



469
June 2018

Scramble



USCG Honor, Respect, Devotion to Duty

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



CH-53K King Stallion 169019 in US Marines Colors, but operated by Sikorsky made it international debut at ILA18 (Berlin/Schönefeld, 25 April 2018, Stephan Ehrig)



Also at the ILA was the P-1 (5508 of 3 Kokutai from Atsugi) that made its second international visit (Berlin/Schönefeld, 28 April 2018, Jeroen Hensbergen)



Having flown for the first time in 2006, at last the F-35 is getting more familiar during airshows, this time at the ILA with F-35A 11-5040/LF from 61st FS (Berlin/Schönefeld, 27 April 2018, Rob Vogel)

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Editorial

Welcome to the first issue of volume 40! For 40 years we have been publishing your favourite monthly magazine. It started forty years ago as a simple black-and-white collection of stencilled A4s, held together with a staple. Today Scramble is still made by volunteers, but the proces and software we use for editing and compiling the magazine are almost of professional level. And not only on paper Scramble publishes its information. We are also active on today's main sources of information as internet and social media. So we are ready and fully motivated for another 40 years.

This month we can present you with 104 pages full of our trusted information. We have one article titled "USCG Honor, Respect, Devotion to Duty" with an insight in the United States Coast Guards, written by Coert van Breda.

Besides this article, this copy of Scramble again has the Warbirds section. All other sections are present as usual.

The sales of our EMOOS and latest editiosn of the SWAF and SMS Europe are going fast so be quick to order your copy, before they are sold out. 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!

On the vacancy side we are looking for an editor for the SIS section and for our website we are still looking for someone who can regularly update the showdates section.

June means the start of the summer season. With the weather improving and the days becoming longer, most of us are making or executing their plans. We already see the result in our mailboxes, more logs and pictures are coming in, thank you!! Next months, you will see the result of all your trips and air show visits as we look forward to publish your pictures and combine all your reports to an extensive show report or detailed trip report.

Cover Photo



French carrier Aigle Azur has taken delivery of its first widebody aircraft, A330-200 F-HTAC on 21 April. Together with this event the company also introduced a new livery. F-HTAC made its commercial debut on 28 April 2018 with a flight from Paris-Orly to Porto, Portugal. (Paris-Orly, 11 May 2018, Walter Heukensfeld)

Important dates

Scramble 469
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Check our website for details on prices for subscribers and non-subscribers.

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

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Movements Netherlands



This Tupolev Tu-154M is being operated by the 223rd Flight Unit based at Chkalovski, hence the Chkalovsk-Avia call sign (or CHD ICAO code). RA-85042 was handed over on 19 February 2013 and is the last ever Tu-154 completed. (Amsterdam - Schiphol, 26 April 2018, Martin Uleman)

Amsterdam

Amsterdam				OE-FLG	Ce525	Smartline	04
Addition			March 2018	OE-HUB	Ce750	Bairline	
12.4L-TGH	ERJ190AR	Georgian Airways	f/v TGZ651/2	OK-AST	Ce560XL	Air Bohemia	BOH711/
			April 2018	OO-JWB	PC-12/47E	Nextgen Partners	
01.9H-BBJ	B737-7BC	Netherlands gvmt	dep PVJ125	OO-XLS	Ce560XLS+	Air Service Liège	10
C-FRSO	B787-9	Air Canada	f/v ACA824/5	VP-BNW	BAe125-850XP	Sirius Aero	CIG1677/8
G-JAGA	EMB505	Luxaviation UK	03 LNX99JG/23JG	04.9A-BTD	Fokker 100	Trade Air	ADR498/9
I-NEOT	B737-86N	NEOS	TFL072P/623	A6-EEQ	A380-861	Emirates	05 UAE149/50
N502DN	A350-941	Delta Air Lines	f/v DAL132/3	C-GMLH	Falcon 900EX	Flightex	f/v FEX900
N904DS	Global Express	Dan Snyder	dep	D-CBAY	Ce680	Eisele Flugdienst	07
OE-FHK	Ce510	GlobeAir	GAC360Q/679U	D-CJOS	Ce525B	Luxaviation Germany	LXG33S
OE-IFD	B747-4B5ERF	ASL Airlines	02 TAY915E	G-EZUP	A320-214	easyJet	div EZY3156
02.3B-NBE	A340-313X	Air Mauritius	f/v MAU62/73	G-LCYG	ERJ170STD	British Airways	05 BAW8457/9750
9H-BBJ	B737-7BC	Netherlands gvmt	03 PVJ125/6	LY-GTW	B737-4Q8	GetJet (a/w)	AMC394/5
A6-ETS	B777-3FXER	Etiihad Airways	f/v ETD77/8	N507DN	A350-941	Delta Air Lines	f/v DAL132/3
C-FGEI	B787-9	Air Canada	f/v ACA824/5	N707FJ	Falcon 900	Exxaero	dep
D-CBBS	EMB505	German Private Jet		OE-FIT	Ce510	GlobeAir	05 GAC403Q/553R
D-IGWT	Ce525A	Sylt Air	05 AWU702/5	OE-LQE	A319-111	easyJet	f/v EZY8869/70
D-IPVD	Ce525A	Transavia Flug		OE-LQS	A319-111	easyJet	f/v EZY2729/30
F-HBAL	A319-111	TAP Air Portugal	TAP658/9	OY-HJL	AW139	Bel Air Aviation	
G-UZHE	A320-251N	easyJet	f/v EZY1837/8	VP-BJD	G550	Transworld Oil	10
LX-FPF	Ce525B	Flying Group Lux.	dep FYL24F	05.A6-EEQ	A380-861	Emirates	06 UAE150/8150
LX-VMF	Ce560XL	Luxaviation	06 LXA15P	9H-HAM	Falcon 2000LX	Avcon Jet Malta	f/v 09 VCJ78M
LY-GTW	B737-4Q8	GetJet (a/w)	AMC394/5	D-BUBI	CL-300	Windrose Air Charter	QGA979D/113F
LZ-EAA	A320-231	Electra Airways	CAI021/020	D-CMMP	EMB505	Luxaviation Germany	LXG55MP
M-ODEM	CL-605	Parker Holdings	dep	F-HASJ	Ce510	Astonjet	f/v ASJ317/167
N504DN	A350-941	Delta Air Lines	f/v DAL132/3	F-HBAL	A319-111	Aigle Azur / TAP	TAP658/9
N534LA	B767-316ERF	LATAM Cargo	f/v LCO1503	G-EZUP	A320-214	easyJet	div EZY3156
OE-FHK	Ce510	GlobeAir	GAC568V/452P	G-GZOO	G200	Newcastle Aviation	APX1CP
OE-FZD	Ce510	GlobeAir	03 GAC043C/901K	I-EDLO	BAe125-750	Alba Servizi	07
OE-HRS	CL-350	Avcon Jet	AQJ78R	I-NEOW	B737-86N	NEOS	TAP664/3
OE-IIS	G-V	Luxaviation Germany	03 LXG99S	M-ABGV	Lj45XR	Ryanair	
OE-LOC	A320-214	Laudamotion	f/v EWG2180/1	N501DN	A350-941	Delta Air Lines	f/v DAL132/3
OK-AST	Ce560XL	Air Bohemia	BOH711/2	OE-IEN	Falcon 2000EX	Global Jet Austria	06 2x GLJ93EN
OK-BII	Beech 400A	JetBee Czech	JBC136C/D	OE-IZP	A320-214	easyJet	f/v EZY2725/6
OO-XLS	Ce560XLS+	Air Service Liège	03	OY-RUB	ATR72-202	Danish Air Transport (n/t)	SRK300/1
PR-GGX	B737-8EH	GOL	arr GOL9990	06.3B-NBJ	A340-313E	Air Mauritius	f/v MAU62/73
SP-HAB	A320-232	Small Planet	LLX9911/2/5012/9913	5N-PZE	G-IV	Oranto Petroleum	07
YU-SPB	Ce560XLS	Prince Aviation		B-18915	A350-941	China Airlines	f/v CAL073/4
03.9H-BBJ	B737-7BC	Netherlands gvmt	07 PVJ126/1	C-FGDX	B787-9	Air Canada	f/v ACA824/5
A7-BEL	B777-3DZER	Qatar Airways	f/v QTR273/4	D-CKJE	EMB505	Luxaviation Germany	07 LXG55JE
C-FGHZ	B787-9	Air Canada	f/v ACA824/5	G-HCSA	Ce525A	Bookajet	dep BOO517
D-IADV	Ce551	MCH Holdings	2x	I-NEOW	B737-86N	NEOS	TAP664/3
EI-GJJ	B737-8AS	Ryanair	f/v RYR3100/1	N75KH	CL-604	Sun Energy	f/v 07
EI-SLX	ATR72-202F	ASL Airlines (n/t)	f/v ABR9188/7016	N503DN	A350-941	Delta Air Lines	f/v DAL132/3
LX-FPF	Ce525B	Flying Group Lux.	FYL24F/21F	OE-IEN	Falcon 2000EX	Global Jet Austria	08 GLJ93EN
M-INER	Global 6000	ICC Aviation		OY-CLY	ATR72-212A	Alsie Express	07 MMD6894
M-OLOT	CL-604	Kellie Aviation	dep	OY-RUB	ATR72-202	Danish Air Transport (n/t)	SRK300/1
N508DN	A350-941	Delta Air Lines	f/v DAL132/3	OY-SWO	Falcon 2000S	Blackbird Air	07 BBB1
N510MD	Ce510	Michel Delauzun	05	07.B-18916	A350-941	China Airlines	f/v CAL073/4
OE-FIT	Ce510	GlobeAir	04 GAC514N/403P	C-FNOI	B787-9	Air Canada	f/v ACA824/5
				D-CKJE	EMB505	Luxaviation Germany	08 LXG55JE

