of the Air Belgium aircraft arrived from Brussels and operated the Paramaribo flight for SLM. A new fleet addition for KLM arrived on the 30th. The month ended with the arrival of a new Boeing for Transavia.

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

## Rotterdam - The Hague

March 2018			
01.9H-OME	B737-505	Air X Charter	AXY0104/105
CS-CHC	CL-350	NetJets Europe	NJE7UH
D-CBEN	Ce560XLS+	Adolf Würth	
D-CHMD	EMB505	Herrenknecht	
G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4453/4
G-LCYD	ERJ170STD	British Airw. div	CFE81Y/BAW9753P
OE-FLG	Ce525	Smartline	
PH-CJM	Ce680	ASL	
02.CS-DXL	Ce560XLS	NetJets Europe	03 NJE743P/419H
CS-LTB	Ce680A	NetJets Europe	03 NJE3KX
D-EPIB	PA-46-350P		
EI-FWB	RRJ-95B	CityJet div 08	BEL2304/BCY042P
G-CIXW	ERJ170LR	Eastern (a/w) div	CFE8484/848B
G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4453/4
G-LCYD	ERJ170STD	British Airways div	CFE8460/8460B
G-LCYU	ERJ190SR	British Airways div	CFE9753P/9750P
N113WJ	G-IV	Windsor Jet Management	
OE-FLG	Ce525	Smartline	03
PH-FIS	Ce525	JetNetherlands	dep
03.9H-LZM	G650	TAG Aviation (Malta)	TEU5
D-CGAA	C-560L	Air Hamburg	04 AHO111K
D-ISUN	Ce525A	Ohlair Charterflug	04 ECA5C
OH-SWI	Ce525A	Scanwings	ABF1A/1B
PH-FIS	Ce525	JetNetherlands	11
PH-TCN	P180	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	15
SE-RIL	Ce560XLS	H-Bird Aviation	05 ETI803H/805H
04.CS-DXJ	Ce560XLS	NetJets Europe	NJE2QX/706L
D-AHER	Falcon 900EX	Heron Aviation	HRN511
D-CEXP	Lj35A	Air Alliance Express	AYY110
N494EC	G450	Eastman Chemical	05
N712AG	CL-605	PNC Equipment Finance	dep

N9190X	PA-46-350P	Gill Air	
OE-FOA	Ce525A	Avcon Jet	AOJ48L
OH-SWI	Ce525A	Scanwings	ABF1E/1F
OK-ZUB	Beech 400A	JetBee Czech	05 JBC203B/227A
PH-PIX	SA226T	PixAir Survey	13
05.G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
M-PIRE	P180	Northside Aviation	dep
OO-HEY	R44	Heli and Co	
PH-HRK	P180	JetNetherlands	dep
PH-LAB	Ce550	NLR – TU Delft	23 tdy
PH-MAA	EC-135	ANWB – MAA	Lifeline1
06.V-11	G-IV	334sq	07 NAF11
D-CAWM	Ce560XLS+	Aerowest	07
D-IPCC	Ce525A	Unitech Aviation	07
HB-FOW	PC-12/45	Future Finance Corporation	07
HB-JBA	CS100	Swiss	dep SWR5211
HB-JBB	CS100	Swiss	12 SWR5212/5105
M-CCCC	Global 5000	Heda Airlines	08
M-PIRE	P180	Northside Aviation	arr
OK-OKL	PA-42-720	Air Bohemia	BOH322/323
OO-HEY	R44	Heli and Co	
PH-HRK	P180	JetNetherlands	11
07.CS-DXZ	Ce560XLS	NetJets Europe	NJE419H/5QJ
CS-PHF	EMB505	NetJets Europe	NJE5BF/775N
D-CFTG	Lj35A	Quick Air Jet Charter	QAJ608
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
N25GJ	TBM-850	G. de Jong	
N8000E	Falcon 7X	Emerson Electric	09
OE-FLG	Ce525	Smartline	
OO-ACC	Ce525A	Air Service Liège	dep
OY-LAF	PA-34-220T	Markert Christensen	08
PH-DKI	P68C	Zeeland Air	
08.9A-BTD	Fokker 100	Trade Air	TDR9260/0260
D-ICTR	Beech 90GTx	TR Electronic	
OO-ACO	Ce510	Air Service Liège	dep
OO-ACO	Ce510	Air Service Liège	13
PH-CDH	B737-86J	Corendon Dutch Airl.	CND7941/7942
09.L-07	PC-7	131EMVosq	*Diamond11
CS-DXO	Ce560XLS	NetJets Europe	14 NJE350T/751P
D-ISGS	AP68TP	SVEGE Flight Inspection	
F-HEVL	EMB505	Evolem Aviation	10 EVL091/092
G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
N25GJ	TBM-850	G. de Jong	
OK-CTP	PC-12/47E	OK Aviation Wings	NTF158
OO-NHM	AS365N3	NHV	*NCG12
PH-MRO	Ce421C	Q-Flights	
SE-RIL	Ce560XLS	H-Bird Aviation Services	ETI809Z
SP-AST	Ce525	AMC Aviation	12 AMQ9T
10.G-XSTV	Ce560XLS	Arena Aviation	REN101
11.CS-PHF	EMB505	NetJets Europe	NJE5BF
OO-ACC	Ce525A	Air Service Liège	12



No. 70 Squadron is the Royal Air Force's first frontline A400M squadron. Atlas C1 ZM411 was photographed while on its way to the runway for its flight back to RAF Brize Norton. (Rotterdam-The Hague, 24 March 2018, Manolito Jaarsma)

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Lufthansa Flight Training took delivery of this Cessna 525 in September 2009. D-ILHA was caught on camera sporting new titles and a tail in ANA colours. Lufthansa Aviation Training has recently been formed by the merger of Lufthansa Flight Training and Swiss Aviation Training. European Flight Academy is a brand of Lufthansa Aviation Training. (Rotterdam - The Hague, 29 March 2018, Kees van Boven)

	PH-FIS	Ce525	JetNetherlands	28		PH-TCN	P180	JetNetherlands	19
12.	CS-DXM	Ce560XLS	NetJets Europe	NJE754E/320W	17.	CS-DXI	Ce560XLS	NetJets Europe	NJE9CF/620F
	CS-PHC	EMB505	NetJets Europe	NJE2SD		CS-DXZ	Ce560XLS	NetJets Europe	18 NJE979E/5QJ
	CS-PHH	EMB505	NetJets Europe	NJE592A/921B		D-IAIB	Ce525	AIB Asset	18
	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6		D-IMAX	Ce525A	Sylt Air	AWU917
	G-USHA	Lj75	Zenith Aviation	BZE06A/06B		G-DYLN	PC-12/47E	Oriens Leasing	
	N576MA	TBM-850	HTG Trading			LX-ONE	Lj45	Luxemb. Air Rescue	DUK1AMB
	N812AM	BAe125-800A	Airmed International			OO-ACC	Ce525A	Air Service Liège	
	PH-HRK	P180	JetNetherlands	13		PH-TXA	Ce510	ASL	27
	YU-BTB	Ce550 Bravo	Air Pink	13 2x		SP-AST	Ce525	AMC Aviation	18 AMQ9T
13.	L-07	PC-7	131EMVOsq	*Diamond14	18.	G-DYLN	PC-12/47E	Oriens Leasing	2x
	L-07	PC-7	131EMVOsq	*Diamond09		OE-FAT	Ce510	GlobeAir	GAC767M/767N
	V-11	G-IV	334sq	NAF11		OO-AMR	Ce525A	Air Service Liège	19 2x
	CS-DXV	Ce560XLS	NetJets Europe	15 NJE719N/282R		SE-RIL	Ce560XLS	H-Bird Aviation	22 ETI818Z/822Z
	D-BANN	CL-300	SAP Systeme		19.	D-COLO	Ce525C	Jetkontor	JKH32C
	D-CGGG	Lj31A	Jetcall	JCL3		G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6		HB-JBD	CS100	Swiss	24 SWR5100/5117
	G-DYLN	PC-12/47E	Oriens Leasing			N146QS	Global 6000	NetJets	20
	HB-JBC	CS100	Swiss	19 SWR5106/5101		OO-MAX	B737-8	TUI Belgium	f/v TFL7372/082P
	N425DK	Ce425				PH-SEJ	P68B	CNE air	f/v
	OO-ACO	Ce510	Air Service Liège			PH-TCN	P180	JetNetherlands	20
	OO-PRM	Ce510	Air Service Liège		20.	CE04	ERJ145LR	21sq	BAF615
	OY-APM	G450	Maersk Aviation			D-CONU	Lj55	FAI Rent-a-Jet	IFA2173
14.	CS-DXL	Ce560XLS	NetJets Europe	16 NJE525N/4WT		G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6		N58JA	Ce340	Rainbow Aviation	
	G-JOTR	BAe146-RJ85	JOTA Aviation	CFE4453/4		OE-GPS	C-550B	Tyrol Air Ambulance	TYW846S/847S
	N113BP	PA-46-350P		15	21.	68/F-RAFA	Falcon 7X	ET00.060	CTM01
	N576MA	TBM-850	HTG Trading	15		CS-LTC	Ce680A	NetJets Europe	NJE349M/256C
	PH-HRK	P180	JetNetherlands	20		G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
	PH-PKF	Falcon 2000LXS	JetNetherlands	27		G-PKHA	PC-12/47E	Pilatus Beheer	22
	PH-STB	Falcon 900C	Exxaero	17 XRO140/142		G-ZNTH	Lj75	Zenith Aviation	22 BZE07B/07A
	YU-BTB	Ce550 Bravo	Air Pink			OO-VMF	Ce560XLS+	Air Service Liège	28
15.	V-11	G-IV	334sq	16 NAF11		PH-HHK	BH-206	Heli Holland Holding	
	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6		PH-HRK	P180	JetNetherlands	23
	G-HNPN	EMB505	Flairjet	FLJ62/3		PH-TAK	DA42	Happy Landings	dep
	G-PKHA	PC-12/47E	Pilatus Beheer	16 del		PH-TTR	H135	ANWB - MAA	arr
	OE-FHK	Ce510	GlobeAir	GAC352L/241L		SP-AST	Ce525	AMC Aviation	AMQ9T
	OE-FHK	Ce510	GlobeAir	GAC175C/241L		OE-IEN	Falcon 2000EX	Global Jet Austria	23 GLJ93EN
	OO-PRM	Ce510	Air Service Liège	16	22.	D-CAHO	Ce560XLS+	Air Hamburg	AHO682C
	PH-ECD	EC-120	Heli Holland Holding			D-CAWM	Ce560XLS+	Aerowest	
	PH-ECD	EC-120	Heli Holland Holding			G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6
16.	FAB-001	Falcon 900EX	Escuadrón de Ejecutivos	20 FAB001		G-PKHA	PC-12/47E	Pilatus Beheer	26
	L-01	PC-7	131EMVOsq	*Diamond09		N371FP	G-IVSP	Clay Lacy Aviation	
	V-11	G-IV	334sq	NAF11		OH-SWI	Ce525A	Scanwings	ABF1E/1F
	9H-YES	B737-50Q8	Air X Charter	17 AXY1603/1701		OO-PCI	PC-12/47E	European Aircraft Private Club	
	D-CASH	EMB505	Air Hamburg	AHO944B		PH-CDH	B737-86J	Corendon Dutch Airl.	CND7941/7942
	D-CDAS	EMB505	DAS Private Jets			PH-VBG	Falcon 2000EX	JetNetherlands	tst
	D-IMAX	Ce525A	Sylt Air	17 AWU916/917		SE-RIL	Ce560XLS	H-Bird Aviation	23 ETI822Z/823Z
	G-CIXW	ERJ170LR	Eastern Airways (a/w)	CFE4455/6		23.	ZM411	Atlas C1	24/70sq f/v 24 RRR4992/4993
	G-DYLN	PC-12/47E	Oriens Leasing			9H-MAC	B737-548	Maleth-Aero	MLT166F/166
	N707FJ	Falcon 900	Exxaero	18		CS-DLC	Falcon 2000EX	NetJets Europe	NJE6VZ/950Y
	OE-FZD	Ce510	GlobeAir	17 GAC241M/631U		CS-LTD	Ce680A	NetJets Europe	24 NJE981B/8RJ

D-AGRA	CRJ200LR	Global Reach Avn	26 PAV599P/5017	D-GBFS	DA42	Franconia Air Service	30
G-MAZS	Global 6000	Gama Aviation	f/v GMA957	D-IIVA	P180	AirGo Flugservice	30 XGO2RD/2MV
N8326Y	PA-30-160	Transal Aero Services	arr	D-ILHA	Ce525	Lufthansa Flt Training	*DLH9973
OH-SWI	Ce525A	Scanwings	ABF1G/1H	G-FXPR	Beech 400XT	Flexjet	FLJ54/6
OO-CEJ	Ce525	Air Service Liège	dep	M-AJOR	AW139	Major Aviation	2x
OO-CEJ	Ce525	Air Service Liège	29	OO-GLM	Ce680	Air Service Liège	30
OO-GMJ	Beech 350	Air Service Liège	24 2x	PH-HRK	P180	JetNetherlands	arr
24. EC-JGB	Beech B200	Zeusch aviation	arr	PH-LAU	Falcon 900EX	Exxaero	XRO155
HB-JBE	CS100	Swiss	29 SWR5116/5101	30. D-AVIB	ERJ135EJ	Air Hamburg	AHO129E
PH-VBG	Falcon 2000EX	JetNetherlands	dep	D-CCAA	Lj35A	DRF	AMB139
25. FAB-001	Falcon 900EX	Escuadrón de Ejecutivos	26 FAB001	G-FDZD	B737-8K5	TUI Airways	TOM8208/8029F
9H-BBJ	B737-7BC	Privajet	f/v PVJ129	G-PKHA	PC-12/47E	Pilatus Beheer	arr
9H-MAC	B737-548	Maleth-Aero	MLT167/167F	LX-ONE	Lj45	Luxemb. Air Rescue	31 DUK1AMB
OE-FHK	Ce510	GlobeAir	26 GAC289A/178B	OO-PRM	Ce510	Air Service Liège	2x
OK-KUK	Ce510	Aeropartner	DFC252F	OO-SKS	Ce560XLS	Luxaviation Belgium	f/v AAB526
PH-BGM	B737-7K2	KLM	div KLM1000	PH-TCN	P180	JetNetherlands	arr
PH-HRK	P180	JetNetherlands	26	SP-SPE	ATR72-202	SprintAir	arr SRN276
YR-FKB	Fokker 100	Carpatair	KRP4796/2796	31. D-AHOS	ERJ135EJ	Air Hamburg	arr AHO129E
26. D-ILHB	Ce525	Lufthansa Flt Training	DLH9981	N900LY	G-V	Lyon Aviation	arr
G-PKHA	PC-12/47E	Pilatus Beheer	30	OH-SWI	Ce525A	Scanwings	ABF1A/1B
G-STRL	AS355N	HeliAir		OO-GLM	Ce680	Air Service Liège	
M-YBLS	PC-12/45	Bruno L. Schroder		OO-JAS	B737-7K5	TUI Belgium	JAF6924/6923
N721FF	Global XRS	Fertitta Capital		PH-DTS	DA42	Wings over Holland	
OO-HEY	R44	Heli and Co		PH-FIS	Ce525	JetNetherlands	arr
PH-DAM	P180	JetNetherlands	arr	PH-RIS	EC130B4	KNSF Flight Services	
PH-FJK	C-525B	ASL					
PH-HRK	P180	JetNetherlands	28				
27. F-HLIM	Ce560 Encore	Limagrain					
N85NV	G-V	Khosla Ventures	28				
N500LU	PA-46-500TP	Medtronic Belgium	28				
OE-FDT	Ce510	GlobeAir	28 GAC772J/661J				
OO-HEY	R44	Heli and Co					
PH-HLM	PA-34-200T	Singles and Twins					
PH-STB	Falcon 900C	Exxaero	30 XRO143/098				
PH-VBG	Falcon 2000EX	JetNetherlands	30				
28. 9H-VJS	Global 6000	VistaJet Malta	29 VJT929				
D-AAHB	Global Express	MHS Aviation	MHV1B				
D-AGRA	CRJ200LR	Global Reach Avn	31 PAV5017/5027				
EC-KPT	Beech 200	Air Taxi Charter Int'l	29 IBJ228A/229A				
F-HLIM	Ce560 Encore	Limagrain					
LX-WEB	Ce525B	Jetfly Aviation	JFA954/95A				
M-YBLS	PC-12/45	Bruno L. Schroder					
OE-FZC	Ce510	GlobeAir	29 GAC213P/824P				
OO-IDE	Ce525	Air Service Liège					
OO-NHU	AS365N3	Netherlands Coastguard	*NCG12				
PH-MFA	DA42	Martinair Lelystad	MPH151				
TC-CPO	B737-8AS	Pegasus Airlines	PGT1641/1642				
TC-FHY	A320-214	Freebird Airlines	FHY723/724				
29. CS-DXV	Ce560XLS	NetJets Europe	NJE447M/015H				
D-CEFO	Ce560XLS+	Air Hamburg	AHO663H				

Air X Charter operated a deportation flight on the 1st. The British Airways was an Amsterdam diversion. Mor diversions on the 2nd. The CityJet was a Brussels diversion. The other diversions were all London City diversions. The Pilatus on the 15th was delivered from Stans and is based at Rotterdam. The Air X Boeing on the 16th departed the next day on an extended charter flight. The first Boeing 737 MAX was seen on the 19th after a short hop from Amsterdam. The aircraft departed empty back to Brussels. The Piaggio on the 19th previously visited Rotterdam on 22 January 2018 as HA-ADA although its Hungarian registration was already cancelled on 19 January 2018. The Bolivian Falcon on the 16th was related to a visit to the International Court of Justice, which has its seat in The Hague. The latest ANWB medical helicopter arrived for further training on the 21st. Maleth Aero operated a charter to Finland on the 23rd. The Privajet Boeing on the 25th is temporarily being used by the Dutch Government pending the arrival of the new Dutch government jet. The KLM on the same day was due to fuel shortage. On the 30th TUI Airways operated a charter from Israel.

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



This Partenavia P68B Victor is a recent acquisition by CNE air. The company, owned by Chris Neidt, is mostly known for its air advertising. PH-SEJ is seen here while conducting a training flight. (Rotterdam-The Hague, 19 March 2018, Kees van Boven)

Personal copy

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This Boeing 737 was delivered to American Trans Air in 2002. Via Orenair from 2008 and Nordwind from 2013 the aircraft ended up with Ikar Airlines in 2016. In 2017 it was briefly operated for the United Nations. The titles are still slightly visible on its fuselage. VP-BPY arrived for a repaint in Pegas colours, the new name for Ikar Airlines. (Maastricht-Aachen, 31 March 2018, Emiel Pijpers)

## Maastricht - Aachen

				March 2018			
01. CS-LAU	Ce680A	NetJets Europe	NJE7TV/217N	CS-DXH	Ce560XLS	NetJets Europe	NJE802K/905M
TC-ACF	B747-481(F)	Saudia	02 SVA3933/3934	CS-DXH	Ce560XLS	NetJets Europe	NJE943T/526R
02. 8Q-IAA	DHC-8-315	Maldivian	tst	CS-DXO	Ce560XLS	NetJets Europe	NJE177K/534U
N402KZ	B747-481F	Kalitta Air	THY6493	CS-DXS	Ce560XLS	NetJets Europe	NJE569C/843Y
03. PH-MDG	Ce680	JetNetherlands	04	CS-DXZ	Ce560XLS	NetJets Europe	NJE846F/835A
TC-ACG	B747-481(F)	Saudia	SVA915/916	CS-PHB	EMB505	NetJets Europe	NJE893A/NJE677C
04. OE-FHK	Ce510	GlobeAir	05 GAC212Q/714S	CS-PHD	EMB505	NetJets Europe	NJE477D/731T
TC-ACM	B747-428ERF	Saudia	SVA917/918	CS-PHG	EMB505	NetJets Europe	NJE263W/211H
05. D-CLMS	Lj45XR	Aero-Dienst	ADN81K	CS-PHG	EMB505	NetJets Europe	NJE412P/636T
D-ISGS	AP68TP	SVEGE Flight Inspection	06	CS-PHJ	EMB505	NetJets Europe	NJE095L/067M
OE-FXM	Ce525A	Speedwings	SPG229	CS-PHK	EMB505	NetJets Europe	NJE625E/822R
OY-KVP	Lj40	ExecuJet Scandinavia	IJM64	D-CAWB	Ce680	Aerowest	
06. 8Q-IAA	DHC-8-315	Maldivian	2x tst	D-CEFO	Ce560XLS+	Air Hamburg	AHO382K/113X
EI-EHH	ATR42-310	Stobart Air (a/w)	arr STK100P	D-CGDM	EMB505	MHS Aviation	MHV55M
PH-RLG	Ce680	Cartier Europe		D-ISAR	Raytheon 390	Euroflug Frenzel	
YU-SCJ	Ce525	Prince Aviation	07 PNC9CJ	EC-MLA	Falcon 2000S	Gestair	09 GES021/022
07. B-KCK	G550	Metrojet		F-GZPE	P180	Oyonnair	
CS-DLD	Falcon 2000EX	NetJets Europe	NJE210H/112F	F-HIPE	EMB505	Pan Européenne	PEA301
CS-DLE	Falcon 2000EX	NetJets Europe	NJE443D/927C	G-HUBY	ERJ135BJ	Luxaviation UK	LNx27HY
CS-DXS	Ce560XLS	NetJets Europe	NJE058Y/428Q	G-SIRS	Ce560XL	Luxaviation UK	LNx53RS
CS-LAS	Ce680A	NetJets Europe	NJE411B/292Y	G-SPRE	Ce550 Bravo	Xclusive jet Charter	XJC2
CS-LTA	Ce680A	NetJets Europe	08 NJE838Q/243C	I-FXRJ	P180	K-air	09 FXR18J
CS-PHD	EMB505	NetJets Europe	NJE404G/086W	LX-JFR	PC-12/47E	Jetfly Aviation	JFA11A/89B
D-CHDJ	Ce560XLS	Ohlair Charterflug	09 ECA6C	LX-JFR	PC-12/47E	Jetfly Aviation	09 JFA79C/25A
D-CMMP	EMB505	Luxaviation Germany	LXG55MP	LX-JFY	PC-12/47E	Jetfly Aviation	JFA21Y/41B
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	LX-MBE	Falcon 2000	Global Jet Luxembourg	SVW69BE/
D-CRON	Ce560XLS	Silver Cloud Air	SCR762	LX-NEW	PC-12/47E	Jetfly Aviation	JFA22A/43B
D-IAAW	EMB500	Arcus Air	10 AZE43P	M-GCCC	Beech 350i	CCC Isle of Man	
D-IEFD	Ce525	E-Aviation	EFD2F	N113CS	Global Express	Global Flight	
EC-MLA	Falcon 2000S	Gestair	GES021/022	N1415N	G650ER	Gama Charters	
F-HSBL	EMB500	Pan Européenne	PEA501	N143QS	Global 6000	NetJets	
N401KZ	B747-481F	Kalitta Air	THY6515	N407GK	G550	Brokerage & Management Corp.	09
OE-FIT	Ce510	GlobeAir	GAC516X/010N	OE-FAT	Ce510	GlobeAir	GAC738V/516Y
OE-GJP	Ce525B	Smartline		OE-FFB	Ce510	GlobeAir	GAC176R/503A
OE-HDU	CL-300	LaudaMotion Executive	08 LDX15	OE-FIT	Ce510	GlobeAir	GAC909P/583T
OK-XLS	Ce560XLS+	Silesia Air	08 SUA773/781	OE-FWF	Ce510	GlobeAir	GAC056V/056W
OY-JJJ	Raytheon 4000	JoinJet	SUS002A/002B	OE-GDF	EMB505	Speedwings	SPG281
PH-JRN	TBM-900	Dok Vast	tst	OE-GZK	Ce560XLS	Int'l Jet Management	IJM369
PH-TXA	Ce510	JetNetherlands		PH-RLG	Ce680	Cartier Europe	
08. 8Q-IAA	DHC-8-315	Maldivian	dep	SE-RIZ	Ce560XLS	H-Bird Aviation Services	2x ETI718T
9H-VCC	CL-350	VistaJet Malta	VJT425	VQ-BMT	G-IVSP	Gama Aviation	2x
CS-CHC	CL-350	NetJets Europe	NJE690P/257H	09. 9H-FAM	EMB500	Luxwing	LWG391/302
CS-CHD	CL-350	NetJets Europe	NJE276D/691U	9H-SKI	P180	Kemmunett	
CS-DIY	Ce525B	AirJetSul	AJU521	B-LRH	Global 5000	Crown Route	BWJ968
CS-DIY	Ce525B	AirJetSul	AJU521	CS-CHD	CL-350	NetJets Europe	NJE128P/948W
CS-DLD	Falcon 2000EX	NetJets Europe	NJE395E/447G	CS-CHD	CL-350	NetJets Europe	NJE721E/596Y
CS-DLH	Falcon 2000EX	NetJets Europe	NJE389C/372Y	CS-DXH	Ce560XLS	NetJets Europe	NJE507B/944D
				CS-DXM	Ce560XLS	NetJets Europe	NJE258D/968B
				CS-DXM	Ce560XLS	NetJets Europe	NJE683B/496W
				CS-LAU	Ce680A	NetJets Europe	NJE567A/302H

CS-LTC	Ce680A	NetJets Europe	NJE232B/143W	D-IPCG	Ce425	PGS Holding	
CS-PHB	EMB505	NetJets Europe	NJE566M/NJE964F	G-WIRG	ERJ135BJ	Air Charter Scotland	EDC538R
CS-PHI	EMB505	NetJets Europe	NJE534A/382K	LN-SUN	CL-604	Sundt Air	
CS-PHK	EMB505	NetJets Europe	10 NJE2CP/148U	14.N402KZ	B747-481F	Kalitta Air	THY6515
D-CMMP	EMB505	Luxaviation Germany	LXG55MP	OE-FVJ	Ce525	Airlink	JAR32
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	PH-CTH	Falcon 2000LX	Flying Group	FYG31V/32V
D-ICEE	Ce525	Spree Flug Luftfahrt		15.D-CKNA	Ce525C	Star Wings Dortmund	STQ444
D-IRSB	Ce525	Stuttgarter Flugdienst	FFD541	D-IKBO	Ce525A	Silver Cloud Air	SCR357
G-FBKB	Ce510	Wijet	BKK2B	F-GZJX	DA42	Aeroplano	
G-TWOP	Ce525A	Centreline	CLF243	LX-JFM	PC-12/47	Jetfly Aviation	JFA13A/20A
LX-LAB	PC-12/45	Jetfly Aviation	JFA41B/22A	16.CS-DUA	BAe125-800XPi	NetJets Europe	17 NJE5EV/868U
M-BIGG	Global 5000	Harley Airlines	HAL120	CS-DXY	Ce560XLS	NetJets Europe	NJE988H/875Y
M-OLTT	PC-12/47E	One Luxury Travel		CS-LTD	Ce680A	NetJets Europe	19 NJE8RJ/459R
N402KZ	B747-481F	Kalitta Air	THY6493	D-IKBO	Ce525A	Silver Cloud Air	SCR357
N445QS	G450	NetJets		LX-MBE	Falcon 2000	Global Jet Luxembourg	SVW69BE
OE-FHK	Ce510	GlobeAir	GAC398P/GAC176S	N33WW	Ce501	Filippi Auto	
OE-FPP	Ce510	GlobeAir	GAC154G/043H	N402KZ	B747-481F	Kalitta Air	THY6493
OE-FZB	Ce510	GlobeAir	GAC976M/865M	OE-LDN	CL-650	MJet	17 MJF6D
OE-IZK	G450	MJet	MJF007	OO-GLM	Ce680	Air Service Liège	23
OO-NLT	PC-12/47E	Aerocon		UR-CQD	An-26B	Vulcan Air	VKA106/105
PH-TXA	Ce510	JetNetherlands		17.CS-PHC	EMB505	NetJets Europe	NJE845E/2SD
10.8P-MSD	G550	Grupo Santo Domingo	11	D-ISTP	EMB500	MHS Aviation	MHV50P
CS-DLG	Falcon 2000EX	NetJets Europe	NJE100C/161A	I-KREM	BAe125-800XP2	Interjet	
CS-DLH	Falcon 2000EX	NetJets Europe	11 NJE3ND/371P	LN-WDF	DHC-8-402	Widerøe	dep WIF9022
CS-DXI	Ce560XLS	NetJets Europe	NJE874D/9LH	LN-WFH	DHC-8-402	Widerøe	arr WIF9021
CS-DXJ	Ce560XLS	NetJets Europe	NJE2QX627M	OO-FTS	Ce560XL	Luxaviation Belgium	AAB284
CS-DXK	Ce560XLS	NetJets Europe	NJE3ZP/382H	TC-ACG	B747-481(F)	Saudia	SVA915/916
CS-LTB	Ce680A	NetJets Europe	NJE711C/3KX	18.CS-DRU	BAe125-800XPi	NetJets Europe	NJE951Y/NJE189D
CS-PHI	EMB505	NetJets Europe	11 NJE867M/616E	CS-PHE	EMB505	NetJets Europe	NJE511P/695Y
D-IMIA	P180	Kohl Medical		D-CRON	Ce560XLS	Silver Cloud Air	SCR762
EC-MLA	Falcon 2000S	Gestair	GES021/022	D-ISAR	Raytheon 390	Euroflug Frenzel	
ER-BAJ	B747-412(F)	Aerotrans Cargo	f/v ATG4480/4481	N194ER	Ce510	Blue Sky Aviation	
LX-JFU	PC-12/47E	Jetfly Aviation	11 JFA63B/69H	OE-FGI	Ce525	SalzburgJetAviation	MOZ254
M-CPRS	ERJ135BJ	Puru Aviation	12	OE-FRS	Ce525A	SalzburgJetAviation	MOZ29
OE-FHK	Ce510	GlobeAir	11 GAC121N/909Q	OE-GLS	Ce650	Tyrolean Jet Service	TJS56
OK-PCC	PC-12/47E	T-air		PH-RLG	Ce680	Cartier Europe	
PH-CJM	Ce680	ASL	11	S5-SAD	Global 6000	Elit'Avia	EAV32D
SE-RIZ	Ce560XLS	H-Bird Aviation Services	ETI709T	19.D-AGBE	Falcon 7X	VW Air Services	
TC-ACF	B747-481(F)	Saudia	SVA915/916	D-IKBO	Ce525A	Silver Cloud Air	dep SCR357
11.4K-SW008	B747-4R7F	Silk Way West Airl.	AZG7978/7979	N139LZ	L-39C	Skyline Aviation	23 tdy Lion39
B-LRH	Global 5000	Crown Route	BWJ968	OE-FIT	Ce510	GlobeAir	GAC475B/364C
CN-TLA	Ce680	Silver Cloud Aviation		20.ER-BAJ	B747-412(F)	Aerotrans Cargo	ATG4480/4481
LX-JFA	PC-12/47E	Jetfly Aviation	JFA02P/12B	21.N402KZ	B747-481F	Kalitta Air	THY6515
OK-JDM	Lj60XR	Eclair Aviation	ECC602/603	OY-KFA	CRJ900	Kimber (basic SAS c/s)	tst SAS9280
12.CS-PHC	EMB505	NetJets Europe	arr NJE2SD	YU-BST	Ce525	Eagle Express	22 EES221A/222A
D-CSCE	EMB505	Luxaviation Germany	LXG55CE	22.N371FP	G-IVSP	Key Air	23
D-IAAW	EMB500	Arcus Air	14 AZE39P	OO-AMR	Ce525A	Air Service Liège	
I-KREM	BAe125-800XP2	Interjet		PK-KDA	ERJ195LR	Kalstar Aviation	arr
N194ER	Ce510	Blue Sky Aviation		23.N402KZ	B747-481F	Kalitta Air	THY6493
OO-XLS	Ce560XLS+	Air Service Liège	13	OO-GLM	Ce680	Air Service Liège	28
PH-CJM	Ce680	ASL		UR-CAH	An-12BK	Ukraine Air Alliance	26 UKL4002/1
VP-BGM	CL-605	Elit'Avia	14	24.D-INCS	Ce525	Jetkontor	JKH321
13.D-CCVD	Ce560XLS	Dulco		TC-ACM	B747-428ERF	Saudia	SVA915/916
D-IMPO	Beech C90B	Portaflug		25.LX-RCV	B747-4R7F	Cargolux Italia	CLX715



March is the month when Maastricht Airport is busy with traffic related to the TEFAP art fair. Some bizjets drop off their passengers and ferry to surrounding airports. On 8 March 2018 Bjorn van der Velpen was able to make a photo of this line up with jets. If you are into bizjets, in 2019 the fair will take place from 16 till 24 March.



This Dornier 328 was delivered to Scot Airways in 2004. The company changed its name to Suckling Airways in 2011 before it was acquired by Loganair in 2013. G-CCGS was operated briefly in FlyBe colours. The aircraft was caught on camera by Simen Dorschman departing Groningen-Eelde on 29 March 2018 with Loganair titles.

26. D2-EEA	DHC-8-402	Government of Angola	arr
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/4481
HA-LWX	A320-232	Wizz Air	div WZZ597/7715
HA-LXR	A321-231	Wizz Air	div WZZ1DC/987
HA-LXV	A321-231	Wizz Air	div WZZ1PN/2271
OK-AST	Ce560XL	Air Bohemia	BOH712/713
PH-CDF	B737-804	Corendon Dutch Airlines	CND9991
UR-CQD	An-26B	Vulcan Air	VKA106/107
27. 4X-CPX	G-IVSP	Arkia	
LX-GCL	B747-467F	Cargolux	UAE9988
28. LX-JCV	B747-4EVERF	Cargolux	CLX125/CLX125
N402KZ	B747-481F	Kalitta Air	THY6515
OO-LMG	Falcon 7X	Luxaviation Belgium	AAB112
OO-NEY	EMB545	Air Service Liège	
PH-CDF	B737-804	Corendon Dutch Airlines	CND9992
PH-HRK	P180	JetNetherlands	
PH-TXA	Ce510	JetNetherlands	
29. ER-BAJ	B747-412(F)	Aerotrans Cargo	30 ATG4402/4403
F-GZPE	P180	Oyonnair	
HB-JBF	CS100	Swiss	arr SWR5100
LX-GCL	B747-467F	Cargolux	UAE9962
OO-ACC	Ce525A	Air Service Liège	30
OO-NEY	EMB545	Air Service Liège	
OO-XLS	Ce560XLS+	Air Service Liège	
30. N402KZ	B747-481F	Kalitta Air	THY6493
31. CS-CHF	CL-350	NetJets Europe	NJE984E/3HF
EI-CBK	ATR42-310	Stobart Air	arr STK71M
TC-ACF	B747-481(F)	Saudia	SVA915/916
VP-BPY	B737-83N	Ikar Airlines	arr KAR9809

March is as always the month with the largest amount of bizjets visits due to the annual TEFAF event. The European Fine Art Fair took place from 16 till 24 March. On the 2nd the Maldivian Dash-8 performed a local test flight. On the 6th the aircraft performed two test flights. The ATR on the 6th has been returned to its lessor. The Dok Vast TBM on the 7th operated a training flight from and to Budel. An aircraft change at SAMCO on the 17th. The former Scandinavian CRJ900 on the 21st operated a test flight to and from Basel. On the 22nd a Kalstar Embraer arrived for SAMCO after being returned to its lessor. Some Eindhoven diversions on the 26th and the arrival of an Angolan Dash-8. The former Stobart ATR on the 31st was in basic Aer Lingus colours. The Ikar Boeing 737 arriving on that same day was in Pegas colours. The following Ryanair aircraft visited MAAS this month: EI-DAP, EI-DAR, EI-DCF, EI-DCG, EI-DCY, EI-DCZ, EI-DHE, EI-DWY, EI-EGD, EI-EKB and EI-EKD.

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

## Groningen - Eelde

			March 2018
01. PH-AOD	A330-203	KLM	2x *KLM9867
02. G-BYHG	Do328-110	Loganair (a/w)	
04. D-ITRA	Ce525	Transavia Flug	
06. G-FBEH	ERJ195LR	FlyBe	STK634G/635G
OE-FPP	Ce510	GlobeAir	07 GAC33Q/134T
PH-MBO	DA62	Boer	arr
07. N188J	Global 5000	Executive Jet Management	arr
OO-PRM	Ce510	Air Service Liège	13 2x
08. OE-GBD	IAI1125	TyrolAir Ambulance	
OO-ACO	Ce510	Air Service Liège	
OY-NLA	Ce650	North Flying	dep
PH-CGC	Do228-212	Kustwacht	CG01
10. PH-MBO	DA62	Boer	*
12. N888RK	Ce525C	K.O.M. Activity	2x
OE-FIT	Ce510	GlobeAir	arr
SP-AST	Ce525	AMC Aviation	arr
13. HB-FVD	PC-12/47E	Air Corviglia	14
N464MC	B747-446	Atlas Air	f/v CMB529
OO-ACO	Ce510	Air Service Liège	16
14. G-CGKO	G115E	Babcock Aerospace	15
G-CGKT	G115E	Babcock Aerospace	15
OO-ACO	Ce510	Air Service Liège	
15. OO-JCV	PC-12/47E	Nextgen Aviation	
16. OO-ACO	Ce510	Air Service Liège	20
17. D-CNUE	Lj60	FAI Air Ambulance	
18. D-CKJE	EMB505	Luxaviation Germany	LXG55JE
G-RADY	CL-850	TAG Aviation (UK)	
PH-DIX	PC-12/45	Din Air	
19. G-RIPA	P68	APEM Aviation	23 tdy
20. 2-DITO	PA-46-500TP	Citavia	21
D-IERF	Ce525	Proair Aviation	
LN-WDK	DHC-8-402	Widerøe	arr WIF7018
M-JCBB	G650	JC Bamford Excavators	JCB1
OO-ACO	Ce510	Air Service Liège	10
21. OE-FZE	Ce510	GlobeAir	22 GAC224F/113G
22. OE-FZE	Ce510	GlobeAir	23 GAC113H/972J
24. EC-JIP	SA226TC	Flightline	
27. OO-AMR	Ce525A	Air Service Liège	2x
28. D-CGAA	Ce560XLS+	Air Hamburg	
D-IBJJ	Ce525A	Air Hamburg	
PH-EUE	AW139	CHC Helicopters Neth.	3x *
29. G-CCGS	Do328-110	Loganair	LOG860/1
30. LX-RED	PA-60-602P	Nico Biever	

On the 13th a first for Eelde. It was the day a Boeing 747 made a full stop at the airport. The aircraft operated a military charter, delivering a USAF delegation to prepare a military

exercise. The Grobs on the 14th were previously used for the UK Ministry of Defence's Light Aircraft Flying Task. They were on their way on delivery to the Finnish Air Force.

Credit: GEAS.

### Deventer-Teuge

			February 2018
03. PH-HGT	Ce680	ASL	dep
04. M-IFFY	Ce510	Xead Aviation	
PH-HGT	Ce680	ASL	
05. M-EGGA	Beech B200	Langley Aviation	
06. N2648X	Ce501	T.S. Aviation	07
OO-MSN	CeT310	Aerodata International Surveys	
PH-FVD	R44	Rotarywings	
PH-HCF	Cabri G2	HeliCentre	
07. D-ILCA	PA-31-325		
PH-ATT	H269C	Heli Holland Holding	
08. PH-KWI	Yak-52	Dutch Thunder Yaks	dep
13. PH-ECD	EC120B	Heli Holland Holding	
14. PH-HGT	Ce680	ASL	
PH-KWI	Yak-52	Dutch Thunder Yaks	arr
16. D-HGVB	R44	Rotavisie	
G-OAFF	Ce208	Fallschirmsport Damme	dep
17. PH-DWW	R44	Wikselaar Satellite Trading	
18. M-IFFY	Ce510	Xead Aviation	
PH-RLY	Ce402B	Heli Holland	26
19. PH-PXE	EC135P2+	Nationale Politie	ZXP05
21. D-FIBE	PC-6/B2-H4	KIAS Airlines	arr
PH-HGT	Ce680	ASL	
22. N2648X	Ce501	T.S. Aviation	
PH-LAW	CeT310R	AFOC	25
24. PH-HGT	Ce680	ASL	
25. N71SL	H269C	Jan Overveen – Chris Wouters	
PH-PXA	EC135P2+	Nationale Politie	ZXP01
27. D-HANS	R44	Heli & Co	05

The Cessna 310 on the 22nd arrived from Stockholm and departed to Zeeland Airport. It is believed that the aircraft is now based at that airport as the Dutch base of operations for that company is located in Zierikzee.

			March 2018
01. PH-HGT	Ce680	ASL	2x
PH-SWN	Ce414A	PARC Air	31
03. PH-MDG	Ce680	JetNetherlands	
04. PH-HGT	Ce680	ASL	06
05. D-HANS	R44	Heli & Co	dep
D-HANS	R44	Heli & Co	06
PH-RWY	Bo105DBS4	Rotarywings	23
06. PH-HBH	H269C	Heli Holland Holland	
07. D-HANS	R44	Heli & Co	08
PH-DTS	DA42	Wings over Holland	
08. D-HANS	R44	Heli & Co	12

PH-DWW	R44	Wikselaar Satellite Trading	
09. OO-PXL	P68C	Aerodata International Surveys	12
10. N417RK	PA-46-350P	Marco van der Horst	
11. PH-PXA	EC135P2+	Nationale Politie	
12. D-HANS	R44	Heli & Co	13
13. D-HANS	R44	Heli & Co	14
F-HEMV	PA-46-500TP	Sirm'Air	
PH-LAW	CeT310R	AFOC Germany	25
14. D-HANS	R44	Heli & Co	27
PH-FVD	R44	Rotarywings	18
15. PH-MDG	Ce680	JetNetherlands	21
16. M-IFFY	Ce510	Xead Aviation	
17. N850KJ	TBM-850	Weelok	
PH-PXB	EC135P2+	Nationale Politie	
19. PH-KGJ	EC120B	Heli Holland Holland	
PH-SVX	PA-31T	Slagboom en Peeters	dep
PH-SVX	PA-31T	Slagboom en Peeters	22
20. PH-PNX	PA-31-350	Aerodata International Surveys	
21. PH-DWW	R44	Wikselaar Satellite Trading	
22. PH-MDG	Ce680	JetNetherlands	
24. PH-PXE	EC135P2+	Nationale Politie	
25. N71SL	H269C	Jan Overveen – Chris Wouters	arr
26. L-05	PC-7	131EMVOsq	
27. N200FB	PA-31T	T.S. Aviation	28
28. D-HANS	R44	Heli & Co	29
29. D-HANS	R44	Heli & Co	31
30. PH-ULP	EC135T2	ANWB - MAA	Lifeline 3
31. OE-XAS	R44		arr
PH-KMR	GA-8	Stichting Hoogvliegers	

Credit: Teuge Airport.

### Eindhoven

			March 2018
01. J-015	F-16AM	312/313sq	*Bonzo01
D-CHMS	EMB505	Atlas Air Service	
OO-PKX	Ce750	Air Service Liège	dep
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	03
PH-HGT	Ce680	ASL	dep
UR-CNN	An-12B	Cavok Air	CVK7021/-
02. EC-LFZ	ERJ195LR	Air Europa Expr.	div AEA1173/117A
PH-CTH	Falcon 2000LX	Flying Group	
PH-HWM	CL-605	ASL	04
03. PH-ELP	EC135T2	ANWB - MAA	
PH-MDG	Ce680	JetNetherlands	dep
04. OO-PKX	Ce750	Air Service Liège	06
PH-CJM	Ce680	ASL	10
PH-MDG	Ce680	JetNetherlands	13
05. 1x	PC-7	131EMVOsq	*Diamond12
PH-CGC	Do228-212	Kustwacht	*NCG03
06. FB21	F-16BM	2w	*BAF245
L-03	PC-7	131EMVOsq	*
L-08	PC-7	131EMVOsq	*



Former NHV OO-NHT EC155B1 was photographed with its German registration on the 29th while departing to its new base in Germany. D-HNHD has been acquired by Northern Helicopter. (Den Helder, 29 March 2018, Hans Cornelissen)

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Active with the 155th Airlift Squadron C-17A, 92-3291 took part in the airlift related to the Frisian Flag exercise preparations. (Leeuwarden, 15 March 2018, Manolito Jaarsma)

Q-30	AH-64DN	301sq	*Bat71, GLV-V	UR-KDM	An-12BK	Cavok Air	CVK7073/38
EI-DMG	Ce441	Dawn Meats Group		17. PH-CJM	Ce680	ASL	23
OO-PKX	Ce750	Air Service Liège	07	18. D-AGRA	CRJ200LR	Global Reach Aviation	PAV4986
PH-HGT	Ce680	ASL	12	OY-JTP	B737-79L	Jet Time	JTG892/9892
UR-CKM	An-12BP	Cavok Air	07 CVK7059/ -	19. 1x	F-16BM	2w	*BAF265
07. <u>J-011</u>	F-16AM	322sq	*Judge01	J-643	F-16AM	313sq	*Cowboy01
<u>L-03</u>	P-7	131EMVOsq	*Diamond12	100008/008	Tp100C	72 ASC sq	SVF632
<u>L-05</u>	PC-7	131EMVOsq	*Diamond09	PH-PXY	AW139	Nationale Politie	*ZXP25, GLV-V
M-ORIS	EMB550	Legacy 500		OO-CLA	Ce525C	Luxaviation Belgium	AAB353
OK-TVV	B737-86Q	SmartWings	TVS433P/4336	PH-HGT	Ce680	ASL	26
OO-PKX	Ce750	Air Service Liège	11	20. <u>L-01</u>	PC-7	131EMVOsq	*Razor02
PH-FJK	Ce525B	JetNetherlands	09	<u>01-0076</u>	C-37A	76th AS	<u>Valor37</u>
PH-NDK	Falcon 900B	Exxaero	XRO128	D-BANN	CL-300	SAP Systeme	
PH-NDK	Falcon 900B	Exxaero	XRO128	HA-LXZ	A321-231	Wizz Air	f/v WZZ2XU/1DH
UR-CNN	An-12B	Cavok Air	CVK7021/7020	OE-FHK	Ce510	GlobeAir	GAC225N/114P
08. <u>J-015</u>	F-16AM	312/313sq	*Bulldog01	PH-FJK	Ce525B	JetNetherlands	23
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A	PH-HWM	CL-605	ASL	30
09. <u>L-08</u>	PC-7	131EMVOsq	*Diamond13	21. <u>L-05</u>	PC-7	131EMVOsq	*Diamond12
UR-CNN	An-12B	Cavok Air	CVK7023/	<u>L-08</u>	PC-7	131EMVOsq	*Diamond09
F-HLIM	Ce560 Encore	Limagrain		G-JALS	Ce560XLS+	Air Charter Scotland	EDC565
PH-FJK	Ce525B	JetNetherlands	12	PH-JTJ	Ce680	Exxaero	22 XRO043
10. B-8108	G550	Deer Jet	13	UR-CNN	An-12B	Cavok Air	arr
D-ASTK	A319-112	Germania	GMI634/6364	22. <u>J-643</u>	F-16AM	313sq	*Tiger01
D-IPCG	Ce425	PGS Holding		23. 100008/008	Tp100C	72 ASC sq	SVF634
F-GZTA	B737-33VQC	ASL Airlines France	FPO833/ -	D-AGRA	CRJ200LR	Global Reach Aviation	TAY639P
11. 02	C-17A	HAW	12 Bartok92	HB-LRV	PA-31T	air-connect	25
12. 1x	CH-47F	298sq	*GLV-V	PH-JTJ	Ce680	Exxaero	24 XRO043/152
EI-LEO	Ce750	GainJet Ireland	13 GJI75X	UR-CNN	An-12B	Cavok Air	CVK7023/25
F-HLIM	Ce560 Encore	Limagrain		24. PH-TLP	Falcon 7X	Flying Group	FGY91P/93P
OO-PKX	Ce750	Air Service Liège	13	25. 02	C-17A	HAW	26 Bartok95
PH-CJM	Ce680	ASL		PH-CJM	Ce680	ASL	
PH-FJK	Ce525B	JetNetherlands	13	PH-FJK	Ce525B	JetNetherlands	26
PH-MFX	Ce650	JetNetherlands		26. PH-FJK	Ce525B	JetNetherlands	28
13. E128/705-TM	Alpha Jet E	EAC00.314(EIV03.013)	14 FAF6441	27. <u>J-003</u>	F-16AM	312/313sq	*Sting01
E166/705-RW	Alpha Jet E	EAC00.314(EIV03.004)	14 FAF6442	<u>L-01</u>	PC-7	131EMVOsq	*Diamond03
R205/64-GE	C-160R	ET00.064	CTM2057	OO-AMR	Ce525A	Air Service Liège	
02	C-17A	HAW	14 Bartok92/14	28. <u>CH13</u>	C-130H	20sq	*BAF676
D-890	CH-47F	298sq	*GLV-V	02	C-17A	HAW	Bartok96
L-01	PC-7	131EMVOsq	*Diamond	<u>L-11</u>	PC-7	131EMVOsq	*Diamond01
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A	PH-FJK	Ce525B	JetNetherlands	29
N112QS	Global 5000	NetJets	14	29. <u>Q-14</u>	AH-64DN	301sq	*Bat71+GLV-V
PH-CJM	Ce680	ASL	14	CS-CHA	CL-350	NetJets Europe	
14. CS-DXZ	Ce560XLS	NetJets Europe	NJE457Y/898L	CS-CHA	CL-350	NetJets Europe	NJE042U/010U
OO-PKX	Ce750	Air Service Liège	19	N194ER	Ce510	Blue Sky Aviation	
UR-CKM	An-12BP	Cavok Air	CVK7079/22	OK-BII	Beech 400A	JetBee Czech	JBC220B/220C
15. 54+10	A400M	LTG62	*	OO-XLS	Ce560XLS+	Air Service Liège	30
<u>L-01</u>	PC-7	131EMVOsq	*Dimaond14	30. <u>02</u>	C-17A	HAW	arr Bartok96
<u>L-03</u>	PC-7	131EMVOsq	*Razor02	D-AHER	Falcon 900EX	Heron Aviation	HRN511
<u>L-05</u>	PC-7	131EMVOsq	*Razor11	PH-FJK	Ce525B	JetNetherlands	
D-AGRA	CRJ200LR	Global Reach Aviation	PAV4986	PH-FJK	Ce525B	JetNetherlands	arr
PH-CDE	B737-8KN	Corendon Dutch Airlines	CND9291/2	PH-JTJ	Ce680	Exxaero	arr XRO186
PH-FJK	Ce525B	JetNetherlands	18				
16. D-CRON	Ce560XLS	Silver Cloud Air	SCR762				

Highlight for Eindhoven in March 2018 is undoubtedly the Swedish Air Force Saab 340 aka Tp100C visiting twice on 19

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and 23 March. On the 2nd Air Europa Express diverted from Brussels. SmartWings operated a military charter on the 7th. On the 10th Germania and ASL France also operated a military flight. The Deer Jet Gulfstream on the 10th was a maintenance visitor. Corendon operated a military flight on the 15th and Jet Time operated one on the 18th. The Wizz Air on the 20th was a first visit.

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

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

## Gilze-Rijen

March 2018			
01.FB23	F-16BM	10w/OCU	*BAF501
H46	A109BA	17sq/1w	*BAF317
02. <u>PH-ELP</u>	EC135T2	ANWB-MAA	*Lifeline2
<u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
03. <u>PH-ULP</u>	EC135T2	ANWB-MAA	*Lifeline03
04. <u>PH-PXB</u>	EC135P2+	Nationale Politie	*ZXP02
05. <u>L-08</u>	PC-7	131EMVOsq	*Diamond05,12
<u>PH-ULP</u>	EC135T2	ANWB-MAA	*Lifeline03
06. <u>L-01</u>	PC-7	131EMVOsq	*Diamond05
<u>L-03</u>	PC-7	131EMVOsq	*Diamond15
<u>L-08</u>	PC-7	131EMVOsq	*Diamond09,15
<u>PH-PXB</u>	EC135P2+	Nationale Politie	*ZXP02
08.J-015	F-16AM	312/313sq	*Bulldog01
J-641	F-16AM	312/313sq	*Bulldog
<u>L-12</u>	PC-7	131EMVOsq	*NAF131
<u>L-13</u>	PC-7	131EMVOsq	*NAF132
09.H31	A109BA	17sq/1w	*BAF317
<u>L-05</u>	PC-7	131EMVOsq	*Diamond09
<u>L-07</u>	PC-7	131EMVOsq	*Diamond11
10. <u>PH-ELP</u>	EC135T2	ANWB-MAA	*Lifeline2
11. <u>PH-ELP</u>	EC135T2	ANWB-MAA	*Lifeline2
<u>PH-HVB</u>	EC135T2	ANWB-MAA	*Lifeline3
12. <u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
13. <u>L-01</u>	PC-7	131EMVOsq	*Diamond11
14. <u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
<u>L-03</u>	PC-7	131EMVOsq	*Diamond14
15. <u>J-509</u>	F-16AM		*Balls01
<u>L-01</u>	PC-7	131EMVOsq	*Diamond14
<u>L-03</u>	PC-7	131EMVOsq	*Razor02
<u>L-05</u>	PC-7	131EMVOsq	*Razor11
<u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
16. <u>L-07</u>	PC-7	131EMVOsq	*Diamond11
19. <u>L-01</u>	PC-7	131EMVOsq	*Diamond10
<u>L-10</u>	PC-7	131EMVOsq	*Diamond09
<u>PH-PXY</u>	AW139	Nationale Politie	ZXP25
21.74+63	Tiger UHT	KHR36	26 GAM7466-form
74+66	Tiger UHT	KHR36	26 GAM7466-form
B-77	Bo105CB-4	i/a	dep by road
<u>L-10</u>	PC-7	131EMVOsq	*Diamond05

PH-PXY	AW139	Nationale Politie	ZXP25
22. <u>L-07</u>	PC-7	131EMVOsq	*Diamond03
23.G-781	C-130H	336sq	*8x NAF73
L-01	PC-7	131EMVOsq	*Diamond05
26. <u>N-258</u>	NH90-NFH	860sq	Neptune14
27. <u>G-275</u>	C-130H-30	336sq	*NAF75
28. <u>H26</u>	A109BA	17sq/1w	*BAF320
<u>G-275</u>	C-130H-30	336sq	*Bison36
<u>L-01</u>	PC-7	131EMVOsq	*Diamond14
<u>L-07</u>	PC-7	131EMVOsq	*Diamond21
<u>L-11</u>	PC-7	131EMVOsq	*Diamond09
29.CH10	C-130H	20sq	*BAF637
<u>J-005</u>	F-16AM	312/313sq	*Bonzo01
<u>L-03</u>	PC-7	131EMVOsq	*Diamond14
<u>PH-PXZ</u>	AW139	Nationale Politie	*ZXP26

Gilze-Rijen is crowded in March 2018 with ADSB movements with three highlights standing out; the two German Army Tiger helicopters who have spend a week inside the hangars for repairs and the travel exhibit/ instructional airframe Bo105 B-77, moving from Gilze-Rijen to the Rotary Wing Training Center at Gate2.

Credits: Gilze Rijen Aviation Society, Scramble MB.

## De Kooy

March 2018			
01.RN04	NH90-NFH	40sq	
PH-RWY	Bo105C	Rotor & Wings	*
15.S-444	AS32U2	300sq	
17.OY-HML	AW139	Bel Air Aviation	
19.J-008	F-16AM	312/313sq	*Flame01
26.RN08	NH90-TTH	18sq/1w	
D-663	CH-47D	298sq	
PH-HHJ	AS355F2	Heli Holland	
29.D-HNHD	EC155B1	Northern Helicopter	dep
PH-PXF	EC135P2+	Nationale Politie	*ZXP06

The Belgian NH90-TTH was on route to the Vliehorst, while the CH-47D returned from there. Former NHV OO-NHT EC155B1 was first seen with its German registration on the 29th while departing to its new base.

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

March 2018			
06.D-ISGS	AP68TP	SVEGE Flight Inspection	
12.02-1109	C-17A	62nd AW	RCH470
05-5152/HH	C-17A	535th AS	RCH271
13.G-273	C-130H-30	336sq	*NAF71



The 131st Fighter Squadron is a unit of the Massachusetts Air National Guard 104th Fighter Wing. F-15C 86-0158 was part of the first wave of F-15s arriving for the Frisian Flag exercise. (Leeuwarden, 15 March 2018, Manolito Jaarsma)

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J-512	F-16AM	312sq	*Flash02	06.D-COLO	Ce525C	Jetkontor	JKH32C
J-616	F-16AM	312sq (313sq mks)	29 Flash01/Tiger01	10.N421MU	Ce421C	Plane Fun	
01-0187	C-17A	62nd AW	RCH815	12.D-IAWG	Ce425	Aerowest	26
06-6156	C-17A	21st AS	RCH227	14.EC-JGB	Beech B200	Zeusch aviation	del 24
15.G-273	C-130H-30	336sq	*NAF71	18.G-JPEG	BN-2A-20	APEM Aviation	tdy 03
J-009	F-16AM	322sq	arr Balls01	19.N353CE	AS350B3	Schuybroek Aviation	
J-509	F-16AM	322sq	dep Balls01	PH-CMW	Ce525	Uniwest Group	
92-3291	C-17A	155th AS	RCH928	PH-PNX	PA-31-350	Aerodata International Surveys	
00-0178	C-17A	89th AS	RCH625	20.N-110	NH90-NFH	DHC	*
01-0196	C-17A	167th AS	RCH165	25.D-CPRS	Beech 350	Star Wings Dortmund	26 STQ33A
84-0002	F-15C	123rd FS	arr Trend41	PH-DKI	P68C	Zeeland Air	2x
84-0003	F-15C	123rd FS	arr Trend44	PH-FCI	BAe3201	AIS Airlines	dep
84-0005	F-15C	123rd FS	arr Trend45	27.D-CPRS	Beech 350	Star Wings Dortmund	
85-0094	F-15C	123rd FS	arr Trend43	OY-SNS	P68C	BioFlight	30 BIO06
85-0111/MA	F-15C	131st FS	arr Trend46	28.OE-FCS	DA42	Flight Charter	30
86-0158/MA	F-15C	131st FS	arr Trend42	31.N747KS	Ce510	Karsten Schroeder	02
16.07-7169	C-17A	3rd AS	RCH786/410				
19.N-110	NH90-NFH	860sq	*Guardian21				
02-1111	C-17A	62nd AW	RCH367				
07-7176	C-17A	3rd AS	RCH536				
08-8191	C-17A	437th AW	RCH663				
83-0018/MA	F-15C	131st FS	arr Trend55				
84-0021	F-15C	123rd FS	arr Trend54				
84-0028/MA	F-15C	131st FS	arr Trend51				
85-0106	F-15C	123rd FS	arr Trend52				
85-0118/MA	F-15C	131st FS	arr Trend53				
85-0134/MA	F-15C	131st FS	arr Trend56				
20.G-781	C-130H	336sq	*NAF73				
21.J-368	F-16BM	313sq (nmks)	*Crack01				
N-258	NH90-NFH	860sq	*Neptune12				
22.G-781	C-130H	336sq	2x *NAF75				
10-0233	C-17A	437th AW	RCH412				
27.G-275	C-130H-30	336sq	*NAF75				
28.G-275	C-130H-30	336sq	*Bison36				
J-882/AZ	F-16BM	312sq	*Epic01				
29.J-368	F-16BM	313sq (nmks)	*Cowboy01				
30.CH10	C-130H	20sq	BAF676				

In preparation for Frisian Flag 2018 the USAF deployment of F-15 Eagles arrived in two sorties. Just as impressive as the twelve Eagles are the twelve C-17A Globemaster III transporters that were needed to make sure all support was hauled in to Leeuwarden.

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

## Lelystad

				March 2018
01.D-IBJJ	Ce525A	Air Hamburg		AHO955H
02.OO-JWB	PC-12/47E	Nextgen Partners		
PH-HCI	BAe3201	AIS Airlines	dep	



Previously operated by Inversiones Aeronauticas Baleares this Beech 200 arrived at Lelystad on the day this photo was taken. EC-JGB is the latest addition for a new company called Zeusch Aviation. The aircraft was ferried to Rotterdam for modifications ten days after its arrival. (Lelystad, 14 March 2018, Remco de Wit)

Zeusch Aviation is a new company based at Lelystad. A new addition to the fleet arrived on the 14th still Spanish registered.

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

## Volkel

				March 2018
05.J-879	F-16AM	322sq	dep Epic01	
08.J-015	F-16AM	312/313sq	arr Bulldog01	
J-641	F-16AM	312/313sq	dep Bulldog	
12.G-273	C-130H-30	336sq	*NAF72	
J-011	F-16AM	312sq	arr Warp01	
J-016	F-16AM	312sq	dep Warp01	
13.08-8197	C-17A	62nd AW	RCH1114	
16.G-273	C-130H-30	336sq	*NAF73	
J-014	F-16AM	313sq (ex 1(NL) ATF ME)	arr NAF84	
L-03	PC-7	131EMVOsq	*Diamond13	
19.G-273	C-130H-30	336sq	*NAF73	
J-001	F-16AM	312/313sq (nmks)	arr Garvy01	
J-643	F-16AM	313sq	arr Cowboy01	
20.J-146	F-16AM	312sq	dep by road	
22.03-3127	C-17A	62nd AW	RCH551	
27.L-11	PC-7	131EMVOsq	*Diamond11	
28.CH13	C-130H	20sq	*BAF676	
29.CH13	C-130H	20sq	*BAF672	
L-12	PC-7	131EMVOsq	*Diamond10	

Again a month for Volkel with two USAF C-17A visits as the 62nd Air Wing is responsible for the precious American made cargo, parked at Volkel. Special attention goes to J-146, leaving Volkel for Woensdrecht on a flatbed trailer as this crippled fighter has not flown since 2010 and needs some TLC from LCW regarding the canopy mountings in order to



Thanks to Gerton Peters we can show you this nice capture of two F-16AMs in formation. Operating with 312sq at Volkel, J-003 and J-630 show that despite their age they are still ready for action. (Volkel, 14 March 2018, Gerton Peters)

regain airworthiness and prevent the pilot from flying a F-16 convertible.

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

### Woensdrecht

March 2018			
01. FB22	F-16BM	2w	*BAF255
J-015	F-16AM	312/313sq	tst Bonzo01
02. 5Y-IZO	Fokker 50	Silverstone Air Services	f/n
OY-CRV	ATR72-212A	Nordic Aviation Capital	arr
YL-LCT	A320-214	SmartLynx	17 ART9702/9541
05. N824SY	B737-85P	Sun Country	dep JTN8403
OE-IZD	A320-214	easyJet Europe	dep
PH-HSB	B737-8K2	Transavia	30 TRA051/052
06. D-102	CH-47D	298sq	tst Grizzly92
07. D-102	CH-47D	298sq	tst Grizzly92
J-011	F-16AM	322sq	tst Judge01
08. D-102	CH-47D	298sq	tst Grizzly92
J-015	F-16AM	312/313sq	dep Bulldog
J-641	F-16AM	312/313sq	arr Bulldog
09. H31	A109BA	17sq/1w	*BAF317
N102AN	Ce208B	Skydive ENPC	*
SX-DNF	A321-231	Aegean Airlines	dep AEE6305
10. OH-LZO	A321-231	Finnair	arr FIN8921
OH-LZP	A321-231	Finnair	dep FIN8922
12. J-011	F-16AM	322sq	dep Warp
J-016	F-16AM	322sq	arr Warp
13. D-102	CH-47D	298sq	tst Grizzly92
EC-JNF	B737-85P	Air Europa	arr AEA006

14. D-102	CH-47D	298sq	dep Titan4
D-890	CH-47F	298sq	arr Titan4
J-643	F-16AM	313sq	tst Cowboy01
15. J-009	F-16AM	322sq	dep Balls01
J-509	F-16AM	322sq	arr Balls01
J-631	F-16AM	322sq	*Blade01
LN-RNO	B737-783	SAS	dep SAS9270
19. J-643	F-16AM	313sq	dep Cowboy01
20. D-ISGS	AP68TP	SVEGE Flight Inspection	21
21. D-ISGS	AP68TP	SVEGE Flight Inspection	22
22. VP-BMF	A320-214	Aeroflot	30 AFL7630/1
23. ST43	SF260D	CC Air	*BAF195
OE-LCM	A321-211	Condor	tst
OH-LZH	A231-231	Finnair	arr FIN8921
26. OH-LZM	A321-231	Finnair	arr FIN8921
28. H26	A109BA	17sq/1w	*BAF320
29. CH10	C-130H	20sq	BAF673
J-005	F-16AM	312/313sq	tst Bonzo01
30. J-516	F-16AM	322sq	arr Cobra02

In March 2018 Woensdrecht is kept in balance by their civil and military visitors. A lot of local LCW activities with some additional visits from our southern neighbours. On the civil side a former Air Iceland Fokker 50 on the 2nd was first noted as such. Air Europa left for its new career with Sun Country, Aegean added a former Monarch A321 to their fleet and Finnair and Aeroflot visited with their A321s and A320 on regular maintenance activities.

Credits: Johan Havelaar, Scramble MB.



This Airbus A321 arrived at Woensdrecht on 6 November 2017 in Air Berlin colours. OE-LCM was already photographed in Condor colours during a test flight. The aircraft departed to Frankfurt on 25 April 2018. (Woensdrecht, 23 March 2018, Johan Havelaar)

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## Texel

			March 2018
03. PH-CGC	Do228-212	Kustwacht	
04. PH-DKI	P68C	Zeeland Air	05
05. D-HANS	R44	Heli & Co	
06. OO-NSZ	AS365N2	N.H.V.	CG06
08. PH-DKI	P68C	Zeeland Air	
09. PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
12. PH-WRW	EC120B	Heli Holland Holding	
14. PH-PXY	AW139	Nationale Politie	NCG04
19. PH-SHP	AW139	CHC Helicopters Neth.	HNL10A
23. PH-RWX	H269C	Rotor & Wings Holding	*
PH-SHP	AW139	CHC Helicopters Neth.	HNL10A
24. PH-CGC	Do228-212	Kustwacht	NCG01
PH-ROD	PA-46-350P	J. Vlasveld	
25. PH-CGC	Do228-212	Kustwacht	NCG01
PH-DKI	P68C	Zeeland Air	
27. PH-PXF	EC135P2+	Nationale Politie	ZXP06
28. PH-PXY	AW139	Nationale Politie	NCG04
29. D-HANS	R44	Heli & Co	
PH-CGN	Do228-212	Kustwacht	NCG01
PH-PXF	EC135P2+	Nationale Politie	ZXP06
30. PH-PXF	EC135P2+	Nationale Politie	ZXP06
31. PH-SWN	Ce414A	PARC Air	arr
PH-WRW	EC120B	Heli Holland Holding	

The CHC helicopter on the 19th and 23rd practiced with a hoist on those days.

Credit: Texel Airport.

23. CS-PHG	EMB505	NetJets Europe	24 NJE489Q/578T
24. CS-LTE	Ce680A	NetJets Europe	25 NJE553G/503Q
27. PH-HGT	Ce680	JetNetherlands	29
28. CS-LAS	Ce680A	NetJets Europe	29 NJE101H/371M
29. OK-PBS	Ce525	Queenair	
PH-FJK	Ce525	JetNetherlands	
30. D-IHEB	Ce525	Silver Cloud Air	SCR64
N13FY	AT-6A	Hanno Wesdorp	
PH-DTM	Yak-52	Dutch Thunder Yaks	
PH-KMR	GA-8	Stichting Hoogvliegers	
PH-YAX	Yak-52	Dutch Thunder Yaks	

On the 30th the airport celebrated its 1st anniversary and organized a fly-in.

Credit: EHTW spotters.

## Flamingo (Bonaire, Dutch Caribbean)

			March 2017
01. HK-4540	BAe3201	SARPA	06
HK-4791	BAe3201	SARPA	
N82ML	Ce550	Jet Air	
N707FJ	Falcon 900	Exxaero	dep
N2333K	CeU206G		02
N5324J	Ce340A		16
02. F-OIXO	ATR42-500	Air Antilles Express	<u>WIA803/4</u>
HI956	BAe3201	ACSA - Air Century	03
HI1017	Beech 1900D	Sky High Aviation	
HK-4791	BAe3201	SARPA	08
HK-4973	EMB120RT	SARPA	03
YV2140	Ce337		



Robinson D-HANS is listed on the Star Trade website as for sale but the R44 is being used by Belgian company Heli & Co. (Texel, 5 March 2018, Mike de Bruijn)

## Twente

			March 2018
05. PH-HRK	P180	JetNetherlands	
06. J-616	F-16AM	313sq	*Fist
PH-HRK	P180	JetNetherlands	
12. J-515	F-16AM	RNLAF	*Rack02
OE-FIT	Ce510	Globe Air	
15. CS-PHG	EMB505	NetJets Europe	NJE363U/474L
18. M-IFFY	Ce510	XEAD Aviation	
PH-HGT	Ce680	JetNetherlands	
20. CS-DXT	Ce560XLS	NetJets Europe	NJE363G/990C
21. D-IPRC	Ce340A	VEM Group	23

03. N995DP	Lj35A	REVA	
04. HK-4973	EMB120RT	SARPA	
05. F-OIXD	ATR42-500	Air Antilles Express	<u>WIA803/4</u>
M-OUSE	Ce510	Mouse (IOM)	14
06. N2333K	CeU206G		
PH-DCG	AW139	DCCG	
07. HK-4540	BAe3201	SARPA	09
N217QS	CL-650	NetJets	08
N350PB	PA-31-350	JUS	
08. PH-DCG	AW139	DCCG	
09 F-OIXD	ATR42-500	Air Antilles Express	<u>WIA803/4</u>
HI999	Saab 340B	ACSA	10

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HI1017	Beech 1900D	Sky High Aviation		YV600T	Ce550		
HK-5013	EMB120RT	SARPA	10	25. HK-5013	EMB120RT	SARPA	
10. HK-4540	BAe3201	SARPA	11	N51GJ	Lj36A	Global Jetcare	
HK-4791	BAe3201	SARPA	15	YV2915	RC690C		
11. HK-5013	EMB120RT	SARPA		26. F-OIXH	ATR42-500	Air Antilles Express	<u>WIA803/4</u>
N676GH	BAe125-800XP	Executive Aviation Corp.	12	HI955	Ce560XLS	Helidosa	
12. F-OIXH	ATR42-500	Air Antilles Express	<u>WIA803/4</u>	N389AW	Lj35A	Air Gato Enterprises	
HK-4540	BAe3201	SARPA	13	28. G-VYGM	A330-243	TUI Netherlands	<u>TFL375/6</u>
N350PB	PA-31-350	JUS		N39JC	Raytheon 390	Skyline Enterprises	
PH-DCG	AW139	DCCG		N42RG	PA-32RT-300		30
13. C-CPAB	DHC-8-106	DCCG – Provincial Airlines		N960DF	Ce414A	Air Services International	29
D-AAHB	Global Express	MHS Aviation	15	29. HK-4411	BAe3201	SARPA	31
G-VYGM	A330-243	TUI Netherlands	<u>TFL366</u>	30. G-VYGM	A330-243	TUI Netherlands	<u>TFL366</u>
N350PB	PA-31-350	JUS	14	HI840	BAe3101	ACSA - Air Century	31
PH-DCG	AW139	DCCG		HI1017	Beech 1900D	Sky High Aviation	
14. G-VYGM	A330-243	TUI Netherlands	<u>TFL393/4</u>	HK-5013	EMB120RT	SARPA	
HK-4411	BAe3201	SARPA	19	31. HK-5013	EMB120RT	SARPA	
YV3139	Beech 100			N588FX	CL-350	Flexjet	<u>LXJ588</u>
15. N2333K	CeU206G			N5324J	Ce340A		
PH-DCG	AW139	DCCG					
YV623T	Beech 58						
16. C-GLNL	Lj35A	Latitude Air Ambulance		<u>Aruba Airlines:</u>			
F-OIXD	ATR42-500	Air Antilles Express	<u>WIA803/4</u>	C-FXLH	01, 03, 04, 06, 08, 10, 11, 13, 15 - 18, 20, 21, 22, 24, 25, 27, 29, 31		
HI1007	Beech 1900D	Sky High Aviation		<u>Delta:</u>			
17. G-VYGM	A330-243	TUI Netherlands	<u>TFL393/4</u>	N3734B	18	N674DL	31
HK-4540	BAe3201	SARPA	22	N374DA	04	N679DA	03
HK-5013	EMB120RT	SARPA		N3764D	11	N682DA	10
18. C-GRNN	DHC-8-106	DCCG – Provincial Airlines		N3772H	25	N695DL	24
HK-5013	EMB120RT	SARPA		N6710E	17		
N215MP	Cessna 421C	Jabaco	20	<u>TUI Airlines Netherlands:</u>			
N239JP	Ce425	TJ Air	20	PH-TFK	02, 06, 07, 10, 16, 27	PH-TFL	03, 09, 23, 24, 31
N441PC	Lj35A	REVA		<u>United:</u>			
N5359J	PA-34-220T	A&K Equipment	20	N33289	24-25	N75429	31
N6311X	Ce340A	Matt Cats	20	N37273	31	N75435	17
N7821R	Beech 95	Richard K. Schmidt	20	N39416	10-11	N76504	17-18
19. F-OIXD	ATR42-500	Air Antilles Express	<u>WIA803/4</u>	N64809	10	N76505	03
N5324J	Ce340A		30	N66841	24	N78501	03-04
PH-DCG	AW139	DCCG					
20. G-VYGM	A330-243	TUI Netherlands	<u>TFL366</u>				
HK-4411	BAe3201	SARPA					
PH-FBH	AW139	DCCG					
PJ-DVE	DHC-6-300	Divi Divi Air	f/v				
21. G-VYGM	A330-243	TUI Netherlands	<u>TFL393/4</u>				
HK-4411	BAe3201	SARPA	27				
N245TT	G550	Wotan America	22				
YV1796	RC690A		22				
22. N350PB	PA-31-350	JUS	31				
23. F-OIXO	ATR42-500	Air Antilles Express	<u>WIA803/4</u>				
HI956	BAe3201	ACSA - Air Century	24				
HI1007	Beech 1900D	Sky High Aviation					
HK-4540	BAe3201	SARPA	31				
N102RL	PA-31-350	Husa	24				
YV3203	Beech 90						
24. HK-4973	EMB120RT	SARPA					
N555MF	PA-31-325	Cloud 555					

Aruba Airlines:  
C-FXLH 01, 03, 04, 06, 08, 10, 11, 13, 15 - 18, 20, 21, 22, 24, 25, 27, 29, 31

Delta:  
N3734B 18 N674DL 31  
N374DA 04 N679DA 03  
N3764D 11 N682DA 10  
N3772H 25 N695DL 24  
N6710E 17

TUI Airlines Netherlands:  
PH-TFK 02, 06, 07, 10, 16, 27 PH-TFL 03, 09, 23, 24, 31

United:  
N33289 24-25 N75429 31  
N37273 31 N75435 17  
N39416 10-11 N76504 17-18  
N64809 10 N76505 03  
N66841 24 N78501 03-04

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

As a correction to last month's comments it can be said that the Air Antilles visits are not government flights, but an actually new scheduled Winair service, direct to St Eustatius, three times a week. Apparently they use Air Antilles equipment. The German Global on the 13th came from Caracas, the crew preferred to stay at Bonaire and went back on the 15th to pick up the passengers again in Venezuela. The many prop aircraft on the 18th took part in an Air Rallye, besides the mentioned ones also nine smaller US and Canadian registered aircraft arrived. On the 20th the first visit of the second Divi DHC6, both aircraft can now normally be seen i.s.o. the Islanders.

Credit: Danny de Kiewit.