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D-ITAN	Ce525	Transavia Flug		N165SL	P180	Nextgen Partners	
EC-HDS	B757-256	Privilege Style	VLG8300/1	N240V	BAe125-800XP	Arkia	
G-POWS	B737-436	Titan Airways	AFR1340/1/1740/1	N818NW	A330-323E	Delta Air Lines	DAL9927/0165
I-NEOW	B737-86N	NEOS	TAP664/3	OO-XLS	Ce560XLS+	Air Service Liège	13
08.C-FGEO	B787-9	Air Canada	f/v ACA824/5	TC-SHE	BAe125-850XP	Erben	
D-AHOS	ERJ135BJ	Air Hamburg	AHO352P	11.9H-CLG	CL-850	Air X Charter	12 AXY1103/1202
D-BERT	Falcon 2000LX	Bertelsmann	BFD08T	C-FNOH	B787-9	Air Canada	f/v ACA824/5
D-BUBI	CL-300	Windrose Air	09 QGA114F/115F	D-CDAS	EMB505	DAS Private Jets	
D-IADV	Ce551	MCH Holdings	09	D-IGWT	Ce525A	Sylt Air	AWU711
F-HBAL	A319-111	TAP Air Portugal	TAP658/9	D-ITIM	HA-420	Privateways	12 PWY283E/167C
F-HBIS	A320-214	TAP Air Portugal (n/t)	09 TAP668/9	F-HPGA	Beech B350i	PGA Motors	12
G-OJER	Ce560XLS+	Gama Aviation	GMA780	G-GDFY	B737-86Q	Jet 2	f/v div EXS465/465D
G-POWS	B737-436	Titan Airways	AFR1640/1	G-POWM	A320-232	Titan Airways	AFR1340/1
LX-VMF	Ce560XL	Luxaviation	20 LXA15P	HZ-AK73	B777-FFG	Saudia Cargo	f/v SVA941/2
N506DN	A350-941	Delta Air Lines	f/v DAL132/3	I-NEOT	B737-86N	NEOS	TAP664/3
OE-IFD	B747-4B5ERF	ASL Airlines	09 TAY915E	N528QS	G550	Netjets	12
OE-IJN	A320-214	easyJet	f/v EZY6775/6	N835BA	B737-7BC	Boeing	14 RDN267
OM-GEX	B737-8AS	AirExplore (a/w)	AFR1340/1	OE-LQF	A319-111	easyJet	f/v EZY8879/82
OO-JWB	PC-12/47E	Nextgen Partners		OY-EKC	Falcon 7X	Air Alsie	12 MMD6150
OY-CLV	ATR72-212A	Alsie Express	MMD6894	PH-HXG	B737-8K2	Transavia	arr TRA052
OY-JTT	B737-73S	Jet Time	SAS553/4	SP-ATT	Beech 400A	Smart Aero Solutions	SAH48P
S5-TSV	Falcon 50EX	Elitavia	dep EAV52V	TC-NBR	A320-251N	Pegasus Airlines	f/v PGT1251/2
09.3B-NBD	A340-313X	Air Mauritius	f/v MAU62/73	12.9V-SMU	A350-941	Singapore Airlines	f/v SIA324/3
C-FGDT	B787-9	Air Canada	f/v ACA824/5	A6-EUP	A380-842	Emirates	f/v UAE149/50
C-GXNW	G150	Skyservice Aviation	f/v	D-CBBB	Ce560XLS+	DC Aviation	DCS703/336
CS-LTF	Ce680A	NetJets Europe	f/v NJE081M/603W	D-IADV	Ce551	MCH Holdings	
CS-LTG	Ce680A	NetJets Europe	f/v 10 NJE5UC/4XQ	G-DHKN	B757-223F	DHL Cargo	f/v BCS898P/1391
CS-TFR	Lj45XR	Omni Air	OAV304	G-HCSA	Ce525A	Bookajet	13 BOO454/532
CS-TFR	Lj45XR	Omni Air	13 OAV304	N707FJ	Falcon 900	Exxaro	14
D-CFLY	Ce560XLS+	Air Hamburg	AHO596X	I-NEOU	B737-86N	NEOS	TAP664/3
D-IADV	Ce551	MCH Holdings	11	LN-STB	CL-350	Sundt Air	MDT5
D-ISCH	Ce525A	G. Schubert		M-TSKW	Falcon 900C	Boutique Aviation	f/v
F-HBDX	EMB505	Jetkey	11 2x KBD216	N99FG	Falcon 900EX	CNH America	13
F-HRAM	ERJ145LU	Aero4M	AFR1336/7/1436/7	N910RW	TBM-910	Redwood	f/v 13
G-DRTB	B737-86N	Jet 2 Holidays	11 EXS031E/045C	OY-GEF	Beech B200GT	Lars Thrane	13
G-HCSA	Ce525A	Bookajet	12 BOO483/454	PH-HSA	B737-8K2	Transavia	arr TRA052
HB-IVJ	G200	Execujet Europe	10 VCN1	PH-HXM	B737-8K2	Transavia	del TRA056
LN-IDC	Ce560	Hesnes Air		TC-SPL	CL-300	Tarkim	13
LZ-BVE	Lj60XR	Air VB	dep VLB112	TC-TRH	G450	REC Aviation	13
N371FP	G-IVSP	Phitomack	10	VQ-BVA	BAe125-850XP	Sirius Aero	f/v 15 CIG1611/2
N922JW	Falcon 900	SC Johnson & Son	10	13.9H-BBJ	B737-7BC	Netherlands gvmt	15 PVJ121/134
10.9H-CLG	CL-850	Air X Charter	AXY1004/5	9H-FCA	Global 6000	Albinati Aeronautics	2x ULC66
B-1062	A330-343E	China Southern	f/v CSN307/8	9H-FCB	Falcon 7X	Albinati Aeronautics	ULC34
B-KEY	G650ER	Metrojet	11	3B-NAY	A340-313X	Air Mauritius	f/v MAU62/73
C-FVLX	B787-9	Air Canada	f/v ACA824/5	D-IAAD	EMB500	Arcus Air	14 AZE537C/539F
D-CEEE	Ce560XLS	HTM Aviation	11 HTM017	EC-MVN	A320-232	Vueling	f/v VLG2901/2
D-IOHL	Ce525A	Ohlair	ECA3C	G-ITSU	EMB500	Sovereign Business Jets	RHK89B/C
D-IWWW	Raytheon 390	Luxaviation Germany	LXG44W	G-KLNW	Ce510	Saxonair	14 SXN51D
EC-MXG	A320-232	Vueling	f/v VLG8319/24	G-SHUI	Ce680A	Air Charter Scotland	14 EDC315R
F-GKHJ	Falcon 900	Aero Services	11 AOV079	I-NEOT	B737-86N	NEOS	TAP664/3
G-KLNW	Ce510	Saxonair	11 SXN51D	I-VITH	Beech 400A	Aliparma	PAJ452/3
G-POWM	A320-232	Titan Airways	AFR1140/1	N1F	G650	Gulf States Toyota	15
I-NEOT	B737-86N	NEOS	TAP664/3	N450EF	G-IVSP	Prime Jet	f/v 15
LX-DEA	Ce560XLS	Luxaviation	LXA24Y	OK-GLF	G200	Éclair Aviation	14 ECC201
LX-LXL	Falcon 900LX	Global Jet Luxembourg	SVW51XL	14.9A-BTD	Fokker 100	Trade Air	ADR434/5
N83FF	Global 5000	Jimmy Johns Sandwiches	11	D-ISUN	Ce525A	Ohlair	ECA15S/5C



EC-MTI is the most recent delivered Air Europa Dreamliner. The company currently operates ten Boeing 787 aircraft. (Amsterdam - Schiphol, 28 April 2018, Jaco Boogaard)

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Built in 2014 this Dreamliner was delivered to the Fuerza Aérea Mexicana in June 2014. Besides its civilian registration XC-MEX also carries serial TP-01 on its tail. (Amsterdam - Schiphol, 23 April 2018, Jeroen Hensbergen)

EI-GJN	B737-8AS	Ryanair	f/v RYR3104/5	F-HJSB	Ce525	Ixair	f/v
F-HEVL	EMB505	Evolem Aviation	15 EVL142/151	F-HRAM	ERJ145LU	Aero4M (n/t)	AFR1336/7/1436/7
G-FBKB	Ce510	Wijet	15 BKK2B	G-FBLK	Ce510	Wijet	19 BKK1A
G-POWS	B737-436	Titan Airways	LLX5052/9952	I-CNDG	Ce560XLS+	Aliven	19 SSR216
I-ADJV	ERJ195LR	Air Dolomiti	f/v DLH2302/3	I-GOCO	Lj40 Sirio	18	SIO401
I-NEOT	B737-86N	NEOS	TAP664/3	I-NEOT	B737-86N	NEOS	AFR1740/1
OE-IGO	G550	M Jet Aviation	MJF279	I-NEOW	B737-86N	NEOS	TAP664/3
OO-LOE	B787-8	TUI Belgium	f/v TFL064F/375	N805WM	Global 6000	Citigroup	f/v 18
OO-XLS	Ce560XLS+	Air Service Liège	17	OO-LOE	B787-8	TUI Belgium	18 TFL362/375
15. 9H-BBJ	B737-7BC	Netherlands gvm	16 PVJ134/0	RA-09008	Falcon 900EX	Gazpromavia	19 GZP9619/20
9H-GPS	Ce560XL	Luxwing	16 LWG292/201	VP-CCW	G650ER	JABJ	19
9H-VCC	CL-350	VistaJet Malta	16 VJT425	18. ZE701	BAe146 CC2	32(TR)sq	RRR1917
C-FVLQ	B787-9	Air Canada	f/v ACA824/5	9H-BBJ	B737-7BC	Netherlands gvm	22 PVJ130/127
D-IWPS	Ce525A	Schneider Warenvertriebs	f/v	D-CNAC	SA227DC	Binair	23 BID5B/A
N1F	G650	Gulf States Toyota	28	D-CNOC	Ce560XLS	Atlas Air Service	ATL1C
N264C	Falcon 900LX	Int'l Aviation Holdings	29	D-IAAR	EMB500	Arcus Air	19 AZE530C/529F
N321MH	Beech C90GTx		f/v 20	D-IOHL	Ce525A	Ohlair	ECA3C/M
N550AV	G550	Abbvie	16	D-ISAR	Raytheon 390	Euroflug Frenzel	
N707FJ	Falcon 900	Exxaero	21	I-NEOW	B737-86N	NEOS	TAP664/3
N950CM	G650ER	Clay Lacy Aviation	f/v 16	LY-SPD	A320-214	Small Planet	19 LLX9941/5041
OK-KIN	Ce525B	Aero Partner	16 DFC242G	M-YNNS	G650	Jet Aviation	
OO-LOE	B787-8	TUI Belgium	16 TFL376/361	N191WH	Global Express	Federal Express	f/v 19
OY-EKC	Falcon 7X	Air Alsie	MMD6155	N805VZ	G450	Verizon	f/v 19
OY-JSW	Ce525A	FlexFlight	16 FXT416	OE-FID	Ce510	Jet 24	
T7-GSA	B737-8JM	ACASS Canada	f/v 17	OE-FIT	Ce510	GlobeAir	19 GAC760G/009M
16. 57+04	Do228-212	MFG3	PCT233	OK-BII	Beech 400A	JetBee	JBC260A/B
A6-ETN	B777-3FXER	Etiihad Airways	f/v ETD77/8	OO-DTE	EC120B	Heliventure	
D-BERT	Falcon 2000LX	Bertelsmann	2x BFD16T/65H	OO-FDG	Falcon 2000EX	Abelag Aviation	f/v 20 AAB599/267
D-CNAC	SA227DC	Binair	17 BID5P/A	PH-HSK	B737-8K2	Transavia	arr TRA052
D-CNOC	Ce560XLS	Atlas Air Service	ATL1C	XA-FEM	G550	Servicios Aereos	20
D-IADV	Ce551	MCH Holdings	17	YU-FSS	Falcon 2000LX	Prince Aviation	19 PNC4SS
D-IMAX	Ce525A	Sylt Air	AWU915/6	19. C-FLSW	B737-8HX	TUI Netherlands	f/v arr SWG9950
D-IOHL	Ce525A	Ohlair	ECA3C	D-AZUR	ERJ135BJ	Air Hamburg	AHO817C
EI-SIC	A320-251	Scandinavian	f/v SAS821/2	D-CFFF	Ce560XLS+	DC Aviation	DCS715
G-HCSA	Ce525A	Bookajet	20 BOO532	D-CFHZ	EMB505	DAS Private Jets	
N505DN	A350-941	Delta Air Lines	f/v DAL132/3	D-CQAB	Lj45	Quick Air Jet Charter	f/vQAJ688
N576MA	TBM-850	HTG Trading	17	D-IDAS	EMB500	DAS Private Jets	
OE-HRS	CL-350	Avcon Jet	18 AOJ78R	D-IMAX	Ce525A	Sylt Air	20 AWU919/20
OE-IJA	A320-214	easyJet	f/v EZY2725/1838	D-ISUN	Ce525A	Ohlair	20 ECA5C
OE-IVK	A320-214	easyJet	f/v EZY2163/4	F-HRGD	ERJ145LU	Aero4M	AEH181F/181
OK-UGJ	Ce680	Travel Service	18 TVS31J/32J	I-GEFD	Falcon 2000	Sirio	22 SIO741
OY-JSW	Ce525A	FlexFlight	FXT416A	I-NEOU	B737-86N	NEOS	TAP664/3
OY-JTZ	B737-73S	Jet Time	SAS1553/556	LY-SPD	A320-214	Small Planet	20 LLX5042/36TC
VT-CPA	G550	Poonawalla Aviation	17	M-YSAI	Global 5000	Capital Investment	23
17. B-KQD	B777-367ER	Cathay Pacific	div CPA239	N545C	G280	General Avileasing	20
C-FSBV	B787-9	Air Canada	f/v ACA824/5	N773MJ	G650	Priester Aviation	f/v 22
C-FTOW	B737-8HX	TUI Netherlands	arr SWG9952	N818ME	G-IVSP	Cape Clear	22
D-CNAC	SA227DC	Binair	18 BID5B/A	OE-GXX	Lj40	IJM	22 IJM339
D-IADV	Ce551	MCH Holdings	20	OE-IVR	A320-214	easyJet	f/v EZY2725/6
D-IMAX	Ce525A	Sylt Air	18 AWU917/8	OE-LOG	A320-214	Laudamotion	f/v EWG2180/1
D-IMGW	Ce525A	Air Hamburg	18 AHO161A/848G	OO-LOE	B787-8	TUI Belgium	TFL376/361
D-ISUN	Ce525A	Ohlair	18 ECA5C	OO-NEY	EMB545	Air Service Liège	
EC-JZL	A330-202	Air Europa	AEA1093/4	OY-GEF	Beech B200GT	Lars Thrane	20
EI-SIF	A320-251	Scandinavian	f/v SAS821/2	OY-NLA	Ce650	North Flying	NFA054/P

PH-HSM	B737-8K2	Transavia	arr TRA052	TC-NBP	A320-251N	Pegasus Airlines	f/v PGT1251/2
SE-RIL	Ce560XLS	H-Bird Aviation	20 ETI819Z/820Z	23.XC-MEX/TP-01	B787-8	CGTAP	f/v 24 FAM1
YU-MPC	Ce525	MPC Holding		9H-BBJ	B737-7BC	Netherlands gvmt	PVJ127/136
20.9H-ALL	Ce525A	Luxwing	21 LWG102/1	9H-ZAZ	B737-436	Air Horizont	AFR1340/1/1740/1
CS-TFR	Lj45XR	Omni Air	OAV304P/304	D-CBBS	EMB505	German Private Jet	
D-CFHZ	EMB505	DAS Private Jets		D-CFLY	Ce560XLS+	Air Hamburg	AHO213L
D-IADV	Ce551	MCH Holdings		D-CHRD	Ce680	Hahn Air	24 HHN30D
F-GTRY	Ce525	Airales	23	D-CMED	Lj55	Quick Air Jet Charter	QAJ705
F-HRGD	ERJ145LU	Aero4M	AEH182/F	D-CNAC	SA227DC	Binair	24 BID5B/A
G-HNPN	EMB505	Flairjet	FLJ54/2	EC-MAJ	A330-243	Air Europa	AEA1093/4
HA-YFK	Beech 400	Jet-Stream	f/v JSH2AMB/1AMB	EI-GJO	B737-8AS	Ryanair	f/v RYR3104/5
I-NEOU	B737-86N	NEOS	TAP664/3	G-HCSA	Ce525A	Bookajet	25 BOO481
LX-LOE	Hawker 4000	Flying Group Luxemb.	FYL02E/81E	M-EVAN	CL-300	Marcus Evans	27
LY-SPD	A320-214	Small Planet	21 LLX86VL/9952	OE-HRS	CL-350	Avcon Jet	AOJ78R
N762MS	G650ER	WalMart	f/v 22	OO-LOE	B787-8	TUI Belgium	TFL666/341
OE-FIT	Ce510	GlobeAir	21 GAC009N/591N	OO-XLS	Ce560XLS+	Air Service Liège	27
OE-IEU	A320-214	Eurowings	f/v EWG1834/5	SX-ABY	A321-231	Olympus Airways	f/v CND7914/595
OK-BII	Beech 400A	JetBee Czech	JBC260E/F	TC-JJY	B777-3F2ER	Turkish Airlines	THY1953/4
OK-PPP	Beech 400A	Time Air	21 TIE290P/301P	TC-TVH	Ce680	TAV	24
OO-ABA	A340-313E	Air Belgium	SLM3004/993	24.84-00162	C-12U-3	1-214th AVN	Duke11
OO-LOE	B787-8	TUI Belgium	21 TFL362/775	9H-BBJ	B737-7BC	Netherlands gvmt	25 PVJ136/128
OO-NEY	EMB545	Air Service Liège		9H-TJG	B737-86J	Corendon Airlines Europe	CAI9821/2
21.9H-TJG	B737-86J	Corendon Airlines Europe	CAI203/4	9H-VCG	CL-350	VistaJet Malta	25 VJT448
A6-ETM	B777-3FXER	Etihad Airways	f/v ETD77/8	9H-VFB	CL-605	VistaJet Malta	VJT592
B-1357	B787-9	Xiamen Air	f/v CXA811/2	9H-VFI	CL-605	VistaJet Malta	VJT525
D-BUZZ	Ce750	Air X Executive Jets	AXG24	A6-EUT	A380-842	Emirates	f/v UAE149/50
D-CFHZ	EMB505	DAS Private Jets	22	CS-CHH	CL-350	NetJets Europe	f/v NJE6XJ/658K
I-NEOW	B737-86N	NEOS	TAP664/3	CS-TFR	Lj45XR	Omni Air	25 OAV304
M-BASH	CL-605	Avijet	22	D-CAWM	Ce560XLS+	Aerowest	
N125GH	G-V	Wing Aviation Charter	f/v 22 CWG25	D-CKJE	EMB505	Luxaviation Germany	25 LXG55JE
N887TM	G550	Airflite	dep	D-CNAC	SA227DC	Binair	25 BID5B/A
OK-PPP	Beech 400A	Time Air	TIE301P	D-CWIT	Ce525C	Wirtgen Group	
OO-ACC	Ce525A	Air Service Liège		D-IDAS	EMB500	DAS Private Jets	
OO-JUK	Falcon 7X	Flying Service	FYG53K/511	D-IADV	Ce551	MCH Holdings	30
OO-LOE	B787-8	TUI Belgium	TFL776P/643	EC-HDS	B757-256	Privilege Style	VLG8302/3
22.9H-ALL	Ce525A	Luxwing	LWG103/1	EC-LZU	G650	TAG Aviation España	GES181
D-CAHO	Ce560XLS+	Air Hamburg	AHO626B	I-DELO	G550	Sirio	f/v SIO501
G-FBNK	Ce510	Wijet	23 BKK26Z	I-EDLO	BAe125-750	Alba Servizi	26
G-GDFU	B737-8K5	Jet 2 Holidays	div EXS88L/888D	I-NEOZ	B737-86N	NEOS	TAP664/3
LX-VMF	Ce560XL	Luxaviation	26 LXA15P	OE-HGG	CL-350	Glock Aviation	29 GCK40
M-NTOS	Ce525C	Selementos	24	OE-IJU	A320-214	easyJet	f/v EZY2727/8
N707FJ	Falcon 900	Exxaero	27	OO-LOE	B787-8	TUI Belgium	TFL342/337
N933EY	Global 6000	Exec. Jet Management	26 EJM963	25.CS-TFR	Lj45XR	Omni Air	27 OAV304/P
OE-IJS	A320-214	easyJet	f/v EZY2723/4	D-ASPF	A320-232	Small Planet	f/v 26 LLX9281/5041
OE-IVH	A320-214	easyJet	f/v EZY6167/8	D-BEEP	Ce750	Air X Executive	AXG22
OO-ABA	A340-313E	Air Belgium	SLM9940/3003	D-CNAC	SA227DC	Binair	30 BID5B/A
OO-ACC	Ce525A	Air Service Liège	23	D-CZZZ	Ce560XLS+	DC Aviation	2x DCS340/707
OO-LOE	B787-8	TUI Belgium	TFL644/665	D-IAAW	EMB500	Arcus Air	AZE573C
OO-VMF	Ce560XLS+	Air Service Liège		D-INOB	Ce525A	Atlas Air Service	26 ATL3Z
RA-82044	An-124-100	Volga Dnepr	23 VDA4195/6	EI-GJP	B737-8AS	Ryanair	f/v RYR3104/5
TC-KHB	G450	Korvez	23	F-HSFJ	Ce680A	Astonjet	26 ASJ853



This Falcon 7X was delivered to the Shanghai Deer Jet Aviation company in September 2017. B-3869 is being operated for the Sunriver Holding Group Company. (Amsterdam - Schiphol, 28 April 2018, Pino Tome)

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This former Monarch Airlines Airbus A321 was handed over to Olympus Airways on 2 April 2018. SX-ABY still carries the colours of its former operator. (Amsterdam - Schiphol, 23 April 2018, Robert Eikelenboom)