This Charleston (SC) built Dreamliner was delivered to Vietnam Airlines in October 2016. VN-A868 arrived from Geneva and departed four days later. (Amsterdam-Schiphol, 29 March 2018, Ton Jochems)



# Movements Belgium

This Beech 350 was registered to Textron in February 2018. N1124F was first tracked one month later when it was ferried to Antwerp on delivery to SAVENCIA Fromage & Dairy Benelux (former Bongrain Benelux). Future registration OO-SDV is reserved. (Antwerp, 11 March 2018, Walter Van Brempt)

## Antwerp

				March 2018	OK-PCC	PC-12/47E	T-Air	
01.	ST46	SF260D	CC Air		PH-TXA	Ce510	ASL	10
	T-729	Beech 1900D	LTDB	f/v 02	10.D-CAWX	Ce680	Aerowest Flugcharter	
	D-CAVA	SA227AC	Binair		LX-JFU	PC-12/47E	Jetfly Aviation	
	LX-NEW	PC-12/47E	Jetfly Aviation		PH-TXA	Ce510	ASL	14
	OK-PTT	PC-12/47E	Petr Turek		SP-TAT	Beech 400A	Smart Jet	f/v 11
	OO-TOA	R44	Toran		11. 9A-DWA	Ce525A	Winair	
	SP-KPV	Saab 340A	Sprintair	f/v 02	9H-FGV	EMB500	Luxwing	
02.	CS-LAS	Ce680A	NetJets Europe	04	LX-TAI	PC-12/47E	Jetfly Aviation	
	D-CCGM	EMB505	Rhein-Mosel-Flug	03	N1124F	Beech 350i	Bongrain	del 12
	HA-TAG	Saab 340A	Fleet Air International	05	N766AM	AS355N	S.J. Golding	12
03.	CS-CHD	CL-350	NetJets Europe		12. CS-LAS	Ce680A	NetJets Europe	
	I-FXRK	P180	K-air	04	D-CAWX	Ce680	Aerowest Flugcharter	
	N813PD	G-IV	Pegasus Elite Aviation		D-ICCC	CeF406	Air Taxi Europe	13
	PH-TXA	Ce510	ASL	06	D-IEAH	Beech C90A	Fuchs & Partner	
	YU-BTB	Ce550 Bravo	Air Pink	04	F-GUPM	DA42	Aeroplano	
04.	CS-DXJ	Ce560XLS	NetJets Europe		F-HASJ	Ce510	Astonjet	
	N363JR	PA-46-500TP	Devuma	06	LX-EBE	Ce560XLS+	Flying Group Luxembourg	13
	N892WA	RC690A	Reni Aviation		LX-JFN	PC-12/47	Jetfly Aviation	
	OY-SNS	P68C	Bio-Flight	f/v tdy	OO-CLA	Ce525C	Luxaviation Belgium	
05.	D-CCGM	EMB505	Rhein-Mosel-Flug		13. CS-LAU	Ce680A	NetJets Europe	
	D-GEMF	P68C	Business Air		D-CEFO	Ce560XLS+	Air Hamburg	
	D-ICCC	CeF406	Air Taxi Europe	06	D-CJOS	Ce525B	Star Wings Dortmund	
	LX-JFI	PC-12/45	Jetfly Aviation		D-CMMP	EMB505	Luxaviation Germany	f/v 15
	OY-LGI	Global 6000	Execujet Scandinavia		D-FNAH	PC-12/47E	Fresena Flug	
06.	ST46	SF260D	CC Air		G-LUBB	Ce525	Centreline	14
	D-BOBI	Falcon 2000LX	BASF		HB-IGV	Falcon 50EX	VF International	
	HB-IGV	Falcon 50EX	VF International		LX-EBE	Ce560XLS+	Flying Group Luxembourg	15
	LX-JFI	PC-12/45	Jetfly Aviation		OO-GLM	Ce680	Air Service Liège	14
	M-ARTY	PC-12/47E	Creston (UK)		OO-STR	AS350B3	Stephex Stables	
	N363JR	PA-46-500TP	Devuma	12	14. D-CAWU	Ce560XLS	Adolf Wurth	
	OO-STR	AS350B3	Stephex Stables		D-CQAJ	Lj35A	Quick Air Service	f/v
	PH-TXA	Ce510	ASL	07	F-GPJD	Beech E90	Arkata Aviation	arr tdy
07.	D-CAVA	SA227AC	Binair	08	HB-IGV	Falcon 50EX	VF International	
	F-HTTO	Global 5000	Flying Group		HB-VPE	Ce525A	Execujet Europe	
	G-WIRG	ERJ135BJ	Air Charter Scotland	08	N363JR	PA-46-500TP	Devuma	22
	HB-IGV	Falcon 50EX	VF International	08	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	
	LX-EBE	Ce560XLS+	Flying Group Luxembourg	08	OO-ACC	Ce525A	Air Service Liège	15
	M-BLUE	Global 5000	Tetran Assets		OO-PCI	PC-12/47E	EAPC	
	OK-PCC	PC-12/47E	T-Air		PH-TXA	Ce510	ASL	17
	YU-BST	Ce525	Eagle Express	14	15. ST44	SF260D	CC Air	
08.	ST44	SF260D	CC Air		9H-VCC	CL-350	VistaJet Malta	
	CS-LTA	Ce680A	NetJets Europe		CS-DXR	Ce560XLS	NetJets Europe	
	HB-IGV	Falcon 50EX	VF International		D-CNAG	SA227DC	Binair	16
09.	CS-PHG	EMB505	NetJets Europe		D-CNOC	Ce560XLS	Atlas Air Service	16
	D-BOBI	Falcon 2000LX	BASF		D-IFFF	CeF406	Air Taxi Europe	
	D-CNAF	SA227AC	Binair		D-INCS	Ce525	Bizair Flug	16
	D-CNOC	Ce560XLS	Atlas Air Service	12	EC-JIP	SA226TC	Flightline	16
	HB-IGV	Falcon 50EX	VF International		OO-ACC	Ce525A	Air Service Liège	16
	LX-NEW	PC-12/47E	Jetfly Aviation	13	OO-GLM	Ce680	Air Service Liège	16
	OK-AST	Ce560XL	Air Bohemia	10	OO-STR	AS350B3	Stephex Stables	
					16. D-CAHO	Ce560XLS+	Air Hamburg	
					F-GPJD	Beech E90	Arkata Aviation	tst

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M-LEYS	Beech C90GT	Heres Aviation	17	N69WY	R44	Heli Support	
OO-ACC	Ce525A	Air Service Liège		OO-FOX	PA-46-350P	M. de Vos	
OO-STR	AS350B3	Stephex Stables		PH-DAM	P180	JetNetherlands	
S5-SAD	Global 6000	Elit'avia	18	27.D-CHEC	Ce680	E-Aviation	del
SP-FNV	Ce421C	Smart Jet		D-CNAC	SA227DC	Binair	28
18.D-CXLS	Ce560XLS+	Air Hamburg		D-CPSW	SA227AC	Binair	28
OO-ACC	Ce525A	Air Service Liège	19	F-HCJE	EMB500	Compagnie de Phalsbourg	
OO-PCI	PC-12/47E	EAPC		G-MSPT	EC135T2	S.J. Golding	
19.D-INCS	Ce525	Bizair Flug		LX-DEC	Ce680	J C Decaux	
HB-GLB	Beech B200	Swiss Flight Services	20	OO-GEE	PC-12/47E	Blue Sky Aviation	
HB-TEN	Ce208B	Swiss Flight Services	21	OO-STR	AS350B3	Stephex Stables	
OO-ACC	Ce525A	Air Service Liège	22	PH-HLM	PA-34-200T	KN Singles and Twins	
PH-MFX	Ce650	JetNetherlands		PH-TXA	Ce510	ASL	28
PH-MFX	Ce650	JetNetherlands	22	SP-NAZ	PA-46-350P	A. Vissers	31
20.HB-TEN	Ce208B	Swiss Flight Services	tst	YU-MTU	Ce525	Infinity Aviation	
OO-STR	AS350B3	Stephex Stables		28.D-CHIC	EMB505	Air Hamburg	29
21.D-BOBI	Falcon 2000LX	BASF		D-CNAC	SA227DC	Binair	29
D-CLBM	EMB505	Liebherr International	f/v 22	D-IOHL	Ce525A	Ohlair	29
EC-JIP	SA226TC	Flightline	22	EI-FSL	ATR72-212A	Flybe	f/v
F-GPJD	Beech E90	Arkata Aviation	tst	F-GPJD	Beech E90	Arkata Aviation	tst
LX-EBE	Ce560XLS+	Flying Group Luxembourg	25	HB-IGV	Falcon 50EX	VF International	29
M-LEYS	Beech C90GT	Heres Aviation		LX-VMF	Ce560XL	Luxaviation	f/v
OO-RFF	R44	Heliventure FTO		N363JR	PA-46-500TP	Devuma	11
22.ST44	SF260D	CC Air		OO-STR	AS350B3	Stephex Stables	
D-FALK	Ce208	Business Wings	23	YU-SCJ	Ce525	Prince Aviation	f/v
D-IATE	CeF406	Air Taxi Europe		YU-SPC	Ce560XLS+	Prince Aviation	29
EC-GXJ	SA226TC	Flightline	23	29.ST43	SF260D	CC Air	
EC-HVQ	Ce525	Executive Airlines		CS-DFF	Falcon 2000EX	NetJets Europe	
F-GPJD	Beech E90	Arkata Aviation	tst	D-CNAG	SA227DC	Binair	
G-PKHA	PC-12/47E	Pilatus Beheer	f/v	D-ITAN	Ce525	Transavia	
M-BETS	RC695A	Aldersey Aviation		EC-GXJ	SA226TC	Flightline	
N363JR	PA-46-500TP	Devuma	23	LX-JFZ	PC-12/47E	Jetfly Aviation	
OO-IDE	Ce525	Air Service Liège		M-ARTY	PC-12/47E	Creston (UK)	
23.ST44	SF260D	CC Air		N209PB	PC-12/45	Meaulnes Aviation	
EC-GXJ	SA226TC	Flightline	26	OO-CEJ	Ce525	Air Service Liège	09
EC-JIP	SA226TC	Flightline	24	PH-LAU	Falcon 900EX	Exxaero	30
F-GPJD	Beech E90	Arkata Aviation	tst	SP-KPZ	Saab 340A	Sprintair	
M-ARTY	PC-12/47E	Creston (UK)		TC-ADO	BAe125-800XPi	ADO Air	f/v
N363JR	PA-46-500TP	Devuma	25	YU-MTU	Ce525	Infinity Aviation	30
OO-CEJ	Ce525	Air Service Liège		30.RN08	NH90-TTH	18sq/1w	
OO-GEE	PC-12/47E	Blue Sky Aviation	24	CS-LAS	Ce680A	NetJets Europe	31
PH-DAM	P180	JetNetherlands		D-CNAC	SA227DC	Binair	
24.CS-PHF	EMB505	NetJets Europe		D-CPSW	SA227AC	Binair	
F-HFTV	Beech 200	Aero Sotravia	arr tdy	G-LFBD	Ce525A	Centreline	
N755JM	DHC-2	W. van der Flier	dep	M-ARTY	PC-12/47E	Creston (UK)	02
OE-FZB	Ce510	GlobeAir		OE-FCS	DA42	Wildberg Air	f/v
OO-GEE	PC-12/47E	Blue Sky Aviation	26	PH-DIX	PC-12/45	Din Air	
OO-MMD	SV-4C	A. van Erck		PH-DTS	DA42	Wings over Holland	
OO-PCM	PC-12/47E	EAPC		PH-TXA	Ce510	ASL	03
25.2-DITO	PA-46-500TP	Citavia	f/v	31.D-CDAS	EMB505	DAS Private Jets	
EI-FMJ	ATR72-212A	Flybe	f/v	D-IAAB	EMB500	Arcus Air	f/v 02
F-GPJD	Beech E90	Arkata Aviation	tst	F-GPJD	Beech E90	Arkata Aviation	tst
F-HFTV	Beech 200	Aero Sotravia	tst	F-HAGH	Ce525	Aero Business Charter	02
M-OLLY	Ce525	MBK Maschinenbau	f/v 26	F-HFTV	Beech 200	Aero Sotravia	tst
26.D-BEER	EMB550	Air Hamburg	f/v 27	LX-JNC	CL-605	Luxaviation	f/v
G-LUBB	Ce525	Centreline	27	OO-HSM	AS355F1	Heli Service Belgium	



This Piaggio was delivered in May 2017 in the colours of its previous operator. PH-DAM emerged from the paint shop on 21 February 2018 and we can finally publish a photo in these new colours. The aircraft is based at Flanders International Airport/Kortrijk, Belgium. (Antwerp, 23 March 2018, Walter Van Brempt)

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Cathay Pacific Airways took delivery of this Airbus A330 in May 2008. It operated its last flight for Cathay on 1 December 2017. The aircraft departed for Belgium on 11 March 2018. After arrival the aircraft went to Rome for painting. The aircraft will be operated by Brussels Airlines but in Eurowings colours. (Brussels, 11 March 2018, Paul Sander)

The Beech on the 11th arrived on delivery to SAVENCIA Fromage & Dairy Benelux (the new name for Bongrain Benelux) and is to be OO-SDV. The DHC-2 on the 24th departed to Brasschaat Airfield. It has been sold and will be transferred to the Czech registry. The E-Aviation Cessna on the 27th is destined for Stephex Stables as OO-SXX.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

		March 2018			
01.	OK-SWW	B737-7Q8	SmartWings	CSA630/631	
	OO-ABB	A340-313E	Air Belgium	06 ABB844P/343T	
	SX-ORG	A320-232	Orange2fly	OTF1803/184P	
02.	CS-TQW	A330-223	Hi Fly	05 BAF630/631	
	ET-ANR	B777-260LR	Ethiopian Airlines	div ETH500	
	ET-ARF	B787-8	Ethiopian Airlines	div ETH504	
	OO-ABA	A340-313E	Air Belgium	arr ABB835P	
03.	9H-VFB	CL-605	VistaJet Malta		
	CS-TQP	A330-202	Hi Fly	04 GRL933/HFY271P	
	D-ITIM	HA-420	Privateways		
	OO-NGI	ERJ190BJ	Flying Group		
	PH-FJK	Ce525B	JetNetherlands		
	SP-ZAK	Global 5000	Jet Service		
04.	A7-AAH	A340-313X	Qatar Airways Amiri Flight	07	
	A7-HHJ	A319-133X	Qatar Airways Amiri Flight	07	
05.	5105	CL-601-3A	241.dlt	06 CEF05C	
	678	G-V	352 MMYP	06 HAF352E	
	0002	G550	1.BLTr	PLF106	
	T.18-2/45-41	Falcon 900B	451 Esc	06 AME4561	
	9H-OME	B737-505	Air X Charter	AXY0501	
	A7-AAG	A320-232	Qatar Airways Amiri Flight	06 QAF4	
	A7-HHE	B747-8JK	Qatar Airways Amiri Flight	07 QAF1	
	A7-MBK	A320-232X	Qatar Airways Amiri Flight	07	
	OM-BYB	Fokker 100	Government of Slovakia	SSG004	
06.	MM62243	A319-112CJ	306 Gruppo TS	IAM3162	
	026	C295M	8.BLTr (13.el)	PLF042	
	9H-MTF	B737-329	Maleth-Aero	MLT168F	
	9H-OME	B737-505	Air X Charter	AXY0601	
	A7-AMA	A350-941	LATAM Brazil	QTR195/6	
	OM-BYB	Fokker 100	Government of Slovakia	SYG004	
	VQ-BLA	G550	Execujet Europe		
07.	4L-GAA	CL-850	Georgian Airways		
	9H-MAC	B737-548	Maleth-Aero	MLT168	
08.	14+04	Global 5000	FBS BMVg	GAF648	
	50+51	C-160D	LTG63		
	L1-01	Falcon 2000EX	Slovenian Air Force		
	102004	Tp102C	TSFE	SVF633	
	T-785	Falcon 900EX	LTDB		
	T.18-2/45-41	Falcon 900B	451 Esc		
	0002	G550	1.BLTr		
	CS-DIY	Ce525B	AirJetSul		
	CS-DRU	BAe125-800XPI	NetJets Europe		
	CS-DXH	Ce560XLS	NetJets Europe		
	CS-PHG	EMB505	NetJets Europe		
	CS-PHK	EMB505	NetJets Europe		
	CS-TQW	A330-223	Hi Fly	12 BAF631	
	D-AGBG	Falcon 7X	VW Air Services		
	D-AZEM	Falcon 900EX	Zeman Flugtechnik		
	D-FNJP	PC-12/47E	Air Alliance Express		
	D-IADV	Ce551	MCH Holdings		
	G-TUUI	B787-8	TUI Airways	div TOM065	
	M-ARTY	PC-12/47E	Creston (UK)		
	M-INER	Global 6000	ICC Aviation		
	N12U	Falcon 7X	United Technologies		
	N1415N	G650ER	Solairus Aviation	TWY15	
	N146QS	Global 6000	NetJets	09	
	N805TM	G650ER	Airflite	09	
	PH-RLG	Ce680	Cartier Europe		
	PH-TFB	B737-8K5	TUI Netherlands	09 JAF903/5903	
	SP-LIG	ERJ175LR	Polish Government		
09.	14+03	Global 5000	FBS BMVg		
	MM62029	Falcon 50	306° Gruppo TS		
	9H-MAC	B737-548	Maleth-Aero		
	9H-VCK	CL-350	VistaJet Malta		
	EI-GJC	B737-800	Ryanair		
	F-HSFJ	Ce680A	SFJ Aviation		
	HB-JSF	CL-650	Robert Bosch		
	M-AAAL	G650	Global Jet Isle of Man		
	N446MC	B747-4B5ERF	Atlas Air	GTI525	
	N828SN	G650ER		10	
	OO-NGI	ERJ190BJ	Flying Group		
	OO-SND	A320-214	Brussels Airlines	dep BEL9901	
	PH-TFB	B737-8K5	TUI Netherlands	JAF5904/904P	
	VQ-BLA	G550	Execujet Europe		
10.	9H-MAC	B737-548	Maleth-Aero		
	9H-OME	B737-505	Air X Charter		
	CS-TQP	A330-202	Hi Fly	11 HFY261P/BAF600	
	OE-FIT	Ce510	GlobeAir		
11.	C-FVLU	B787-9	Air Canada	arr ACA832	
	N446MC	B747-4B5ERF	Atlas Air	GTI526/517	
	OO-SFB	A330-342E	Brussels Airlines	16 BEL9904/ -	
12	102004	Tp102C	TSFE	13 SVF636	
	PZ-TCR	A340-313X	Surinam Airways	13 SLM3001/3002	
13.	T.18-2/45-41	Falcon 900B	451 Esc		
	9H-TJG	B737-86J	Corendon Airlines Europe		
	CS-LAU	Ce680A	NetJets Europe		
	CS-TQW	A330-223	Hi Fly	14 BAF631/JAF301	
	EC-LTF	Global 6000	TAG Aviation España		
	EC-MDS	B747-419	Wamos Air	JAF217P/217	
	F-GCGA	Beech C90	Aelia Assuarnces		
	G-FBKB	Ce510	Wijet		
	LX-WEB	Ce525B	Jetfly Aviation		
	N430QS	G450	NetJets	14	
	N446MC	B747-4B5ERF	Atlas Air	GTI511	
	N620SY	Global 6000	Bellco Capital		
	OE-FIT	Ce510	GlobeAir		
	OE-FWH	Ce510	Smartline		
	OE-GDF	EMB505	Speedwings		

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OO-NGI	ERJ190BJ	Flying Group	23.3085	A319-115X	241.dlt	CEF02
14.0260	Yak-40	241.dlt	N377SK	ERJ140LR		
CS-DLC	Falcon 2000EX	NetJets Europe	N446MC	B747-4B5ERF	Atlas Air	GTI525
CS-PHI	EMB505	NetJets Europe	24.A7-AMA	A350-941	LATAM Brazil	QTR195/6
D-AHER	Falcon 900EX	Heron Aviation	OO-SND	A320-214	Brussels Airlines	arr BEL9904
D-CDAS	EMB505	DAS Private Jets	25.EC-LZO	B767-35DER	Privilege Style	26 AFR371V/BEL203
D-CPMI	Ce560XLS+	Papier-Mettler	EI-NEO	B787-9	NEOS	NOS637/837
D-IICE	Beech B200	Euro Link	ZS-NEX	B767-35DER	Aeronexus	ARN629/639
EC-MDS	B747-419	Wamos Air	26.OE-IFU	A320-214	Brussels Airlines	del
I-MFAB	BAe125-900XP	Skybridge AirOps	PZ-TCR	A340-313X	Surinam Airways	30 SLM3001/3002
LY-CGC	B737-4Y0	GetJet Airlines	27.EC-LZO	B767-35DER	Privilege Style	BEL204/9903
M-UNIS	Global XRS	Lapwing	G-FJET	Ce550	Luxaviation UK	
N860AA	G550	Craig Protein Division	LX-JFB	PC-12/47E	Jetfly Aviation	
PH-DIX	PC-12/45	Din Air	N446MC	B747-4B5ERF	Atlas Air	GTI511
T7-BPJ	PC-12/47E	Eurojet Holdings	N551GT	G550	Kad li Aviation	28
Z3-MKD	Lj60	Government of Macedonia	N688CB	G550	Thermo Fisher International	
15.0260	Yak-40	241.dlt	OE-GXL	Ce56XL	Speedwings	
017	C295M	8.BLTr (13.el)	OM-BYB	Fokker 100	Government of Slovakia	
T.18-2/45-41	Falcon 900B	451 Esc	28.02	C-17A	HAW	BRK96
CS-DRV	BAe125-800XPi	NetJets Europe	C-FJAU	B737-8K5	TUI Belgium	arr SWG9972
CS-DRW	BAe125-800XPi	NetJets Europe	OK-TSE	B737-81D	Travel Service	CSA630/631
D-AFAA	CL-604	FAI Rent-A-Jet	S5-AFB	CRJ900	Adria Airways	f/v ADR376/377
F-GCGA	Beech C90	Aelia Assurances	YR-FKA	Fokker 100	Carpatair	LOT8177/8178
F-HEND	Ce510	Astonjet	29.I-NEOW	B737-86N	NEOS	30 JAF853P/21W
LY-CGC	B737-4Y0	GetJet Airlines	LY-GTW	B737-4Q8	GetJet Airlines	AMC422/3
OE-IAB	B737-4Z9(F)	ASL Airlines Belgium	OM-GEX	B737-8AS	AirExplore	30 JAF181P/1FH
OO-ABB	A340-313E	Air Belgium	OM-GTD	B737-46J	Go2Sky	CSA630/631
OO-SFB	A330-342E	Brussels Airlines	OO-ABA	A340-313E	Air Belgium	dep SLM9004
OO-VLI	Fokker 50	VLM Airlines	OO-SFC	A330-342E	Brussels Airlines	BEL9904/ -
16.CS-TQW	A330-223	Hi Fly	30.I-NEOW	B737-86N	NEOS	31 JAF1FP/2ED
17.4L-GAA	CL-850	Georgian Airways	N446MC	B747-4B5ERF	Atlas Air	GTI525
CS-TQP	A330-202	Hi Fly	OM-GEX	B737-8AS	AirExplore	31 JAF99H/17K
D-CDAS	EMB505	DAS Private Jets	OO-TMA	B737-8	TUI Belgium	del JAF328
EI-NEO	B787-9	NEOS	31.I-NEOW	B737-86N	NEOS	JAF3FM/804
OK-BEE	Beech 400A	JetBee Czech	OM-GEX	B737-8AS	AirExplore	JAF4LM/7GX
20.LX-GCL	B747-467F	Cargolux	OM-GEX	B737-8AS	AirExplore	01 JAF6JX/10T
N446MC	B747-4B5ERF	Atlas Air	OM-JEX	B737-8AS	AirExplore	JAF357P/8ET
OK-TSI	B737-9GJER	Travel Service	OM-JEX	B737-8AS	AirExplore	JAF4DH/412P
OK-TSM	B737-9GJER	Travel Service	OO-ABA	A340-313E	Air Belgium	arr SLM3003
21.0012/F-RBAE	A400M	ET01.061	SU-TCG	A321-211	Almasria Universal Airlines	LMU6321
22.5105	CL-601-3A	241.dlt	SU-TMK	B737-82R	FlyEgypt	
C-080	CL-604	Esk721				
86/F-RAFB	Falcon 7X	ET00.060				
15+01	A319-115X	FBS BMVg				
678	G-V	352 MMYP				
MM62244	Falcon 900EX	93° Gruppo TS				
08 bl	C-27J	Transporto Esk				
17402	Falcon 50	Esq504				
T.18-5/45-44	Falcon 900B	451 Esc				
L1-01	Falcon 2000EX	Slovenian Air Force				at EBMB
102005	Tp102D	TSFE				23 - /SVF638
ZE708	BAe146 C3	32(TR)sq				23 - /KRF13
9A-CRO	CL-604	Government of Croatia				23
G-TUIG	B787-8	TUI Airways				arr TOM969
LZ-OOI	Falcon 2000	Government of Bulgaria				
OM-BYB	Fokker 100	Government of Slovakia				
SP-LIH	ERJ175LR	Polish Government				

Most callsigns have been tied up using various tracking websites. This month Air Belgium ferried both expected aircraft to Brussels. The first one arrived on the 1st and the second arrived on the 2nd. Orange2Fly operated a charter from Shannon on the 1st. Two Ethiopian flights diverted to Brussels on their way to Dublin on the 2nd for their technical stop on their way to the USA. After a refuel both continued to their final destination. On the 4th the first aircraft related to the official visit of His Highness Sheikh Tamim bin Hamad Al Thani to Belgium arrived. More arrived on the 5th and all departed on the 7th. Georgian Airways made a technical stop on the 7th to Berlin from an unknown destination. The TUI Dreamliner on the 8th diverted to Brussels for fuel on its way from Phu Quoc, Vietnam to London Gatwick. The



Boeing 787 G-TUIG operated its last flight for the UK branch on 22 March 2018 and was ferried to Brussels that same day. By the time you read this it is operating for the Belgian branch as OO-LOE. (Brussels, 24 March 2018, Robert Eikelenboom)

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This queen of the skies was delivered to Japan Air Lines in 1994. It was converted to freighter in 2007 and withdrawn from use three years later. Atlas Air operated this Boeing 747 from April 2011 until November 2015. The aircraft arrived at Los Angeles on its delivery flight to Western Global Airlines on 7 November 2015 registered as N356KD. (Liège, 29 March 2018, Bjorn van der Velpen)

Brussels Airlines Airbus departing on the 9th and returned on the 24th from Ostrava in the Smurfs special colours. The Brussels Airbus on the 11th was still in basic Cathay colours. After a local test flight on the 15th the Airbus departed to Rome on the 16th. Georgian Airways made another technical stop on the 17th from Berlin to an unknown destination. The TUI Airways Dreamliner on the 22nd arrived on delivery to TUI Belgium. By the time you read this the aircraft is operating as OO-LOE. The Austrian registration from the Airbus on the 26th was cancelled the same day. It was registered to Brussels Airlines as OO-SNL the next day. On the 28th a TUI Belgium Boeing 737 returned from its winterlease to Sunwing. A second former Cathay Airbus arrived on the 29th. It departed the same day to Frankfurt.

Credits: Luchtzak forum, Scramble forum.

### Kleine Brogel

March 2018			
01.ST47	SF260D	CC Air	*
05.H31	A109BA	17sq/1w	*
ST48	SF260D	CC Air (grey c/s)	*
06.ST48	SF260D	CC Air (grey c/s)	*
07.CE04	ERJ145LR	21sq	*
CH10	C-130H	20sq	*
FB21	F-16BM	2w	*
ST44	SF260D	CC Air (grey c/s)	*
08.FB21	F-16BM	2w	*
ST44	SF260D	CC Air (grey c/s)	*
ST48	SF260D	CC Air (grey c/s)	*
ET-615	F-16BM	Esk 727	*
G-781	C-130H	336sq	*
09.1x	SF260D	CC Air (grey c/s)	*
CH13	C-130H	20sq	*
RN08	NH90-TTH	18sq/1w	*
12.ST04	SF260M+	CC Air	*
ST12	SF260M+	CC Air	*
ST24	SF260M+	CC Air	*
ST32	SF260M+	CC Air	*
ST34	SF260M+	CC Air (Red Devils c/s)	*
13.08-8197	C-17A	62nd AW	*
15.ST48	SF260D	CC Air (grey c/s)	*
21.ST41	SF260D	CC Air (grey c/s)	*
23.ST12	SF260M+	CC Air	*
29.CH10	C-130H	20sq	*
CH13	C-130H	20sq	*

Credit: Toon Cox.

### Koksijde

March 2018			
05.1x	SF260D	CC Air	*
G12	MD902	Federale Politie	*
17	SA365N2	35F	*
06.ST44	SF260D	CC Air	*
08.H31	A109BA	17sq/1w	*

09.CH04	C-130H	20sq	*
FA72	F-16AM	2w	*
FA84	F-16AM	2w	*
FA86	F-16AM	2w	*
FA97	F-16AM	2w	*
FA135	F-16AM	2w	*
FB22	F-16BM	2w	*
H31	A109BA	17sq/1w	*
ST25	SF260M+	CC Air	*
14.4x	F-16AM	2w	*
H35	A109BA	17sq/1w	*
ST03	SF260M+	CC Air	*
ST12	SF260M+	CC Air	*
ST24	SF260M+	CC Air	*
ST32	SF260M+	CC Air	*
ST44	SF260D	CC Air	*
E128/705-TM	Alpha Jet E	EAC00.314	*
E166/705-RW	Alpha Jet E	EAC00.314	*
15.H38	A109BA	17sq/1w	*
H44	A109BA	17sq/1w	*
H45	A109BA	17sq/1w	*
19.1x	F-16AM	10w	2x *
FA56	F-16AM	10w	2x *
FA131	F-16AM	10w	*
21.OO-HSM	AS355F1	Heli Service Belgium	22
22.FB17	F-16BM	10w	*
OO-HSM	AS355F1	Heli Service Belgium	*
23.1x	SF260D/M+	CC Air	*
26.1x	SF260D/M+	CC Air	2x *
ST44	SF260D	CC Air	*
28.H31	A109BA	17sq/1w	2x
E166/705-RW	Alpha Jet E	EAC00.314	*
E171/705-RZ	Alpha Jet E	EAC00.314	*

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

### Liège

March 2018			
02.EI-DCT	B737-8AS	Ryanair	div dep
G-CKAF	ERJ145EP	bmi Regional	div BMI3662/9251
LZ-ABJ	An-26B	Rose Air	REM563/4
OH-LKO	ERJ190LR	Finnair	div FIN1543/8931
SP-SPE	ATR72-202	SprintAir	dep
05.UR-CKL	An-12BK	Cavok Air	06 CVK7081/1
06.OO-ABB	A340-313E	Air Belgium	15 ABB343T
07.N445QS	G450	NetJets	
UR-CAH	An-12BK	Ukraine Air Alliance	UKL4065/6
08.8P-ASD	G650ER	Grupo Santo Domingo	
HB-IVJ	G650	ExecuJet Europe	VCN1
N445QS	G450	NetJets	09
N1415N	G650ER	Solairus Aviation	TWY15
OY-SRP	B767-232(F)	Star Air	TAY97P/97W
09.A6-GGP	B747-412F	Dubai Air Wing	10 DUB8
D-CAAM	Do228-212	Arcus Air	
N551VL	G550	Indoroma Ventures	
N919CA	B747-4H6(F)	National Airlines	10 NCA671/2

OY-SRP	B767-232(F)	Star Air	TAY98Y/97W
10.N741CK	B747-4H6(F)	Kalitta Air	12 CKS9162
OE-IAT	B737-4M0(F)	FedEx Express	tst TAY946T
OY-SRP	B767-232(F)	Star Air	TAY98Y/98
11.TC-ARB	CL-300	Arkasair	
14.OO-TCT	A320-214	VLM Airlines	TCW9311/2
RA-76952	Il-76TD-90VD	Volga-Dnepr	dep VDA1062
15.OO-SSJ	A319-111	Brussels Airlines	div BEL51J
UR-CQE	An-26B	Vulkan Air	arr VKA143
18.EI-STP	B737-4Q8(F)	ASL Airlines Ireland	del ABR733P
UR-82029	An-124-100	ADB	19 ADB287F/2387
19.N952CA	B747-4H6(F)	National Airlines	dep NCA811
20.279	AW139	301sq	arr IRL279
24.EC-MFT	BAe146-300QT	ASL Airlines Spain (a/w)	dep
N741CK	B747-4H6(F)	Kalitta Air	CMB594
OE-XAI	AW139	Leonardo	dep Agusta65
30.G-ZAPX	B757-256	Titan Airways	for JAF
UR-CCP	An-12A	Cavok Air	

Three Brussels diversions on the 2nd. Air Belgium arrived on the 6th for some circuit training. The Airbus departed back to Brussels on the 15th. The FedEx on the 10th performed a local test flight. On the 18th a new fleet addition for ASL Airlines arrived from Shannon. The ASL BAe146 on the 24th departed all white to the UK on delivery to JOTA.

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

### Ostend-Bruges

March 2018			
01.ER-BBJ	B747-412F	Aerotrans Cargo	dep ATG6614
02.OO-TCQ	A320-214	Brussels Airlines	div BEL3816
03.I-FXRK	P180	K-air	
05.N425ST	Ce550	F S Aviation	2x
OO-IDE	Ce525	Air Service Liege	
OO-JBG	B737-8K5	TUI Airlines Belgium	tst JAF111
06.CS-LTA	Ce680A	NetJets Europe	NJE200/201
N363JR	PA-46-500TP	Devuma	
07.ER-BBJ	B747-412F	Aerotrans Cargo	10 ATG6620/1
F-HTTO	Global 5000	Flying Group	
PH-HZI	B737-8K2	Transavia	tst TRA041
UR-CGW	An-12BP	Ukraine Air Alliance	08 UKL4034/5
08.OE-FDT	Ce510	GlobeAir	
OO-JCV	PC-12/47E	Nextgen Aviation	09 2x
UR-11316	An-12BK	Motor Sich Airlines	MSI6549
09.D-CCGM	EMB505	Star Wings Dortmund	
10.CS-DXR	Ce560XLS	NetJets Europe	
OE-GUN	Ce560XLS	Salzburg Jet Aviation	MOZ561
PH-BGN	B737-7K2	KLM	tst KLM9865/9866
12.N60BY	Beech B200GT	Rangeflyers	
13.OO-CFW	PC-12/47E	Nextgen Aviation	14
14.CS-TRJ	A321-231	20sq	BAF633
OO-TCT	A320-214	VLM Airlines	TCW310/9311

15.ER-BBJ	B747-412F	Aerotrans Cargo	16 ATG6604/5
OO-CFW	PC-12/47E	Nextgen Aviation	
OO-SSH	A319-112	Brussels Airlines	div BEL184
OO-SSK	A319-112	Brussels Airlines	div BEL2066
OO-TCT	A320-214	VLM Airlines	TCW9414/410F
16.D-CBCT	Ce525C	Aero	
17.HB-TEN	Ce208B	Swiss Flight Services	18
19.ER-BBJ	B747-412F	Aerotrans Cargo	ATG6609
F-HGPG	Ce525	Groupe Philippe Ginestet	
OO-TUK	B737-86J	TUI Airlines Belgium	tst JAF111
OO-VLS	Fokker 50	VLM Airlines	tst WLM123T
22.OK-OKL	PA-42-720	Air Bohemia	23 BOH323/1
OO-SNE	A320-214	Brussels Airlines	tst BEL9951/2
23.F-GCGA	Beech C90	Aelia Assurances	
OK-PMB	PA-46-500TP	Alpha Aviation	arr
OO-CIV	Ce525A	Luxaviation Belgium	24 AAB449
SP-CEZ	Lj60XR	Jet Story	26
24.OO-VLS	Fokker 50	VLM Airlines	tst WLM123T
26.D-IADV	Ce551	MCH Holdings	2x
F-HCJE	EMB500	Cie de Phalsbourg	27
27.ER-BBJ	B747-412F	Aerotrans Cargo	ATG6619/6620
G-USHA	Lj75	Zenith Aviation	BZE07A/B
28.TF-AMU	B747-48EF	Astral Aviation	ACP2602/4656
30.G-USHA	Lj75	Zenith Aviation	
I-NEOW	B737-86N	NEOS	f/v JAF9FG/7MB
N705CK	B747-4B5F	Kalitta Air	CKS9212/212
31.N411SN	MD-11F	Western Global A/L	AJK2603/4658
N1912G	EMB500		

### EgyptAir Cargo:

SU-GAC	08/10
SU-GAS	02, 06, 09, 10, 11, 12, 13, 15, 17, 22, 24, 28, 31
SU-GAY	04, 05, 07, 15, 18, 20, 21/22, 23, 25, 27, 28/29, 29

### TUI Belgium:

OO-JAO	04	OO-TEA	01/02, 02, 03, 05, 05/06, 31
OO-JAY	07, 21, 21/22, 22, 23	OO-TUK	16/17, 17/18
OO-JBG	02/03, 07, 07/08, 08, 09, 24		
OO-JEF	09/10, 10/11, 14, 14/15, 16		
OO-JEM	06, 08/09, 09 - 14, 14/16, 16, 17, 17/18, 18, 18/19, 19/20, 20/21, 21 - 26,28	OO-TUP	27/28, 29, 30, 31
OO-JLO	/01, 01, 02	OO-TUV	23, 24, 25
OO-JVA	26/27, 27/28, 30, 31		

On the 2nd a Brussels diversion. A test flight for TUI on the 5th. Transavia visited while on a test flight on the 7th. KLM operated a test flight on the 10th. Two more Brussels diversions on the 15th. TUI operated another test flight on the 19th as did VLM Airlines. Brussels Airlines operated a test flight on the 22nd and VLM did one on the 24th. The NEOS on the 30th was a first visit.

Credit: Replo.be, Nik Deblauwe.



OO-TCQ started its career with MyTravel Airlines in 2003 as OY-VKN. From 2004 Vueling operated this Airbus as EC-JDO. Thomas Cook Airlines added the aircraft to its fleet in 2009 as G-TCAD. It was transferred to its Belgian sister company in 2014 as OO-TCQ. Thomas Cook Airlines Belgium was taken over by Brussels Airlines in 2015 and this is one of the aircraft that has been integrated in the Brussels Airlines fleet. (Ostend, 2 March 2018, Nik Deblauwe)



Airbus A320 A7-AAG was delivered to the Government of Qatar in October 1999. Unlike most aircraft this aircraft was not delivered as a VIP aircraft. (Brussels, 5 March 2018, Wouter Cooremans)



This rather large business jet departed the factory already in February 2012. A7-HHE spent some time in Germany for completion work and was delivered to the Government of Qatar in January 2016. (Brussels, 5 March 2018, Steven Picalausa)



Not taken up by Singapore Airlines this Airbus A340 was delivered to China Airlines in 2003. Three years later it was transferred to the Mandarin Airlines fleet. In 2007 the Government of Qatar acquired the aircraft and is operating the A340 registered as A7-AAH. The majority of aircraft are being operated by the Qatar Amiri Flight in the livery of the flag carrier of Qatar, Qatar Airways. Sheikh Tamim bin Hamad al Thani arrived in Belgium on 5 March for an official visit with a sizeable fleet of aircraft. After its visit to Belgium the Emir continued to Bulgaria on 7 March. (Brussels, 5 March 2018, Yannick van Praag)

# Paramaribo-Zanderij 2018 - Part 1



N650MS is the first G650 to ever set foot at Johan Adolf Pengel International Airport. The Gulfstream carried the widow of the late Steve Jobs, who also founded the Emerson Collective, an organisation that supports social entrepreneurs and organisations working in education and immigration reform, social justice and conservation through partnerships, grants and investments. (Paramaribo, 24 January 2018, Andrew Muller)

## Johan Adolf Pengel (Paramaribo, Surinam)

January 2018

03. PZ-HVG	R44	Pegasus	
PZ-NMF	GA-8	Surinaamse Zending Vliegdiens	
04. N745KD	Lj45XR	SOL Petroleum - ITC-CS	05
05. N111WB	Lj35A	REVA	
PJ-MDI	MD-83	Insel Air	<u>INC701/2</u>
06. PZ-TBY	DHC-6-310	Gum Air	
YV3338	Beech 58		
08. OK-TVP	B737-8K5	Sunrise Airways	<u>KSZ8000/1</u>
09. YV3338	Beech 58		10
10. CS-TFZ	A330-243	Hi Fly (a/w)	<u>SLM993/4</u>
11. PZ-TBY	DHC-6-310	Gum Air	
12. N119TC	Beech 400A	World Class Jets	13
13. N320MK	G-III	Helicraft Parts & Components	16
ZS-GAR	A320-231	Sunrise Airways	
15. PZ-TBH	Ce208	Gum Air	
ZS-GAR	A320-231	Sunrise Airways	
16. HI992	MD-83	PAWA Dominicana	
17. N320MK	G-III	Helicraft Parts & Components	
18. N811TJ	B737-306(F)	Swift Air Cargo	<u>SWQ407/8</u>
PZ-TBY	DHC-6-310	Gum Air	
19. ZS-GAR	A320-231	Sunrise Airways	
22. N650MS	G650	Marmalade Skies	f/v 24
PZ-HCK	BK117	Pegasus	
PZ-HVG	R44	Pegasus	
PZ-PBD	Ce206	Gum Air	
ZS-GAR	A320-231	Sunrise Airways	
23. 02-4452	C-32B	150th SOS	Yahoo70
24. N534RV	BAe125-800XP	Aero Jet Aviation	
PZ-HCK	BK117	Pegasus	
PZ-HVG	R44	Pegasus	
26. N811TJ	B737-306(F)	Swift Air Cargo	<u>SWQ407/8</u>
ZS-GAR	A320-231	Sunrise Airways	
28. PZ-TBY	DHC-6-310	Gum Air	

### ABX Air:

N363CM 17 N740AX 09, 16, 23, 30

### Amerijet International:

N316CM 19 N396CM 12  
N373CM 5 N741AX 26

### Caribbean Airlines:

9Y-ANU 04, 23 9Y-KIN 25  
9Y-GEO 18, 20 9Y-POS 09, 30  
9Y-JMC 11 9Y-SXM 13  
9Y-JMD 02, 16 9Y-TAB 27  
9Y-JME 06

### GOL:

PR-GGT 13 PR-GTH 20  
PR-GOP 06 PR-GUI 27

Insel Air is still struggling, but managed to perform some flights, albeit with the help of a Sunrise Boeing and Airbus

on several days. On the 10th SLM also needed help and Hi-Fly came to the rescue, as did PAWA on the 16th, who performed the SLM flight to Trinidad and Curacao. A first visit of type on the 22nd. The 23rd brought a C32 from KMPA and it departed two hours later to Miami. Swift Air operated the last cargo flights for SLM this month.

February 2018

01. PZ-TBN	DHC-6-310	Gum Air	
YV2762	Beech 1900D	Petróleos de Venezuela	
02. 95-3058	C-146A	524th SOS	
05. PR-HGC	S-76C	Helivia Aero Taxi	
PR-HGD	S-76C	Helivia Aero Taxi	
06. N876DG	CL-300	Digicel	
07. YV2567	Lj45XR	Petróleos de Venezuela	
08. 2591	VC-2	GTE	09
N6174Y	PA-23-250	Vortex Aviation	
10. N99NJ	Lj45	National Air Ambulance	
N159RB	AW139	Era	*
PZ-TBG	Ce206	Gum Air	
12. <u>1394/AQ</u>	SA330B	EH01.067	CTM1187
N8237Y	PA-30	Gospel Ministries International	
13. N740AX	B767-232(F)	ABX Air	17
N745KD	Lj45XR	SOL Petroleum - ITC-CS	
17. PZ-TBY	DHC-6-310	Gum Air	
22. PZ-TBN	DHC-6-310	Gum Air	
25. PZ-TBY	DHC-6-310	Gum Air	

### ABX Air:

N364CM 14  
N740AX 02, 06, 09, 20, 21, 23, 27, 28

### Amerijet International:

N316CM 16, 23 N373CM 02, 09

### Caribbean Airlines:

9Y-ANU 03, 08 9Y-KIN 24  
9Y-BGI 20, 22 9Y-MBJ 01  
9Y-JMC 15 9Y-POS 17  
9Y-JMD 06, 10 9Y-TAB 27  
9Y-JMF 13

### GOL:

PR-GGV 17 PR-GUD 03  
PR-GTT 24

A nice visitor on the 2nd from Port of Spain and it departed to Puerto Rico. On the 5th two Sikorsky's for a technical stop enroute from Cayenne to Georgetown. A day later an old Piper visited. It left for local airport Zorg and Hoop on delivery to Vortex Aviation. Most spotters probably enjoyed the Brazilian Air Force Embraer more. The Era helicopter on the 10th just came for a touch and go and is based in Suriname. The Frenchman on the 12th came and went to Cayenne, it was reported as F-RAAQ. The ABX B767 N740AX on the 13th went AOG and departed on the 17th.

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HK-5180 will be a four month resident in Suriname for offshore rig transports. The AW139 is seen here taxiing to its parking stand to clear customs before proceeding on to the Heliport near the coast. (Paramaribo, 22 March 2018, Andrew Muller)

			March 2018	N396CM 23
01. 12-3050	C-146A	524th SOS	Magma88	
02. YV2738	Lj45XR	Petróleos de Venezuela		
03. EC-MDS	B747-419	Wamos Air	04 SLM993/9940	
04. YV2738	Lj45XR	Petróleos de Venezuela	05	
05. PR-LCI	S-76C	Helivia Aero Taxi		
YV2738	Lj45XR	Petróleos de Venezuela	06	
06. FAE-052	Falcon 7X	Ala 11		
PR-LCE	S-76C	Helivia Aero Taxi		
08. PZ-TBN	DHC-6-310	Gum Air		
PZ-TBY	DHC-6-310	Gum Air		
14. SAF153	SA316B (HAL)	Surinam AF		
N745KD	Lj45XR	SOL Petroleum - ITC-CS		
17. 4R-EXM	MD82	Fits Air	18	
PZ-TBY	DHC-6-310	Gum Air		
20. N7033U	Beech 350C	Silver Creek Aviation Services		
21. 137/62-IN	CN235M-200	ET01.062		
N300EU	CL-300	Grupo De Invers. Suramericana	22	
22. 141/62-IO	CN235M-200	ET01.062		
HK-5180	AW139	Helistar		
N740KD	Lj40	SOL Petroleum - ITC-CS		
23. HK-5133	AW139	Helistar		
26 D-FHRG	PC-12/47E	Hahn Air	27	
27. N740KD	Lj40	SOL Petroleum - ITC-CS		
28. 1x	CN235M-200	AdIA		
PZ-HWJ	BK117	Hi-Jet Helicopter Services		
29. OO-ABA	A340-313E	Air Belgium	30 SLM993/9940	
PZ-HWJ	BK117	Hi-Jet Helicopter Services		
PZ-TBY	DHC-6-310	Gum Air		
31. 8R-GRD	BN-2A/III-2	Roraima Airways		
8R-GRE	BN-2A/III-2	Roraima Airways		

**ABX Air:**  
 N740AX 02, 28  
 N767AX 06, 07, 09, 13, 14, 16, 20, 21, 23, 27, 30

**Amerijet International:**  
 N316CM 02, 16                      N741AX 10

Caribbean Airlines:

9Y-ANU	10	9Y-KIN	22
9Y-BGI	31	9Y-MBJ	01, 24
9Y-GEO	27	9Y-SXM	06, 08, 15
9Y-JMD	20	9Y-TAB	13, 29
9Y-JME	03, 17		

GOL:

PR-GGE	18	PR-GTQ	11
PR-GGW	04	PR-GUM	25

Left out were KLM (B747), Surinam Airways (B737 and A340) and the Fly Allways Fokker 70s unless operating on a non-scheduled flight. Dornier 328 PZ-TVE has been parked inside a hangar since its arrival back in December 2016. SmartWings Boeing 737 OK-TSF has been leased by SLM and could be seen all three months still in SmartWings colours.

The month started well with a military visitor arriving from Port of Spain and departing to San Juan, PR. SLM also needed help in the widebody fleet and it was given by Wamos Air on the 3rd and Air Belgium on the 29th. On the 5th and 6th just like previous month on the 5th, two Brazilian S-76's for a fuelstop. The Venezuelan Learjet operated for the Venezuelan and Surinamese ministers of foreign affairs, just like the Ecuadorian Falcon. A great visitor on the 17th arriving from Fortaleza and departing to Kingston, Jamaica. The Beech on the 20th operated for the USAF, it came from Georgetown and left for 'TTLP'. A nice Colombian helicopter arrived on the 22nd from Georgetown-Ogle to clear customs and departed to a local helipad somewhere along the coast called 'SMHP', followed by a second one a day later. They are here on a four month contract for the oil rigs off the coast.

Credits: Danny de Kiewit, Andrew Muller.



The DEA (Drug Enforcement Administration) has registered thirty aircraft to a post office box in Houston (TX), under the corporate name of Silver Creek Aviation Services, a company that does not exist beyond registering these aircraft according to a 2015 article. Beech 350 N7033U has been registered to that company since July 2014. (Paramaribo, 20 March 2018, Andrew Muller)

# Military Movements Elsewhere



On 7 (six), 9 (six) and 10 (four) April 2018, F-15E Strike Eagles of 336th FS returned home via RAF Lakenheath from their lengthy deployment to Al-Azraq, Jordan. Later-on two more 336-birds arrived at Lakenheath, these two were delayed due to mechanical problems and flew in via Aviano. (RAF Lakenheath, 10 April 2018, Stephan de Bruijn)

## Germany

Geilenkirchen		March 2018	
01.63-7992	KC-135R	153rd ARS MS ANG	12 RCH681/402
02.58-0119	KC-135R	151st ARS TN ANG	dep RCH142
64-14832	KC-135R	151st ARS TN ANG	dep RCH448
84-00173	C-12U-3	1-214th AVN	Duke36
05.D-HEGF	AS332M	Bundespolizei	* BPO115
OO-TFA	B757-28C	ASL Airlines Belgium	TAY502P/501P
06.85-0032	KC-10A	305th AMW	07 RCH963
07.D-HVBI	EC135T1	Bundespolizei	* BPO140
08.84-00165	C-12U-3	1-214th AVN	Duke06
12.43+48	Tornado IDS	TLG33	*
58-0009	KC-135R	126th ARS WI ANG	23 RCH235
59-1516	KC-135R	126th ARS WI ANG	23 RCH214
D-ANSK	CRJ200LR	Global Reach Aviation	
OO-TFA	B757-28C	ASL Airlines Belgium	TAY502P/5035
13.78+37	NH90-TTH	Heer	GAMG11
15.63-8019	KC-135R	nmks	26 RCH248
OO-TFA	B757-28C	ASL Airlines Belgium	TAY5036/501P
16.D-HEGY	AS332M	Bundespolizei	* BPO105
19.31+35	EF2000	TLG31	* Shock21
100001/001	OS100	72 ASC sq	OSY38T/11T
20.AT26	Alpha Jet 1B+	11sm	BAF101
D-HEGA	AS332M	Bundespolizei	* BPO105
21.D-HLTC	EC155	Bundespolizei	* BPO22
22.100001-001	OS100	72 ASC sq	OSY11T/38T
23.54+16	A400M	LTG62	* GAF727
D-AGRA	CRJ200LR	Global Reach Aviation	TAY5016/599P
D-ANSK	CRJ200LR	Global Reach Aviation	
D-HLTH	EC155B	Bundespolizei	* BPO22
D-HHIT	EC135P2	ADAC Luftrettung	Christoph1
D-IGER	Beech B200GT	Fair Air	
TC-SOD	B737-8HC	SunExpress	SXS142
TC-SOE	B737-8HC	SunExpress	SXS6290
26.D-AGRA	CRJ200LR	Global Reach Aviation	27 TAY641P
D-HVBN	EC135T2	Bundespolizei	* BPO24
27.62-3515	KC-135R	133rd ARS NH ANG	RCH566
28.D-HLTC	EC155B	Bundespolizei	* BPO21
D-HSHB	EC120B	Bundespolizei	* BPO22
29.D-HVBN	EC135T2	Bundespolizei	* BPO24
OO-TFA	B757-28C	ASL Airlines	TAY5036/501P

Credits: Rolf Flinzner, Scramble messageboard.

## Nürnberg

01.14+02	Global 5000	FBS BMVg	March 2018
97-00105	UC-35A	E/1-214th AVN	* GAF689
16-20812	UH-60M	3-227th AVN	02 Duke46
4x	AH-64D	US Army	* Army20812
09-72106	UH-72A	JMRC	*
02.LJ-1	Lj35	TukiLLv	* Army72106
54+07	A400M	LTG62	FNF155
15-20791	UH-60M	3-227th AVN	* GAF314
16-20812	UH-60M	3-227th AVN	* Army20791
16-20858	HH-60M	C/2-227th AVN	* Army20812
16-20864	HH-60M	C/2-227th AVN	* Army20858
05.73+48	UH-1D	THR30	* Army20864
99-00102	UC-35A	E/1-214th AVN	*
16-20858	UH-60M	C/2-227th AVN	Duke62
16-20864	HH-60M	C/2-227th AVN	* Army20858
06.97-00105	UC-35A	E/1-214th AVN	* Army20864
15-20795	UH-60M	3-227th AVN	Duke31
07.54+16	A400M	LTG62	* Army20795
84-00165	C-12U-3	E/1-214th AVN	* GAF631
08.08-8601/RS	C-130J-30	37th AS	Duke60
09.LJ-1	Lj35	TukiLLv	* Herky82
54+10	A400M	LTG62	FNF155/159
10.ZZ331/331	Voyager KC2	10/101sq	* GAF626
84-00157	C-12U-3	E/1-214th AVN	RRR2172/2173
12.54+10	A400M	LTG62	Duke31
97-00105	UC-35A	E/1-214th AVN	GAF622
94-26575	UH-60L	A/2-227th AVN	Duke62
98-26817	UH-60L	A/2-227th AVN	* Army26575
13.54+07	A400M	LTG62	* Army26817
14.C-215	CL-604	Esk 721	* GAF661
14+03	Global 5000	FBS BMVg	DAF3999
15.78+14	NH90-TTH	THR10	* GAF685
15-5822/RS	C-130J-30	37th AS	*
95-00123	UC-35A	E/1-214th AVN	Herky11
09-72098	UH-72A	JMRC	Duke60
16.50+86	C-160D	WTD61	Army72098
84-00162	C-12U-3	E/1-214th AVN	* Dixi15
16-20865	HH-60M	C/2-227th AVN	Duke61
19.73+45	UH-1D	THR30	* Army20865
07-8614/RS	C-130J-30	37th AS	*
15-5822/RS	C-130J-30	37th AS	* Herky82
20.07-8614/RS	C-130J-30	37th AS	* Herky81
21.54+11	A400M	LTG62	* Herky05
01	C-17A	HAW	* GAF621
			Bartok98/79

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07-8609/RS	C-130J-30	37th AS	Herky715	87-0032	C-5M	60th AMW	07 RCH777
2x	AH-64D	US Army	*	86-0027	KC-10A	305th AMW	07 RCH331
09-72097	UH-72A	JMRC	* Army72098	00-0172	C-17A	437th AW	07 RCH349
23.84-00162	C-12U-3	E/1-214th AVN	Duke61	03-3115	C-17A	183rd AS MS ANG	07 RCH160/558
87-25484	UH-60A	A/1-214th AVN	* Duke71	07.86-0017	C-5M	436th AW	11 RCH547
15-27043	UH-60M	A/1-214th AVN	* Duke32	03-3125	C-17A	305th AMW	RCH705
24.15001	CC-150	437sq	25 CFC3137	06-6162	C-17A	60th AMW	09 RCH557
ZZ331	Voyager KC2	10/101sq	RRR2176/77	08-8192	C-17A	62nd AW	08 RCH207
26.54+12	A400M	LTG62	* GAF617	10-0223	C-17A	437th AW	08 RCH731
97-00102	UC-35A	E/1-214th AVN	Duke62	08.90-0535	C-17A	89th AS AFRC	09 RCH307
99-00102	UC-35A	E/1-214th AVN	Duke63	01-0194	C-17A	89th AS AFRC	09 RCH143
09-72097	UH-72A	JMRC	* Army72097	03-3115	C-17A	183rd AS MS ANG	09 RCH558
27.07-4635/RS	C-130J-30	37th AS	Herky14	07-7169	C-17A	436th AW	RCH293
07-8608/RS	C-130J-30	37th AS	Herky12	07-7188	C-17A	437th AW	09 RCH137
07-8609/RS	C-130J-30	37th AS	Herky11	99-0404	C-37A	99th AS	09 SAM765
15-5822/RS	C-130J-30	37th AS	Herky13	09.06-6162	C-17A	60th AMW	12 RCH557/150
15-20795	UH-60M	3-227th AVN	* Army20795	07-7176	C-17A	436th AW	RCH150/557
16-20813	UH-60M	3-227th AVN	* Army20813	10.87-0033	C-5M	433rd AW AFRC	11 RCH600
5x	AH-64D	1-3rd AVN	*	87-0118	KC-10A	305th AMW	11 RCH018
28.54+12	A400M	LTG62	* GAF661	90-0535	C-17A	89th AS AFRC	11 RCH307
54+16	A400M	LTG62	* GAF668	94-0065	C-17A	155th AS TN ANG	11 RCH343
84-00162	C-12U-3	E/1-214th AVN	Duke62	03-3118	C-17A	183rd AS MS ANG	11 RCH614
84-00165	C-12U-3	E/1-214th AVN	Duke60	04-4136	C-17A	305th AMW	11 RCH974
29.15+02	A319CJ	FBS BMVg	* GAF858	06-6163	C-17A	60th AMW	11 RCH541
07-8608/RS	C-130J-30	37th AS	* Herky83	07-7176	C-17A	436th AW	11 RCH557
07-8609/RS	C-130J-30	37th AS	* Herky81	08-5724	C-130J-30	317th AW	dep Lion422
84-00165	C-12U-3	E/1-214th AVN	Duke61	11.86-0020	C-5M	436th AW	12 RCH560
<u>Credits:</u> MAR, Scramble messageboard.							
Ramstein	March 2018						
01.02	C-17A	HAW	dep Bartok38	84-0190	KC-10A	305th AMW	15 Blue01
87-0044	C-5M	60th AMW	dep RCH335	94-0065	C-17A	155th AS TN ANG	13 RCH343
79-1711	KC-10A	305th AMW	02 RCH328	03-3118	C-17A	183rd AS MS ANG	13 RCH614/302
93-0600	C-17A	155th AS TN ANG	dep RCH184	03-3120	C-17A	62nd AW	13 RCH161
02-1099	C-17A	437th AW	RCH191	05-5141	C-17A	89th AS AFRC	13 RCH108
02-1105	C-17A	62nd AW	dep RCH217	05-5152/HH	C-17A	535th AS HI ANG	13 RCH271/168
02-1105	C-17A	62nd AW	07 RCH217/559	08-8197	C-17A	62nd AW	13 RCH1114
02-1110	C-17A	62nd AW	02 RCH957	08-8204	C-17A	437th AW	13 RCH106
03-3115	C-17A	183rd AS MS ANG	dep RCH922	59-1511/D	KC-135R	351st ARS	13 Quid21
06-6163	C-17A	60th AMW	02 Bandage01/RCH145	16-20862	HH-60M	C/2-227th AVN	Army20862
07-7173	C-17A	436th AW	RCH110	13.03	C-17A	HAW	Bartok50
07-7180	C-17A	437th AW	dep RCH180	04-4136	C-17A	305th AMW	14 RCH974
08-8193	C-17A	62nd AW	02 RCH344	08-8197	C-17A	62nd AW	14 RCH1114
08-8195	C-17A	62nd AW	dep RCH896	09-9206	C-17A	437th AW	14 RCH194
08-8197	C-17A	62nd AW	02 RCH565	09-9210	C-17A	62nd AW	RCH781
10-0215	C-17A	437th AW	RCH169	165151	C-20G	COMNAVEUR	Catbird1
16-20819	UH-60M	3-227th AVN	Army20819	08-3173	C-130J-30	317th AW	19 Lion422/Herky869
02.85-0003	C-5M	436th AW	03 RCH553	59-1511/D	KC-135R	351st ARS	Quid21/Evac10E2
87-0045	C-5M	436th AW	03 RCH195	14.03	C-17A	HAW	15 Bartok50
97-0045	C-17A	137th AS NY ANG	04 RCH976	85-0004	C-5M	436th AW	15 RCH177
01-0196	C-17A	167th AS WV ANG	RCH337	86-0020	C-5M	436th AW	18 RCH560
06-6156	C-17A	60th AMW	RCH111	86-0031	KC-10A	60th AMW	15 RCH145
07-7173	C-17A	436th AW	RCH110	89-1189	C-17A	437th AW	15 RCH182
08-8193	C-17A	62nd AW	03 RCH344	03-3118	C-17A	183rd AS MS ANG	15 RCH302
08-8202	C-17A	62nd AW	03 RCH435	06-6162	C-17A	60th AMW	RCH939
10-0215	C-17A	437th AW	03 RCH169	09-9206	C-17A	437th AW	16 RCH194
03.85-0010	C-5M	60th AMW	04 RCH842	01-0030	C-37A	310th AS	Spar25
87-0032	C-5M	60th AMW	04 RCH337/327	59-1511/D	KC-135R	351st ARS	15 Evac10E2/Quid21
99-0166	C-17A	62nd AW	dep RCH950	98-26817	UH-60L	A/2-227th AVN	Army26817
00-0172	C-17A	437th AW	dep RCH349	15-20795	UH-60M	3-227th AVN	15 Army20795
00-0178	C-17A	89th AS AFRC	04 RCH525	15.00-0171/AK	C-17A	517th AS AK ANG	17 RCH942
07-7180	C-17A	437th AW	04 RCH180	01-0193	C-17A	437th AW	16 RCH175
07-7185	C-17A	437th AW	RCH1815	05-5139	C-17A	729th AS AFRC	16 RCH549
08-8197	C-17A	62nd AW	04 RCH565	05-5152/HH	C-17A	535th AS HI ANG	16 RCH168
08-8203	C-17A	62nd AW	04 RCH620	08-3179	C-130J-30	317th AW	dep Herky81
63-8017	KC-135R	914th ARW NY ANG	04 RCH804	08-3179	C-130J-30	317th AW	03 Herky81/Lion445
04.85-0003	C-5M	436th AW	05 RCH553	07-72029	UH-72A	JMRC	Army72029
00-0172	C-17A	437th AW	05 RCH349	09-72105	UH-72A	JMRC	Army72105
03-3115	C-17A	183rd AS MS ANG	05 RCH160	16.ZK455/O	Beech 200	45(R)sq	17 RFR7230
07-7184	C-17A	437th AW	05 Bandage01/RCH700	01-0193	C-17A	437th AW	17 RCH175
05.01	C-17A	HAW	06 Bartok39	02-1110	C-17A	62nd AW	17 RCH615
97-0045	C-17A	137th AS NY ANG	06 RCH976	07-7169	C-17A	436th AW	17 RCH410
00-0182	C-17A	167th AS WV ANG	06 RCH732	09-9206	C-17A	437th AW	17 RCH194
01-0196	C-17A	167th AS WV ANG	RCH729	58-0063	KC-135R	133rd ARS NH ANG	17 RCH811
09-9205	C-17A	437th AW	dep RCH409	17.87-0029	C-5M	60th AMW	18 RCH174
62-3508	KC-135R	141st ARS NJ ANG	dep RCH179	98-0057	C-17A	137th AS NY ANG	18 RCH604
06.86-0020	C-5M	436th AW	07 RCH539				





The Royal Air Force has started adding an 'RAF100' decal to a number of aeroplanes, both active aircraft and gate guardians. 29(R) Squadron at Coningsby has added said decal to the tail of FGR4 ZK318. The jet is believed to be the primary jet for this years Typhoon Display Team. (Coningsby, 3 April 2018, Jamie Ewan)

01-0197	C-17A	437th AW	20 RCH405	05-5143	C-17A	89th AS AFRC	23 RCH973
02-1105	C-17A	62nd AW	18 RCH706	23.03	C-17A	HAW	24 Bartok41
02-1110	C-17A	62nd AW	18 RCH615	85-0001	C-5M	436th AW	26 RCH564
03-3114	C-17A	183rd AS MS ANG	22 RCH170/705	85-0002	C-5M	436th AW	24 RCH136
03-3126	C-17A	305th AMW	19 RCH366/114	98-0056/AK	C-17A	517th AS AK ANG	24 RCH336
04-4131	C-17A	305th AMW	18 RCH110	99-0166	C-17A	62nd AW	25 RCH545
05-5139	C-17A	729th AS AFRC	18 RCH549	99-0169	C-17A	436th AW	24 RCH417
09-9206	C-17A	437th AW	18 RCH194	02-1099	C-17A	437th AW	24 RCH552
18.03	C-17A	HAW	20 Bartok40	06-6155	C-17A	60th AMW	24 RCH160
85-0030	KC-10A	305th AMW	19 RCH048	99-0003	C-32A	1st AS	SAM825
00-0171/AK	C-17A	517th AS AK ANG	RCH141	08-0051	CV-22B	7th SOS	Fargo81
165810/BH	KC-130J	VMGR-252	Bronco31	12-0063	CV-22B	7th SOS	Hulk81
19.98-0057	C-17A	137th AS NY ANG	20 RCH604	24.86-0016	C-5M	60th AMW	25 RCH603
01-0193	C-17A	437th AW	RCH175	02-1112	C-17A	183rd AS MS ANG	27 RCH557/271
02-1111	C-17A	62nd AW	20 RCH367	05-5143	C-17A	89th AS AFRC	25 RCH973
04-4128	C-17A	305th AMW	20 RCH407	07-7175	C-17A	436th AW	28 RCH149
04-4131	C-17A	305th AMW	20 RCH110	08-8204	C-17A	437th AW	RCH106
05-5146/HH	C-17A	535th AS HI ANG	20 RCH138	25.86-0014	C-5M	439th AW AFRC	RCH445
07-7177	C-17A	436th AW	21 RCH610	84-0186	KC-10A	305th AMW	RCH565
91-00108	C-20F	USAPAT Pacific Flt Det	arr Racer98	95-0104	C-17A	155th AS TN ANG	26 RCH696/782
99-0003	C-32A	1st AS	SAM825	99-0166	C-17A	62nd AW	26 RCH545
20.2707	C-27J	Esc.902	21 ROF120	00-0178	C-17A	89th AS AFRC	26 RCH526
86-0024	C-5M	60th AMW	22 RCH169	26.03	C-17A	HAW	27 Bartok37
87-0044	C-5M	60th AMW	22 RCH153	97-0042	C-17A	155th AS TN ANG	RCH369
02-1105	C-17A	62nd AW	21 RCH310/255	02-1105	C-17A	62nd AW	27 RCH149/563
07-7170	C-17A	436th AW	22 RCH185	27.86-0014	C-5M	439th AW AFRC	28 RCH445
08-8194	C-17A	62nd AW	21 RCH821	86-0020	C-5M	436th AW	29 RCH634
08-8203	C-17A	62nd AW	21 RCH250/310	03-3123	C-17A	167th AS WV ANG	28 RCH368
10-0220	C-17A	62nd AW	21 RCH441	07-7185	C-17A	437th AW	28 RCH108
99-0003	C-32A	1st AS	22 SAM825	07-7188	C-17A	437th AW	RCH460
08-8173	C-130J-30	317th AW	26 Herky869/719	09-9206	C-17A	437th AW	RCH699
21.2706	C-27J	Esc.902	ROF123	84-0071	C-21A	457th AS	28 Shaft69/RCH267
85-0028	KC-10A	305th AMW	22 RCH317	08-8173	C-130J-30	317th AW	28 Herky719/Lion180
98-0056/AK	C-17A	517th AS AK ANG	RCH980/336	16-20862	HH-60M	C/2-227th AVN	Army20862
02-1109	C-17A	62nd AW	22 RCH558	28.PI-05	PC-12	TukiLLv	FNF174
04-4128	C-17A	305th AMW	22 RCH407	87-0030	C-5M	60th AMW	29 RCH199
06-6157	C-17A	60th AMW	22 RCH778	87-0042	C-5M	60th AMW	29 RCH689/102
06-6159	C-17A	60th AMW	22 RCH527	95-0104	C-17A	155th AS TN ANG	RCH782
08-8201	C-17A	62nd AW	23 Bandage35/RCH186	02-1105	C-17A	62nd AW	30 RCH563/795
15-20741	UH-60M	A/1-214th AVN	Duke08	02-1112	C-17A	183rd AS MS ANG	29 RCH271
15-20754	UH-60M	A/1-214th AVN	Duke21	08-8194	C-17A	62nd AW	30 RCH409
09-72097	UH-72A	JMRC	Army72097	09-9206	C-17A	437th AW	RCH699
09-72106	UH-72A	JMRC	Army72106	29.79-1950	KC-10A	60th AMW	30 RCH303
22.87-0045	C-5M	436th AW	RCH249	94-0067	C-17A	137th AS NY ANG	30 RCH786
00-0177	C-17A	137th AS NY ANG	23 RCH143	02-1107	C-17A	62nd AW	30 RCH301
02-1099	C-17A	437th AW	23 RCH552	05-5141	C-17A	729th AS AFRC	30 RCH562
02-1105	C-17A	62nd AW	26 RCH105/149	06-6157	C-17A	60th AMW	arr RCH163
02-1109	C-17A	62nd AW	23 RCH558	07-7188	C-17A	437th AW	30 RCH460
03-3125	C-17A	305th AMW	23 RCH156	08-8197	C-17A	62nd AW	RCH747

08-8200	C-17A	62nd AW	30 RCH795/971	05-5144	C-17A	729th AS AFRC	20 RCH296
30.79-1950	KC-10A	60th AMW	03 RCH303	06-6157	C-17A	60th AMW	20 RCH778
00-0175	C-17A	305th AMW	31 RCH304	06-6159	C-17A	60th AMW	20 RCH527
03-3124	C-17A	437th AW	RCH254	07-7176	C-17A	436th AW	22 RCH536/105
04-4136	C-17A	305th AMW	RCH237	08-8191	C-17A	437th AW	20 RCH663/166
08-8197	C-17A	62nd AW	RCH747	08-8193	C-17A	62nd AW	20 RCH528
31.86-0011	C-5M	60th AMW	01 RCH529	20.LX-N90448	E-3A	NAEW&CF	* Nato40
02-1105	C-17A	62nd AW	01 RCH795	85-0002	C-5M	436th AW	22 RCH136
03-3118	C-17A	183rd AS MS ANG	01 RCH142	21.46+05	Tornado IDS	TLG33	* Gunner
05-5141	C-17A	729th AS AFRC	01	84-00173	C-12U-3	E/1-214th AVN	Duke39
08-8200	C-17A	62nd AW	01 RCH971/700	03-3127	C-17A	62nd AW	22 RCH551
165810/BH	KC-130J	VMGR-252	Bronco71	22.10-0223	C-17A	437th AW	23 RCH412/370
61-2670/OF	OC-135B	55th Wg	03 Cobra70/OSY12T	23.03-3116	C-17A	183rd AS MS ANG	24 RCH154

Credits: MAR, Scramble messageboard.

### Spangdahlem

01.86-0034	KC-10A	60th AMW	dep RCH188	March 2018
08-8202	C-17A	62nd AW	dep RCH435	
58-0045	KC-135R	171st ARW PA ANG	RCH564	
62-3573	KC-135R	6th AMW	02 RCH979	
02.00-0178	C-17A	89th AS AFRC	RCH525	
58-0066	KC-135R	133rd ARS NH ANG	03 RCH136	
59-1517	KC-135R	151st ARS TN ANG	03 RCH336	
62-3512	KC-135R	126th ARS WI ANG	03 RCH447	
64-14831	KC-135R	197th ARS AZ ANG	03 RCH801	
05.63-8881	KC-135R	191st ARS UT ANG	06 RCH622	
06.99-0167/AK	C-17A	517th AS AK ANG	07 RCH371	
07-8609/RS	C-130J-30	37th AS	07 Herky91	
59-1467	KC-135T	171st ARW PA ANG	07 RCH532	
89-2045/OH	F-16CM	112th FS OHANG	19 Sting03/Mazda93	
89-2082/OH	F-16CM	112th FS OHANG	19 Sting02/Mazda92	
89-2109/OH	F-16CM	112th FS OHANG	19 Buckeye04/Mazda86	
90-0700/OH	F-16CM	112th FS OHANG	19 Sting01/Mazda91	
90-0701/OH	F-16CM	112th FS OHANG	19 Buckeye03/Mazda81	
90-0704/OH	F-16CM	112th FS OHANG	19 Buckeye02/Mazda83	
90-0706/OH	F-16CM	112th FS OHANG	19 Buckeye01/Mazda84	
07.06-6157	C-17A	60th AMW	08 RCH526	
07-8609/RS	C-130J-30	37th AS	Herky91	
07-8609/RS	C-130J-30	37th AS	08 Herky91	
11-5736/RS	C-130J-30	37th AS	Herky93	
15-5822/RS	C-130J-30	37th AS	Herky92	
89-2085/OH	F-16CM	112th FS OHANG	19 Buzz02/Mazda95	
89-2151/OH	F-16CM	112th FS OHANG	19 Buzz01/Mazda82	
08.00-0184	C-17A	62nd AW	09 RCH320	
06-6163	C-17A	60th AMW	09 RCH541	
07-7176	C-17A	436th AW	09 RCH150	
07-8609/RS	C-130J-30	37th AS	Herky91	
08.90-0806/SW	F-16CM	77th FS	dep Trend81	
94-0047/SW	F-16CM	77th FS	dep Trend82	
00-0220/SW	F-16CM	79th FS	dep Trend83	
09.LX-N90445	E-3A	NAEW&CF	* Nato40	
06-6157	C-17A	60th AMW	10 RCH148	
10.03-3120	C-17A	62nd AW	11 RCH161	
05-5141	C-17A	89th AS AFRC	11 RCH108	
12.43+48	Tornado IDS	TLG33	* Knight	
02-1109	C-17A	62nd AW	13 RCH470	
60-0362	KC-135R	22nd ARW	13 RCH401	
13.89-1189	C-17A	437th AW	14 RCH182	
01-0187	C-17A	62nd AW	14 RCH815	
06-6156	C-17A	60th AMW	14 RCH227/537	
06-6159	C-17A	60th AMW	14 RCH310/979	
10-0220	C-17A	62nd AW	14 RCH277	
14.87-0036	C-5M	436th AW	15 RCH270	
15.92-3291	C-17A	155th AS TN ANG	16 RCH928/159	
89-2114/OH	F-16CM	112th FS OHANG	19 Buckeye02/Mazda96	
89-2129/OH	F-16CM	112th FS OHANG	19 Buckeye03/Mazda85	
90-0702/OH	F-16CM	112th FS OHANG	19 Buckeye01/Mazda94	
17.01-0196	C-17A	167th AS WV ANG	20 RCH165	
05-5144	C-17A	729th AS AFRC	19 RCH296	
05-5146/HH	C-17A	535th AS HI ANG	18 RCH138	
08-8193	C-17A	62nd AW	18 RCH528	
18.87-0044	C-5M	60th AMW	19 RCH153	
02-1105	C-17A	62nd AW	19 RCH706/310	
10-0220	C-17A	62nd AW	19 RCH627	
19.46+05	Tornado IDS	TLG33	* BU14T	
00-0178	C-17A	89th AS AFRC	23 RCH244	

05-5144	C-17A	729th AS AFRC	20 RCH296
06-6157	C-17A	60th AMW	20 RCH778
06-6159	C-17A	60th AMW	20 RCH527
07-7176	C-17A	436th AW	22 RCH536/105
08-8191	C-17A	437th AW	20 RCH663/166
08-8193	C-17A	62nd AW	20 RCH528
20.LX-N90448	E-3A	NAEW&CF	* Nato40
85-0002	C-5M	436th AW	22 RCH136
21.46+05	Tornado IDS	TLG33	* Gunner
84-00173	C-12U-3	E/1-214th AVN	Duke39
03-3127	C-17A	62nd AW	22 RCH551
22.10-0223	C-17A	437th AW	23 RCH412/370
23.03-3116	C-17A	183rd AS MS ANG	24 RCH154
08-8193	C-17A	62nd AW	24 RCH286
24.00-0177	C-17A	137th AS NY ANG	25 RCH143
25.06-6155	C-17A	60th AMW	26 RCH160
26.89-1190	C-17A	167th AS WV ANG	RCH188
04-4132	C-17A	305th AMW	RCH338
60-0313	KC-135R	22nd ARW	27 RCH401
27.LX-N90453	E-3A	NAEW&CF	* Nato40
94-0067	C-17A	137th AS NY ANG	28 RCH786
28.FB22	F-16BM	2w	* BAF255
44+33	Tomado IDS	TLG33	* BU13T
06-6167	C-17A	436th AW	29 RCH967
10-0218	C-17A	62nd AW	30 RCH726
30.03-3114	C-17A	183rd AS MS ANG	31 RCH540
31.85-0003	C-5M	436th AW	01 RCH653
87-0036	C-5M	436th AW	01 RCH421
92-3291	C-17A	155th AS TN ANG	01 RCH150
00-0177	C-17A	137th AS NY ANG	01 RCH685
03-3118	C-17A	183rd AS MS ANG	RCH142
04-4136	C-17A	305th AMW	RCH237

Credits: MAR, Scramble messageboard.

### Wiesbaden

01.95-00101	C-12V	MFO Sinai	March 2018
07.07-7169	C-17A	436th AW	dep after maint.
15-20742	UH-60M	A/1-214th AVN	08
15-20743	UH-60M	A/1-214th AVN	arr by C-17A
15-20754	UH-60M	A/1-214th AVN	arr by C-17A
08.93-26480	UH-60L	A/2-227th AVN	arr by C-17A
L-12	PC-7	131 EMVO sq	
L-13	PC-7	131 EMVO sq	
09.(2-13123	RC-12X	D/204th MI Bn	12
15.93-26510	UH-60L	A/2-227th AVN	
21.15-20791	UH-60M	3-227th AVN	
23.10-00742	MC-12S	B/224th MI Bn	
84-00177	C-12U-3	D/203rd MI Bn	arr
25.97-0042	C-17A	155th AS TN ANG	26
3x	UH-60M	A/1-214th AVN	arr by C-17A

Credits: MAR, Scramble messageboard.

### Ireland

Shannon			March 2018
06.02-4442	C-32B	150th SOS NJ ANG	
07.03-3124	C-17A	nn	
09.165834	C-40A	USN	
84-0126	C-21A	76th AS	
97-0400	C-37A	99th AS	
10.99-0404	C-37A	99th AS	
12.95-00123	UC-35A	US Army	
15.00-9001	C-32B	150th SOS NJ ANG	Thick75
16.01-0028	C-37A	310th AS	
17.07-8608/RS	C-130J-30	37th AS	Herky37
18.168980	C-40A	USN	
19.HZ-101	B737-7DP	1sq/Royal Flight	
HZ-102	B737-8DP	1sq/Royal Flight	
02-4452	C-32B	150th SOS NJ ANG	Curse76
01-0040	C-40B	1st AS	
165831	C-40A	USN	
21.14+04	Global 5000	FBS BMVg	
99-00102	UC-35A	US Army	
22.165831	C-40A	USN	
23.165831	C-40A	USN	
25.HZ-101	B737-7DP	1sq/Royal Flight	
02-0202	C-40C	201st AS DC ANG	



Upon arrival (by boat) for participation in the Joint Warrior 18-1 exercise, one of the two Australian Navy MH-60Rs, N28-024, made a test flight to Brize Norton. (19 April 2018, Paul Osborne)

26.HZ-101 B737-ZDP 1sq/Royal Flight  
30.02-0202 C-40C 201st AS DC ANG

Credits: MAR, Scramble messageboard.

### Portugal

#### Lajes, Azores

01.08-8601/RS	C-130J-30	37th AS	March 2018	83-0081	KC-10A	305th AMW	18 Gold82
4282	C-130E	6sq/21sq	02 HKY01	87-0128	AC-130U	4th SOS	17 RCH1007
02.1289/SU-BAV	C-130H	4sq/16sq	02 PAAF622	87-0355/AV	F-16CM	510th FS	18 Mazda21-24
03.168071/BH	KC-130J	VMGR-252	04 EGY1105	88-0413/AV	F-16CM	510th FS	18 Mazda21-24
165737/BH	KC-130H	VMGR-252	Otis81	88-0443/AV	F-16CM	510th FS	18 Mazda21-24
04.1271/SU-BAB	C-130H	4sq/16sq	Otis82	88-0525/AV	F-16CM	510th FS	18 Mazda21-24
05.11-5737	MC-130J	67th SOS	05 EGI106	90-0709/AV	F-16CM	510th FS	18 Mazda31-34
06.4282	C-130E	6sq/21sq	06 Mold41	89-2008/AV	F-16CM	510th FS	18 Mazda31-34
07.15004	CC-150	437sq	08 PAAF622	89-2011/AV	F-16CM	510th FS	18 Mazda31-34
1275/SU-BAF	C-130H	4sq/16sq	08 CFC3374	89-2018/AV	F-16CM	510th FS	18 Mazda31-34
V-11	G-IV	334sq	08 EGY1104	4588/61-PM	C-130H	ET02.061	17 CTM3032
09.89-1054	AC-130U	4th SOS	NAF11	17.78	Falcon 50	57S	17 FNY5018
1271/SU-BAB	C-130H	4sq/16sq	10 RCH1005	79-1711	KC-10A	305th AMW	18 Gold62
10.237/F-RAFD	Falcon 2000	ET00.060	11 EGY1106	88-0462/AV	F-16CM	510th FS	18 Mazda11-14
83-0075	KC-10A	60th AMW	11 CTM0019	88-0491/AV	F-16CM	510th FS	18 Mazda11-14
165810/BH	KC-130J	VMGR-252	11 RCH065	89-2038/AV	F-16CM	510th FS	18 Mazda11-14
168071/BH	KC-130J	VMGR-252	11 Bronco33	89-2049/AV	F-16CM	510th FS	18 Mazda11-14
168346/EG-01 MV-22B	VMM-263	11 Thunder11-16	12 Otis30	18.165810/BH	KC-130J	VMGR-252	19 Bronco31
168602/EM-13MV-22B	VMM-261	14 Bronco34/35/Elvis11/12	11 Thunder11-16	19.07-7169	C-17A	60th AMW	26 RCH410
168347/EM-15MV-22B	VMM-261	14 Bronco34/35/Elvis11/12	11 Thunder11-16	20.73-1580/DM	EC-130H	55th ECG	Axis41
168607/EG-09MV-22B	VMM-263	11 Thunder11-16	11 Thunder11-16	21.01-0076	C-37A	76th AS	Valoe37
168609/EG-13 MV-22B	VMM-263	11 Thunder11-16	11 Thunder11-16	23.14+04	Global 5000	FBS BMVg	GAF685
168636/EG-16MV-22B	VMM-263	11 Thunder11-16	11 Thunder11-16	24.79-0434	KC-10A	305th AMW	25 Gold12
168638/EG-08 MV-22B	VMM-263	11 Thunder11-16	11 Thunder11-16	85-0031	KC-10A	305th AMW	Gold11
168641/EG-00MV-22B	VMM-263	11 Thunder11-16	11 Thunder11-16	09-9212	C-17A	437th AW	26 RCH482
11.130607	CC-130J-30	436sq	13 CFC4256	02-4452	C-32B	150th SOS NJ ANG	Curse76
V-11	G-IV	334sq	NAF11	162228/MD-01	EA-6B	VMAQ-3	Mazda65
83-0075	KC-10A	60th AMW	14 RCH065	162230/CY-02	EA-6B	VMAQ-2	26 Mazda61-64/66
165831	C-40A	USN	14 RCH065	162934/CY-01	EA-6B	VMAQ-2	26 Mazda61-64/66
169036	C-40A	USN	14 RCH065	163032/CY-03	EA-6B	VMAQ-2	26 Mazda61-64/66
169225/BH	KC-130J	VGR-252	12 Bronco51	163045/CY-00	EA-6B	VMAQ-2	26 Mazda61-64/66
12.165810/BH	KC-130J	VGR-252	Bronco31	163047/CY-05	EA-6B	VMAQ-2	26 Mazda61-64/66
13.237/F-RAFD	Falcon 2000	ET00.060	Bronco31	162773	P-3C	nn	25 YB773
168602/EM-13MV-22B	VMM-261	11 Thunder11-16	Bronco31	25.1289/SU-BAV	C-130H	4sq/16sq	26 EGY1107
13.MM62177/46-42	C-130J	2°Gr	14 IAM4678	58-0060	KC-135R	171st ARW PA ANG	26 Gold54
15.130607	CC-130J-30	436sq	16 CFC4256	58-0104	KC-135R	108th ARS IL ANG	26 Gold53
46+18	Tornado ECR	WTD61	18 GAFW17A/B	26.84-0188	KC-10A	305th AMW	Gold51
98+60	Tornado ECR	WTD61	18 GAFW17A/B	85-0031	KC-10A	305th AMW	Gold11
84-0190	KC-10A	305th AMW	18 Blue01	08-8193	C-17A	62nd AW	RCH286
168980	C-40A	USN	18 Blue01	96-7325	C-130H	731st AS AFRC	27 RCH152
16.82-0191	KC-10A	60th AMW	18 Gold72	58-0100/D	KC-135R	351st ARS	Quid15
				28.4282	C-130E	6sq/21sq	29 PAAF634
				29.15001	CC-150	437sq	30 CFC3123
				30.158224	P-3C	nn	31 VVQE224
				1289/SU-BAV	C-130H	4sq/16sq	01 EGY1107

Credits: MAR, Scramble messageboard.

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## United Kingdom

Brize Norton  
 01. SU-BAE C-130H 4sq/16sq March 2018  
 EGY1502  
 05. ZJ954 Puma HC2 Benson Pool  
 XW217+1 Puma HC2 Benson Pool  
 ZK346/346 Typhoon FGR4 Coningsby Wg Typhoon83/RRR9187  
 06. 111/XM TBM-700A ET00.041 CTM3882  
 ZJ199 Apache AH1 AAC  
 ZJ130/O +2 Merlin HC3i 846NAS \* CDO555  
 ZJ782 AS365N3 658sq \*  
 11-0058 CV-22B 7th SOS Knife71  
 08. 77/XD TBM-700A ET00.043 CTM3886  
 12. ZH866/866 Hercules C4 206sq 16 BDN84/Comet84  
 ZA542/035 Tornado GR4 Marham Wg \* MRH32  
 14. ZJ182 Apache AH1 3Regt  
 ZJ199 Apache AH1 3Regt  
 ZJ203 Apache AH1 3Regt  
 ZJ213 Apache AH1 3Regt  
 15. 54+10 A400M LTG62 \* GAF634  
 21. 100001/001 OS100 72 ASC sq 22 OSY11F/11T  
 23. ZH005 Defender AL2 651sq AA595  
 ZG996 Defender AL1 651sq AA531

Credits: MAR, Scramble messageboard.

Cambridge March 2018  
 05. B-538 C-130J-30 Esk721 arr  
 ZA472/031 Tornado GR4 Marham Wg MRH35  
 14. B-536 C-30J-30 Esk721 dep DAF4101  
 15. G-781 C-130H 336sq 16 NAF75  
 16. G-273 C-130H-30 336sq NAF73  
 G-275 C-130H-30 336sq dep NAF76  
 20. 3601 C-130J-30 335Skv NOW335F  
 21. ZH869/869 Hercules C4 24/47sq dep  
 24. ZH863/863 Hercules C4 airtest MCE04  
 26. 5629 C-130J-30 335Skv NOW335H  
 27. GZ100 AW-109SP 32(TR)sq RRR1315  
 28. 84007 Tp-84 TSFE arr SVF807  
 102004 Tp-102C TSFE SVF646  
 ZH874/874 Hercules C4 24/47sq dep MCE03

Credits: MAR, Scramble messageboard.

Coningsby March 2018  
 05. G-FRAS Falcon 20ECM FR Aviation Vader62  
 G-FRAT Falcon 20ECM FR Aviation Vader61  
 07. G-XXEC A-109 32(TR)sq/Royal Flight Sparrowhawk1  
 91-0324/LN F-15E 48th FW \* ?81/82  
 00-3004/LN F-15E 48th FW \* ?81/82  
 08. 91-0313/LN F-15E 48th FW \* Casino22/21  
 00-3002/LN F-15E 48th FW \* Casino22/21  
 ZK426 Typhoon FGR4 Tarnish69 delivery  
 09. ZM300 Prefect T1 3 FTS \* BKH11  
 G-BYVZ Tutor T1 3 FTS \* UAH80  
 13. ZM301 Prefect T1 3 FTS \* BKH30  
 XX316/CU849 Hawk T1A 100sq 14 Savage2  
 XX346/CP Hawk T1A 100sq 14 Savage1  
 14. G-BYWF Tutor T1 3 FTS \* CWL66  
 ZK425 Typhoon FGR4 del Tarnish05  
 2x F-15E 48th FW \* Jungl81/82  
 G-COBS DA42 Thales UK Calibrator30  
 19. 12-5786 MC-130J 7th SOS \* Strix22  
 G-XXEB S-76C Royal Flight Red1Romeo  
 G-BYVR Tutor T1 WIT54 \*  
 21. ZD982 Chinook HC6A 18sq SHF536  
 ZH894 Chinook HC6A 27sq \* SHF444  
 22. ZZ386 Wildcat AH1 847NAS 2x Marine13  
 ZA463/028 Tornado GR4 Marham Wg \* MRH09  
 ZA612/074 Tornado GR4 Marham Wg \* MRH03  
 25. G-BYUC Tutor T1 T1 \* UAH428  
 26. G-ZIOO A-109SP 32(TR)sq RRR1201  
 28. ZA543 Tornado GR4 Marham Wg \* Monster2  
 ZA613/075 Tornado GR4 Marham Wg \* Monster1  
 G-BYVR Tutor T1 nn \* WIT49  
 29. ZM409/409 Atlas C1 70sq \* RRR465  
 ZK374 Typhoon FGR4 del Tarnish29

Credits: MAR, Scramble messageboard.

Fairford March 2018  
 14. 61-0299/D KC-135T 351st ARS Quid 34

Credits: MAR, Scramble messageboard.

Farnborough February 2018  
 02. 5105 CL-601-3A 241.dlt CEF206  
 ZZ418 Shadow R1 14sq Snake48  
 OM-BYK A319-119X Gvmt of Slovakia SSG004  
 A6-HRS B737-7E0 Gvmt of Dubai 03 DUB4  
 10. A6-HRS B737-7E0 Gvmt of Dubai DUB4  
 15. A6-MRM B737-8EC Gvmt of Dubai 16 DUB5  
 17. A6-MRS B737-8EC Gvmt of Dubai 18 DUB7  
 18. A6-MRM B737-8EC Gvmt of Dubai 19 DUB5  
 20. ZK458 Beech B200 45(R)sq CWL84  
 23. A6-MRM B737-8EC Gvmt of Dubai 24 DUB5  
 25. A9C-BAH G650 Gvmt of Bahrain 26 BAH6  
 03. A9C-BHR G450 Gvmt of Bahrain 04 BAH4  
 05. CN-AMR G550 Esc de Transporte RMAF136  
 07. A6-HHH G400 Gvmt of Dubai DUB9  
 A9C-BHR G450 Gvmt of Bahrain BAH4  
 10. A6-HHH G400 Gvmt of Dubai DUB9  
 11. A6-MRS B737-8E0 Gvmt of Dubai DUB7  
 15. A9C-BRF G-IVSP Gvmt of Bahrain BAH7  
 16. ZZ418 Shadow R1 14sq 20 Snake48  
 ZZ503 Avenger T1 750NAS NCV573  
 22. 4270 G450 Pakistan AF  
 A6-HRS B737-7E0 Gvmt of Dubai 24 DUB4  
 25. A6-FZZ B737-8KN Gvmt of Dubai 26 DUB12  
 29. A9C-BRN G550 Gvmt of Bahrain 30 BAH5  
 31. A6-SHJ A320-232-CJ Gvmt of Sharjah 07 SHJ01

Credits: MAR, Scramble messageboard.

Lakenheath March 2018  
 05. ZA472/031 Tornado GR4 Marham Wg \* MRH35  
 08-9601/RS C-130J-30 37th AS Herky664  
 N86 CL-601 FAA FLC86  
 09. G-781 C-130H 336sq NAF71  
 13. C-215 CL-604 Esk721 DAF3070  
 14. G-BYVH Tutor T1 3 FTS \* CWL29  
 19. ZJ182 Apache AH1 3 Regt \* AA321  
 58-0100/D KC-135R 351st ARS \* Quid68  
 20. ZJ185 Apache AH1 3/4Regt \* Viper1/2  
 ZJ221 Apache AH1 3/4Regt \* Viper1/2  
 22. 84-0083 C-21A 76th AS 23 Falcon19  
 22. 85-0106 F-15C 123rd FS OR ANG arr Redhawk01  
 23. 12-1020 F-15SA Saudi AF 27 Retro61-64  
 12-1022 F-15SA Saudi AF 27 Retro61-64  
 12-1023 F-15SA Saudi AF arr Retro61-64  
 12-1054 F-15SA Saudi AF arr Retro61-64  
 27. ZK562 Chinook HC6 7sq VTX515  
 02-1105 C-17A 62nd AW RCH563  
 08-8601/RS C-130J-30 37th AS Herky665  
 30. 08-8200 C-17A 62nd AW RCH971

Credits: MAR, Scramble messageboard.

Lossiemouth March 2018  
 02. G-MCGF S-92 Coast Guard  
 05. G-FPLD Beech B200 Thales UK 06  
 07. G-FPLD Beech B200 Thales UK 08  
 12. ZK459/X Beech B200 45(R)sq 13 CWL79  
 13. G-FRAS Falcon 20ECM Cobham Warthog81  
 19. 08-0051 CV-22B 7th SOS Knife71  
 20. 100001/001 OS100 72 ASC sq o OSY11F  
 21. 165833 C-40A USN CNV6582  
 G-FFRA Falcon 20ECM FR Aviation Zodiac51/Rushton94  
 26. 84-0087 C-21A 76th AS Valor11  
 28. ZF342/342 Tucano T1 72(R)sq LOP49

Credits: MAR, Scramble messageboard.

Mildenhall March 2018  
 01. ZZ343 Voyager KC2 10/101sq 03 RRR332/333  
 79-1711 KC-10A 305th AMW RCH328  
 61-0266 KC-135R 117th ARS KS ANG 02 RCH138  
 02. 79-1711 KC-10A 305th AMW 04 RCH328  
 58-0122 KC-135R 117th ARS KS ANG 03 RCH599

60-0365	KC-135R	117th ARS KS ANG	03 RCH599	ZZ393	Wildcat AH1	1Regt	Valiant62
03.58-0010	KC-135R	141st ARS NJ ANG	04 RCH630	ZZ403	Wildcat AH1	1Regt	Valiant61
60-0323	KC-135R	314th ARS AFRC	17 RCH103	04.900531	C-26D	AOD Naples	06 CNV6881
04.58-0089	KC-135T	6th AMW	05 RCH977	06.14+03	Global 5000	FBS BMVg	GAF677
05.N86	CL-600	FAA	06 Flightcheck86	07.253	CN235M-200	101sq	IRL253
06.58-0098	KC-135R	132nd ARS ME ANG	07 RCH098	06.ZH891	Chinook HC4	Odiham Wg	
165151	C-20G	CFLSW det Sigonella	Catbird1	19.MM62029	Falcon 50	306°Gr	IAM3134
07.61-0293	KC-135R	22nd ARW	08 RCH548	22.026	C295M	13.Eltr	PLF282
57-1451	KC-135R	151st ARS TN ANG	08 RCH431	25.YU-BNA	Falcon 50	Gvmt of Serbia	26
08.64-14848/OF	RC-135V	55th Wg		0002	G550	1.BLTr	26 PLF106
09.ZZ175/175	C-17A	99sq	2x * RRR814/840	ZZ383	Wildcat AH1	1Regt	26 ReconForm.
87-0033	C-5M	433rd AW AFRC	RCH600	ZZ388	Wildcat AH1	1Regt	26 ReconForm.
10.87-0118	KC-10A	305th AMW	RCH018	ZZ392	Wildcat AH1	1Regt	26 ReconForm.
58-0086	KC-135T	92nd/141st ARW	12 Brush52/51	27.ZJ234/S	Griffin HT1	DHFS	SYS94
11.87-0118	KC-10A	305th AMW	RCH018	ZH878	Hercules C4	24/47sq	RRR5807
87-0121	KC-10A	305th AMW	12 Cafe71	14+04	Global 5000	FBS BMVg	28 GAF645
00-0184	C-17A	62nd AW	RCH866				
12.84-0044/LN	F-15D	493rd FS	* Death02	05.84-00173	C-12U-3	E/1-214th AVN	Duke69
13.J-871	F-16AM	322sq	* Saw01	06.ZK329	Typhoon FGR4	1sq	12 LOS29
62-4132/OF	RC-135W	55th Wg	14 Olive56	07.84-00157	C-12U-3	E/1-214th AVN	Duke69
75-0558/OK	E-3G	552nd ACW	24 Shuck80	ZK024/O	Hawk T2	4sq	VYT90
91-0603/LN	F-15E	494th FS	14 Ratch81/Mugger21	ZZ514	Wildcat HMA2	825NAS	14 Skua355/Test99
96-0204/LN	F-15E	494th FS	14 Ratch82/Dawg01	ZH835	Merlin HM2	820NAS	10 NVY812
ZM307/307	Prefect T1	3 FTS	* Barkston13	ZM410/410	Atlas C1	70sq	09 RRR465
14.79-1712	KC-10A	305th AMW	15 Spur69	ZJ690	Sentinel R1	5sq	09 Snapshot3/1
64-14846/OF	RC-135V	55th Wg	16 Olive55/56	08.ZJ185	Apache AH1	4Regt	09 AAC443
15.83-0082	KC-10A	305th AMW	19 Roma81/Gold31	ZZ393	Wildcat AH1	1Regt	Valiant61
00-0178	C-17A	89th AS AFRC	16 RCH625/176	ZZ399	Wildcat AH1	1Regt	Valiant61
73-00991	C-130E	222 Filo	16 TUAF403	ZZ380	Wildcat HMA2	825NAS	SkuaForm
16.ZM403/403	Atlas C1	70sq	* RRR472	ZZ397	Wildcat HMA2	825NAS	SkuaForm
ZJ691	Sentinel R1	5sq	* Snapshot1	09.ZK313	Typhoon FGR4	11sq	* RazorForm
96-1003	C-130H	109th AS MN ANG	17 RCH045	ZK346	Typhoon FGR4	11sq	* RazorForm
17.85-0030	KC-10A	305th AMW	RCH048	ZK354	Typhoon FGR4	11sq	* RazorForm
58-0063	KC-135R	328th ARS AFRC	20 RCH811	13.ZZ534	Wildcat HMA2	825NAS	Skua356
18.82-0191	KC-10A	60th AMW	19 Gold72/32	14.CE01	ERJ135LR	21sq	BAF605
79-1711	KC-10A	305th AMW	19 Gold62/42	16.ZH893	Chinook HC-6A	27sq	SHF430
83-0081	KC-10A	305th AMW	19 Gold82/41	19.CE04	ERJ145LR	21sq	BAF614
85-0030	KC-10A	305th AMW	RCH048	20.CE04	ERJ145LR	21sq	BAF615
168437/437	P-8A	nmks	21 Madfox12	87	EMB121AN	28F	FNY5024
19.79-1712	KC-10A	305th AMW	20 Roma91	71	EMB121AN	28F	FNY5026
85-0030	KC-10A	305th AMW	RCH048	22.CE01	ERJ135LR	21sq	BAF605
ZZ172/172	C-17A	99sq	* RRR811	81	EMB121AN	28F	FNY5022/5028
92-3291	C-17A	155th AS TN ANG	23 RCH159	74	EMB121AN	28F	FNY5020
20.87-0123	KC-10A	60th AMW	21 Blue52	11-0057	CV-22B	7th SOS	Knife71
84-0126	C-21A	76th AS	Valor21	23.92/YL	EMB121AA	EAT00.319	FNY5024
163918	E-6B	VQ-4	25 Ching15/Evict40	26.ZM405/405	Atlas C1	70sq	RRR4641
G-BYWO	Grob 115E	UAS	* Wittering21	27.ZH878/878	Hercules C4	24/47sq	RRR5707
21.84-0126	C-21A	76th AS	Valor21	28.ZH828	Merlin HM2	829NAS	Excalibur03
62-3523	KC-135R	22nd ARW	22 RCH987				
91-0329/LN	F-15E	494th FS	* Howler41/42				
92-0364/LN	F-15E	494th FS	* Howler41/42				
22.86-0174/LN	F-15C	493rd FS	* Gator01				
23.83-0082	KC-10A	305th AMW	27 Blue12				
24.73-00991	C-130E	222Filo	26 TUAF403				
86-0014	C-5M	439th AW AFRC	05 RCH445				
84-0186	KC-10A	305th AMW	25 RCH565				
25.84-0186	KC-10A	305th AMW	26 RCH565				
26.84-0087	C-21A	76th AS	Valor11				
84-0096	C-21A	76th AS	Valor21				
58-0023	KC-135R	133rd ARS NH ANG	28 RCH210				
26.64-14843/OF	RC-135V	55th Wg	27 Olive56				
27.B-583	C-130J-30	Esk721	DAF3070				
ZJ691	Sentinel R1	5sq	* Snapshot1				
28.84-0085	C-21A	76th AS	* Valor21				
29.LX-N90459	E-3A	NAEW&CF	* NATO40				
ZH101/01	Sentry AEW1	8sq/54sq	* NATO35				
83-0082	KC-10A	305th AMW	30 RCH157				
60-0367	KC-135R	166th ARS OH ANG	30 RCH151				
30.58-0122	KC-135R	117th ARS KS ANG	31 RCH601				
900528	C-26D	AOD Naples	31 CNV6904				
31.83-0079	KC-10A	305th AMW	04 RCH800				
58-0038	KC-135R	328th ARS AFRC	RCH112				

Credits: MAR, Scramble messageboard.

Northolt		February 2018
01.252	CN235M-200	101sq
258	LJ45	102sq

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At Nancy the Escadron de Soutien Technique Aéronautique (ESTA) is celebrating its ten year existence with an appropriately coloured Mirage 2000D 3-MO. (4 April 2018, Patrice Dochain)

08. A7-HHE	B747-8KB	Gvmt of Qatar	14 QAF1	ZZ336/336	Voyager KC3	10/101sq	27 Tartan11
09. 84-0126	C-21A	76th AS	Valor76	06-6159	C-17A	60th AMW	27 RCH979
ZH879	Hercules C4	24/47sq	* RRR187	84-0170	C-12U-3	Co D/204th Mi Bn	27 Rebel70
XX255/CB	Hawk T1A	100sq	* CutthroatFormation	27. ZH847	Merlin HM2	814NAS	tdy Navy815
XX196/CH	Hawk T1A	100sq	* CutthroatFormation	10-0218	C-17A	62nd AW	28 RCH726
XX202/CS	Hawk T1A	100sq	* CutthroatFormation	28. 15001	CC-150	437sq	29 CFC3123
G-CGKR/KR	Tutor T1	GSUAS/4 AEF	* UAJ41	ZE700	BAe146 CC2	32(TR)sq	29 RRR1130/Kittyhawk29
10. 84-0126	C-21A	76th AS	* Valor76	ZE701	BAe146 CC2	32(TR)sq	29 Kittyhawk29/RRR1130
11. 89-1190	C-17A	167th AS WV ANG	12 RCH455	ZZ175/175	C-17A	99sq	* RRR879
09-0639	MC-12W	185th SOS OK ANG	13 PL16	ZH879/879	Hercules C4	24/47sq	* Comet244
09-0662	MC-12W	185th SOS OK ANG	13 PL31	ZH839	Merlin HM2	814NAS	tdy Navy814
12. ZH879	Hercules C4	24/47sq	* RRR194	164993/BD	C-130T	VR-64	CNV6642
ZK026/Q	Hawk T2	4sq	NinjaFormation	29. 177701	CC-177	429sq	31 CFC4002
ZK027/R	Hawk T2	4sq	NinjaFormation	06-6163	C-17A	60th AMW	30 RCH316
ZK030/U	Hawk T2	4sq	NinjaFormation	63-8045	KC-135R	6th AMW	30 RCH856
ZK368/368	Typhoon FGR4	Lossie Wg	* LOS68	84-0173	C-12U-3	E/1-214th AVN	Duke46
QQ101	BAe146-RJ100	QinetiQ	Gauntlet11	30. 130613	CC-130J-30	436sq	CFC4267
01-0189	C-17A	155th AS TN ANG	RCH847	15002	CC-150	437sq	31 CFC3125
03-3113	C-17A	183rd AS MS ANG	RCH550				
13. ZH879/879	Hercules C4	24/47sq	* RRR196	<u>Credits:</u> MAR, Scramble messageboard.			
ZF140/140	Tucano T1	72(R)sq	LOP49	Stansted			March 2018
14. 574/31-CP	KC-135RG	GRV02.091	* FAF4015	02. 556	A320/214	RAFoman	MJN521
15. 140105	CP140	407sq	16 CFC0480	05. HZ-HMS2	A340-213	Gvmt of Saudi-Arabia	SV002
525/31-CN	KC-135RG	GRV02.091	* FAF4011	HZ-101	B737-7DP	1sq/Royal Flight	
92-3291	C-17A	155th AS TN ANG	RCH928	HZ-102	B737-8DP	1sq/Royal Flight	
16. 140104	CP-140	405sq	CFC0611	HZ-124	A340-213	Gvmt of Saudi-Arabia	SV003
62-3573	KC-135R	77th ARS AFRC	18 RCH112	07. A7-HSJ	A320/232	Gvmt of Qatar	
17. ZM415/415	Atlas C1	70sq	18 RRR480	09. A6-MMM	B747-422	Gvmt of Dubai	DUB2
ZZ336/336	Voyager KC3	10/101sq	19 RRR317	14. A7-HHE	B747-8K8	Gvmt of Qatar	
85-0030	KC-10A	305th AMW	18 RCH048	07-7189	C-17A	437th AW	RCH147
90-0177	C-17A	137th AS NY ANG	RCH158	16. 01-0040	C-40B	1st AS	SAM712
18. CH01	C-130H	20sm	BAF668	18. A7-AAG	A320/232	Gvmt of Qatar	QAF4
2/(F-RAPP)	Falcon 900	ET00.060	CTM1279	MAE	C-17A	Transport sq	LHOB247
19. ZG996	Defender AL1	651sq	* AAC595	22. A6-HRM	B747-422	Gvmt of Dubai	DUB1
ZH879/879	Hercules C4	24/47sq	* Comet209	23. KAF342	C-17A	41sq	
20. 177703	CC-177	429sq	21 CFC4001	24. A4O-SO	B747-SP27	Gvmt of Oman	
100001/001	OS100	72 ASC sq	21 OSY11F	30. A7-MED	A319/133	Gvmt of Qatar	
79-1947	KC-10A	305th AMW	RCH335	1301	A330MRTT	UAE AF	UAF1301
21. 130611	CC-130J-30	436sq	22 CFC4276	<u>Credits:</u> MAR, Scramble messageboard.			
00-0177	C-17A	137th AS NY ANG	22 RCH143	Waddington			March 2018
10-00742	MC-12S	Co.B/224th Mi Bn	22 Elvis	13. ZG996	Defender AL1	651sq	AAC519
23. 130613	CC-130J-30	436sq	26 CFC4267	15. ZG771/133	Tornado GR4	Marham Wg	* MRH74
89-1190	C-17A	167th AS WV ANG	24 RCH525	21. ZH889	Hercules C5	24/47sq	RRR214
10-0219	C-17A	62nd AW	24 RCH184	26. ZG996	Defender AL1	651sq	29 AAC516/526
84-0177	C-12U-3	Co.D/204th Mi Bn	Rebel81	28. ZM411	Atlas C1	70sq	RRR463
24. 11-00283	MC-12S	E/305th Mi Bn	27 Ronin63E	<u>Credits:</u> MAR, Scramble messageboard.			
12-00280	MC-12S	E/305th Mi Bn	27 Ronin72E				
25. ZH879/879	Hercules C4	24/47sq	* RRR227				
ZZ338/338	Voyager KC3	10/101sq	RRR2164				
26. 130611	CC-130J-30	436sq	27 CFC4276				



Andravidia air base, with three based Phantom units, was the place to be during the Iniochos (“Charioteer”) exercise, with F-4E (AUP) 71751 also participating. (20 March 2018, Jim Walg)



F-15E 88-1668/SJ was one of the four Strike Eagles arriving at RAF Lakenheath on 10 April on its way back home to CONUS. The weather circumstances in the UK were completely different from those in the Middle East and the supporting personnel was really happy with clouds and a little bit of rain. Many aviation enthusiasts in and outside the fence had different thoughts about this though! (RAF Lakenheath, 10 April 2018, Stephan de Bruijn)



On 3 April 2018 the second A330 MRTT for the Government of Singapore, being c/n 1762, MRTT034 and registered EC-332, arrived at Manching for repainting in full colours. Six MRTTs are ordered. (Dietmar Fenners)

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# Civil News



The first converted Boeing 737-800 was certified and delivered to launch customer West Atlantic in April this year. The conversion took place in 2017 at Boeing Shanghai Aviation Services, a China based Boeing branch. After completion of the conversion in November 2017, the aircraft was ferried to Victorville (CA) for flight testing and certification. It was delivered to West Atlantic as G-NPTA on 15 April. During its conversion and certification process it was registered as N346PH. (Victorville (CA), 15 April 2018, Boeing Company)

## Manufacturers News

### Airbus

#### A350-900ULR

On 23 April, the new Ultra-Long Range version of the Airbus A350-900, designated as the A350-900ULR, made its first flight. The aircraft took off from Toulouse around 10:45am and landed a few hours later.

The A350-900ULR was introduced in October 2015. It features a higher MTOW of 280t and a 17% higher useable fuel capacity as well as some aerodynamic tweaks, which include extended winglets, a further slight twist of the wing, trailing-edge extension and a clean-up of the upper wing fairing. All these measures will stretch the range of the A350-900ULR to 17,960 km compared to the 15,000 km for a "standard" A350-900. The higher fuel capacity of the A350-900ULR does not involve the installation of additional fuel tanks, but is achieved by an adaption of the fuel system within the existing tanks (plumbing of pipes), which increases the fuel capacity with 24,000 litres. This method to raise the fuel capacity without additional fuel tanks makes it easier to re-configure an A350-900ULR back to standard A350-900 specifications if required by the operator.

Airbus has already announced in 2016, that it will enhance the standard A350-900 with an optional 280t MTOW, and the same aerodynamic clean-up and power plant improvements as of the A350-900ULR. This enhanced A350-900 will have a 2% lower fuel burn than the current A350-900. With this 280t MTOW option, this enhanced version will have the same MTOW of the A350-900ULR, but according to Airbus the combination of the larger fuel capacity and fewer passengers (Airbus expects the A350-900ULR will be equipped with an extended premium class cabin, which will give the aircraft a seat count of roughly the half of the standard A350-900) the A350-900ULR will still have more range.

Launch customer of the A350-900ULR is Singapore airlines, which will use this version for flights between Singapore and the US. The first delivery of the 350-900ULR to Singapore Airlines is scheduled for August 2018. Singapore has ordered seven A350-900ULRs. Singapore Airlines is one of the largest customers for the A350 XWB Family, having ordered a total of 67 A350-900s, including the seven Ultra Long Range models.

### Boeing

#### B737 -800 vs 737-8

In Scramble 467 we made a mistake in the text about the roll-out of the 10.000th Boeing 737. MSN **42571** is a Boeing 737-8 and not a Boeing 737-800. We are obviously still not completely used to this new variant and automatically assume that a new 737 in Southwest colours is a 737-800. (Correction Scramble 467 – Page 32). The 10.000th 737 was registered as N8717M and ferried to Phoenix on delivery to its new owner on 30 March 2018.

#### B737 -800 Boeing Converted Freighter

Mid-April saw the delivery of the first Boeing Converted 737-800. MSN **32740** (line #1444) was delivered to lease company GECAS which has leased the aircraft to West Atlantic. Subject aircraft was originally delivered to Futura in February 2004 and besides Futura has flown passengers for Ryan International Airlines, Travel Service and Sunwing Airlines, before being converted at Shanghai in 2017. The conversion was completed in November 2017 and the aircraft was ferried to Victorville (CA) for flight tests and certification. Early April, US and European regulators certificated the 737-800 Boeing Converted Freighter, clearing the way for its delivery to West Atlantic. West Atlantic will receive four more B737-800 Boeing Converted freighters within the next eleven months. The aircraft was converted by Boeing Shanghai Aviation Services, a China based Boeing branch. Besides Boeing, there are two more options for 737-800 conversions. Miami (FL) based Aeronautical Engineers Inc. (AEI) and IAI Bedek from Israel also have launched conversion programmes for the 737-800 B737 BBJ MAX 8

On 16 April 2018 Boeing celebrated the fly away of the first BBJ of the new Boeing 737 MAX series. The aircraft was flown from Seattle-Renton (WA) to Sussex County Airport, Georgetown (DE) where it will be outfitted with an auxiliary fuel tank, which will enable the aircraft to fly up to 12,297km (some ~ 5,500km more than the standard 737 MAX 8 and ~ 1,480 km more than its predecessor the 737 BBJ 2). Later this year, the aircraft will be ferried to Indianapolis (IN) for interior modifications. It will eventually be delivered to its new undisclosed owner in the second half of 2019. The first Boeing



737 BBJ MAX is MSN 61329 (line # 6843) and is a BBJ MAX 8. Its first flight took place on 15 March 2018 and after some multiple certifications it is now ready to be completed as a BBJ. The BBJ MAX is based on the Boeing 737 MAX which means that it has the same fuel efficient CFM LEAP-1B engines as the 737 MAX passenger jet and also benefits from the same improved aerodynamics and some more advanced avionics systems. All these new technology allows the 737 MAX BBJ to fly further and have lower operating costs than its predecessor, the 737NG BBJ. There are three different versions of the Boeing BBJ MAX, the 737 BBJ MAX 7, the 737 BBJ MAX 8 and the 737 BBJ MAX 9. Boeing has orders for eleven 737 BBJ MAX 8s, one 737 BBJ MAX 7 and one 737 BBJ MAX 9, while six customers have ordered a 737 BBJ MAX, but still have not decided which "size" they prefer.

B787-8

American Airlines' 7 April order for 47 Boeing 787 Dreamliners, from which 22 will be the shorter 787-8 variant, shed some interesting light on the later. From a long time it seemed the 787-8 was no longer favoured by Boeing and the 787-8 had become a dying sub-type. The order intake for the 787-8 has been quite slow since its first commercial flight in October 2011 as most airlines preferred the 787-9 and sales of the 787-8 had almost dried up until April's American Airlines order for 22 787-8s.

The 787-8 was hampered by a legacy of production and design woes. Aircraft with a line number below line # 101 are sub-par, with weight, design and production issues. From Line # 102, the aircraft are much better as the combined lessons learned and design changes have finally resulted in a "good" 787-8 aircraft. However all these changes have made

the 787-8 different from the 787-9 and 787-10 when it comes to production. All these improvements have made the 787-8 relatively expensive to produce, and it was clear that Boeing was commercially more focussed selling the larger more profitable, higher margin 787-9/10 than the low margin (and still unprofitable, according to various sources) 787-8. The differences between the 787-8 and 78-9/10 are as big that Boeing is essentially building two different aircraft. The 787-9/10 are about 90% common, but according to some analysts the 787-8 have only about 40% commonality to the 787-9/10. But after the American Airlines' order, a Boeing official stated that Boeing would change the way it builds the rear section of the 787-8 to make it more compatible with the 787-9/10. Modifications that will be introduced later this year will make the rear fuselage of the 787-8 essentially the same as the 787-9 and 787-10 models except for their length.

With this new and much cheaper production method for the 787-8, it looks like Boeing has a renewed interest in selling the 787-8. But the renewed interest in selling the shortest version of the 787-8 may conflict with the potential New Mid-Range Aircraft (NMA, also known as middle-of-the-market-aircraft). This new concept aircraft is a 220-270 passenger aircraft which is aimed at the market between the largest 737 MAX variant and smallest wide-bodied aircraft, which turns out to be the 787-8. The NMA would have a range of around 9,260 km which is much smaller than the ~13,600km range of the 787-8. But only 30% of the 787-8 missions flown today are more than 9,260 km, so it looks like this "new re-born" much cheaper to produce 787-8 could be a perfect NMA aircraft, as the mission and product overlap is very obvious.

## Airliner News



The first BBJ version of the new Boeing 737 MAX made its first flight on 15 March 2018. On 16 April Boeing celebrated the fly away of the aircraft when it left its place of birth at Renton (WA). It travelled onwards to Georgetown (DE) and Indianapolis (IN) for further completion. The first Boeing BBJ MAX 8, registered N329BJ, is seen here departing Renton on its way to Georgetown. (Boeing Company)

## Europe

### The Netherlands

On 25 April the new Dutch government BBJ arrived at Woensdrecht for outfitting by Fokker Services. Painting is said to be planned to be done at Ostrava and delivery as PH-GOV is expected in 2019.

### Austria

As a result of its tie-up with Ryanair, Laudamotion will end its wet-lease deals with both Condor and Eurowings. Most of the operations should have ended by the time you read this Scramble. As a reason the incompatibility of the systems of Condor and Eurowings with the systems of Ryanair, which Laudamotion is changing to, has been given.

### Denmark

As already rumoured, SAS has now announced that they have

decided to add fifty new A320neos to its fleet. Fifteen of these are to be leased via various lessors, while the remaining 35 were newly ordered at Airbus. The first of these fifty planes will start to arrive in Spring next year and deliveries will continue until 2023. SAS has also ordered a single extra A330-300 which will also arrive in Spring 2019.

### France

The current owner of Corsair, TUI, is in final negotiations with two possible buyers for the French airline. The two companies bidding for the airline are from China and Germany and a sale is expected to be concluded within a few months. Whilst TUI is busy selling the airline, Corsair is moving forward with its search for replacements for its current fleet of two A330-200s, two A330-300s and three B747-400s. Under evaluation are now offers from Airbus and Boeing for the A330neo, A350, B777-300ER and B787.

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*Allegiant is busy with the transition from an all MD-80 operator to an all Airbus operator. Besides twelve new Airbus A320 aircraft they have ordered directly with Airbus, the majority of their fleet is second hand. The all new aircraft can be recognized by their Sharklets. As of late April 2018 Allegiant's fleet consists of thirty Airbus A319s, 39 Airbus A320s and 32 MD-80s. Two new A320s, and some more used A319s and A320s, will enter their fleet in the near future to replace the last MD-80s. Allegiant has already scheduled its last MD-80 flight for 25 November 2018. Airbus A320 N262NV is an ex Saudia aircraft and is seen here at Shannon for some pre-delivery maintenance. (24 March 2018, Adrian Kissane)*

#### Italy

The government has, once again, extended the deadline for submitting bids for Alitalia. The current deadline was 30 April, but this has now been extended with another six months. Currently named as possible buyers are Air France-KLM (with the help of Delta Air Lines), easyJet and Wizz Air. In the meantime the European Commission has opened an intensive investigation into the loan the Italian government has provided to Alitalia to keep the airline from collapsing. The EC will investigate if this loan is illegal state aid.

#### Ireland

Boeing and Ryanair announced on 24 April that the airline has decided to firm up options for 25 B737MAX200s. Ryanair now has 135 MAX200s on order. The first is due in the first quarter of 2019.

#### Malta

Small carrier Maleth-Aero, which currently operates five B737-300s, one B737-500s, a ERJ145 and several business jets, is set to take delivery of an A340-600 by August. The plane will be used for ACMI-operations.

#### Norway

On 12 April the first ERJ190-E2 of Wideroe arrived at the airline's base at Bodø. The arrival also marked the delivery of the world's first ERJ190-E2. The new aircraft can be spotted on flights between Bergen, Bodø and Tromsø. Later international operations to Hamburg and Munich will follow. Wideroe is also thinking about converting some of its twelve options it has for ERJ190-E2s.

#### Poland

LOT is going to add six former Azul ERJ195s to its fleet. The first of those should have arrived when you read this issue of Scramble. Two extra DHC-8-400Qs are also to join the fleet. These will be leased via Nordic Aviation Capital for at least six months. Lastly for fleet news is that the airline also signed a lease agreement with Avolon for three more B787-9. The first two of these will be delivered in May 2019 and the last one in October 2019. The airline is also exploring the possibilities to establish a subsidiary in Hungary, which would then operate flights between Budapest and Chicago (IL) and New York-JFK (NY). LOT hopes to have its new unit operational later this year.

#### Portugal

Last month we reported about the order of Hi Fly for ten A330-900s, this month we can report that the airline has reconfirmed its plans to operate two A380s on ACMI-operations. The first of the duo is set to arrive in June.

#### Russia

Sukhoi is thinking about creating a new variant of the SSJ, the SSJ100/75, a 75-seat version of the current SSJ100/95. One of the airlines very interested in this plane is S7 Airlines, which wants to use the aircraft to replace its sixteen ERJ170s.

After the crash of one of their An-148s, Saratov Airlines has now decided to rebrand itself. The new name of the company is Ivolga Airlines. The yellow livery will, however, remain.

The Ulan-Ude Aviation Plant and Polar Airlines signed an agreement for a total of 200 TVS-2DTS turboprops. Deliveries of the aircraft will start in 2021 and be completed in 2025. The TVS-2DTS is an updated variant of the famous An-2 biplane and is able to carry up to fourteen passengers.

UTair signed a lease agreement with ALC for two B737MAX8s.

#### Spain

Volotea Airlines will sell 49% of its shares to investment companies Indigo Partners and HRS Management, both from the US. Indigo Partners is not a stranger to the aviation world as it has an extensive aviation portfolio with large (controlling) stakes in Frontier Airlines (US), JetSmart (Chile), Volaris (Mexico), Enerjet (Canada) and Wizz Air (Hungary). Indigo was also the company to sign the largest narrowbody order ever (in November 2017 for 430 A320neo-family planes).

#### Switzerland

The demise of Air Berlin also resulted in the end for Belair. In January Belair was bought by investment company SBC and the new owner has now applied for re-certification of the airline. It hopes to be back in business by the end of this month, with first flights planned in June. At first Belair wants to wet-lease three A320s, but it is yet unknown where they are going to source the planes from. It is however known that all three planes will be registered in Switzerland. At the end of this year Belair hopes to expand the fleet with another A320.

#### United Kingdom

IAG has acquired a 4,61% stake in Norwegian and also said when announcing this, that the airline will use this share to open up talks with the airline about the possibility to buy Norwegian. IAG has taken on JP Morgan to secure funding for the possible acquisition of Norwegian. Later in April it also became known that IAG held talks with Air Europa about a possible buy-out of that airline, but that these talks failed.

## Africa

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### Algeria

As part of its fleet renewal programme, Air Algérie has put up its three B767-300ERs for sale.

### Morocco

Royal Air Maroc has taken delivery of its first of three converted B767-300(BCF)s. The airplane arrived on 17 April and was in use by RAM as a passenger plane before.

### Swaziland

Should you be searching to wet-lease an A340, you could now lease the governmental A340-300 as the government has decided to make the plane available for the lease market when not in use for the country's officials.

### Tunisia

Tunisair is looking at adding one or two A330s to its fleet of two A330-200s. The airline wants to expand its international network and has applied for flights to New York-JFK (NY) and is looking to fly to Beijing. Tunisair has also brought the delivery of its five A320neos forward, with the first two now set to arrive next year and the last three in 2020. The arrival of the A320neos marks the renewal of Tunisair's narrowbody-fleet and the airline also said that they are looking at placing another order to replace more of its fleet.

## Asia

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### Bhutan

Druk Air has ordered an A320neo, as well as a Memorandum of Understanding for an ATR72-600. Both planes are expected for delivery in 2019.

### India

Jet Airways already agreed with Boeing to place an option for fifty B737 MAX aircraft last year, but has now placed an actual order for 75 MAX aircraft. The airline is already awaiting an earlier order for 75 MAX8s.

### Indonesia

Lion Air Group has firmed up its existing MoU for fifty B737 MAX10s, which was signed in Paris last year, into a formal order. Deliveries will commence from 2020. The airline group also intends to order B787s within a few weeks.

### South Korea

Air Incheon has taken delivery of its first B767-300F. The former American Airlines plane is flying between Seoul to Hanoi for Samsung.

### Taiwan

Far Eastern Air Transport has selected eleven B737 MAX8s to replace its aging fleet of eight MD-80s. The replacement will take some time though: from late 2019 two B737s will arrive each year.

## Middle East

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### Jordan

On 29 March Air Arabia Jordan has decided to cease all operations. Its two A320s have returned to Air Arabia and were flown to Sharjah on 31 March and 1 April.

### Saudi Arabia

flynas is thinking about the possibility to issue a RFP for wide-body aircraft. According to their CEO, the airline has started looking to the A330 and B777, but also at longer range aircraft like the A321neoLR. flynas had done an earlier attempt to fly longhaul back in 2014, but wasn't successful. Size wise the airline is thinking about an order for up to 120 planes which will be used on new destinations in Asia, Africa and the Americas.

### United Arab Emirates

The CEO of Emirates has said that the airline is seriously looking at exercising its options for sixteen A380s. The airline has troubles finding enough pilots for its growing fleet, which forces the airline to cut frequencies. In order to still being able to move the same amount of passengers, larger planes are needed according to Emirates.

### Yemen

Despite all the troubles in the country, Yemenia was able to generate a profit over 2017. And because of that the airline wants to expand its current fleet of four aircraft, two A310-300s and two A320s, with another plane. To being able to do that, Yemenia secured a loan from the King Salman Centre from Saudi Arabia. It is yet unknown what kind of plane they will be adding. The airline also still has orders for eight A320neos and ten A350-900s, but the status of this order is unclear. Currently, the airline operates flights from Aden to Amman, Cairo, Jeddah, Khartoum, Mumbai, Seiyun and Socotra.

## North America

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### United States of America

American Airlines decided to go for Boeing regarding its widebody fleet. As Airbus could not match Boeing's price offer for its Dreamliners, American intends to take deliv-



*Airbus A320-250N EI-SIF is the sixth and latest addition to the SAS Ireland fleet, which will grow to nine aircraft. SAS Ireland was established in 2017 to compete better with other airlines by achieving lower costs through aircraft registering abroad and by cheaper crews. No staff itself is employed by the airline, but are hired through an aviation recruitment firm. Although it operates under an Irish AOC (Air Operators Certificate) SAS Ireland will have London Heathrow as its main operating base and Malaga as a second base. Eventually five Airbus A320-200Ns will be based at London-Heathrow and four at Malaga. (Amsterdam-Schiphol, 22 April 2018, Walter Heukensfeld)*

ery of no less than 47 B787s: 22 B787-8s and 25 B787-9s. The B787-8s will replace its B767s, while the B787-9s will replace the A330s and some older B777s. Unfortunately for Airbus, the A350 order, which American inherited from US Airways for 22 A350s, has herewith been cancelled. Furthermore, American will delay deliveries of forty B737 MAX8s to later dates, but I do not think that Boeing is complaining.

United Airlines signed a deal for twenty second-hand A319s for deliveries in 2020 and 2021. The aircraft are former easyJet-planes.

## 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	
Emirates	20	A380-800	
Spirit Airlines	5	A320	
<u>Undisclosed</u>	<u>26</u>	<u>A320neo</u>	
<u>Vietjet Air</u>	<u>2</u>	<u>A321</u>	
Total	68		(+8)

### ATR 2018 firm orders

Bangkok Airways	4	ATR72-600	
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## Jetliners



As can be seen in the monthly Jetliners-section, easyJet is registering a lot of their aircraft in the Austrian register on behalf of easyJet Europe. This new airline with its own AOC was established to protect easyJet's European route rights after the Brexit. According to easyJet, with the new easyJet Europe AOC, the airline will enable to continue its European route network regardless of the UK's future relationship with the European Union. Besides transferring UK registered aircraft also the ex Berlin-Tegel fleet of Airbus A320s it acquired from Air Berlin will be registered in the Austrian register. One of this ex Air Berlin aircraft in the easyJet Europe fleet is OE-IZQ, which is former D-ABNQ. The aircraft is painted in a special "Berlin" colour scheme. (Berlin-Tegel, 12 April 2018, Stephan Ehrig)

A319	-132	<b>2396</b>	SX-ABE	Wataniya Airways, ex Olympus Airways. Delivered on lease on 2 April.
	-111	<b>2492</b>	N318NV	Allegiant Air, ex G-EZIL of EasyJet. Delivered on 15 April.
	-111	<b>3364</b>	D-ASTJ	Germania, ex VQ-BTL of VIM Airlines. Delivered on 18 April.
	-132	<b>3614</b>	YR-URS	JustU Air, ex P4-YAS of Air Astana. Delivered on 13 April.
A320	-211	<b>117</b>	D-AIPT	Lufthansa, ex Germanwings. Returned to the "mother" company on 7 April.
	-211	<b>211</b>	LY-VEV	Condor Flugdienst, ex Avion Express. Delivered on lease on 26 April.
	-212	<b>795</b>	9A-BTG	Israir, ex Trade Air. Delivered on summer lease on 6 April.
	-214	<b>888</b>	ES-SAK	TUIfly Belgium, ex SmartLynx Estonia. Delivered on summer lease on 15 April
	-214	<b>936</b>	ES-SAO	TUIfly Belgium, ex SmartLynx Estonia. Delivered on summer lease on 19 April. The aircraft was leased by Smartlynx Estonia to easyJet from 6 January 2018 until 19 April and immediately placed on a new lease to TUI Fly Belgium.
	-214	<b>967</b>	LY-SPF	Small Planet Airlines, ex Sky Angkor Airlines. Returned from lease on 1 April.
	-232	<b>1823</b>	YL-LCP	easyJet, ex SmartLynx. Delivered on lease on 7 April.
	-214	<b>1873</b>	YL-LCO	Vueling Airlines, ex SmartLynx. Delivered on summer lease on 11 April.
	-214	<b>2003</b>	OO-SNM	Brussels Airlines, ex D-ABNE of Eurowings. Delivered on 18 April. The aircraft was operated for Euro-wings by Air Berlin. Registered in between as OE-IFV of GECAS.
	-232	<b>2077</b>	D-ASPF	Small Planet Airlines Germany, ex TC-AGU of AtlasGlobal. Delivered on 5 April. Registered in between as OE-IFT of GECAS.
	-232	<b>2479</b>	SX-SOF	TUI fly Belgium, ex Orange2Fly. Delivered on summer lease on 19 April.
	-214	<b>2540</b>	LZ-FBC	Nas Air (Saudi Arabia), ex Bulgaria Air. Delivered on lease on 17 March.

Nordic Aviation Capital	16	ATR42-600
Total	20	

### Boeing 2018 firm orders

<u>ANA Holdings Inc.</u>	<u>2</u>	<u>B777F</u>	
<u>BOC Aviation Limited</u>	<u>6</u>	<u>B787-9</u>	
<u>Jet Airways</u>	<u>75</u>	<u>B737MAX8</u>	
Private	2	BBJ	(+1)
Royal Air Force	3	P-8A	
<u>SkyUp Airlines</u>	<u>2</u>	<u>B737MAX8</u>	
	<u>3</u>	<u>B737MAX10</u>	
	<u>2</u>	<u>B737MAX8</u>	
TUI Travel PLC	2	B737MAX8	
<u>Turkish Airlines</u>	<u>25</u>	<u>B787-9</u>	
<u>Unidentified</u>	<u>103</u>	<u>B737</u>	(+79)
	<u>3</u>	<u>B767-300F</u>	
	3	B777	
	1	B787	
United States Navy	7	P-8A	
UPS	14	B747-8F	
	4	B767-300F	
Total	255		(+199)

### Bombardier 2018 firm orders

Conair Group	6	DHC-8-400Q
Total	6	

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

	-232	<b>2609</b>	VT-IHK	IndiGo, ex TC-JPA of Turkish Airlines. Delivered on 2 April.
	-232	<b>3581</b>	ER-00001	Corendon Airlines Europe, ex FlyOne. Delivered on lease on 14 April.
	-214	<b>4291</b>	EC-MVO	Vueling Airlines, ex D-ABFG of Air Berlin. Delivered on 10 April.
	-214	<b>4591</b>	OE-IVK	easyJet Europe, ex G-EZUC of easyJet. Registered in Austria on 3 April.
	-111	<b>4837</b>	G-EZGR	easyJet, ex HB-JYB of easyJet Switzerland. Registered in the UK on 3 April.
	-214	<b>5086</b>	9H-AHS	Air Malta, ex 4R-ABP of SriLankan Airlines. Delivered on 20 April.
	-214	<b>5757</b>	OE-IJQ	easyJet Europe, ex G-EZWN of easyJet. Registered in Austria on 9 April.
	-214	<b>6485</b>	OE-IVZ	easyJet Europe, ex G-EZOC of easyJet. Registered in Austria on 16 April.
	-214	<b>6834</b>	OE-IJN	easyJet Europe, ex G-EZOW of easyJet. Registered in Austria on 4 April.
	-214	<b>6966</b>	OE-IZN	easyJet Europe, ex D-ABNY of Air Berlin. Delivered on 20 April.
	-214	<b>6981</b>	OE-IVV	easyJet Europe, ex G-EZPC of easyJet. Registered in Austria on 10 April.
	-214	<b>7067</b>	OE-IVW	easyJet Europe, ex G-EZPF of easyJet. Registered in Austria on 13 April.
	-214	<b>7243</b>	OE-IVR	easyJet Europe, ex G-EZPO of easyJet. Registered in Austria on 17 April.
	-214	<b>7410</b>	OE-IJS	easyJet Europe, ex G-EZPS of easyJet. Registered in Austria on 19 April.
	-214	<b>7460</b>	OE-IJU	easyJet Europe, ex G-EZPT of easyJet. Registered in Austria on 23 April.
	-214	<b>7580</b>	OE-IJW	easyJet Europe, ex G-EZPY of easyJet. Registered in Austria on 26 April.
	-214	<b>7597</b>	OE-IJV	easyJet Europe, ex G-EZRA of easyJet. Registered in Austria on 24 April.
	-214	<b>7660</b>	OE-IJA	easyJet Europe, ex G-EZRD of easyJet. Registered in Austria on 6 April.
	-251N	<b>8043</b>	CS-TVA	TAP Air Portugal. Delivered on 17 April. First A320NEO for TAP. Test registration was D-AXAW.
	-251N	<b>8108</b>	G-TTNA	British Airways. Delivered on 10 April. First A320NEO for British Airways. Test registration was F-WWVIV.
	-251N	<b>8109</b>	EI-SIF	SAS Scandinavian Airlines. Delivered on 12 April. Test registration was D-AUBG.
	-251N	<b>8139</b>	G-TTNB	British Airways. Delivered on 25 April. Test registration was F-WWDV.
	-214	<b>8149</b>	A6-AOV	Air Arabia. Delivered on 12 April. Test registration was F-WWDI.
	-232	<b>8183</b>	HA-LYX	Wizz Air. Delivered on 18 April. Test registration was D-AXAS.
	-214	<b>8189</b>	HZ-AS74	Saudia - Saudi Arabian Airlines. Delivered on 11 April. Test registration was F-WWIT.
	-251N	<b>8193</b>	G-UZHF	easyJet. Delivered on 17 April. Test registration was D-AXAN.
	-214	<b>8201</b>	VP-BIJ	Aeroflot. Delivered on 16 April. Test registration was F-WWDA.
	-232	<b>8244</b>	EC-MXP	Vueling Airlines. Delivered on 26 April. Test registration was F-WWIE.
	-214	<b>8263</b>	G-EZRV	easyJet. Delivered on 25 April. Test registration was D-AVVJ.
A321	-211	<b>808</b>	D-ASPD	Small Planet Airlines Germany, ex TC-ATY of AtlasGlobal. Delivered on 20 April.
	-231	<b>974</b>	TC-OEC	Onur Air, ex 2-CETJ of AerCap. Delivered on 21 April. Former TC-ETJ of AtlasGlobal.
	-231	<b>983</b>	SX-ABY	Olympus Airways, ex G-MARA of Monarch Airlines. Delivered on 2 April.
	-231	<b>1366</b>	LY-VEH	Thomas Cook Airlines, ex Avion Express. Delivered on lease on 26 April.
	-211	<b>1629</b>	D-ASTM	Germania, ex OE-LCE of Niki. Delivered on 16 April.
	-231	<b>2211</b>	YL-LCQ	Thomas Cook Airlines, ex SmartLynx. Delivered on lease for the summer on 28 March.
	-211	<b>2330</b>	UR-CRI	Alanna, ex UR-CQK of Windrose Airlines. Delivered on 21 April.
	-211	<b>3267</b>	LY-VEC	Avion Express, ex VP-BUM of Aeroflot. Delivered on 13 April.
	-211	<b>4099</b>	C-GEZD	Air Transat, ex VQ-BEE of Aeroflot. Delivered on 12 April.
	-211	<b>4148</b>	C-GEZJ	Air Transat, ex VQ-BEI of Aeroflot. Delivered on 26 April.
	-211	<b>4728</b>	VP-BIH	Ural Airlines, ex OE-LCH of Niki. Delivered on 19 April.
	-231	<b>5582</b>	G-TCVA	Thomas Cook Airlines, ex G-ZBAD of Monarch Airlines. Delivered on 9 April.
	-211	<b>6432</b>	D-ATCB	Condor Flugdienst, ex OE-LCM of Niki. Delivered on 25 April.
	-211	<b>6639</b>	D-ATCD	Condor Flugdienst, ex OE-IGE of Avolon. Delivered on 31 March. Former HB-JOX of Belair.
	-211	<b>6979</b>	D-ATCE	Condor Flugdienst, ex OE-LNZ of Niki. Delivered on 5 April.
	-211	<b>7119</b>	CC-BEQ	LATAM Airlines Chile, ex OE-IFX of Avolon. Delivered on 5 April. Former D-ABCT of Air Berlin.



Laudamotion is the new airline venture of Austrian ex Formula One driver and aviation entrepreneur Niki Lauda. The airline was originally founded early 2016 when Niki Lauda took over bizjet operator Amira Air, and rebranded it as Laudamotion. Up until February 2018 Laudamotion operated chartered business flights with a fleet of business jets. Late January 2018 Niki Lauda took over the insolvent NIKI airline (an airline established by Niki himself in 2003 and which he sold to the Airberlin group in 2011) and transformed it to an airline with a regular passenger fleet consisting of five Airbus A320s and one Airbus A321. Eventually Laudamotion will grow to an airline with fifteen aircraft. To fill its aircraft for the summer 2018 season, Laudamotion signed contracts with Condor, who took over sales and marketing, and Eurowings, which could use the additional capacity. Initial destinations included flights from Düsseldorf, Frankfurt, Stuttgart and Basel to Palma de Mallorca, Ibiza and Málaga, which can be booked through the Condor website and travel agencies. However, on 20 March 2018 it was announced that Ryanair would acquire 24.9% of Laudamotion, potentially rising to 75%, subject to approval by EU authorities. As a result of this deal Condor and Eurowings announced that they will cancel its cooperation and sales agreement with Laudamotion on short notice. Therefore the wetlease contract between both will end by 31 May 2018, making the short term future of Laudamotion very insecure. Their sole Airbus A321 OE-ICG is seen here at Düsseldorf on 27 April 2018 by Coen Capelle.



South Korea's low-cost airline Jeju Air was established in 2005 and started operations in 2008. Jeju Air is a private/public joint venture between the Aekyung Group and the Jeju provincial government. Its main operating base is Seoul-Gimpo, from which it operates its domestic network and a small number of international routes. Its second main base is Seoul's other and bigger airport Incheon, which primarily serves Jeju's growing international network. Jeju Air currently has a fleet of 33 Boeing 737-800s, number 34 is pictured here at Shannon where it receives some pre-delivery maintenance. The aircraft is former D-ASXU of SunExpress Germany and is temporarily registered here as EI-DMZ on behalf of lessor SMBC Aviation Capital. It will be registered as HL8302 upon delivery to South Korea. (29 March 2018, Malcolm Nason)

	-211	<b>7260</b>	CC-BER	LATAM Airlines Chile, ex OE-IFY of Avolon. Delivered on 12 April. Former D-ABCV of Air Berlin.
	-251N	<b>8145</b>	OY-PAA	Primera Air Scandinavia. Delivered on 17 April. First A321NEO for Primera. Test registration was D-AZAK.
	-231	<b>8216</b>	HA-LTA	Wizz Air. Delivered on 23 April. Test registration was D-AVXL.
	-211	<b>8232</b>	TF-DOG	WOW air. Delivered on 24 April. Test registration was D-AVXS.
	-231	<b>8236</b>	G-WUKG	HS-XTG
A330	-322P2F	<b>127</b>	EI-HEB	ASL Airlines Ireland, ex CS-TRI of HiFly. Delivered after freighter conversion on 22 March. Flies for DHL and is based in Hong Kong.
	-243	<b>427</b>	C-GTSI	Air Transat, ex Travel Service Poland. Returned from lease on 4 April.
	-223	<b>493</b>	F-HTAC	Aigle Azur, ex EI-GFG of AerCap. Delivered on 21 April. Former D-ALPG of Air Berlin.
	-223	<b>665</b>	9M-MTU	Malaysia Airlines, ex EI-GFH of AerCap. Delivered on 30 March. Former D-ABXC of Air Berlin.
	-343E	<b>720</b>	HS-XTG	Thai AirAsia X, ex B-6120 of China Eastern Airlines. Delivered on 12 April.
	-223	<b>739</b>	EI-GCZ	I Fly, ex D-ALPH of Air Berlin. Delivered on 21 April. Registered in between with this Irish registration on behalf of the Apollo Aviation Group.
	-342E	<b>915</b>	OO-SFB	Eurowings, ex Brussels Airlines. Delivered on 4 April. Aircraft is operated by Brussels Airlines in full Eurowings colours.
	-243	<b>971</b>	C-GTSZ	Air Transat, ex Condor. Returned from lease on 14 April.
	-343E	<b>1378</b>	N804AV	AVIANCA - Aerovías Nacionales de Colombia, ex B-22102 of Transasia Airways. Delivered on 20 April.
	-343E	<b>1841</b>	B-1066	China Eastern Airlines. Delivered on 25 April. Final assembly took place at Tianjin. Test registration was F-WWKO and B-005D.
	-343E	<b>1856</b>	B-8589	Sichuan Airlines. Delivered on 23 April. Test registration was F-WWCM.
	-343E	<b>1858</b>	B-1065	China Southern Airlines. Delivered on 10 April. Test registration was F-WWCL.
	-243	<b>1859</b>	B-1046	Tibet Airlines. Delivered on 25 April. Test registration was F-WWCC.
A340	-313X	<b>207</b>	F-GLZK	Joon, ex Air France. Re-delivered after repaint on 4 April.
	-313X	<b>318</b>	XU-	Kam Air, ex N318ML of 80C2 Partners LLC. Delivered on ? Former RP-C3436 of Philippines – Philippine Airlines.
	-313X	<b>402</b>	N402XA	AerSale Inc., ex B-18801 of China Airlines. Registered in the US on 18 April. The Airbus has been stored at Victorville since March 2015.
	-313X	<b>411</b>	N411XA	AerSale Inc., ex B-18803 of China Airlines. Registered in the US on 18 April. The Airbus has been stored at Victorville since February 2017.
	-313X	<b>415</b>	N415XA	AerSale Inc., ex B-18805 of China Airlines. Registered in the US on 18 April. The Airbus has been stored at Victorville since March 2017.
	-313X	<b>406</b>	3DC-SDF	Government of Swaziland, ex B-18802 of China Airlines. Delivered on 12 April.
A350	-941	<b>100</b>	A7-ALU	Qatar Airways. Delivered on 24 April. Test registration was F-WZFY.
	-941	<b>143</b>	A7-ALZ	Qatar Airways. Delivered in a OneWorld colour scheme on 18 April. Test registration was F-WZFO.
	-941	<b>195</b>	9M-MAE	Malaysia Airlines. Delivered on 6 April. Test registration was F-WZFC.
	-941	<b>196</b>	ET-AVC	Ethiopian Airlines. Delivered on 20 April. Test registration was F-WZNC.
	-941	<b>197</b>	VN-A897	Vietnam Airlines. Delivered on 12 April. Test registration was F-WZFN.
	-941	<b>198</b>	HL7771	Asiana Airlines. Delivered on 11 April. Test registration was F-WZFF.
	-941	<b>199</b>	N509DN	Delta Air Lines. Delivered on 13 April. Test registration was F-WZFH.
A380	-841	<b>251</b>	9V-SKW	Singapore Airlines. Delivered on 12 April. Test registration was F-WWSS.
	-842	<b>167</b>	A6-EVA	Emirates. Delivered on 26 April. Airframe which was originally built for Japanese Skymark Airlines. Test registration was F-WWSN.
	-861	<b>254</b>	A7-APJ	Qatar Airways. Delivered on 24 April. Test registration was F-WWAJ.
B737	-505	<b>24274</b>	9H-OME	Montenegro Airlines, ex Air X Charter. Delivered on lease on 14 April.
	-436SF	<b>25842</b>	G-NPTZ	West Atlantic, ex N842AT of Automatic LLC. Delivered after freighter conversion on 5 April. Former G-DOCL of British Airways.
	-73S	<b>29080</b>	F-GZTQ	ASL Airlines France, ex C-GTQI of Air Transat. Returned from winter lease on 22 April.

-73S	<b>29081</b>	F-GZTO	ASL Airlines France, ex C-GTQP of Air Transat. Returned from winter lease on 14 April.
-4M0SF	<b>29201</b>	OE-IAU	ASL Airlines Belgium, ex N493CS of GECAS. Delivered after freighter conversion on 25 April. Former 5N-BPQ of Aero Contractors of Nigeria.
-8S3	<b>29250</b>	VQ-BDH	UTair, ex OK-TSA of Smarwings. Delivered on 25 April.
-8HX	<b>29647</b>	C-FTOH	TUI fly Netherlands, ex Sunwing Airlines. Delivered on summer lease on 17 April.
-8K2	<b>29651</b>	F-GZHC	Transavia France, ex C-GTVC of Air Transat. Returned from winter lease on 10 April.
-8HX	<b>29677</b>	F-GZHF	Transavia France, ex C-FTVF of Air Transat. Returned from winter lease on 129 April.
-8AS	<b>29922</b>	EI-CSG	Travel Service, ex MIAT Mongolian Airlines. Delivered on summer lease on 5 April.
-8AS	<b>29933</b>	SP-ESC	Enter Air, ex C-FYQN of Air Transat. Delivered on 16 April.
-86Q	<b>30294</b>	SU-BSA	AMC Airlines, ex OK-TVE of Travel Service. Delivered on 30 March.
-8K2	<b>30646</b>	CS-TQU	TUI fly Belgium, ex euroAtlantic Airlines. Delivered on summer lease on 14 April.
-81Q	<b>30785</b>	OM-HEX	AirExplore, ex Palau Airways. Returned from lease on 22 April.
-8FH	<b>30826</b>	HL8303	Jeju Air, ex EI-ECD of SMBC Aviation Capital. Delivered on 11 April. Former D-ASXQ of SunExpress Germany.
-73V	<b>32414</b>	F-GZTS	ASL Airlines France, ex C-GYQV of Air Transat. Returned from winter lease on 2 April.
-73V	<b>32427</b>	F-GZTU	ASL Airlines France, ex C-FTQK of Air Transat. Returned from winter lease on 25 April.
-86N	<b>32669</b>	OO-SRO	TUI fly Belgium, ex SE-RFV of TUI fly Nordic. Transferred to Belgium on 2 April.
-86NBCF	<b>32740</b>	G-NPTA	West Atlantic, ex N346PH of GECAS. Delivered after freighter conversion on 15 April. Former OK-TVK of Travel Service. First 737-800 conversion !!!
-8BK	<b>33018</b>	OM-KEX	AirExplore, ex C-GOFW of Sunwing Airlines. Delivered on 13 April.
-8BK	<b>33018</b>	OM-KEX	Palau Airways, ex AirExplore. Delivered on lease on 21 April.
-8K2	<b>34171</b>	PH-HSA	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 11 April.
-8F2	<b>34406</b>	LV-HQY	Flybondi, ex TC-JGH of Turkish Airlines. Delivered on 12 April.
-8GJ	<b>34901</b>	F-GZHA	Transavia France, ex C-GTVN of Air Transat. Returned from winter lease on 9 April.
-8GJ	<b>34902</b>	F-GZHB	Transavia France, ex C-GTVQ of Air Transat. Returned from winter lease on 6 April.
-8K5	<b>35148</b>	OO-JAQ	TUI fly Belgium, ex N750MA of Miami Air International. Returned from winter lease on 9 April.
-8Q8	<b>35283</b>	VP-BLD	Globus, ex PK-CRC of Sriwijaya Air. Delivered on 5 April.
-9GPER	<b>35717</b>	D-AZUG	Azur Air Germany, ex PK-LFP of Lion Air. Delivered on 4 April.
-8HX	<b>36552</b>	C-FLSW	TUI fly Netherlands, ex Sunwing Airlines. Delivered on summer lease on 18 April.
-8EH	<b>36596</b>	PH-GGX	Transavia Airlines, ex PR-GGX of GOL. Just like previous years. Delivered on summer lease on 2 April.
-8Q8	<b>37159</b>	VP-BLE	Globus, ex PK-CRD of Sriwijaya Air. Delivered on 5 April.
-8K2	<b>37160</b>	PH-HSW	Transavia Airlines, ex Sun Country Airlines. Returned from summer lease on 24 April.
-8K5	<b>37242</b>	G-TAWB	TUI Airways, ex C-GWVB of Sunwing Airlines. Returned from winter lease on 25 April.
-8K5	<b>37243</b>	G-TAWL	TUI Airways, ex C-GSWL of Sunwing Airlines. Returned from winter lease on 2 April.
-8K5	37260	OO-JAH	TUI fly Belgium, ex Sunwing Airlines. Returned from winter lease on 25 April.
-8K5	<b>37261</b>	G-FDZY	TUI Airways, ex Sunwing Airlines. Returned from winter lease on 11 April. Remained in the UK register during its time in Canada.
-8K5	<b>37262</b>	G-FDZZ	TUI Airways, ex Sunwing Airlines. Returned from winter lease on 12 April. Remained in the UK register during its time in Canada.
-8K5	<b>37264</b>	G-TAWA	TUI Airways, ex C-GWVA of Sunwing Airlines. Returned from winter lease on 26 April.
-86J	<b>37778</b>	F-GZJH	Transavia France, ex C-GTVS of Air Transat. Returned from winter lease on 29 March.
-86N	<b>37884</b>	OK-TST	Travel Service, ex EI-FHG of Norwegian. Delivered on 24 April.
-86N	<b>38018</b>	OK-TVR	SmartWings, ex SmartWings. Returned from winter lease on 10 April.
-8K5	<b>39094</b>	D-ATUK	TUI fly Germany, ex N748MA of Miami Air International. Returned from summer lease on 19 April.
-86N	<b>39394</b>	OK-TVT	Travel Service, ex SmartWings. Returned from winter lease on 10 April.
-8AS	<b>40308</b>	HL8306	T'Way Air, ex EI-ENZ of Ryanair. Delivered on 18 April.
-800	<b>41220</b>	VQ-BHC	Aeroflot. Delivered on 10 April. Line # 6887.
-800	<b>41221</b>	VQ-BHD	Aeroflot. Delivered on 18 April. Line # 6903.
-8K2	<b>41330</b>	PH-HSK	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 17 April.



Icelandair took delivery of its first three Boeing 737-8s (MAX 8) in March 2018. They are the first three out of an order for sixteen 737 MAX's (nine 737-8s and seven 737-9s) which Icelandair placed in February 2013. Simultaneously with the introduction of the 737 MAX, Icelandair revealed a revised colour scheme. Boeing 737-8 TF-ICE proudly wears the new colours and is seen here at Berlin-Tegel. Perhaps the next time they visit Germany some people of the Icelandair staff can give a call to the Lufthansa headquarters to explain how to design a stylish, simple but very attractive white-blue-yellow colour scheme. (18 April 2018, Stephan Ehrig)

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Philippines based Skyjet acquired this 1990 vintage BAe146-200 on 14 April 2018. The aircraft arrived at Manila from Bishkek, still wearing the colours of former operator Tez Jet and wearing the Kyrgyzstan registration EX-27002. At Skyjet it will join two other BAe146-200s and one BAe146-100. With this fleet Skyjet operates a small domestic network within the Philippines. The aircraft was active in Belgium where it was operated by Delta Air Transport, SN Brussels Airlines and Brussels Airlines before ending up in Kyrgyzstan in March 2010. (Manilla, 14 April 2018, Miguel Cenon)

	-800	<b>41355</b>	PH-HXG	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 10 April.
	-8K2	<b>42067</b>	PH-HSM	Transavia Airlines, ex Sun Country Airlines. Returned from winter lease on 18 April.
	-8	<b>43556</b>	OK-SWB	SmartWings. Delivered on 31 March. Line # 6861.
	-8	<b>44354</b>	TF-ICY	Icelandair. Delivered on 4 April. Line # 6839.
	-8	<b>44355</b>	TF-ICU	Icelandair. Delivered on 3 April. Line # 6866.
	-8AS	<b>44686</b>	SP-RSA	Ryanair Sun, ex EI-FEE of Ryanair. Transferred to this new subsidiary on 29 March.
	-800	<b>44833</b>	EI-GJO	Ryanair. Delivered on 20 April. Line # 6910.
	-800	<b>44834</b>	EI-GJP	Ryanair. Delivered on 24 April. Line # 6914.
	-800	<b>44838</b>	EI-GJN	Ryanair. Delivered on 12 April. Line # 6896.
	-800	<b>60175</b>	UR-UIB	Ukraine International Airlines. Delivered on 3 April. Line # 6888.
	-800	<b>62152</b>	F-HTVJ	Transavia France. Delivered on 30 March. Line # 6882.
	-800	<b>62162</b>	PH-HXL	Transavia Airlines. Delivered on 30 March. Line # 6878.
	-800	<b>62165</b>	PH-HXM	Transavia Airlines. Delivered on 11 April. Line # 6889.
B757	-236SF	<b>23398</b>	G-BIKT	DHL Air, ex D-ALEG of EAT Leipzig / DHL. Registered in the UK on 6 April.
	-223SF	<b>32397</b>	G-DHKO	DHL Air, ex N179AA of American Airlines. Delivered after freighter conversion on 20 April.
	-37EER	<b>25077</b>	UR-AZC	Azur Air Ukraine, ex D-AZUB of Azur Air Germany. Transferred to Ukraine on 20 April.
	-323ERBDSF	<b>25202</b>	HL8319	Air Incheon, ex N7375A of Cargo Aircraft Management. Delivered after conversion on 6 April. Former American Airlines.
	-300F	<b>63097</b>	N158FE	FedEx Express. Delivered on 5 April. Line # 1146.
B777	-2H6ER	<b>28421</b>	Z-RGM	Zimbabwe Airways, ex 9M-MRP of Malaysia Airlines. Delivered on 11 April.
	-212ER	<b>32334</b>	HS-XBE	NokScoot, ex 9V-SRL of Singapore Airlines. Delivered on 24 April.
	-2Q8ER	<b>32718</b>	VP-BJG	Nordwind Airlines, ex N745AM of AeroMexico. Delivered on 8 April.
	-300ER	<b>60380</b>	HL7204	Korean Air. Delivered on 30 March. Line # 1549.
	-300ER	<b>64991</b>	N2747U	United Airlines. Delivered on 20 April. Line # 1554.
B787	-9	<b>37981</b>	G-VNYL	Virgin Atlantic Airways. Delivered on 26 April. Line # 681.
	-9	<b>38789</b>	G-CKWD	Norwegian UK. Delivered on 25 April. Line # 691.
	-9	<b>39667</b>	A6-BLT	Etihad Airways. Delivered on 25 April. Line # 692
	-9	<b>39996</b>	A9C-FA	Gulf Air. Delivered on 26 April. First Dreamliner for Gulf Air. Line # 689.
	-9	<b>40049</b>	HZ-AR23	Saudia - Saudi Arabian Airlines. Delivered on 16 April. Line # 683.
	-9	<b>42488</b>	F-HRBF	Air France. Delivered on 7 April. Line # 687.
	-10	<b>60254</b>	9V-SCB	Singapore Airlines. Delivered on 3 April. Line # 622.
BAe146	-200A	<b>E2108</b>	D-AZFR	WDL Aviation, ex G-RAJJ of Cello Aviation. Delivered on 5 April as G-RAJJ.
	-300QT	<b>E3182</b>	G-JOTE	JOTA Aviation, ex EC-MFT of ASL Airlines Spain. Delivered on 6 April.
CRJ	CL-850	<b>8075</b>	9H-VEG	Hyperion Aviation, OY-VEG of ExecuJet Scandinavia. Delivered in March.
	900	<b>15206</b>	ES-ACM	Nordica, ex OY-KFA of Cimber. Delivered on 24 April.
	900	<b>15224</b>	EI-GEA	CityJet, ex OY-KFE of Cimber. Delivered on 13 April, still operated for SAS.
	1000	<b>19048</b>	EC-MLC	SAS Scandinavian Airlines. Per 24 March, operated by Air Nostrum.
	1000	<b>19062</b>	EC-MVC	Air Nostrum. Delivered on 19 April.
CS	300	<b>55023</b>	HB-JCI	Swiss. Delivered on 21 April.
ERJ	135BJ	<b>14501016</b>	M-PIRA	Empira AG, ex OE-IMS of MS Aviation. Registered on 13 April.
	170SU	<b>17000049</b>	VQ-BYW	S7 Airlines, ex N829MD of Republic Airlines. Delivered on 26 April.
	175LR	<b>17000721</b>	EW-512PO	Belavia. Delivered on 17 April.
	195AR	<b>19000382</b>	SP-LNL	LOT Polish Airlines, ex PR-AYM of Azul Linhas Aéreas Brasileiras. Delivered on 12 April.
	190E2STD	<b>19020009</b>	LN-WEA	Widerøe's Flyveselskap. Delivered on 9 April.

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



## Commuters

ATR42	-500	<b>544</b>	SX-SIX	Sky Express, ex F-GPYO of HOP! Delivered on 12 April.
ATR72	-202	<b>350</b>	C-GFSA	Summit Air Charters, ex CS-DVF of Lease Fly. Delivered on 18 April.
	-212A	<b>1131</b>	ES-ATF	Nordica, ex OY-JZD of Jet Time. Delivered on 23 March. Operated for SAS.
	-212A	<b>1490</b>	EC-MXQ	Binter Canarias. Delivered on 26 April.
BN-2	B-21	<b>553</b>	OY-CKS	Copenhagen AirTaxi, ex COWI Aerial Services. Per 13 April.
DHC-8	-202B	<b>450</b>	TF-FXH	Air Iceland Connect, ex N842HA of Wells Fargo Bank. Delivered on 4 April.
	-402	<b>4105</b>	C-FXIP	World Wide Aircraft Ferrying Ltd, ex G-JECI of Flybe. Registered on 5 April.
	-402	<b>4119</b>	D-ABQM	Eurowings, ex Air Berlin. Per 10 March with Eurowings, operated by LGW.
	-402	<b>4245</b>	D-ABQF	Eurowings, ex Air Berlin. Per 12 April with Eurowings, operated by LGW.
Do328	-110	<b>3061</b>	D-CAAN	Arcus Air, ex HB-AEO of SkyWork Airlines. Per April.
Saab 2000		<b>036</b>	HB-IZT	SkyWork Airlines, ex G-CDEB of Eastern Airways. Per 11 April.