G-HCSA	Ce525A	Bookajet	26 BOO481/539	EC-MQH	A320-214	Gowair	CND612/1
I-NEOZ	B737-86N	NEOS	TAP664/3	EC-MTI	B787-9	Air Europa	f/v AEA1091/8
OE-IZN	A320-214	easyJet	f/v EZY2723/4	F-HTVI	B737-8K2	Transavia France	f/v TVF4010/1
OH-LTN	A330-302	Finnair	f/v FIN1301/2	G-SHUI	Ce680A	Air Charter Scotland	EDC789R
OK-MAR	Ce525A	Aero Partner	DFC260G	HB-JFL	ERJ135BJ	Nomad Aviation	29
OO-ACC	Ce525A	Air Service Liège	28 2x	OE-FDT	Ce510	GlobeAir	GAC719W/232S
OO-LOE	B787-8	TUI Belgium	TFL338/571	OO-LOE	B787-8	TUI Belgium	TFL242P/775/776/643
OY-GEF	Beech B200GT	Lars Thrane	26	PH-EXZ	ERJ175STD	KLM Cityhopper	del KLM9968
OY-JJN	Ce501	Sun-Air	f/v	S5-AFA	CRJ900ER	Adria Airways	ADR434/5
OY-SNK	Falcon 2000	Air Alsie	MMD6946	29. B-1063	A330-343E	China Southern	f/v CSN307/8
PH-HSW	B737-8K2	Transavia	arr TRA054	D-CAWK	Ce680	Aerowest	f/v 30
RA-82047	An-124-100	Volga Dnepr	26 VDA4197/8	D-CBBS	EMB505	German Private Jet	
26. N-325	NH90-NFH	860sq	Neptune03	D-ISUN	Ce525A	Ohlair	ECA5C
2-AERA	B777-28EER	Ukraine Int'l	tst	EI-FPW	CRJ900LR	Scandinavian	f/v SAS557/8
9H-BBJ	B737-7BC	Netherlands gvmt	28 PVJ128/137	EI-GJR	B737-8AS	Ryanair	f/v RYR3104/5
9H-TJG	B737-86J	Corendon Airlines Europe	CAI9841/2	ES-ACM	CRJ900	Nordica (n/t)	f/v LOT8173/4
D-CTRI	Lj35A	Air Alliance Express	AYY112	G-HCSA	Ce525A	Bookajet	arr BOO539
D-IMAX	Ce525A	Sylt Air	AWU926	G-RORA	EMB550	Centreline Air Charter	CLF299
G-OCJZ	Ce525A	Centreline Air Charter	CLF511	HL7782	B777-3B5ER	Korean Air	f/v KAL925/6
G-TAYC	G450	Exec. Jet Charter	f/v	LX-LOE	Hawker 4000	Flying Group Luxemb.	FYL41E/42E
HB-IUV	G200	TAG Aviation	FPG462	LZ-VBE	Global 5000	AVB 2012	VBA01
HB-VPE	Ce525A	Execujet Europe		OO-LOE	B787-8	TUI Belgium	TFL644/665
HB-VPG	EMB505	JABJ	30 PJS702/1	VP-BVG	Global XRS	MVA Aviation	
I-NEOZ	B737-86N	NEOS	TAP664/3	30. 9H-VJQ	Global 6000	VistaJet Malta	arr VJT801
LZ-VBE	Global 5000	Air VB	f/v VBA01	C-FRSA	B787-9	Air Canada	f/v ACA824/5
OE-FDT	Ce510	GlobeAir	GAC444U/222X	D-AAHB	Global Express	MHS Aviation	arr MHV1B
OE-GPS	Ce550	Tyrol Air Ambul.	27 TYW847S/846S	D-BERT	Falcon 2000LX	Bertelsmann	2x BFD30T
OE-IZB	A320-214	easyJet	f/v EZY2729/30	D-CDOC	Lj45	Jetcall	JCL2
OK-PMP	PC-12/47E	T-air		D-CNAC	SA227DC	Binair	arr BID5B
OO-LOE	B787-8	TUI Belgium	TFL572/651	D-IADV	Ce551	MCH Holdings	arr
OO-LOE	B787-8	TUI Belgium	27 TFL652/557	D-IBJJ	Ce525A	Air Hamburg	AHO593C/533F
RA-85042	Tu-154M	223rd Flight Unit	f/v CHD9003/4	F-HBAL	A319-111	Aigle Azur / TAP	01 TAP668/669
TC-LER	A310-308F	ULS Cargo	THY6309	LX-VMF	Ce560XL	Luxaviation	arr LXA15P
27. D-IDAS	EMB500	DAS Private Jets	28	M-INER	Global 6000	ICC Aviation	
D-ISUN	Ce525A	Ohlair	28 ECA5C	M-KGTS	EMB505	VTS	f/v arr
G-NPTY	B737-436F	West Alantic	f/v BCS1443/4	M-NTOS	Ce525C	Selementos	
I-NEOZ	B737-86N	NEOS	TAP664/3	OE-IZE	A320-214	easyJet	f/v EZY8875/6
JY-BAH	B787-8	Royal Jordanian	f/v RJA151/2	OO-JUK	Falcon 7X	Flying Service	arr FYG522
LX-SEB	Ce525B	Jetfly Aviation	f/v JFA80E/84A	OO-LOE	B787-8	TUI Belgium	TFL666/621
M-AJOR	AW139	Ineos Group		OO-LOE	B787-8	TUI Belgium	01 TFL622/511
N887TM	G550	Airflite	arr	OO-XLS	Ce560XLS+	Air Service Liège	arr
OE-GKW	G100	Tyrol Air Ambulance	TYW758/9	RA-67216	CL-604	Avia Service	KZN9403/4
OE-IJQ	A320-214	easyJet	f/v EZY2725/6	RA-82047	An-124-100	Volga Dnepr	01 VDA4199/4200
OE-IJV	A320-214	easyJet	f/v EZY1835/6	YU-MPC	Ce525	MPC Holding	
OO-LOE	B787-8	TUI Belgium	TFL558/241				
TC-LKC	B777-3U8ER	Turkish Airlines	THY1953/4				
VQ-BVA	BAe125-850XP	Sirius Aero	CIG1611/2				
28. 9H-AHS	A320-214	Air Malta	f/v AMC394/5				
9H-BBJ	B737-7BC	Netherlands gvmt	arr PVJ137				
9H-TJG	B737-86J	Corendon Airlines Europe	CAI6203/4				
B-3869	Falcon 7X	Shanghai Deer Jet	f/v 30				
D-CAHO	Ce560XLS+	Air Hamburg	29 AHO944S				
EC-MLT	B787-8	Air Europa	f/v AEA1093/4				

Delta Air Lines started operating the Airbus A350 on the 1st of this month. Neos operated a service for TUI Netherlands on the same day. A GOL Boeing arrived for summer lease to Transavia on the 2nd. Unfortunately it is a familiar frame. On that same day a GetJet Boeing operated for Air Malta and Laudamotion operated for Eurowings. The ASL ATR on the 3rd operated a flight from Paris to London. An easyJet diverted while enroute from Dalaman to Stansted on the 4th.

NEOS operated for TAP Air Portugal on the 5th. Danish Air Transport operated for Skywork that day and the leased GOL Boeing departed on its first service for Transavia as PH-GGX. The Emirates on the 5th developed a delay and departed the next day. Danish Air Transport operated for Skywork again on the 6th. On the 10th Delta operated an extra flight to cover for a cancelled flight on the 9th. A jet2 flight from Leeds to Larnaca diverted to Amsterdam on the 11th. Also on this day a Transavia returned from lease to Sun Country. On the 12th Transavia took delivery of a new fleet addition and an aircraft leased to Sun Country arrived back home. The new Dreamliner for TUI Belgium positioned in from Brussels on the 14th and operated from Amsterdam till 9 May 2018. The San Marino registered BBJ2 on the 15th was destined for the Moroccan Government. The German Dornier on the 16th was a nice surprise also. The first of two Sunwing aircraft arrived on the 17th for summer lease to TUI Netherlands. On that same day a Cathay Boeing on a medical diversion to Amsterdam while enroute to London. The Small Planet on the 18th arrived empty from Vilnius and operated flights from Amsterdam till the 21st when it returned empty to Vilnius. On the 19th another Transavia returned from lease to Sun Country. The second Sunwing Boeing arrived for lease to TUI Netherlands. As of the 19th Corendon Airlines Europe is a regular at the airport this summer. On the 22nd Volga-Dnepr operated the first of three flights to Cayenne related to the ESA BepiColombo mission to planet Mercury. A Jet2 flight from Prague to Manchester diverted to Amsterdam on the 22nd. The president of Mexico, Enrique Peña Nieto, paid an official visit the Netherlands on the 24th. The presidential aircraft arrived already on the 23rd. The second Volga-Dnepr ESA-flight took place on the 26th, but the loading took place the day before. Also on the 25th the lease return of another Transavia aircraft. The Carpatair Fokker on that day arrived for summer lease to KLM. The aircraft operated services for KLM on routes to Copenhagen, Frankfurt, Montpellier and Warsaw this summer. On the 26th the Boeing 777 destined for Ukraine International performed a local test flight. Also on this date a visit of the Russian Air Force with Tupolev equipment. Royal Jordanian operated a service on the 27th with a Dreamliner. The new Embraer for Cityopper on the 28th carried 'Regards to the King' titles in relation to the birthday of the King of the Netherlands on the day this aircraft was officially transferred to the KLM in Brazil. Unfortunately these titles were removed upon arrival at a hangar at Schiphol-east. The third and last ESA charter took place on the 30th.

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

Rotterdam - The Hague

			April 2018
01.	CS-TFR	Lj45XR	Omni Aviation OAV304P/304
	D-AHOS	ERJ135BJ	Air Hamburg dep AHO129E
	D-COMO	Lj60	Imperialjet Europe 02 JTI212/213
	HB-JRC	CL-604	Swiss Air Ambulance SAZ71/72
	OH-SWI	Ce525A	Scanwings ABF1E/1F
	OO-GMJ	Beech 350	Air Service Liège 27
02.	V-11	G-IV	334sq NAF11
	9H-YES	B737-5Q8	Air X Charter 03 AXY201/306
	CS-LTE	Ce680A	NetJets Europe 03 NJE684C/9KW
	CS-TFR	Lj45XR	Omni Aviation 04 OAV304
	D-CSUN	C-560L	Air Hamburg 03 AHO663J/343N
	D-GBFS	DA42	Franconia Air Service dep
	N900LY	G-V	Lyon Aviation dep
	OE-FWF	Ce510	GlobeAir 03 GAC525A/525B
03.	CS-CHB	CL-350	NetJets Europe 04 NJE6RA/021G
	D-AGRA	CRJ200LR	Global Reach Aviation PAV5018
	D-CCAA	Lj35A	DRF AMB140
	D-CFIV	Lj35A	Air Alliance Express AYY118
	D-CURT	LR-31	Air Alliance Express AYY102
	D-IVVB	Ce525A	Atlas Air Service ATL5B
	PH-HHK	Bell 206L1	Heli Holland Holland dep
	PH-TCN	P180	JetNetherlands 11
	PH-TCN	P180	JetNetherlands 08
	PH-TXA	C-510	JetNetherlands 08
04.	9H-OME	B737-505	Air X Charter 06 AXY604/603
	CS-DXF	Ce560XLS	NetJets Europe 05 NJE6LC/108R
	CS-DXV	Ce560XLS	NetJets Europe NJE033T/8HL
	CS-TFR	Lj45XR	Omni Aviation 09 OAV304
	D-CBBB	Ce560XLS+	DC Aviation DCS703
	EC-JGB	Beech B200	Zeusch Aviation dep
	YU-MTU	Ce525	Infinity Aviation
05.	CS-DXK	Ce560XLS	NetJets Europe NJE3ZP
	D-AGRA	CRJ200LR	Global Reach Aviation 06 PAV5018
	EC-JGB	Beech B200	Zeusch Aviation 11
	PH-CDH	B737-86J	Corendon Dutch Airl. CND7941/7942
	PH-DAM	P180	JetNetherlands dep
	PH-HHK	Bell 206L1	Heli Holland Holland
	YU-MTU	Ce525	Infinity Aviation 07
06.	L-07	PC-7	131EMVOsq *Diamond09
	D-CDOC	Lj45	Jetcall JCL2
	D-CNUE	Lj60	Flight Ambulance Int'l IFA2207
	D-CSLT	Lj60	Flight Ambulance Int'l IFA2218
	D-ICKE	Beech B200GT	Dachser
	EC-GPS	SA227AC	Flightline 08 FTL8853/0001
	PH-HHK	Bell 206L1	Heli Holland Holland
	PH-TSN	DA42	Twin Star Netherlands dep
	PH-TSN	DA42	Twin Star Netherlands 07
	SP-SPE	ATR72-202	SprintAir dep SRN294
07.	CS-PHG	EMB505	NetJets Europe 08 NJE6KY/857W
	N194ER	Ce510	Blue Sky Aviation 21



Boeing 737 9H-TJG was transferred from the parent company to Corendon Airlines Europe in May 2017. The company is registered in Malta and made the first flight to Naples on Friday 26 May 2017. (Rotterdam-The Hague, 20 April 2018, Maarten Visser Sr)

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Delivered to American Eagle in October 1997 it was added to the fleet of Blue Islands in December 2013 as G-ISLI. From May 2017 the ATR72 is being operated in the colours of FlyBe. (Rotterdam-The Hague, 21 April 2018, Melvin Jansen)

PH-FIS	Ce525	JetNetherlands	dep	14. CS-PHA	EMB505	NetJets Europe	NJE141C
PH-FIS	Ce525	JetNetherlands	11	EC-GXJ	SA226TC	Flightline	17 FTL004/4421
PH-HHJ	AS355F2	Heli Holland Holland	08	F-HRCA	Ce525	RC Air	16
PH-HHK	Bell 206L1	Heli Holland Holland	08	I-PFDI	Ce525	Phillipe Foriel-Dstezet	
PH-RIS	EC130B4	KNSF Flight Services	11	N88EL	Raytheon 390	SCL Security	
PH-RLY	Ce402B	Heli Holland Holland	08	PH-TCN	P180	JetNetherlands	
PH-TSN	DA42	Twin Star Netherlands	09	15. 01-0030	C-37A	310th AS	17 SPAR32
08. V-11	G-IV	334sq	NAF11	CS-PHA	EMB505	NetJets Europe	NJE952H/764D
9H-OME	B737-505	Air X Charter	09 AXY0803/905	D-AGRA	CRJ200LR	Global Reach Avn	16 PAV5025/19
CS-PHF	EMB505	NetJets Europe	NJE9FF/396D	M-PIRE	P180	Northside Aviation	16
D-CFHZ	EMB505	DAS Privat Jets	10	PH-TSN	DA42	Twin Star Netherlands	20
EC-GPS	SA227AC	Flightline	09 FTL002/8811	16. CS-DXX	Ce560XLS	NetJets Europe	NJE758W/553W
PH-TXA	C-510	JetNetherlands	09	D-FALK	Ce208	Businesswings	JMP211/212
PH-WRW	EC120B	Heli Holland Holland		D-GAHM	P2006T	AHM Airborne Mapping	
SP-SPE	ATR72-202	SprintAir	SRN295/296	D-IAIB	Ce525	AIB-Assets	17
09. C-GGBL	CL-604	London Air Services		M-JCBB	G650	JC Bamford Excavators	2x JCB1
D-CAAL	Do228-212	Arcus Air	AZE11L/12L	M-PIRE	P180	Northside Aviation	arr
EC-LBO	Ce550	Air Taxi & Charter	arr IBJ909A	OE-FXM	Ce525A	Speedwings	17 SPG417
N88EL	Raytheon 390	SCL Security		OK-MYS	Ce510	Aeropartner	DFC249G
OK-MAR	Ce525A	Aeropartner	10 DFC220G	OO-ACO	Ce510	Air Service Liège	17
OO-STX	EC120B	Ilpam		OO-HEY	R44	Heli & Co	2x
OY-NPE	SA227DC	North Flying	NFA121/121P	PH-TCN	P180	JetNetherlands	17
PH-HHK	Bell 206L1	Heli Holland Holland		PH-UNN	EC120B	HeliCentre	
PH-TSN	DA42	Twin Star Netherlands	15	T7-JAT	Global XRS	Empire Aviation Group	17
PH-VBG	Falcon 2000EX	JetNetherlands	15	17. F-HLPN	Falcon 2000LXS	Michelin Air Services	
10. 2-DARE	PC-12/47E	Brightling Services		LX-SEB	Ce525B	Jeffly Aviation	18 JFA77B/78B
D-IWWW	Raytheon 390	Luxaviation Germany	LXG44W	M-JCBB	G650	JC Bamford Excavators	JCB1
G-FBKC	Ce510	Wijet	11 BKK3C	OY-MNS	P68B	Bio Flight	BIO05
M-PIRE	P180	Northside Aviation	dep	PH-MDG	Ce680	JetNetherlands	27
M-PIRE	P180	Northside Aviation	15	18. V-11	G-IV	334sq	NAF11
N820EC	Falcon 2000LX	Emerson Electric	11	V-11	G-IV	334sq	19 NAF11
PH-DTS	DA42	Wings over Holland		CS-CHC	CL-350	NetJets Europe	NJE7UH
SE-RIL	Ce560XLS	H-Bird Aviation Services	ETI810Z	CS-CHH	CL-350	NetJets Europe	NJE6XJ
11. CS-DLG	Falcon 2000EX	NetJets Europe	12 NJE929Y/2PH	CS-DXF	Ce560XLS	NetJets Europe	NJE077R/6LC
CS-DXF	Ce560XLS	NetJets Europe	NJE077M/6LC	D-AGRA	CRJ200LR	Global Reach Aviation	20 PAV5019
CS-DXW	Ce560XLS	NetJets Europe	12 NJE765T/056Q	D-IGWT	Ce525A	Sylt Air	AWU718/720
D-CFMI	EMB505	GEMÜ-Gebrüder Müller	12	F-HBTV	Ce525	Astonjet	ASJ416
D-FEPG	PC-12/47E	Rhein-Mosul-Flug	2x	M-NGSN	PC-12/47	Niels Stolt-Nielson	
D-IAIB	Ce525	AIB-Assets	14	N1DC	G-V	Blue Star Management Services	19
G-CXLS	Ce560XLS	Gama Aviation	GMA735	N40D	G650ER	Dow Chemical	19
G-LEGC	ERJ135BJ	Luxaviation UK	LNx30GC	N500LU	PA-46-500TP	Medtronic Belgium	19
OK-SUN	ERJ135BJ	ABS Jets	12 ABP721	N505D	G550	Dow Chemical	19
PH-FIS	Ce525	JetNetherlands	23	OE-FBD	Ce510	GlobeAir	GAC733L/622L
PH-TXA	C-510	JetNetherlands	12	OE-FGB	Ce525A	Jet Pool Network	19
12. D-COMO	Lj60	Imperialjet Europe	14 JTI145/146	OO-OCA	Beech 350	Air Service Liège	
EC-JGB	Beech B200	Zeusch Aviation	18	PH-BYD	Beech 58	KLS	*KLM7902
OE-FHA	Ce510	GlobeAir	GAC440B/339Z	PH-TCN	P180	JetNetherlands	23
OK-GLF	G200	Eclair Aviation	ECC201/202	19. D-AZUR	ERJ135BJ	Air Hamburg	20 AHO817C
PH-TCN	P180	JetNetherlands	14	D-IEFD	Ce525A	E-Aviation	EFD2F
PH-TXA	C-510	JetNetherlands	13	F-HLRX	Falcon 2000S	Michelin Air Services	
SP-AST	Ce525	AMC Aviation	AMQ9T	G-SPUR	Ce550	Luxaviation UK	LNx92PU
13. D-CDOC	Lj45	Jetcall	JCL2	I-FXRG	P180	K-air	FXR18G
EC-GXJ	SA226TC	Flightline	14 FTL4453/0001	OE-FBD	Ce510	GlobeAir	20 GAC622M/121T
EC-JIP	SA226TC	Flightline	16 FTL552A/5511	OO-MTM	R44	EuroPilotCenter	
M-OEPL	Falcon 7X	Auburn Oak Nigeria		PH-CDH	B737-86J	Corendon Dutch Airl.	CND7941/7942
OO-GLM	Ce680	Air Service Liège	18	SX-DVU	A320-232	Aegean Airlines	AEE4267