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

## Propliners

Convair	580	<b>60</b>	N4805C	Ex Northwest. Sold to Air Venezuela in the late 90s, but remained in the USA. Was finally broken up at El Paso (TX) in April 2018. Parts will be used by Florida Air Transport and Conquest Air at Opa Locka (FL) for their fleets.
Douglas	C-47	<b>6085</b>	N8061A	Ex Jim Hankins and Preferred Air Parts. Was ferried late January 2018 from Kidron (OH) to Spanish Fork (UT). After arrival the engines were removed, and fake or unserviceable engines were fitted. After that the wings, outboard of both engines, were removed and it was then pulled through town to its new location on the edge of town. By mid-February the airplane was noted with its wings fitted again, still with the Jim Hankins titles and blue cheat line. It will be preserved in a playground for children.
	C-47A	<b>13642</b>	FAH-306	Fuerza Aérea Hondureña, part of the museum at Tegucigalpa-Toncontin. Has been restored and repainted in the white scheme it used in the sixties and seventies. Noted as such in March 2018.
	C-47B	<b>32820</b>	VP905	Indian Air Force Vintage Flight, ex G-AMSV. After a long restoration by Reflight Airworks in the UK the Dakota, named Parashurama, started its delivery flight on 17 April 2018. Final destination and new home will be at Hindon AFB in New Delhi, where it arrived on 26 April. This is not just another 'fake serial', but a real serial. G-AMSV was cancelled from the UK register on 27 February this year. If you want to know more details about her delivery flight, visit our Facebook page at <a href="http://www.facebook.com/Scramblemagazine">www.facebook.com/Scramblemagazine</a> . This is the second time that an Indian Air Force Dakota has worn serial VP905, the first time it graced on C-47A <b>12851</b> , in 1947.
	C-54E	<b>27352</b>	VH-EAY	HARS Australia. They repainted this DC-4 in former Airlines of NSW colours. Noted as such 28 March 2018, at Albion Park, Sydney (NSW).
DHC	2	<b>284</b>	C-FHVT	Ex Sudbury Aviation, made a crash landing at Kennedy Lake thirty miles west of Sudbury (Ont.) in June 2014, the registration was cancelled later that year. The fuselage suddenly appeared on the back of a trailer at Anchorage Lake Hood Airport (AK) on 19 April 2018. We hope for a rebuild!
	2	<b>1143</b>	N755JM	Now based in Plzen, Czechia, still with Marines markings, no further details. It was once based at Lelystad.
	2T	<b>1661TB35</b>	N69359	Ward Air of Juneau (AK), noted without titles and a large sticker registration at Tyee Split (BC) in April 2018. Ex C-GDCN and transferred on 23 March 2018.
Grumman	US-2N	<b>712</b>	151	Aviodrome. The Grumman Tracker of the Aviodrome in full KLM colours is in the process of being repainted in its original Dutch Navy livery. The Grumman was once painted in KLM colours as it was part of the KLM ground school for technicians, but the Aviodrome values the true history of the airplane. The airplane is on static display in the museum, but on special days the engines can be started and they can show how the wings fold. Presentation of the new looks are expected on 28 April 2018.
Lockheed	L-1649A	<b>1038</b>	N8083H	TWA hotel at JFK. This is one of the three Starliners that was bought by Lufthansa for the restoration project back in 2007. The airframe has been sold in March 2018 to the new TWA hotel that is being built at the airlines' former terminal at JFK Airport, Terminal 5. The Starliner will be used inside the hotel as a forty seater cocktail lounge. More importantly the hotel will feature a viewing deck at the airport open to the public. The Starliner will be completed again at Auburn, where it has been parked since 1986, and painted in full TWA colours. Then it will undergo a 350 mile road trip to JFK, including a planned ride through the streets of Manhattan! This Starliner was originally delivered to TWA, but only flew passengers for 2.5 years, and one year as freighter for TWA.
Noorduyn Norseman Mk.VI	<b>365</b>		CF-GLI	Stichting "De Vliegtuigcompagnie" is restoring this Noorduyn Norseman. It was moved to the Netherlands in 2014 after a landing mishap in June 2010. First it was located in an industrial estate called Hembrugterrein in Zaandam, just north of Amsterdam. It is now part of the collection at the new 'Nederlands Transport Museum' in Nieuw-Vennep, the Netherlands, where restoration work will continue.
PBY	5A	<b>300</b>	PH-PBY	Catalina Nederland. After the landing mishap in Lelystad in September 2017 the Catalina is completely repaired again. Not all paperwork is completed yet however, so the flying season has not started yet for the Cat.

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

## Fokker News

F27	-050	<b>20105</b>	OO-VLJ	VLM Airlines. Seen at Antwerp on 27 March, without engines. VLM will now face the task of deciding its future; use it for spares or use it...
	-050	<b>20126</b>	SE-MFD	Amapola Flyg, ex Largus Aviation. Ferried 18 April from Malmö to Lelystad for repaint into Amapola Flyg colours.
	-050	<b>20127</b>	OO-VLO	VLM Airlines. Has been stored at Antwerp since June 2016 and will never grace the skies again.
	-050	<b>20244</b>	5Y-IZO	Silverstone Air Services, ex TF-JMS Flugfélag Islands. Ferried from Woensdrecht on 19 April to Khartoum, for its new operator.
	-050	<b>20240</b>	RP-C8250	Leading Edge Air Services, ex PK-TNC of TransNusa Air Services. The saga continues and hopefully this time it will be a definite tie-up!

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It is not difficult to guess who the former operator of this Fokker 50 is... Its previous registration was YL-BAU but in April 2014 it took up the Swedish marks SE-MFD. It was seen at Malmö in August 2016 as SE-MFD as it underwent a conversion to freighter aircraft. In June 2017 it was leased to Amapola Flyg, but did not operate for them, since the conversion was still in progress. It ferried 18 April to Lelystad where Berend Jan Floor was present to capture it in airBaltic colours. Soon it will emerge in the colours of Amapola.

	-050	<b>20251</b>	RP-C9458	Leading Edge Air Services, ex JU-8251 Aero Mongolia. Was seen at Clark AFB, Philippines, on 26 March, parked next to colleague RP-C8250. This tie-up is confirmed!
	-050	<b>20297</b>	PJ-KVO	Insel Air. The required C-check can finally take place after a bank was kind enough to supply a loan. Now the two active Fokkers of Insel Air will have a source of spare parts again!
F28	-0100	<b>11483</b>	VH-UQB	Alliance Airlines, ex OE-LVF Austrian Airlines. Registered 28 March.

Credits: Merv Crowe, Skyliner.

## Bizjets

BAe125	-800XPi	<b>258748</b>	HA-BES	Ex OE-GMI which was cancelled as far back as November 2017.
	-850XP	<b>258836</b>	N851HB	Registered to JMK850 LLC 29 March, ex TC-MAN.
	-900XP	<b>HA-0164</b>	G-RCFC	Ex N100ZT, cancelled to the UK 18 April. Registered to Saxonair Charter Ltd. 18 April.
Beech	400XT	<b>RK-377</b>	G-FXDM	Ex N477FL of Flight Options was sold to Flexjet Ltd. in the UK.
Cessna	510	<b>0413</b>	N146AR	Registered to Aircraft Guaranty Corp. 30 March. Ex F-HSHA.
	525 (M2)	<b>0862</b>	I-PFDI	Recently registered and judging by the initials of its keeper when HB-VPH, registered to Phillipe Foriel-Destezet.
	525 (M2)	<b>0980</b>	2-RNWL	Registered to Norbert Blue Skies Ltd. 29 March.
	525 (M2)	<b>0984</b>	OK-BET	Tested as N4047W. Registered to Betplay International 27 March, operated by Queen Air s.r.o.
	525 (M2)	<b>0979</b>	N979TX	Registered to Textron Aviation Inc. 10 April. Only delivered as HB-VTC in December last year.
	525A	<b>0321</b>	OE-FMJ	Registered to Heron Luftfahrt GmbH & Co. KG in April, ex OM-BYB.
	525B	<b>0230</b>	LX-SEB	Recently re-registered, ex LX-NCG. Remains operated by Jetfly Aviation.
	525B	<b>0537</b>	2-RBTS	Registered to 2-RBTS Ltd. 29 March. Tested as N4106V.
	550	<b>0457</b>	OY-TMA	Ex N122HK, cancelled to Denmark 27 March. Registered to Benair A/S 6 April.
	560XLS+	<b>6128</b>	D-CANG	It appears that soon after becoming D-CTXA it was re-registered, marks that were reserved. Noted at Hamburg as such still in DC Aviation colour scheme.
	560XLS+	<b>6187</b>	D-CSCB	Ex D-CLHS, recently took up it's reserved marks. Operated by Silver Cloud Air.
	560XLS+	<b>6244</b>	D-CFFF	Ferried Reykjavik to Stuttgart 30 March for DC Aviation. Tested as N5211F.
	680	<b>0079</b>	OO-SXX	Registered to Stephex Stables 10 April, ex D-CHEC.
	680	<b>0114</b>	OK-SEM	Ex N114KW, cancelled to the Czech Republic 13 April. Ferried Keflavik to Prague 14 April using Travel Service call-sign.
	680A	<b>0107</b>	D-	Ex N680WK, cancelled to Germany 6 April.
Challenger	300	<b>20013</b>	N300NJ	Punta Pacifico I LLC, re-registered from N906G on 4 April.
	300	<b>20014</b>	N286JR	TF 286 LLC, ex M-OZZA. Registered on 17 April.
	300	<b>20027</b>	N590MC	Aeromax Aviation Holdings LLC, small change from N596MC to N590MC on 6 April.
	300	<b>20058</b>	N957CR	Western MMR Aircraft Acquisition LLC, re-registered from N300DG on 26 March.
	300	<b>20141</b>	N92JT	Televantos Holdings LLC, ex SP-SIS. Registered on 9 April.
	350	<b>20526</b>	N356VJ	VistaJet US, ex 9H-VCH. Registered on 26 March.
	350	<b>20727</b>	CS-CHH	NetJets Europe, delivered on 22 March, ex C-GOXD.
	350	<b>20730</b>	N350EM	Bombardier Aerospace Corp, ex C-GOXN. Registered on 21 March.
	350	<b>20731</b>	G-OJTR	Executive Aviation Services Ltd.
	350	<b>20738</b>	C-FMIX	Bombardier Inc, registered on 12 April.
	600S	<b>1026</b>	N47LV	N47LV LLC, ex LV-CGL. Registered on 23 February.
	604	<b>5543</b>	N1VF	Tenacious Aviation Group LLC, ex N878BA. Registered on 2 April.
	605	<b>5801</b>	N110CP	Pruitt Corp, re-registered from N605RP on 4 April.

	605	<b>5952</b>	M-ODEM	DMC Business Invest Ltd, ex N589MD. Registered on 1 March.
	650	<b>6076</b>	9H-OJJ	OJets, ex N650ZJ. Registered in April.
	650	<b>6092</b>	HB-JWA	Swiss Air Ambulance, ex C-FUCI. Registered on 27 March.
	650	<b>6102</b>	N909J	Bombardier Aerospace Corp, re-registered from N650JM on 16 March.
	650	<b>6112</b>	F-HTTL	Delivered on 3 April, ex C-FAQK.
	650	<b>6115</b>	N562RT	Bombardier Aerospace Corp, ex C-FAYD. Registered on 22 March.
	650	<b>6118</b>	C-GAYU	Bombardier Inc, registered on 9 April.
Embraer	500	<b>50000377</b>	ZM335	Re-registered, ex G-MEPS Affinity Flying Training Services.
	500	<b>50000380</b>	ZM334	Re-registered, ex G-CJXH Affinity Flying Training Services.
	500	<b>50000384</b>	ZM336	Re-registered, ex G-CKCU Affinity Flying Training Services.
	500	<b>50000386</b>	ZM337	Another Phenom was delivered to the RAF Affinity Flight Training Services at Cranwell, ex G-CKEF, PR-LTJ.
	505	<b>50500456</b>	D-CLIF	This brand new Phenom was delivered to an unknown owner in Germany.
Falcon	505	<b>50500442</b>	F-HJFL	Owner/operator in France now known as Ixair. Addition to Scramble 467 – Page 45.
	7X	<b>11</b>	9H-SXT	SIXT Air GmbH, ex M-ALMA. First noted at Le Bourget on 6 April.
	7X	<b>36</b>	N990HA	Bank of Utah, ex G-SRDG. Registered on 5 April.
	7X	<b>47</b>	PR-SVN	Altus Participações Ltda, ex F-HVIB. First noted on 30 March.
	7X	<b>66</b>	RA-09005	Aviatis, ex CS-DVX. Noted at Geneva on 22 March.
	7X	<b>165</b>	M-RFAP	PPAR Aviation Ltd, ex N165FJ. Registered on 3 April.
	7X	<b>194</b>	VQ-BIO	Planair, ex HB-JSL. Registered in March.
	7X	<b>200</b>	D-ASSY	Adolf Würth GmbH & Co. KG, ex 3A-MJG. Registered on 13 March.
	7X	<b>201</b>	VP-CFL	Lübeck Air GmbH, ex VP-CUH. Registered on 26 February.
	8X	<b>435</b>	3A-MGA	Government of Monaco, ex F-WWVM. Delivered on 11 March.
	8X	<b>436</b>	OO-FAI	Flying Group, ex F-WWVO. Registered on 25 April.
	8X	<b>438</b>	F-GLLM	Xstream Sarl, ex F-WWVR. Registered on 9 April.
	50	<b>56</b>	N59AR	Air Start Management LLC, ex C-FFGI. Registered on 30 March.
	50	<b>179</b>	N50YC	Falcon 50 Transport LLC, re-registered from N508TS on 4 April.
	50EX	<b>347</b>	D-BJMS	European Air Transport GmbH, ex F-HAPN. Registered on 18 January.
	900	<b>12</b>	N900TE	Falcon 900 LLC (appropriate!), ex N8VF. Registered on 10 April.
	900	<b>29</b>	N90GP	TVPX ARS Inc, re-registered from N19VF on 23 March.
	900EX	<b>61</b>	N96LA	Long-time Schiphol visitor N240LG was registered as N96LA to LLA Operations LLC on 9 April.
	900LX	<b>64</b>	N754MM	My Air Holdings LLC, re-registered from N945TM on 29 March.
	900EX	<b>143</b>	N611TX	Alpha Bravo Leasing LLC, ex F-HMAY. Registered on 16 April.
	900EX	<b>145</b>	CS-EME	Luxaviation Portugal, ex F-GSNA. First noted on 8 March.
	900EX	<b>161</b>	N161EX	Avpro Inc, ex TC-FTG. Registered on 20 March.
	900EX	<b>187</b>	N904YJ	B & D Aviation LLC, re-registered from N904JY on 3 April.
	900EX	<b>230</b>	VP-CMB	International Jet Management, re-registered from M-MIDY in April.
	900LX	<b>257</b>	F-HLFT	Dassault Aviation, ex TC-MKR. Registered on 5 April.
	900	<b>185</b>	N705HT	US Leaseco Inc, ex LN-AKR. Registered on 11 April.
	2000	<b>127</b>	N363SM	Cabo Express LLC, re-registered from N307MD on 16 March.
	2000EX	<b>104</b>	N410HQ	Rocket Air, ex TC-DGN. Registered on 13 April.
	2000LXS	<b>293</b>	N132M	United Healthcare Services Inc, re-registered from N1HS on 15 March.
	2000S	<b>713</b>	N748RM	Interbank, ex C-GMII. Registered on 23 March.
Global	Express	<b>9081</b>	9H-IVG	Recently registered to OJets, ex OE-IVG.
	5000	<b>9222</b>	T7-JIS	Noted Le Bourget 1 April, colour scheme as N9222G.
	XRS	<b>9422</b>	B-	Ex N168HK, cancelled to China 9 April.
	5000	<b>9516</b>	N513AQ	Ex M-IUNI, cancelled to the USA 3 April. Registered the same day to Aquila Investments LLC.
	600	<b>9606</b>	9H-OJS	Ex N588LQ cancelled to Malta 1 April. Requires confirmation.
	6000	<b>9688</b>	9H-OJT	Ex N688ZJ, cancelled to Malta 3 April and registered to Elit'Avia.
	6000	<b>9771</b>	VP-CBA	Tested as C-FOHN, cancelled to the Cayman Islands 3 April.
	6000	<b>9785</b>	N711WM	Ex N766ET, re-registered 2 April.
	6000	9809	M-ARVA	Tested as C-FVYA, registered to Newjourney Trading Ltd. 17 April.
	6000	<b>9832</b>	C-FYOL	Registered to Bombardier Inc. 9 April.
	6000	<b>9833</b>	C-FYRQ	Registered to Bombardier Inc. 12 April.
Gulfstream	IISP	<b>258</b>	N689JE	N689JE was seized in Ecuador late 2016. It was first noted as FAE-1033 of the Fuerza Aérea Ecuatoriana in June 2017.



The only French Challenger was registered to Flying Group on 24 April as F-HTTL. It is a Challenger 650 with c/n 6112, and only the third Challenger ever registered in France after single examples of a Challenger 605 and a Challenger 300. (Antwerp, 26 April 2018, Walter Van Brempt)

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A day after F-HTTL was registered, Flying Group also registered a new Falcon 8X in the Belgian register. OO-FAI was delivered to Antwerp on 26 April, where house photographer Walter Van Brempt was present to take a picture.

	III	<b>307</b>	N111FU	Best Aircraft Deals LLC, re-registered from N111FA on 3 April.
	IV	<b>1147</b>	N820MG	Koloa Aviation LLC, re-registered from N820MS on 5 April.
	IV	<b>1203</b>	N722NK	Peoples Choice Consulting LLC, re-registered from N722NK on 20 March.
	IVSP	<b>1247</b>	RP-C5258	N6PC was cancelled 14 March. RP-C5258 was noted at Narita on 17 March wearing its old registration as well. Now operated by Platinum Skies Aviation.
	IVSP	<b>1376</b>	N290PS	RPS Aviation LLC, re-registered from N400CK on 5 April.
	IVSP	<b>1382</b>	N4HS	Fluffy Russian LLC, re-registered from N65HS on 3 April.
	G450	<b>4326</b>	CN-GMT	Ex I-BMPG, noted at Basel 29 March.
	G450	<b>4327</b>	N982A	Tesoro Aviation Co, re-registered from N904TC on 23 March.
	G550	<b>5024</b>	N430BK	Altitude Aviation Group LLC, ex B-8100. Registered on 30 March.
	G550	<b>5150</b>	N338LS	QS Partners LLC, ex CS-DKH. Registered on 22 March.
	G550	<b>5166</b>	N339LS	QS Partners LLC, ex CS-DKI. Registered on 20 March.
	G550	<b>5198</b>	N940CC	Bank of Utah, ex LZ-FIA. Registered on 15 March.
	G550	<b>5330</b>	N533GV	Wilmington Trust Co, re-registered from N550PR on 9 April.
	G550	<b>5563</b>	I-GBMP	Alba Servizi Aerotrasporti, ex N563GA. Delivered on 24 March.
	G550	<b>5564</b>	B-3275	Delivered on 1 April, ex N564GA.
	G550	<b>5565</b>	N300A	Exxon Mobil Corp, ex N565GA. Registered on 12 April.
	G650	<b>6013</b>	N888YT	Phenix Jet, re-registered from N871FR on 6 April.
	G650ER	<b>6157</b>	PR-GVI	A fitting registration for a G650ER. EMS SA, ex N946JB. Noted at Florianopolis on 9 April.
	G650ER	<b>6273</b>	N784AH	TVPX ARS Inc, re-registered from N650GF on 16 March.
	G650ER	<b>6288</b>	N688CF	Wilmington Trust Co, ex N288GA. Registered on 15 March.
	G650ER	<b>6292</b>	M-JSWB	Brilliant Jet Ltd, ex N292GA. Registered on 3 March.
	G650ER	<b>6293</b>	VP-CJH	Metrojet, ex N293GA. Delivered on 1 March.
	G650ER	<b>6294</b>	N1040	Gulfstream Aerospace Inc, ex N294GA. Registered on 14 March, then registered to Cox Aviation LLC on 20 March.
	G650	<b>6296</b>	VP-BXB	Tail Wind Ltd, ex N296GA. Delivered on 14 March.
	G650	<b>6297</b>	EC-MUS	Gestair Private Jets, ex N297GA. Delivered on 10 April.
	G650	<b>6299</b>	B-3325	Delivered on 27 March, ex N299GA.
	G650	<b>6300</b>	N476V	Gulfstream Aerospace Corp, first noted on 27 March. Registered to Wilmington Trust Co on 28 March.
	G650	<b>6302</b>	N440MB	Bouchard Transportation Company Inc, ex N602GA. Registered on 6 April.
	G650	<b>6303</b>	N66ZG	Rank Services Ltd, ex N303GA. Delivered on 27 March.
Honda	HA-420	<b>00060</b>	D-IVVV	Ex T7-RAS, noted at Mönchengladbach on 11 April.
	HA-420	<b>00090</b>	OK-HDJ	Aeropartner, ex N903AW. Registered on 9 April.
	HA-420	<b>00091</b>	SP-CHE	Jet Story, ex N1100M. Noted at Ostrava on 11 March.
	HA-420	<b>00099</b>	T7-RAS	Rheinland Air Service replaced its old T7-RAS (c/n 00060) with this new one. It was delivered on 21 March and is ex N909BP.
Learjet	35A	<b>35A-645</b>	I-	Former N645AM of Aeromanagement Inc. was recently registered into the Italian register. Complete registration and owner yet unknown.
	45	<b>45-344</b>	T7-CCC	Ex N196AT of Champion Aviation Holdings was re-registered into the San Marino register. Unknown is if the owner is still the same.
	45	<b>45-347</b>	D-CQAB	Ex D-CINS of Aero Dienst was re-registered. Unknown at this point is if the owner is still the same.
	45	<b>45-565</b>	G-ZENJ	Delivered to Zenith Aircraft but operated by Zenith Aviation.
PC-24		<b>105</b>	VH-VWO	Noted at Stans 3 April painted as such for RFDS. Tested as HB-VSF.
		<b>106</b>	VH-KWO	Noted painted as such at Stans 3 April for RFDS. Tested as HB-VSG.
Raytheon	390	<b>RB-256</b>	T7-BBC	New owner now known as Belfort Alliance Ltd. Addition to Scramble 467 – Page 40.

## Bizprops

Beech	C90GTi	<b>LJ-1889</b>	N952WP	Ex D-IDKH, was sold to LS Aviation in the US.
	B200	<b>BB-1662</b>	N926TJ	Former D-IVAN of CMAC City-Marketing, Advertising & Communication, was sold to Blackhawk Consulting in the United States.
	B200	<b>BB-1715</b>	N175LC	Former M-CDFY of BAE Systems Marine was sold Skysource International in the US.
	B200	<b>BB-1830</b>	G-RAFK	Ex ZK451 of the RAF was re-registered to SERCO in March this year.
	B200	<b>BB-1832</b>	G-RAFL	Ex ZK452 of the RAF was re-registered to SERCO in March this year.

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Shortly after PH-CYP was delivered, Rotterdam took delivery of a second PC-12 on 15 March. It carries British registration G-PKHA and belongs to Pilatus Beheer BV. (Rotterdam The Hague Airport, 15 March 2018, John de Goede)

	B200	<b>BB-1836</b>	G-RAFO	Ex ZK455 of the RAF was re-registered to SERCO in March this year.
	B200	<b>BB-1837</b>	G-RAFP	Ex ZK456 of the RAF was re-registered to SERCO in March this year.
	B200	<b>BB-2014</b>	EC-MUP	Former D-ISKY of Air Hamburg Private Jets was sold to a yet unknown operator in Spain in January.
	B200GT	<b>BY-32</b>	G-RAFD	Ex ZK458 of the RAF was re-registered to SERCO in March this year.
	B200GT	<b>BY-36</b>	G-RAFX	Ex ZK459 of the RAF was re-registered to SERCO in March this year.
	B350CER	<b>FM-49</b>	G-DAYP	Former VH-NAO of Royal Flying Doctors Service, was sold to the Royal Air Force in September last year. Reported as converted to Shadow R2 Standard and based at Waddington with 14sq.
	B350CER	<b>FM-54</b>	G-GMAD	Former Gama Aviation Beech 350C was sold to the Royal Air Force in September last year. Reported as converted to Shadow R2 Standard and based at Waddington with 14sq.
Cessna	208	<b>00007</b>	D-FPRF	Robert Troegele & Robert Fahrenschon, ex N208RF. Registered on 28 March, but has already been based in Europe since 2011.
PC-12	208B	<b>5265</b>	D-FROG	Former demonstrator N265CZ was registered in Germany on 9 January.
	/45	<b>471</b>	N471PC	Registration assigned on USCAR 27 March. Ex RA-01508.
	/45	<b>607</b>	N728MG	Registration assigned on USCAR 27 March. Ex RA-01504.
	/47	<b>882</b>	N882PC	Registration assigned on USCAR 30 March. Ex RA-01503.
	/47E	<b>1745</b>	T7-SAI	Tested as HB-FQH. Noted departing Stans 10 April.
	/47E	<b>1751</b>	F-HGET	Tested as HB-FQN, registered to Getonejet 20 April.
	/47E	<b>1783</b>	N783NG	Registered to Pilatus Business Aircraft Ltd. 10 April. Tested as HB-FRT.
	/47E	<b>1784</b>	N707GD	Tested as HB-FRU, registered to Pilatus Business Aircraft Ltd. 12 April.
	/47E	<b>1785</b>	N785AF	Registered to Pilatus Business Aircraft Ltd. 11 April. Tested as HB-FRV.
	/47E	<b>1786</b>	N986AC	Tested as HB-FRW, registered to Pilatus Business Aircraft Ltd. 12 April.
	/47E	<b>1788</b>	N788NG	Registered to Pilatus Business Aircraft Ltd. 24 April. Tested as HB-FRY.
	/47E	<b>1791</b>	HB-FSB	Registered to Pilatus Flugzeugwerke AG 28 March.
	/47E	<b>1792</b>	HB-FSC	Corrects 467/47, not HB-FSB as stated.
	/47E	<b>1793</b>	HB-FSD	Registered to Pilatus Flugzeugwerke AG 5 April.
/47E	<b>1794</b>	HB-FSE	Registered to Pilatus Flugzeugwerke AG 18 April.	
/47E	<b>1795</b>	HB-FSF	Registered to Pilatus Flugzeugwerke AG 18 April.	
/47E	<b>1796</b>	HB-FSG	Registered to Pilatus Flugzeugwerke AG 24 April.	
Piaggio	180	<b>1033</b>	G-RJPI	Registered to Unicredit Leasing Spa 9 April, ex I-WJET.
Piper	42	<b>8001041</b>	OK-TAV	Air Bohemia, ex YR-ANF. Registered on 12 March.
	46-500TP	<b>4697227</b>	N928PB	John W Elbon III, ex D-EPPY. Registered on 9 April.
Quest	Kodiak 100	<b>0053</b>	HB-NBH	Wikiplane SA, ex N1232H. Registered on 15 March, but had already been based in Switzerland since March 2016.
SOCATA	TBM-850	<b>475</b>	F-HRCN	Ex D-FMCP of Christoph Pohlmann was sold to a unknown operator in France.

## Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes etc. etc.. To get the most from this extensive (more than 220,000 records) database consider using the advanced search options.

Near the bottom of the same page on the Soviet Transport

Ae 45	<b>49 012</b>	--	
An-2T	<b>1G63-04</b>	UP-A0316	Aero
An-2T	<b>1G85-31</b>	"01" yellow	DOSA AF
An-2R	<b>1G133-12</b>	UP-A0136	Fauna Air
An-2R	<b>1G136-41</b>	UP-A0338	Orlan-2000
An-2T	<b>1G160-42</b>	UP-A0308	Aero
An-2R	<b>1G169-47</b>	UP-A0127	all-white c/s, n/t

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

photo	2014	under restoration at the Crimea; ex OK-DMP
AKX	03may15	at ARZ 406; c/n known now, ex Soviet Air Force
	07apr17	stored at Kukovyachino wearing the reported code
rgd	29may17	ex UN-070809
rgd	unknown	CofA renewal 21nov17; c/n known now, ex UN-70115
AKX	03may15	at ARZ 406; c/n known now, ex Soviet Air Force
photo	27jun15	c/n known now, ex UN-07832

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An-2R	<b>1G169-48</b>	UP-A0128	Fauna Air	rgd	29may17	ex UN-07833
An-2	<b>1G177-39</b>	UP-A0103	Aero	no	reports	c/n known now, ex CCCP-62592
An-2TP	<b>1G178-08</b>	SP-RWE		Bem	07apr18	in all yellow c/s; ex SP-DLA
An-2R	<b>1G179-16</b>	UP-A0132	Fauna Air	rgd	29may17	ex CCCP-62686
An-2R	<b>1G179-27</b>	RA-62697	Privolzhskaya RAK	rgd	25mar08	f/n BWO 20aug17; curent on register 22mar18
An-2R	<b>1G184-49</b>	RA-54842	Privolzhskaya RAK	rgd	25mar08	f/n Balakovo 20aug17; curent on register 22mar18
An-2R	<b>1G193-23</b>	UR-68051	not known	rgd	10apr18	to V.A. Radishevsky of Mariupol
An-2R	<b>1G193-24</b>	UP-A0147	Ak Synkar	KSN	07may15	c/n known now, ex CCCP-68052
An-2R	<b>1G197-43</b>	UP-A0140	Ak Synkar	KSN	07may15	c/n known now, ex CCCP-31420
TVS-2MS	<b>1G200-41</b>	RA-71198	Aviaspetsnab	rgd	22mar18	c/n now <b>1G200-41.1R021</b> ; Aviaspetsnabkontrol
An-2	<b>1G204-39</b>	UP-A0143	Ak Synkar	KSN	07may15	c/n known now, ex CCCP-17838
An-2	<b>1G207-12</b>	UP-A0219	no titles	photo	06aug13	c/n known now, ex CCCP-71241
An-2R	<b>1G209-12</b>	UP-A0300	Synkar, n/t	DMB	20apr12	l/n Balapan 26may14; c/n known now, ex CCCP-81618
An-2R	<b>1G222-44</b>	RA-40365	Privolzhskaya RAK	BWO	aug17	derelict; current on register 22mar18
An-2	<b>1G229-07</b>	EW-268CD	Agrokombinat Zarya	MVQ	06apr18	'ZAO Agrokombinat Zarya' titles; ex EW-33515
An-2R	<b>1G229-25</b>	EW-368CD	blue/white c/s n/t	MVQ	06apr18	stored without engine
An-2T	---	RF-90536	Russian Air Force	photo	apr18	coded "05" yellow; probably opb VDV
An-12BK	<b>02 34 81 07</b>	UR-KDM	Cavok Air	Gao	30mar18	nosewheel collapsed; repairable according the airline
An-12	---	CCCP-11250	Soviet Air Force	photo		opb 110 vtap at Novgorod-Krechevitsy
An-12	---	CCCP-11502	Soviet Air Force	photo		opb 110 vtap at Novgorod-Krechevitsy
An-12	---	CCCP-12102	Soviet Air Force	photo		opb 110 vtap at Novgorod-Krechevitsy
An-12PPS	---	"12"	Soviet Air Force	photo		An-12BK-PPS with ogival tail cone
An-26	<b>70 02</b>	UP-AN607	not reported	WUU	05apr18	damaged when the port undercarriage collapsed; dbr ?
An-26	---	EY-326	Asia Skylines	no	reports	flight-planned SOF-ALY 15apr18
An-32B	<b>18 10</b>	D2-FEO	Air Nave	no	reports	w/o before 12mar07; ex D2-FDP
An-74TK100	<b>365 470 95 896</b>	RA-74006	Shar Ink	rgd	28mar17	in all-white c/s with logo, no titles; f/n OSF 11apr18
An-74-200	<b>365 470 96 920</b>	EK-74027	Alfa	KBL	nov17	parked damaged since 2010; was canx 18jan11
An-74-200	<b>365 470 97 938</b>	EY-334	Khatlon Air	no	reports	acquired mar18; ex RA-74045 (1)
An-74-200	<b>365 470 98 965</b>	EK-74036	Ayk Avia	JUB	apr18	reportedly dbr when ran off the runway; cannibalised
An-148-100	<b>27015042033</b>	RA-61733	Russian Air Force	ff	24mar18	in basic Rossiya c/s with 'VVS Rossi' titles
Be-200ChS	<b>64620070305 ?</b>	RF-31180	MChS Rossii	ff	12mar18	line # 03-06; l/n apr18 location unknown
Il-18D36	<b>03936 10270</b>	RF-75337	Russian Navy	Pus	2018	with Russian stars on the fin, 'VMF Rossii' titles
Il-76TD	<b>00434 49468</b>	UP-I7649			26mar18	details from llyushin.org this date; ex YA-KAN
Il-76TD	<b>00834 85554</b>	RA-76489	Aviacon Zitotrans	UFA	27mar18	in white c/s with grey undersides, no titles
Il-78	<b>00934 92786</b>	RF-94284	Russian Air Force	photo	09oct17	coded "86" blue; ex RA-78806
Il-76TD	<b>10434 19649</b>	7T-WIV	Algerian Air Force	w/o	11apr18	crashed shortly after take-off from Boufarik AFB
Il-114-100	<b>20638 00205</b>	UK-91105	Uzbekistan	TAS	11jul17	withdrawn from service since apr18
Il-114-100	<b>20838 00206</b>	UK-91106	Uzbekistan	TAS	10jul17	withdrawn from service since apr18
Il-114-100	<b>21038 00207</b>	UK-91107	Uzbekistan	TAS	10jul17	withdrawn from service since apr18
Il-114-100	<b>10.38 00208 ?</b>	UK-91108	Uzbekistan	TAS	12mar18	active; withdrawn from service since apr18
Il-114-100	<b>.0.38 00209</b>	UK-91109	Uzbekistan	TAS	31dec17	withdrawn from service since apr18
Ka-52	---	RF-13425	Russian Air Force	no	reports	line # 15-0.; coded "86" red
L-410UVP	<b>84 13 28</b>	UR-TWO	South West	rgd	11apr18	with 'South West' titles and logo; was f/n RWN dec17
L-410UVP-E20	<b>90 24 13</b>	TI-BGM	Skyway	SYQ	31mar18	with blue chevron and trim, with titles
L-410UVP-E16A	<b>90 24 14</b>	4L-LSA	Vanilla Sky	rgd	27oct17	to Ak-Air Georgia; with titles; f/n 09jan18
L-410UVP-E20	<b>30 16</b>	RA-67062(2)	2nd Arkhangelsk Ait Ent.	rgd	19feb18	f/n SCW 06apr18
Li-2	<b>184 91 01</b>	CCCP-X464	MOM - GSNII-642	toc	1955	ex CCCP-I608
Mi-2	<b>56 3147 103</b>	94+62	German Air Force		dec17	sold to the Eindhoven area around dec17
Mi-2	<b>54 7946 122</b>	no code	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8012 013</b>	"07" white	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8031 023</b>	"32" white	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2T	<b>54 8032 023</b>	"24" yellow	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8033 023</b>	"22" white	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8034 023</b>	"23" white	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8035 023</b>	"21" yellow	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8528 014</b>	"20" yellow	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 8529 014</b>	"57" yellow	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	<b>54 9027 015</b>	"17" white	Belarus Air Force	photo	07apr18	sat wfu at Kukovyachino (N55.160603 E29.973551)
Mi-2	---	no reg	MChS Rossii	photo	14apr18	GIA St. Petersburg Fire and Rescue College at Munino
MSB-2	---	no reg	Motor Sich	ff	16apr18	from OZH
Mi-4	<b>05 20</b>	CCCP-L55	AFL/East Siberia	mfd	sep55	toc 19feb56
Mi-4	<b>06 21</b>	CCCP-31455	AFL/East Siberia	rgd	1958 ?	soc 06feb70 as life-time expired
Mi-4	<b>03 27</b>	CCCP-L70	AFL/Sasovo Fl.Sch.	toc	14jan56	
Mi-4	<b>05 27</b>	CCCP-31470	AFL/Kremenchug FS	trf	11sep60	soc 25mar61 to become an exhibit
Mi-4	<b>08 27</b>	CCCP-L90	AFL/Sasovo FS	toc	08mar56	
Mi-4	<b>05 27</b>	CCCP-31490	AFL/Vyborg ATU GA	trf	26sep58	soc 18aug59 as life-time expired
Mi-4	<b>08 27</b>	CCCP-L93	AFL/West Siberia	toc	19mar56	
Mi-4	<b>06 28</b>	CCCP-31493	AFL/West Siberia	rgd	1958 ?	soc 03aug70 as life-time expired
Mi-4	<b>07 28</b>	CCCP-L0509	AFL/Far East	toc	24aug56	dbr, details unknown; soc 15dec56
Mi-4	<b>09 28</b>	CCCP-L59	AFL/Sasovo Flying School	toc	22mar56	
Mi-4	<b>06 29</b>	CCCP-31453	AFL/Sasovo Flying School	rgd	1958 ?	soc 16nov60 as life-time expired
Mi-4	<b>07 28</b>	CCCP-L61	AFL/Sasovo Flying School	toc	22mar56	
Mi-4	<b>09 28</b>	CCCP-31461	AFL/Vyborg ATU GA	trf	13dec65	soc 27dec73 as worn out; c/n known now
Mi-4	<b>06 29</b>	CCCP-L67	AFL/East Siberia	toc	01jul56	dbr, details ukown; soc 05aug57
Mi-4	<b>05 30</b>	CCCP-L73	AFL/West Siberia	toc	12jun56	
Mi-4	<b>05 30</b>	CCCP-31473	AFL/Uzbekistan	trf	03apr59	dbr, details unknown; soc 08apr64
Mi-4	<b>05 30</b>	CCCP-L0501	AFL/West Siberia	toc	09may56	dbr, details unknown; soc 31mar57

Mi-4	06 30	CCCP-L0508	AFL/West Siberia	toc	20jun56	
		CCCP-31508	AFL/Troitsk ATGA	trf	09jan59	soc 17jun61 to become an exhibit
Mi-4	07 31	CCCP-L0519	AFL/West Siberia	toc	28sep56	
		CCCP-31519	AFL/West Siberia	rgd	1958 ?	soc 29dec70 as life-time expired
Mi-8PS-9	86 35	RA-24640	Vostok	w/o	11apr18	on a training flight from Khabarovsk-Maly
Mi-8T	9 73 28 14	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 73 28 18	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 73 30 09	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 73 31 19	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 73 32 08	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 74 37 08	"63" yellow	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 74 37 19	"62" yellow	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 74 39 05	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8T	9 75 50 18	not known	Ukraine Army Aviation		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-8MT	9 4019	"79" black	Ukraine Army Aviation	dbf	27aug14	on flight with the MTOW exceeded; c/n known now
Mi-8MT	9 4622	"35"	Ukraine Army Aviation	trf	1992	tie-up from court order; opb 12 obrAA at Novy Kalyniv
Mi-8MTV-1	9 6156	HK-3898	Helisur	dam	11feb18	at Cúcuta, hit by main rotor of taxiing UH-60L EJC2190
M-8AMT	8AMT00643177565U	RA-22865(2)	not known	rgd	20apr18	probably for UTair
M-8AMT	8AMT00643177566U	RA-22876(2)	not known	rgd	20apr18	probably for UTair
Mi-8MSB-PS	MSB8 430002	UR-MSW	Motor Sich	rgd	12jun17	canx between 16mar18 and 26mar18
Mi-8MTV-5	---	RF-90352	Russian Air Force	photo	16feb18	coded "23" red
Mi-8MTV-5	---	RF-90353	Russian Air Force	photo	16feb18	coded "24" red
Mi-8MTV-5	---	RF-90355	Russian Air Force	photo	16feb18	coded "26" red
Mi-8AMTSh	---	RF-90665	Russian Air Force	Htc	10mar17	coded "50" red
Mi-8AMTSh	---	"7507" yellow	Russian Air Force	Tml	17apr18	with special electronic equipment
Mi-17	---	TU-VHM	Ivory Coast Air Force	ABJ	24mar18	probably delivered by an Il-76 this date
Mi-8MT	---	082831AT	United Nations	LWO	04apr18	coded 'UNO 864'; flown by An-124-100 to EBB
Mi-8MT	---	082832AT	United Nations	LWO	04apr18	coded 'UNO 865'; flown by An-124-100 to EBB
Mi-14PS	75 098	"50" yellow	Ukrainian Navy		16apr18	auctioned by Aviakon due to unpaid debts of Veles
Mi-24D	353 246 25 01085	H333	Angolan Air Force	photo	aug93	sat derelict at LAD, seen apr98; c/n known now
Mi-24P	353 243 42 17077	"37"	Soviet Army Aviation	w/o	16feb88	when was shot down
Mi-24P	353 243 29 27386	RF-93091	Russian Air Force	Erb	17mar18	coded "42" red; c/n known now
Mi-26T2	34001212712	SL-66	Algerian Air Force	photo	30mar18	taken at Ech-Chelif
Mi-26	---	RF-13381	Russian Air Force	fff	29mar18	coded "79" white (outlined in red)
Mi-28N	---	RF-13623	Russian Air Force	photo	19sep17	coded "60" red
Ansat	---	"907" black	Vertolyoty Rossii	Kzh	apr18	in black/white c/s with 'Russian Helicopters' titles
PZL-101A	10 7 207	RA-2388G	V. Alexandrov	photo	05may16	at Belgorod-Tomarovka; c/n known now, ex SP-CKG
RRJ-95LR	95 125	RA-89086	Yamal	rgd	29dec17	probably h/o at ZIA 06apr18
RRJ-95LR	95 127	RA-89087	Yamal	rgd	29dec17	probably h/o at ZIA 06apr18
RRJ-95LR	95 152	RA-89096	Azimuth	h/o	11apr18	named 'Moskva' (after the river); l/n OMS 20apr18
RRJ-95LR	95 153	RA-89094	Azimuth	h/o	30mar18	and ferried to KRR the same day; l/n STW 03apr18
RRJ-95LR	95 155	RA-89095	Azimuth	h/o	18apr18	named 'Irtysk'
RRJ-95B	95 160	89113	primer	fff	04apr18	
RRJ-95B	95 161	89110	primer	fff	13apr18	
Tu-22M3	---	RF-34112	Russian Air Force	Kzp	13feb18	coded "46" red
Tu-95MS	100 21 2 9 35367	RF-94182	Russian Air Force	DYR	23jan17	c/n known now
Tu-95MS	100 21 1 0 36785	RF-94180	Russian Air Force	Sae	27oct16	c/n known now
Tu-95MS	100 21 3 0 37098	RF-94183	Russian Air Force	OVB	08feb17	c/n known now
Tu-124Sh	5 35 04 02	ex "53" red	ex Soviet Air Force	l/n	06apr18	at Cacersk, Belarus, so not scrapped
Tu-134A	28269	ex EW-65861	ex Belavia c/s		08apr18	at the MChS Belarus training tite at Svetlaya Roscha
Tu-134B-3	63285	RA-65576	RusAir	VKO	05apr18	all white, no titles, still named 'Alexsandr Fedorchenko';
Tu-134Sh-2	8 35 50905	RF-66015	Russian Air Force	photo	2017	"23" red; l/n 23apr18, c/n from russianplanes.net
Tu-214PU	029	RA-64529	Russian Air Force	CKL	17mar18	arrived from the factory; l/n ABA 05apr18
Yak-18A	116 26 24	F-AZYK	Marie Lanter	w/o	08apr18	on a flight from Lens-Bénifontaine
Yak-18T	6 20 18 10	RF-00906		Stu	20may06	c/n known now, ex CCCP-44383
Yak-18T	7 20 20 13	UP-LA124	no titles	Alb	09may08	c/n known now, ex CCCP-44317(1)
Yak-18T	22202023122	RF-67737	ROSTO	Tjp	16aug14	c/n known now, ex CCCP-44275
Yak-18T	05 32	RF-02374		Brk	11jun15	active; c/n known now, ex RA-44449
Yak-40D	9 32 06 29	RA-87311	APP	VKO	11aug12	broken up VKO mar13
H6A	12 24 06	1721	Chinese Air Force	photo	10aug17	opb Harbin FA/2nd Brigade; in white c/s with red code
H6K	---	20018	Chinese Air Force	photo	mar18	10th Div/28th Regiment
H6K	---	41076	Chinese Air Force	photo	mar18	36th Div/108th Reg
H6K	---	41172/5/6/7	Chinese Air Force	photo	mar18	all four 36th Div/108th Reg
Y8CB	---	20672	Chinese Air Force	photo	mar18	16th Div/47th Reg
Y9	---	10254	Chinese Air Force	photo	apr18	4th Div/10th Reg
KJ500	---	33075	Chinese Air Force	photo		176th Brigade
KJ500H	---	81033	Chinese Navy	photo		3th Div

## PH register

### Newly registered aircraft:

PH-BHO	Boeing 787-9	42509	29mar18	KLM NV.
PH-CHR	Cessna T240	T24002059	14mar18	Ex N259JA.
PH-EXW	Embraer 170-200STD	17000710	13mar18	KLM Cityhopper BV. Ex PR-EIT.
PH-EXX	Embraer 170-200STD	17000711	15mar18	KLM Cityhopper BV. Ex PR-EIU.
PH-EXX	Embraer 190-100STD	19000751	23mar18	KLM Cityhopper BV. Ex PR-EKB.
PH-FFA	Lancair Legacy	L2K-331 ("337")	09mar18	Ex N390LY.

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PH-GII	Glasair II RG	1116	05mar18	Ex PH-GII.
PH-HXL	Boeing 737-800	62162	30mar18	Transavia Airlines CV.
PH-JMR	Ultramagic M-105	105/204	30mar18	Ex G-CIHX.
PH-LVH	Cessna F172M	F17201017	29mar18	Wings over Holland. Ex HA-SVS.
PH-MIR	Kubicek BB.26Z	1430	21mar18	"Inkstation" advertisement.
PH-ROS	Lancair Super ES	ES-054 FB	12mar18	Ex PH-ROS.
PH-SEJ	Partenavia P.68B	19	02mar18	CNE Air. Ex HA-ADA, F-GDRY, I-GISG.
PH-VSH	Pipistrel Virus SW 121	VSW1210022	21mar18	
PH-WLG	Van's RV-4	3307	16mar18	Ex N212CS.
PH-1596	Schleicher ASW 27-18 E	29738	06mar18	Ex D-KOAB.
PH-1597	Rolladen-Schneider LS 4	4475	28mar18	Ex D-3455.
PH-1602	Glasflügel Mosquito	3	09mar18	Ex OO-ZZK.

Change of ownership:

PH-DJB	Schroeder Fire Balloons G	819	05921	28mar18
PH-HYM	Cameron N-105	4341	05588	20mar18
PH-RCF	Cessna F172N	F17202034	03078	28mar18
PH-SGG	Slingsby T67C	2099	06166	02mar18
PH-3J6	Tecnam P92 Echo	451	20556	14mar18
PH-288	Schleicher K-8B	8074	00951	22mar18
PH-1145	Schleicher ASW-20	20495	05610	07mar18
PH-1269	Rolladen-Schneider LS-3	3049	06273	06mar18

Cancelled from register:

PH-ABZ	Robinson R44 Raven II	13487	08144	20mar18	To Germany.
PH-AJK	Robinson R22B Beta	1738	04657	07mar18	More than 1 year without valid airworthiness document.
PH-ATE	ATR72-212A	1367	09729	02mar18	To (CX-URY), PR-AKL.
PH-AYF	Ultramagic M-145	145/02	06863	07mar18	More than 1 year without valid airworthiness document.
PH-AYS	Cameron O-105	4996	06023	07mar18	More than 1 year without valid airworthiness document.
PH-CVH	Bowers Fly Baby 1B	3	05034	12mar18	Wfu.
PH-DAN	CZAW SportCruiser	08SC149	07260	07mar18	No longer compliant with requirements.
PH-DPC	Cessna 172RG	172RG0369	08019	09mar18	To N486MS.
PH-HWH	Agusta-Bell 206B	8076	04761	06mar18	More than 1 year without valid airworthiness document.
PH-ITW	Cessna 421C	421C0024	07655	09mar18	To N421WE.
PH-JAJ	Glasair Sportsman 2+2	7294	07452	14mar18	To Iceland.
PH-JGG	Cameron N-105	1949	07934	12mar18	Wfu.
PH-JUD	Woods Woody Pusher	201	08386	14mar18	More than 1 year without valid airworthiness document.
PH-LUS	Luscombe 8A	1863	06930	12mar18	More than 1 year without valid airworthiness document.
PH-NHR	AS332L2 Super Puma	2572	08016	14mar18	No longer compliant with requirements.
PH-NHS	AS332L2 Super Puma	2599	08061	14mar18	No longer compliant with requirements.
PH-PPW	Piper PA-18-135	18-3812	04022	12mar18	More than 1 year without valid airworthiness document.
PH-RPH	Cessna 182R	182-67808	03329	07mar18	To France.
PH-TOK	Piper PA-18-135	18-3604	02506	12mar18	More than 1 year without valid airworthiness document.
PH-TVH	Piper PA-31	31-408	03192	12mar18	More than 1 year without valid airworthiness document.
PH-VDF	P-51D Mustang	122-39381	07522	20mar18	To OO-RYL.
PH-VIG	Diamond DA42 M-NG	42.MN001	07623	09mar18	To G-WKTG.
PH-4D8	Solar Pegasus XL-Q-LC	SW-WQ-0117	0924	15mar18	More than 1 year without valid airworthiness document.
PH-107	Scheibe Bergfalke II-55	363	04820	07mar18	More than 1 year without valid airworthiness document.
PH-979	Scheibe Zugvogel IIIB	1100	08101	29mar18	To Belgium.
PH-1564	Glasflugel Kestrel	85	08643	19mar18	Wfu.

Additions, corrections and news:

PH-BFE	Boeing 747-406BC	24301	Registered as N110ML, 31 January 2018. Stored at Melbourne (FL).
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Credits: Inspectie Leefomgeving en Transport, [airnieuws.nl](http://airnieuws.nl), [ballonregister.nl](http://ballonregister.nl).



JetNetherlands took delivery of this Embraer ERJ135LR on 26 March 2018 at Antwerp-Deurne. Although still with its American registration it will become PH-DWS in the near future. JetNetherlands will commence operations still using the N-reg and will be operated under its ACE-brand, Air Charters Europe, hence to ACE-titles in the tail. (Antwerp-Deurne, 26 April 2018, Paul Soons)





Pictures from Belarus are rare and very welcome. This Su-24M 47 white is on display in the town of Bykhaw and arrived a month earlier. (6 April 2018, Erwin Alexander)

## Albania

### Vlore

Shkollës së Trupës in town have been closed. The school moved to barracks at Bunavi, north east of town (N40.51899, E19.51124). It is unknown what has happened to their two aircraft, MiG-15bis 5-18 and PT-6 41.

## Belarus

### Bobruysk

01 white Su-24M preserved **0815356** apr18  
The Su-24 is preserved on the road to the airfield (N53.11909, E29.22835).

### Bykhaw

47 white Su-24M preserved **0815353** apr18  
The aircraft is at N53.52333, E30.22559 and had arrived on 5 March 2018.

### Kogilev / Novo Pashkovo

(53 red) Mi-2 preserved **513314014** apr18  
The preserved Su-24MR 72 white has been checked and has c/n 0941644.

### Vitebsk Kukovyachino

40 white Su-24M preserved **0815346** apr18  
The Su-24M has been added to the preserved aircraft at the gate (N55.156444, E29.971636) of this DOSAAF airfield. Mi-1 17 black and Su-27P 38 blue were both still there. On the airfield, stored in one line are:

01 yellow	An-2T	stored, fuselage	<b>1G85-31</b>	apr18
05 yellow	An-2T	stored, fuselage	<b>1G42-14</b>	apr18
20	Mi-2	stored, no rotors	<b>549027015</b>	apr18
28 red	Mi-2	stored, no rotors	<b>547946122</b>	apr18
07 white	Mi-2	stored, no rotors	<b>548012013</b>	apr18
22 white	Mi-2	stored, no rotors	<b>548033023</b>	apr18
23 white	Mi-2	stored, no rotors	<b>548034023</b>	apr18
20 yellow	Mi-2	stored, no rotors	<b>548528014</b>	apr18
21 yellow	Mi-2	stored, no rotors	<b>548035023</b>	apr18
24 yellow	Mi-2	stored, no rotors	<b>548032023</b>	apr18
57 yellow	Mi-2	stored, no rotors	<b>548529014</b>	apr18

### Noted elsewhere were:

32 white	Mi-2	stored, no rotors	<b>548031023</b>	apr18
EW-327AO	Mi-2	stored, no rotors	<b>548710054</b>	apr18

## Belgium

### Namur Temploux

(0831) PC-6/B2-H4 G-BYNE, ex Thailand **831** apr18  
PL-58 K8B OO-YOD, ex Cerfontaine203/61apr18  
The ex Royal Thai Army Porter arrived in June 2017 and is used for para-jumping.

## Czechia

### Doubravice

4541 Mi-2 pres, ex Písek **534541125** apr18  
The unknown MiG-21 which was here turned out to be Polish

MiG-21MF-75 8189 (ex Kruszyna). It went to Zruč with reapplied Polish markings. Also still here are MiG-15bisSB 3916, MiG-21F-13 1003, MiG-21MF 4421 and MiG-21ML 4641.

### Libořez

1041 MiG-19PM preserved **651041** apr18  
The former Česká Olešná MiG-19 is now with the same collector as MiG-21MF 9804. It arrived in the small village on 21 April.

### Líně Dobřany

1311 MiG-21PF preserved, ex Zruč **761311** apr18  
Classic trainers took delivery of this MiG-21 on 16 April 2018.

### Znojmo

(3934) MiG-15bis preserved, as 4393 **623934** aug17  
The former Chotusice MiG-15 is now on outside display at the Muzeum Motorismu (N48.85400, E16.04344) on the west side of town. It still carries its serial in reverse order.

## France

### Châteaudun (28)

247/DQ Mirage 3B-RV preserved **247** mar18  
The former Varennes sur Allier is now on display at the on base CANOPEE museum.

### Istres Le Tube (13)

378/F-ZVMP	C212-300	stored, in hangar	<b>378</b>	jul17
188/BK	Ce310N	stored	<b>0188</b>	jul17
981/BF	Ce310Q	stored	<b>0981</b>	jul17
526/PA	HR100/250TR	stored	<b>526</b>	jul17
527/PB	HR100/250TR	stored	<b>527</b>	jul17
530/PE	HR100/250TR	stored, in hangar	<b>530</b>	jul17
533/PR	HR100/250TR	stored	<b>533</b>	jul17
58/MJ	N262A	stored	<b>58</b>	jul17

Two aircraft were in a DGA-EV hangar, the rest was parked nearby. The Casa had not flown since its accident (wheelbay fire during taxiing) on 28 January 2015.

### Salon de Provence (13)

467/312-JL EMB312F preserved **312467** jul17  
The formally stored Tucano is now preserved on base. Also seen was the fully restored Mirage 3C 3/2-FA.

### Nimes Garons (30)

During an open day on 21 October 2017 Alouette 3 F-ZBDM (c/n 1610) was noted. This fully restored Alouette is owned by the l'Union Départementale des Sapeurs-Pompiers de Seine et Marne and travels the country. Its exact home base is not known. Also seen at Garons was Alouette 3 F-ZBAF (c/n 1075) which is still at the gate of the helicopter base.

### Montauban (82)

2145	Alouette 2	preserved	<b>2145</b>	jul17
1170/SCT	Alouette 3	preserved	<b>1170</b>	jul17
93/MTB	MH1521M	preserved	<b>140</b>	jul17
016	N3202	preserved		jul17
1373/BNS	SA341F	preserved	<b>1373</b>	jul17



Dornier built 352 UH-1Ds under license from 1967 to 1981 for the German military (Bundeswehr). These saw service with the German Army and German Air Force as light utility helicopters and as search and rescue (SAR) helicopters. (72+81, Salching, 31 March 2018, Otger van der Kooij)

Reports from the preserved here are rare, so this is welcome. The true identity of the N3202 is still unknown, while the preserved S01221S is no longer present. Of the sixteen stored Pumas mentioned in EMOOS 2018, fifteen were seen. Not seen was 1172/DCV, while 1192/DDB is an additional aircraft. SA330B 1177 was coded DCW. Ex Dax museum Bird Dog 24572/BVW arrived here in October 2017. It is planned to make it airworthy again.

### Germany

Elze (NI)  
86+89 Bo105P preserved **6089** apr18

The Bo105 at the Freytag company has been identified. It was last seen in storage at Holzdorf.

Lübeck (SH)  
(22+88) MiG-21M preserved **960706** mar18

The silver unmarked MiG-21 has moved from storage the far side to a spot near the terminal (airside at N53.80577, E10.702600) and is now preserved.

Salching (BY)  
72+81 UH-1D preserved **8401** apr18

The location of the UH-1D has been found. It is at model airplane field at N48.80338, E12.54975.

Straubing Wallmühle (BY)  
(18-1550) L-18C D-ECAI **18-1550** mar18

The ex ALAT Super Cub is based here, it was listed in EMOOS 2018 under location unknown. The other five based warbirds were also seen in March.

Ramstein (RP)  
68-0554/RS RF-4C stored **3369** apr18

The Phantom has not been reported for a long time. During early April in was parked outside a hangars at the main ramp.

Weeze (NW)  
XZ669 Lynx AH7 stored **230** apr18  
The former Baarlo Lynx was noted in a yard at N51.59629, E6.15383.

### Slovakia

Bratislava Ivanka  
The two stored Mi-171s have been sold to the Ukraine. B-1717 became UR-CRF and B-1730 became UR-CRI.

### Switzerland

Emmen  
J-3005 F-5E stored **L3005** apr18  
The Tiger was noted in a hangar on 4 April and reported to be for sale.

### United Kingdom

Bournemouth IAP, Dorset  
(XM404) Jet Provost T3 cockpit apr18  
(XW310) Jet Provost T5A G-BWGS **EEP/JP/974** apr18

The Bournemouth Aviation Museum has acquired two Jet Provosts. The cockpit came from Doncaster, the complete one from St Athan.

Hendon, London  
XX824 Jaguar GR1 preserved **S73** feb18

The RAF Museum took delivery of a Jaguar from RAF Cosford on 20 February 2018.

Nottingham/East Midlands IAP  
XX494/B Jetstream T1 preserved **276** mar18

ZD477/E Sea King HC4 preserved **WA932** mar18  
Two aircraft formerly at Bruntingthorpe are now on display at the Aeropark.



Another picture from Belarus. The storage line-up at Vitebsk Kukovyachino. (7 April 2018, Erwin Alexander)

# Dustpan & Brush



The beginning of April saw the release by the United States Air Force of an aircraft accident investigation report, concerning the mishap of two A-10 Thunderbolt II's. That mishap took place on 6 September last year, when they were on a routine training mission at the Nevada Test and Training Range. The accident happened during a night time exercise and to cut a long story short, both pilots were task saturated and lost situational awareness, resulting in both aircraft colliding with each other. Luckily both pilots managed to eject safely and received only minor injuries. (Nellis AFB (NV), 23 January 2017, Martin Uleman)

## Additions & Corrections:

09jan16 PR-PDD ATR72-212A **562** w/o  
See Scramble 441.

06sep17 78-0657/WA A-10C **A10-0277** w/o

06sep17 79-0204/WA A-10C **A10-0468** w/o

Recently the full accident report was released concerning the mishap involving these two Warthogs, and as part of that report we now have the serials.

See Scramble 461.

09jan18 4155/GCA SA342M **2155** w/o

The Gazelle belonged to 3RHC.

See Scramble 465.

10mar18 CG803 SA316B w/o

No construction number is known for this airframe. The msn we mentioned in last issue belongs to Chetak CG802, but the mishap chopper was definitely CG803.

See Scramble 467.

## New Accidents:

26mar18 N107BH C212-200 **165** dam

26mar18 N217BH C212-200 **318** dam

Two CASA 212 Aviocars of Bighorn Airways collided with each other on the ramp of Sheridan Airport (WY). CASA N107BH was taxiing after landing when it struck the wingtip of a parked company aircraft, registered N217BH. Both received quite some damage.

28mar18 720 Grob G120A-K **85063** w/o

A Grob G120 of the Kenyan Air Force was destroyed when it crashed in an open area at Kungu Market, at Taita Taveta, following engine trouble. Both crew members got out with minor injuries.

29mar18 N31TN Be99 **U-49** dam

During landing at King Salmon Airport, Pilot Point (AK), the Lake Clark Air Beech 99 suffered a gear collapse. While none of the nine occupants were injured the aircraft was damaged.

29mar18 111 T-35A **160** w/o

29mar18 223 PA-28-236 **28-8011149** w/o

29mar18 235 SR-22T **0503** w/o

The Fuerza Aérea de Chile ENAER T-35 Pillán crashed near one of the hangars located at El Bosque Air Base, under unknown circumstances. The aircraft was destroyed by post impact fire and both occupants onboard, a trainee and an instructor, were fatally injured.

Due to the crash into the hangar two other aircraft were destroyed as well. One was SR-22 235 and the other PA-28 223.

30mar18 N137BT Be95-B55 **TC-623** dam

The Stone City Aviation Beech Baron experienced a gear up landing at Virgil I Grissom Municipal Airport, Bedford (IN). A door had come open while taking off and the pilot circled around back to the airport to make an emergency landing, according to local authorities. The airplane sustained damage and the sole pilot onboard was not injured.

30mar18 N35AS PA-31 **31-7712101** w/o

A Piper Navajo of Aerial Services experienced a runway overrun and subsequent landing gear collapse upon landing at Payson Airport (AZ). The airplane sustained substantial damage and the sole pilot onboard was not injured.

31mar18 N9339B Ce208B **208B0057** dam

Taking off from Gardiner Airport (MT), Ulster County, to deliver a bunch of skydivers for their jump, the Skydive The Ranch Cessna Grand Caravan suffered an engine malfunction. Due to this the Cessna had to make a forced landing in a field, where the nose gear collapsed. The pilot and six skydivers were uninjured.

31mar18 C-GJKL Ce421C **421C0091** dam

An engine problem was the reason why this Hy-Grade Precast Concrete Cessna Golden Eagle landed short of the runway at the Niagara district airport of St. Catharines, Canada. The three occupants received minor injuries.

31mar18 ZK-YYY Yak-3M **1701231** dam

The pilot of this rare Yak-3, which is a World War II veteran, crashed during landing after the opening of Warbirds Over

Personal copy

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Wanaka International Airshow, New Zealand. He was shaken but not injured, the air show general manager says. The Yakovlev landed on a grass runway at Wanaka Airport but clipped one of two cherry pickers, parked between the grass and sealed runways. He signalled to the crowd he was okay when he emerged from the mangled plane and walked away from the wreck uninjured.

Videos of the crash can be found here:

[www.youtube.com/watch?v=gz07Q5Etyjc](http://www.youtube.com/watch?v=gz07Q5Etyjc)

[www.youtube.com/watch?v=TcWmMVWRl1Y](http://www.youtube.com/watch?v=TcWmMVWRl1Y)

01apr18 Hawk Mk166 w/o

A fighter of the RAFO (Royal Air Force of Oman or al-Quwwat al-Jawwiya al-Sultanat Oman in the local lingo) crashed during a training flight, killing the pilot onboard.

The Mk166 is a version that is specific to the RAFO. The main mechanical changes are the nose wheel steering, onboard oxygen generator (no more oxygen cylinders are needed) and an APU (Auxiliary Power Unit).

02apr18 N511AC Ce525C **525C-0081** dam

A Citation CJ4 of Avis International was badly damaged after private Cessna 150 N5614E (17114) hit the CJ4's tail during a failed take-off attempt at Marion Municipal Airport's (IN) runway 04. At the time the Citation had just landed at runway 04. The Cessna 150 was partially consumed by the post-impact fire and the two occupants were fatally injured, while the CJ4's tail was severed and the five occupants onboard were apparently not injured. What did not help was the fact that Marion Municipal Airport is listed as an uncontrolled airport, meaning air traffic can come and go without having to notify any air traffic control agency. Usually this is done by using a CTAF (Common Traffic Advisory Frequency).

03apr18 ...../YS-.. AV-8B w/o

A US Marine Corps AV-8B Harrier was taking off from Djibouti Ambouli International Airport around 4pm local time, when the nose of the aircraft rose too quickly, causing the pilot to lose control of the aircraft and forcing him to eject. Luckily he was able to walk to the ambulance after his successful ejection, but is being treated at Camp Lemonnier's expeditionary medical facility in Djibouti.

The Harrier is assigned to VMM-162 Golden Eagles as part of the 26th Marine Expeditionary Unit (MEU), based on the USS Iwo Jima (LHD-7).

03apr18 Mi-17-V5 w/o

The Indian Air Force once again made this section of Scramble, as a Mi-17, carrying construction material, crashed on

landing after colliding with an iron girder during landing at a helipad near Kedarnath temple in Uttarakhand. All six occupants received minor injuries. The chopper, which came from Guptakashi, caught fire and was declared written off. The Kedarnath Temple is not accessible by road, the only option is a climb of eighteen kilometres by horse. The temple is at a height of 3,583m and only accessible between April and October due to severe weather conditions.

03apr18 1648 F-7M w/o

A Myanmar Air Force F-7M crashed near Kone Kyun village, Taungoo, Bago region, Myanmar, after a technical failure. It came down in a paddy field, five kilometres west of its Air Force base. The pilot managed to eject but was later found dead, attached to his parachute near the wreckage.

03apr18 164358/YJ-... CH-53E **65-582** w/o

All four crew members onboard a CH-53E Super Stallion of the USMC, were killed after it crashed in southern California. It happened during a routine training mission in the vicinity of NAF El Centro (CA), near California's border with Mexico. It is unclear whether all were Marines. It is not a good day for the United States Marines Corps, as they also lost an AV-8B Harrier when it crashed at Djibouti.

03apr18 CH-53E dam

Another Sea Stallion mishap for the USMC, as this one experienced a hard landing and sustained substantial damage during training at the Combat Training Center at Arta Beach, Arta Beach, Djibouti.

04apr18 N618CW Lj45XR **45-430** dam

During a thunder storm a hangar partially collapsed at Houston-Hobby Airport (TX). A Lear 45 operated by ERG Holdings, sustained substantial damage. Next to this Lear Challenger 604 N249TX **5577** (although that was a reservation at the time, the FAA currently (as of April 2018) has it as N875BA) of Runway Express, Learjet 40XR N626FX **45-2120** of Union Gas Air Ventures and Falcon 2000LX XA-CDT **020** of Aero Personal were involved, with N249TX and XA-CDT seemingly escaping largely unscathed.

04apr18 92-3880/4 F-16CM **CC-122** w/o

The United States Air Force's demo team Thunderbirds lost an F-16 Fighting Falcon after it crashed during a training mission at the Nevada Test and Training Range, not long after it had departed Nellis AFB (NV). Unfortunately, the pilot was killed during the mishap that happened at approximately 10:30 a.m. during a routine aerial demonstration training flight. The usual training area is close to Creech AFB (NV),



On 24 April 2018 the United States Air Force lost Viper 90-0706/WA of 310th FS Top Hats, after it crashed at Lake Havasu City Municipal Airport (AZ). It diverted to the airport during a routine training mission for as of yet unknown reasons. During landing on runway 14 the fighter suffered a runway excursion and the pilot ejected safely. (Luke AFB (AZ), 18 March 2016, Martin Uleman)



*Cessna Skyhawk PH-EAM of Vliegclub Flevo flipped over upon landing at Lelystad Airport and received substantial damage. It ended up on its back next to runway 05, at the S2 intersection. Luckily both occupants got out without injuries. The Cessna is seen here in better times as it is coming in to land at Schaffen-Diest, Belgium, on 13 August 2016 by David Alders.*

some 45 miles north-west of Las Vegas. It is reported that both solo aircraft were involved in a mid-air collision. The second aircraft involved was able to return to Nellis.

This was already the third crash of a US military aircraft since Tuesday, when a United States Marine Corp CH-53E Super Stallion and AV-8B Harrier crashed, and the sixth military mishap since the beginning of April!

05apr18 UP-AN607 An-26 7002 dam

A Mega Airlines Antonov An-26 operating on behalf of Ultimate Air, performing a cargo flight from Kuajok to Wau, South Sudan with five crew and a cargo of medical stocks for UNICEF, landed on Wau's runway 09 at about 16:00 local time in the afternoon. However, on touch down the left main gear collapsed and the Antonov came to a stop on the runway near the left edge, about 1,100 metres past the runway threshold. No injuries are being reported, the aircraft sustained substantial damage. The following day the airport reported that the aircraft had suffered a hydraulic failure resulting in the collapse of the gear. An aviation source provided additional photos and reported the aircraft struck a cow with its left main gear on departure from Kuajok, killing the cow instantly.

Pictures of the crash scene at Wau show the Antonov complete devoid of any titles (apart from the registration) so in accordance with the Soviet Transport database we list the operator as Ultimate Air.

05apr18 Mi-2 w/o

A Mi-2 of an unknown operator at Novomariievskaya, Shpakovsky district, Stavropol region, Russia, crashed following a mechanical issue during an agricultural operation. There was a post impact fire which destroyed the chopper. According to a video the pilot was hospitalised with just minor burns.

05apr18 F-15K w/o

The Republic of South Korea Air Force (RoKAF) lost one of its F-15K Slam Eagles when it crashed on Mount Yuhak in the country's rural south, near Chilgok, Chilgok County, North Gyeongsang province. The weather circumstances at the time of the crash were reported as thick fog. The Chilgok Fire Department was approaching the crash site deep into the mountain by foot and didn't have visuals of the aircraft yet. Once they did they sadly confirmed that both pilots did not survive the impact.

The RoKAF F-15K Slam Eagles are all based at Daegu AB with

11 Wing. The Wing commands three squadrons, 102 Fighter squadron Blue Dragon, 122 Fighter Squadron Jaguar and 151 Fighter squadron (name unknown to us).

06apr18 MM81376/7-66 AB212ASW 5212 w/o

A Marina Militare (Italian Navy) AB212ASW of GRUPELICOT 2, crashed into the Mediterranean Sea while participating in Operation Mare Sicuro ("Calm Sea"), an operation that has been carried out by the Italian authorities in and over the Mediterranean from March 2015 to control migration flows. It was operating from naval vessel Comandante Borsini (P491) during night time when the crew reportedly lost control. Initially all five crew members were rescued but unfortunately one of them succumbed to his injuries in the hospital.

06apr18 AH-64E w/o

A United States Army AH-64E Apache of the 1-101st AVN crashed during a routine training mission at Campbell AAF (KY), killing both pilots. The Apache came down in a training area on the base. At Campbell, the 1-101st AVN (ARB) is based with three Apache units, Attack Reconnaissance Company Alpha (A, B and C/1-101st AVN (AR)).

07apr18 PH-EAM Ce172N F17201602 dam

A Cessna Skyhawk of Vliegclub Flevo received substantial damage after it flipped over upon landing at Lelystad Airport, coming to rest next to runway 05, at the S2 intersection. Both occupants were not injured.

08apr18 F-AZYK Yak-18A 1162624 w/o

While participating in an air show at Lens-Bénifontaine Airport, France, the private Yakovlev 18 crashed and burst into flames, killing both elderly occupants.

08apr18 LV-GZK PA-34-220T 34-49309 w/o

A private Piper Seneca V was involved in a fatal accident between Quemú-Quemú and Pellegrini, La Pampa, Argentina, killing all five souls onboard. The Argentinian JIAAC (Junta de Investigación de Accidentes de Aviación Civil, or Civil Aviation Accident Research Board in plain English) is investigating exactly what happened.

09apr18 ZS-HHI AS350B3+ 4442 dam

All five onboard this privately owned Ecureuil were uninjured after the chopper got damaged in an accident near the railway line at Honey Lotus, Balfour. It was being, or had just been, ferried to a new owner.

09apr18 HL7725 B737-9B5 **29999** dam  
 A Korean Air Boeing was on short final to Kansai Airport's runway 06L, when the crew initiated a go-around at very low height. This resulted in the tail of the aircraft contacting the runway surface during the rotation for the go-around. The Boeing climbed out, positioned for another approach to runway 06L and landed without further incident about fifteen minutes after the go-around. There were no injuries onboard flight KE733 from Jeju, South Korea, but the aircraft received minor damage, mainly abrasion of paint from the belly.

10apr18 N6926Z Be58 **TH-1437** w/o  
 All four occupants of the Fort Lauderdale Aircraft Sales Beech Baron were killed when it was located in mountainous terrain near El Naranjito, Tucuman, Argentina. It had earlier disappeared from radar screens shortly after take-off and SAR operations were initiated after the ELT (Emergency Locator Transmitter) activated. Later that same day a SAR helicopter found some debris.

10apr18 UR- Mi-2 w/o  
 Another Mi-2 mishap, of an unknown operator, in the Ukraine, this time near Chernyshovka, Shishatsky district, Poltava region. Both pilots walked away from this one.

11apr18 RA-24640 Mi-8PS-9 **8635** w/o  
 All six occupants of the Vostok Mi-8 were killed when it crashed at Khabarovsk, Russia, during a local training flight. It hit a 300 metres high TV antenna mast in reported reduced visibility and a 150 metres overcast ceiling. The chopper was destroyed by fire.

11apr18 7T-WIV Il-76TD **1043419649** w/o  
 An Ilyushin 76 of the Al Quwwat al-Jawwiya al-Jaza'eriya (or Algerian Air Force in English) was engaged in a troop transport from Boufarik to Tindouf, with an intermediate stop in Béchar, west Algeria, carrying 247 soldiers and family members and ten crew. Shortly after take-off from Boufarik AFB, located some 25 kilometres south-west of Algiers, while climbing to a height of 150 metres, the aircraft went out of control and crashed in flames in an agricultural zone located near the airport. The Russian cargo plane was totally destroyed by impact forces and a post-crash fire. It was quickly confirmed by the Algerian authorities that none of the 257 occupants survived the crash, among them 26 members of the Front Polisario. According to first testimonies, it appears that the left wing (engine?) was on fire when control was lost. The aircraft hit the ground, wing first, and split in half. The aft section of the fuselage stayed partly intact with the tail section sticking out of the field. Most of

the front of the plane appeared destroyed. The cause of the mishap is under investigation.

11apr18 N814GV Ce208B **208B-0958** w/o  
 The Ravn Connect Cessna Grand Caravan, operating a mail flight on behalf of Hageland Aviation, crashed under unknown circumstances three miles north of Atqasuk-Burnell Memorial Airport (AK). It was "forced into a steep descent and made a very hard landing on the frozen tundra, approximately three miles short of the Atqasuk village runway", according to Ravn Alaska. The pilot was not injured and picked up by a chopper of North Slope.

11apr18 23742 G-4 **FVS-G-23742** w/o  
 The Serbian Air Force lost a SOKO G-4 Super Galeb and one of its two occupants, when it crashed under unknown circumstances near Kovacica. Both pilots ejected from the plane but one pilot however died from the injuries sustained.

12apr18 546 Mirage 2000-5EG w/o  
 An Elliniki Polemiki Aeroporia Mirage 2000-5 crashed off the Skyros coast, a Greek island in the central Aegean Sea, killing its pilot. At the time it was involved in a Quick Reaction Alert (QRA) flight which was scrambled to intercept Turkish military aircraft that were too close or entered the Athens FIR (Flight Information Region) without notification. These QRA missions are almost daily routine for the EPA as well as the Turkish air force. Local media reported that the aircraft returned to its Skyros base (on the northern part of the island) and crashed during landing.

12apr18 RF-..... Yak-130 w/o  
 A Russian Air Force Yakovlev Yak-130 crashed in eastern Russia, 600 kilometres from Moscow. It went down during a training flight in the city of Borisoglebsk in Voronezh Region, eastern Russia. Both pilots ejected after noticing a mid-flight malfunction and landed safely. The plane crashed in a deserted location and no damage was reported. The jet belongs to the training base of the Krasnodar Higher Military Aviation School.

12apr18 RF-...../14 YL Ka-29 w/o  
 A Kamov Ka-29 of the Russian Navy, which crashed in the Baltic Sea, was practising take-offs and landings onboard the large amphibious assault ship Ivan Gren. The Kamov should be able to operate from amphibious ships like the Ivan Gren in the future, hence the trials. The mishap took place in the area of Cape Taran, about six kilometres from shore, and sank to a depth of ten metres. For the investigation the Kamov will be salvaged from the sea. Sadly both test pilots were killed in the accident.



When this Fuerza Aérea de Chile ENAER T-35 Pillán, serial 111, crashed on 29 March 2018 near one of the hangars located at El Bosque Air Base, it was not only destroyed itself but also took out two fellow air force aircraft; SR-22 235 and PA-28 223. Sadly both occupants of the Pillán did not survive the impact. (Santiago-El Bosque, 18 March 2010, Wim Sonneveld)



T-35 Pillán 111 of the Chile Air Force also took out Piper 28 223. (Santiago-El Bosque, 27 December 2012, Wim Sonneveld)

13apr18 F-22A dam  
The United States Air Force has to dig into its repair pouch to repair this F-22A Raptor, which made a wheels up landing at NAS Fallon (NV), receiving a lot of damage as a result. Unconfirmed reports suggest the Raptor, which belongs to Elmendorf AFB's (AK) 3rd Wing, may have retracted its gear too early during take-off, with the aircraft slamming back down on the runway at relatively high speed and continued to skid its way to a stop. Thankfully the pilot was able to get out of the Lockheed Martin fighter without major injuries.

The Raptor was on TDY at NAS Fallon to support the Navy Strike Fighter Tactics Instructor programme, better known as Top Gun, posing as a threat aircraft for students in their final graduation exercise. This is a widely known event in which Top Gun students take part in a 1v1 fight against an unknown 'surprise' enemy aircraft.

15apr18 N525P Ce525 525-0165 w/o

A CitationJet of Augusta Aviation was cruising by night and in very bad weather conditions (a tornado warning bulletin was issued shortly before the accident), the pilot lost control of the airplane which dove into the ground, hit a cell tower and disintegrated in a wooded and mountainous area located in Albemarle County, north-west of Crozet (VA). The ensuing fire destroyed the aircraft and killed the sole occupant onboard.

15apr18 C-FXWT CL-605 5824 nil

15apr18 N4AT Ce550 550-0805 dam

A private Cessna Citation Bravo was intending to perform a flight from Winnipeg International Airport (MB) to Bedford (MA). After starting the engines on apron II, and while under the guidance of a ground marshaller, the Bravo began to taxi for departure. During the initial turn from the parking area, aircraft control was lost and N4AT's right wing collided with the nose gear of C-FXWT, a Bombardier Challenger 605 aircraft, which was parked. The pilot of N4AT subsequently shut down the aircraft and exited with the passenger without injuries. The right wing of N4AT was substantially damaged, causing a fuel leak on the apron. The left wing of C-FXWT was also damaged in the collision by the nose of N4AT.