20.9H-FAM	EMB500	Luxwing	LWG391/302	OO-VLN	Fokker 50	VLM Airlines	WLM7023, WLM7024
9H-TJG	B737-86J	Corendon Airlines Europe	CX11905/6	PH-ELP	EC135T2	ANWB - MAA	dep
CS-DPV	Ce510	Air Nimbis Executive Jets	NIM01/03	PH-HRK	P180	JetNetherlands	26
CS-DXO	Ce560XLS	NetJets Europe	21 NJE7JD/149E	TS-IOO	B737-7H3	Government of Tunisia	26 TUNIS3
F-HDAH	DA42	Princetown		YR-FVL	ATR72-212A	FlyValan	WLM7002/3002
G-JMCL	B737-322(F)	West Atlantic	NPT213H/214H	25.CS-EME	Falcon 900EX	Luxaviation Portugal	26 LMJ369
N812AM	BAe125-800A	Airmed International		D-ASAP	ERJ135BJ	Air Hamburg	26 AHO785R/162J
OO-GEE	PC-12/47E	Blue Sky Aviation		D-ASTZ	A319-112	Germany	GMI1176/0177
OO-TUX	B737-86N	TUI Belgium	f/v JAF546F/TFL765	OE-FBD	Ce510	GlobeAir	GAC365L/123T
PH-MBO	DA62	M. Boers	f/v	OE-FDT	Ce510	GlobeAir	GAC023F/365M
PH-PKF	Falcon 2000LXS	JetNetherlands		OE-FNP	Ce510	GlobeAir	GAC222W/337A
PH-PNX	PA-31-350	Aerodata International Surveys		OO-IDE	Ce525	Air Service Liège	
PH-TSN	DA42	Twin Star Netherlands	22	PH-FIS	Ce525	JetNetherlands	arr
21.9H-TJG	B737-86J	Corendon Airlines Europe	CX16201/2	PH-RIS	EC130B4	KNSF Flight Services	
D-IAAR	EMB500	Arcus Air	AZE10P	PH-STB	Falcon 900C	Exxaero	27 XRO095/219
D-IAIB	Ce525	AIB-Assets	23	26.9H-TJG	B737-86J	Corendon Airlines Europe	CAI050
EC-MTV	B737-8K5	AlbaStar	LAV908P/5785	9H-YOU	CL-850	Air X Charter	27 AXY2601/2706
G-ISLI	ATR72-212A	Flybe	BCI860/861	CS-LTA	Ce680A	NetJets Europe	NJE411H/929F
OE-FIT	Ce510	GlobeAir	GAC591N/480N	D-AGRA	CRJ200LR	Global Reach Aviation	PAV5020
OO-NHM	AS365N3	NHV	*NCG12	D-CXLS	C-560L	Air Hamburg	AHO663K
OY-MNS	P68B	Bio Flight	BIO05	D-INOB	Ce525A	Atlas Air Service	27 ATL3Z
22.9H-FAM	EMB500	Luxwing	25 LWG301/391	D-ITRA	Ce525	Transavia Flug	27 2x
D-CNAG	SA227DC	Binair	BID7P/7A	N458BE	G-IV	Billionaire	arr
EC-LZD	A320-214	Evelop Airlines	EVE7163/164P	OE-FHA	Ce510	GlobeAir	GAC245D/023G
EC-MTV	B737-8K5	AlbaStar	LAV5786/966P	OO-DFG	Falcon 2000LX	Luxaviation Belgium	AAB600
N812AM	BAe125-800A	Airmed International		PH-FJK	Ce525B	JetNetherlands	
N977JG	B737-73Q	Seacons Trading	23	PH-LBR	Ce208B	Skydive Rotterdam	arr
OE-FIT	Ce510	GlobeAir	23 GAC480P/480Q	PH-TAK	DA42	Happy Landings	arr
OY-HML	AW139	Bel Air Aviation	BBX101	SX-DGR	A320-232	Aegean Airlines	AEE4267
OY-NPE	SA227DC	North Flying	NFA127P/127	27.9H-TJG	B737-86J	Corendon Airlines Europe	CX11905/6
PH-LBR	Ce208B	Skydive Rotterdam	dep	CS-CHE	CL-350	NetJets Europe	NJE681W/013N
PH-TSN	DA42	Twin Star Netherlands	arr	CS-CHG	CL-350	NetJets Europe	28 NJE2BX/368W
23.CS-CHB	CL-350	NetJets Europe	24 NJE799L/6RA	CS-PHC	EMB505	NetJets Europe	28 NJE543U/25D
D-AGRA	CRJ200LR	Global Reach Avn	24 PAV5047/20	D-INOB	Ce525A	Atlas Air Service	28 ATL3Z
D-CGGG	Lj31A	Jetcall	24 JCL3	EC-LJR	CRJ1000	Iberia Regional	ANE3183/2184
D-CNAG	SA227DC	Binair	24 BID7A/7P	EC-LZO	B767-35DER	Privilege Style	PVG754P/7559
D-FGAG	PC-12/47	Dr. Gabriele Haffa		HB-JRI	Global 5000	ExecuJet Europe	28
F-HSBL	EMB500	Pan Européenne Air Service	PEA501	M-AJOR	AW139	Ineos Group	2x
G-SHUI	Ce680A	Air Charter Scotland	24 EDC788	M-OVIE	G650	Ineos Group	
OY-NPE	SA227DC	North Flying	NFA121/121P	N142QS	Global 6000	NetJets	
PH-HHJ	AS355F2	Heli Holland Holland		N407GK	G550	Brokerage & Management Corp.	
PH-HRK	P180	JetNetherlands	dep	OE-FDT	Ce510	GlobeAir	GAC559P/516G
PH-STB	Falcon 900C	Exxaero	24 XRO141/095	OE-FPP	Ce510	GlobeAir	28 GAC516F/448Q
PH-TCN	P180	JetNetherlands	29	PH-VBG	Falcon 2000EX	JetNetherlands	29
SX-DVQ	A320-232	Aegean Airlines	AEE4267	SP-ENV	B737-8BK	Enter Air	28 ENT7254/0505
YR-FVL	ATR72-212A	FlyValan	WLM3001/7001	YL-VAA	DA42		29
24.9K-GGC	G650	Government of Kuwait	25 KUG066	28.9H-TJG	B737-86J	Corendon Airlines Europe	CX16201/2
CS-LTA	Ce680A	NetJets Europe	NJE2NS/132Y	CS-TFR	Lj45XR	Omni Aviation	02 OAV304/304P
CS-PHC	EMB505	NetJets Europe	NJE2SD/077G	D-AERO	ERJ135BJ	Air Hamburg	AHO288H
CS-PHG	EMB505	NetJets Europe	NJE6KY/8GX	D-CAPB	Ce560 Encore+	Aerowest	
D-CJPG	Lj35A	Quick Air Jet Charter	QAJ709	D-CAPB	Ce560 Encore+	Aerowest	
F-HDAH	DA42	Princetown	25	G-ISLL	ATR72-212A	Flybe	BCI860/861
OO-IDE	Ce525	Air Service Liège		OE-FAT	Ce510	GlobeAir	29 GAC448R/783N



Initially delivered to Norwegian as LN-NOG this Boeing was transferred to its Irish counterpart six years later as EI-FHO. In June 2017 TUI Airlines Belgium added the aircraft to its fleet as OO-TUX. (Rotterdam - The Hague, 20 April 2018, John de Goede)

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In 2013 a company called Ikar started operating passenger flights for tour operator Pegas Touristik. This former Nordwind Airlines Boeing 737 was added to the then Ikar fleet in March 2016. From 2015 flights are operated under the trade name Pegas Fly. VP-BPY was caught on camera shortly after having been repainted in the Pegas Fly colours. (Maastricht - Aachen, 7 April 2018, Mark Rimmel)

29.9H-ELI	Ce750	Luxwing	LWG991/902	ER-JAI	B747-412(F)	Aerotrans Cargo	05 ATG4480/4481
CS-DRV	BAe125-800XPi	NetJets Europe	30 NJE945R/389L	F-HPJL	EMB505	Air TNB	06
D-CGAA	Ce560XLS+	Air Hamburg	30 AHO523F	N1RP	G550	Penske Jet	05
N902MY	Global 5000	MP Air		N701CK	B747-4B5F	Kalitta Air	THY6515
PH-HXM	B737-8K2	Transavia	f/v TRA6442/6441	TC-ACG	B747-481(F)	Saudia	SVA923/924
PH-TCN	P180	JetNetherlands	02	05.D-AHRN	Falcon 900EX	Heron Aviation	08 HRN512
SP-RDW	Raytheon 390	Jet Story	JDG170G	D-CNAG	SA227DC	Binair	BID7P/3A
30.D-CECH	Ce560XLS+	Atlas Air Service	ATL7H	D-IAAD	EMB500	Arcus Air	AZE90P/512F
D-IMAX	Ce525A	Sylt Air	AWU930	LX-GCL	B747-467F	Cargolux	UAE9962
PH-HRK	P180	JetNetherlands	arr	06.CS-TFQ	Lj45XR	AirJetSul	08 AJU451
PH-HXL	B737-8K2	Transavia	f/v TRA6192/5691	LX-LGN	DHC-8-402	Luxair	08 LGL11
SE-KOL	Beech 300LW	H-Bird Aviation	ETI112A/112B	N402KZ	B747-481F	Kalitta Air	THY6493
SX-DGX	A320-232	Aegean Airlines	AEE4267	TF-FXL	DHC-8-402	Air Iceland Connect	tst

Air X Charter arrived on a charter from Trabzon on the 2nd. Global reach Aviation operated several flights this month. The first flight took place on the 3rd. On the 4th Air X Charter arrived from Bamako on the 4th and departed on a charter to Ljubljana on the 6th. This charter returned on the 8th. The summer season started on the 19th with the first services operated by Corendon and Aegean. Corendon Airlines Europe arrived from Antalya on the 19th and operated mostly flight to Greece this month. A TUI Belgium Boeing arrived from Brussels on the 20th and started operating for TUI Netherlands that same day. This aircraft will be Rotterdam based this summer. Blue Islands started operating weekly flights to Jersey/Guernsey from the 21st. The first flights this month were operated with ATR equipment in FlyBe colours. Evelop operated a charter from Valladolid on the 22nd and AlbaStar arrived from Ibiza on that same day. FlyValan operated a flight for VLM to Hannover on the 23rd, returning the next day. VLM operated another charter to Hannover with its own aircraft on the 24th. Germania arrived from Hamburg on the 25th. Privilege Style operated a charter to Gran Canaria on the 27th. Enter Air operated a charter to Volos, Greece that day.

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

Maastricht - Aachen

		April 2018					
01.CS-PHA	EMB505	NetJets Europe	NJE8AQ	OO-XLS	Ce560XLS+	Air Service Liège	14
02.LX-YCV	B747-4R7F	Cargolux Italia	CLX715	P4-GVV	G550	ABS Jets	14
	Ce560XLS+	Air Service Liège		DHC-8-311	B747-467F	Kustbevakningsflyget	dep KBV503
03.D-AVXS	A321-211	Airbus Industrie	09 AIB232B/232C	14.LX-GCL	B747-467F	Cargolux	UAE9962
D-IBJJ	Ce525A	Air Hamburg	AHO337A	TC-ACF	B747-481(F)	Saudia	SVA915/916
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/4481	15.HB-JCA	CS300	Swiss	19 SWR5100/5125
HB-JBF	CS100	Swiss	dep SWR5101	16.D-FROG	Ce208B	FlexFly	18
HB-JBG	CS100	Swiss	08 SWR5100/5101	TC-TJT	B737-8HC	Corendon Airlines	CAI7SR /6PD
LN-WDF	DHC-8-402	Widerøe	arr WIF9031	UR-CAH	An-12BK	Ukraine Air Alliance	17 UKL4055/4056
LX-GCL	B747-467F	Cargolux	UAE9988	17.D-IBJJ	Ce525A	Air Hamburg	AHO584C/134E
04.D-CHER	Lj60	Heron Aviation	HRN311	EI-FXE	ATR42-300F	FedEx	tst ABR001T