15apr18 JA02TG Kodiak 100 100-0156 dam

A Quest Kodiak 100 equipped with floats, operated by Setouchi Seaplanes, was substantially damaged while ditching off shore of Onomichi city, Hiroshima prefecture, during a training flight. It took off from the shore of Onomichi Float-

ing Port at 11:45 local time, and the accident happened five minutes later. Hearing an abnormal noise, the crew decided to divert to Konan Airport for evaluating the damage, and a safe landing was carried out at 12:37 local time. Substantial damage to the fuselage and the supports between the fuselage and floats were found. There were no personal injuries.

15apr18 HK-4484 Bell 206L-4 52035 w/o

Colombian chopper operator Helifly lost one of its Bell LongRangers when it crashed under unknown circumstances at Argelia, Cauca. One out of the three occupants was killed, two others were injured.

15apr18 PT-IXC Ce310Q 310Q0709 w/o

Fly Taxi Aéreo's Cessna 310 attempted to take-off from an empty field located in a farm in front of a swamp, in Piri-gara, Barão de Melgaço, Mato Grosso. The Cessna did not manage to climb and crashed into the swamp, making it a complete write off. The pilot and two passengers received minor injuries.

17apr18 N772SW B737-7H4 27880 w/o

Southwest Airlines flight WN1380, from New York-La Guardia (NY) to Dallas-Love Field (TX) was climbing through FL320 (32,000ft) out of New York when the left hand engine (CFM56) was damaged, causing inlet and parts of the cowl to separate from the airframe. The resulting debris impacted the side of the fuselage, shattering a passenger window which in turn caused a rapid depressurization. The crew donned their oxygen masks, reported they had an engine failure and engine fire and were to initiate an emergency descent. They shut the engine down and diverted to Philadelphia (PA). During the descent the crew requested medical services to meet the aircraft as they had injured passengers. ATC understood a passenger might have been sucked out of the aircraft but stopped that discussion "we'll work it out", once the aircraft was on the ground. After being vectored to Philly's runway 27L the Boeing landed safely, vacated the runway and stopped on the adjacent taxiway. The emergency services foamed the left hand engine, and afterwards the passengers disembarked via stairs onto the taxiway and were taken to the terminal. One passenger was taken to a hospital with serious injuries. The NTSB later reported one passenger has died (presumably the one taken to the hospital).

Southwest Airlines stated they are deeply saddened to confirm there was one fatality resulting from this accident. "This is a sad day and our hearts go out to the family and the loved ones of the deceased customer", the chairman said.

This has been the first inflight fatality ever on a Southwest Airlines aircraft.

In a second media briefing in the late evening of 17 April the NTSB (National Transportation Safety Board) reported one fan blade, #13 of 24, was broken right at the base and had separated, the preliminary examination revealed there is evidence of metal fatigue right where the blade separated. There had been no engine fire, there is no evidence of an engine fire, however, it is known there was an engine fire warning, it is possible and even likely the fire detection wire activated when the fan blade separated. The crew did an excellent job and elected to land with the flaps at 5 degrees over controllability concerns. A piece of the engine cowling was found on the ground about sixty miles north-west of Philadelphia, near Bernville (PA).

According to passenger accounts, a 43-year old female passenger sitting on seat 14A – next to the damaged window – was nearly sucked out by the airstream of the decompression, but fellow passengers having a presence of mind could hold her back. From her waist above she was hanging outside. This female passenger later succumbed to her injuries in hospital. There have been seven other passengers sustaining minor injuries.

Interestingly enough there are pictures where passengers have 'donned' their oxygen masks covering their mouth, and not their nose, as should be the case! This only goes to show how little attention is being paid to the cabin crew's safety demo before each flight...

17apr18 VH-HUE UH-1H **4807** w/o

Former 65-09763 of the United States Army, and now civilian as VH-HUE operating for O'Driscoll Aviation, had been fighting the Menai bushfires near Snowy Hydro Project, Cabramurra, in the Kosciuszko National Park (NSW). It crashed under unknown circumstances and was destroyed by fire. The pilot was airlifted to Canberra Hospital in a stable condition with head and spinal injuries.

19apr18 N414EE Ce414A **414A0283** w/o

The Cessna Chancellor of Machin Bidule sustained substantial damage as the result of a fire within a hangar, housing three aircraft, at Nevada County Airport, Grass Valley (CA). One individual was fatally injured and one received minor injuries.

20apr18 PK-WSX Bell 429 **57186** w/o

The Bell 429 of White Sky Aviation crashed at Morowali, Kendari, Sulawesi, Indonesia as it tried to return to the helipad for unknown reasons. There were no fatalities or serious injuries to those onboard. One person on the ground died after being struck by rotor debris. The chopper was operating under contract of IMIP - PT Indonesia Morowali Industrial Park.

20apr18 N807WA MD-83 **53093** dam

A World Atlantic Airlines McDonnell Douglas, operating on behalf of DirectAir and performing flight RPN807 from Chicago O'Hare (IL) to Alexandria (LA), landed safely on runway 14. During the roll out, about 6,000ft down the runway, the right hand main gear collapsed, disabling the aircraft on the runway. There were no injuries, the aircraft sustained substantial damage. The airport reported the aircraft was operating on behalf of the Immigration and Customs Enforcement (ICE).

23apr18 SF260 w/o

After a lengthy period of crashes at the beginning of April, it was quiet on this subject. Unfortunately this quiet period came to an end with a crash of an SF260 of the Al Quwwat al-Jawwiya al-Jamahiriyyah At-Tunisia (Tunisia Air Force). The aircraft crashed during a training mission at night, near Sfax-Thyna air base. Sadly both pilots were killed.

23apr18 76-0160 C-12C **BD-17** dam

The pilot of the USA embassy Huron performed an emergency landing at La Florida Airport, Tumaco, Nariño Department, Colombia. Upon landing it suffered a landing gear collapse, causing substantial damage to the Beechcraft. No one was injured in the incident.

This Beech was last noted November 2016 operating for the USE Budapest unit. If the serial turns out to be correct that it has changed to a quite exotic location!

24apr18 90-0760/LF F-16CM **1C-368** w/o

A Lockheed Martin F-16 Fighting Falcon of the USAF's 310th FS Top Hats crashed at Lake Havasu City Municipal Airport (AZ). The Viper diverted to the airport during a routine training mission for as of yet unknown reasons. During landing on runway 14 the fighter suffered a runway excursion and the pilot ejected safely. It departed the runway and ended up on desert ground, with the cockpit section torn off and substantial damage to the rest of the fuselage. Having ejected safely the pilot was in good condition and transported to Havasu Regional Medical Center.

24apr18 N9746C CeT303 **T30300210** dam

The Aberdeen Flying Service Crusader experienced inflight icing conditions and had to make a forced landing into a farm field in Oglala Lakota County north of Batesland (SD). It sustained substantial damage and two of the four occupants onboard were seriously injured while the other two received minor injuries.

25apr18 N12377 AT-6D **88-17307** w/o

A private North American Texan crashed shortly after take-off from NAS Kingsville (TX), under unknown circumstances. The two occupants died. A witness told that it looked like the pilot had lost control and rolled backward toward the hangars and reported hearing the sound of the pilot hitting the throttle right before an explosion.

26apr18 N127LN AS350B2 **4149** w/o

The ambulance Ecureuil of Ascension Health (and owned by Air Methods) dropped off a patient in Madison and was heading back to the Northwoods when it crashed in woodland at Hazelhurst (WI), twelve miles south of its destination. Sadly all three occupants died in the crash.

26apr18 N2YK Yak-52 **9311703** w/o

Following a loss of engine power the Classic Aircraft Aviation Museum Yakovlev 52 force landed into terrain in Washington County, west-southwest of Portland-Hillsboro Airport (OR). The airplane sustained substantial damage and the two occupants onboard received serious injuries.

26apr18 N87266 Ce402B **402B1097** dam

Following a loss of engine power the AC Research Cessna 402B force landed on an airport access road, north-east of Tanner-Hiller Airport, New Braintree (MA). The airplane sustained substantial damage and there were no reported injuries.

27apr18 RF-93310/06 yf L-39C dam

A Russian Air Force L-39C Albatros, flown by the Krasnodar Higher Aviation School, came down near the village of Kosinov, Maykop district, Adygeya Republic. The pilot escaped safely but was slightly injured and hospitalized. The commander of Maykop said the aircraft is most probably repairable. He also said that the cadet-pilot showed courage and great skills in which his life and the aircraft were saved.

27apr18 XC-LIM RC690C **11606** dam

A Rockwell 690C Turbo Commander Jetprop of Estado de Guerrero sustained a landing gear collapse upon landing at Ixtapa-Zihuatanejo International Airport, Guerrero, Mexico. There were no personal injuries to the two pilots onboard.

Credits: ASN, Aviation Herald, JACDEC, SN, B3A, FoxNews, Washington Times, SBS.com.au, Twitter



# Military News & Updates



German Air Force transporters are quite rare at Schiphol, Ben Uffen encountered LTG62 operated A400M 54+12 on 23 March 2018. The route of the day was from Wunstorf to Cologne-Bonn via Schiphol-East.

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)

#### F-16AM

J-011                      322sq                      ex 312 sq                      **6D-167** apr18

### Cyprus

Ethniki Froua, Diikissi Aeroporias (AF)

A number of Cyprus National Guard – Air Wing Mi-35P assault helicopters are undergoing maintenance at the 419th ARZ, which is located in St. Petersburg, Russia. Two of them (819 and 820, which have construction numbers **054370** and **054371** respectively) were seen earlier in March. Cyprus received twelve Mi-35P helicopters under a controversial deal with Russia from late 2001 onwards. They are operated by 450 ME/P (Mira Elikopteron = Helicopter Squadron) from Paphos Air Base.

### France

The French are ordering three Falcon Epicure aircraft. This yet to be developed three-engine Falcon business jet will get the

CUGE (Capacité Universelle de Guerre Électronique) system. These electronic warfare Falcons will replace the two C-160 Gabriel aircraft. Deliveries are not expected before 2025.

The Air Force is expected to receive one new Rafale B in 2018 (serial 357). No aircraft are expected in the next three years. The 28 aircraft still on order will be delivered from 2022 onwards. This will bring the total of Rafales (air force and navy) to 171. The French are planning to buy Tranche Five (F5 standard) aircraft in 2023, with a delivery in 2030. That would bring the grand total of Rafales to 225 aircraft.

The order for twelve A340MRTTs has been increased to fifteen aircraft.

As mentioned before, 2018 will see, after 30 years, the end of service of the Mirage 2000N. EC02.004 *La Fayette* made a farewell tour along several French airfields in late April and all aircraft should be retired by September.

Armée de l'Air (AF)

LFOC = Châteaudun

LFSX = Luxeuil – Saint Sauveur

#### A330MRRT

1808                      Airbus                      on order                      **1808** dec17

#### A400M

0073/F-RBAN                      ET01.061                      ex Airbus                      **073** mar18

The next one will be 0089/F-RBAO and is expected to be delivered in 2019.

#### Alpha Jet E

E11/8-UB	EE03.008	ex 705-UB	mar18
E13/8-MM	std LFOC	ex EE03.008	mar18
E25/8-TJ	EE03.008	ex 705-TJ	mar18
E30/MD	std LFOC	ex EAC00.314	mar18
E48/8-MH	EE03.008	ex 705-MH	feb18
E58/TK	std LFOC	ex EAC00.314	mar18
E66/8-ME	pres LFOC	ex std LFOC	mar18
E72/LA	std LFOC	ex EAC00.314	mar18
E75/8-AE	EE03.008	ex std LFOC	feb18
E82/8-LW	ETO01.008	ex 120-LW	feb18
E87/F-TELC	EPAA20.300	ex 705-LC	mar18
E88	std LFOC	ex EPAA20.300	mar18
E93/8-TX	ETO01.008	ex 120-TX	feb18
E95/7	std LFOC	ex EPAA20.300	mar18
E98/F-TEMF	EPAA20.300	ex 705-MF	mar18
E99/120-AH	std LFOC	ex EE02.002	mar18
E102/120-LM	std LFOC	ex ETO01.008	mar18
E106	std LFOC	LFOC museum spares	mar18
E109/8-AG	ETO01.008	ex 120-AG	feb18
E110/AH	std LFOC	ex EAC00.314	mar18
E124/8-RN	ETO01.008	ex 120-RN	feb18
E136/8-RP	std LFOC	ex ETO01.008	mar18
E141/8-NF	EE03.008	ex 705-NF	feb18
E156/30-TI	std LFOC	ex ECE01.030	mar18
E157/8-UC	ETO01.008	ex 120-UC	feb18
E160/8-UH	ETO01.008	ex 120-UH	feb18
E165/8-RE	std LFOC	ex EE03.008	mar18
E168/8-FP	EE03.008	ex 102-FP	feb18
E169/8-HRX	std LFOC	ex 30-RX	mar18
E176/120-MB	std LFOC	ex ETO01.008	mar18

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<b>AS332C</b> 2057	to Spain	as HD.21-15	<b>2057</b>	18
<b>AS332L1</b> 2244	to Spain	as HD.21-17	<b>2244</b>	18
<b>AS350U2</b> 2803/F-ZAHA	DGA-EV	ex F-ZLAH	<b>2803</b>	jun16
<b>AS355F1</b> 5318/UF	pres LFOC	ex std LFOC	<b>5318</b>	mar18
<b>C-135FR</b> 735/31-CG	GRV02.091	ex 93-CG	<b>18695</b>	feb18
<b>CN235M-200</b> 111/64-II	ET01.062	ex 62-II	<b>111</b>	mar18
Since the move of ET01.062 and its CN235s from Creil to Evreux in 2016 and becoming part of 64ème Escadre de Transport, this is the first aircraft seen with its new code.				
<b>Mirage 2000-5F</b> 51	std LFSX	ex 30-AS		18
<b>Mirage 2000C</b> 81/115-LB	std LFOC	ex EC02.005	<b>324</b>	mar18
94/115-KB	std LFOC	ex EC02.005	<b>352</b>	mar18
115/115-YM	std LFOC	ex EC02.005	<b>382</b>	mar18
117/115-LD	std LFOC	ex EC02.005	<b>384</b>	mar18
<b>Mirage 2000N</b> 340/125-AA	std LFOC	ex EC02.004	<b>278</b>	mar18
351/125-AQ	std LFOC	ex EC02.004	<b>310</b>	mar18
<b>Rafale C</b> 104/30-HH	EC03.030	ex 113-HH		apr18
<b>SA330B</b> 1316/F-RAAG	ET00.068	wfu jan18	<b>1316</b>	
<b>TB-30</b> 1/315-UA	to N821LM	ex std LFOC	<b>1</b>	
5/315-UD	to N55EY	ex std LFOC	<b>5</b>	
6/315-UE	to N821NM	ex std LFOC	<b>6</b>	
8/315-UG	to N821PM	ex std LFOC	<b>8</b>	
12/315-UK	to N821QM	ex std LFOC	<b>12</b>	
29/315-VB	to N837MT	ex std LFOC	<b>29</b>	
39/315-VL	to N39EY	ex std LFOC	<b>39</b>	
43/315-VP	to N821UM	ex std LFOC	<b>43</b>	
46/315-VS	to N46EY	ex std LFOC	<b>46</b>	
61/F-SEWD	to N878MT	ex std LFOC	<b>61</b>	
68/315-WK	to N839DA	ex std LFOC	<b>68</b>	
70/315-WM	to N839EA	ex std LFOC	<b>70</b>	
76/315-WS	to N76LE	ex std LFOC	<b>76</b>	
77/315-WT	to N838WK	ex std LFOC	<b>77</b>	
79/315-WV	to N838ZE	ex std LFOC	<b>79</b>	
80/315-WW	to F-HEXA	ex std LFOC	<b>80</b>	
89/315-XF	to N838YA	ex std LFOC	<b>89</b>	

93/315-XJ	to N838XR	ex std LFOC	<b>93</b>	
108/315-XY	to F-HEXI	ex std LFOC	<b>108</b>	
111/315-YB	to F-HEYB	ex std LFOC	<b>111</b>	
115/315-YF	to F-HEYF	ex std LFOC	<b>115</b>	
120/315-YK	to N8383A	ex std LFOC	<b>120</b>	
125/315-YP	to N125FR	ex std LFOC	<b>125</b>	
129/315-YT	to F-HEYT	ex std LFOC	<b>129</b>	
130/315-YU	to N130KL	ex std LFOC	<b>130</b>	
134/315-YY	to N8385E	ex std LFOC	<b>134</b>	
138/315-ZC	to N138KL	ex std LFOC	<b>138</b>	
140/315-ZE	to N607BS	ex std LFOC	<b>140</b>	
143/315-ZH	to F-HEZH	ex std LFOC	<b>143</b>	
152/315-ZO	to N599GR	ex std LFOC	<b>152</b>	

The six French-registered ones are sold to Apache Aviation.

<b>TBM-700A</b> 104/XJ	ET00.043	ex EdC00.070	<b>104</b>	feb18
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Armée de Terre (AR)

<b>NH90-TTH</b> 1338/EAY	ABH	on order	<b>1338</b>	17
1386/EAZ	1RHC	ex ABH	<b>1386</b>	feb18
1390/EBA	1RHC	ex ABH	<b>1390</b>	feb18
1391/EBB	1RHC	ex ABH	<b>1391</b>	feb18

<b>SA342L1</b> 4155/GCA	43BIM	w/o 09jan18	<b>2155</b>	
4209/GEE	EALAT	w/o 02feb18	<b>2209</b>	
4212/GEH	EALAT	w/o 02feb18	<b>2212</b>	

Marine National (NY)

The Belgian company NHV (Noordzee Helicopters Vlaanderen) will deliver four Dauphins this year to 22S at Lanvéoc-Poulmic. The Alouette 3s of 22S are getting too old and costly. The Alouette are planned to be replaced by the Airbus H160M, but an order is not expected before 2022. The NHV Dauphins will serve partly as a temporary replacement. The French have big plans for the Airbus H160M. They should be delivered to the army and navy and replace the Alouette 3s, Panthers, Dauphins, Fennecs and Gazelles. The French are planning to buy 169 H160Ms.

The marine Atlantiques will be around for a long time. The first aircraft (serial 25) has been converted to mod 6 standard and will be operational by 2020. Eighteen to twenty-two more aircraft will be converted.

Sécurité Civile (GV)

The French have also ordered six DHC-8-400MRs. These are for the Sécurité Civile and will replace the nine operational S-2 Firecats. The first of the Turbo Tracker will be phased out by the end of 2018, four more in 2020 and the last ones are going in 2022.



F-16AM FA-116 is flying with this special colour scheme for this year's Tiger Meet at Poznan. (Kleine Brogel, 16 April 2018, Toon Cox)



Seen here is the new stunning "Tiger", 31+00 from TLG 74 at Neuburg, on its second flight heading for ILA Berlin. (19 April 2018, Dietmar Fenners)

Douanes Françaises (GV)

**CeF406**  
F-ZBAB instr Latresne **F406-0025** mar18

### Germany

Luftwaffe (AF)

"Spending billions of euros in armament." That is what the German Ministry of Defence recently announced. This consists for the air force the purchase of several Heron UAV systems, SAR helicopters and six C-130J Hercules aircraft. The latter will be purchased in a joint operating agreement with the French Air Force. Next to that, the EF2000 will get an upgraded radar.

The new SAR helicopter will possibly act as a replacement for the 21 Sea King MK41 helicopters of Marinefliegergeschwader 5. Seven new SAR NH90TTH helicopters are currently on order.

**A400M**  
54+18 LTG62 ex Airbus Military apr18

**C-160D**  
50+40 LTG63 ex LTG61 **D62** apr18  
50+51 LTG63 ex LTG62 **D73** apr18  
50+81 LTG63 ex LTG61 **D118** apr18

**EF2000**  
30+61 TLG73 ex TLG74 **GS044** apr18

**NH90-TTH**  
78+40 THR30 ex Airbus Heli. **TGEA40** apr18

**Tornado IDS**  
44+65 TLG51 ex TLG33 **417/GS122/4165** apr18

### Heeresflieger (AR)

**UH-1D**  
73+45 THR30 ex HFWS **8465** apr18

### Greece

Elliniko Polemiki Aeroporia (AF)

During a meeting of the Parliament's Arms Committee that was held on 2 April, a one-billion-dollar upgrade plan for the Hellenic Armed Forces was discussed. The upgrade comes as no surprise amid rising tensions with neighbouring Turkey. Matters reached new heights recently, when Turkish politicians challenged Greece's sovereignty in the Aegean yet again. The Greek government is looking to finalise the defence deal by 30 April in a bid to stay within budget, and not exceed the \$1.1 billion ceiling set by the government. Among the priorities is an upgrade that was approved by the U.S. Defense Security Cooperation Agency back in October 2017 for an F-16 Block V configuration for 85 F-16s (a deal

that is worth up to \$2.4 billion alone), and the maintenance of its Mirage 2000s jets. While the navy's fleet of MEKO frigates need an immediate update. How the \$1.1 billion expenditure-cap is maintained remains unclear.

The Hellenic Air Force will lease seven Israeli-built Heron Medium Altitude Long Endurance (MALE) Unmanned Aerial Vehicles (UAV) to enhance its intelligence, surveillance and reconnaissance (ISR) capabilities. The Preveza-based M.MEA/F currently only operates the Pegasus II Block 1 UAV so the Herons will bolster the capabilities of this unit significantly.

**Mirage 2000EG**  
228 Tanagra c/n update **259** aug17

Elliniko Aeroporia Stratou (AR)

**CH-47D**  
ES927 4 TEAS ex 91-00257 **M3406** mar18  
ES928 4 TEAS ex 92-00368 **M4302** nov17  
ES929 4 TEAS ex 91-00254 **M3403** mar18

**NH90-SOH**  
ES852 2 TEAS/1 LE f/n **1152/TGRA15** oct17

There is not much news about the arrival of the surplus ex-US Army OH-58D Kiowa helicopters, but Greek forums are contemplating two scenarios. The first scenario would see the first batch arriving in July and this seems to adhere to American sources. The second scenario is in line with the Hellenic Army Aviation planning and expects the first deliveries in the September/October timeframe. It is to be expected that they will arrive by ship in Volos (just like the recently delivered ex-US Army CH-47D Chinook helicopters). The UH-1H/AB205 fleet is expected to be withdrawn after the Kiowa helicopters have reached FOC (Full Operational Capability).

Elliniko Polemiko Naftiko (NY)

On January 23, 2018, the Hellenic Navy General Staff announced that a Navy Air Command (DAN) was established at Elefsis Air Base (112 PM). The ceremony was attended by the Minister of National Defence, Mr. Panos Kammenos. The Navy Aviation Command will be subordinate to the Fleet Headquarters. With the establishment of the Hellenic Navy Air Command, 353 MNAS became a Naval Aircraft Squadron (MAN). The two Marine Navy Helicopter units (MEN) and the Navy Helicopter School (SEN) at Kotroni Naval Helicopter Base will also become part of the new Navy Air Command.

### Italy

Aeronautica Militare (AF)

**F-35A**  
MM7359/32-09 13° Gruppo ex FACO Cameri **5144/AL-9** apr18

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<b>F-2000A</b>				
MM7294/4-52	1° RMV	ex 4-52/904° GEA	<b>IS026</b>	mar18
MM7294/4-52	18° Gruppo	ex 4-52/1° RMV	<b>IS026</b>	mar18
MM7294/37-11	18° Gruppo	ex 4-52/18° Gruppo	<b>IS026</b>	mar18
MM7305/-	delivered	ex CSX7305/-	<b>IS037</b>	mar18

<b>MB339A (MLU)</b>				
MM54458/-	Leonardo	ex 61-12/213° Gruppo	<b>6637</b>	dec17
MM54458/61-121	213° Gruppo	ex -/Leonardo	<b>6637</b>	apr18

<b>T-346A</b>				
MT55223/61-22	212° Gruppo	ex MT55223/Leonardo		jan18
MM55224/61-23	212° Gruppo	ex MT55224/61-23		feb18

Aviazione dell'Esercito [AR]

<b>A129D</b>				
MM81322/E.I.909	49° Gruppo	ex 48° Gruppo	<b>29010</b>	mar18

<b>UH-90A</b>				
CSX81557/E.I.240	Leonardo	new	<b>ITAR41</b>	apr18

Marina Militare [NY]

<b>AB212ASW</b>				
MM81376/7-66	Grupelicot 2	w/o 05apr18	<b>5212</b>	

Arma dei Carabinieri (PO)

<b>AB412EP</b>				
MM81696/CC-40	5° NE Pescara	ex 14° NE Belluno	<b>25985</b>	mar18

<b>AB412SP</b>				
MM81367/CC-14	13° NE Forli	ex 10° NE Olbia	<b>25591</b>	mar18

Polizia di Stato [PO]

<b>AB212</b>				
PS-46	3° RV Bologna	ex 11° RV Pescara	<b>5621</b>	feb18
PS-50	3° RV Bologna	ex 1° RV Pratica di M	<b>5622</b>	feb18

Guardia di Finanza (PO)

<b>AW139M</b>				
MM81929/GF-405	unknown	ex CSX81929/Leonardo	<b>31797</b>	apr18

Vigili del Fuoco (PO)

<b>AB412</b>				
VFOD/VF-52	RV Bari	ex RV Pescara	<b>25543</b>	apr18

## Montenegro

Vazduhoplovstvo Vojske Crne Gore (AF)

The first Bell 412 arrived on 13 April 2018 in-country, with a fly-by over the capital city Podgorica before touching down at Golubovci. The 'new' helicopter was escorted by three Gazelles of the VGC. The dismantled Bell was transported by a Cargolux B747-800 to Prague on April 6 where it was assembled by the local Bell Helicopter facility. Besides military tasks, the VCG will use the helicopter also for fire-fighting, medical evacuation and search and rescue operations. The new arrival, which was manufactured in 2002, still carried its civil registration N356TD and its 'civil' looking livery. The two other helicopters will be the stronger version of the Bell 412EPI. They are expected in the last quarter of 2018.

<b>Bell 412EP</b>				
...	del. 13apr18	ex N356TD	<b>36307</b>	

## Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)  
The Serbian Defense Minister Aleksandar Vulin reported on 22 April 2018 that the Serbia Air Force has received four MiG-29s from Belarus. The four Fulcrums donated by Belarus add to the four original Serbian Fulcrums still in service and six MiG-29s received earlier from Russia. These six surplus Russian Air Force MiG-29s (four single-seaters and two twin-seaters) are being modified to MiG-29SD (Serbian Modified) since their delivery in October 2017 at Batajnica. Eventually, Serbia will have an operational fleet of fourteen MiG-29s.

Aleksandar Vulin said that while visiting Moscow in April 2018 he had had follow-up talks with his Russian colleagues on supplies of four Mi-35s, four Mi-17s and army hardware like tanks and air defence systems.

<b>G-4</b>				
23742	TOC			w/o 11apr18

## Switzerland

Schweizer Luftwaffe (AF)  
LSME = Emmen

<b>F-5E</b>				
J-3005	wfu LSME	ex Flpl Kdo13 badge	<b>L1005</b>	apr18

## Turkey

Türk Hava Kuvvetleri (AF)

<b>A400M</b>				
16-0055	221 Filo			<b>055</b> mar18
(18)-0075	Airbus Military	for 221 Filo		<b>075</b> sep17
(18)-0078	Airbus Military	for 221 Filo		<b>078</b> jan18

<b>Anka-I UAV</b>				
16-012	TAI	MIT?		<b>THB-002</b> aug17

Another recently revealed version of the Anka UAV family is the Anka-I (Intelligence). The signal intelligence (SIGINT) variant of the Turkish TAI Anka medium altitude, long range (MALE) unmanned aerial vehicle (UAV) is undergoing testing by Turkish Aerospace Industries at Mürted. A picture was revealed of the Anka-I flying over that base. The Anka-I has a bunch of antennas for Communication Intelligence (COMMINT) and side mounted arrays housing Electronic Support Measures and Electronic Intelligence (ESM/ELINT) system. If the Anka-I is fielded, it will be most probably assigned to the multi-service 14ncü İnsansız Uçak Sistemleri Üs Komutanlığı (14th Unmanned Aircraft Systems Base Command) at Batman. According to remarks on our Facebook page, the Anka-I was developed for the MIT (National Intelligence Organisation) but that is not confirmed.

<b>Anka-S UAV</b>				
?	TAI	f/n		<b>004</b> aug17
15-008	TurAF	f/n		feb18
17-014	TAI	photo		
(17)-016	TAI	Video, fy pending		
17-021	TAI	f/n		feb18

In February, the first TAI ANKA-S (SatCom) UAV variant was delivered to the Turkish Air Force. The ANKA-S communicates with Turksat-4B satellite via SATCOM. It can be easily distinguished from the other Anka versions because it features a huge bumped nose, containing the satellite communication equipment. The satcom capabilities will give the UAV a range of thousands of kilometres and thus increases the strategic capabilities of the platform.

An engine choice for Turkey's TF-X indigenous fighter should emerge early this year. The Turkish Aerospace Industries-developed and produced TFX is a twin-engine, all-weather fighter jet that is being developed with technological assistance from BAE Systems. The aircraft is slated to replace the Turkish Air Force's F-16s and is planned to be offered to foreign air forces as well. The new fighter is planned to make its maiden flight by 2023.

<b>F-4E/TFM</b>				
68-0482	pres Kizilcahamam, ex 112 Filo		<b>3654</b>	jan18

<b>Heron 1/Gözcü 1</b>				
09-132	2nci IHA Filo	FY requires confirmation	<b>132?</b>	
09-133	2nci IHA Filo	FY requires confirmation	<b>133?</b>	
09-134	2nci IHA Filo	FY requires confirmation	<b>134?</b>	

<b>Hurkus B</b>				
17-101	TAI	for 122 Filo		jan18

In January, the indigenous advanced TAI Hurkus B trainer performed its maiden flight. This appears to have taken place at Konya rather than at its birthplace Mürted Air Base (formerly Akinci). The aircraft performed its maiden flight in a primer livery but with a Turkish Air Force serial which indicates a forthcoming delivery in 2017.

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*Dromaders are cool enough already. But this is an even rarer two-seat M18BS Dromader Trainer, only a few of which are operated by HAF. These are based at Tatoi/Dekelia. (22 March 2018, Dino van Doorn)*

Turkish defence procurement officials say the country will replace its aging fleet of T-38M trainers with an indigenously-developed armed jet trainer that will be baptized "Hurjet". Primary developer of the new trainer will be Turkish Aerospace Industries (TAI), most probably assisted by foreign aviation-tech companies like BAE Systems. The Turkish military is planning to use the Hurjet for training and for close-air support missions with the country's F-16 fighters. TAI's board gave the official go-ahead for the Hurjet program in August 2017. The company has since been working on the architectural phase and the ambition is to have the Hurjet's maiden flight in 2022. The Hurjet will have a maximum speed of Mach 1.2 and will operate at a maximum altitude of 45,000 feet.

Turkish Aerospace Industries has successfully tested the Hurkus-C, an armed version of the Hurkus single-prop aircraft family, equipped with L-UMTAS, a laser-guided long-range anti-tank missile. L-UMTAS was developed by the state-controlled missile-maker Roketsan. In 2016, the system was qualified and integrated into the T-129 ATAK assault helicopter. The aircraft also features other locally developed ammunition including CIRIT, TEBER, HGK and LGK. It can also use INS/GPS-guided bombs, conventional bombs, non-guided rockets and machine guns. The armed Hurkus features armoured body parts, a self-protection system, a data link, laser tacking, an electro-optical and infrared pod, an external fuel tank, and advanced avionics. With a 1,500-kilogram payload that can be utilized through seven external hardpoints, the Hurkus-C will perform light-attack and armed reconnaissance missions.

#### Karayel UAV

KRY-001	Vestel Sivrihisar	undated photo	
KRY-X02	Vestel Sivrihisar	photo	mar15
KRY-X03	Vestel Sivrihisar	undated photo	

Türk Kara Kuvvetleri (AR)

#### CH-47F

16-7464/AH	TKHK	photo
16-7465/AH	TKHK	photo

#### T129B

?	TAI	photo	<b>ATK-32</b> aug17
?	TAI	photo	<b>ATK-36</b> aug17
?	TAI	photo	<b>ATK-28</b> aug17
17-1026/BG	TKHK	undated photo	

17-1027/BG	TKHK	undated photo	
17-1028/BG	TKHK	photo	mar18
17-1029/BG	TAI, for Army	photo	aug17

Türk Deniz Kuvvetleri (NY)

#### Anka UAV

(18)-027	TCB	photo, fy pending	mar18
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During March, the Turkish Navy received its first Anka UAV.  
Türk Jandarma Havaçılık Komutanlığı (PO)

#### Beech 350

J-0423?	Jandarma?	del	<b>FL-423</b> aug17
J-0489?	Jandarma?	del	<b>FL-489</b> aug17
J-0511?	Jandarma	del	<b>FL-511</b> sep17
J-0604?	Jandarma	del	<b>FL-604</b> sep17
J-0604?	Jandarma	del	<b>FL-615</b> sep17

#### Ce680

J-001	Jandarma, Kararg. Kitaati
<b>680-0232</b>	nov17

#### T129B

J-1071	Jandarma	named "Alparslan"	apr18
J-1299	Jandarma	named "Osmanгази"	apr18
J-1453	Jandarma	named "Fatih" (Conqueror)	feb18

In a surprise move, the Türk Jandarma Havaçılık Komutanlığı (Turkish Gendarmerie Aviation Command) received its first batch of TAI/AgustaWestland T129B ATAK twin-engine, tandem seat, multi-role, all-weather attack helicopters. The Jandarma ordered eighteen of these last year, and it clearly shows the changing role from defensive to offensive of this paramilitary operator that is tasked with internal affairs only. Since the failed coup d'état of 15 July 2016, the Jandarma was put firmly under the control of the Ministry of the Interior (MoI). This swift delivery brings home once again that Turkey is not only fighting across the border but has internal struggles that justify hardware like the sophisticated T129B. Last year, Turkish Aerospace Industries (TAI) delivered nine T129B ATAK helicopters to the Turkish Armed Forces, making the number of delivered T129s in the Turkish Armed Forces inventory 27. Another Aviation Command - that of the Emniyet Genel Müdürlüğü (General Directorate of Security) which is also reporting to the MoI, has ordered the T129B ATAK. The Polis is expected to receive the first of six examples ordered later this year.

#### United Kingdom

As of 1 February 2018, the Royal Air Force (RAF) dropped

the designation "reserve" which was in use for many years to indicate training squadrons. For example 29(R)sq at RAF Coningsby, officially became 29sq on this date. We will update our on-line order of battle accordingly and the same for any report of individual aircraft assigned to these units as of 1 February 2018.

The Army Air Corps (AAC) Defender and Islander fleet at JHC Aldergrove officially transferred to the Royal Air Force (RAF) on 1 April 2018. The aircraft were assigned to 651sq, but that unit will be re-numbered into an RAF unit. Which one is not yet known at this point in time. In an official statement it was mentioned that this move is part of the transfer of governance of the Fixed Wing Manned Aerial Surveillance Capability. It was also mentioned that the aircraft will move to a new base in the future. Even though no details were mentioned, it is believed that this will most likely be RAF Waddington. It should also be mentioned that according to some sources, the Islander fleet is or will be retired in the near future. Confirmation is required since it was previously announced that the out of service date of the Islander is 2025, and the one of the Defender is 2034. This announcement dates back to February 2016.

This is a rundown of all Defender AL1, AL2, T3 and Islander AL1 aircraft.

ZG844	Islander AL1	std Shawbury	<b>2184</b>	jul14
ZG845	Islander AL1	651sq	<b>2194</b>	mar18
ZG846	Islander AL1	651sq	<b>2195</b>	mar18
ZG847	Islander AL1	std Shawbury	<b>2196</b>	jul14
ZG848	Islander AL1	651sq	<b>2199</b>	mar18
ZG993	Islander AL1	std Middle Wallop	<b>2202</b>	nov15
ZG994	Islander AL1	std Bembridge	<b>2206</b>	jan08
ZG995	Defender AL1	651sq	<b>4005</b>	mar18
ZG996	Defender AL1	651sq	<b>4010</b>	mar18
ZG997	Defender AL2	o/h Lee-on-Solent	<b>4012</b>	sep17
ZG998	Defender AL1	o/h Lee-on-Solent	<b>4014</b>	feb18
ZH001	Defender AL2	651sq	<b>4015</b>	mar18
ZH002	Defender AL2	651sq	<b>4016</b>	mar18
ZH003	Defender AL2	under repairs	<b>4017</b>	sep17
ZH004	Defender T3	651sq	<b>4009</b>	mar18
ZH005	Defender AL2	651sq	<b>4018</b>	mar18
ZH006	Defender AL2	cancelled		

#### Notes:

ZG993  
ZG994

This aircraft is allocated to the Museum of Army Flying  
After being stripped for spares, this aircraft is not much more than an empty hulk.

ZH003	Dam 01oct15 at RAF Brize Norton when hit by a vehicle. It is currently under repairs by Britten Norman at this RAF station.
ZH006	Allocated for possible future orders but never materialized.

The United States Marines Corps is planning to purchase one of the Royal Air Force Hercules C4 aircraft to replace the famous "Fat Albert" bird in use by the Blue Angels.

In March 2018, Atlas C1 ZM415 departed RAF Brize Norton to fly southbound to RAF Mount Pleasant (Falklands). The aircraft replaced Hercules C5 ZH888/888 on strength with 1312Flt.

On 14 February 2018, 12(B)sq was officially de-activated at RAF Marham. This leaves only two squadrons remaining operating the last Tornado GR4 aircraft on strength: 9(B) sq and 31sq. As previously reported, 12(B)sq is slated to be re-activated as Typhoon squadron at RAF Coningsby in the future.

In contrast to previous reports, the upgraded Shadow aircraft are not designated Shadow R2. According to MAR, these aircraft are designated Shadow R1A. The first aircraft which was upgraded was ZZ417, while ZZ419 is currently undergoing conversion by Raytheon at Hawarden. The three Beech 300C aircraft are believed to be designated Shadow R2 following conversion. The first aircraft to undergo this treatment is G-LBSB. This work is also executed by Raytheon at Hawarden and the aircraft is expected to be registered ZZ507 once conversion is completed.

A bit outdated, but in a press release Airbus announced to have completed the sale of Vector Aerospace Ltd to StandardAero. This press release was dated 3 November 2017. This includes the facility at Fleetlands where various British military helicopters undergo regular maintenance and upgrades.

EGDM =	Boscombe Down	EGVL =	Little Rissington
EGHH =	Bournemouth-Hurn	EGVP =	Middle Wallop
EGOS =	Shawbury	EGXC =	Coningsby
EGQS =	Lossiemouth	EGXE =	Leeming
EGUB =	Benson	EGYM =	Marham
EGUW =	Wattisham		

ADSU	Apache Depth Support Unit at Wattisham
Airbus Hel.	Airbus Helicopters at Kidlington
Airbus Mil.	Airbus Military at Getafe (Spain)



Ian French visited Colombia and Lieutenant Colonel Luis F. Pinto Parra Air Base; also known as Melgar Air Base, on 2 April 2018. That resulted in this crisp photo of Bell 212 FAC4004 of Escuadron de Combate 411/GRUCO41.

CMF Chinook Maintenance Flight at RAF Odiham  
 CMU Combined Maintenance & Upgrade Programme at RAF Marham  
 DHFS Defence Helicopter Flying School at RAF Shawbury  
 DCTT Defence College of Technical Training at Lyneham  
 EGUB Pool 33/230sq pool at RAF Benson  
 GMS Glider Maintenance Section at RAF Syerston  
 Leonardo Leonardo Finmeccanica at Yeovil  
 MDMF Merlin Depth Maintenance Facility at RNAS Culdrose  
 MPSU Multi-Platform Support Unit at Middle Wallop  
 Marshalls Marshalls at Cambridge  
 Membury Membury Southern Sailplanes at Membury  
 P2MF Puma HC2 Maintenance Facility at RAF Benson  
 QAF QinetiQ Air Fleet at QinetiQ Boscombe Down  
 TASF Tornado Aircraft Service Flight at RAF Marham  
 TMU Typhoon Maintenance Unit at RAF Coningsby  
 TST Tornado Servicing Team at RAF Marham  
 SAA StandardAero Aviation at Fleetlands  
 WCM Wildcat Contracting Maintenance at RNAS Yeovilton  
 WST Wildcat Storage at RNAS Yeovilton

Royal Air Force (AF)

**Atlas C1**

ZM402	Airbus Mil.	ex 24/70sq	<b>017</b>	feb18
ZM407	Airbus Mil.	ex 24/70sq	<b>026</b>	feb18
ZM412	24/70sq	ex Airbus Mil.	<b>042</b>	feb18
ZM413	Airbus Mil.	ex 24/70sq	<b>045</b>	jan18
ZM415	1312Flt	ex 24/70sq	<b>052</b>	mar18

**Beech B200**

ZK451	to G-RAFK	ex 45(R)sq/K	<b>BB-1830</b>	mar18
ZK452	to G-RAFL	ex 45(R)sq/L	<b>BB-1832</b>	mar18
ZK455	to G-RAFO	ex 45sq/O	<b>BB-1836</b>	mar18
ZK456	to G-RAFP	ex 45sq/P	<b>BB-1837</b>	mar18

**Beech B200GT**

ZK458	to G-RAFD	ex 45sq/D	<b>BY-32</b>	mar18
ZK459	to G-RAFX	ex 45sq/X	<b>BY-36</b>	mar18
ZK460	to G-RAFU	ex 45sq/U	<b>BY-90</b>	mar18

**Chinook HC4**

ZA670/AA	28sq	ex SAA	<b>M7032</b>	mar18
ZA674	EGDM	ex 28sq/AD	<b>M7004</b>	mar18
ZA675	EGDM	ex 28sq/AE	<b>M7009</b>	mar18
ZA677	SAA	ex 28sq/AF	<b>M7012</b>	mar18
ZA679	EGDM	ex 28sq/AG	<b>M7014</b>	mar18
ZA707/AO	28sq	ex CMF	<b>M7025</b>	mar18
ZA710	SAA	ex 28sq/(AR)	<b>M7003</b>	mar18
ZA714	SAA	ex 28sq/(AV)	<b>M7005</b>	mar18

**Chinook HC5**

ZH897	CMF	ex QAF/(HL)	<b>M4476</b>	mar18
ZH899	CMF	ex 18(B)sq/(HN)	<b>M4478</b>	mar18
ZH904	QAF	ex SAA	<b>M4483</b>	feb18

**Chinook HC6**

ZK553	7sq	ex CMF	<b>M7704</b>	jan18
ZK556	7sq	ex SAA	<b>M7707</b>	mar18
ZK557	SAA	ex 7sq	<b>M7708</b>	mar18
ZK561	CMF	ex 7sq	<b>M7712</b>	mar18
ZK563	7sq	ex QAF	<b>M7714</b>	mar18

**Chinook HC6A**

ZD574/(DB)	18(B)sq, ex EGDM (conversion)	<b>M7021</b>	mar18	
ZD982	18(B)sq, ex EGDM (conversion)	<b>M7019</b>	mar18	
ZH895	CMF	ex 27sq/HJ	<b>M4468</b>	mar18

**Chipmunk T10**

WG486/E	BoBMF	ex coded G	<b>C1/0536</b>	mar18
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This aircraft was repainted at Duxford and returned to RAF Coningsby on 6 March 2018. It used to be in gloss black c/s and coded "G". It now is grey with dayglow areas and coded "E" high in the vertical fin and below the cockpit.

**Griffin HT1**

ZJ234	std EGHH	ex DHFS/S	<b>36144</b>	mar18
ZJ235	std EGHH	ex DHFS/I	<b>36151</b>	mar18
ZJ236	std EGHH	ex DHFS/X	<b>36145</b>	mar18
ZJ237	std EGHH	ex DHFS/T	<b>36156</b>	mar18
ZJ238	std EGHH	ex DHFS/Y	<b>36162</b>	mar18
ZJ239	std EGHH	ex 202sq/R	<b>36125</b>	mar18

ZJ707	std EGHH	ex DHFS/O	<b>36297</b>	mar18
ZJ708	std EGHH	ex DHFS/K	<b>36301</b>	mar18

Both ZJ240 and ZJ242 were flown out to Newquay-Cornwall Airfield on 20 March 2018. These were the last Griffin helicopters to leave RAF Shawbury.

**Griffin HAR2**

ZJ703	EGVP	ex EGHH	<b>36296</b>	jan18
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**Hawk T1A**

XX189/CR	100sq	ex 736NAS/189	<b>312036</b>	jan18
XX204	Red Arrows	w/o 20mar18	<b>312051</b>	
XX227	wfu 16feb18	ex Red Arrows	<b>312063</b>	feb18
XX255/CB	100sq	ex 100sq/255	<b>312091</b>	jan18
XX285/CK	100sq	ex 736NAS/CK	<b>312110</b>	jan18

During January 2018, both XX205 and XX285 were active with 100sq (RAF Leeming) coded CK. Also, both XX189 and XX303 were active coded CR. What was described as the last of the original Red Arrows Hawk was retired on 16 February 2018. The aircraft has been placed in storage at RAF Scampton awaiting its faith.

**Hercules C4**

ZH873/873	24/30/47sq	w/o ..aug17	<b>5457</b>	
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Damaged beyond repair in a heavy landing at Erbil (Iraq), after a long time of storage and damage assessment the aircraft is currently being stripped for spares and the remains will be scrapped.

**Juno HT1**

ZM525/25	Ascent	ex Airbus Hel.	<b>2031</b>	feb18
ZM526/26	Ascent	ex Airbus Hel.	<b>2032</b>	feb18
ZM527/27	Ascent	ex Airbus Hel.	<b>2033</b>	feb18
ZM530/30	Ascent	ex Airbus Hel.	<b>2040</b>	mar18
ZM531/31	Ascent	ex Airbus Hel.	<b>2042</b>	mar18

**Puma HC2**

XW209	EGUB Pool	ex P2MF	<b>1096</b>	feb18
ZA936	P2MF	ex EGUB Pool	<b>1640</b>	mar18
ZJ954	EGUB Pool	ex P2MF	<b>1310</b>	feb18
ZJ956	P2MF	ex EGUB Pool	<b>1374</b>	mar18

**Squirrel HT1**

ZJ255	std EGHH	ex DHFS/55	<b>2951</b>	feb18
ZJ257	std EGHH	ex DHFS/57	<b>2973</b>	mar18
ZJ261	std EGHH	ex DHFS/61	<b>2986</b>	mar18
ZJ262	std EGHH	ex DHFS/62	<b>2993</b>	feb18
ZJ264	std EGHH	ex DHFS/64	<b>2992</b>	mar18
ZJ265	std EGHH	ex DHFS/65	<b>2995</b>	mar18
ZJ267	std EGHH	ex DHFS/67	<b>2996</b>	mar18
ZJ268	std EGHH	ex DHFS/68	<b>2997</b>	mar18
ZJ270	std EGHH	ex DHFS/70	<b>3000</b>	feb18
ZJ271	std EGHH	ex DHFS/71	<b>3003</b>	mar18
ZJ272	std EGHH	ex DHFS/72	<b>3005</b>	mar18
ZJ273	std EGHH	ex DHFS/73	<b>3006</b>	mar18
ZJ274	std EGHH	ex DHFS/74	<b>3008</b>	feb18
ZJ276	std EGHH	ex DHFS/76	<b>3014</b>	mar18
ZJ277	std EGHH	ex DHFS/77	<b>3017</b>	mar18
ZJ278	std EGHH	ex DHFS/78	<b>3019</b>	feb18
ZJ279	std EGHH	ex DHFS/79	<b>3021</b>	mar18
ZJ280	std EGHH	ex DHFS/80	<b>3022</b>	mar18

Of these, ZJ257 was registered as G-BXDJ on 16mar18, while on the same date ZJ261 was registered as G-BXGJ and ZJ276 as G-BXLE.

**Squirrel HT2**

ZJ251	std EGHH	ex DHFS/51	<b>3042</b>	mar18
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**Tornado GR4**

ZA447	i/a 1SoTT	ex std CMU	<b>235</b>	mar18
ZA459	i/a 1SoTT	ex 9(B)sq/025	<b>264</b>	mar18
ZA463/028	31sq	ex 9(B)sq/028	<b>273</b>	feb18
ZA469	pres Duxford	ex i/a EGYM	<b>288</b>	mar18
ZA472	std TST	ex 31sq/031	<b>295</b>	mar18
ZA553	std CMU	ex 31sq/045	<b>070</b>	mar18
ZA588	i/a EGXC	ex 31sq/056	<b>098</b>	mar18
ZA591/058	31sq	ex 9(B)sq/058	<b>104</b>	feb18
ZA597/063	31sq	ex CMU	<b>116</b>	feb18
ZA597	TST	ex 31sq/063	<b>116</b>	mar18

ZA607	TST	ex 31sq/070	<b>138</b>	feb18
ZA607/074	31sq	ex TST	<b>138</b>	mar18
ZA611	std TST	ex 9(B)sq/073	<b>148</b>	feb18
ZA613/075	31sq	ex TST	<b>152</b>	mar18
ZA614/076	31sq	ex TASF	<b>153</b>	feb18
ZA614/076	9(B)sq	ex 31sq/076	<b>153</b>	mar18
ZD713	std EGXE	ex 9(B)sq/081	<b>334</b>	feb18
ZD741/089	std EGXE	ex 9(B)sq/089	<b>361</b>	jan18
ZD744	31sq	corr, not std EGXE	<b>371</b>	jan18
ZD849/110	9(B)sq	ex 31sq/110	<b>444</b>	mar18
ZG752/129	31sq	ex std CMU	<b>868</b>	feb18
ZG752	TST	ex 31sq/129	<b>868</b>	mar18
ZG771	TST	ex 9(B)sq/133	<b>893</b>	feb18
ZG771/133	31sq	ex TST	<b>893</b>	mar18
ZG775	std CMU	ex 31sq/134	<b>907</b>	mar18

MAR reports that no more Tornado GR4 jets will fly out to RAF Leeming to be inducted into the Return To Parts (RTP) programme. The remaining aircraft will be stripped for spares at RAF Marham by what nowadays seems to be named the Tornado Servicing Team (TST). The TST will also be in charge of preparing a number of aircraft which are allocated for preservation. Prior to transferring to 31sq, ZA463 was used for a brief period as Weapons Loading Trainer at RAF Marham.

The code currently worn by ZA607 is unconfirmed. Some reports suggest it is still coded EB-X (ex 41(TE)sq), while others report it as 074. If anyone can confirm which code was carried end-March 2018 or later we would gladly hear so.

#### Tutor T1

G-CGKM	to Finland as GO-.. (del 14mar18)	<b>82313E</b>
G-CGKO	to Finland as GO-.. (del 14mar18)	<b>82315E</b>
G-CGKT	to Finland as GO-.. (del 14mar18)	<b>82319E</b>
G-CGKX	to Finland as GO-.. (del 14mar18)	<b>82323E</b>

#### Typhoon T3

ZJ803/803	6sq	ex II(AC)sq/803	<b>BT004</b>	feb18
ZJ809	std TMU	ex I(F)sq/809	<b>BT010</b>	dec17
ZJ811	std TMU	ex II(AC)sq	<b>BT012</b>	feb18
ZJ813	std TMU	ex i/a EGXC	<b>BT014</b>	mar18

Previous reports of ZJ814 being withdrawn from use and in storage pending induction into the Return To Parts (RTP) programme at RAF Coningsby turn out to be incorrect. The aircraft is still very much alive and used by 29sq. Of course this is only a delay of the inevitable since ZJ800 to ZJ815 are all still slated to be withdrawn from use and entered into the RTP programme.

#### Typhoon FGR4

ZJ912	std EGOS	ex 29sq/912	<b>BS003</b>	feb18
ZJ913/913	1(F)sq	ex II(AC)sq/913	<b>BS004</b>	feb18
ZJ916	29sq	ex TMU	<b>BS007</b>	feb18
ZJ917/917	XI(F)sq	ex 3(F)sq/917	<b>BS008</b>	mar18
ZJ928/928	29sq	ex XI(F)sq/928	<b>BS019</b>	feb18
ZJ931/931	II(AC)sq	ex 6sq/931	<b>BS022</b>	feb18
ZJ935/935	3(F)sq	ex TMU	<b>BS026</b>	feb18
ZJ950	TMU	ex 1(F)sq/950	<b>BS047</b>	feb18
ZK302/302	6sq	ex 1(F)sq/302	<b>BS054</b>	feb18
ZK304/304	3(F)sq	ex XI(F)sq/304	<b>BS055</b>	mar18
ZK307	TMU	ex 3(F)sq/307	<b>BS058</b>	feb18
ZK310/310	XI(F)sq	ex 3(F)sq/310	<b>BS063</b>	mar18
ZK311	TMU	ex 29sq/-	<b>BS064</b>	feb18
ZK312	TMU	ex 29sq/312	<b>BS067</b>	feb18
ZK314/314	1(F)sq	ex 6sq/314	<b>BS071</b>	feb18
ZK317/317	II(AC)sq	ex 6sq/317	<b>BS078</b>	mar18
ZK318	29sq	ex 6sq/318	<b>BS079</b>	mar18
ZK319/319	1(F)sq	ex II(AC)sq/Y	<b>BS080</b>	feb18
ZK321/321	1(F)sq	ex TMU	<b>BS082</b>	feb18
ZK322/322	6sq	ex II(AC)sq/322	<b>BS083</b>	feb18
ZK323/323	II(AC)sq	ex 6sq/323	<b>BS084</b>	feb18
ZK327/327	6sq	ex TMU	<b>BS088</b>	feb18
ZK332/332	6sq	ex 1(F)sq/332	<b>BS093</b>	jan18
ZK333/333	1(F)sq	ex 6sq/333	<b>BS094</b>	feb18
ZK334/334	II(AC)sq	ex 6sq/A	<b>BS095</b>	dec17
ZK336/336	1(F)sq	ex TMU	<b>BS097</b>	feb18
ZK337/337	1(F)sq	ex II(AC)sq/337	<b>BS098</b>	feb18

ZK338/338	6sq	ex 3(F)sq/338	<b>BS099</b>	feb18
ZK339/339	41(TE)sq	ex 41(TE)sq/EB-E	<b>BS100</b>	feb18
ZK341/341	6sq	ex 1(F)sq/341	<b>BS102</b>	feb18
ZK345/345	6sq	ex 1(F)sq/345	<b>BS106</b>	feb18
ZK347	6sq	ex TMU	<b>BS108</b>	mar18
ZK349/349	6sq	ex 1(F)sq/349	<b>BS110</b>	feb18
ZK349/349	II(AC)sq	ex 6sq/349	<b>BS110</b>	mar18
ZK353/353	TMU	ex 29sq/353	<b>BS114</b>	mar18
ZK357/357	XI(F)sq	ex TMU	<b>BS118</b>	mar18
ZK364/364	3(F)sq	ex XI(F)sq/-	<b>BS125</b>	mar18
ZK366/366	3(F)sq	ex XI(F)sq/-	<b>BS127</b>	feb18
ZK371	6sq	ex 1(F)sq/-	<b>BS132</b>	feb18
ZK374	TMU	ex BAE EGNO	<b>BS135</b>	mar18
ZK378/378	1(F)sq	unit confirmed	<b>BS139</b>	jan18
ZK375	41(TE)sq	ex TMU	<b>BS136</b>	feb18
ZK424	TMU	ex BAE EGNO	<b>BS140</b>	feb18
ZK425	TMU	ex BAE EGNO	<b>BS141</b>	mar18
ZK426	TMU	ex BAE EGNO	<b>BS142</b>	mar18

#### Vigilant T1

ZH207	GMS	ex 645VGS/UN	<b>6553</b>	mar18
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#### Viking TX1

ZE495	GMS	ex Membury	<b>33879</b>	feb18
ZE499	Membury	ex std EGVL	<b>33883</b>	mar18
ZE502	GMS	ex 644VGS/VF	<b>33886</b>	feb18
ZE527	Membury	ex std EGVL	<b>33896</b>	feb18
ZE532	Membury	ex std EGVL	<b>33906</b>	feb18
ZE553/WA	661VGS	see note	<b>33912</b>	feb18
ZE559/WG	644VGS	ex GMS	<b>33923</b>	feb18
ZE560	Membury	ex std EGVL	<b>33924</b>	feb18
ZE584	GMS	ex Membury	<b>33931</b>	feb18
ZE586/WR	661VGS	see note	<b>33933</b>	feb18
ZE602	GMS	ex Membury	<b>33946</b>	feb18
ZE609/XJ	632VGS	ex 644VGS/XJ	<b>33958</b>	feb18
ZE613	Membury	ex std EGVL	<b>33962</b>	mar18
ZE614	Membury	ex std EGVL	<b>33969</b>	feb18
ZE628	Membury	ex std EGVL	<b>33975</b>	feb18
ZE629/XT	GMS	ex Membury	<b>33976</b>	feb18
ZE631/XV	GMS	ex Membury	<b>33978</b>	mar18
ZE632	Membury	ex std EGVL	<b>33979</b>	feb18
ZE637	GMS	ex Membury?	<b>33997</b>	feb18
ZE680/YQ	GMS	ex Marshalls	<b>34027</b>	mar18
ZE682/YS	GMS	ex 644VGS/YS	<b>34029</b>	feb18

By February 2018, ZE553/WA was transferred from GMS to 644VGS. The next month the glider moved to RAF Kirknewton where it was taken on charge by 661VGS. Almost the same is valid for ZE586, which transferred from 632VGS to 644VGS in February 2018. It too was passed on to 661VGS in March 2018.

#### Voyager KC3

ZZ335	1312Flt	ex 10/101sq	<b>1334</b>	mar18
ZZ337	10/101sq	ex 1312Flt	<b>1390</b>	mar18

#### Army Air Corps (AR)

#### Apache AH1

ZJ166	to Boeing at Mesa (AZ), ex std ADSU	<b>WAH1</b>	mar18	
ZJ167	to Boeing at Mesa (AZ), ex std ADSU	<b>WAH2</b>	mar18	
ZJ177	see note	ex std EGUW	<b>WAH12</b>	nov17
ZJ178	673(AHTU)sq	ex 3/4Regt	<b>WAH13</b>	feb18
ZJ179	ADSU	ex 673(AHTU)sq	<b>WAH14</b>	feb18
ZJ188	673(AHTU)sq	ex ADSU	<b>WAH23</b>	mar18
ZJ190	ADSU	ex 653sq	<b>WAH25</b>	feb18
ZJ198	3/4Regt	ex 656sq	<b>WAH33</b>	feb18
ZJ200	3/4Regt	ex ADSU	<b>WAH35</b>	feb18
ZJ205	3/4Regt	ex ADSU	<b>WAH39</b>	jan18
ZJ207	ADSU	ex 653sq	<b>WAH41</b>	feb18
ZJ208	656sq	ex 3/4Regt	<b>WAH42</b>	feb18
ZJ218	662sq	ex 656sq	<b>WAH52</b>	feb18
ZJ223	656sq	ex 662sq	<b>WAH57</b>	feb18
ZJ227	673(AHTU)sq	ex ADSU	<b>WAH61</b>	feb18
ZJ228	ADSU	ex 653sq	<b>WAH62</b>	feb18
ZJ231	ADSU	ex 673(AHTU)sq	<b>WAH65</b>	feb18
ZJ233	656sq	ex 3/4Regt	<b>WAH67</b>	feb18

Both ZJ166 and ZJ167 were flown out to the USA via RAF Brize Norton. They will be inducted into the AH-64E conversion programme. Apache ZJ177 was damaged in an





Also present at Melgar was this colourful Bell 212, FAC4021 of Escuadron de Combate 411/GRUCO41. (2 April 2018, Ian French)

accident near Musa Qala (Afghanistan) on 4 September 2008. It was transported back to Great Britain where, after damage assessment, it was placed in storage at Wattisham. In November 2017, the fuselage was transported to 1710NAS at Portsmouth where it is used for ground instruction purposes.

#### Gazelle AH1

XW865	SAA	ex MPSU	1119	feb18
ZA766	7Regt Conv Flt	ex MPSU	1808	mar18
ZB667	std EGOS	ex std MPSU	1941	feb18
ZB669	SAA	ex MPSU	1950	mar18
ZB679	SAA.	ex 7Regt Conv Flt	1982	feb18
ZB692	SAA	ex 7Regt Conv Flt	2007	mar18

#### Squirrel HT2

ZJ243	std EGHH	ex 670sq/43	2945	mar18
ZJ244	std EGHH	ex 670sq/44	3026	mar18
ZJ245	std EGHH	ex 670sq/45	3028	mar18
ZJ249	std EGHH	ex 670sq/49	3040	mar18
ZJ250	std EGHH	ex 670sq/50	3047	apr18
ZJ253	std EGHH	ex 670sq/53	3052	mar18
ZJ254	std EGHH	ex 670sq/54	3055	mar18

On 21 March 2018, ZJ252/52 left AAC Middle Wallop for Newquay-Cornwall Airfield, leaving only ZJ246/46 and ZJ248/48 remaining with 670sq.

#### Wildcat AH1

ZZ383	1Regt	ex WST	502	feb18
ZZ388	1Regt	ex WCM	486	feb18
ZZ391	1Regt	ex Leonardo	489	jan18
ZZ392	1Regt	ex WST	490	feb18
ZZ393	1Regt	ex WCM	491	feb18
ZZ398	1Regt	ex WST	471	feb18
ZZ400	std EGVP	ex DCTT	462	jan18
ZZ406	1Regt	corr not WST	476	feb18
ZZ521	1Regt	ex WCM	528	feb18
ZZ526	1Regt	ex WCM	533	mar18

#### Squirrel HT2

ZJ243/43	670sq	ex DHFS/43	2945	feb18
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Fleet Air Arm (NY)

On 29 March 2018, a ceremony was held as RNAS Culdrose during which 829NAS was de-activated. The squadron was absorbed into 814NAS which took over the duties, staff and equipment of 829NAS.

#### Hawk T1W

XX239/-	736NAS	ex 100sq/CI	312075	mar18
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#### Merlin HM2

ZH837	EGDM	ex MDMF	50074	feb18
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ZH840	MDMF	ex 820NAS	50085	feb18
ZH842	824NAS	ex QinetiQ	50091	feb18
ZH856	820NAS	ex MDMF	50147	jan18
ZH857	MDMF	ex 824NAS	50151	feb18
ZH860	814NAS	ex 820NAS	50164	feb18
ZH864	EGDM	ex MDMF	50179	feb18

Reportedly, ZH837 and ZH864 are undergoing modifications by QinetiQ.

#### Merlin HC3

ZJ119/C	845NAS	ex 846NAS/C	50075	feb18
ZJ123/G	846NAS	ex 845NAS/G	50129	feb18
ZJ124	Leonardo	ex 845NAS/H	50133	jan18
ZJ128	Leonardo	ex 846NAS/M	50153	nov17

#### Merlin HC3i

ZJ130/O	846NAS	ex MDMF	50169	feb18
ZJ132	MDMF	ex 846NAS/Q	50177	feb18

#### Merlin HC4

ZJ120/D	Leonardo	ex QinetiQ/D	50083	nov17
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#### Sea King ASaC7

XV656	std Gosport	ex 849NAS/185	WA644	feb18
XV697	std Gosport	ex 849NAS/(1)81	WA668	jan18

#### Wildcat AH1

ZZ386	847NAS	ex WCM	505	feb18
ZZ408	847NAS	ex Leonardo	478	jan18

#### Wildcat HMA2

ZZ413	825NAS	ex Leonardo	483	mar18
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Ministry of Defence (MoD)

MAR reports a name change in their March 2018 edition. The aircraft and helicopters at QinetiQ Boscombe Down now fall under the QinetiQ Air Fleet (QAF). This includes the aircraft assigned to the Empire Test Pilot School (ETPS).

#### H125

G-ETPG	QAF	del 28feb18	8476	feb18
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United Kingdom Military Flying Training System (UK MFTS)

As expected a lot of changes took place recently within the United Kingdom military flying training organization. Over the last years several new aircraft and helicopters were delivered. Of course this also resulted in various others being retired or returned to the civil aviation register. Especially the month of March saw a lot of changes since Ascent and Affinity officially assumed training responsibility for respectively helicopter and fixed wing pilots as of 1 April 2018.

#### UK MFTS Background & Structure

The UK MFTS is a tri-service programme aimed to provide

military aircrew training for the Royal Air Force (RAF), Army Air Corps (AAC) and Fleet Air Arm (FAA). It is executed under control of the Directorate of Flight Training, No 22 Group RAF and contract oversight is provided by the Defence Equipment and Support (DE&S) organization.

Following initial training, the future aircrews enter the UK MFTS for Elementary Flying Training. Once this phase is completed with success, there is a split depending on the future career of the student: Advanced Flying, Multi-Engine or Rotary Wing. All three courses are also in scope of the UK MFTS. Once these courses are completed with success the Multi-Engine and Rotary Wing pilots proceed to an operational conversion unit which is not part of the UK MFTS anymore. The pilots who completed the Basic Flying course with success will first undergo a Fast Jet training course within the UK MFTS. Only once that is also completed, they too will move on to an operational conversion unit. Finally, the UK MFTS also has a so-called rear crew training course for future Fleet Air Arm Wildcat and Merlin observers.

Most of the elements in scope are executed under so-called Private Finance Initiative (PFI) contracts. In other words, civil partners are contracted to purchase, operate and maintain the aircraft. Obviously, the training syllabus is established in close cooperation with and under control of the military. Furthermore, No 22 Group RAF provides airfields, fuel and part of the instructors.

Not long after the turn of the century, preparations had already started to outline the details for the overall PFI contract. By 2004, four consortia were in the competition to win the contract:

BAE Systems, Serco and Bombardier  
Rolls-Royce, Lockheed Martin and VT Group  
Boeing and Thales  
Kellogg Brown & Root, EG&G and Lear Siegler

BAE Systems pulled out in April 2004 due to a conflict of interest since this company was selected to supply Hawk Mk.128 jets for the Fast Jet training course. The main contract was awarded to Ascent Flight Training Ltd end-2006. Nowadays, Ascent is a joint-venture of Babcock International and Lockheed Martin. In essence this was the second consortium mentioned in the list of four candidates. VT Group was purchased by Babcock International in 2010.

#### Elementary and Basic Flying Training

VT Aerospace provided this service to the British military using a fleet of Grob 115E (Tutor T1) aircraft. A reduced number of these aircraft will continue to serve with the Air

Experience and University Air Squadron programs. But their role as elementary training aircraft will cease in the near future. The twenty-four surplus Grobs were sold to Finland where they will be modified and taken on charge by the Ilmavoimat (Finnish Air Force). Including attrition losses this will leave ninety-five aircraft remaining in service.

To replace the Tutor T1, Ascent provided a sub-contract to a joint venture between Elbit Systems and Kellogg, Brown & Root (KBR) to supply twenty-three Grob 120TP-A aircraft. These aircraft were named Prefect T1 by the British military. The first pair of aircraft was delivered in November 2016. At the time of writing only a single aircraft is yet to be delivered.

The Prefect T1 aircraft will operate from RAF Barkston Heath and RAF Cranwell. They will be operated under 3FTS, and about 250 students are planned to graduate training courses each year. It is expected that 3FTS will also continue to use Tutor T1 aircraft from RAF Cranwell and RAF Wittering well into 2018. This will allow time to build up Prefect T1 operations to full capacity.

#### Advanced Flying Training

Currently, the RAF uses Tucano T1 aircraft assigned to 1FTS at RAF Linton-on-Ouse for this purpose. These aircraft will be withdrawn from use soon and the RAF station is slated to be closed. The Elbit-KBR joint venture was also sub-contracted by Ascent to provide ten T-6C Texan II aircraft to replace the Tucano.

The first pair of Texan II aircraft was delivered mid-February 2018. Both aircraft were placed inside a hangar at RAF Valley immediately after arrival. They will first be used for ground crew training and are not expected to commence flight operations until mid-2018. Initially the aircraft will be used for flight instructor training and the first student course is expected to commence early 2019. The entire fleet is planned to use RAF Valley as their future base of operations. It is currently not confirmed which RAF squadron will use these new aircraft.

#### Advanced Fast Jet Flying Training

The older Hawk T1 aircraft in use for this task were replaced by the more modern Hawk T2 version of this jet. British Aerospace (BAE) is main sub-contractor. Initially a fleet of up to fifty Hawk T2 jets was planned, but a contract for only twenty-eight aircraft was eventually issued.

The first aircraft were delivered in 2008, but they were used for air- and groundcrew familiarization only. The last of the twenty-eight aircraft was delivered in 2011. The first student training course took place in 2010. Initially they were



The police's aviation force of Colombia, Area de Aviacion (ARAVI), is headquartered at Bogotá's El Dorado airport. The helicopter fleet mainly resides at Guaymaral where this Bell 407 PNC-0927 was seen. (31 March 2018, Ian French)

operated by 19(R)sq, under control of 4FTS. On 24 November 2011, this squadron was re-numbered to 4(R)sq. This squadron nowadays still is the sole operator of the Hawk T2 fleet, albeit it was recently re-designated 4sq when the RAF decided to stop using the Reserve Squadron designations.

#### Multi-Engine Flying Training

Seven Beech B200 and three Beech B200GT aircraft were delivered as of end-2003. Initially these aircraft operated using civilian registrations but they took up military registrations as of end-2005. All aircraft were assigned to 45(R)sq at RAF Cranwell. The last aircraft was retired in March 2018.

Ascent also subcontracted Elbit Systems and KBR to supply new aircraft for this role. Five Embraer Phenom 100 aircraft were ordered. The first aircraft was delivered in July 2010, and the last example arrived at RAF Cranwell in January 2018. All five initially were allocated British civil registrations. These were all cancelled in March/April 2018, and the aircraft took up their military identities.

It must also be mentioned that the students undergoing multi-engine training will first go through a short lead-in training phase using Prefect T1 aircraft which are co-located at RAF Cranwell.

#### Rotary Wing Training

A fifteen-year contract to provide rotary wing training courses was awarded to FBS Helicopters in October 1996. This is a joint-venture between Flight Refueling Aviation, Bristow Helicopters and SERCO. At RAF Shawbury, the Defence Helicopter Flying School (DHFS) was established and daily operations were subcontracted to FB Heli Services. In total eleven Griffin HT1, twenty-eight Squirrel HT1 and twelve Squirrel HT2 helicopters were purchased. The majority of the fleet was located at RAF Shawbury, but the Squirrel HT2 helicopters were mainly used by 670sq at AAC Middle Wallop. Also the Search And Rescue Training Unit (SARTU) at RAF Valley used a few Griffin HT1 helicopters. This unit was re-named 202(R)sq on 29 April 2016.

Due to delays in the UK MFTS training helicopter acquisition programme, the contract with FBS Helicopters was extended until March 2018. Ascent was selected in 2016, to provide the new training helicopters and associated training courses. Twenty-nine H135 (Juno HT1) helicopters were ordered with Airbus in 2016. RAF Shawbury remains in use as the main helicopter training base, but a number of Juno HT1 helicopters is expected to be located at AAC Middle Wallop.

The British military Search and Rescue organization was dismantled and outsourced to private contracts. Only a limited number of British military aircraft therefore still undergo training for these specific skills. Only three H145 (Jupiter HT1) helicopters were therefore purchased. All three use RAF Valley as their base of operations.

#### Rear Crew Training

The Royal Navy operated a fleet of Jetstream T2 aircraft to provide training to future rear cabin crew, or in the term used by the Fleet Air Arm observers. The aircraft were assigned to 750NAS at RNAS Culdrose and the fleet was reduced in size in 1999. Retirement for the remaining aircraft came in 2011, after four Beech 300ER (Avenger T1) aircraft were taken on charge as replacement aircraft. These aircraft are owned by Ascent, but flown with military registrations.

The rear crew training course actually starts at RAF Barkston Heath with a short introduction phase using Prefect T1 aircraft. Once completed the students complete their course with 750NAS at RAF Culdrose.

#### Retirement of the older aircraft

The previous description on the UK MFTS is now nearing completion of the implementation phase. With the exception

of the T-6C Texan II, virtually all new aircraft have been delivered and the majority of the older aircraft have been retired or re-allocated. What follows next is an overview of all individual aircraft involved, starting with the older models which are being retired.

#### Beech B200 / B200GT

All the Beech B200 aircraft used in the aircrew training programme were assigned to 45(R)sq at RAF Cranwell. The Beech B200 aircraft were allocated military registrations in January 2005. They however were not worn until a later point in time. Details are listed per individual aircraft, but often the military registrations were already painted on the aircraft prior to the official transfer date. Similar, the Beech B200GT aircraft were allocated military registrations in June 2008.

ZK450 **BB-1829** Beech B200, ex N6129N (reg 11jun03/canx 05nov03), to G-RAFJ (reg 12dec03/canx 05jan06), del to Bournemouth-Hurn on 15dec03, used by 45(R)sq as G-RAFJ until 05jan06 when re-registered to ZK450/J, wfu apr14, to G-RAFJ (reg 26mar14/canx 07apr14), to G-CIFE (reg 07apr14).

ZK451 **BB-1830** Beech B200, ex N50130 (reg 11jun03/canx nov03), to G-RAFK (reg 12dec03/canx 10jan06), del to Bournemouth-Hurn on 15dec03, used by 45(R)sq as G-RAFK until 10jan06 when re-registered to ZK451/K, wfu nov17, to G-RAFK (reg 21mar18), remained at RAF Cranwell until 27mar18 when departed to Guernsey.

ZK452 **BB-1832** Beech B200, ex N5032K (reg 04aug03/canx 19mar04), to G-RAFL (reg 19mar04/canx 15dec05), del to Bournemouth-Hurn on 22mar04, used by 45(R)sq as G-RAFL until 15dec05 when re-registered to ZK452/L, wfu nov17, to G-RAFL (reg 21mar18), remained at RAF Cranwell until 28mar18 when departed to Guernsey.

ZK453 **BB-1833** Beech B200, ex N51283 (reg 04aug03/canx jan04), to G-RAFM (reg 21jan04/canx 17jan06), del to Bournemouth-Hurn on 23jan04, used by 45(R)sq as G-RAFM until 17jan06 when re-registered to ZK453/M, wfu feb14, to G-RAFM (reg 19feb14/canx 07apr14), to G-CIFW (reg 07apr14).

ZK454 **BB-1835** Beech B200, ex N6034P (reg 04aug03), ex N60275 (reg oct03), to G-RAFN (reg 23jan04/canx 08dec05), used by 45(R)sq as G-RAFN until 08dec05 when re-registered to ZK454/N, wfu jun14, to G-RAFN (reg 13jun14/canx 12nov14), to G-OLIV (reg 12nov14)

ZK455 **BB-1836** ex N60476 (reg 04aug03/canx 10mar04), to G-RAFO (reg 11mar04/canx 22nov10), del to Bournemouth-Hurn on 15mar04, used by 45(R)sq as G-RAFO until 22nov10 when re-registered to ZK455/O, wfu mar18, to G-RAFO (reg 27mar18), still at RAF Cranwell when this edition went to press.

ZK456 **BB-1837** Beech B200, ex N60137 (reg 04aug03/canx '04), to G-RAFP (reg 11mar04/canx 26nov10), del to Bournemouth-Hurn on 15mar04, used by 45(R)sq as G-RAFP until 26nov10 when re-registered to ZK456/P, wfu mar18, to G-RAFP (reg 27mar18), remained at RAF Cranwell until 27mar18 when departed to Guernsey.

ZK458 **BY-32** Beech B200GT, ex N32EU (reg jan08/canx 20jun08), to G-RAFD (reg 23jun08/canx 11jun10), del to Blackbushe on 20jun08, used by 45(R)sq as G-RAFD until 11jun10 when re-registered to ZK458/D, wfu feb18, to G-RAFD (reg 23mar18), remained at RAF Cranwell but believed to have departed to Cranfield in mar18.

ZK459 **BY-36** Beech B200GT, ex N3196N (reg apr08/canx 02may08), to G-RAFX (reg 12may08/canx 03jun10), del to Blackbushe on 02may08, used by 45(R)sq as G-RAFX until 03jun10 when re-registered to ZK459/X, wfu mar18, to G-RAFX (reg 28mar18), remained at RAF Cranwell until 28mar18 when departed to Guernsey.

ZK460 **BY-90** Beech B200GT, ex N6350L (reg 02sep09/canx 23oct09), to G-RAFU (reg 27oct09/canx 20jul10), del to Staverton on 22oct10, used by 45(R)sq as G-RAFU until 20jul10 when re-registered to ZK460/U, wfu feb18, to G-RAFU (reg 11mar18), still at RAF Cranwell when this edition went to press.

#### Griffin HT1

The majority of the Bell 412EP Griffin helicopters were placed in storage at Bournemouth-Hurn after being retired by the DHFS. Two examples however flew to Newquay-Cornwall airfield where they are used by the Cobham Helicopter Academy. Strangely, both helicopters in question (ZJ240 and ZJ242) have not yet taken up their civil identities. At the same

time, one of the helicopters in storage at Bournemouth-Hurn was registered again into the British Civil Aviation Authority register.

The Griffin helicopters were mainly used by 60(R)sq at RAF Shawbury, but at any given moment two or three examples were assigned to the SARTU at RAF Valley. Initially the SARTU operated under control of 60(R)sq, but it was re-numbered to 202(R)sq on 29 April 2016.

ZJ234 **36144** ex C-FZLM, to G-BWZR (reg 06dec96/canx 24apr97), del 10apr97, used by 60(R)sq with code S, wfu 28mar18, std Bournemouth-Hurn since 28mar18.

ZJ235 **36151** ex C-FZNF, to G-BXBF (reg 28jan97/canx 22aug97), del 29apr97, used by 60(R)sq with code I, wfu 21mar18, std Bournemouth-Hurn since 21mar18, to G-BXBF (reg 05apr18).

ZJ236 **36145** ex C-FZLN, to G-BXBE (reg 28jan97/canx 28may97), del 16may97, used by 60(R)sq with code X, wfu 26mar18, std Bournemouth-Hurn since 26mar18.

ZJ237 **36156** ex C-FZVV, to G-BXFF (reg 22apr97/canx 14jul97), del 04jul97, used by 60(R)sq with code T, wfu 26mar18, std Bournemouth-Hurn since 26mar18.

ZJ238 **36162** ex C-GAFF, to G-BXHC (reg 22may97/canx 05aug97), del 04jul97, used by 60(R)sq with code Y, wfu 26mar18, std Bournemouth-Hurn since 26mar18.