18.	EI-FXE	ATR42-300F	FedEx	dep ABR001P
	LX-GCL	B747-467F	Cargolux	UAE9988
	VP-BEE	A321-211	Aeroflot	28 AFL7630/7631
	D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD901
	D-IMGW	Ce525A	Air Hamburg	AHO848G/242
	LX-VCD	B747-8R7F	Cargolux	CLX661
	N402KZ	B747-481F	Kalitta Air	THY6515
	TC-TJT	B737-8HC	Corendon Airlines	CAI804P/804C
	VQ-BUV	B737-86N	Pegasus	25 KAR9807/9808
19.	4K-SW008	B747-4R7F	Silk Way West	AZG7978/AZG7979
	G-ERLI	Ce510	Catreus	VCG1LI/2LI
	HB-JCG	CS300	Swiss	23 SWR5124
	HB-VPF	Ce525	Nomad Aviation	22
	LX-GCL	B747-467F	Cargolux	UAE9962
	OE-FMO	Eclipse 550	Mali Air Luftverkehr	
	OO-ACO	Ce510	Air Service Liège	
	OO-GLM	Ce680	Air Service Liège	dep
	TC-COR	B737-800	Corendon Airlines	arr tdy
20.	F-GPGL	Falcon 100	Marechal Murat	HMJ203
	N402KZ	B747-481F	Kalitta Air	THY6493
	OO-ACO	Ce510	Air Service Liège	
	OO-NEY	EMB545	Air Service Liège	arr
	TC-TLE	B737-4Q8	Tailwind	TWI257/258
21.	D-IPCH	Ce525A	Jetkontor	JKH32A
	G-SONE	Ce525A	Centerline	22 CLF442
	TC-ACM	B747-428ERF	Saudia	SVA915/916
	TC-CCJ	B737-82R	Pegasus Airlines	PGT5965/5966
22.	D-IPCG	Ce425	PGS Holding	
	OO-GLM	Ce680	Air Service Liège	arr
	TC-CPJ	B737-82R	Pegasus Airlines	PGT6677/6678
24.	ES-ACM	CRJ900	Nordica	dep EST9001
	F-GGGA	Ce550	Valljet	VLJ244M
	HB-JCJ	CS300	Swiss	27 SWR5170/5101
	LX-ECV	B747-4HQERF	Cargolux	UAE9988
	M-JCBB	G650	JC Bamford Excavators	25 JCB1
	N50MG	Global 5000	SMG Growing Media	25
25.	D-ISAR	Raytheon 390	Euroflug Frenzel	
	F-HYPE	EC120B	C. de Wolf	dep
	LX-SCV	B747-4R7F	Cargolux	CLX207
	M-JCBB	G650	JC Bamford Excavators	26 JCB1
	N701CK	B747-4B5F	Kalitta Air	THY6515
	TC-TJT	B737-8HC	Corendon Airlines	CAI3YC /6K
26.	D-AVIB	ERJ135BJ	Air Hamburg	AHO975M
	LX-ECV	B747-4HQERF	Cargolux	UAE9962
	PH-SVZ	Ce550	Slagboom & Peeters	
	VP-BLM	Falcon 900	Monarch General Aviation	
27.	4K-SW008	B747-4R7F	Silk Way West	AZG7978/AZG7979
	D-AVXV	A321-231	Airbus Industrie	arr AIB241B
	D-CJET	Ce525B	Air Hamburg	AHO454G
	HB-JCH	CS300	Swiss	30 SWR5100/5209
	N701CK	B747-4B5F	Kalitta Air	THY6493
	PH-ADI	DHC-8-402	Elix Aviation Capital	arr
	SP-EQB	DHC-8-402	LOT	dep LOT9052
	TC-TLB	B737-4Q8	Tailwind	TWI257/258
28.	D-CONU	Lj55	FAI Rent-A-Jet	IFA2283
	D-CSFD	Ce560XL	Stuttgarter Flugdienst	FFD901
	ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4403

OO-PCJ	PC-12/47E	European Aircraft Private Club	
TC-ACF	B747-481(F)	Saudia	
TC-CRA	B737-8H6	Pegasus Airlines	
VP-BKC	A320-214	Aeroflot	
29.	EI-GAL	A320-214	Aer Lingus
	OO-GEE	PC-12/47E	Blue Sky Aviation
	SP-ENM	B737-8CX	Enter Air
	TC-AAR	B737-86N	Pegasus Airlines
30.	G-RMMA	Falcon 900EX	TAG Aviation (UK)
	PH-LAU	Falcon 900EX	Exxaero

With the start of the summer schedule MAAS is starting to receive aircraft from the Airbus factory again. The first Airbus arrived on the 3rd and is destined for WOW as TF-DOG. SAMCO is still carrying out maintenance on the Swiss Bombardier CSeries this month with an aircraft change on the 3rd. The Luxair Dash-8 on the 6th was a maintenance customer. The Air Iceland on that same day performed a local test flight still in Air Niugini colours. On the 7th an Ikar Airlines Boeing 737 departed after a repaint. The aircraft had arrived last month in Pegasus colours. A second Angolan Dash-8 arrived for SAMCO on the 8th. The Airbus on the 9th arrived for painting into Cebu Pacific colours and by the time you read this the aircraft is active as RP-C4113. A second future Cebu Pacific Airbus arrived for paint on the 11th and this one will be operational as RP-C4112 by the time you read this. The Swedish Coast Guard Dash-8 on the 13th departed after lengthy maintenance. The ATR in FedEx colours on the 17th performed a local test flight before departing to France after maintenance. The Aeroflot Airbus on that same day was repainted in special colours commemorating the 95 years of Aeroflot. A second Ikar Boeing arrived for a repaint on the 18th. The Corendon Boeing on the 19th will be based at Maastricht for this summer, mostly operating flights for its Dutch sister company. The Nordica on the 24th departed to Talin in basic Scandinavian colours. The last Airbus for the paint shop this month arrived on the 27th and is destined for Capital Airlines. The Dutch registered Dash-8 arriving on the same day is a former FlyBe aircraft. The LOT Dash-8 departing on that day had lost its special colours and has the euroLOT tail logo and small LOT titles on its fuselage. The month ended with an Aer Lingus diversion from Brussels and Enter Air operating a charter to Lourdes.

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

Groningen - Eelde

02.	D-IMGW	Ce525A	Air Hamburg	03 AHO115R/456K
03.	D-IADV	Ce551	MCH Holdings	2x 08
04.	EI-DMG	Ce441	Dawn Meats Group	
05.	D-CCAA	Lj35A	Deutsche Rettungsflugwacht	
06.	CS-TRJ	A321-231	Hi Fly	BAF633
	YL-CSG	CS300	airBaltic	BTI7702/9813
07.	YL-CSG	CS300	airBaltic	BTI9815/7706



Scandinavian added this CRJ900 to its fleet in December 2008 and transferred it to Cimber in March 2015. As OY-KFA it was withdrawn from use in October 2017. Nordica added the Canadairjet to its fleet on 24 April 2018 as ES-ACM still in basic Scandinavian colours. (Maastricht - Aachen, 14 April 2018, Jesse Vervoort)

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Produced by PZL Mielec the M-28 Skytruck is a development of license-built Antonov An-28. Polish Air Force serial 0219 was built in 2011 as part of the 4th production run. The aircraft is being operated by the 8.BLT_r (12.el). (Groningen - Eelde, 10 April 2018, Simen Dorschman)

08. G-RIPA	P68	APEM	
10. L-03	PC-7	131EMVOsq	
L-10	PC-7	131EMVOsq	
0219	M-28B/PT	8.BLT _r (12.el)	
D-HNHB	EC155B1	Northern Helicopter	
G-EELS	Ce208B	Glass Eels	
OO-ACO	Ce510	Air Service Liège	dep
PH-HHK	Bell 206L1	Heli Holland Holding	
11. OO-ACO	Ce510	Air Service Liège	
OO-VLS	Fokker 50	VLM Airlines	
12. D-IADV	Ce551	MCH Holdings	16
G-CCGS	Do328-110	Loganair (a/w)	LOG860
HB-FOZ	PC-12/45	Swiss Flight Services	arr
OO-ACO	Ce510	Air Service Liège	
13. L-01	PC-7	131EMVOsq	Diamond08
YL-CSA	CS300	airBaltic	BT17702/9813
14. EC-GXJ	SA226TC	Flightline	
N3AD	SF-50		f/v
OK-AMS	EC120B	Aeropartner	
YL-CSB	CS300	airBaltic	BT19815/7706
16. D-IAKN	Ce525A	Star Wings Dortmund	
OE-GKW	G100	Tyrol Air Ambulance	
17. LN-WDK	DHC-8-402	Widerøe	WIF7018
N678PS	Eclipse 500	Zatura	03
18. D-FBSF	Ce208B	BSF Swissphoto	20
OE-XAS	R44	Heli & Co	19
19. L-10	PC-7	131EMVOsq	
D-AGBB	Falcon 8X	Volkswagen	WGT2B
G-GIGA	P68C	APEM	tdy 22
20. CS-TFO	Lj40	Omni Aviation	
D-IADV	Ce551	MCH Holdings	24
F-HJSB	Ce525	Flybox One	
OK-JFA	Nextant 400XT	Time Air	arr TIIE238J
YL-CSC	CS300	airBaltic	BT17702/9813
21. YL-CSA	CS300	airBaltic	BT19815/7706
23. N607LM	Eclipse 500	SAS - Ing. Gerritse Holding	arr
24. D-IEMO	Raytheon 390	Privateways	
D-IFMG	Raytheon 390	Forum Air	
LN-RDZ	DHC-8-402	Widerøe	WIF7018
25. N735LA	Eclipse 500	Orion	f/v 03
26. D-IGWT	Ce525A	Sylt Air	27
G-BYHG	Do328-110	Loganair (a/w)	LOG860
OO-ACO	Ce510	Air Service Liège	
27. PH-PXB	EC135P2+	Nationale Politie	ZXP02
PH-PXB	EC135P2+	Nationale Politie	ZXP05
PH-RIS	EC130B4	KNSF Flight Services	
YL-CSC	CS300	airBaltic	BT17702/9813
28. YL-CSH	CS300	airBaltic	BT19815/7706
29. SP-TBM	TBM-930	PLEK2 SP	arr

On the 6th the first of eight flights operated by Air Baltic. The Eclipse on the 14th visited Eelde on its delivery flight to Europe. On the 25th a second Eclipse on delivery via Eelde.

Credit: GEAS.

Deventer-Teuge

			April 2018
03. OE-FDN	SC.7	Pink Aviation	05 tdy
OO-PTA	R44	Heli & Co	04
PH-SVZ	Ce550	Slagboom en Peeters	arr
04. OO-PTA	RH44	Heli & Co	05
05. N69WY	R44		
06. LN-PNB	PA-31	Blom Geomatics	19 tdy
OE-FDN	SC.7	Pink Aviation	
PH-MDG	Ce680	JetNetherlands	10
07. 2-DITO	PA-46-500TP	Citavia	
D-FAAE	Ce208B	Parachutisme Paris Peronne	dep
D-FIBE	PC-6/B2-H4	KIAS Airlines	dep
09. G-BWVG	DHC-1	Classic Wings	dep
10. PH-MDG	Ce680	JetNetherlands	17
11. N2648X	Ce501	T.S. Aviation	12
OE-XAS	R44	Heli & Co	dep
OE-XAS	R44	Heli & Co	16
15. OO-SPA	Ce208B	Skydive Spa	20
16. OE-XAS	R44	Heli & Co	17
PH-HGT	Ce680	ASL	
PH-RWX	H269C	Rotor & Wings	20
17. D-ITWL	Ce425	Konstage	
OE-XAS	R44	Heli & Co	18
OO-PXL	P68C	Aerodata International Surveys	18
PH-PNX	PA-31-350	Aerodata International Surveys	
PH-PXB	EC135P2+	Nationale Politie	ZXP02
18. OO-MSN	CeT310	Aerodata International Surveys	19
OO-PXL	P68C	Aerodata International Surveys	19
PH-KGJ	EC120B	HeliFlights - Heli Holland	
19. OE-XAS	R44	Heli & Co	23
PH-HBH	H269C	Heli Holland Holland	
PH-HCC	Cabri G2	HeliCentre	
20. OO-MSN	CeT310	Aerodata International Surveys	
OO-PXL	P68C	Aerodata International Surveys	
PH-FVD	R44	Rotarywings	
21. EC-EQK	Ce310R	SPASA	arr
OO-MSN	CeT310	Aerodata International Surveys	
PH-HGT	Ce680	ASL	24
22. OO-SEX	Ce208B	Skydive Spa	26
PH-LBR	Ce208B	Skydive Rotterdam	26
23. G-TVIJ	T-6	Robert William Davies	
OE-XAS	R44	Heli & Co	24