ZJ239 **36125** ex N6282C, C-FZXD, to G-BXFH (reg 23apr97/canx 10sep97), del 20jan97, used by 60(R)sq with code R, wfu 19mar18, transported by road from RAF Valley to Bournemouth-Hurn on 19mar18 and placed in storage.

ZJ240 **36163** ex C-GAIE, to G-BXIR (reg 24jun97/canx 13oct97), del 05oct97, used by 60(R)sq with code U, wfu 20mar18, to Cobham Helicopter Academy at Newquay-Cornwall Airport on 20mar18

ZJ241 **36164** ex C-GAIG, to G-BXIS (reg 24jun97/canx 06nov97), del 03nov97, used by 60(R)sq with code L, w/o 09aug16 while assigned to 202(R)sq at RAF Valley. Force landed on Yr Aran mountain top in Snowdonia due to tail rotor failure. A single soldier was present on this mountain top, while four military staff and a single civilian were on board of the helicopters. All were able to evacuate to safety but the helicopter caught fire and burned to destruction.

ZJ242 **36095** ex N2291Q, XA-SYM, N2291Q, to G-BXDK (reg 17mar97/canx 04dec97), used by 60(R)sq with code E, wfu 20mar18, to Cobham Helicopter Academy at Newquay-Cornwall Airport on 20mar18

ZJ707 **36297** ex C-GADQ, N30338, to G-CBUB (reg 22jul02/canx 01may03), del 01may03, used by 60(R)sq with code O, wfu 28mar18, std Bournemouth-Hurn since 28mar18

ZJ708 **36301** ex C-GLYY, to G-CBVP (reg 02sep02/canx 13may03), del 01may03, used by 60(R)sq with code K, wfu 28mar18, std Bournemouth-Hurn since 28mar18.

#### Hawk T1

It goes beyond the scope of this article to list all Hawk T1

aircraft used by the RAF, or even the ones used over time by 4FTS at RAF Valley. The final squadron to use this version of the Hawk in the Advance Fast Jet training role was 208(R) sq. This unit was disbanded on 22 May 2016. This ended the usage of the Hawk T1 in this role.

#### Jetstream T2

In total sixteen Jetstream T2 aircraft were used by the British military. Given the scope of this article, we will list the details and fate of the final eight aircraft remaining on strength with 750NAS at RNAS Culdrose during the last years of service.

XX476 **216** Used by 750NAS with code CU-561 from 12dec78 until 15mar11, wfu 15mar11, std RNAS Culdrose until sold and shipped to Hermeskeil (Germany) where it arrived on 21jun11.

XX478 **261** Used by 750NAS with code CU-564 from 16feb79 until 15mar11, wfu 15mar11, std RNAS Culdrose until sold to Everett Aero Ltd and shipped to Sproughton on 03jun11, i/a Woodlands Campus, Solihull College at Solihull since 22sep15.

XX481 **251** Used by 750NAS with code CU-560 from 26oct78 until 15mar11, wfu 15mar11, std RNAS Culdrose until sold to Everett Aero Ltd and shipped to Sproughton on 24may11, shipped to Piet Smedts at Baarlo (The Netherlands) in feb15.

XX484 **266** Used by 750NAS with code CU-566 from 03apr79 until 15mar11, wfu 15mar11, std RNAS Culdrose until sold to Everett Aero Ltd and shipped to Bentwaters in jun11, shipped to Italy in sep11 for usage as i/a with San Carlo IT at Quinzano (Verona).

XX486 **265** Used by 750NAS with code CU-569 from 05jun79 until 15mar11, wfu 15mar11, std RNAS Culdrose until sold to Everett Aero Ltd and shipped to Sproughton on 16may11, transported to their Bentwaters location on 03dec13, exported to Vilnius (Lithuania) for usage as i/a.

XX487 **269** Used by 750NAS with code CU-568 from 22may79 until 15mar11, wfu 15mar11, std RNAS Culdrose until shipped to Barry Technical College at Cardiff for usage as i/a on 17jun11.

ZA110 **248** Used by 750NAS with code CU-563 from 30apr82 until 29oct10, wfu 29oct10, std RNAS Culdrose until sold to Everett Aero Ltd and shipped to Sproughton on 19may11, shipped to Aberdeen Airport during the last months of '12, used for fire service training purposes.

ZA111 **211** Used by 750NAS with code CU-565 from 05oct82 until 15mar11, wfu 15mar11, i/a SFDO at RNAS Culdrose since mar11.

#### Tucano T1

This type is still on strength with 72sq (1FTS) at RAF Linton-on-Ouse and it will remain so until the T-6C Texan II is taken on charge by the RAF. The following aircraft were reported operational since January 2018:

ZF135, ZF139, ZF140, ZF145, ZF171, ZF172, ZF204, ZF239, ZF243, ZF244, ZF264, ZF289, ZF317, ZF342, ZF348, ZF379, ZF407, ZF417, ZF485, ZF515.

Also still active should be the following aircraft. All were



Strange... If you apply a military serial and roundel on an aircraft it suddenly becomes interesting for a lot of spotters. Normally a military spotter won't photograph a Cessna 182 but give it serial PG-364 and add some Argentina markings and it will even be published in Scramble Magazine. (Córdoba, 26 March 2018, Leonard van Teeffelen)



Freshly delivered Cessna 208B PNC0254 was seen on 31 March showing an unusual colour scheme. In total, the Colombian armed forces operates over fifty Caravans. (Bogotá-El Dorado, 31 March 2018, Ian French)

reported active during the last few months of 2017:

ZF142, ZF144, ZF205, ZF240, ZF269, ZF287, ZF290, ZF291, ZF293, ZF338, ZF343, ZF347, ZF374, ZF377, ZF378, ZF489, ZF491, ZF512.

Finally, these aircraft were all confirmed in storage at RAF Linton-on-Ouse in June 2017. Officially these aircraft are in operational reserve and potentially could return to flying service if required:

ZF137, ZF169, ZF170, ZF210, ZF292, ZF294, ZF295, ZF319, ZF339, ZF341, ZF406, ZF448.

#### Tutor T1

Twenty-eight Grob 115E (Tutor T1) aircraft were retired and sold to Finland due to a reduced requirement following the introduction of the Grob 120TP-A (Prefect T1) into service.

G-BYUA **82086E** ex D-EUKB (reg 22jul99/canx 25oct17), del sep99, to G-BYUA (reg 30jun00/canx 25oct17), to Finland as GO-.. (del 25sep17)

G-BYUG **82092E** del sep/oct99, to G-BYUG (reg 22sep99/canx 05jul17), to Finland as GO-.. (del 24may17)

G-BYUP **82101E** del nov/dec99, to G-BYUP (reg 19nov99/canx 05jul17), to Finland as GO-.. (del 25may17)

G-BYVJ **82120E** del 05apr00, to G-BYVJ (reg 14apr00/canx 25oct17), to Finland as GO-.. (del 25sep17)

G-BYVS **82128E** del jun00, to G-BYVS (reg 20jun00/canx 05jul17), to Finland as GO-.. (del 24may17)

G-BYVT **82129E** del jun00, to G-BYVT (reg 20jun00/canx 21dec17), to Finland as GO-.. (del 20nov17)

G-BYVV **82131E** del jul/aug00, to G-BYVV (reg 20jun00/canx 04dec17), to Finland as GO-.. (del 20oct17)

G-BYVX **82133E** del jul/aug00, to G-BYVX (reg 21jul00/canx 25oct17), to Finland as GO-.. (del 25sep17)

G-BYWC **82138E** del sep00, to G-BYWC (reg 18sep00/canx 04dec17), to Finland as GO-.. (del 20oct17)

G-BYWE **82140E** del sep00, to G-BYWE (reg 18sep00/canx 25oct17), to Finland as GO-.. (del 25sep17)

G-BYWJ **82145E** del oct00, to G-BYWJ (reg 13oct00/canx 05jul17), to Finland as GO-.. (del 24may17)

G-BYWN **82149E** del nov00, to G-BYWN (reg 17nov00/canx 04dec17), to Finland as GO-.. (del 20oct17)

G-BYWP **82151E** del dec00, to G-BYWP (reg 07dec00/canx 04dec17), to Finland as GO-.. (del 25oct17)

G-BYWT **82154E** del dec00, to G-BYWT (reg 12dec00/canx 25oct17), to Finland as GO-.. (del 25sep17)

G-BYXB **82162E** del mar01, to G-BYXB (reg 18mar01/canx 04dec17), to Finland as GO-.. (del 25oct17)

G-BYXN **82174E** del jun01, to G-BYXN (reg 08jun01/canx 05jul17),

to Finland as GO-.. (del 24may17)

G-BYXY **82181E** del 30jul01, to G-BYXY (reg 18jul01/canx 21dec17), to Finland as GO-.. (del 20nov17)

G-CGKA **82301E** del 12sep09, to G-CGKA (reg 04sep09/canx 30nov16), to Finland as GO-1 (del 21nov16)

G-CGKB **82302E** del 12sep09, to G-CGKB (reg 04sep09/canx 02jan18), to Finland as GO-.. (del 20nov17)

G-CGKC **82303E** del 09sep09, to G-CGKC (reg 04sep09/canx 21dec17), to Finland as GO-.. (del 20nov17)

G-CGKF **82306E** del 12sep09, to G-CGKF (reg 04sep09/canx 04dec17), to Finland as GO-.. (del 20oct17)

G-CGKI 82309E del sep/oct09, to G-CGKI (reg 23sep09/canx 04dec17), to Finland as GO-.. (del 20oct17)

G-CGKJ 82310E del 09oct09, to G-CGKJ (reg 24sep09/canx 21dec17), to Finland as GO-.. (del 20nov17)

G-CGKM 82313E del oct09, to G-CGKM (reg 15oct09), to Finland as GO-.. (del 14mar18). The civil registration was no yet cancelled from the British register when this edition went to press.

G-CGKO **82315E** del oct09, to G-CGKO (reg 27oct09), to Finland as GO-.. (del 14mar18). The civil registration was no yet cancelled from the British register when this edition went to press.

G-CGKT **82319E** del nov09, to G-CGKT (reg 11nov09), to Finland as GO-.. (del 14mar18). The civil registration was no yet cancelled from the British register when this edition went to press.

G-CGKV **82321E** del 09apr10, to G-CGKV (reg 16dec09/canx 21dec17), to Finland as GO-.. (del 20nov17)

G-CGKX **82323E** del 24feb10, to G-CGKX (reg 16dec09), to Finland as GO-.. (del 14mar18). The civil registration was no yet cancelled from the British register when this edition went to press.

#### Squirrel HT1

In total twenty-eight AS350BA helicopters were allocated British military registrations, but the two with registrations starting with the ZK-prefix never flew operationally. The Squirrel HT1 helicopters mainly were used by the DHFS squadrons at RAF Shawbury. The last two of the serial were carried as code.

Similar to the Griffin helicopters, most Squirrels were flown to Bournemouth-Hurn for storage. Several have reappeared in the British civil register. Some however were sold on the US civil market.

ZJ255 **2951** ex G-BXAG (reg 20jan96/canx 03apr97), del 11mar97, used by DHFS until 22feb18, std Bournemouth-Hurn since 27feb18, to G-BXAG (reg 27feb18).

ZJ256 **2971** ex G-BXCE (reg 19feb67/canx 01may97), del 25apr97, used by DHFS until 28nov17, to G-BXCE (reg 28nov17/canx 09feb18), to N38RM (reg 09feb18).

ZJ257 **2973** ex G-BXDJ (reg 14mar97/canx 16may97), del

12may97, used by DHFS until 13mar18, std Bournemouth-Hurn since 13mar18, to G-BXDJ (reg 16mar18).

ZJ258 **2975** ex G-BXEO (reg 11apr97/canx 28may97), del 23may97, used by DHFS until w/o 14dec04. Damaged beyond repair in a heavy landing at Clive Barracks, Ternhill. The single pilot on board survived, he was on his first solo flight. The wreckage was transported back to RAF Shawbury where it was placed in storage (l/n may11).

ZJ259 **2982** ex G-BXFJ (reg 24apr97/canx 11jun97), del 09jun97, used by DHFS until w/o 10jan07. While performing a training auto-rotation landing at Clive Barracks, Ternhill, ZJ263 struck ZJ259 which was almost on the ground from behind and from above. An instructor pilot was killed, while the other three crewmen on board of the helicopters were injured.

ZJ260 **2985** ex G-BXGB (reg 30apr97/canx 26jun97), del 25jun97, used by DHFS until 14nov17, to G-BXGB (reg 14nov17/canx 11jan18), to N119CA (reg 19jan18).

ZJ261 **2986** ex G-BXGJ (reg 12may97/canx 04jul97), del 02jul97, used by DHFS until 13mar18, std Bournemouth-Hurn since 13mar18, to G-BXGJ (reg 16mar18).

ZJ262 **2993** ex G-BXHB (reg 20may17/canx 14jul97), del 09jul97, used by DHFS until 22feb18, std Bournemouth-Hurn since 22feb18, to G-BXHB (reg 27feb18).

ZJ263 **2991** ex G-BXHK (reg 29may97/canx 17jul97), del 15jul97, used by DHFS until w/o 10jan07. While performing a training auto-rotation landing at Clive Barracks, Ternhill, ZJ263 struck ZJ259 which was almost on the ground from behind and from above. An instructor pilot was killed, while the other three crewmen on board of the helicopters were injured.

ZJ264 **2992** ex G-BXHW (reg 05jun97/canx 25jul97), del 23jul97, used by DHFS until 28mar18, std Bournemouth-Hurn since 28mar18.

ZJ265 **2995** ex G-BXHX (reg 05jun97/canx 05aug97), del 30jul97, used by DHFS until 15mar18, std Bournemouth-Hurn since 15mar18, to G-BXHX (reg 20mar18).

ZJ266 **2994** ex G-BXIL (reg 20jun97/canx 11aug97), del 07aug97, used by DHFS until 30nov17, to G-BXIL (reg 30nov17/09feb18), to N131TC (reg 09feb18).

ZJ267 **2996** ex G-BXIP (reg 26jun97/canx 18aug97), del 14aug97, used by DHFS until 28mar18, std Bournemouth-Hurn since 28mar18.

ZJ268 **2997** ex G-BXJE (reg 04jul97/canx 15aug97), del 13aug97, used by DHFS until 28mar18, std Bournemouth-Hurn since 28mar18.

ZJ269 **2999** ex G-BXJN (reg 16jul97/canx 27aug97), del 20aug97, used by DHFS until 30nov17, to G-BXJN (reg 30nov17/canx 29mar18), to N41BM (reg 29mar18).

ZJ270 **3000** ex G-BXJR (reg 18jul97/canx 04sep97), del 02sep97, used by DHFS until 22feb18, std Bournemouth-Hurn since 22feb18, to G-BXJR (reg 27feb18).

ZJ271 **3003** ex G-BXKE (reg 25jul97/canx 11sep97), del 09sep97, used by DHFS until 28mar18, std Bournemouth-Hurn since 28mar18.

ZJ272 **3005** ex G-BXKN (reg 05aug97/canx 18sep97), del 16sep97, used by DHFS until 23mar18, std Bournemouth-Hurn since 23mar18.

ZJ273 **3006** ex G-BXKP (reg 11aug97/canx 25sep97), del 23sep97, used by DHFS until 22mar18, std Bournemouth-Hurn since 22mar18.

ZJ274 **3008** ex G-BXKR (reg 11aug97/canx 03oct97), del 01oct97, used by DHFS until 22feb18, std Bournemouth-Hurn since 22feb18, to G-BXKR (reg 27feb18).

ZJ275 **3013** ex G-BXLB (reg 20aug97/canx 03oct97), del 01oct97, used by DHFS until 20nov17, to G-BXLB (reg 20nov17/canx 11jan18), to N34JK (reg 19jan18).

ZJ276 **3014** ex G-BXLE (reg 27aug97/canx 13oct97), del 09oct97, used by DHFS until 13mar18, std Bournemouth-Hurn since 13mar18, to G-BXLE (reg 16mar18).

ZJ277 **3017** ex G-BXLH (reg 05sep97/canx 13oct97), del 09oct97, used by DHFS until 23mar18, std Bournemouth-Hurn since 23mar18.

ZJ278 **3019** ex G-BXMB (reg 15sep97/canx 17oct97), del 16oct97, used by DHFS until 22feb18, std Bournemouth-Hurn since 22feb18, to G-BXMB (reg 22feb18).

ZJ279 **3021** ex G-BXMC (reg 15sep97/canx 30oct97), del 28oct97, used by DHFS until 22mar18, std Bournemouth-Hurn since 22mar18.

ZJ280 **3022** ex G-BXMI (reg 25sep97/canx 13nov97), del 03nov97, used by DHFS until 22mar18, std Bournemouth-Hurn since 22mar18, to G-BXMI (reg 03apr18).

ZK199 **1902** ex HB-XPB (reg 21may86), LN-OBG (reg 14nov90), F-GHYU (ntu), LN-OBG, SE-JAC (reg 02oct92), LN-OTA (reg 19sep94), F-GMAZ (reg 24jul00), G-DOIT (reg 10oct01/canx 25mar17), del 13sep07, never served with DHFS, std RAF Shawbury until at least feb16, to ZK-IFI (reg 04jul17).

ZK200 **2312** ex EC-EVM (reg 14jun90/canx '07), to G-CEYO (reg 29jul08/canx 25mar17), del 07dec07, never served with DHFS, std RAF Shawbury until at least feb16, to ZK-IDR (reg 28jul17).

#### Squirrel HT2

The twelve AS350BB (Squirrel HT2) helicopters used were mostly assigned to 670sq at AAC Middle Wallop. Three were re-allocated to Newquay-Cornwall Airport after their military service but most others were placed in storage at Bournemouth-Hurn.

ZJ243 **2945** ex G-BWZS (reg 10dec96/canx 21mar97), del 10apr97, used by 670sq until 29mar18, std Bournemouth-Hurn since 29mar18.

ZJ244 **3026** ex G-BXMD (reg 19sep97/canx 03nov97), del 11nov97, used by 670sq until 26mar18, std Bournemouth-Hurn since 26mar18.

ZJ245 **3028** ex G-BXME (reg 19sep97/canx 11nov97), del 13nov97, used by 670sq until 26mar18, std Bournemouth-Hurn since 22mar18.

ZJ246 **3013** ex G-BXMJ (reg 25sep97/canx 21nov97), del 21nov97, used by 670sq until mar18, to Cobham Helicopter Academy at Newquay-Cornwall Airport in mar18

ZJ247 **3035** ex G-BXNB (reg 13oct97/canx 27nov97), del 03dec97, used by 670sq until w/o 29may08. Struck a high-tension wire near Kingscott, Torrington and crashed. One on board was killed in the crash, while the other one was seriously injured and transported to the North Devon District Hospital where he succumbed to his wounds. The wreckage was transported back to AAC Middle Wallop for post-crash investigation. It is last noted October 2010.

ZJ248 **3037** ex G-BXNE (reg 15oct97/canx 04dec97), del 03dec97, used by 670sq until mar18, to Cobham Helicopter Academy at Newquay-Cornwall Airport in mar18.

ZJ249 **3040** ex G-BXNJ (reg 24oct97/canx 11dec97), del 11dec97, used by 670sq until 22mar18, std Bournemouth-Hurn since 22mar18.

ZJ250 **3047** ex G-BXDG (reg 14nov97/canx 15jan98), del 14jan98, used by 670sq until 11apr18, std Bournemouth-Hurn since 11apr18.

ZJ251 **3042** ex G-BXNY (reg 04nov97/canx 22dec97), del 22dec97, used by 670sq until 15mar18, std Bournemouth-Hurn since 15mar18.

ZJ252 **3049** ex G-BXDK (reg 21nov97/canx 16jan98), del 16jan98, used by 670sq until 21mar18, to Cobham Helicopter Academy at Newquay-Cornwall Airport on 21mar18.

ZJ253 **3052** ex G-BXPG (reg 04dec97/canx 23jan98), del 23jan98, used by 670sq until 22mar18, std Bournemouth-Hurn since 22mar18.

ZJ254 **3055** ex G-BXPJ (reg 08dec97/canx 02feb98), del 31jan98, used by 670sq until 26mar18, std Bournemouth-Hurn since 26mar18.

#### Deliveries of the new aircraft

On a more positive side, various new aircraft and helicopters are being taken on charge under the UK MFTS by the British military. An overview is now provided of the individual aircraft details.

#### Avenger T1

All four aircraft are assigned to 750NAS at RNAS Culdrose.



Seen here is Colombia National Police DHC-8-300 PNC0259, wearing 126th anniversary markings. (Bogotá-El Dorado, 31 March 2018, Ian French)

ZZ500 **FL-597** ex N3197D (reg 28sep09/canx 23oct09), del to Cobham at Bournemouth-Hurn for conversion on 21oct09, ex G-MFTA (reg 02mar11/canx 22mar11), h/o 09jun11, del to RNAS Culdrose on 22jun11

ZZ501 **FL-618** ex N618HB (reg 16oct09/canx 26oct09), del to Cobham at Bournemouth-Hurn for conversion on 21oct09, ex G-MFTB (reg 09mar11/canx 22mar11), h/o 09jun11, del to RNAS Culdrose on 22jun11

ZZ502 **FL-629** ex N63699 (reg 28oct09/canx 02nov09), del to Cobham at Bournemouth-Hurn for conversion on 07nov09, ex G-MFTC (reg 20apr11/canx 21jun11), h/o 09jun11, del to RNAS Culdrose on 21jun11

ZZ503 **FL-633** ex N6433F (reg 28oct09/canx 02nov09), del to Cobham at Bournemouth-Hurn for conversion on 07nov09, ex G-MFTD (reg 26apr11/canx 13may11), h/o 09jun11, del to RNAS Culdrose on 23jun11

#### Hawk T2

The Hawk T2 aircraft are assigned to 4FTS. Initially the aircraft were assigned to 19(R)sq, but this squadron was disbanded on 24 November 2011. On the same day all aircraft were assigned to 4(R)sq which was re-activated at RAF Valley. Since February 2018, the unit is re-designated 4sq. The majority of the aircraft were returned to BAE soon after initial delivery for modification work. Only the last six did not undergo this treatment.

ZK010/A **1239/RT001** Fuselage arr BAE Warton from BAE Brough on 17jun05, f/f 27jul05, del 30sep08 to RAF Valley for ground instruction purposes, returned to BAE Warton by road for conversion to production standard on 20feb09, f/f after conversion on 08jul10, del again to RAF Valley on 25may11

ZK011/B **1240/RT002** Fuselage arr BAE Warton from BAE Brough on 23jan06, f/f 06mar06, del 28nov08 to RAF Valley for ground instruction purposes, returned to BAE Brough by road for conversion to production standard on 06mar09, by road to BAE Warton for completion on 20nov09, del to RAF Valley on 04mar10

ZK012/C **1241/RT003** f/f 04aug08 from BAE Brough and landed at BAE Warton, h/o 10feb09 but retained at BAE Warton for instructor pilot conversion training, del to RAF Valley on 29apr08, std RAF Shawbury from 08jun09 until 08oct09, by road to BAE Brough for modifications on 08oct09, to BAE Warton on 04jun10, del again to RAF Valley on 14sep10

ZK013/D **1242/RT004** f/f 02sep08 from BAE Brough and landed at BAE Warton, del to RAF Valley on 08may09, std RAF Shawbury from 08jun09 until 13jun09, by road to BAE Brough for modifications on 13nov09, from there to BAE Warton on 24jun10, del again to RAF Valley on 21sep10.

ZK014/E **1243/RT005** f/f 15sep08 from BAE Brough and landed at BAE Warton, del to RAF Valley on 08apr09, std Shawbury from 15jul09 until 02jul10, by road to BAE Brough for modifications on 02jul10, from there to BAE Warton on 14jan10, del again to RAF Valley on 11apr11.

ZK015/F **1244/RT006** f/f 25sep08 from BAE Brough and landed at BAE Warton, h/o 11feb09 but retained at BAE Warton for instructor pilot conversion training, del to RAF Valley on 17apr09, std Shawbury from 17jun09 until 03dec09, by road to BAE Brough for modifications on 03dec09, to BAE Warton on 09jul10, del again to RAF Valley on 17sep10.

ZK016/G **1245/RT007** f/f 29oct08 from BAE Brough and landed at BAE Warton, del to RAF Valley on 09apr09, std Shawbury from 16dec09 until 04mar10, by road to BAE Brough for modifications on 04mar10, from there to BAE Warton on 17sep10, del again to RAF Valley on 05jan11.

ZK017/H **1246/RT008** f/f 07nov08 from BAE Brough and landed at BAE Warton, del to RAF Valley on 10jun09, returned to BAE Warton in sep09, by road to BAE Brough for modifications on 25sep09, from there back to BAE Warton on 06may10, del again to RAF Valley on 10aug10.

ZK018/I **1247/RT009** f/f 18nov08 from BAE Brough and landed at BAE Warton, h/o 02feb09 but retained at BAE Warton for instructor pilot conversion training, del to RAF Valley on 21may09, std Shawbury from 17jun09 until mar10, by road to BAE Brough for modifications in mar10 (probably 08mar10), from there to BAE Warton on 21oct10, del again to RAF Valley on 05jan11.

ZK019/J **1248/RT010** f/f 10dec08 from BAE Brough and landed at BAE Warton, del to RAF Valley on 10jun09, std Shawbury from 21oct09 until 31mar10, by road to BAE Brough for modifications on 31mar10, from there to BAE Warton on 25oct10, del again to RAF Valley on 11apr11.

ZK020/K **1249/RT011** f/f 20jan09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 19jun09, std Shawbury from 16dec09 until 07may10, by road to BAE Brough for modification on 07may10, from there to BAE Warton on 10nov10, del again to RAF Valley on 07apr11.

ZK021/L **1250/RT012** f/f 03feb09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 18jun09, by road to BAE Brough for modifications on 18sep09, from there to BAE Warton on 08apr10, del again to RAF Valley on 01jul10.

ZK022/M **1251/RT013** f/f 06mar09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 28aug09, std Shawbury from 02feb10 until 13may10, by road to BAE Brough for modifications on 13may10, from there to BAE Warton on 23nov10, del again to RAF Valley on 14apr11.

ZK023/N **1252/RT014** f/f 12mar09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 29jun09, std Shawbury from 04feb10 until aug10, by road to BAE Brough for modifications in aug10, from there to BAE Warton on 09feb11, del again to RAF Valley on 14apr11.

ZK024/O **1253/RT015** f/f 06apr09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 28aug09, by road to BAE Brough for modifications in early '10, from there to BAE Warton on 18aug10, del again to RAF Valley on 18nov10.

ZK025/P **1254/RT016** f/f 24apr09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 23jul09, returned to BAE Warton for modifications on 02nov09, del again to RAF Valley on 03feb10.

ZK026/Q **1255/RT017** f/f 21may09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 07sep09, returned to BAE Warton for modifications on 02nov09, del again to RAF Valley on 01sep10.

ZK027/R **1256/RT018** f/f 16jun09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 24sep09, by road to BAE Brough for modifications post jan10, from there to BAE Warton on 26aug10, del again to RAF Valley on 08oct10.

ZK028/S **1257/RT019** f/f 23jul09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 21jan10, returned to BAE Warton for modifica-

tions on 07may10, by road to BAE Brough on 23sep10 and returned again to BAE Warton on 27may11, del again to RAF Valley on 19jul11.

ZK029/T **1258/RT020** f/f 02sep09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 11jan10, returned to BAE Warton for modifications on 14sep10, by road to BAE Brough on 04oct10 and returned again to BAE Warton on 30jun11, del again to RAF Valley on 07oct11.

ZK030/U **1259/RT021** f/f 24sep09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 27nov09, by road to BAE Brough for modifications on 11oct10, from there to BAE Warton on 10jun11, del again to RAF Valley in aug/sep11.

ZK031/V **1260/RT022** f/f 13oct09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 21jan10, returned to BAE Warton for modifications on 04mar10, by road to BAE Brough on 14sep10, returned to BAE Warton on 07jun11, del again to RAF Valley on 24aug11.

ZK032/W **1261/RT023** f/f 09nov09 from BAE Brough and landed at BAE Warton, del to RAF Valley on 11jan10.

ZK033/X **1262/RT024** f/f 08feb10 from BAE Brough and landed at BAE Warton, del to RAF Valley on 25may10.

ZK034/Y **1263/RT025** f/f 16mar10 from BAE Brough and landed at BAE Warton, del to RAF Valley on 28jul10.

ZK035/Z **1264/RT026** f/f 21jul10 from BAE Brough and landed at BAE Warton, del to RAF Valley on 18nov10.

ZK036/AA **1265/RT027** f/f 29jul10 from BAE Brough and landed at BAE Warton, del to RAF Valley on 07apr11.

ZK037/AB **1266/RT028** f/f 03nov10 from BAE Brough and landed at BAE Warton, del to RAF Valley on 07oct11.

ZK038 until ZK059 were reserved for possible follow-on orders which never materialized.

#### Juno HT1

Post-production at Dönaunorth (Germany), the helicopters were delivered to Airbus Helicopters UK at Kidlington. At that point in time they were allocated British civil registrations. Finding the first delivery dates to RAF Shawbury sometimes proved to be difficult since the helicopters often already spent some time at this RAF station while still not officially being handed over. Usually they still carried civil registrations at that point in time. Also several helicopters were returned to Kidlington for a short period of time for upgrades post-delivery. We attempted to reflect the first delivery dates with military registrations.

ZM504/04 **2001** f/f 29jul16, ex D-HECZ, del to Airbus Helicopters UK at Kidlington in jan17, ex G-CJJG (reg 18jan17/canx 24oct17), del to RAF Shawbury on 03nov17.

ZM505/05 **2002** ex D-HECV, del to Airbus Helicopters UK at Kidlington in dec16, ex G-CJIW (reg 20dec16/canx 24may17), del to RAF Shawbury on 30may17.

ZM506/06 **2003** ex D-HECW, del to Airbus Helicopters UK at Kidlington in jan17, ex G-CJIY (reg 11jan17/canx 15may17), del to RAF Shawbury on 25may17.

ZM507/07 **2004** ex D-HECX, del to Airbus Helicopters UK at Kidlington in apr17, ex G-CJRP (reg 12apr17/canx 08may17), del to RAF Shawbury on 18may17.

ZM508/08 **2005** ex D-HECD, del to Airbus Helicopters UK at Kidlington in mar17, ex G-CJRY (reg 29mar17/canx 16may17), del to RAF Shawbury on 22may17.

ZM509/09 **2007** ex D-HECC, del to Airbus Helicopters UK at Kidlington in apr17, ex G-CJTZ (reg 04may17/canx 24may17), del to RAF Shawbury on 30may17.

ZM510/10 **2009** ex D-HECG, del to Airbus Helicopters UK at Kidlington on 11sep17, ex G-CJUA (reg 07sep17/canx 13sep17), del to RAF Shawbury on 19sep17.

ZM511/11 **2010** ex D-HECJ, del to Airbus Helicopters UK at Kidlington on 30may17, ex G-CJUC (reg 23may17/canx 11jul17), del to RAF Shawbury on 19jun17.

ZM512/12 **2011** ex D-HECQ, del to Airbus Helicopters UK at Kidlington on 01jun17, ex G-CJXS (reg 01jun17/canx 11jul17), del to RAF Shawbury on 21jul17.

ZM513/13 **2012** ex D-HECR, del to Airbus Helicopters UK at Kidlington on 19jun17, ex G-CJXU (reg 13jun17/canx 13sep17), del to RAF Shawbury on 19sep17.

ZM514/14 **2014** ex D-HECV, del to Airbus Helicopters UK at Kidlington on 19jun17, ex G-CJXV (reg 13jun17/canx 03jul17), del to RAF Shawbury on 10jul17.

ZM515/15 **2015** ex D-HECR, del to Airbus Helicopters UK at Kidlington on 19jan17, ex G-CJSO (reg 17jan18/canx 23jan18), del to RAF Shawbury on 16mar18.

ZM516/16 **2016** ex D-HECY, del to Airbus Helicopters UK at Kidlington on 18jul17, ex G-CJZS (reg 12jul17/canx 07aug17), del to RAF Shawbury on 14aug17.

ZM517/17 **2017** ex D-HECL, del to Airbus Helicopters UK at Kidlington on 13jul17, ex G-CJZT (reg 12jul17/canx 18jul17), del to RAF Shawbury on 31jul17.

ZM518/18 **2021** ex D-HCBA, del to Airbus Helicopters UK at Kidlington on 03aug17, ex G-CKEO (reg 02aug17/canx 14aug17), del to RAF Shawbury on 25aug17.

ZM519/19 **2023** ex D-HCBC, del to Airbus Helicopters UK at Kidlington on 05oct17, ex G-CKEU (reg 29sep17/canx 10oct17), del to RAF Shawbury on 20oct17.

ZM520/20 **2024** ex D-HCBD, del to Airbus Helicopters UK at Kidlington on 16oct17, ex G-CKEW (reg 12oct17/canx 24oct17), del to RAF Shawbury on 30oct17.

ZM521/21 **2025** ex D-HECJ, del to Airbus Helicopters UK at Kidlington on 16oct17, ex G-CKIK (reg 27sep17/canx 10oct17), del to RAF Shawbury on 17oct17.



This T-90C Calima 2463 is operated by Escuadron Basico 713. The type has a height restriction. If you are taller than approximately 5 foot 8 inches then you are too tall and have to fly the T-41D! (Cali, 3 April 2018, Ian French)



ZM522/22 **2026** ex D-HCBB, del to Airbus Helicopters UK at Kidlington on 02nov17, ex G-CKIM (reg 26oct17/canx 07nov17), del to RAF Shawbury on 13nov17.

ZM523/23 **2027** del to Airbus Helicopters UK at Kidlington on 12oct17, ex G-CKJW (reg 11oct17/canx 17oct17), del to RAF Shawbury on 27oct17.

ZM524/24 **2028** ex D-HECK, del to Airbus Helicopters UK at Kidlington on 18oct17, ex G-CKJU (reg 12oct17/canx 24oct17), del to RAF Shawbury on 02nov17.

ZM525/25 **2031** ex D-HECQ, del to Airbus Helicopters UK at Kidlington on 27nov17, ex G-CKJX (reg 23nov17/canx 12dec17), del to RAF Shawbury on 08feb18.

ZM526/26 **2032** ex D-HECU, del to Airbus Helicopters UK at Kidlington on 23nov17, ex G-CKOC (reg 22nov17/canx 05dec17), del to RAF Shawbury on 07feb18.

ZM527/27 **2033** ex D-HECX, del to Airbus Helicopters UK at Kidlington in nov17, ex G-CKOB (reg 22nov17/canx 08jan18), del to RAF Shawbury on 16feb18.

ZM528/28 **2034** del to Airbus Helicopters UK at Kidlington on 28nov17, ex G-CKOA (reg 23nov17/canx 05dec17), del to RAF Shawbury on 19dec17.

ZM529/29 **2038** ex D-HECW, del to Airbus Helicopters UK at Kidlington on 06dec17, ex G-CKPT (reg 05dec17/canx 29jan18), del to RAF Shawbury on 19mar18.

ZM530/30 **2040** ex D-HECD, del to Airbus Helicopters UK at Kidlington on 23jan18, ex G-CKRA (reg 17jan18/canx 29jan18), del to RAF Shawbury on 26mar18.

ZM531/31 **2042** ex D-HECA, del to Airbus Helicopters UK at Kidlington on 27mar18, ex G-CKSB (reg 07feb18/canx 20mar18), del to RAF Shawbury on 27mar18.

ZM532/32 **2045** ex D-HECY, del to Airbus Helicopters UK at Kidlington on 21feb18, ex G-CKSA (reg 20feb18/canx 20mar18), performed an emergency landing in a field near Wrekin while en-route to RAF Shawbury on 26feb18, by road to RAF Shawbury and departed back to Kidlington on 16mar18, believed to still be there at this point in time.

ZM533 Allocated for possible future purchase.

ZM534 Allocated for possible future purchase.

#### Jupiter HT1

Similar as mentioned under the Juno HT1, the delivery dates to RAF Shawbury are the initial deliveries (with military registrations) only.

ZM500/00 **20111** ex D-HADT, del to Airbus Helicopters UK at Kidlington in jan17, ex G-CJIV (reg 11nov16/canx 17jul17), del to Shawbury on 28jul17

ZM501/01 **20123** ex D-HADM, del to Airbus Helicopters UK at Kidlington on 08feb17, ex G-CJIZ (reg 10feb17/canx 14mar17), ex G-CKGE (reg 14mar17/canx 08may17), del to Shawbury on 18may17

ZM502/02 **20133** ex D-HADQ, del to Airbus Helicopters UK at Kidlington in mar17, ex G-CJRW (reg 28mar17/canx 26jun17), del to Shawbury on 04jul17

ZM503 Allocated for possible future purchase.

#### Phenom 100

All five aircraft can be found at RAF Cranwell, where they are being used by 45(R)sq.

ZM333 **50000375** ex PR-PHK (apr16), del to Cranwell on 10jul17, ex G-MEPT (reg 18jul17/canx 15mar18)

ZM334 **50000377** ex N709EE (jan17), PR-ING (mar17), del to Cranwell on 15aug17, ex G-MEPS (reg 23aug17/canx 29mar18)

ZM335 **50000380** ex N713TE (mar17), PR-LTE (jun17), del to Cranwell on 09oct17, ex G-CJXH (reg 23oct17/canx 29mar18)

ZM336 **50000384** ex N6014A (jul17), PR-LTF (jul17), del to Cranwell on 27nov17, ex G-CKCU (reg 05dec17/canx 04apr18)

ZM337 **50000386** ex N60126 (jul17), PR-LTJ (feb18), del to Cranwell on 30jan18, ex G-CKEF (reg 09feb18/canx 04apr18)

#### Prefect T1

Currently all Prefect T1 aircraft are assigned to 57sq at RAF Barkston Heath. The aircraft however operate also from nearby RAF Cranwell.

ZM300 **11099** f/f 31aug16, ex D-ETPI, del to Cranwell on 15nov16, ex G-MFTS (reg 10nov16/canx 20jul17)

ZM301 **11100** ex D-EGAQ, del to Cranwell on 15nov16, ex G-MEFT (reg 10nov16/canx 20jul17)

ZM302 **11111** ex D-EGVV, del to Cranwell on 02mar17, ex G-CJYB (reg 01mar17/canx 26sep17)

ZM303 **11112** del to Cranwell on 07mar17, ex G-CJYG (reg 03mar17/canx 17nov17)

ZM304 **11113** ex D-ETPI, del to Cranwell on 07mar17, ex G-CJYH (reg 03mar17), civil registration not yet cancelled from the register at the moment this edition went to press.

ZM305 **11117** ex D-ETPQ, del to Cranwell on 16may17, ex G-CJZR (reg 10may17/canx 20jul17)

ZM306 **11118** ex D-EGVX, del to Cranwell on 16may17, ex G-CJZJ (reg 10may17/canx 20jul17)

ZM307 **11122** ex D-EGVX, del to Cranwell on 07jun17, ex G-CJZI (reg 02jun17/canx 20jul17)

ZM308 **11123** ex D-EGVV, del to Cranwell on 07jun17, ex G-CJZF (reg 02jun17/canx 20jul17)

ZM309 **11127** ex D-EGVV, del to Cranwell on 05jul17, ex G-CKCO (reg 30jun17/canx 26sep17)

ZM310 **11128** ex D-EGVX, del to Cranwell on 05jul17, ex G-CKCS (reg 30jun17/canx 04aug17)

ZM311 **11129** ex D-EGVV, del to Cranwell on 06sep17, ex G-CKIA (reg 04sep17/canx 19sep17)

ZM312 **11130** ex D-EGVX, del to Cranwell on 06sep17, ex G-CKIB (reg 04sep17/canx 19sep17)

ZM313 **11131** ex D-EGVV, del to Cranwell on 17oct17, ex G-CKIC (reg 12oct17/canx 14nov17)

ZM314 **11132** ex D-EGVX, del to Cranwell on 17oct17, ex G-CKID (reg 12oct17/canx 14nov17)

ZM315 **11137** del to Cranwell on 14nov17, ex G-CKIV (reg 10nov17/canx 29nov17)

ZM316 **11138** del to Cranwell on 14nov17, ex G-CKIW (reg 10nov17/canx 29nov17)

ZM317 **11142** ex D-EGVX, del to Cranwell on 16jan18, ex G-CKLJ (reg 12jan18/canx 19feb18)

ZM318 **11143** ex D-EGVV, del to Cranwell on 16jan18, ex G-CKLO (reg 12jan18/canx 19feb18)

ZM319 **11144** del to Cranwell on 15feb18, ex G-CKRY (reg 12feb18/canx 05apr18)

ZM320 **11145** del to Cranwell on 15feb18, ex G-CKRP (reg 12feb18/canx 23mar18)

ZM321 **11146** del to Cranwell on 14mar18, ex G-CKSJ (reg 11mar18/canx 17apr18)

ZM322 **11147** del to Cranwell on 05mar18, ex G-CKSI (reg 05mar18/canx 17apr18)

#### Texan II

Only two T-6C Texan II aircraft have been delivered to the United Kingdom to date. Additional deliveries are expected within a few months.

ZM323 **PM-110** f/f 23may17, Raytheon at Wichita (KS) as N2824B, visited UK for RIAT '17 but not yet delivered

ZM324 **PM-111** on order

ZM325 **PM-115** ex N2843B, del to Valley on 16feb18, temp to G-CGKP (reg 27feb18)

ZM326 **PM-116** ex N2770B, del to Valley on 16feb18, temp to G-CGKW (reg 27feb18)

ZM327 on order

ZM328 on order

ZM329 on order

ZM330 on order

ZM331 on order

ZM332 on order

## Asia

### Afghanistan

#### Afghan Air Force (AF)

Early March 2018, Afghanistan, Belarus and India inked a trilateral pact for refurbished Mi-24/Mi-35 helicopters. According to the Afghan ambassador, Shaida Abdali, in an interview on Monday 23 March 2018, India will be paying for the four Mi-24/Mi-35 helicopters that will be delivered in the next few months.

Afghanistan has a four-year military transition plan backed by the USA to modernise its air force, but the country reached out to India for assistance in acquiring some helicopters needed immediately for counter-terrorism operations. Earlier, India supplied four Mi-35s to the Afghan Air Force, marking a significant shift from its earlier reluctance to provide lethal military equipment. However, some of these helicopters had been grounded because of lack of spares and India is working on plans to help repair and refurbish these helicopters and other Russian-origin helicopters and transport aircraft of the Afghan Air Force.

#### UH-60A+

23447 serial update, not 70205 **70-205**

The helicopter was noted with its former US Army serial on the tail, not what we reported last month.

### Azerbaijan

#### Azərbaycan hərbi hava qüvvələri (AF)

The first Azerbaijani Super Mushshak of the ten on order was seen at the factory in Kamra (Pakistan) mid-April. The Super Mushshak is white with an Azerbaijan flag on its tail, the roundel on its fuselage and it has a fat red/blue/red cheat line. Unfortunately it did not wear its future serial, only Azerbaijan Air Force titles. The first will likely be delivered in time for the yearly parade in June.

### Bangladesh

#### Bangladesh Biman Bahini (AF)

#### F-7BGI

2712 35sq c/n update **1153** mar18  
2720 35sq c/n update **1161** apr18

### China

#### People's Liberation Army Air Force (AF)

#### H6M

41376 36th Div/108th Reg apr18

It was believed that with the arrival of the H6K within the 108th Regiment all 21 H6Ms within the unit (40571-40771) had left to the 30th Regiment. Why additional H6Ms are added to the modern, high efficient H6K fleet is unknown.

#### H6K

20018 10th Div/28th Reg apr18  
41076 36th Div/108th Reg mar18  
41172 36th Div/108th Reg mar18  
41175 36th Div/108th Reg mar18  
41176 36th Div/108th Reg mar18  
41177 36th Div/108th Reg mar18

#### J7G

65054 44th Brigade apr18

#### J8F

61242 3rd Brigade aug17

#### J10A

65240 43rd Brigade apr18  
64058 34th Brigade apr18

The 43rd Regiment is the last J10 regiment that has been converted to a Brigade.

#### J10C

68035 72nd Brigade apr18

68230 72nd Brigade apr18  
These two sightings are the first public proof that also 72nd Regiment has converted into a Brigade.

#### J11B

61129 1st Brigade mar18

#### J11BS

61326 1st Brigade mar18

#### J16

78075 176th Brigade **0117** photo

#### KJ500

33075 26th Division` photo

Why the second digit also has a "3" is still unclear.

#### Mi-171E

53326 WTC/Transportation Brigade apr18

#### Su-30MKK

67071 6th Brigade apr18

#### Y9

10254 4th Div/10th Reg apr18

#### Z8K

53327 WTC/Transportation Brigade apr18

#### Z8KA

6023 15th Airborne Army apr18

#### Z9

54610 NTC/Transportation Brigade mar18

54611 NTC/Transportation Brigade mar18

It is believed that these helicopters used to fly with the Xi'an Flight Institute with 3x1x serials.

People's Liberation Army (AR)

#### Mi-171E

LH911723 Xinjiang Brigade apr18

LH911760 Xinjiang Brigade apr18

LH911783 Xinjiang Brigade apr18

LH921765 Tibet/Xizang Brigade apr18

LH982706 121st Brigade apr18

#### Z8B

LH963867 80th Brigade apr18

LH982806 121st Brigade apr18

LH982811 121st Brigade apr18

LH982812 121st Brigade apr18

#### Z9WZ

LH981931 74th Brigade mar18

LH993978 73rd Brigade apr18

#### Z10

LH911101 Xinjiang Brigade apr18

LH911166 Xinjiang Brigade apr18

#### Z19

LH951501 81st Brigade mar18

LH951506 81st Brigade mar18

LH951511 81st Brigade mar18

LH951515 81st Brigade mar18

LH963556 80th Brigade apr18

LH963558 80th Brigade apr18

LH963568 80th Brigade apr18

LH991516 71st Brigade apr18

LH991586 71st Brigade apr18

The 71st Brigade had become operational in August 2017, but it took until now to present its first helicopters. The Brigade is subordinated to Eastern Theatre Command, although the exact location is still unknown.

People's Liberation Army Navy (NY)

#### KJ500H

81033 3rd Division photo

Again a KJ500 has appeared with a surprise serial. It indicates that the third Division has been activated again, flying with KJ500 aircraft to start with.

#### Z18J

300 Carrier Air Wing apr18



The JASDF is replacing the two B747-47Cs with B777-3SBERs. Since 2016 the first Triple resides at Basel, Switzerland, for cabine outfitting prior to redelivery to 701 Hikotai. It is registered as N509BJ.

**301** Carrier Air Wing apr18  
This is the first time pictures have been shown of the AEW version of the Z18. Until now only a prototype without any serial had been noted.

**Z9D**  
372 Carrier Air Wing apr18  
Manufacturers (NY)

**J10C**  
Following a few months of internet buzz, at last pictures have emerged of a J10C with a WS10 engine version with a thrust vectoring exhaust. This technique was not yet available in China and using it on airplanes like J10 and J20 will significantly improve their manoeuvrability.

## India

### Indian Defence (DF)

The Ka-226T helicopters which are being developed by Indo Russian Helicopter Pvt Ltd (IRHL) will be manufactured at Hindustan Aeronautics Limited's (HAL) helicopter plant in Tumakuru in the state of Karnataka. A statement given by the Ministry of Defence said that the facility will function as an independent division of HAL in Biderehalla Kaval, which is located 107 km from Bengaluru. The Government of Karnataka has allocated 610 acres of land for the project. The Indo Russian Helicopter Pvt Ltd (IRHL) is a joint venture cum subsidiary between HAL, Russian Helicopters and Rosoboronexport.

When we go back in history, we can make up the following timeline for the Ka-226. In May 2015, the Defence Acquisition Council (DAC) accepted Russia's offer to build 200 light-utility helicopters under the Make in India initiative. The Russian proposal was to assemble the Kamov Ka-226T helicopters in India. These helicopters will replace the fleet of Cheetahs and Chetak currently used with the various defence services. A Defence Ministry source said it is likely that the Russian helicopter will meet all future needs of the military for light utility helicopters, which has demanded more than 400 LUHs. Details of the joint production of the Ka-226T will be worked out later.

In February 2016, we mentioned that India's plan to produce 100 Kamov Ka-226T helicopters locally encountered turbulence as Russian Helicopters is only willing to be responsible for its own systems and components in the

"Make in India" helicopter. These type of discussions can be related to the Inter-Governmental Agreement (IGA) between Russia and India made up during Prime Minister Narendra Modi's visit in December 2015. The IGA requires New Delhi to negotiate separately with third country vendors into the indigenization effort to meet the "Make in India" goals.

Next milestone on the Ka-226 timeline is March 2017. We mentioned that the Indian Army wants to retire 41 of its oldest Cheetah and Chetak helicopters, the licence-built versions of the Aerospatiale SA315B and SA316B assembled by Hindustan Aeronautics (HAL) in the 1970-1980s. Some of the more than 600 built have already been replaced by the HAL Dhruv but 280 remain in service with the Army and Air Force, albeit grounded after the fatal crash in West Bengal in December 2016. Since 2011 nine personnel have been killed in six accidents involving the Cheetah and Chetak fleet. HAL has been commissioned to carry out detailed safety inspections of the surviving aircraft, clearing them to return to service in batches pending the eventual acquisition of 200 Kamov Ka-226T helicopters. For the Army, which presently has 150 Cheetahs and Chetaks on strength, replacing the legacy helicopters is a priority. Both types are essential to supporting outposts in high altitude areas along the China and Pakistan borders. The Cheetah in particular plays a crucial role, flying at more than 6,096 metres (20,000 ft) to support Indian troops on the Siachen glacier.

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

### Bharatiya Vayu Sena (AF)

India withdraws from FGFA project. According to Jane's Defence Weekly the Indian Air Force stopped the already 11-year old collaborative programme with Russia for development of the so-called FGFA programme (Fifth Generation Fighter Aircraft). The main reason for ending the collaboration are differences over its development costs and technological capabilities.

The FGFA is/was a joint project between Russia and India to develop a fifth-generation fighter aircraft. It is a derivative project of the Russian Sukhoi Su-57 Frazor that is being developed for the Russian Air Force. The Indian version was supposed to be a two-seater for pilot and co-pilot/weapon systems operator (WSO).

And now for some better news. Finally, all necessary paperwork seems to have been signed. Late March 2018, the Boeing Company had been awarded a \$262,000,000 Foreign Military Sales (FMS) contract for one C-17A Globemaster III transport aircraft for delivery to India. The work will be performed in San Antonio (TX) and is expected to be complete by 22 August 2019.

Almost a year back, on 27 June 2017, the US State Department approved the possible sale to India of the last white tail Boeing C-17A Globemaster III. The aircraft, registration N272ZD and FMS 14-0003, was first noted in August 2014 and flown to Kelly AFB (TX) in November 2015 for storage.

Bharatiya Nau Sena (NY)

#### SA316B

IN413 INAS331 forced landing 17mar18 **1832** mar18

Bharatiya Thatrakshak (CG)

#### Do228-201

CG783 unit nn f/n mar18

#### SA316B (HAL)

CG803 CGAS842 w/o 10mar18

### Japan

In reply to an RFI (Request for Information) for a replacement fighter for the F-2 (and later the F-15) only Lockheed Martin offered Japan a design based on the F-22 and F-35, however all depends on permission from the US to allow Japan to handle still classified design and software technology. Japan is still hoping for reactions from Boeing and BAe.

RJCJ = Chitose	RJCO = Okadama
RJFN = Nyutabaru	RJNA = Nagoya/Komaki
RJNG = Gifu	RJNH = Hamamatsu
RJST = Matsushima	RJTU = Utsunomiya
ROAH = Naha	
ADTW = Hiko Kaihatsu Jik.	ARS = Kyunantai
ATS = Kyoiku Kokutai	
nmks = no tail unit-number	

### Nihon Koku-Jieitai (AF)

#### C-1

68-1019 402 Hikotai ex 403 Hikotai **8019** apr18

#### C-2

88-1207 Team 403 Hik/nb, ex Kawasaki **7** apr18

#### F-2A

43-8526 o/h RJNA nb, ex 6 Hikotai **1026** apr18

13-8558 3 Hikotai ex IRAN? ex 6 Hikotai **1058** feb18

13-8561 o/h RJNA nb, ex 8 Hikotai **1061** apr18

#### F-2B

33-8123 o/h RJNA nb, ex 21 Hikotai **3023** mar18

43-8127 21 Hikotai ex nb/IRAN **3027** mar18

#### F-4EJ Kai

07-8436 o/h RJNA nb, test, ex 301 Hikotai **M136** apr18

#### F-15DJ

22-8055 203 Hikotai ex 23 Hikotai **718?** apr18

12-8076 o/h RJNA nb, ex 201 Hikotai mar18

12-8077 201 Hikotai ex 203 Hikotai apr18

#### F-15J

22-8805 306 Hikotai ex 23Hik, ex nb/IRAN **J1-0561** apr18

22-8812 o/h RJNA nb, ex 305 Hikotai **012** apr18

22-8814 ex 201 Hikotai to other unit/IRAN? **014** jul17

32-8821 303 Hikotai nb, ex IRAN **021** apr18

42-8839 203 Hikotai ex IRAN **039** apr18

52-8860 201 Hikotai nb, ex IRAN **060** apr18

52-8861 305 Hikotai ex IRAN **061** apr18

72-8963 ex 201 Hikotai to other unit/IRAN? **163** mar17

We have photo-proof that Eagle 805 indeed was operated by 23 Hikotai for some months before moving to Komatsu.

#### F-15J Kai

92-8906 306 Hikotai ex ADTW **106** mar18

Only assigned to the Gifu test unit for a relatively short time.

#### F-35A

89-8708 Mitsubishi HI f/n, test at RJNA **AX-08** apr18

#### T-4

16-5672 23 Hikotai ex nb/IRAN **1072** mar18

Confirmation it joined this Nyutabaru unit.

#### U-125A

82-3007 RJNH ARS? ex IRAN **258306** apr18

82-3009 o/h RJTU ex ROAH **258333** apr18

12-3018 o/h RJTU ex RJST **258469** apr18

62-3024 RJFN ARS? at RJCJ **258685** apr18



Japan's indigenous successor to the P-3, the P-1, has been around for a while now. Two visited Nordholz, heading for the ILA in Berlin, 5503 and 5508. Seen here is the former. (22 April 2018, Eike Henning)

Personal copy



AW139M c/n 31782, wearing test registration CSX81923 and destined for the Pakistan Air Force as 17-004, was seen at Venegono on 28 September 2017 during a test flight from nearby Vergiate. This helicopter was airfreighted to Pakistan together with AW139M CSX81922/17-003 (c/n 31781) on 23 November 2017.

02-3027 o/h RJTU F-2 type blue c/s **258824** mar18  
 The Japanese established their first SAR units 60 years ago and to commemorate this, various aircraft (and helicopters) have an extra sticker applied, for the U-125A placed on the cabin door. U-125A 024 had a unit-name sticker applied but this could not be deciphered.

Rikujo Jieitai (AR)

**UH-1J**  
 41801 NEH? unit nn RJCO, NH? **1J01** apr18  
 41832/832 UtsunomiyaKou no unit code **1J32** apr18  
 41881 NH unit now known **1J81** mar18

In February JG-1832 was seen at Yao without the white "training code" (last three), but by April it was in use again at Utsunomiya with the white last three applied.

**OH-6D**  
 31234 NH ex store? ex SU **6545** apr18  
 The OH-1 issue prompted the JGSDF to use OH-6Ds again which had previously been withdrawn and stored.

**CH-47J**  
 52925 XIIH ex no unit code **5037** feb18

**CH-47JA**  
 52962 o/h RJNG no code, ex HGPIV **5062** apr18  
 52969 HGPIV ex IRAN? ex HGPIV **5077** apr18

Kaijo Jieitai (NY)

**SH-60K**  
 8418 o/h RJNA nmks, ex 22 Kokutai **5018** mar18  
 8425 o/h RJNA nmks, ex 21 Kokutai **5025** apr18  
 8458 Mitsubishi HI f/n, test at RJNA **5058** mar18

**P-1**  
 5516 Kawasaki HI f/n, test at RJNG **16** mar18

**P-3C**  
 5048 2 Kokutai ex 203 ATS **9045** apr18  
 5076 ? Kokutai nmks, ex 5 Kokutai **9073** apr18  
 5087 ? Kokutai nmks, ex 2 Kokutai **9084** apr18

Orion 5076 was seen at Atsugi and 5087 at Naha.

### Kaijo Ho'an-chō (CG)

All Bell 505s carry the name Amutsubame in Hiragana and are assigned to 2nd Region at Sendai.

## Mongolia

Mongolian People's Air Force (AF)

**Mi-8**  
 MT-2002 303rd Regiment 2015

## Pakistan

The Pakistan government has closed another deal with Leonardo, the third one, for AW139s. They will be used by various branches of the armed forces and government. Like with previous orders, no quantities were released. We suspect it will be around seven or eight again.

Pakistan Fiza'ya (AF)

**Ce208B EX**  
 ... del aug14 **208B-5079**  
 It was tracked online with PAF as operator.

**JF-17 (Block-II)**  
 17-240 nm t/f 18apr18 **2P40** apr18

Pakistan Fauj (AR)  
 OPMA = Mangla AAB  
 OPQS = Rawalpindi/Qasim AAB

**AB205A**  
 364 pres Rawalpindi ex wfu OPQS l/n apr02 **4266** feb18  
 This former Iranian Bell, 6-4364, is now at Ayub Park, 33.568699°, 73.081031°. This park also has Mi-17 58663 and SA315 699. By early 2015, the old rusty tanks and wrecked OH-13S 146 were refurbished. We believe that the Bell 47 moved on to the Army museum in town. It was last seen at Ayub Park in February 2014 in the spot where the new display area was erected.

**IAR330L**  
 2412 28AAsq f/n **2412** mar18  
 The whole IAR Brasov production still mystifies us.

**Mi-35M**  
 786-002 f/n apr18  
 ... t/f in Russia **...472** aug17  
 ... t/f in Russia **...473** aug17

At last! The first Mi-35M YouTube footage appeared revealing what looks like 786-002 (first '0' might be a '1') in full Pakistan army markings. It also confirms that two test-flying Mi-35Ms seen last August in Russia were destined for Pakistan. The country code for Pakistan is 586 whereas normally the Mi-35M export version is type 558. These sets of numerals usually precede the 'last three' mentioned above, so **586558472**. Although we must say that it is not certain that these are the last three of the construction number at all...

**O-1E**  
 ... pres OPMA gate, 1AAsq badge feb18  
 Guarding the gate since at least since September 2010 at 33.05513°, 73.63149°.

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## Philippines

Pilipinas Hukbong Himpapawid (AF)

### ScanEagle

On 13 March the 300th Air Intelligence and Security Wing received six Boeing ScanEagle UAS drones. The aircraft will be based at Antonio Batista AB. All other 300th AISW aircraft are flying with 303rd Squadron from Villamor AB.

## Thailand

Police (PO)

### Da2000

On the internet an artist impression was published of Dassault 2000 33742 in full Thai Police colours. No official word from the Police itself however, but the serial would be a perfect fit for Da2000 F-WWGI construction number 742 that has recently been ferried to Falcon Jet Completions Centre at Little Rock, AR

## Latin America

### Argentina

Comando de Aviación Naval Argentina (NY)

In a curious move, budget-stricken as they are, the Navy has requested Sikorsky to quote them the cost for some Black Hawks modified for sea operations. Idea is to at least have anti-corrosion treatment, folding blades and a hoist. As you may have guessed, the full-fledged Seahawk is too expensive. The choppers are set to be operated from the Antarctic survey ship Q-5 A.R.A. Almirante Irizar, if it all comes together that is...

### Brazil

Aviação do Exército (AR)

Brazil's army still wants an attack helicopter and eyed the AH-1W. At this stage, it is not much more than interest.

### C-23C

...	o/o	ex 93-01321	<b>SH3405/AK-005</b>
...	o/o	ex 93-01334	<b>SH3418/AK-018</b>
...	o/o	ex 93-01335	<b>SH3419/AK-019</b>
...	o/o	ex 94-00310	<b>SH3424/AK-024</b>

MAR report that these are the four Sherpas that are due for delivery in 2021.

Comando da Força Aeronaval (NY)

Further delays in the various modernization programs mean that the first UH-15B N-4101 will not be delivered until June and the first two AH-11B are not delivered yet either. That gives some of you a chance to go see them at Yeovil.

## Chile

Fuerza Aérea de Chile (AF)

### PA-28-236

223	EdA	w/o 29mar18	<b>28-8011149</b>
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### T-35A

111	EdA	w/o 29mar18	<b>160</b>
149	EdA	ex CC-PZF, not a B	<b>166</b>

Comando de Aviación del Ejército de Chile (AR)

### AS532AL

H-283	Bat. de Helic.	c/n update	<b>2748</b>	apr18
H-288	Bat. de Helic.	c/n update	<b>2754</b>	apr18

We had H-288 down as an ALe, but the plate read AS532AL.

Servicio de Aviación de la Armada de Chile (NY)

### AS332L

(80)/0	HA-1	c/n corr, not	<b>2106</b>	<b>2091</b>	apr18
(81)/1	HA-1	c/n corr, not	<b>2091</b>	<b>2106</b>	

Aircraft '0' was checked as 2091 during FIDAE 2018. We had G-PUME (2091) and G-BKZG(2106) switched around before this.

### Vulcanair P68

(327)/7	HU-1	c/n update	<b>494-47</b>	apr18
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With the first aircraft, 321, being 488, it is very tempting to assume they run neatly in order...

## Ecuador

Fuerza Aérea Ecuatoriana (AF)

### Bell 206B-3

FAE-413	Esc2212	w/o 23mar13, c/n update	<b>3443</b>
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Formerly N121RH and on Bell's potential lost list for this date, as Andy Marden pointed out. That means it can now be tied-up!



Peru visited the FIDAE again, bringing this KT-1P Torito in a tactical camouflage scheme. All in all, FAP operates twenty of them, sixteen of which were built by SEMAN in Peru while four were assembled from kits. (Santiago/A.M.Benitez, 1 April 2018, Michiel Vermeer)



During his trip through Thailand Jurgen van Toor encountered this Royal Thai Police CN235M-200 transporter in the landing at Bangkok-Don Muang on 12 January 2018. This CASA is one of two operating with the RTP/3 Division.

## Middle East

### Iran

#### Islamic Republic of Iran Air Force (AF)

##### Mohajer-6 UAV

P071A-002	f/n	photo	jan18
P071A-006	f/n	photo	jan18
P071A-009	f/n	photo	jan18
P071A1111-004	f/n	photo	jan18

#### Iranian Revolutionary Guard Corps Air Force (AF)

##### Su-22M4

15-2471	IRGCASF	f/n, photo	may17
15-2473	IRGCASF	f/n, photo	may17

##### Su-22UM3

15-2462	IRGCASF	f/n, photo	may17
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##### Su-22UM3K

15-2460	IRGCASF	f/n, photo	mar17
15-2465	IRGCASF	f/n, photo	may17

#### Islamic Republic of Iran Army Aviation (AR)

##### Mi-171E

6-9517	IRCS	171E00196105602U	jul17
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#### Iranian Revolutionary Guard Corps Navy (NY)

##### LA-8C

3202	IRGCNY	toc 13dec17	002?
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### Iraq

#### Iraqi Air Force (AF)

##### CH-4B

YI-743	100th Recce sq	serial TBC	
YI-746	100th Recce sq	photo	
YI-801	100th Recce sq	photo	
YI-802	100th Recce sq	photo	jan16

Thanks to a promotional video of the Iraqi Air Force, we now know that the CASC Rainbow (Cai Hong, abbreviated as CH) CH-4B UAVs are no longer operated by the 84th Reconnaissance squadron but are now flying with the 100th Reconnaissance squadron.

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

1613	9th Fighter sq	RA-07	nov17
1630	9th Fighter sq	RA-22	nov17
1631	9th Fighter sq	RA-23	nov17

1632	152nd FS, Davis Monthan	mar18	RA-24	nov17
1633	152nd FS, Davis Monthan	mar18	RA-25	nov17
1634	152nd FS		RA-26	mar18
1635	152nd FS		RA-27	mar18
1636	152nd FS, Davis Monthan	nov17	RA-28	mar18

##### L-159A

5912	115th Attack sq	f/n	156045	sep17
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##### Mi-171

YI-257	al Asad	w/o, date?		apr10
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##### T-50IQ

5001	204th Training sq, ex FMS 16-0001			apr17
5002	204th Training sq, del, ex FMS 16-0002			mar18
5003	204th Training sq, del			jan18
5004	204th Training sq, del			mar18
5005	204th Training sq, del			jan18
5024	204th Training sq, ex FMS 17-0024			dec16

In January, the Iraqi Air Force (IQAF) received a second batch of four Korean Aerospace Industries (KAI) T-50IQ advanced training aircraft. They arrived at Mohammed Alaa Air Base (Baghdad Al-Muthanna) where the welcoming ceremony was conducted. Iraqi Air Force Commander Lieutenant-Colonel Anwar Hama Amin welcomed the aircraft in the inventory. It is unclear if the new aircraft will be operated by the 204th Training Squadron that is currently operating out of Basra/Al Shaibah. It could well be that the newly delivered aircraft will move to Balad Air Force Base, where the IQAF F-16 fleet is also located.

Interesting note is that the aircraft are carrying their Foreign Military Sales serial numbers on their data block (the picture shows IQAF 5001 which has the FMS serial number "T-50IQ-16-0001" on the data block. The aircraft are delivered under FMS by US Naval Air Systems Command.

Iraqi signed the contract for the delivery of 24 KAI T-50IQ Golden Eagles on December 12th, 2013. They were expected to be delivered during early 2016 but due to contractual and financial disagreements, the aircraft remained at the Sacheon (Jinju - Sacheon / K-4) KAI site. When the remaining aircraft will be delivered, is unclear.

#### Iraqi Army Aviation (AR)

##### Mi-171

YI-443	15th SOS	for VIP		jul17
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## Iraqi National Intelligence Organisation (IA)

**Beech 1900D**YI-BAJ "Fly Baghdad" c/s, f/n **UE-396** jan18**Oman**

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

**Hawk Mk166**

161	6sq	del	<b>OM001</b>	sep17
162	6sq	del	<b>OM002</b>	jul17
163	6sq	del	<b>OM003</b>	jul17
164	6sq	del	<b>OM004</b>	sep17
165	6sq	del	<b>OM005</b>	oct17
166	6sq	del	<b>OM006</b>	oct17
167	6sq	w/o 01apr18	<b>OM007</b>	
168	6sq	del	<b>OM008</b>	dec17

**Typhoon**

211	BAE Systems	f/n	<b>NS002</b>	sep17
212	BAE Systems	f/n	<b>NS003</b>	sep17
213	8sq	del	<b>NS004</b>	nov17
214	8sq	del	<b>NS005</b>	nov17
215	8sq	del	<b>NS006</b>	feb18
216	8sq	del	<b>NS007</b>	feb18
218	BAE Systems	f/n	<b>NS009</b>	mar18

**Syria**

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

**L-39ZA/ZO**

2139 w/o 26dec17

**Mi-8**

1367 f/n, photo, or 1267?

**MiG-21MF**

1532	photo	
2296	photo	sep17

**MiG-23ML**

2750 photo

**MiG-29SM**

3430	photo	
3435	photo	

**SA342L**

1329	photo	
1337	photo	1730
1363	photo	

**Su-24MK2**

3514 photo

**North America****United States**

## Joint US Forces (JF)

Europe was visited several times during March and April 2018 by unknown flying US operators. Although clandestine is not the right word, the "cover" aircraft, and predominantly seen in civil colours, are believed to be operated by/for different US departments. The Department of Defense (DOD) or the Central Intelligence Agency (CIA) are the most probable operators.

Coming from Norway, an ATR-42-300 with serial N212AZ was noted above Denmark at the beginning of March. Also, looking at the different flight histories, the ATR aircraft are frequently seen in and above disputed countries. Searching deeper on the Internet for an operator you will find Blue Ridge Aero Service, Jefferson Financial Group and the Kramer Investment Company as the facilitators and/or owners of such aircraft. Also, Blue Ridge Aero Service seems to have a fleet of three Aerospatiale/Aeritalia ATR42s that are frequently visiting Europe. The following ATR42s, are known to be operated by/for different US departments: N212AZ construction number **016**, N470JF construction number **247** and N315CR construction number **252**.

An all-white civil looking Lockheed L-100 (Model L-382) Hercules with N-number N2731G transited Lajes on the Azores. The Hercules transport aircraft was believed to be heading to the remote Cape Verde island Sal on 31 March 2018. At this moment it is known that at least four L-382G Hercules aircraft, with different mentioned owners, are registered in Wilmington (DE). They are regularly flying on a global scale for US agencies and on behalf of the US government. The overall white aircraft, with sometimes almost unreadable N-numbers, are operated by Gulf Air Group Inc./Tepper Airways Inc. out of Crestview airport (FL). The US Federal Aviation Administration (FAA) database shows:

N2731G c/n 4582 JJS&D (LLC) ex N2189M  
 N3867X c/n 4684 T3D&H (LLC)  
 N2679C c/n 4796 Q2P (LLC) ex N8183J  
 N3796B c/n 5027 NORTHCAP (LLC) ex N4278M.

Besides the six well known US Army De Havilland DHC-8s, also known as the RO-6A, there seem to be more of those heavily modified Dash Eights. Some recent N-registered aircraft were



Unfortunately none of the mighty Block 50 F-16s of Iquique showed up at the FIDAE 2018 and so only two former Dutch F-16AMs could be photographed. The 747 of Grupo de Aviación 7 is the former KLu J-864 and attended the flying display. (Santiago/A.M.Benitez, 2 April 2018, Leonard van Teeffelen)

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Seen here is 4586 TH-67A of *Escuadron de Vuelo*. All Air Force pilots train on the Bell 206 whereas all pilots from all other branches train on the TH-67A. The colours obviously give away their origin, these are former US Army Creeks from Fort Rucker. (Melgar, 2 April 2018, Ian French)

noted flying in Europe and Japan. The first RO-6As showed a normal US Army dark grey livery, whereas recent sightings show different colours. A disguised white DHC-8, with blue and red stripe and N-number N8200L, was noted at the beginning of March 2018 while it was transiting Souda on the isle of Crete. The aircraft was noted operating above Libya a couple of times. Also, during March and April, a heavily modified all-white DHC-8-315, with N-number N599XQ, was noted a couple of times at Yokota Air Base in Japan. DHC-8-200 with red and blue stripes and N-number N8200R arrived as "Grizzly46" at RAF Mildenhall on 6 April 2018.

Although not having any visible US DOD marks, the DHC-8s are mainly registered to Dynamic Avlease Inc, Bridgewater (VA) and believed to be operating for the United States Special Operations Command (USSOCOM). Nowadays, USSOCOM uses an extensive variation of aircraft, including the DHC-8, for the SOCOM Tactical Airborne Multi-sensor Platform (STAMP) project.

#### United States Air Force (AF)

A USAF squadron with an unusual designation was reactivated at Nellis AFB (NV) recently. Just before the exercise Red Flag 18-2 started, the 24th Tactical Air Support Squadron was officially revealed at Nellis on 2 March 2018. Flying out of Panama and operating OA-37B Dragonflies, the 24th TASS was disbanded during 1991. The 24th became a full-fledged squadron within the USAF and is the only squadron that is using the TASS designation. Conveniently for the 24th, more former Hill-based F-16s became available during the recent period. With the 57th Wing being the parent unit, the 24th TASS is an F-16 squadron, whose primary function is training, supporting and performing Close Air Support (CAS).

Recently, two USAF squadrons, the 13th Fighter Squadron and the 44th Fighter Squadron, both based in Japan, participated in different exercises. The exercises, sponsored by USAF's Pacific Air Forces (PACAF), were held in Indonesia and Thailand.

The 13th Fighter Squadron *Panthers*, normally based at Misawa Air Base and resorting under the 35th Fighter Wing flew with six F-16s to participate in exercise Cope West 2018. The exercise was held from 12 to 23 March 2018 at Sam Ratulangi International Airport, near Manado, Indonesia. Besides the USAF, the Indonesian Air Force (TNI-AU) also operated with six F-16Cs from SkU16 during this bilateral

exercise. The following WW-coded F-16s from the 13th FS were noted: F-16Cs 91-0363, 92-3893, 92-3912, 92-3913 (as 13FS), 94-0038 and F-16D 91-0477.

The 44th Fighter Squadron *Vampire Bats*, normally based at Kadena Air Base and resorting under the 18th Wing, flew with six F-15Cs to participate in exercise Cope Tiger 2018. The multinational exercise was held from 12 to 23 March 2018 at Korat Air Base in Thailand. Besides the USAF, also participating were the Thai hosts with Royal Thai Air Force JAS-39s, F-5s, F-16s and Alpha-Jets and the Royal Singapore Air Force with their F-15s and F-16s. The following ZZ-coded F-15Cs were noted at Korat: 81-0042, 83-0013, 85-0107, 85-0114 as 44FS and 85-0124 plus one.

After a week-long grounding, the single seat F-15C and dual seat F-15D Eagles from the 114th Fighter Squadron/ 173rd Fighter Wing Oregon Air National Guard commenced flying on 29 March 2018. It was stated that thirty Eagles were grounded on 22 March, after a maintenance records review raised questions about whether one Eagle had been properly repaired five years ago. The F-15 in question had a minor crack in a non-structural bracket, but its longeron, a twelve-foot aluminum beam that ties the F-15's front and rear fuselage together, appeared to be structurally alright and the 173rd FW resumed flying status. Being the largest USAF F-15 squadron, the Oregon Air National Guard's 114th FS is subordinated to USAF's Air Education and Training Command (AETC). Primarily tasked with training, the squadron is based at Kingsley Field Air National Guard Base near Klamath Falls (OR).

B-1B Lancers of the 34th and 37th Bomb Squadron from Ellsworth AFB (SD) arrived at Al Udeid Air Base in Qatar at the end of March 2018. Following two years supporting US Pacific Command's requirements, mainly deployed to Andersen AFB on the Pacific island of Guam, the B-1Bs returned to the US Central Command's Aera of Operations where they took over the bomber duty from the venerable B-52H Stratofortress. The B-1Bs were having a part in the campaign against Syria on 14 April.

The B-52Hs departed Al Udeid at beginning of April, following two years in which they played an instrumental and vital role in the fight against ISIS and the Taliban, counting more than 1,800 sorties and approximately 12,000 weapons releases against targets in Iraq, Syria and Afghanistan. On 11 April

2018, a B-52H with serial number 61-0034 was noted at Morón Air Base in the South of Spain. It probably had to make a precautionary landing because of unknown problems.

The end of an era and the start of a new one at Moffett Federal Airfield, near Mountain View (CA). At the end of March 2018, an Air National Guard MC-130P Combat Shadow with serial number 66-0223 and code CA took its final flight from Moffett to Sheppard AFB (TX). The former 130th Rescue Squadron/29th Rescue Wing MC-130P will be used by Sheppard's 363rd Training Squadron as a trainer aircraft for future generations of crew chiefs and armament airmen. On Thursday 5 April 2018, Lockheed Martin delivered the first HC-130J Combat King-II, with serial number 15-5842, to California ANG's 130th RQS/129th RQW. It is anticipated that the MC-130P fleet will be phased out at Moffett in the near future and that they will be replaced by five HC-130Js. Although not foreseen for now, hopefully one MC-130P will be preserved with the Moffett Field Historical Society Museum. Undoubtedly, some MC-130Ps will turn up at Davis Monthan's 309th AMARG storage facility.

Transiting through Morón Air Base on 1 April 2018 were six Lockheed-Martin F-22A Raptors from the 95th Fighter Squadron/325th Fighter Wing. Normally based at Tyndall AFB (FL) and tasked primarily with the training of Raptor pilots, these were presumably coming from Al Dhafra Air Base in the United Arab Emirates where they supported Operation Inherent Resolve (OIR). The following TY coded F-22As were noted: 04-4078, 04-4079, 04-4083, 05-4091, 05-4095 and 05-4099.

At the end of March 2018, multiple 20th Bomb Squadron/2nd Bomb Wing B-52H Stratofortress bombers arrived at Royal Australian Air Force Base Darwin to participate in exercise Enhanced Air Cooperation (EAC). It was stated that the bombers from Barksdale AFB (LA) would take part in training activities with the Australian Defence Forces. EAC is a range of combined air exercises and training activities between the USA and Australia. The first EAC activity in Australia

under the US Force Posture Initiatives started in February 2017. RAAF Darwin already hosted USAF B-52Hs back in 2012, 2014 and 2016. The following LA coded B-52Hs were noted at Darwin: 60-0025, 61-0002(as 20G) plus one.

At the beginning of April 2018, United States Forces Japan (USFJ) reported that a total of ten CV-22B Osprey tiltrotor aircraft were scheduled to arrive at Yokota Air Base. On 4 April 2018, the first batch of CV-22Bs arrived at Yokohama North Dock by ship, before departing to Yokota the next day. Having arrived two years earlier than anticipated, the Ospreys will be assigned to Pacific Command (PACOM). At this moment it is unknown which USAF squadron will operate the USAF Ospreys in Japan. It is stated that firstly the tiltrotors will conduct training throughout the PACOM area of operations and will use Yokota as Main Operating Base. The following CV-22Bs were noted at the Yokohama North Dock and Yokota Air Base: 13-0067, 13-0069, 14-0071, 14-0074 and 14-0075.

On Saturday 7 April 2018, the first wave of six F-15Es Strike Eagles from 494th Fighter Squadron/48th Fighter Wing left their homebase RAF Lakenheath in the United Kingdom. The *Panthers* squadron became the 494th Expeditionary Fighter Squadron and will be deployed with 18 F-15Es for missions assigned to the US Central Command (USCENTCOM) area of operations. At this moment it is unknown what the final destination for the unit was, but it is most likely Muwaffaq Salti/Al Azraq Air Base in Jordan. As the anti-ISIS campaign in Iraq and Syria winds down, there is a possibility that the squadron will be tasked for missions over Afghanistan. The following 494th FS F-15Es left Lakenheath for the Middle East: 91-0311 (as 48FW), 91-0313, 91-0314 (as 494FS), 91-0324, 91-0326, 91-0329, 91-0335, 91-0602, 91-0603, 91-0604, 96-0201, 96-0204, 00-3000, 00-3001, 00-3002, 00-3003, 00-3004 and 01-2000.

Also on 7 April 2018, coming back from the Middle East having supported Operation Inherent Resolve (OIR), were six F-15Es from Seymour Johnson AFB's (NC) 336th Fighter Squadron.



In the heart of the Negev desert, at the former Israeli bombing range Nahol Tzichor, a dummy airfield is re-created containing besides a lot of cars and trucks also six A-4 Skyhawks. This A-4E 851 is one of them and assumed to be here already for well over thirty years. (21 April 2018, Leonard van Teeffelen)

The six SJ-coded Strike Eagles were the first package out of four (in total 18 F-15Es), that transited Lakenheath. The jets of the 4th Fighter Wing/336th FS *Rocketeers*, were deployed to Jordan since the beginning of October 2017. The following Strike Eagles were noted at Lakenheath: 86-0187, 87-0176, 87-0177, 87-0181, 88-1668, 88-1669, 88-1671, 88-1675, 88-1682, 88-1687, 88-1688, 88-1706, 89-0474, 89-0488 (as 336FS), 89-0492 (as 40G), 89-0495, 89-0501 and 89-0505.

Transiting through Morón Air Base on 11 April 2018, were twelve F-16C Fighting Falcons from the Minnesota Air National Guard's 179th Fighter Squadron/148th Fighter Wing. Although believed to be assigned to the USCENTCOM area of operations and normally based at Duluth International Airport/Air National Guard Base (MN), it was not stated where the F-16s were heading to, or came from. The following F-16s were noted at Morón: 91-0336, 91-0339, 91-0341, 91-0349, 91-0388, 91-0391, 91-0405, 91-0408, 91-0409, 91-0414, 91-0420 and 91-0421.

Major Globemaster movements. At the beginning of April 2018, it became known that the first of four Boeing C-17A Globemaster-IIIs was transferred from Joint Base Charleston (SC) to Charlotte Douglas International Airport/Air National Guard Base (NC). The transfer is a part of a congressional mandate. Through this directive, JB Charleston will send sixteen C-17As to four Air National Guard bases. It has been stated that between Joint Base Charleston and Joint Base Lewis-McChord (WA), there have already been transfers of airplanes to West Virginia (167th AS/167th AW), Tennessee (155th AS/164th AW), New York (137th AS/105th AW) and North Carolina (156th AS/145th AW). Additionally, four C-17As will be sent to Pittsburgh International Airport/Air Reserve Station (PA) (758th AS/911th AW) during the next fiscal year. A total of eight C-17As will be stationed at Pittsburgh.

On Sunday 15 April 2018, a new Lockheed Martin C-130J Super Hercules was delivered to Ramstein's 37th Airlift Squadron/86th Airlift Wing. The C-130J with convenient callsign "Herky-37" and serial number 16-5840, made a stop at the Irish airport Shannon on its delivery flight.

On 18 April 2018, the USAF reported that two weeks after a training accident with an F-16 on 4 April that claimed the life of one of the Thunderbirds, the pilots were back in the air. The Thunderbirds resumed practice flights from home base Nellis AFB (NV) over the Nevada Test- and Training Range. During the mourning period, the Thunderbirds cancelled appearances at three air shows; March Field Air and Space Expo at March Air Reserve Base (CA), the Sun-N-Fun Fly-In and Expo at Lakeland (FL) and Wings Over Columbus at Columbus AFB (MS). The 4 April accident marked the third Thunderbirds major mishap involving aircraft during the past two years. On 2 June 2016, F-16C 92-3890 "Thunderbird 6" pilot had to ditch near Colorado Springs (CO), due to a mechanical issue. The pilot managed to use his ejection seat safely. On 23 June 2017, a two-seat F-16D 91-0466 "Thunderbird 8", flipped on landing due to inclement weather in Dayton (OH), as the squadron prepared for an air show. Both crew survived, but were hospitalized.

The USAF officially informed a Senate subcommittee on 18 April 2018 that the new Northrop Grumman B-21 Raider has completed its preliminary design review, and that the USAF is "comfortable" with the progress made by manufacturer. The Raider, in which USD 2,3 billion is invested during Fiscal Year 2019, is now on its way to critical design review. Northrop Grumman and the USAF are preparing themselves to begin the test programme in the future. Northrop Grumman won the bomber contract in 2015 and is currently building the aircraft at its plant in Palmdale (CA). Unfortunately, still no

photos or artist impressions have been released about the USAF's new long range stealth bomber.

<b>A-10C</b>				
78-0657/WA	66th WPS	w/o 06sep17	<b>A10-0277</b>	sep17
79-0204/WA	66th WPS	w/o 06sep17	<b>A10-0468</b>	sep17
<b>C-130H</b>				
74-1674	164th AS	OH ANG	<b>382-4631</b>	mar18
86-0414	154th TS	AR ANG	<b>382-5102</b>	feb18
<b>C-130H-3</b>				
93-1561	158th AS	GA ANG	<b>382-5365</b>	dec17
<b>C-130J-30</b>				
06-8610/YJ	36th AS	ex RS/37th AS	<b>382-5620</b>	apr18
07-4635/RS	37th AS		<b>382-5595</b>	apr18
16-5840/RS	37th AS		<b>382-5840</b>	apr18
<b>E-3G</b>				
77-0356/OK	960th AACs		<b>21556/935</b>	apr18
<b>F-100F</b>				
56-3727/HF	KDMA		<b>243-3</b>	mar18
<b>F-16CM-40-CF</b>				
88-0460/AV	555th FS	ex HL/421st FS	<b>1C-62</b>	mar18
89-2116	175th FS	SD ANG	<b>1C-269</b>	mar18
<b>F-16CM-42-CF</b>				
90-0760/LF	310th FS	w/o 24apr18	<b>1C-368</b>	apr18
<b>F-16CM-52-CF</b>				
92-3880/4	USAF ADS	w/o 04apr18 - TB 4	<b>CC-122</b>	apr18
<b>F-16D-32-CF</b>				
87-0381/AT	AATC	AZ ANG	<b>5D-76</b>	mar18
Returned to USA from maintenance at SABCA Belgium in March 2018.				
<b>F-16DM-40-CF</b>				
90-0777/HO	56th FW		<b>1D-55</b>	apr18
90-0795/HO	56th FW		<b>1D-73</b>	apr18
90-0796/HO	56th FW		<b>1D-74</b>	apr18
<b>F-35A-2B</b>				
12-5046/LF	63rd FS		<b>AF-57</b>	mar18
12-5052/LF	61st FS	w/o?	<b>AF-63</b>	sep16
On 23 September 2016, an F-35A assigned to the 61st Fighter Squadron and deployed to Mountain Home AFB, Idaho, caught fire on the flight line. The aircraft was damaged with an estimated cost of about \$17 million, the pilot was injured.				
<b>F-35A-3I</b>				
13-5066/OT	422nd TES		<b>AF-72</b>	mar18
15-5130/WA	6th WPS	ex LF/63rd FS	<b>AF-121</b>	mar18
<b>F-35A-4</b>				
15-5173/HL	(4th FS)	o/o	<b>AF-148</b>	apr18
<b>GF-105D-20-RE</b>				
61-0108/RU	Palm Spings	ex i/a Lackland AFB	<b>D303</b>	mar18
<b>MC-12W</b>				
09-0639	185th SOS	OK ANG	<b>FL-639</b>	mar18
<b>MQ-1B-10</b>				
07-3198/CH	15th ATKS	w/o 08mar16	<b>P198</b>	mar16
08-3247/-	20th ATKS	w/o 07jan16	<b>P247</b>	jan16
<b>MQ-9A</b>				
10-4113	11th ATKS	w/o 07jun16		jun16
12-4177	3rd SOS	w/o 05jul16		jul06
<b>QF-106B</b>				
57-2543/AD271	Victorville	dismantled	<b>189</b>	mar18
<b>T-33B</b>				
51-4033	Palm Spings	as NX6633D	<b>580-5327</b>	mar18
<b>T-38C-60-NO</b>				
65-10460/EN	469th FTS	ex RA/560th FTS	<b>N5879</b>	may14
<b>T-38C-65-NO</b>				
66-4342/EN	80th FTW		<b>N5919</b>	mar18
United States Army (AR)				
Leonardo had challenged the United States Army orders without competitive tender for additional UH-72A Lakota				

helicopters. A successful appeal against this challenge was made by the army and the road became clear for the purchase of thirty-five additional Lakota helicopters. Not long after this verdict, on 10 March 2018 to be exact, the order was indeed placed. The value was quoted at \$273 million. Seventeen of these are slated to be delivered to Fort Rucker (AL), and the remaining eighteen will go to the Army National Guard.

Not long after the abovementioned contract was signed, Airbus Helicopters released to the press that sixteen more UH-72A Lakota helicopters were purchased by the United States Army for the sum of \$116 million. The press release, dated 23 March 2018, stated that this purchase is part of a FY16 procurement decision and that they are slated to be delivered to Fort Rucker (AL).

The next unit to receive AH-64E "Guardian" Apaches is 1-6th CAV at Marshall AAF, Fort Riley (KS). It is unclear when the first helicopters were delivered, but several deliveries took place during January and February 2018.

On 7 March 2018, C-17A 07-7169 (436th AW) arrived at Wiesbaden AAF (Germany). Even though USAF C-17s do not often visit this United States Army Air Field, on its own this is not really a reason to mention this event in the military news section of this magazine. The reason that we do mention this is because the aircraft was carrying three UH-60M Black Hawk helicopters for A/1-214th AVN. These three are the first Mike Blackhawks for the United States Army in Europe (USAREUR). The registration numbers are not yet known as we went to press with this edition. The official press release contained pictures of Black Hawk 87-24583 being pushed on board of the mentioned C-17A. This is a former SHAPE Flt UH-60A+, which transferred to Wiesbaden AAF (Germany) when the United States Army decided to absorb this unit into A/1-214th AVN mid-2015. It therefore is likely that at least one former USAREUR UH-60A+ has already been transported back to the Continental United States.

The United States Army announced the next step in the MH-47G Block II programme on 14 March 2018. A so-called Request For Information (RFI) was issued by the Aviation Integration Division (AMCOM). The goal is to purchase six newly built MH-47G Block II helicopters, with an option for another eight. The MH-47G Block II development is executed in concert with the CH-47F Block II programme. The vision is to keep the Chinook in service until the 2060s. In order to achieve this, a Block III upgrade is also expected in the future during which also the engines will be replaced. For the CH-47F the current plans call for an upgrade of the existing airframes, but a final decision is yet to be made after conversion and testing of three prototypes. For the Special Forces the decision seems to point to replacing the current fleet of sixty-nine remaining airframes by newly built helicopters.

It was communicated that the decision to purchase newly built MH-47G helicopters is based on the fact that these helicopters have their origins in the 1960s and 1970s when they were built as CH-47A, CH-47B or CH-47C models. They were converted to CH-47D standard during the 1980s and subsequently to MH-47G during the period 2004-2012. In reality, only certain components were re-used in the MH-47G upgrade programme. The fuselages for example are completely newly built.

At AASF Reno Stead Airport (NV), B(-)/1-189th AVN NV ARNG received six new CH-47F Chinooks in March 2018. The unit also has a detachment at AASF Helena Regional County Airport (MT) under the designation Det.1 B/1-189th AVN MT ARNG. Up until now, each time a main company converted to the CH-47F the detachment assigned to it also converted around the same time.

## Units

1st USASB AvnCo	Al-Arish Airport, El-Gorah (Egypt)
A/2-1st AVN	Marshall AAF, Fort Riley (KS)
B/2-1st AVN	Marshall AAF, Fort Riley (KS)
C/2-1st AVN	Marshall AAF, Fort Riley (KS)
3-1st AVN	Marshall AAF, Fort Riley (KS)
1-6th CAV	Marshall AAF, Fort Riley (KS)
2-25th AVN	Wheeler AAF, Schofield Barracks (HI)
Det.1 B/6-52nd AVN	USARC, Godman AAF (KY)
A/1-106th AVN	IL ARNG, AASF Decatur Airport (IL)
A/1-111th AVN	PR ARNG, AASF Isla Grande Airport (PR)
Det.1 C/1-111th AVN	GA ARNG, AASF Dobbins ARB (GA)
Det.3 A/1-112th AVN	MT ARNG, AASF Helena RAP (MT)
1-137th AVN	OH ARNG, AASF Rickenbacker IAP (OH)
C/1-137th AVN	IN ARNG, AASF Shelbyville MAP (IN)
B(-)/7-158th AVN	USARC, ASF Olathe (KS)
C(-)/1-168th AVN	CA ARNG, AASF Sacramento Mather Airport (CA)
1-211th AVN	UT ARNG, AASF West Valley RAP, West Jordan (UT)
1-212th AVN	Lowe AHP, Fort Rucker (AL)
1-223rd AVN	Cairns AAF, Fort Rucker (AL)
C/1-223rd AVN	Knox AHP, Fort Rucker (AL)
1-227th AVN	Hood AAF, Ford Hood (TX)
1-230th AVN	TN ARNG, AASF McGhee-Tyson Airport (TN)
B(-)/3-238th AVN	OH ARNG, AASF Akron-Canton RAP (OH)
Det.1 B/1-376th AVN	IL ARNG, Decatur Airport (IL)
Det.1 D/1-376th AVN	OH ARNG, AASF Akron-Canton RAP (OH)
1106th TASMG	CA ARNG, AASF Fresno-Yosemite IAP (CA)
C/2916th AVN	Barstow Daggett AHP (CA)
AFTD	Aviation Flight Test Directorate at Redstone AAF (AL)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
Summit Avn	Summit Aviation at Middleton-Summit Airport (DE)
KDHN	Dothan RAP (AL)

## C-12V

95-00101 1st USASB AvnCo, ex A/2-228th AVN **BW-29** mar16  
Not previously mentioned, with the retirement of the C-23 Sherpa the United States Army deployed two C-12V aircraft to Egypt where they were assigned to 1st USASB AvnCo.

## C-12V-1

10-00257 Det.1 B/6-52nd AVN, see note nov17  
This C-12 was assigned to the here mentioned unit from at least January 2014 until February 2017. It was believed that it was re-assigned to A(-)/2-228th AVN USARC at McGuire AFB (NJ) by August 2017. The aircraft was confirmed there on various occasions throughout August and September 2017. As it turns out, it most likely either was on loan or temporary detached at McGuire since it was confirmed back with Det.1 B/6-52nd AVN USAR by November 2017.

## C-23C

93-01321	allocated for FMS to Brazil Army	<b>AK-005</b>
93-01334	allocated for FMS to Brazil Army	<b>AK-018</b>
93-01335	allocated for FMS to Brazil Army	<b>AK-019</b>
94-00310	allocated for FMS to Brazil Army	<b>AK-024</b>

As previously announced, the Brazilian Army is planning to take over four ex United States Army C-23 aircraft. The here mentioned aircraft are earmarked to be delivered if the contract is indeed signed. Delivery should not take place until the first quarter of 2021. All four are currently stored in the Arizona desert (309th AMARG) and are expected to leave that location well before the planned delivery date to undergo maintenance and upgrades.

## CH-47D

90-00193	dump Summit, ex B/1-214th AVN	<b>M3345</b> mar18
90-00223	std Summit, ex B(-)/7-158th AVN	<b>M3375</b> mar18
91-00240	std Summit, ex B/1-214th AVN	<b>M3389</b> mar18
91-00253	std Summit, ex EAATS PA ARNG	<b>M3402</b> mar18
91-00259	std Summit, ex B/1-214th AVN	<b>M3408</b> mar18
98-02000	std Summit, ex B/5-159th AVN	mar18

## CH-47F

06-08028	dump Summit, see note	<b>M8028</b> mar18
08-08055	B(-)/3-238th AVN, ex B/3-82nd AVN	<b>M8055</b> mar18
07-08727	dump Summit, see note	<b>M8727</b> mar18



HH-65 (SA365F1) is still one of the few Chilean Navy helicopters flying around without any visible serial on the outside. The code, 3, was given by one of the pilots, which makes this the 53 of HU-1. The Dauphin was performing together with the AS332L at the FIDAE 2018. (Santiago-A.M.Benitez, 1 April 2018, Leonard van Teeffelen)

08-08057	B(-)/7-158th AVN, ex B/3-82nd AVN	<b>M8057</b>	mar18	87-24668	std BEST	ex 1-212th AVN/68A	<b>70-1245</b>	apr18
08-08770	dump Summit, see note	<b>M8770</b>	mar18	87-24672	std BEST	ex 1-212th AVN/72M	<b>70-1288</b>	apr18
15-08187	Det.1 B/7-158th AVN, ex Summit	<b>M8187</b>	aug17		<b>UH-60A</b>			
15-08191	Det.1 B/7-158th AVN, f/n	<b>M8191</b>	aug17	78-22985	std BEST	ex nb	<b>70-048</b>	oct17
15-08194	B/2-1st AVN f/n	<b>M8194</b>	mar18	81-23553	std BEST	ex A/2916th AVN	<b>70-274</b>	oct17
15-08195	B/2-1st AVN f/n	<b>M8195</b>	mar18	83-23880	A/1-111th AVN	ex nb	<b>70-705</b>	oct17
15-08196	B/2-1st AVN f/n	<b>M8196</b>	mar18	83-23884	1-137th AVN	ex PA ARNG	<b>70-709</b>	mar18
15-08197	B/2-1st AVN ex nb	<b>M8197</b>	mar18		<b>UH-60A+</b>			
15-08467	B/2-1st AVN ex nb	<b>M8467</b>	mar18	80-23447	to Afghanistan	ex std BEST	<b>70-205</b>	
16-08198	B/2-1st AVN ex nb	<b>M8198</b>	mar18	81-23554	to Afghanistan	ex std BEST	<b>70-275</b>	
16-08199	B/2-1st AVN ex nb	<b>M8199</b>	mar18	87-24583	to CONUS	Ex A/1-214th AVN	<b>70-1088</b>	mar18
16-08200	B/2-1st AVN ex nb	<b>M8200</b>	mar18		<b>UH-60L</b>			
16-08202	B/2-1st AVN f/n	<b>M8202</b>	mar18	84-23994	1-230th AVN	ex UH-60A	<b>70-833</b>	jun17
				90-26271	A/2-1st AVN	ex A/2-3rd AVN	<b>70-1502</b>	mar18
				94-26555	A/2-1st AVN	ex A/2-3rd AVN	<b>70-2075</b>	mar18
				00-26871	1106th TASMG	ex C(-)/1-168th AVN		mar18
				04-27012	A/1-106th AVN	ex nb		mar18
				05-27059	1106th TASMG	ex nb		mar18
					<b>HH-60M</b>			
				..-20162	C/2-1st AVN	f/n		mar18
				..-20163	C/2-1st AVN	ex C/7-101st AVN		mar18
				08-20164	C/2-1st AVN	ex C/7-101st AVN		mar18
				..-20165	C/2-1st AVN	ex C/7-101st AVN		mar18
				..-20168	C/2-1st AVN	ex C/6-101st AVN		mar18
				..-20169	C/2-1st AVN	ex C/6-101st AVN		mar18
				..-20171	C/2-1st AVN	ex nb		mar18
				..-20172	C/2-1st AVN	f/n		mar18
				..-20303	C/2-1st AVN	ex C/3-82nd AVN		mar18
				..-20351	C/2-1st AVN	ex C/3-82nd AVN		mar18
				..-20352	C/2-1st AVN	ex C/3-82nd AVN		mar18
				..-20606	Det.1 C/1-111th AVN, f/n			feb18
				..-20620	1-108th AVN	ex 1-244th AVN		mar18
				16-20861	C/2-227th AVN	FY & c/n confirmed	<b>70-4497</b>	feb18
				16-20864	C/2-227th AVN	FY & c/n confirmed	<b>70-4500</b>	feb18
				16-20867	C/2-227th AVN	FY & c/n confirmed	<b>70-4503</b>	feb18
				..-20894	A(-)/1-108th AVN, f/n			mar18
					<b>MH-60M</b>			
				..-20222	C/3-160th SOAR, f/n			feb18
					<b>UH-60M</b>			
				..-20092	3-1st AVN	ex 2-158th AVN		mar18
				..-20093	3-1st AVN	ex 2-158th AVN		mar18
				..-20121	3-1st AVN	ex 2-158th AVN		mar18
				..-20187	3-1st AVN	ex 2-158th AVN		mar18
				..-20220	3-1st AVN	ex 2-158th AVN		mar18
				..-20241	3-1st AVN	ex 2-158th AVN		mar18
				..-20251	3-1st AVN	ex 2-158th AVN		mar18

..-20260	3-1st AVN	ex 2-158th AVN	mar18
..-20346	3-1st AVN	ex 2-158th AVN	mar18
..-20358	3-1st AVN	ex 2-158th AVN	mar18
..-20375	3-1st AVN	f/n	mar18
..-20413	3-1st AVN	ex 2-158th AVN	mar18
..-20418	3-1st AVN	f/n	mar18
..-20420	3-1st AVN	f/n	mar18
..-20441	2-25th AVN	f/n	feb18
..-20442	2-25th AVN	f/n	feb18
..-20445	2-25th AVN	f/n	feb18
..-20451	3-1st AVN	ex nb	mar18
..-20456	3-1st AVN	f/n	mar18
..-20459	3-1st AVN	f/n	mar18
..-20484	2-25th AVN	ex nb	feb18
15-20792	3-227th AVN	FY & c/n confirmed	<b>70-4688</b> feb18
15-20796	3-227th AVN	FY & c/n confirmed	<b>70-4699</b> feb18
..-20799	C/1-137th AVN	f/n	mar18
..-20801	1-137th AVN	f/n	mar18
..-20804	1-137th AVN	ex nb	mar18
16-20808	3-227th AVN	FY & c/n confirmed	<b>70-4702</b> feb18
16-20810	3-227th AVN	FY & c/n confirmed	<b>70-4703</b> feb18
16-20811	3-227th AVN	FY & c/n confirmed	<b>70-4706</b> feb18
16-20814	3-227th AVN	FY & c/n confirmed	<b>70-4714</b> feb18
16-20819	3-227th AVN	FY & c/n confirmed	<b>70-4723</b> feb18
16-20822	3-227th AVN	FY & c/n confirmed	<b>70-4730</b> feb18
..-20904	1-137th AVN	f/n	mar18

Again a number of UH-60M Blackhawks were seen at the BEST facility at Huntsville (AL). Present for what is believed a modification programme were the following in October 2017. None of the FY data here is confirmed!

09-20245, 10-20250, 10-20272, 10-20275, 10-20276, 10-20311, 10-20314, 12-20543, 14-20663, 15-20743, 15-20744 and 15-20745

**AH-64D**  
03-05409 BEST ex 1-211th AVN **PVD409** oct17

**AH-64E**  
16-03099 1-227th AVN f/n **NM099** mar18  
16-03110 1-227th AVN f/n **NM110** mar18  
16-03115 1-227th AVN f/n **NM115** mar18  
17-03164 1-6th CAV ex Boeing **NM164** jan18  
17-03165 1-6th CAV ex Boeing **NM165** jan18  
17-03166 1-6th CAV ex Boeing **NM166** jan18  
17-03167 1-6th CAV ex Boeing **NM167** jan18  
17-03168 1-6th CAV ex Boeing **NM168** jan18

**UH-72A**  
11-72194 Det.1 D/1-376th AVN, ex nb mar18  
13-72304 Det.1 B/1-376th AVN, ex nb (FY unconfirmed) mar18

**Mi-8MT**  
474/741 std KDHN ex C/1-223rd AVN **93474** oct17

**Mi-17**  
255/55G std KDHN ex C/1-223rd AVN oct17

**RO-6A**  
15-00577 AFTD ex L3 Communications **577** mar18  
United States Navy (NY)

The final test flight of the F-35 System Design and Development (SDD) programme took place on 11 April 2018. Since the first flight of AA-1 in 2006, the SDD programme has operated mishap-free for more than eleven years, conducting more than 9,200 sorties, accumulating over 17,000 flight hours, and executing more than 65,000 test points to verify the design, durability, software, sensors, weapons capability and performance for all three F-35 variants. The final SDD flight occurred at NAS Patuxent River (MD, when the US Navy F-35C CF-2 completed a mission to collect data while carrying external 2,000-pound GBU-31 Joint Direct Attack Munitions (JDAM) and AIM-9X Sidewinder air-to-air missiles. The programme contained flight sciences to the current Block 3F capability that makes the Lightning II combat capable. The F-35 Integrated Test Team conducted six at-sea detachments and performed more than 1,500 vertical landing tests on the F-35B. The developmental flight test team completed 183 weapon separation tests; 46 weapons delivery accuracy tests; and 33 mission effectiveness tests, which included numerous multi-ship missions of up to eight F-35s against advanced threats. The programme will now move into an Operational Test and Evaluation phase followed by the full-rate aircraft production in the fourth quarter of 2019. Of course F-35 testing will continue in support of phased capability improvements and modernization of the F-35, like tests with other jet fighters continues too.

The US Navy eventually will procure 353 F-35Cs and the US Marine Corps will procure 273 F-35Bs and 67 F-35Cs. The US Navy's first operational fleet squadron, Strike Fighter Squadron (VFA) 147 *Argonauts* is currently in F-35C training and is scheduled to become safe for flight in October



The highlight of FIDAE 2018 were for sure the participation of the Peruvians with no less than two KT-1s and also two C-27Js. The C-27J 329 of Escuadrón de Transporte 844 was photographed during its arrival at Santiago-Arturo Merino Benitez International airport on 31 March 2018 by Leonard van Teeffelen.

2018. During that same month it will conduct its carrier qualifications on board the USS *Carl Vinson*. The USS *Abraham Lincoln* will be the second carrier to deploy with the F-35C. This ship also will host the F-35C's at-sea IOT&E in August 2018 with CVW-7. The current production rate for the F-35 is seven to nine per month. The goal for full-rate production is twelve to fifteen per month. The USMC F-35B deployed with a detachment of Marine Fighter Attack Squadron (VMFA) 121 *Green Knights* ('VK-xx') on board the USS *Wasp* (LHD-1) in March 2018, and VMFA-211 *Avengers* ('CF-xx') will deploy with the USS *Essex* (LHD-2) during summer 2018. The USS *America* (LHA-6) and the USS *Makin Island* (LHD-8) will be the next amphibious assault ships to operate the F-35B.

Northrop Grumman will begin manufacturing the first newly build E-2D Advanced Hawkeye with an aerial refuelling capability during 2018. The manufacturer will start cutting in modifications to the production line starting with the 46th assembled E-2D. That E-2D will be delivered to the Navy in late 2020 and is the 46th of 75 planned US Navy aircraft. The US Navy has had a longstanding requirement to make the E-2D capable of being refuelled by US tankers, but at the time the Advanced Hawkeye began production, the service was out of budget for this programme. With the aerial refuelling capability, the E-2D is able to spend up to five hours on station, twice as long as the current fleet. This increases the aircraft's total mission time from four to seven hours and more or less doubles the time the Hawkeye can stay in the air conducting surveillance and doing the battle management command and control. The upgrade will cost each aircraft some USD 2 million more than the ones currently rolling off Northrop Grumman's production line in St. Augustine (FL). The manufacturer and the US Navy are currently negotiating a contract for retrofitting the first 45 E-2Ds for about \$6 million per plane. Northrop Grumman has already delivered three developmental test planes in 2017 with the retrofits and two more aircraft will begin the modification process this year. The most important of those upgrades involves installing a refuelling probe in the wing centre section where the fuel tank is located, as well as some changes to flight controls. The refuelling capable version of the Advanced Hawkeye flew for the first time in December 2016. Since then, it has received gas from a KC-130, KC-135, F/A-18E/F, and a KC-10A. Off course the E-2D will also be qualified in the future for the KC-46 and MQ-25.

As reported earlier, the F-35C's first deployment is planned for 2021 on the USS *Carl Vinson* (CVN-70). This first will be accompanied by another first, the deployment of the CMV-22B Osprey, soon to be the US Navy's new carrier onboard delivery (COD) aircraft. The COD Osprey is currently the only aircraft that can land on a carrier flight deck with a large and heavy F-35C engine tucked inside its fuselage. The US Navy will soon field two prototype CMV-22Bs, with the first one expected to be delivered in late 2019. The production models are expected to start rolling off the assembly lines from 2020.

United States Navy unit news

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

As a result of replacing the final legacy/baby F/A-18C Hornet units with F/A-18 Super Hornets, VFA-34 Blue Blasters ('NE-4xx'), VFA-37 Bulls ('AJ-4xx'), VFA-83 Rampagers ('AG-3xx') will receive their new Rhinos within the next eighteen months. From late December 2017, the fourth F/A-18C squadron, VFA-131 Wildcats ('AC-3xx'), started its transition to the F/A-18E at homebase Oceana (VA). The US Marine Corps will continue up to 2022 with their legacy Hornet deployments as part of the Tactical Aircraft Integration programme within CVW's.

The US Navy is planning the Initial Operating Capability (IOC) for their F-35C Lightning II this year. The new F-35Cs are not replacing the aforementioned baby Hornets, instead the US Navy decided to replace those by Super Hornets. In 2019, all remaining 136 F/A-18A/B/C/Ds of the Fleet and Fleet Replacement Squadrons must be replaced by the Super Hornet. Several of these 136 Hornets will replace more elderly Hornets within the US Navy Reserves as well as the US Navy Adversary squadrons. Many will be transferred to the US Marine Corps, to boost their fleet as they are set to soldier on for at least another decade. To fully replace the 136 birds, the Navy bought 110 additional Super Hornets through Fiscal Year 2023. Besides those new ones, the Super Hornets that come available from the squadrons that transfer to the F-35C will also be used to strengthen the former legacy Hornet squadrons. As earlier reported, VFA-147 *Argonauts* ('NH-2xx') has started switching its F/A-18Es for F-35Cs at NAS Lemoore (CA).

#### **Carrier Air Wing 1, USS *Harry S. Truman* (CVN-75), AB**

The Harry S. Truman Carrier Strike Group (HSTCSG) deployed from homeport NS Norfolk (VA) on 11 April 2018 and is currently somewhere in the Mediterranean Sea. The HSTCSG is scheduled to operate in both the US 6th Fleet and 5th Fleet areas of responsibility while deployed. However, it has recently been reported that it maybe remains in the Med for an extended period. Embarked on the USS *Harry S. Truman* (CVN-75) is Carrier Air Wing 1

VFA-11	Red Rippers	F/A-18F	1xx
VFA-211	Fight' Checkmates	F/A-18F	2xx
VFA-136	Knighthawks	F/A-18E	3xx
VFA-81	Sunliners	F/A-18E	4xx
VAQ-137	Rooks	EA-18G	5xx
VAW-126	Seahawks	E-2D	6xx
HSC-11	Dragon Slayers	MH-60S	61x
HSM-72	Proud Warriors	MH-60R	61x
VRC-40/Det.3	Rawhides	C-2A NP	xx

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

##### Carrier Air Wing 2, USS *Carl Vinson* (CVN-70), NE

From 5 January to 11 April 2018, Strike Fighter Squadron (VFA) 34 Blue Blasters ('NE-4xx') was deployed with CVW-2 on board the USS *Carl Vinson* (CVN-70). This deployment was the sundown cruise of the legacy Hornet. CVW-7's VFA-83 Rampagers ('AG-3xx'), CVW-8's VFA-37 Bulls ('AJ-4xx') still operate the legacy F/A-18C Hornet but these squadrons will not deploy anymore with these types. VFA-34 will transition to F/A-18E Super Hornet in the upcoming months, followed by VFA-83 and VFA-37.

##### Carrier Air Wing 5, USS *Ronald Reagan* (CVN-76), NF

The US Navy expects to field its F-35C Lightning IIs to MCAS Iwakuni (Japan) sometime after 2021, as announced by the Naval Forces Japan. The F-35Cs will be assigned to Carrier Air Wing 5 ('NF-xxx') of (currently) the USS *Ronald Reagan* (CVN-76) strike group. In April, CVW-5 finished relocating its fixed-wing aircraft from NAF Atsugi to MCAS Iwakuni, which is hundreds of miles away near the southern end of Japan's main island of Honshu. Strike Fighter Squadron (VFA) 27 Royal Maces ('NF-2xx') operating the F/A-18E and VFA-102 Diamondbacks ('NF-1xx') operating the F/A-18F made their move of some 675 km (365nm). It is not known which US Navy squadron will be deployed to Iwakuni with the F-35C. At this moment VFA-102 Diamondbacks ('NF-1xx', F/A-18F), VFA-27 Royal Maces ('NF-2xx', F/A-18E), VFA-115 Eagles ('NF-3xx', F/A-18E) and VFA-195 Dambusters ('NF-4xx', F/A-18E) are assigned to CVW-5. Possibly one of these squadrons will transfer to F-35C, but it cannot be excluded that another F-35C Pacific Fleet squadron will relieve one of these four squadrons in the 2021 timeframe.

**Carrier Air Wing 9, USS John C. Stennis (CVN-74), NG**

The USS John C. Stennis (CVN-74) is underway with Carrier Air Wing 9 training for its next scheduled deployment. JCS is now conducting Surface Warfare Advanced Tactical Training (SWATT) an event focusing on advanced tactical training at sea to improve warfighting proficiency, lethality, and ship interoperability before integrated phase training with other elements of the CSG.

VFA-41	Black Aces	F/A-18F	1xx
VFA-14	Tophatters	F/A-18E	2xx
VFA-97	Warhawks	F/A-18E	3xx
VFA-151	Vigilantes	FA-18E	4xx
VAQ-133	Wizards	EA-6B	5xx
VAW-117	Wallbangers	E-2C-NP2000	6xx
HSC-14	Chargers	MH-60S	xx
HSM-71	Raptors	MH-60R	7xx
VRC-30/Det.4	Providers	C-2A NP	xx

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

The Theodore Roosevelt CSG is nearing the end of its deployment, that started 6 October 2017. The carrier is homeported in Naval Base San Diego (CA) and the embarked Carrier Air Wing 17 looks as follows.

VFA-22	Fighting Redcocks	F/A-18F	1xx
VMFA-312	Checkerboards	F/A-18C	2xx
VFA-81	Sunliners	F/A-18E	2xx
VFA-113	Stingers	F/A-18E	3xx
VFA-94	Mighty Shrikes	F/A-18C	4xx
VAQ-139	Cougars	E/A-18G	5xx
VAW-116	Sun Kings	E-2C-2000NP	6xx
HSC-6	Indians	MH-60S	6xx
HSM-73	Battle Cats	MH-60R	7xx
VRC-30/Det.1	Providers	C-2A NP	xx

**Carrier News**

The newest US Navy carriers, CVN-78, CVN-79, CVN-80, and CVN-81 are the first four ships in the USNs new Gerald R. Ford-class of nuclear-powered aircraft carriers. CVN-78 (named for President Gerald R. Ford) was procured in FY2008. The USN's proposed FY2019 budget estimates the ship's procurement cost at about USD 13.0 billion in then-year dollars. The carrier was delivered to the US Navy on 31

May 2017, and was commissioned into service on 22 July 2017. CVN-79 (named for President John F. Kennedy) was procured in FY2013. The USN proposed FY2019 budget estimates the ship's procurement cost at USD 11.3 billion in then-year dollars. The ship is scheduled for delivery to the US Navy in September 2024. CVN-80 (named Enterprise) was procured in FY2018. The Navy's proposed FY2019 budget estimates the ship's procurement cost at USD 12.9 billion in then-year dollars. The Navy's proposed FY2019 budget requests USD 1,598.2 million in procurement funding for the ship. The flat-top is scheduled for delivery to the Navy in September 2027. CVN-81 (not yet named) is scheduled to be procured in FY2023. The Navy's proposed FY2019 budget estimates the ship's procurement cost at about USD 15.1 billion in then-year dollars. The carrier is scheduled for delivery to the Navy in September 2032.

On 18 April 2018, after six years serving as the forward-deployed flagship of Amphibious Force 7th Fleet, the Amphibious Assault Ship USS *Bonhomme Richard* (LHD-6) headed back to the US and its new homeport of Naval Base San Diego (CA). The USS *Wasp* (LHD-1) already arrived in Sasebo (Japan) in January 2018 and has just finished its first Spring Patrol. It relieved the LHD-6 within the Forward Deployed Naval Forces in Japan. Once in San Diego, *Bonhomme Richard* is scheduled for a major upgrade so it can accommodate F-35Bs in the future.

- FRCE = Fleet Readiness Center East, Cherry Point (NC)
- FRCSW = Fleet Readiness Center South West, North Island (CA)
- KNUW = Whidbey Island (WA)

**C-2A**

162157/43	VRC-40	ex 636/VAW-120	<b>37</b>	apr18
162162/40	VRC-40	ex 32/VRC-30	<b>42</b>	apr18
162178/36	VRC-30	ex FRCSW	<b>58</b>	mar18

**C-20G**

165093/093	309th AMARG	ex 093/VR-51	<b>1187</b>	mar18
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**E-2C-2000**

165650/600	VAW-115	ex nmks		feb18
165823/NG-603	VAW-117	ex NG-603/VAW-112	<b>A194</b>	apr18
165825/603	VAW-115	ex VAW-117	<b>A196</b>	apr18
165828/601	VAW-115		<b>A199</b>	apr18
166508	VAW-115	ex FRCSW	<b>A52-205</b>	apr18



CF-2 completed the final SDD flight at Naval Air Station Patuxent River (MD), on 11 April 2018. The F-35C from the F-35 Pax River Integrated Test Force completed a mission to collect loads data while carrying external 2,000-pound GBU-31 Joint Direct Attack Munitions (JDAM) and AIM-9X Sidewinder heat-seeking missiles.

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**E-2D**  
168749/602 VAW-120 ex 676 **AA20** apr18

**F/A-18C**  
164217/AF-423 VFA-204 ex AD-314/VFA-106**980/C207** apr18  
164250/AD-320 309th AMARG ex AD-320/VFA-106**1013/C232** feb18  
164271/40 NAWDC ex AB-404/MFA-251**1034/C249** mar18  
164633/25 NAWDC ex NA-311/VFA-113**1050/C262** mar18  
164644/AF-425 VFA-204 ex AD-305/VFA-106**1067/C273** mar18  
164646/37 FRCSW ex 37/NAWDC **1070/C275** mar18  
164647/AF-420 VFA-204 ex AG-312/VFA-83**1071/C276** mar18  
164687/AF-424 VFA-204 ex AD-307/VFA-106**1120/C299** mar18  
164911/NE-411 VFA-34 ex AD-355/VFA-106**1243/C370** jan18  
165214/NE-403 VFA-34 ex NE-404 **1390/C439** apr18  
165217/NE-412 VFA-34 ex AC-307/VFA-131**1396/C442** jan18

**F/A-18E**  
165534 nmks ex FRCSW **1460/E007** mar18  
166787/111 NAWDC ex AD-121/VFA-106 **E133** mar18  
165789/NH-303 VFA-146 ex FRCSW **1542/E032** mar18  
165791/NJ-233 VFA-106 ex NE-307/VFA-192 **1546/E034** mar18  
166428/NH-306 VFA-146 ex NG-202/VFA-14 **E073** mar18  
166432/NH-311 VFA-146 ex NH-202/VFA-147 **E077** mar18  
166598/AD-117 VFA-106 ex AG-112/VFA-143 **E094** sep17  
166947/AG-307 VFA-86 ex AC-207/VFA-86 **E189** mar18  
166948 nmks ex NE-310/VFA-86 **E190** mar18  
166950/AG-300 VFA-86 ex AC-200, CAG c/s **E192** apr18  
166951/AG-301 VFA-86 ex AC-201 **E193** mar18  
166952/AG-302 VFA-86 ex AC-202 **E194** mar18  
166953/AG-303 VFA-86 ex AC-203 **E195** mar18  
168909/AC-300 VFA-131 ex AD-140/VFA-106 **E268** mar18  
168915/NG-205 VFA-14 ex AJ-305/VFA-87 **E274** mar18  
169114/AC-303 VFA-131 ex AG-114/VFA-143 **E288** apr18  
169120/AD-151 VFA-106 ex AJ-151/VFA-31 **E294** apr18  
169121/AC-311 VFA-131 ex AD-152/VFA-106 **E295** apr18

**F/A-18F**  
165677/NJ-122 VFA-122 ex NJ-100 **1512/F016** mar18  
165921/NJ-153 VFA-122 ex NJ-121/VF-122 **F067** mar18  
165923/NJ-165 VFA-122 ex NJ-164 **F069** mar18  
166611/NJ-120 VFA-122 ex AG-211/VFA-103 **F104** mar18  
166666/NE-166 VFA-2 ex NA-112/VFA-22 **F144** mar18  
166683/AJ-205 VFA-213 w/o 14mar18 **F161**  
166844/NG-101 VFA-41 ex NG-167 **F192** mar18  
166845/NG-102 VFA-41 ex NG-177 **F193** mar18  
166966 nmks ex NE-105/VFA-2 **F241** mar18  
166982/NH-106 VFA-154 ex AD-257/VFA-106 **F257** mar18

**EA-18G**  
166936/NL-521 VAQ-135 ex NL-543/VAQ-132 **G21** mar18  
168384/NJ-555 VAQ-129 ex NE-502/VAQ-136 **G70** mar18  
168389/NL-514 VAQ-138 ex NL-513 **G75** mar18  
169147/NJ-565 VAQ-129 f/n **G138** mar18  
169219 nmks del 19apr18 **G152** apr18

**F-35C**  
169424/NJ-414 VFA-125 ex XE-107/VX-9 **CF-32** apr18

**MH-60R**  
166523/TS HSM-41 ex AG-706/HSM-79 **70-29..** mar18  
166567 HSM-41 ex NG-703/HSM-71 **70-32..** mar18  
166584 HSM-41 ex TS-423 **70-3...** mar18  
167055/TG-42 HSM-35 ex TX-701/HSM-79 **70-3...** mar18  
167060/AB-702 HSM-72 ex AG-702 **70-3...** apr18  
168110/AB-705 HSM-72 ex AC-706/HSM-74 **70-4435** feb18  
168111/NH-701 HSM-75 ex NH-721 **70-44..** mar18  
168115/AB-700 HSM-72 ex AC-705/HSM-74 **70-44..** dec17  
168116/NA-707 HSM-73 f/n **70-445.** apr18  
168135/NG-711 HSM-71 f/n **70-4...** mar18  
168139/NH-705 HSM-75 ex NA-705/HSM-71 **70-4...** feb18  
168146/HQ-473 HSM-46 f/n **70-4...** sep17  
168147/AB-712 HSM-72 f/n **70-4...** apr18  
168152/AB-710 HSM-72 f/n **70-4...** apr18  
168153/HQ-465 HSM-46 f/n **70-4...** sep17  
168162 HSM-41 f/n **70-4...** mar18  
168165/AC-712 HSM-74 f/n **70-4...** mar18  
168166/AG-704 HSM-79 f/n **70-4...** mar18  
168168/AG-705 HSM-79 del **70-4...** mar18  
168171/NG HSM-71 del **70-4...** mar18  
168172/NG-707 HSM-71 del **70-4...** mar18



An F-35B participates in flight operations aboard the amphibious assault ship USS Wasp (LHD-1). The Wasp Expeditionary Strike Group is conducting a regional patrol, meant to strengthen regional alliances, provide rapid-response capability, and advance the Up-Gunned ESG concept. (East China Sea, 14 March 2018, U.S. Navy photo by Mass Communication Specialist 3rd Class Sean Galbreath/Released)

168173/HQ-470 HSM-46 f/n **70-4...** apr18  
168174/NG-703 HSM-71 f/n **70-4...**  
apr18  
168176 nmks f/n **70-4...** mar18  
**MH-60S**  
165748 HSC-26 309th AMARG **70-2581** dec17  
165767/HU-717 HSC-2 ex DD-465/VX-31 **70-2685** jun17  
165770 HSC-26 309th AMARG **70-2704** mar17  
166302/SA-42 HSC-3 ex HX-21 **70-27..** mar18  
166313 nmks ex SA-08/HSC-03 **70-2808** mar18  
166321/VR-72 HSC-21 ex NE-615/HSC-4 **70-28..** mar18  
166331/WC-46 HSC-23 ex WC-47 **70-2858** mar18  
166342/NA-34 HSC-3 ex NA-612/HSC-15 **70-29..** mar18  
167819/SA HSC-3 ex NA-13/HSC-6 **70-30..** mar18  
167827/BR-35 HSC-28 ex AM-00/HSC-22 **70-3...** feb18  
167845/WC-50 HSC-23 ex AM-03/HSC-22 **70-3217** mar18  
167861/NG-15 HSC-6 ex WC-51/HSC-23 **70-** mar18  
167885/NH-614 HSC-6 ex NH-5 **70-36..** mar18  
168557/NG-613 HSC-14 ex NG-13 **70-4...** mar18  
**P-3C-IIIIR**  
158917/917 309th AMARG ex 917/VQ-1 **5589** feb18  
**P-3C AIP**  
161012/012 nmks ex RD-012/VP-47 **5696** mar18  
161766/RC-766 309th AMARG ex RC-766/VP-46 **5781** apr18  
**P-3C AIP+**  
161594/594 KNUW to be scrapped **5768** apr18  
163291/291 VP-40 ex 291/VP-1 **5816** mar18  
**P-3C BMUP+**  
161411/411 VP-69 ex 411/VP-46 **5749** apr18  
161586/586 FRCSE ex 586/VP-40 **5757** oct17

<b>P-8A</b>					
168757/757	VP-4	ex LK-757/VP-26	<b>42253/4728</b>	apr18	
168851/851	VP-4	ex LK-851/VP-26	<b>44143/5262</b>	apr18	
169004/YD-004	VP-4	ex 004/VP-30	<b>44945/5796</b>	apr18	
169336/336	VP-26	del 07mar18	<b>63184/6532</b>	mar18	
169337/LF-337	VP-16	del 15mar18	<b>63185/6560</b>	mar18	
169342/342	Boeing	f/f 21mar18	<b>63192/6784</b>	mar18	
<b>T-45C</b>					
167082/B-210	TAW-2	ex B-304	<b>C114</b>	mar18	
167098/F-622	VT-86	ex B-320/TAW-2	<b>C130</b>	nov17	
167104/B-270	TAW-2	ex B-326	<b>C136/A219</b>	mar18	

United States Marine Corps (NY)

United States Marine Corps unit news

In 2019, Marine Fighter Attack Squadron (VMFA) 314 Black Knights ('VW-xx') from MCAS Miramar (CA) will start its conversion from F/A-18C to F-35C. The Black Knights are the first USMC squadron that will be equipped with the F-35C and assigned to integrate within a Carrier Air Wing, in this case CVW-11. Their first Lightning II deployment is planned for 2022. Some surplus Black Knights F/A-18Cs will be used to replace elderly Hornets within the USMC, some others will move to 309th AMARG at Davis Monthan (AZ). The Tactical Aircraft Integration (TAI) of F-35C equipped VMFAs continues in the future. VMFA-314 will be followed in their F-35C transition by VMFA-312 Checkerboards ('DR-xx'), VMFA-115 Silver Eagles ('VE-xx') and VMFA-251 Thunderbolts ('DW-xx'). Those four squadrons will fulfil the USMC TAI programme.

**Marine Force Atlantic (MARFORLANT)**

Last year it was reported that the USMC deployed their EA-6B Prowlers for the last time in 2017, but late 2017 it became known that a new deployment was imminent. Six Cadillacs arrived at Lajes on 24 March 2018; 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, Greece) and eventually flew to al Udeid (Qatar) in support of the CENTCOM area of operations. As you can see, coded and non-coded aircraft of Marine Tactical Electronic Warfare Squadron (VMAQ) 2 Death Jesters ('CY-xx') and VMAQ-3 Moon Dogs ('MD-xx') are involved. Both squadrons are based at MCAS Cherry Point (NC). As VMAQ-3 is slated for deactivation this year, the deployment is executed by VMAQ-2. The uncoded and MD-coded aircraft were just transferred to VMAQ-2 before the deployment started. VMAQ-2 is expected to be deactivated on 1 October 2018, so this is most probably their very last deployment.

**Marine Force Pacific (MARFORPAC)**

On 21 April 2018, The Wasp Amphibious Ready Group completed their Spring Patrol 2018, a regularly-scheduled patrol of the Indo-Pacific region. The USS Wasp (LHD-1) with the 31st MEU embarked, marked the first operational deployment of the F-35B Lightning II. Six aircraft from Marine Fighter Attack Squadron (VMFA) 121 Green Knights ('VK-xx') participated and supported in a variety of amphibious operations during the Spring Patrol, including mechanized and helo-borne raids, simulated noncombatant evacuation operations and humanitarian assistance-disaster relief missions - all launched from the sea. The Aviation Combat Element (ACE) was reported last month in Scramble 467, page 84.

- FRCE = Fleet Readiness Center East, Cherry Point (NC)
- FRCSW = Fleet Readiness Center South West, North Island (CA)
- LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

<b>EA-6B</b>					
162230/02	VMAQ-2	ex CY-75	<b>P-116</b>	mar18	
162934/CY-01	VMAQ-2	ex CY-76	<b>P-117</b>	mar18	
163032/03	VMAQ-2	ex MD-03/VMAQ-3	<b>P-125</b>	mar18	
163045/CY-00	VMAQ-2	ex CY-77	<b>P-130</b>	mar18	
163046/CY-78	309th AMARG	ex CY-78/VMAQ-2	<b>P-131</b>	feb18	

163047/CY-05	VMAQ-2	ex RM-007/VMAQ-4	<b>P-132</b>	mar18	
163400/MD-00	309th AMARG	ex MD-00/VMAQ-3	<b>P-140</b>	feb18	

<b>KC-130J</b>					
166381/BH-381	VMGR-252	ex 381/VX-20	<b>382-5527</b>	apr18	

<b>F/A-18A++</b>					
162884/VE-211	VMFA-115	ex DC-24/VMFA-122	<b>432/A356</b>	apr18	
163129/MA-00	VMFA-112	ex VV-00/VMFA-314	<b>4538/A447</b>	apr18	
163155/VE-210	VMFA-115	ex VE-206	<b>582/A489</b>	apr18	
163167/VE-200	FRCSW	ex VE-200/VMFA-115	<b>603/A510</b>	mar18	
163169/VE-211	309th AMARG	ex VE-211/VMFA-115	<b>607/A513</b>	mar18	
163174/VE-201	VMFA-115	ex VE-210	<b>617/A522</b>	apr18	

<b>F/A-18C</b>					
164271/40	NAWDC	ex AB-404/VMFA-251	<b>1034/C249</b>	mar18	
164701/WS-411	VMFA-323	ex NH-411	<b>1140/C308</b>	mar18	
164704/WS-405	VMFA-323	ex NH-405	<b>1144/C310</b>	apr18	
164709/NH-401	FRCSW	ex NH-401/VMFA-323	<b>1151/C314</b>	mar18	
164734/SH-165	VMFAT-101	ex WT-21/VMFA-232	<b>1188/C333</b>	mar18	
164875/NH-412	VMFA-323	ex FRCSW	<b>1207/C343</b>	mar18	
164881/WS-401	VMFA-323	ex NH-401	<b>1213/C346</b>	apr18	
164889	FRCSW	ex AC-201/VMFA-312	<b>1221/C350</b>	apr18	
164907/WT-24	VMFA-232	ex AG-310/VFA-83	<b>1239/C366</b>	mar18	
165184/WT-04	VMFA-232	ex AG-300/VFA-83	<b>1310/C409</b>	mar18	

<b>F/A-18D</b>					
164026/SH-03	VMFAT-101	ex SH-244, blue c/s	<b>911/D046</b>	mar18	
164051/SH-04	VMFAT-101	ex SH-250	<b>940/D055</b>	mar18	

<b>F-35B</b>					
168309/DC-05	VMFA-122	ex VM-08/VMFAT-501	<b>BF-13</b>	apr18	
168732/DC-01	VMFA-122	ex CF-01/VMFA-211	<b>BF-34</b>	mar18	
169024/DC-06	VMFA-122	ex VM-24/VMFAT-501	<b>BF-39</b>	mar18	
169415/CF-04	VMFA-211	del	<b>BF-60</b>	mar18	
169416/CF-01	VMFA-211	del	<b>BF-61</b>	mar18	
169587	VMFA-211	del	<b>BF-62</b>	apr18	
169588	LMTAS	f/n	<b>BF-63</b>	apr18	

<b>F-35C</b>					
169034/NJ-404	VFA-125	ex NJ-117/VFA-101	<b>CF-22</b>	mar18	
169160/NJ-406	VFA-125	ex,NJ-121/VFA-101	<b>CF-24</b>	mar18	
169302/NJ-411	VFA-125	ex NJ-125/VFA-101	<b>CF-28</b>	nov17	

<b>AH-1W</b>					
160816/HF-29	HMLA-269	ex YM-3./VMM-365	<b>26931</b>	mar18	
160108/WR-89	HMLA-775	ex SE-32/HMLA-469	<b>29111</b>	mar18	
161018/WR-30	HMLA-775	ex HMLA-367	<b>29224</b>	mar18	
162538/VT-24	309th AMARG	ex VT-24/HMLA-367	<b>26207</b>	apr18	
162547/HF-75	HMLA-269	ex CA-25/HMLA-467	<b>26216</b>	mar18	
162567/QT	309th AMARG	ex HMLA/T-303	<b>26236</b>	feb18	
162572/QT-460	309th AMARG	ex QT-460/HMLA/T-303	<b>26241</b>	jan18	
163941/WR	HMLA-775	ex UV-60/HMLA-267	<b>26266</b>	mar18	
163943	309th AMARG	ex VT-26/HMLA-367	<b>29120</b>	apr18	
163953/YS-40	VMM-162	ex UV-64/HMLA-267	<b>26278</b>	apr18	
164575/HF-68	HMLA-269	ex nmks	<b>29157</b>	mar18	
164586/YS-42	VMM-162	ex HMLA-167	<b>26285</b>	apr18	
165044/QT-430	309th AMARG	ex QT-430/HMLA/T-303	<b>29104</b>	jan18	
165054/YS-41	VMM-162	ex HMLA-167	<b>26314</b>	apr18	
165277/QT-431	309th AMARG	ex QT-431/HMLA/T-303	<b>26325</b>	feb18	
165278/QT-431	309th AMARG	ex QT-431/HMLA/T-303	<b>26326</b>	feb18	
165279/TV-41	HMLA-167	ex SM-27/HMLA-369	<b>26327</b>	apr18	
165283/WG-00	HMLA-773	ex WG-41/Det.B	<b>26331</b>	mar18	
165363/WR	HMLA-775	ex QT-435/HMLA/T-303	<b>26363</b>	mar18	
165364/HF-57	HMLA-269	ex TV-31/HMLA-167	<b>26364</b>	apr18	
165393	309th AMARG	ex ?		feb18	

<b>UH-1Y</b>					
166757/QT-507	309th AMARG	ex QT-507/HMLA/T-303	<b>55007</b>	mar18	
166758/SE-11	HMLA-469	ex UV-11/HMLA-267	<b>55008</b>	mar18	
167804/SM-00	HMLA-369	ex SN-08/HMLA-169	<b>55112</b>	mar18	
167993/UV-03	HMLA-267	ex SN-03/HMLA-169	<b>55121</b>	mar18	
168319/UV-16	HMLA-267	ex YP-31/VMM-163	<b>55159</b>	mar18	
168412/SE-04	HMLA-469	ex UV-04/HMLA-267	<b>55149</b>	mar18	
168501/UV-04	HMLA-469	ex SN-04/HMLA-169	<b>55165</b>	mar18	
168503/SE-12	HMLA-469	ex UV-12/HMLA-267	<b>55167</b>	mar18	
168505/UV	HMLA-469	ex SN-09/HMLA-169	<b>55169</b>	mar18	
168507/HF-87	HMLA-269	ex TV-87/HMLA-167	<b>55171</b>	apr18	
168509/YX-30	VMM-166	ex UV-33/HMLA-167	<b>55173</b>	mar18	
168511/YS-30	VMM-162	ex TV-00/HMLA-167	<b>55175</b>	apr18	
168515/UV-11	HMLA-469	ex SM-01/HMLA-369	<b>55179</b>	mar18	



Ramat-David was one of the air bases open for the public on the Independence Day of Israel on 19 April. F-15A 658 of 133 Squadron, based at Tel-Nof, was one of the static display aircraft. The F-15 had two kill markings for shooting down a Syrian MiG-23 on 7 and 9 June 1982. (19 April 2018, Leonard van Teeffelen)

168797/SN-09	HMLA-169	ex SM-09/HMLA-369	<b>55194</b>	mar18	163874/WP-21	309th AMARG	ex WP-21/VMA-223	<b>182</b>	apr18
168943/SN	HMLA-169	ex SM-10/HMLA-369	<b>55195</b>	mar18	164148/WL-23	VMA-311	ex WE-23/VMA-214	<b>221</b>	apr18
168945/SN-16	HMLA-169	ex YP-32/VMM-163	<b>55197</b>	mar18	<b>AV-8B+</b>				
168948/SN-06	HMLA-169	ex YX-31/VMM-166	<b>55200</b>	mar18	165004/WE-05	VMA-214	ex YP-51/VMM-163	<b>260</b>	apr18
168950/SN-01	HMLA-169	ex YR-30/VMM-161	<b>55202</b>	mar18	<b>AV-8B+(R)</b>				
168951/UV-02	HMLA-267	ex SN-02/HMLA-169	<b>55203</b>	mar18	165384/YS-53	VMM-162	w/o 03apr18	<b>279</b>	
168952/WR	HMLA-775	ex SE-00/HMLA-469	<b>55204</b>	mar18	165385/YS-52	VMM-162	ex WE-13/VMA-214	<b>280</b>	mar18
168954/SN	HMLA-169	ex YR-31/VMM-161	<b>55206</b>	mar18	165387/YS-51	VMM-162	ex WH-51/VMA-542	<b>282</b>	mar18
168956/SN-12	HMLA-169	ex SM-12/HMLA-369	<b>55208</b>	mar18	165428/WH-07	VMM-542	ex EH-53/VMM-264	<b>300</b>	apr18
168958/SN-02	HMLA-169	ex SM-02/HMLA-369	<b>55210</b>	mar18	165566/WE-12	VMA-214	ex WL/VMA-311	<b>303</b>	apr18
169102/EP-31	VMM-265	ex UV-07/HMLA-267	<b>55214</b>	mar18	165567/WL-11	VMA-311	ex YP-55/VMM-163	<b>304</b>	apr18
169234/SN-05	HMLA-169	f/n	<b>55225</b>	apr18	165569/WE-13	VMA-214	ex WP-02/VMA-231	<b>306</b>	apr18
169236/YX-32	VMM-166	ex SE-14/HMLA-469	<b>55227</b>	mar18	165585/WE-03	VMA-214	ex WL-04/VMA-311	<b>322</b>	apr18
169237/YS-32	VMM-162	ex TV-12/HMLA-167	<b>55228</b>	apr18	165588/WL-10	VMA-311	ex YP-53/VMM-163	<b>325</b>	apr18
169237/YS-32	VMM-162	ex TV-12/HMLA-167	<b>55228</b>	apr18	<b>MV-22B</b>				
169245/WR-06	HMLA-775	f/n	<b>55236</b>	mar18	166724/EM-00	VMM-261	ex EH-06/VMM-264	<b>D0093</b>	apr18
169281/UV-08	HMLA-267	f/n	<b>55240</b>	mar18	168232/ES-04	VMM-266	ex EG-15/VMM-263	<b>D0182</b>	apr18
169284/UV-12	HMLA-267	f/n	<b>55243</b>	mar18	168657/YP-00	VMM-163	ex YP-13, CAG c/s	<b>D0313</b>	apr18
169285/WR-08	HMLA-775	f/n	<b>55244</b>	mar18	168658/YZ-01	VMM-363	ex nmks	<b>D0314</b>	apr18
169291	Bell Amarillo	final UH-1Y ordered	<b>55250</b>	apr18	168665	Bell-Boeing	f/n	<b>D03xx</b>	apr18
<b>AH-1Z</b>					169317/04	to Japan	f/n	<b>D03xx</b>	apr18
168399/SM-45	HMLA-369	ex UV-45/HMLA-267	<b>59027</b>	mar18	United States Coast Guard (CG)				
168421/SE-50	HMLA-469	ex UV-50/HMLA-267	<b>59024</b>	apr18	<b>HC-144A</b>				
169381	Bell Amarillo	f/n	<b>592..</b>	apr18	2308	Cape Cod	ex Corpus Christi	<b>C-179</b>	sep17
<b>CH-53E</b>					<b>MH-65D</b>				
161389/HH-09	HMH-366	ex HH-03	<b>65-446</b>	apr18	6506	Atlantic City	ex Port Angeles	<b>6050</b>	apr18
161989/HH-16	HMH-366	ex HH-62	<b>65-466</b>	apr18	6552	Corpus Christi	ex HITRON	<b>6230</b>	feb18
162011/YN-011	HMH-361	ex YN-57	<b>65-488</b>	mar18	Credits				
162478/YN-478	HMH-361	ex YN-16	<b>65-490</b>	apr18	Glenn Bockling, David F. Brown, Ian Carroll, Edwin de Greeuw, Joris Heeren, Václav Kudela, Ian MacKenzie, Andy Marden, Daniele Mattiuzzo, Christopher Taylor, Martin Uleman, Hans van der Vlist				
162493/YJ-493	HMH-465	ex nmks	<b>65-505</b>	mar18	Abbreviations				
163074/YF-074	HMH-462	ex YX-23/VMM-166	<b>65-561</b>	apr18	AF =	Air Force	GV =	Government	
163076/YJ-076	HMH-465	ex YP-20/VMM-163	<b>65-567</b>	apr18	AG =	Agricultural Aviation	JF =	Joint Forces	
164358/YJ	HMH-465	w/o 03apr18	<b>65-582</b>	apr18	AR =	Army	NY =	Navy	
164360/YR-20	VMM-161	ex YF-28/HMH-462	<b>65-588</b>	apr18	CG =	Coast Guard	PO =	Police	
164784/YN-784	HMH-361	ex YN-41	<b>65-627</b>	apr18	DF =	Defence Forces	SV =	Survey	
164789/YN-789	HMH-361	ex YN-27	<b>65-632</b>	apr18					
<b>CH-53K</b>									
169019	Sikorsky	f/n	<b>SDTA-1</b>	apr18					
169020	Sikorsky	f/n	<b>SDTA-2</b>	apr18					
<b>AV-8B</b>									
163872/KD-33	309th AMARG	ex KD-33/VMAT-203	<b>180</b>	apr18					

# Showreports



At the international airport of Santiago the biannual trade show FIDAE was held for the twentieth time. One of the flying displays was performed by this AS332L of the Chilean Navy. In the past many of the Navy aircraft and helicopters had no visible serials on the outside. Luckily most of them have nowadays at least a code applied on the outside, like the zero in the top of the tail on this one, which makes it the 80. (1 April 2018, Leonard van Teeffelen)

## JASDF Ashiya(Japan)

Air Show		18 february 2018
75-1076	C-130H	401 Hikotai
57-4491	CH-47J	Koku Kyunandan
58-4598, 88-4605	UH-60J	Ashiya Kyunantai
26-5681, 06-5789	T-4	13 FTW
36-5908	T-7	12 FTW
01-5060	T-400	41 Hikotai
6358	T-5	201 Kokutai
72-3005	U-125A	Ashiya Kyunantai

### T-4 of the Blue Impulse:

66-5745/1, 46-5731/2, 26-5692/3, 06-5790/4  
46-5730/5, 06-5787/6, 26-5805

## JASDF Komaki (Japan)

Open Day		3 March 2018
78-1205	C-2	403 Hikotai
45-1074, 75-1075	C-130H	401 Hikotai
87-3602	KC-767	404 Hikotai
93-8552	F-2A	6 Hikotai
87-8409	F-4EJ	Hiko Kaihatsu Jikkendan
32-8942	F-15J	Hiko Kaihatsu Jikkendan
37-4489	CH-47J	Iruma Kyunantai
78-4556, 08-4572	UH-60J	Koku Kyunandan
28-4577	UH-60J	Koku Kyunandan
66-5934	T-7	11 FTW
52-3002, 62-3004	U-125A	Kyuan Kyoikutai
73438/SD	AH-1S	Kyoiku Shien Hikotai
41843/SD	UH-1J	Kyoiku Shien Hikotai
31279/X	OH-6D	10 Hikotai
8454	SH-60K	23 Kokutai
5504	P-1	3 Kokutai

## Santiago-Arturo Merino Benitez (Chile)

FIDAE 2018 3-8 April 2018

### Static near entrance:

138	T-34A	also marked as CC-DMJ
H-03	Bell 47D-1	
CC-PZC	EE-10 Eaglet	

All three belongs to the Los Cerillos museum in Santiago.

### Static/Flightline:

3207	C295W	EA.301	Mex. Navy
329, 332	C-27J	Esc844	Peru A.F.
426	KT-1P	Grupo 51	or/wh c/s
445	KT-1P	Grupo 51	gy/gn/bn c/s
TK.23-02/31-22	A400M	Ala 31	also 10075
61-0036/LA	B-52H	96th BS??	

86-0037	KC-10A	60th AMW
98-0057	C-17A	137th AS NY ANG
93-1459	C-130H	181st AS TX ANG
64-14835	KC-135R	912nd ARS AFRC
08-4171/FF	F-22A	94th FS
09-4187/FF	F-22A	27th FS
13-5078/LF, 14-5107/LF	F-35A	62nd FS
114	T-35A	EdA <b>163</b>
135	T-35B	EdA <b>178</b>
149	T-35A	EdA <b>166</b>
152	T-35B(E)	EdA <b>238</b>
237	SR-22T	EdA <b>1107</b>
324	L-19A	EdA Vitçura
363	CJ1	Grupo 5
453	A-29B	Grupo 1 <b>31400128</b>
454	A-29B	Grupo 1 <b>31400129</b>
457	A-29B	Grupo 1 <b>31400132</b>
746, 747	F-16AM	Grupo 7
807, 813	F-5E	Grupo 12
911, 912	G-IV	Grupo 10
922	B737-330QC	Grupo 10
961	C212-200	Grupo 2
982	KC-135E	Grupo 10
985	B767-3Y0ER	Grupo 10
990, 991, 995	C-130H	Grupo 10
998	C-130B	Grupo 10
H-57	Bell 412EP	Grupo 2
H-78	UH-1H	Grupo 9
V-19	Janus C	EVV <b>245/295</b>
V-25	Nimbus 3DT	EVV <b>57/847</b>
E-121	Ce172S	Bat. de Av. N°1 <b>172S11530</b>
H-195	HU-53	Bat. de Heli. (MD369FF)
H-283	AS532AL	Bat. de Heli. <b>2748</b>
H-288	AS532AL	Bat. de Heli. <b>2754</b>
53/3	HH-65	HU-1 (SA365F)
80/0	AS332L	HA-1 <b>2091</b>
323/3	P68 Observer 2	VC-1
503/3	C295MPA	VP-1
C-27	AW139	Carabineros de Chile
C-GPPX	Global 6000	Bombardier Inc.
CC-AFT	R44-II	
CC-AGL	EC155B1	
CC-ALF	Bell 429	
CC-AMM	DHC-6-400	Barrick Services Mineros
CC-ANJ	Bell 407	
CC-AOL	Cessna 208B-EX	Aeroservicios Tronador
CC-AOM	AS350B3	
CC-ARY	AT-802A	CONAF Chile
CC-AUG	Bell 407GX	

CC-AUJ	Bell 206L-1		
CC-AUN	AS350B3	Suma Air	<b>8441</b>
CC-AVH	H145	Ecocopter	
CC-CHS	EC135T2		
CC-CPC	EC130B4		
CC-ETI	AS350B3	Policia	
CC-KIF	PA-28-236		
CC-KIS	PA-32R-301		
CC-KXF	PA-18-95	Aeroclub Santiago	
CC-KWZ	PT-13B	as USN 140	
CC-PJJ	N2S-4	as USAAC 944	<b>75-4944</b>
F-WWCF	A350-941	Airbus Industries	
LV-GVE	B737-8	Aerolíneas Argentinas	
LV-HTQ	HA-420		
PR-HLS	MD600N	Platinum	
PT-ZNF	KC-390	EMBRAER	
N171AC/732	S-64F	Erickson Air-Crane	
N192KQ	Kodiak 100	Mid-Continent Av. Ser.	
N252KA	Beech 200GT	Trexton Aviation Inc.	
N327LX	Falcon 2000LXS	Dassault Falcon Jet Corp.	
N483CJ	Ce525B	Trexton Aviation Inc.	
N500AF	G280	Gulfstream Aerospace	
N505CQ	Bell 505X		
N560NG	PC-12/47E	Raki Aviation Inc.	
N600DT	PA-46-600TP	Piper Aircraft Inc.	
N613CL	Ce680A	Trexton Aviation Inc.	
N650ER	G650ER	Gulfstream Aerospace	
N771AM	TBM-850	N771AM Inc.	
N809LT	SR22		
N882MZ	Ce525 (M2)	Trexton Aviation Inc.	
N889H	Falcon900EX-EASy	Honeywell Fl. Op.	
N3000B	T-6C	Raytheon	

The HH-65 (SA365F) had no serial or code visible on the outside, the code was given by the crew of the helicopter. The serial of the Chilean Navy AS332L was on the instrument panel as NAVAL-80.

In tent near static:

132 T-35B EdA

A-29A EDA Fumaça - Brazil Air Force:

5965/1, 5966/1, 5724/2, 5717/3, 5963/4, 5712/6, 5705/7, 5719/7

The 5707 was during the show changed to code 5.

Extra EA300L Los Halcones - Chile Air Force:

.../1, .../2, .../3, .../4, .../5

Preserved on base:

960 C-47 fake serial  
H-95 UH-1H pres. at gate

Inside hangar Grupo 10:

351 Lj35 SAF  
904 B707-385C Grupo 10  
936 DHC-6-100 n.n. (Grupo 5)  
939 DHC-6-100 n.n. (SAF)  
983 KC-135E Grupo 10  
H-82 UH-1H Grupo 9 white c/s

Plus two UH-1H's, one without tail section and another white one. The Learjet was later also noted on the static.

Outside hangar Grupo 10:

940 DHC-6-100 Grupo 5  
H-21, H-22 Bell 206B Grupo 9  
H-47, H-55 Bell 412EP Grupo 9  
H-79, H-90 UH-1H Grupo 9  
H-93 UH-1D Grupo 9  
H-94 UH-1H Grupo 9 white c/s

Visitors:

2583 VC-99B GTE 2apr  
2806 C-105A 1°/15°GAv 2apr  
550 C-120 EA3 31mar + 8apr  
236 SR-22T EdA 28mar

A C-120 is an EMB-120RT of the air force of Uruguay.

Elsewhere:

150 T-35B on trailer, no wings & canopy  
981 KC-135E stored  
H-78, H-80, H-.6, +1 UH-1H stored?

...	Bell 412	wfu	primer c/s
CC-CDT	PBY-5A	ex 32 AERONAVALE	
CC-DAA	Beech B200	DGAC	
CC-DAC	Ce650	DGAC	
CC-DGA	Ce550	DGAC	
CC-DLA	PA-28-236	DGAC	

The four Hueys were, as we assumed, stored behind the hangar of Grupo 10. The first one had no tailboom (so stored for sure) and so it couldn't be identified. Also behind the hangar was a primer Bell 412 without any markings. The only thing what was found on the inside was the text 'D-03'.

Haifa (Israel)

Open House 19 April 2018

Static:

215	A-4H	preserved	
777	AH-64D		
333	Beech A36	135sq	
501	Beech B200	100sq	
316	C-130E	preserved	
983	CH-53Yasur2000	i/a	
'021'	F-15A	preserved	ex 73-0093
622	F-15A	i/a	
301	F-16C	i/a	
377	F-16C	i/a	110sq mks
'021'	Kfir C2	preserved	ex 821
132	OH-58B	FTS	
555	S-70A	123sq	

Elsewhere:

'001' F-4E-2000 preserved gate, ex 304  
... Mystere IVA preserved gate, vertical

The rest of the preserved aircraft/museum had completely vanished and a large pile of scrap was noted. Draw your own conclusions...

Parade

19 April 2018

Technically, this should read 'parts of the parade'. The first waves with helicopters passed along the runway nicely enough. The fighters came across straight overhead. The larger aircraft were seen lining up along the coast, heading south to Tel Aviv. Some smaller aircraft seen at Tel Aviv remained out of sight at Haifa. Below is what could be seen at Haifa, on base or from a place just outside the gate (larger aircraft). Also, the order over Tel Aviv was/may have been slightly different.

1st group

973 CH-53Yasur2025 118sq  
063 S-65 Yasur2025 118sq

2nd group

582, 832 S-70A 123sq

3rd group

905, 924 AH-64A 190sq

4th group

4X-BMK/1, 4X-BML/2 AS350B3e Police  
4X-BMM/3 AS350B3e Police

5th group

4X-AFF/12, 4X-AFT/5 AT-802F 249sq  
4X-AFY/4 AT-802F 249sq

6th group

430, 440 F-16I 253sq  
478 F-16I 253sq

7th group

813, 869, 886 F-16I 201sq

8th group

902, 904, 905 F-35I 140sq

9th group

050, 069, 612 F-16D 109sq

10th group

506, 511, 554 F-16C 101sq

<u>11th group</u>			340	Beech A36	135sq	
102, 104, 110	M346I	102sq	668	C-130J-30	103sq	
<u>12th group</u>			929	CH-53Yasur2025	118sq	
803, 823, 887	F-16I	107sq	656, 666, 672	CM170 Tsukit	trav.exhibits	noses only
<u>13th group</u>			658	F-15A	133sq	
703, 711	Beech B200CT	135sq	209	F-15I	69sq	
<u>14th group</u>			246	F-16A	i/a	firestation
730	Beech B200T	135sq	318	F-16C	117sq	
990	RC-12D	135sq	386	F-16C	117sq	
<u>15th group, individual aircraft (not lined up?)</u>			057	F-16D	109sq	
8T-CA	C-130K	LuTSta	403	F-16I	119sq	
177703	CC-177	429sq	882	HH-65	193sq	
013	C295M	8.BLTr	115	M346I	102sq	7056/D0009/00028
ZH875	Hercules C4	RAF	562	S-70A	123sq	

Also three Greek F-16s from 340 Mira were in the mix somewhere; 520, 536, 538.

<u>16th group</u>				F-16C	117sq	
295	B707	120sq	317, 341	F-16C	117sq	
The three F-16I's from 107sq had joined up with this.			345, 384	HH-65	193sq	
			889	T-6C+	FTS	aerobatic team
			400, 484	T-6C+	FTS	aerobatic team
			488, 497			

<u>17th group</u>				<u>Elsewhere:</u>		
537	G550 Eitam	122sq	112	(320)	A-4N	preserved inside gate
684	G-V Shavit	122sq	144	112	F-4E	preserved maint. area
<u>18th group</u>			359, 392	144	F-4E	preserved inside gate
662, 665	C-130J-30	103sq	34_	359, 392	F-16C	o/h 117sq maint. hangars
<u>19th group</u>			210	34_	F-16C	o/h 117sq maint. hangars
4X-EDC	B787-9	EI AI	865	210	H500MD	preserved inside gate
			'10'	865	Kfir C2	preserved inside gate
			(31)	'10'	Meteor F8	preserved W side
			...	(31)	Meteor FR9	preserved inside gate
			'04'	...	Mystere IVA	preserved inside gate
			50	'04'	Mystere IVA	preserved N side
			26	50	Mystere IVA	preserved SE side
				26	SO4050	preserved main road

## OVDA (Israel)

Open House 19 April 2018

<u>Static:</u>						
758	AH-64D	113sq				
353	Beech A36	135sq				
842	Beech B200T	135sq				
428	C-130H	103/131sq				
522	F-16C	101sq				
440	F-16I	253sq				
154	M346I	102sq				
585	S-70A	123sq				

<u>Elsewhere:</u>						
'115'	AH-1F	preserved	inside gate			
492	F-4E(S)	preserved	inside gate			
010	Kfir C1P	preserved	gate, ex 747?			

## Ramat David (Israel)

Open House 19 April 2018

<u>Static:</u>						
830	AH-64A	190sq				



Every year during Yom Ha'atzmaut (Independence Day) some of the Israeli air force bases open up their gates for the public. This year Israel celebrated its 70th anniversary, again with some air shows and a large flypast along the coast. The OH-58B Saifan 132 of the Flying Training School, based at Hatzerim, was one of the visitors at the open day at Haifa. (19 April 2018, Leonard van Teeffelen)

Personal copy

# Triptease



Hainan Airlines reached a new collaboration with DreamWorks Animation in June 2016 to feature the “Kung Fu Panda” film franchise on six Dreamliners. B-1540 was the first Hainan Boeing 787 to sport the Kung Fu Panda livery. The aircraft was delivered in September 2016. (Las Vegas (NV), 22 November 2017, Joost de Wit)

## Combined trips

### Southern Arizona, USA

After three successful aviation trips to the greater Las Vegas and Los Angeles areas, it was about time to explore a new part of the southwestern United States: southern Arizona. The primary goal of this year’s trip would be the airfields around the two large cities of Phoenix and Tucson. My two travel companions and I booked a British Airways flight to Phoenix-Sky Harbor for a reasonable airfare of around €500 (economy class return flight including one checked bag and meals). My travel companions would fly back home from Sky Harbor after ten days, whereas I would stay for five more days in the United States, making a road trip to Las Vegas.

As usual we focused on photographing a nice variety of aircraft including airliners, helicopters, bizjets/bizprops, warbirds and military hardware. Writing down tail numbers was a secondary priority, so most logs below are not complete. Nevertheless, they should give you a pretty good overview of what can be seen at the various airports. All aircraft that I logged on my previous trips are omitted, unless noted at a different airport. Moreover, all mm’s mentioned in this article apply to a 1.5x crop camera.

Our flight to Phoenix on 7 November was uneventful. After arrival in the evening we picked up our rental car, a Dodge Grand Caravan, and spent the night at the Econo Lodge Phoenix Airport.

Phoenix-Sky Harbor (AZ) 8 November 2017

N75WP	Ce560 Ultra	Salt River Project
N82WP	Bell 212	Salt River Project
N99TV	R44	Chopperguy
N670H	Sabre 65	Honeywell
N699BR	CRJ200ER	SkyWest Airlines
N757HW	B757-225	Honeywell

### **Regular airline traffic (seen during various visits)**

USAF (AZ ANG)	KC-135
Air Canada Rouge	A321, B767
Alaska Airlines	B737
American Airlines	A319, A320, A321, B737, B757
American Eagle	CRJ700, CRJ900
Ameriflight	Be99, Be1900, PA.31, SA227
Boutique Air	PC-12
Delta Air Lines	B737, B757, MD-90
Delta Connection	ERJ175
Frontier Airlines	A319, A320, A321
Great Lakes Airlines	Beech 1900
Hawaiian Airlines	B767
Southwest	B737
Spirit Airlines	A320
Sun Country	B737
United Airlines	A320, B737
UPS	B757, B767
Westjet	B737
Westwind Aviation	Ce208

On Wednesday morning we woke up early in order to catch the departing Hawaiian B767. This type will soon be replaced by new Airbus equipment. With just one flight per day and a scheduled arrival time during darkness, we had only a few opportunities for this bird. Fortunately things worked out as planned/hoped.

Traffic at Sky Harbor is dominated by American Airlines/Eagle (a result of its merger with US Airways) and to a lesser extent by Southwest. Wide bodies are a rare sight and the only intercontinental traffic is a daily British Airways B747. Volumes are com-

parable to Las Vegas-McCarran, but variety at Sky Harbor is less.

The airport has three runways and their usage is pretty straightforward:

\*08-26, the northern runway, is located north of the main terminals. It is mostly used for arrivals from the north;

\*07L-25R, the middle runway, is located south of the main terminals. It is mostly used for departures to any direction;

\*07R-25L, the southern runway, is also located south of the main terminals. It is mostly used for arrivals from the south, business jet traffic and the Arizona ANG Stratotankers.

During our visits, the 07/08 side was in use during the mornings. Then sometime around noon, ATC would change the runway direction so that the 25/26 side was in use for most of the afternoon.

At Sky Harbor, the lack of variety in traffic is compensated by the large variety in photo spots. The best places are:

\*The multi-story car parks of terminal 2, 3 and 4 for runway, taxiway and terminal shots;

\*The employee parking lot at Sky Harbor Circle for runway 08 approach shots. From the terminals drive westbound on E Sky Harbor Blvd, then E Buckeye Road, turn right on S 24th Street and then turn right again on Sky Harbor Circle N. The parking lot is for airport employees only but since it is unattended you should be able to spend some time here if you keep low profile. Airport security may ask you to leave though;

\*The cell phone parking lot at 4202 E Sky Harbor Blvd for runway 26 approach shots. This is a free parking lot where people can wait before picking up somebody at the terminals. These people might ask what you are doing with those "big cameras" or call law enforcement, but even then you should be able to stay and continue taking photos;

\*Along E Old Tower Road for runway 07R approach shots. You could park at the large sand area between this road and the I-17. I am not sure if this is completely legal, so don't be surprised if law enforcement asks you to leave;

\*A little further down E Old Tower Road, where you will find the FBOs of Swift Aviation, Cutter Aviation and the cargo apron. Photo opportunities are limited and unlike the aforementioned places you might need stairs. There is a nice roof terrace on the left side of the Cutter Aviation building, however before entering you should first ask for permission inside and they won't allow you to take photos.

Phoenix-Deer Valley (AZ)		8 November 2017
C-GFKK	TBM-850	Campbell Dodge Chrysler
N7MZ	Ce501	
N9NZ	SA226T	
N23W	Beech 90	Dynamic Aviation
N24XZ	PC-12/47E	
N96BP	Ce404	Arizona Game & Fish Dept
N122JB	Ce208B	Westwind Aviation
N126M	RC695	
N154EB	Ce421B	
N170EH	ERJ170LR	Honeywell
N175AM	Ce421C	
N186WW	PA-44-180	Westwind Aviation
N187SL	P180	Jetran
N352HS	Lj35A	AirCare1 International
N406LA	Ce525A	Locati Architects
N421SR	Ce421C	
N425BJ	Beech 400	
N550LA	Ce550	TMA Group
N604DM	CM170R	as "N604RD"
N705ML	Beech 200	Honeywell
N785WW	Ce208B	Westwind Aviation
N822RS	Tucano T1	RS Warbirds, as "200"

N888UH	R44	Universal Helicopters
N973AE	AS350B3	PHI Air Medical
N990KB	Beech C90-1	
N4968B	Beech 50	
N12417	T-33	Thunderbirds c/s

#### Hub traffic

RS Warbirds	L-39 (4)
TransPac Aviation Academy	PA-44 (11)

Around noon we drove northbound and spent some hours at Deer Valley. The airport is quite similar to North Las Vegas: a busy General Aviation airport with a lot of flight training, some warbirds and a few bizjets. At the terminal, which is located on the south side of the two parallel runways (07-25), there is a restaurant and a nice terrace from where you can photograph all day long with the sun in your back. On the west end you will find the Honeywell hangar as well as a multi-story car park from where traffic on runway 07 can be observed. The facilities of the Phoenix Police Department Air Support Unit are located on the east end. Unfortunately this place is not accessible without an appointment.

Mesa-Falcon Field (AZ)		9 November 2017
53914/8	TBM-3E	CAF Arizona Wing
67212	UC-45J	US Navy
C-GWRD	Bell 429	
N13YS	MU-2L	Air 1st Aviation Companies
N23YK	CJ6A	Falcon Warbirds "81703"
N32RQ	Lake LA-4	
N44SA	Beech 58P	
N63CJ	Ce525B	
N76BZ	AT-6C	"7690"
N102LL	PA-34-200T	Canyon State Aero
N108CC	Ce337	Jonathan Flaucher
N125AZ	TB-25N	CAF Arizona Wing "335972"
N131RR	Ce560 Ultra	Falcon Executive Aviation
N145AZ	Beech D18S	CAF Arizona Wing "44511"
N147AZ	DC-3C	CAF Arizona Wing "223518"
N269TT	H269C	Canyon State Aero
N300UH	R44	Universal Helicopters
N3028D	Ce310	
N310TM	Ce310R	
N325CW	CJ6A	Falcon Warbirds
N3158G	T-6G	as USN "23999/BP255"
N3246G	SNJ-5	"90725"
N335JJ	Ce525A	Century Aviation
N351NA	T-28B	"138286"
N395AM	Beech B200	Falcon Executive Aviation
N401AZ	Ce401B	
N402EM	Beech C90	Central Virginia Aviation
N427DM	Beech C90	Central Virginia Aviation
N444UH	R44	Universal Helicopters
N464TW	CJ6A	Falcon Warbirds
N540NE	Ce402C	
N589HF	AH-1F	"15589"
N698SH	Schweizer 300C	Canyon State Aero
N5833	FM-2	CAF Arizona Wing
N7268C	PV-2	
N7454C	PV-2	
N777RJ	Ce310	
N992RW	R44	
N9075H/997	MD900	Saudi Air Ambulance
N9323Z	B-17G	as "44-83514"
N76764	Canberra TT18	as RAF "WK142"
N76765	Canberra TT18	as RAF "WJ614/846"
N86492	PV-2	CAF Arizona Wing, as "492"
-	MiG-15	CAF Arizona Wing
-	UH-19D	

#### Hub traffic

CAE Oxford Avn Academy	PA-44 (4)
Mesa Police	MD369 (3)

The next morning we visited another General Aviation airport, this time in the eastern part of the Phoenix metro area. When looking at Google Maps you can see the huge amount of ramp and hangar space. Fortunately the airport's



marketing/communications department offers pre-arranged ramp tours for free. This is an excellent way to explore the airport, because views and photo opportunities are limited from outside the fence. At the terminal there is a patio with a low fence from where you can see a small part of the apron. Photography here is best in the morning.

The two-hour ramp tour resulted in a lot of photos and tail numbers on either side of the two parallel runways (04-22). The only places that were off-limits were the Boeing (Apache) and MD Helicopters factories on the north side as well as the stored aircraft compound of Marsh Aviation (which included Trackers, Albatrosses and other vintage aircraft). The AH-1 Cobra was located at the northeast corner of the field and is sometimes used for pleasure flights, for example during the annual Copperstate Fly-In in October. Other dates can be found on the AZAAHF website <https://armyav.org/arizona-chapter/>.

After the ramp tour we went to the “flying warbird museum” of the Commemorative Air Force, located in the southwest corner of the field. The museum opens at 10.00h and aircraft approaching runway 04R can be photographed from here as well.

Chandler (AZ)		9 November 2017
N17DL	RC500S	RV Aviation
N25WK	C-45G	std
N55HL	IA1121B	Kendel M. McCarley
N88EQ	Ce421C	Jewel Air
N144XL	Ce560XLS+	Century AC
N310W	Ce310	std, ex 3M Aero
N316PA	PA-44-180	TransPac Avn Academy
N318PA	PA-44-180	TransPac Avn Academy
N395BC	Lj45	Southwest Aircraft Charter
N828KM	Beech 58	Southwest Aircraft Charter
N3264X	Ce310L	Daniel W. Butler
N6062Y	PA-23-250	Gerald K. Smith
N25647	Beech 58	Alexander G. Knox
N31595	PA-34-200T	Points North

Chandler Airport is dominated by small single-engine aircraft, so we did not spend too much time here. With the exception of the Quantum Helicopters flight school facilities, all hangars and aprons are located on the west side of the two parallel runways (04-22), which means that the afternoon is the best time for photography. Some bizjets/bizprops can be photographed from the parking lot near the control tower. For the airport terminal you will have to drive northbound around a big open field.

Worth mentioning is the 50 year old venerable Jet Commander, located in the east corner of the northern apron. Airport management granted airside access, so we could take a closer look at this rare bizjet. Its airworthiness status is questionable.

Phoenix-Mesa Gateway (AZ)		9 November 2017
165475/A-132	T-45C	US Navy/Marines
C-GXCB	Lj35A	Air Tindi
N4CR	BAe125-1A/S522	Montero
N26ND	Beech C90GTi	University of North Dakota
N94HL	Ce525	CAE Oxford Avn Academy
N118TG	C-130A	International Air Response
N120TG	C-130A	International Air Response
N125DZ	Ce750	Docutech
N159WG	Ce525C	Orr Motors of Louisiana
N192DM	EMB505	
N223PW	Ce510	Cypress Healthcare
N251WL	TA-4J	Top Aces
N256DC	Ce680	Planemasters
N277GM	G-IV	Journey Aviation
N299RK	Ce550 Bravo	Gasser
N507AM	AS350B3	Air Methods
N510FD	Ce510	Aero Services Group
N609CF	A119	Tri State Care Flight
N650KK	Ce650	RS Air
N720HW	Ce680	H&W Management
N780DC	Ce525M2	M.A. DeAtley Construction
N818QS	Ce560 Encore+	NetJets
N860TX	Ce750	Textron Aviation
N932TX	Ce750	Textron Aviation
N955GH	Ce750	Jet Methods
N2105	CL-600S	Coulson Aviation

**Hub traffic**

Allegiant Air	A319 (4)
Swift Air	B737 (3)
ATP Flight School	PA-44 (4)
University of North Dakota	PA-44 (4)

**Stored**

ERJ145	N253EC/N284SK/N285SK/N570RP/ N577RP/N578RP
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Just east of Chandler Airport you can find the second biggest airport in the Phoenix metro area: Mesa Gateway, formerly Williams Gateway. The airport has no less than three parallel runways (12-30) with all activities located on the west side.

Few airports offer a bigger variety in air traffic than this one. In just a couple of hours we logged and photographed any-



The first known USAF unit for this C-130A was the 314th TCW. After it was withdrawn from use its first civilian registration in 1991 was N6585H, and it was active with T&G Aviation. During the mid 1990s it was active in Africa as 9J-AFV. Current operator International Air Response added the aircraft to its fleet in 1998 as N120TG. (Phoenix (AZ), 9 November 2017, Joost de Wit)

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This Raytheon 4000 was destined for NetJets Europe as CS-DYC but delivered to Yalian Jet as B-3908 in 2010. Four years later the bizjet took up registration N2KL. Fühkov Vodka is the current operator as can be seen by its tail logo. (Scottsdale (AZ), 10 November 2017, Joost de Wit)

thing from small flight training planes to Airbus and Boeing jets, from ancient Hercules aircraft built in the fifties to brand new Citations and even some military hardware. The latter can be expected on most days, also during the weekends.

In order to see all of this, just drive along S Sossaman Road and E Velocity Way. Starting at the north end, you will encounter:

\*Cessna Service Center. For photography from the parking lot you will need a ladder. Light will be best from late afternoon onwards, but with most employees going home around that time, don't be surprised if you will be asked to leave sooner than you might like;

\*Embraer Service Center. Not much to see from the outside;

\*Flight schools of ATP, UND and ASU;

\*Gateway Aviation Services FBO. This is where most visiting bizjets and military aircraft will be parked. Adjacent to the fence there is a park with some trees and benches, so this can be regarded as the "official spotting place". Light is best in the afternoon for ramp and taxiway shots as well as (large) aircraft vacating or climbing out of runway 30. You will need at least a three-step ladder to photograph over the fence. Alternatively you can walk up the grass hill. When looking to the south you will see the stored Embraers. I am not sure if these planes are here for maintenance or if the airport is used as an overflow for Kingman;

\*Airline terminal. Allegiant Air is the dominant airline here, offering scheduled flights with their A319s. Westjet is supposed to fly to this airport as well, however I didn't see any of their planes;

\*Various companies/hangars ranging from medical helicopters to military contractors like Top Aces. Photo opportunities are very limited;

\*Some (non-aviation related) factories. The parking lot of Able Engineering will give you some good views on the southern part of the apron;

\*International Air Response hangar;

\*Control tower and a long-term parking lot. This is a great place for taxiway shots. Depending on the runway usage you will have the sun in your back most of the day. A ladder is necessary and you may be asked to leave by airport security. You should keep in mind that the gate will be closed at the end of the day, so make sure that you have left before that happens;

\*Air Tanker Base. During our trip the base was closed and the apron was occupied by Swift Air aircraft, which operate on behalf of the U.S. government.

Scottsdale (AZ)  
C-GAPC

Ce560

10 November 2017  
Air Andrew

N2KL	Raytheon 4000	Fühkov Vodka
N11A	Global XRS	Aramark
N18TD	G-IV	Threshold Ventures
N60TJ	Beech B100	ARK Leasing
N223QS	Falcon 2000EX	NetJets
N305TC	G-IV	American Resources
N307MT	Beech 400A	SevenJet
N312JV/"480"	EMB312F	Jon S. Vesely
N313QS	Ce680	NetJets
N327TX	Ce525B	Alante Air Charter
N345K	Lj45	Koch Industries
N348QS	EMB505	NetJets
N350WH	Beech 350	Chris Hughes
N360FX	EMB505	Flexjet
N441PP	Ce441	Pogue Construction
N480VR	G-IVSP	Executive Jet Management
N508XJ	CL-300	XOJet
N513QS	Ce680A	NetJets
N546QS	G550	NetJets
N560LS	Ce560XLS	STA Jets
N574JS	EMB500	JetSuite
N581PJ	Ce501	HL Aviation
N783XJ	Ce750	XOJet
N805PR	Ce414A	Carnahan Group
N858TD	PA-46-350P	
N884BB	Falcon 900	Best Jets International
N910E	Ce750	
N927PK	Ce560 Encore	
N9943H	SF-50	Da Plane
N999XP	Ce510	Cypress Equity Inv
N1364J/"UH-54"	T-6G	
N4148U	R22	
N4415E	PA-46-500TP	Whiskey Aviation
N5337N	PA-46-500TP	Cutter SW Aircraft Sales

#### Hub traffic

Universal Helicopters R44 (4)

On Veteran's Day we went to the main Business Aviation airport of the Phoenix metro area, located in the north east corner. The airport is much like Van Nuys near Los Angeles: dominated by bizjets and bizprops. You will also see light General Aviation traffic including warbirds. There is even supposed to be a private T-38 based at this field and military visitors are not uncommon according to the locals. The airport has only one runway (03-21) with aprons and taxiways located on either side. Near the threshold of runway 03 there is an abandoned taxiway from where you can observe and photograph all arriving and departing traffic. You will have the best light in the morning. A small ladder may be of help to photograph over the fence, however keep in mind airport security does not appreciate this. They may ask you to keep your ladder several yards away from the fence. This is fine for approach shots, but not for taxiway/runway shots.

With runway 21 in use the situation in the morning is worse.

There are very few good other photo spots along the east side of the runway. Most of the buildings with parking lots are private property and at several places the fence is too tall or there is a slant rather than a horizontal area just in front of the fence, which makes a ladder useless. On the north end there is a Hyundai dealer. Their parking lot should be good for photographing approaching aircraft, but I don't think you are very welcome there unless you buy a car. The final option is to stand along the E Frank Lloyd Wright Blvd, but the aircraft tend to be rather high at this point.

Phoenix-Sky Harbor (AZ)		10 November 2017
N313AZ	B767-338ERF	Prime Air
N998JL	Ce560 Encore	Jonathan M. Larmore
Chandler-Gila River Memorial (AZ)		11 November 2017
N130P	Howard 500	
N4889C	DC-7B	
N7086C/112	PV-2	
N7251C	PV-2	
N44904, N44910	C-54Q	
N44906, N44908	C-54P	

This Saturday we drove from Phoenix to Tucson. Normally this is just a two hour drive, but with some interesting airports in between these cities it took us a bit longer.

Our first stop, just after sunrise, was the spooky abandoned Gila River Memorial airfield. When driving on the I-10, take exit 164 and proceed eastbound on E Queen Creek Road. Turn right on the dirt road which runs west of and parallel to 88th Street/S Old Price Road (the paved road will not lead to the airfield). Then turn right on E Airfield Lane, also a dirt road. In the middle of the desert you will find these eight severely vandalized propliners. It is an eerie yet unique sight. I recommend being careful here and watching out for desert animals like snakes, scorpions and other harmful things. Nobody will be able to see or hear you in case you get in trouble...

Coolidge (AZ)		11 November 2017
N119AB	Beech 95-C55	Safford Aviation Services
N131FF/81	C-130A	
N131HP/131, N133HP/133	C-130A	Hawkins & Powers Avn
N166AB	PA-34-220T	Safford Aviation Services
N194WW, N197WW	SC-7	Win Aviation
N261GB	Beech C90A	Safford Aviation Services
N4887C	DC-7B	International Air Response

Coolidge used to be the home base of International Air Response. Nowadays the airport is very quiet. There is a compound with some Hercules aircraft, which are missing some parts, a rare DC-7 and a couple of aircraft used for skydiving, which are probably not flying during the weekend. Every now and then there is a German Air Force Transall at this airport, also used for skydiving purposes. The fleet of Safford Aviation was inside the hangars and a based law enforcement Bell 206 departed just before we reached the airport.

Every first Saturday of the month there is a fly-in from 08:00-10:30.

Eloy (AZ)		11 November 2017
(51-8708)	T-33A	ex USAF
N901ST	DHC-6-200	Chicagoland Skydiving
PK-PGU	Bo105C	Pelita Air Service
(VH-WGT)	SC-7	

#### Skydive Arizona

Beech 100	N503AB
Beech 18	N2625
Ce208	N204BA
DC-3	N86584
Hughes 369	N67LH
Lockheed 18-56	N631LS
DHC-6	N128WJ/N194LH/N204BD/N924MA
SC-7	N114LH/N26LH/N28LH/N39LH/N46LH/ N52LH

One of the largest skydiving organizations in North America

is located approximately half-way between Phoenix and Tucson, at Eloy Airport. Skydive Arizona has a diverse fleet of aircraft types, but you won't see all of them flying in one day. We caught the Dakota and obviously the Twin Otter and Skyvan. The other aircraft types were inside the hangars (as was the CSC Twin Otter), except for the King Air which was stored outside in a corner. Photography is very relaxed at this airport and the best time is in the morning or early afternoon.

Marana-Pinal Airpark (AZ)		11 November 2017
5N-BUK, 5N-BUL?	B737-36N	Air Peace

#### Stored

B-2131	MD-82	ex China Eastern
B-2500	B767-3D6ER	ex Shanghai Airlines
N104HR	B727-223	ex Houston Rockets
N129TW	B747-128	ex Trans World Airlines
N245BA	B747SR-81	ex ANA All Nippon Airways
N426C	C212-CC	ex Rampart Aviation
N434CA	C212-200	ex Rampart Aviation
N526US	B757-251	ex Northwest Airlines
N779BA	B747-45BF	ex Korean Air Cargo
N3439F	B747-329F	ex SABENA

#### Delta Air Lines (std):

B757-200	N523US/N616DL/N628DL/N677DL
B767-300	N137DL

At this aircraft boneyard it is hard to take decent photos if you didn't manage to arrange a ramp tour. Unfortunately the POC for this, Mr. Jim Petty, did not respond to my email and some local spotters had similar experiences. All we could do is write down some tail numbers from outside the fence and photograph the Chinese MadDog, which is located on the east side of Pinal Airpark Road. Access at the Silverbell Heliport on the north side of the field was denied, so we could not photograph the three gateguards.

Tucson-Marana Regional (AZ)		11 November 2017
(91-)26333	UH-60L	WAATS/AZ ArNG
N28EV	T-28B	Evergreen A&S Museum
N104LN	AS350B3	Air Methods
N121BC/"0123"	T-34	Cavanaugh Collections
(N214AT)	A-4C	Fighting Classics, ex 148597
N292DD	R22	Civil Air Support
N390WW/"BA"	HA-200	Plane Fun
N462B	Ce560	JD Russel Company
N787GT	Lj55B	Business Air
N845YT	Beech B200GT	True Drilling
N995LP	EMB505	Graham Lundberg Peschel
N1189M	Ce310	Quality Aviation
N3179L	Ce310J	Peregrine Aviation
N3831	AS350B3	Air Methods
N4724P	PA-23-250	TNT Farms
(N2262Z)	A-4C	as ARA "0658/3-A-305"
N4911	Falcon 50EX	Southern Air Systems
N6816D/109	C-54D	Maricopa Aircraft
N7296C	SNJ-5	as USN "84979/RB-49"
N9370Z	C-45H	
N99175/"21557"	T-33	Aircraft Solutions

#### Stored

145064/5G8	A-4C	US Navy
147669/JY	A-4L	US Navy
147671/MB-11	A-4L	US Navy
147793	A-4L	US Marine Corps
147815	A-4L	US Marine Corps
148502	A-4C	US Navy
149500/MB-1	A-4L	US Marine Corps
149502/AF-512	A-4L	US Navy
149540/JY	A-4L	US Navy
149550	A-4C	US Navy
149555/UX-6	A-4L	US Navy
160615/AC-310	A-7E	US Navy
N30LH	Beech 2000A	
N515JS	Beech 2000A	

N67034/150	C-54	Maricopa Aircraft
N67040/147	C-54B	Maricopa Aircraft
N80232	SP-2H	ex USN 147948
N8194S	Beech 2000A	
N8280S	Beech 2000A	
N96451/111	C-54	Maricopa Aircraft
(-)/AF-401	A-4	US Navy

At the other "Marana Airport" you will need airside access as well. Fortunately that is not a problem because some friendly aviation photography minded people work here. On this day the annual Airport Cookout took place, which is a barbecue/fly-in/static show/airport appreciation day. We arrived just before the end of the event. We had missed a US Army Lakota and a CBP Blackhawk, but we were just in time to see the US Army Blackhawk depart. At the end of the day we got treated to a short photoshoot with one of the Fighting Classics Skyhawks in Argentine Navy colors and a nice fly-pass of a Cessna 310 which was doing several pleasure flights for some of the local kids. What a difference compared to the expensive and uptight aviation industry in western Europe....

Apart from the event there were some bizjets and other General Aviation aircraft. The Fighting Classics hangar is located in the southwest corner and is surrounded by stored Skyhawks. Some additional Skyhawks as well as the stored propliners and Starships can be found in the northwest corner of the airport. Unfortunately the propliners were moved around not too long ago, making photography a lot worse now that the aircraft are packed together.

Davis Monthan AFB + Pima Museum (AZ) 12 November 2017  
Since the inventories of the AMARG storage and the Pima Museum are relatively static and well-covered by others, I will not publish my (incomplete) logs here. Just send me a message if you would like to have these anyway.

We started this Sunday morning with a healthy walk along Kolb Road to photograph some of the stored Hercules aircraft. You will need a ladder to photograph over the fence, but after a while airport security told us to refrain from using these. So then we went to a place where we would walk some more miles: the Pima Air & Space Museum. It took us almost the entire day to see and photograph everything. At the end of the day we went to Tucson airport for a quick reconnaissance tour in preparation of the next few days.

Tucson (AZ)	G550	12 November 2017
N92LA	Ce500	Leucadia Aviation
N108MC	CL-605	Aviation Unlimited
N696HS	Ce340A	Mocha
N774DC	MD-87	Berkshire Building Svcs
VP-CNI	Lj45	Chartright Air
XA-JRS	Lj25D	Avemex
XA-MET	PA-23-250	
XB-LRE		

#### Stored

N192G	T-28A	
N232WF	A319-132	
N533UA	B757-222	ex United Airlines

#### Hub traffic (seen during various visits)

Alaska Airlines	B737
Alaska Horizon/Skywest	ERJ175
American Airlines	B737
American Eagle	CRJ700, CRJ900, ERJ175
Delta Air Lines	A319, B757
Delta Connection	CRJ700 (plus stored CRJ200)
FedEx	B767
Sierra Pacific	B737
Southwest	B737 (plus stored B737)
United Airlines	A319, A320
United Express	CRJ200, CRJ700, ERJ145, ERJ175

Air traffic at Tucson airport is a nice mix of airlines, bizjets and military F-16s of three different countries (Iraq, Netherlands and USA). Some planes of Sierra Pacific are based here and perform several flights per week, mainly for the U.S. military. It was a wonderful sight to see a B737-200 in action in this day and age.

The airport has three runways; normally 11L-29R is the main runway. During our stay in Tucson there were construction works going on, so this runway was closed for landings and PPR for take-offs. Because the parallel runway 11R-29L is very narrow, most traffic had to use the perpendicular and shorter runway 03-21. Consequently the American and Iraqi F-16s diverted to Davis Monthan for the duration of the construction work. The Dutch F-16s on the other hand seemed to have no problem with using the shorter runway.

Because of the perpendicular runway complex and the variety of air traffic, the airport lay-out may seem a bit complicated.



The A-4C on this photo is former US Navy 149606, currently civilian registered as N2262Z. According to the latest information this Skyhawk is owned by Fred Machado. It is wearing the colours of the Armada de la República Argentina (ARA for short) and adorned with serial 0658 and code 3-A-305. (Marana Regional (AZ), 11 November 2017, Joost de Wit)

Starting at the north end of the airport, along E Valencia Road, you will find the Million Air FBO and the military base. Turning left on S Park Ave will lead you to the west side ramp with stored airliners and a good afternoon spot for runway 11L. Driving south you will encounter instructional aircraft at the Pima Community College and the Bombardier and Raytheon facilities. Continuing the route around the airport and driving on E Los Reales Road will bring you to the east side of the field. The cargo apron and the non-official spotting place (ladder required) near the fire station are located on the south end of E Airport Drive. Turning north on E Airport Drive will lead you to the main terminal. Further north you will find the General Aviation area with hangars, the Executive Terminal and the two hangars of the Atlantic Aviation FBO. The FBO is not photographer-friendly, so it is best to act low-profile. When driving north on S Plumer Ave you will encounter a few more hangars and aprons. On the east side of this road there is a (mostly empty) parking lot which is a nice and quiet place to photograph aircraft approaching runway 21. The sun is in your back till early afternoon.

Tucson (AZ)		13 November 2017
1635	F-16C	Iraqi AF
J-209/AZ	F-16BM	148th FS
J-210/AZ	F-16BM	148th FS
J-369/AZ	F-16BM	148th FS
84-1322/AZ	F-16D	USAF
86-0210/AZ	F-16C	USAF
89-2155/AZ	F-16D	USAF
91-0401/AT	F-16CM	USAF
N119LC	Ce550 Bravo	
N151CA	Sh-360-100	Air Cargo Carriers
N167Y	Falcon 900EX	AT&T
N209QS	CL-650	NetJets
N232QS	Falcon 2000EX	NetJets
N299CX	Ce750	Executive Jet Management
N304K	Falcon 900LX	AT&T
N342QS	Ce680	NetJets
N458BE	G-IV	Bill Edwards
N534FX	CL-300	Flexjet
N611AV	CL-350	
N662QS	Ce560XL	NetJets
N713L	Falcon 7X	AT&T
N750SL	Ce525A	
N876UC	Ce560XLS	Aviation Consultants Inc
N906SB	Falcon 7X	AT&T
N946QS	Ce750	NetJets
N986ST	Ce525C	

Tucson-Ryan Field (AZ)		13 November 2017
N383FM	CM170	
N5275G	Ce310A	
N6937T	Ce310D	

Ryan Field is a small General Aviation airport at the west side of town. Because the stored propliners had disappeared there wasn't much left to see. You will need a ladder or airside access for photos.

Davis Monthan AFB (AZ)		13 November 2017
81-0988/DM	A-10C	USAF

In the afternoon the skies were filled with clouds, so I logged some more stored stuff as well as one flying A-10.

Tucson (AZ)		14 November 2017
J-010/AZ	F-16AM	148th FS
J-064/AZ	F-16BM	148th FS
J-067/AZ	F-16BM	148th FS
N17A	Lj36A	Avstar
N100ES	G650ER	Disney Aviation
N105AD	Ce525C	VT Industries
N111YF	Beech B100	PLG Aviation
N122WF	B737-4Q3SF	ex Japan TransOcean
N216BG	Ce560XLS+	Brasfield & Gorrie
N234QS	CL-650	NetJets
N243PC	G450	Perryman Company
N255QS	Falcon 2000	NetJets

N399WS	Beech C90B	Guardian Flight
N450KR	G450	Alsco
N500ZB	CeS550	Fregata Systems
N505RJ	Ce501	High Times
N558RA	Lj55	Royal Air Freight
N560S	Ce560	Sanco Pipelines
N599SD	AS350B3	Pima County Sheriff
N605KA	CL-605	Kisco Senior Living
N661WD	Beech 400A	Durham Aircraft
N703DJ	Lj35A	Charter Airlines
N706RM	Beech 400A	Trinity Jet Management
N836RA	MD-83	ex Falcon Air Express
N877H	CL-604	Jet-A
N896MA	Ce550 Bravo	Anderson Columbia
N911AZ	Bell 429	Arizona DPS/State Trooper
N914PG	B727-200	Ecuadoriana
N921AZ	Beech B200	Arizona DPS
N968BX	Global 6000	
N975QS	Ce750	NetJets
N979NS	MD-83	ex Ryan Int'l Airlines
XA-HBA	RC690C	

<b>Stored</b>		
2-AVIT	B737-3K2	ex VivaAerobus
5N-BKO	MD-83	ex Afrijet
(C-GGMP)	DHC-8-200	ex De Havilland Canada
N115FE	B727-116C	ex FedEx Express
N486FE	B727-227F	ex FedEx Express
N509CC	B737-48E	ex Air Busan

Davis Monthan AFB (AZ)		14 November 2017
1636	F-16C	Iraqi AF
78-0673	A-10C	USAF
78-0694/DM	A-10C	USAF
79-0150/DP	A-10C	USAF
79-0168/DM	A-10C	USAF
79-0197/DP	A-10C	USAF
80-0181/DM	A-10C	USAF
80-0195/DM	A-10C	USAF
81-0942	A-10C	USAF
81-0945/DM	A-10C	USAF
81-0956/DM	A-10C	USAF
81-0976/DM	A-10C	USAF
82-0646/DM	A-10C	USAF
82-0659/DM	A-10C	USAF
86-0015	C-5M	USAF
09-5708/FT	HC-130J	USAF
73-1584/DM	EC-130H	USAF
86-0238/AZ	F-16C	USAF
86-0285/AZ	F-16C	USAF
87-0317/AZ	F-16C	USAF
83-1175/AZ	F-16D	USAF
84-1322/AZ	F-16D	USAF
85-1514/AZ	F-16D	USAF
95-00098	C-12V	US Army
82-23670	UH-60A	US CBP

Apart from the AMARG storage, Davis Monthan is a very active base compared to western European standards. On a Tuesday afternoon we witnessed several A-10 sorties as well as some visitors and flying continued beyond sunset.

Photography from outside the fence is not that easy because of the large distance to the base's single runway 12-30. Because the boneyard and base facilities are located on the east side, the best options for us are obviously on the west side which means that the light is best in the afternoon. With runway 12 in use the best spot is on the side of the road at S Contractors Way. This spot can be reached from only one direction. At I-10 take exit 265, turn northbound on S Alvernon Way, turn right on E Irvington Road, cross the railroad track and turn left on S Contractors Way. After a while this road bends to the right as the beginning of a semi-circle. You can park in the dirt at the side of the road at the most eastern point before the underpass with Golf Links Road. At this spot you will need 300mm for a side-on Hercules photo and more than 400mm for smaller aircraft. Unfortunately I cannot tell



This C-130H is part of the 43rd Electronic Combat Squadron. It was photographed at its home base Davis-Monthan Air Force Base (AZ) by Joost de Wit on 14 November 2017.

how many mm's you need for a Galaxy, because unlike all other aircraft it landed on runway 30 instead of runway 12... With this many mm's you will probably get some degree of heathaze distortion on warm days (thus almost year-round).

When runway 30 is in use, the distance from the fence will be even bigger. The best spots are most likely near the Pima Museum or at the corner of E Drexel Road/S Craycroft Road, but this isn't based on my personal experience.

Tucson (AZ) 15 November 2017

A7-CEI	Global 5000	Qatar Executive
N123HP, N494GS	Bell 206L-1	Southwest Heliservices
N608CL	G-IV	Kaiser Air

Casa Grande (AZ) 15 November 2017

N970AE	AS350B3	PHI Air Medical
N2871G/"6302"	PB4Y-2	Gosshawk Unlimited

With no ramp tour possibility at Pinal Airpark, we spent a few more hours at Tucson before heading back north to Phoenix. We made a short stop at the small and quiet airfield of Casa Grande. There is very little to see but at least you will have the sun in your back most of the day. The Cactus Fly-In is held each year in March which should bring some more action to this airport.

Glendale (AZ) 15 November 2017

N35HD	Beech C90B	Guardian Flight
N93KA	Beech F90	John E. Braly
N132HS	Beech E90	Central Virginia Aviation
N279AE	Bell 206L-1	Civil Air Support
N292DD	R22	Civil Air Support
N402EM	Beech C90	Central Virginia Aviation
N554US	Beech 95-55	Stephen E. Hunter
N799GK	Beech C90	
N850JA	BAe125-1000B	MAC Air Group
(N42171)	UH-34D	

#### Stored

N290CC	Beech A90	
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Glendale is located in the western part of the Phoenix metro area. The airport is very similar to Chandler: dominated by small single-engine aircraft and all activities are located west of the runway. At the south end there are a few stored twin Beeches.

Goodyear (AZ) 15 November 2017

F-GKHK	A320-212	XL Airways France
N174CF	Ce501	Mazurah
N333NV	A319-111	Allegiant Air
N362UP, N363UP	B767-346ERF	UPS
N451AA	MD-82	American Airlines
N492A	G-III	Western Jet Aviation

N516UA, N520UA
N528UA, N548UA
N544SC
N579N
N640CS
N757MQ
N777EA
N828Q
N901AS

#### Stored

B-2057
F-GSKY
HC-CMP
LY-VEP
N417XA
N434US
N451AA
VP-BJB
VQ-BNU
XA-JLI

B757-222
B757-222
R44
TBM-850
B737-4Y0
B757-230
DC-7C
Beech 65
B737-33A

United Airlines
United Airlines
Touchstone Helicopters
Mari B Holdings
US DoJ/JPATS
Asia Pacific Airlines
Pyramid Oil
Barron Thomas
ex Air Indus

B777-21BER
B747-312
A319-132
A320-233
B737-484
B737-4B7
MD-82
B777-21BER
B777-2Q8ER
ERJ145LR

ex China Southern
ex Corsair
ex TAME
ex Avion Express
ex Songbird Airways
ex US Airways
ex American Airlines
ex Nordwind Airlines
ex Orenair
ex AeroMexico Connect

Another aircraft boneyard in the desert, but this one is a bit more accessible than Pinal Airpark. The operational area with hangars and aprons is located in the northeast corner, whereas many of the stored aircraft can be found on the west side of the runway along an abandoned taxiway. It is easy to reach these stored aircraft because you can turn south off W Yuma Road and drive on a dirt road along the fence line. A ladder is necessary to photograph over the fence and security was actually friendly and understanding of our hobby. Best time to be here is the afternoon.

Buckeye (AZ)

(N126HP)
N216HU/"7238"
N243DC
N413PB
(N3438G)
N15501
(N71456)

A-26C
HU-16C
DC-3C
PBY-5A
TB-25J
C-119G
C-1A

15 November 2017

Hans O. Lauridsen
Hans O. Lauridsen
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Just west of the Phoenix metro area you can find the small and quiet airport of Buckeye. When driving at the I-10 (Phoenix-Los Angeles), take exit 109 and turn south on S Palo Verde Road. The airport will appear on your right hand side. Usually there isn't much to see except for part of the Lauridsen Aviation Museum collection. The planes are not actually located at a museum, but rather in an old open barn on the north side for restoration purposes. The sun will be in your back early morning or late afternoon. There used to be another Invader at this field as a gate guard (N4819E), but unfortunately it has disappeared.

Luke AFB (AZ)		16 November 2017
A35-001, A35-002	F-35A	Royal Australian AF
MM7332/32-01	F-35A	Italian AF
MM7333/32-02	F-35A	Italian AF
MM7335/32-04	F-35A	Italian AF
5087	F-35A	Royal Norwegian AF
5145, 5147	F-35A	Royal Norwegian AF
93-0721	F-16A	USAF
93-0722/LF	F-16A	USAF
93-0816/LF	F-16A	USAF
93-0828/LF	F-16B	USAF
10-5009/LF	F-35A	USAF
11-5030/LF	F-35A	USAF
11-5036/LF	F-35A	USAF
11-5038/LF	F-35A	USAF
11-5040/LF	F-35A	USAF
12-5050/LF	F-35A	USAF
12-5056/LF	F-35A	USAF
13-5065/LF	F-35A	USAF
14-5092/LF	F-35A	USAF
14-5103/LF	F-35A	USAF
15-5127/LF	F-35A	USAF
15-5129/LF	F-35A	USAF

Today it was time for some military action: we spent the morning at Luke AFB. Once again we were treated to a large number of flying aircraft compared to western European standards. There are two parallel runways (03L-21R and 03R-21L) and photography is best in the morning or very late afternoon. Runway 03R-21L was closed for maintenance, so consequently runway 21R was in use this morning. As we found out the hard way this was far from ideal since most of the aircraft came in too high for good photos. With either runway 21 in use you can stand along Northern Avenue. Make sure not to park too close to the side of the road because of the no-parking area. Instead you can park down one of the dirt roads on the north side.

Phoenix-Sky Harbor (AZ)		16 November 2017
N9SC	G450	Service Corporation Int'l
N205ML	AS350B3	Mountain Liffight
N327TX	Ce525B	Alante Air Charter
N450PH	Bell 407	PHI Air Medical
N587AE, N590AE	AS350B3	PHI Air Medical
N652BA	G650ER	Bank of America
N746KA	SA227AC	Kolob Canyons Air Service
N2648X	Ce501	Kansas State Service Corp.

Phoenix-Mesa Gateway (AZ)		16 November 2017
N43MS	Ce525	CAE Oxford Avn Academy
N299AM	PC-12/45	Air Methods
N505RM	Ce525A	No Bull Air
N544AM	AS350B3	Air Methods
N554TS	Ce560 Ultra	S&S Seeds
N997T	Ce510	International City Leasing

Phoenix-Sky Harbor (AZ)		17 November 2017
N103WP	Bell 429	Salt River Project
N142QS	Global 6000	NetJets
N244MD	EMB500	Merage Institute
N507UP	Ce560XLS	Gama Aviation
N560CX	Ce560 Encore	Spudaire
N604DT	CL-604	Drive Time
N612KB	Eclipse 500	Meridian Asset Leasing
N661JM	ERJ135BJ	Swift Aircraft Management
N684DB	Ce680A	Cutter Flight Management
N709CB	Ce525C	Oklahoma Aviation
N757SS	B757-236	Paradigm Air Operators
N770LE	C525C	E J Leasing
N783TW	DC-9-15F	Ameristar
N795QS	CL-350	NetJets
N868EM	Ce680	DCCO Aviation
N888PX	G550	Panda Express
N922AZ	Beech B200GT	Arizona DPS
N989AL	Lj35A	Reva
N989RS	Ce525B	Alante Air Charter

The final day in Phoenix was a cloudy one. My two travel companions flew home in the evening, whereas I picked up a

smaller rental car for my solo road trip to Las Vegas. Instead of the direct route (a five-hour drive), I took a 3.5 day detour visiting some old and new places, enjoying the California sunshine and hunting for some classics that have more or less disappeared in western Europe.

Quartzsite (AZ)		18 November 2017
65-0941/ED	NRF-4C	USAF
66-0384/ED	NRF-4C	USAF

My journey started early Saturday morning. The clouds had disappeared, so I enjoyed clear blue skies while driving through the desert. After two hours driving on the I-10 westbound I arrived in Quartzsite, a small town near the western state border. No less than three aviation locations can be found here. First of all there are two preserved Phantoms at the intersection of E Quail Trail Street and Plymouth Road.

Quartzsite-Fire Station (AZ)		18 November 2017
N303CF	A119	Tri State Care Flight

The second location is the fire station located near the intersection of Tyson Street and N Central Blvd. This helicopter can be photographed best in the morning.

Quartzsite Airport (AZ)		18 November 2017
58-03086	RU-8D	US Army
N711AG	Ce414	

On the west side of town there is an abandoned airport. Drive westbound on W Main Street until you get to the unpaved road. This is where you will see a sign indicating that the airport is private property. The above two planes are not too far down the road, so a quick "hit and run" wasn't a problem on this quiet morning. The Cessna comprised of just the fuselage, but the Beech was in better shape. There should be some more wrecks on the other side of the "runway", but for obvious reasons I decided to drive back to the highway.

Blythe (CA)		18 November 2017
N11WY	Yak-11	
N197WW	SC-7	Win Aviation
N802BA	Beech B99	Ameriflight

The first stop in California was this quiet desert airport just west of town. I logged the Skyvan exactly one week earlier at Coolidge. The FBO manager told me that Blythe is used for skydiving purposes as well, but once again apparently not during weekends. Ameriflight operates a daily flight for UPS. While I was waiting for the Beech to arrive (thanks to Flight-Aware for the intel), a Yak-11 made a fuel stop enroute from Camarillo to Phoenix.

Photography at this airport is easy because apron access is not a problem at all. The FBO building is located on the right side around the corner, near the big hangar.

Thermal-Jacqueline Cochran (CA)		18 November 2017
C-FDOW	Falcon 900	Flightexec
N15HE	G-III	Macair
N45NP	Lj45	Capital Sand Company
N326AZ	G450	Clay Lacy Aviation
N333HD	Falcon 2000	Ozark Management
N550CP	Raytheon 390	FlightGest Aviation
N798QS	CL-350	NetJets
N823L	Ce525A	Nova Group
N8491A	R22	Jerry Trimble Helicopters
N888WG	PC-12/45	J & M Aircraft

Around noon I arrived at Thermal, one of the three airports in the Palm Springs area. Generally speaking, this Business Aviation airport is busy during the comfortable winter months but rather quiet during the extreme hot summer months. The world-famous Coachella music and arts festival, held each year in April, should also draw a fair amount of bizjets. No doubt that many of the "rich and famous" land at this airport in their private jets to play a round of 18 holes with their golf buddies. After all, this high-class town is known for its luxurious golf resorts and country clubs.

As a result of this, the airport cares about privacy and is there-

fore not exactly spotting-friendly (except perhaps during the Jacqueline Cochran Airshow). From outside the fence you can log some planes at the various FBOs, but photography is almost impossible. One FBO allowed me to take some photos from their airside patio. A full ramp tour was not possible because the FBO manager was not present on this Saturday. Nevertheless I was very happy with a classic G-III that had just arrived.

Bermuda Dunes (CA)		18 November 2017
N210FF	EMB500	JetSuite/Smile High Club
N226N	PC-12/47E	JDPlane
N317QS	Ce680	NetJets
N360MC	P180	SV Consultants
N401ML	Beech 400A	TWC Aviation
N515D	Ce340A	Eight of US
N574FX	CL-350	Flexjet
N620GB	Ce525C	OGB Jet
N888AS	Beech 300LW	Stanislaus Food Products
N3051K	Beech B200	Aero Saylee
N5783M	Ce310P	Company Air

This General Aviation airport is located just south of highway I-10, exit 139. The terminal/FBO has a great airside porch from where photography is allowed with some restrictions (due to privacy concerns). Nevertheless the FBO employees are very friendly and with free drinks and wifi you can have an enjoyable afternoon here, especially when runway 28 is in use.

The Beechjet crew wanted a nice Christmas present for their boss and obviously I was more than happy to help by providing a great photo of the aircraft while performing an incredible fly-pass. Sometimes a small airport can be more interesting than a big one...

Once the high clouds came in I went to my hotel (Motel 6 Palm Springs East) and had dinner at a Denny's in downtown Palm Springs.

#### Palm Springs (CA)

C-GWBX	B737-7CT
N8YU	PC-12/45
N10MM	CL-601-3A
N123EG	IAI1124A
N302K	CL-300
N325ND	Ce560XL
N492WA	PC-12/45
N547XJ	CL-300
N550LG	EMB550
N560GB	Ce560XLS+
N604CW	CL-604
N707SG	G200
N760ED	Ce560XL
N772JS	CL-300
N797SK	CRJ702ER
N799RM	BAe125-800XP
N850TC	Falcon 2000
N926CB	Ce650
N943SW	CRJ200LR

19 November 2017

Westjet
Bubba Air
Sarma Aviation
Honor Aviation Enterprises
Koch Industries
Delta Private Jets
RGP Aviation
XOJet
Solairus Aviation
Silver Britches Air
Carl Wescott
Valley Jet
Limnes Aviation
Harsch Investment
United Express
Corporate Eagle/Taubman
DBI Aviation
United Express

#### Preserved, Palm Springs Air Museum

16	MiG-15	
154162/AJ-500	A-6E	ex US Navy
154649/1	TA-4J	ex US Navy
162403/NG-201	F/A-18A	ex US Marine Corps
163277/40	F-16N	ex US Navy

The next morning I explored the airport of Palm Springs. There are two parallel runways, 13L-31R and 13R-31L. The latter is used by most of the traffic. On the east side of the runways you will find the Palm Springs Air Museum and the Atlantic Aviation FBO. The latter place didn't seem to be very welcoming to aviation photographers, so I quickly took a few photos of the XOJet plane with mountains in the background and moved on. Light is best early in the morning and you might not even need a ladder.

When runway 31 is in use there is a nice spotting place on



N389AC is one of four Viking CL-415 water scooping aircraft operated by Aero-Flite. The amphibious aircraft was added to the fleet in 2013. (General William J. Fox (CA), 20 November 2017, Joost de Wit)

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the southwest corner of the field, south of the main terminal. You can park your car on the side of the road at Airport Center Drive and walk to the fence along Kirk Douglas Way. There are several spots for taxiway, runway and approach shots, for example at the abandoned taxiway opposite of a big, empty parking lot. Depending on your exact location, the sun will be in your back from mid-morning onwards. You will need a ladder to photograph over the fence. Keep in mind that Kirk Douglas Way is a rather busy road and that a person with cameras and a ladder strolling through the bushes along the fence may seem suspicious to people. I don't know how security/law enforcement will react to aviation photographers, but I will probably find that out the next time I'm in town. Due to the early morning backlight and lack of special traffic, I decided not to loiter around and after a short recon I continued my road trip westbound.

Redlands (CA) 19 November 2017  
 N7101J R22 California Aviation Svs  
 N2836D Ce411 Dick Suhay

The small airport of Redlands can be found at the far east end of the Los Angeles metro area. There is not a lot to see, but the sun will be in your back most of the day and apron access should be easy.

San Bernardino (CA) 19 November 2017  
 N7UC A109E Air Methods/Mercy Air  
 N160DQ, N160EQ UH-60A Skycore Aviation  
 N166DP UH-60A Skycore Aviation  
 N322VA Ce560 Ultra Eagle Cap Leasing  
 N366AC/163 BAe146-RJ85 Aero Flite  
 N431MA Bell 222U Air Methods/Mercy Air  
 N510DH Ce510 Dana Hunter  
 N515CY Lj55 LG Aviation  
 N612NG PC-12/47E Macadam Aviation  
 N618 Beech B200 US Dept of the Interior  
 N659AM A109E Air Methods  
 N716HT CH-54B Helicopter Transport Svs  
 N718HT CH-54 Helicopter Transport Svs

**Stored**

B-16410 B747-45E EVA Air  
 D2-FGJ MD-82 Servis Air  
 JA8322, JA8578 B767-381 All Nippon Airways  
 JA8943 B777-346 JAL Japan Airlines  
 JA8967 B777-281 ex All Nippon Airways  
 N144DA B767-332 ex Delta Air Lines  
 N260MD A320-231 ex Mexicana  
 N310NW A320-211 ex Delta Air Lines  
 N359AA B767-323ER ex American Airlines  
 N361SW B737-3H4 ex Southwest Airlines  
 N515UA DHC-8-400 ex Unical Aviation  
 N552UA, N554UA B757-222 ex United Airlines  
 N559UA B757-222 ex United Airlines  
 N573UA B767-346 ex Unical Aviation  
 N579UA B737-73V ex Meridiana  
 N615SC B737-5Y0 ex Zambezi Airlines  
 N769VA B767-222ER ex Vision Airlines  
 N801HK ERJ145EP ex LG Aviation  
 N815EA B727-225F ex Capital Cargo Int'l AI  
 N906AW B757-2S7 ex US Airways  
 TC-OCD A330-322 ex Saudi Arabian Airlines

Since my last visit in 2015 San Bernardino airport has changed quite a bit. First of all there are now a lot more stored airliners. If these planes keep coming in, the airport might become just as famous as the boneyards of Victorville and Mojave. Secondly the San Bernardino County Sheriff recently moved to a new facility at the northeast side.

One thing that hasn't changed is the hospitality of the air tanker base, although there wasn't much new for me to see. A Coulson Hercules would arrive later that day, but since the ETA was unknown I decided not to wait for that.

The people at the Luxivair FBO are very friendly as well. Besides free snacks and drinks I got a ramp tour covering

most of the western aprons. Most planes were parked very close together making photography difficult, but the three-holer was a great catch.

Spotting from outside the fence turned out to be a lot tougher. Even though most planes will never take off again, airport security is extremely nervous here. The officer even chased me as I was writing down tail numbers from inside my car. I was not using a camera or a ladder. After an ID check and a speech about restricted areas, climbing fences and a certain kind of bad people, I was off the hook.

Apple Valley (CA) 19 November 2017  
 N811HP AS350B3 California Highway Patrol  
 N880SF Bell 230

In the afternoon I paid a short visit to Apple Valley. The Gulfstream III that I logged last year was now in a much better position for a photo. The based CHP chopper came in for landing as I was already driving towards Victorville. So I made a U-turn, drove back to the field and caught it thanks to the friendly crew.

Victorville (CA) 19+20 November 2017  
 N558AM AS350B2 Air Methods  
 N747GE B747-121 General Electric

**Stored**

G-ZBAH A320-214 ex Monarch Airlines  
 N175UA, N180UA B747-422 ex United Airlines  
 N430FE A310-203F ex FedEx Express  
 N708AS, N713AS B737-490 ex Alaska Airlines  
 N760AS, N769AS B737-4Q8 ex Alaska Airlines  
 N848AU B737-436 ex British Airways  
 N873SJ DC-8-73CF ex Astair Air Cargo

**Hub traffic**

Southwest B737 (5)

Victorville has changed quite a bit compared to last year and unfortunately for the worse. On the west side of the field there is now a huge compound with stored cars. There were just a few planes left in this area (including the well-known Tristar) and these were parked rather far away from the fence. All in all photography along Adelanto Road has deteriorated significantly.

With some time and sunshine left I drove to Adelanto Airport (52CL) as there was supposed to be a DC-3 preserved here. This turned out to be a bit of a disappointing adventure. The airfield is located in the middle of nowhere and the roads in the area are all unpaved. Consequently the ride in my midsize sedan was very uncomfortable and it felt like I ended up in some third world country. When I got to the airport it turned out to be private property and the Dakota was nowhere to be seen. I did see a Bell chopper in the distance but I was unable to read it. I didn't feel like taking any chances here so I just drove to my hotel near Victorville airport. Because of the road quality it took me a while, but I got there safe and sound.

Early next morning I explored the east part of Victorville airport. It is still very hard to take "clean" photos here and because of the mostly cloudy skies, I soon commenced the day's road trip through the Californian desert.

Mojave (CA) 20 November 2017  
 54-1639 C-130A ex USAF  
 161530 C-9B ex US Marine Corps  
 N109XP A109A National Test Pilot School  
 N166TP/"AT-151" TF-35 pres  
 N173FR OH-58C Flight Research  
 N224AM Bell 407 Air Methods  
 N450PS CM170  
 N747A B747SP-27 std, ex NASA

I visited Mojave in the morning and again in the afternoon to photograph two aircraft that I didn't catch on my previous visits: the based Air Methods Bell 407 and the preserved Draken at Poole Street. Other photo opportunities were very limited.

Lancaster-William J Fox (CA)		20 November 2017
N40Y	C-12D	Dynamic Aviation
N386AC/262	CL-415	Aero-Flite
N389AC/260	CL-415	Aero-Flite
N555GL	G-III	Ajeton
N612CK/702	SH-3H	Croman
N1366Z	Beech 95-55	Robert B. Jeffrey
N9143Z	MiG-17	

My third visit to this airport resulted yet again in some interesting stuff. I got a visit at the air tanker base to photograph the Super Scoopers. The yellow Sea King was parked at the main apron and fortunately airside access was allowed here as well. The Gulfstream seems to be stored with its doors open. I also saw a K-Max in between some of the hangars on the west side, but I was unable to read its tail number.

California City (CA)		20 November 2017
N315BC	CM170	as "102/315-BC"
N925WD	CM170	Red Star Aviation Museum

Around lunchtime I arrived at this small and quiet desert airport. Compared to my visit two years earlier, I was able to log two new Fougas. There were airside construction works going on and the Dakota and classic bizjets near the main apron have disappeared. I did not take a look at the stored Gulfstreams at the west side of the field.

Edwards AFB (CA)		20 November 2017
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#### Preserved

52-0008	NB-52B	ex USAF/NASA
52-5755/FW-755	YF-100A	ex USAF
54-1353/TC-353	TF-102A	ex USAF
56-0790/FG-790	NF-104A	ex USAF
58-0288/5	F-101B	ex USAF
59-0158	QF-106B	ex USAF
61-0146/HI	F-105D	ex USAF
N15YC	YC-15A	ex Boeing

My day in the desert was concluded with some preserved aircraft at the west and north gates of Edwards AFB. The views on my way to the west gate were very impressive because the 9-mile long road crosses a dry lake bed which is part of this huge base.

My hotel was located in Barstow and the next morning I drove on the I-15 towards Sin City.

Jean (NV)		21 November 2017
N208DZ	Ce208B	Skydive Santa Barbara

I made a short stop at the small airport of Jean. The PAC 750 that I saw last year seems to be replaced by this good looking Caravan.

Las Vegas-McCarran (NV)		21 November 2017
LN-LNE	B787-8	Norwegian
N282GS	EMB505	Grupo Surman
N334FX	CL-604	Flexjet
N43MS	Ce525	CAE Oxford Avn Academy
N612FG	Global 6000	Flightstar
N78EA	CRJ701ER	Elite Airways/Cal Jet

		22 November 2017
B-1540	B787-9	Hainan Airlines
G-BNLN	B747-436	British Airways
G-VBIG	B747-4Q8	Virgin Atlantic
HL8216	B777-3B5ER	Korean Air
N11EA	CRJ701ER	Elite Airways

I spent the better part of two days along E Sunset Road and the night in between at the famous Las Vegas Strip. The regular North-American airline traffic was pretty much the same as last year. Elite Airways was a nice addition but the real highlight was the Hainan Dreamliner, which happened to be the white version of the Kung Fu Panda special livery. Hopefully I will catch the red and yellow versions on my next visit. On Wednesday evening British Airways took me back to a cold and cloudy Europe.

And so another successful trip to the southwestern United States came to an end. Compared to my last three trips, weather conditions were slightly worse with some more clouds and higher temperatures of around 30 degrees Celsius in Phoenix and Tucson. Nevertheless I came home with some great memories and a nice set of photos. The amount and variety of aircraft and airports in southern Arizona is simply amazing. During the summer this area is just too hot with temperatures exceeding 50 degrees Celsius, but it is an excellent place to go to escape the dull November weather in western Europe.

Credit: Joost de Wit



Initially delivered to Air Florida as N51AF in 1981, this classic Boeing 737-200 has been in service with Sierra Pacific Airlines as N703S since May 1991. (Tucson (AZ), 15 November 2017, Joost de Wit)

# Whatever happened to...



## ...the Kuwaiti Lightnings?

*Impressive display of a three-ship formation at Ahmed Al Jaber air base. Nowadays, one is no longer on its pole alas. (all photos, Scramble files)*

English Electric (EE) originally developed and manufactured the Lightning mach-2+ all-weather jet fighter. The company, later absorbed into the British Aircraft Corporation (BAC), promoted the Lightning under their flag to foreign customers. The marketing of the aircraft was not a great success, just two countries showed their interest. Saudi Arabia and neighboring Kuwait eventually became the only countries outside the UK that integrated the mighty Lightning in their air order of battle. Firstly, on 21 December 1965, Saudi-Arabia ordered 34 multi-role F53s and 6 two-seat T55 trainers. The Middle East country purchased an additional nine Lightnings (all former RAF aircraft) in the following years. One year later, in December 1966, BAC received the second export order. The Kuwaiti government ordered fourteen Lightnings for their al-Quwwat al-Jawwiya al-Kuwaitiya or Kuwait Air Force (KAF), consisting out of twelve single seaters and two dual seat trainers.

Unofficially, the Kuwaiti Lightnings were designated F53K and T55K. The export multi-mission F53K was based on the Royal Air Force F6 interceptor with a difference that the airframe could be quickly interchanging between interception, reconnaissance and ground-attack tasks. One unique venture of the F53K was that the Lightning characteristic overwing fuel tanks could be replaced by Matra JL-100 combined rocket- and fuel pods, each containing 18 SNEB 68mm rockets and 227 litres of fuel. SNEB is the French abbreviation for: Soci t  Nouvelle des Etablissements Edgar Brandt, a French manufacturer of unguided rockets. All fourteen aircraft were built and test flown at the BAC Samlesbury plant. The first trainer for the KAF made its first flight on 24 May 1968 and subsequently, deliveries of the fourteen aircraft started from December 1968.

The KAF already operated two types of British fighters, the BAC/Hunting Jet Provost and the Hawker Hunter. With the arrival of the Lightning, the UK fighter type tradition within the KAF continued. The Lightning was proudly based on Kuwait International Airport with the Lightning Squadron (during the delivery period of the Lightnings, both Ahmed al Jaber and Ali al Salem airbases were built, but most probably they were never used for permanent Lightning operations). From 1969, the type became fully operational within the air force. At that time, the KAF Jet Provost and the Hunter were easy aircraft to fly and maintain but the advanced Lightning needed much more care than expected by the KAF leader-

ship. They overestimated the complex support the aircraft needed. Although offered by the UK and BAC in the original 1966 sales contract, the KAF refused to include the BAC and AirWork Services to keep their fourteen aircraft operational, so the serviceability of these aircraft rapidly decreased.

The Lightnings did not achieve that many flying hours during their seven and half years operational life within the KAF. At the end of 1976, the fleet logged a total of 3,133 flying hours, with three aircraft being lost in accidents. Already during 1973, the KAF Lightnings were offered for sale but no buyer was found. All residual Lightning aircraft were eventually placed in storage during 1976 and 1977 at Al Mubarak/Nawaf Ahmad airbase, a part of Kuwait International Airport. The tradition of using UK built jet aircraft within the KAF came to an abrupt end when Kuwait decided in 1974 to purchase 34 French built Dassault Mirage F1s for air defence tasks and 36 McDonnell Douglas A-4 Skyhawks from the United States who fulfilled the ground-strike role. The Mirages and Skyhawks were eventually replaced by 40 US built McDonnell Douglas F/A-18C/D Hornets. Luckily for the UK industry, trust was retrieved in their jets; in 1983 twelve BAe Hawk trainers were ordered and just recently, in 2016 an order was placed for 28 BAe Typhoons. The Typhoons will operate alongside a fresh order of 28 F/A-18E/F Super Hornets.

### The survivors

Nowadays, the remaining eleven true unique al-Quwwat al-Jawwiya al-Kuwaitiya Lightnings are still preserved in Kuwait. Ten are in a pretty good shape, while one example, T55K 55-410 (being damaged during the 1991 coalition bombing campaign, whilst Iraq occupied Kuwait) can only be found as a wreck at Ali Al Salem airbase. The survivors throughout the little country cannot be found easily. Several are placed inside the well-secured KAF airbases and the Ministry of Defence headquarters. They are preserved at these locations near entrances or main buildings. But with a little research, several can (easily) be found and viewed, like the ones in the Kuwait Air Force museum (inside the fences of Al Mubarak/Nawaf Ahmad airbase), a technical school and a university in Kuwait City. Of special note are the gate guards at Ali al Salem airbase, home base of the KAF's F/A-18C Hornet fleet. An extraordinary triplet memorial display has been set up with three Lightning F53s. A trio of bare metal Lightnings are preserved on poles in close formation.

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## Lightning F53K

53-412 **95292** (first flight 21jun68)

Presently with code C. 412 presented Arabic style. Gate Guard, Al Mubarak/ Nawaf Ahmad airbase.



53-415 **95308** (first flight 12feb69)

Presently with code H. Serial presented as 53-415. Preserved "Triplet" memorial, Ahmed Al Jaber airbase.

53-416 **95309** (first flight 25feb69)

Presently with code J. Serial presented as 53-416. Preserved "Triplet" memorial, Ahmed Al Jaber airbase.



53-417 **95310** (first flight 14mar69)

Presently with code K. Serial presented as 53-417. Preserved "Triplet" memorial, Ahmed Al Jaber airbase.

53-418 **95311** (first flight 25apr69)

Presently with code L. Preserved with Kuwait Science and Natural History Museum, Kuwait City.



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53-420 **95313** (first flight 8may69)

Written off because of accident on 30 June 1975. No further details known.

Presently with code N. Serial presented as 53-420. Preserved at the Shuwaikh Educational Technology Campus, Kuwait City. (With small code RN-13) See endnote.



53-421 **95314** (first flight 18jun69)

Presently with faded code O just visible. Serial presented as 53-421. Preserved at the Mubarak Kuwait Armed Forces Headquarters, Kuwait City.



53-422 **95315** (first flight 18aug69)

Presently with code K. Serial presented as 53-422. Preserved in front of the Ali Al Salem airbase Headquarters.



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53-423 **95316** (first flight 11sep69)

Presently with no code. Serial presented as "53-421". Gate Guard, Ali Al Salem airbase.



### Lightning T55K

55-410 **95023** (first flight 1967)

Presently with no tail. 410 presented Arabic style on nose. Although most parts of 410 are dismantled the airframe can be found "completely in separate parts" at Ali Al Salem airbase. The front fuselage is in use as a Fire Instructional airframe.



55-411 **95029** (first flight 1969)

Presently with no code. 411 presented Arabic style. Preserved KAF Museum, Al Mubarak/Nawaf Ahmad AB.



### The non-survivors

53-413 **95299** (first flight 13sep68)

Written off in 1975 under unknown circumstances (whereabouts airframe unknown) See note.

53-414 **95307** (first flight 21nov69)

Written off and aircraft destroyed (crashed 10 April 1971)

53-419 **95312** (first flight 20may69)

Written off and aircraft destroyed (crashed 2 August 1971).

**Note:** As history books confirm that 53-420 was involved in a severe accident and that the airframe of the 53-413 went missing after being written off it cannot be ruled out that the preserved Lightning at the Shuwaikh Educational Technology Campus in Kuwait City is in fact 53-413.



# Nederlands Transport Museum

by Gert Jan Mentink

*The Noorduyn built AT-16 in the museum displays an unusual colourscheme for Dutch Harvards. This immediate post-war mixture of trainer-yellow and camouflage is not seen on other Harvards in our country. Most of these are yellow, with one exception, camouflaged PH-TBR, which is flown by the Royal Netherlands Air Force Historic Flight of Gilze-Rijen. (all photos made by the author on 4 March 2018)*

## Pop-up museum

Pop-up restaurants are a fairly common sight nowadays, trying to attract new clients at a temporary location. But restaurants may be common, pop-up museums are not. In this respect the Dutch town of Nieuw-Vennep houses a novelty: the pop-up "Nederlands Transport Museum". The new museum is housed in the former Bols liquor factory, which later became one of the off airport locations of Fokker Services. The idea of a Transport Museum was conceived by a group of eleven Dutch organisations, all active in the field of historic transport.

Fokker Heritage Trust  
 Stichting De Vliegtuig Compagnie  
 Stichting Decauville Smalspoor  
 Stichting Fokker Erfgoed  
 Stichting La Courtine  
 Stichting Mobiele Artillerie  
 Stichting Noorduyn Foundation  
 Stichting Nationaal Lucht- en Ruimtevaart Museum  
 Stichting Verenigde Vleugels  
 Stichting Veteraan Autobussen  
 Vereniging Museumkwartier Hembrug

Together, they founded the 'Stichting Nederlands Transport Museum'. In the past months much of the collections of the various foundations has been relocated to the new museum. The aircraft restoration projects were trucked in from the Hembrug facilities. And although the official opening of the new museum is scheduled for ..., a sneak preview was allowed in the week of the Spring holiday. During our visit on 4 March, the following aircraft projects were displayed:

## Noorduyn UC-64A Norseman CF-GLI

The Norseman present, was delivered to the USAAF as 43-5374 (365) on 29 February 1944. Unlike many other aircraft of its type, it was only flown within the borders of the USA. It was disposed of as soon as the war had ended. Already on 20 August 1945 the Norseman was sold to Aero Service, Los Angeles (CA) and registered as NC88719. After six years in the US, the aircraft went back to its country of origin: it was bought by Queen Charlotte Airlines, Vancouver (BC) and

registered as CF-GLI. 'Lima India' flew there until April 1953, when she was sold to Air Dale, Sault Ste Marie (ONT). In the years that followed the Norseman faithfully served a long list of other owners. After Air Dale these were: Chapeau Air Services, Kyrococ (Albany River) Airways, Mid Canada Sky Services Ltd., Sky North Ltd., Red Lake Airways Ltd. before finally arriving at the last operator, Gogal Air Services Ltd, Snow Lake (MB) in June 1994. Unfortunately CF-GLI made a heavy landing on a water surface on 10 June 2010. It was withdrawn from use as a result of this, but salvaged by a helicopter in January the following year. Three years later the aircraft was sold to the Dutch Stichting Norseman Foundation, arriving at the Hembrug facilities in December 2014. And although owned by this foundation, volunteers of 'De Vliegtuigcompagnie' foundation are active in the restoration to an airworthy condition of the aircraft. Early this year the project was trucked from Hembrug to the new museum in Nieuw-Vennep.

## Tribute to Bob Noorduyn.

The restoration of CF-GLI is a tribute to the Noorduyn Aircraft Company founded in Canada by Dutchman Robert B.C. Noorduyn. He was born in Nijmegen on 6 April 1883, and after technical studies in both Holland and Germany, he ended up with Sopwith Aviation in England in 1913. He also worked together with Frits Koolhoven for the British Aerial Transport Company (BAT). In 1919 he returned to Holland and was employed by Anthony Fokker. Fokker saw the potential of the man and sent Noorduyn to the USA where he became director of the Fokker Aircraft Corporation of America in Teterboro (NJ). But eight years later Noorduyn chose to change to the Bellanca company. In 1933 he founded, together with Walter Clayton, his own company, Noorduyn Aviation. The company found a residence in the former Curtiss-Reid factory in Carterville, Quebec, Canada. It was there, where he designed his famous Norseman, a simple and sturdy bushplane, which fulfilled the needs of Canadian aviation. During WWII, the Noorduyn Aircraft Company started to licence build the North American T-6 Texan for the Royal Canadian Air Force and the Royal Air Force, known as the AT-16 Harvard. In 1946 the company was taken over by Canadian Car & Foundry which

continued the production of the AT-16 well into the Fifties. Bob Noorduyn passed away on 22 February 1959 in South Burlington, USA.

### Noorduyn AT-16 B-199

Another Noorduyn project is this former Royal Netherlands Air Force AT-16 Harvard, a Canadian licence built version of the famous North American T-6. The trainer is a composite aircraft, which, while based on the fuselage of Harvard B-199 (14-610), also contains parts of its sisters B-69 and B-179. It is finished as 'B-69/FE876' in early post war colours of camouflage upper surface and trainer yellow lower side. Unlike the other aircraft in the museum, B-199 is not owned by one of the foundations but given on loan by the War Museum in Overloon. It is destined to be converted into a North American NA-16 trainer, the mother of all Texans/Harvards. This type, with fixed undercarriage and fabric covered fuselage, made its first flight on 1 April 1935. It was ordered by the United States Army Air Corps (USAAC) under the designation BT-9. It was also used by the US Navy, RAF, RAAF, RCAF, French and Swedish Air Force and several South American Air Forces. An improved version of the NA-16, with a longer, metal skinned, fuselage was known as the NA-64 Yale. Later, when a retractable undercarriage was introduced in the design this type evolved into the T-6 Texan/Harvard, of which 15.500 examples were built.

### Harvard to NA-27 conversion

Already in 1937, Anthony Fokker, the visionary, saw the potential of the design, and ordered a single aircraft, designated NA-16-2H(of Holland) or NA-27. This demonstrator, powered by a Pratt & Whitney R-1340 Wasp, was registered as PH-APG. It had dual controls and was equipped to carry a rearward firing machinegun in the aft cockpit and machineguns in the wings. It was Fokker's plan to become the sole representative of the North American Aircraft Company in Europe. Demonstrator PH-APG was eventually sold to Royal Netherlands Air Force, and flew as '997' It was destroyed on the ground on the Isle of Texel during the May 1940 'Blitz'. It is planned to finish the static 'NA-27' in these military colours.

### Cessna Bobcat

Designated T-50, this twin was developed by Cessna in the pre-war years, intended as a light transport for the civilian market. But soon after the outbreak of war, the USAAF saw the type's potential as twin-engined trainer and light transport. During WW II more than five thousand aircraft of the

type were built for the military. The first aircraft delivered were designated AT-8, comparable with the original civilian T-50 design, except for their Lycoming engines. In the next version, the AT-17, once again the original 245 h.p. Jacobs R-755-9 radial engines of the T-50 were selected. An improved version of the AT-17 was designated UC-78 Bobcat by the USAAF, and JRC-1 for those used by the US Navy. The type was also supplied to the RCAF, where they flew as Crane I's in the British Commonwealth Air Training Plan. The Bobcat is of mixed construction, with tubular steel fuselage and wooden wings, both covered by fabric. Postwar, surplus AT-17s and UC-78s were converted by CAA-approved kits to civilian standard, under the T-50s original type certificate. They were used by small airlines, charter and 'bush' operators and private pilots. Some Bobcats continued in military service with Brazil and Taiwan.

### Bobcats in the Netherlands

As a type, the Cessna Bobcat is a representative of a little known period in Dutch aviation history. Shortly after the war had ended, Dutch entrepreneur Frits Diepen bought twelve UC-78C Bobcats, to use these as aerial taxis. He wanted to register nine of these aircraft, but finally only six were taken up in the Dutch register: PH-NAZ (5782) ex 43-31804, PH-NBB (5742) ex 43-31804, PH-NBC (5758) ex 43-31820, PH-NCI (5918) ex 43-31980, PH-NCK (5789) ex 43-31851 and PH-NCL (5915) ex 43-31977. Registrations PH-NCM, PH-NCN en PH-NCO were reserved, but never taken up. PH-NAZ was destroyed in a crash in Hesnaes, Denmark, on 17 January 1949. The others were cancelled from the Dutch register in January 1951 as 'scrapped'. Two Bobcats were flown in the 'West': PJ-AAM (6668), ex 43-32650, was used by the Caribbean Flying Association of Aruba. It was written off in 1953. A second aircraft was flown in Suriname as PZ-TAE (6683). This former USAAF 43-32745 was written off in 1960.

### Bobcat N58147

The Bobcat in Nieuw-Vennep, was built for the USAAF as 43-31994 (5932) and delivered in 1943. Nothing is known about the operational history of this machine, it is only known that it was sold on the civil market shortly after the war. The aircraft was then acquired by a company called Wiggins Airways, 'The Community Airline'. Registered N58147, it was one of the Bobcats used on their Boston Albany service. It was flown by Wiggins until 1953. Somewhere in the early nineties, the Bobcat was bought by Novaro Nichols of Mocksville (NC). He started the restoration of the aircraft, with the intention to return it to flying condition. But for several reasons Nichols



As can be seen, the Cessna Bobcat in the museum has seen some progress in its restoration, as the stationary vertical and horizontal parts of the tail have been covered with fabric. Once restored, the type will be a rare exhibit in Europe.

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*With this Stearman Hammond Y, the museum has another extremely rare aircraft type within its walls. Maybe the average visitor will not notice it, but the type stood for the period of transition from tail-dragger to nose-wheeled civil aircraft. In the days before World War II, KLM was far-sighted in purchasing an aircraft in this configuration, convinced that these were the future. They were right!*

was unsuccessful and decided to dispose the project in 2009. It was then acquired by the 'Friends of the Aviodrome' destined to be displayed in the Dutch museum. But after the museum was sold to the Libema group, the 'Friends' decided to pass on the project to the 'Vliegtuig Compagnie'. Their volunteers are now restoring N58147 to static condition.

### Stearman Hammond Y-1S

The 'Y' is an all-metal twin-boom aircraft, with nosewheel gear and pusher propeller. It can accommodate a crew of two. The type has a place in our national aviation history, as it was the first nosewheel gear aircraft to be ordered by KLM in 1937. It was registered as PH-APY. KLM chairman Albert Plesman had initiated the purchase of the aircraft, as he wanted his crews to gain experience on nosewheel geared aircraft. He had set his mind on acquiring the new Douglas DC-4E for his airline and wanted his crews to be ready. The prototype of this aircraft made its first flight on 7 June 1938. The transition from Fokker taildraggers to the DC-4E would indeed have been a giant step. But the new DC-4E turned out to be too large for KLM, and after the prototype had crashed, Plesman lost interest. He did order the smaller DC-5, but the German attack on the Lowlands prevented their delivery. Two of these DC-5's went to the Netherlands West Indies and two others to the East Indies. Eventually all four were used by the East Indies airline, the KNILM. The Stearman Hammond PH-APY was used by KLM until it was sold to the RAF in 1939. As RAF R2676, the nose wheel configuration of the Stearman was tested by the Royal Aircraft Establishment, Farnborough. The aircraft was withdrawn from use in February 1942. A few years ago, the Friends of the Aviodrome organisation bought the remains of three Stearman Hammonds. Until recently these were held in storage, but now NC15521 (306) which was built in 1937, has been transported to the new museum. This aircraft too, will be restored by volunteers of the 'Vliegtuig Compagnie'.

### Bell 47

A Bell 47 project is also part of the new museum. It is based on parts of Bell 47/OH-13 51-1374\_ of which the engineless fuselage and tailboom are present. The typical bubble cockpit section is unfortunately missing. Most people identify this

helicopter with military use as could be seen in the M.A.S.H. film and TV series. But less known, the type was used in Dutch civilian service too. Schreiner Aerocontractors bought two Agusta built 47G's in 1959, registered as PH-HEN (246) and PH-HEO (252). Both Bell were destined to be used for survey work in Dutch New Guinea, but their performance under hot and high conditions seems to have been disappointing. On top of that PH-HEO was lost in the Antaris mountains on 14 July 1959. From 1962 to 1971 'Aero Ypenburg' and later 'NV Luchtvaartmaatschappij General Aviation' from Rotterdam used two Bell 47G's, the PH-AAG (1529) and PH-AAH (1708). The former was licence built by Agusta in Italy, while the latter was an original US built machine. Schreiner also used a number of Agusta-Bell 47J Ranger helicopters, a version with more enclosed cockpit and covered tailboom. They operated PH-HEB (1041), PH-HEG (1004) PH-HEK (1003) and PH-HEP (1116). The 'HEK' was used on behalf of the Iranian Oil Company. Another civilian Agusta-Bell 47J Ranger was PH-VAS (2076), acquired by Vascomij in 1964, but sold to 'NV Luchtvaartmaatschappij General Aviation', which used it from 1967 to 1972.

### More than airplanes

The museum theme is transport in general, so other means of transportation are also present. Historic military vehicles are shown like the WWII Jeep, Dodge Weapon Carrier and Halftrack. A recent arrival is a rare pre-war Landsverk M-38 armoured vehicle. A Dutch built 10 tons firetruck can be seen next to an impressive Volvo truck. Civilian transport is represented by a collection of historic buses. And the collection is rapidly expanding; while we were there a collector offered to show some of his DAF oldtimers in the museum.

### Plans for the future

Currently the museum is not open to the public yet. The official opening is planned for this month, with the exact date to be published later. In the more distant future the museum board of directors has ambitious plans. Within four to five years the museum is to move to a new location, 'PARK 21', on the recreational grounds located between the cities of Hoofddorp and Nieuw-Vennep.

## Dutch Aviation Society

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In March a group of 4-Aviation was able to visit the Escuela de Aviación Militar, based at Córdoba, Argentina. One of the main types used for training is the EMB312A Tucano. The E-110 started his life as FAB1409 and was sold in June 1987 to the Argentina Air Force. (26 March 2018, Leonard van Teeffelen)



The successor of the Tucano is the Beechcraft T-6C+ Texan II. It differs from the standard T-6B in having wings that are plumbed for the carriage of auxiliary fuel tanks. The enhanced T-6C+ variant procured for Argentina (and previously Mexico) is also capable of carrying up to a payload of 1,415 kg of external stores. The FAA requested 24 aircraft but this was brought down to only twelve of which until now only four aircraft are delivered. The last one should be delivered in 2022. (Córdoba, 26 March 2018, Leonard van Teeffelen)



Argentina has used the T-34 Mentor for many years, but these are superseded by the brand new Grob 120TP-A. This vastly enhances and streamlines FAA's training curriculum. The E-506, complete with shark-mouath, was photographed during the base visit on the 26th of March 2018 by Leonard van Teeffelen

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*Libyan Airlines' Airbus A330 s, like 5A-LAU, can be seen at Istanbul-Atatürk three times a week on the service from/to Tripoli-International. (Istanbul-Atatürk, 29 January 2018, Marcus Steidele)*



*The Dubai Expo 2020 colours on Emirates' Airbus A380 A6-E0J represents one of the Expo themes: Sustainability. (Düsseldorf, 27 April 2018, Walter Heukensfeld)*



*Currently, the long haul fleet of Kuwait Airways consists of five A330s and ten Boeing 777s. One of the latter, 9K-AOJ, is seen here at Istanbul-Atatürk. (27 January 2018, Marcus Steidele)*