24.OE-XAS	R44	Heli & Co	25	CS-PHG	EMB505	NetJets Europe	NJE857W/794D
PH-PXE	EC135P2+	Nationale Politie	ZXP05	OO-PKX	Ce750	Air Service Liège	11
25.OE-XAS	R44	Heli & Co	arr	09.FA98	F-16AM	10w	*Basic61-form
PH-HGT	Ce680	ASL	26	FA124	F-16AM	10w	*Basic61-form
26.PH-DTX	Yak-52	Dutch Thunder Yaks		LZ-BHG	A320-232	BH Airlines	CAI041/040
PH-PXE	EC135P2+	Nationale Politie	ZXP05	10.L-03	PC-7	131EMVosq	Diamond12
28.PH-KMR	GA-8	Stichting Ambulancevliegtuig		L-10	PC-7	131EMVosq	Diamond09
PH-MDG	Ce680	JetNetherlands	29	D-CEFE	Ce525C	E-Aviation	EFD4E
PH-PXE	EC135P2+	Nationale Politie	ZXP05	G-YEDC	Ce525B	Air Charter Scotland	EDC696
29.PH-HGT	Ce680	ASL	05	M-KBSD	Global 5000	Faraotis Holdings	

Due the good weather several aerial photography aircraft could be seen this month. From 3 to 6 April, the military had planned parachute training at Teuge. Pink Aviation operated flights for the military from Teuge and Lelystad with a Skyvan. On the 6th two maintenance customers departed. The Austrian helicopter is listed for sale by Startrade but is being used by Belgian company Heli & Co. The Texan on the 23rd was on its way from Woodchurch to Schwabach-Heidenberg Airport.

Credit: Teuge Airport.

Eindhoven

April 2018							
01.PH-JTJ	Ce680	Exxaero	dep XRO186	11.L-07	PC-7	131EMVosq	*Razor03
02.9H-OME	B737-505	Air X Charter	03 AXY304/303	G-WIRG	ERJ135BJ	Air Charter Scotland	EDC168
D-AHER	Falcon 900EX	Heron Aviation	HRN511	OO-PKX	Ce750	Air Service Liège	12
G-THFC	ERJ135BJ	Luxaviation UK	LNX98TC	UR-CJN	An-12B	Cavok Air	arr CVK7089
PH-HWM	CL-605	ASL	03	12.1x	AH-64DN	301sq	*Bat73
03.G-ZAPX	B757-256	Titan Airways	AWC932Y/321	HB-ALQ	ATR72-202(F)	Zimex (BDA c/s)	div IMX359/359D
OO-XLS	Ce560XLS+	Air Service Liège		HB-LRV	PA-31T	air-connect	
PH-HWM	CL-605	ASL	12	PH-FJK	Ce525B	JetNetherlands	dep
UR-CKM	An-12BP	Cavok Air	04 CVK7079/7022	PH-FJK	Ce525B	JetNetherlands	16
04.14+04	Global 5000	FBS BMVg	GAF630	YL-LCO	A320-214	SmartLynx (a/w)	ART8283/9283
01	C-17A	HAW	05 Bartok17	13.N65LJ	Lj60	Worldwide Aircraft Services	14
<u>D-661</u>	CH-47D	298sq	*GLV-V	OO-PKX	Ce750	Air Service Liège	16
<u>D-665</u>	CH-47D	298sq	*GLV-V	14.PH-HWM	CL-605	ASL	17
D-IAAR	EMB500	Arcus Air	05 AZE483C	15.N818LF	G550	LFG Services	18
PH-PXY	AW139	Nationale Politie	*ZXP25	OO-GEE	PC-12/47E	Blue Sky Aviation	17
SP-ENT	B737-8AS	Enter Air	JAF593/31X	16.LZ-BHG	A320-232	BH Airlines	CAI041/040
05.01	C-17A	HAW	06 Bartok17	OO-PKX	Ce750	Air Service Liège	arr
<u>J-015</u>	F-16AM	312sq (td mks)	*Bonzo01	PH-FJK	Ce525B	JetNetherlands	17
PH-MFX	Ce650	JetNetherlands		17.LX-N90443	E-3A	NAEW&CF	*Nato42
06.474/31-CE	C-135FR	GRV02.091	09 FAF4044/5	D-ISJP	Ce525A	Ohlair Charterflug	ECA1C
L-01	PC-7	131EMVosq	*	F-HRGD	ERJ145LU	Regourd Aviation	18 AEH210F/211
ZM409	A400M	24/70sq	RRR4031	PH-HWM	CL-605	ASL	22
61-0299	KC-135R	100th ARW	11 Quid71	18.H26	A109BA	17sq/1w	
UR-CKM	An-12BP	Cavok Air	CVK7023/ -	123/62-IM	CN235M-200	ET01.062	CTM2022
07.HB-LRV	PA-31T	air-connect		D-ASSY	Falcon 7X	Adolf Würth	
OE-HPG	CL-300	Laudamotion	LDX7C	D-CAWU	Ce560XLS	Adolf Würth	
PH-MFX	Ce650	JetNetherlands	08	OO-GEE	PC-12/47E	Blue Sky Aviation	
08.10+27	A310-304MRTT	FBS BMVg	20 GAF301/Cobo43	19.CH10	C-130H	20sq	*BAF670
				D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
				HB-JSG	CL-605	Scintilla	
				HB-LRV	PA-31T	air-connect	
				OO-VMF	Ce560XLS+	Air Service Liège	20
				PH-FJK	Ce525B	JetNetherlands	23
				20.D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
				TC-ATF	A321-211	AtlasGlobal	KKK6143/6132
				TC-SOE	B737-800	SunExpress	CAI041/040
				UR-CNN	An-12B	Cavok Air	CVK7023/ -
				YL-LCV	A321-231	SmartLynx (a/w)	MYX8503/9504
				21.F-HRAV	ERJ145LU	Regourd Aviation	AEH212/452F
				N22UB	Ce525C	FlightPartner	
				22.HB-LRV	PA-31T	air-connect	
				23.J-136	F-16AM	313sq (td 312sq mks)	*Metal2



Cessna 310 EC-EQK is part of the Servicios Politécnicos Aéreos fleet. SPASA is a Spanish company founded in 1985 by José López Brotons specialized the capture of geospatial data. (Deventer - Teuge, 21 April 2018, Bart Hoekstra)

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NHV acquired the BluewayGroup (including Dancopter, Blueway Offshore Norge, Airlift & Vertech) in 2014. In December 2015 the whole NHV group got a rebranding (with a new logo) and the brand names Dancopter & Blueway also disappeared. E155B1 OY-HJB was seen with the NHV logo on its fuselage but still in the Dancopter colours. (Den Helder, 11 April 2018, Hans Cornelissen)

J-643	F-16AM	312sq (fc 313sq mks)	*Metal1
T.21-08/35-46	C295M	353 Esc	AME3530
24. E163/705-RB	Alpha Jet E	EAC00.314	25 FAF6441
E166/705-RW	Alpha Jet E	EAC00.314	25 FAF6442
CS-DVS	EMB500	Valair	VVV331/332
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/848S
OK-TSR	B737-82R	SmartWings	TVS433P/4336
PH-HWM	CL-605	ASL	27
25. 1x	SF260M	CC Air (grey c/s)	BAF195
D-101	CH-47D	298sq	*GLV-V
<u>D-102</u>	CH-47D	298sq	*
CS-DLH	Falcon 2000EX	NetJets Europe	NJE033E/998N
D-CBEN	Ce560XLS+	Adolf Würth	2x
UR-CJN	An-12B	Cavok Air	arr CVK7021
26. CS-PHI	EMB505	NetJets Europe	NJE410E/052M
HA-LTA	A321-231	Wizz Air	f/v WZZ1PN/4UP
PH-FJK	Ce525B	JetNetherlands	arr
27. OO-XLS	Ce560XLS+	Air Service Liège	28
PH-HWM	CL-605	ASL	28
TC-ETV	A321-231	AtlasGlobal	KKK6131/6132
28. M-ABEU	Lj45XR	Ryanair	29
PH-HWM	CL-605	ASL	30
29. CS-DXM	Ce560XLS	NetJets Europe	NJE030L/332L
30. <u>01</u>	C-17A	HAW	arr Bartok34
10-5714	MC-130J	67th SOS	Strix21
PH-CJM	Ce680	ASL	arr
PH-HWM	CL-605	ASL	arr

During April Eindhoven is dominated by the EART training. This year is no exception, on paper as reality proves EARTs are covered with setbacks. This year the Italian KC767 was not available, the French C-135 tanker flew one mission before returning home due to operational reasons. And the USAFE KC-135 from Mildenhall arrived, broke down and after receiving the new part they returned home without flown an EART mission. This left the 334sq KDC-10 and FBS BMVg A310MRTT als sole refuelling duo with the first broken for 75% of the time due to a stubborn fuel leak. Special visitor on the last day was a Mildenhall based MC-130J, performing some touch and goes with a full stop and departure soon after. Air X Charter operated a charter to Fez-Saïss Airport, Morocco on the 3rd after ahving arrived the previous day. Also on the 3rd a charter to Fez-Saïss operated by Titan Airways. On the 4th Enter Air operated a charter to Nador, Morocco. Bh Airlines operated two flightsfor Corendon with the 1st taking place on the 9th. The first Falcon 8X for Eindhoven visited on the 10th. On the 12th SmartLynx arrived from Gran Canaria and departed to San Pablo, Spain. Corendon Airlines Europe operated the first of two flights for the Turkish mother company on the 13th. On the 16th the second BH Air charter took place. On the 20th SunExpress operated a flight for Corendon. The

SmartLynx on the same day arrived from Dala, Sweden and departed to Riga. A charter to Bamako, Mali was operated by Smartwings on the 24th. The second flight by Corendon Airlines Europe was operated on the 30th.

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

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

Gilze-Rijen

			April 2018
03. CH07	C-130H	20sq	BAF670
<u>G-781</u>	C-130H	336sq	*NAF78
<u>PH-PXY</u>	AW139	Nationale Politie	ZXP25
04. J-005	F-16AM	312sq	*Flame01
<u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
05. <u>L-01</u>	PC-7	131EMVOsq	*Diamond09
<u>L-05</u>	PC-7	131EMVOsq	*Razor02
<u>PH-PXE</u>	EC135P2+	Nationale Politie	2x *ZXP05
06. <u>L-03</u>	PC-7	131EMVOsq	*Lucky47
<u>L-07</u>	PC-7	131EMVOsq	*Diamond05
<u>PH-PXZ</u>	AW139	Nationale Politie	*ZXP26
10. <u>L-03</u>	PC-7	131EMVOsq	*Diamond12
<u>PH-PXA</u>	EC135P2+	Nationale Politie	*ZXP01
11. ZZ399	Wildcat AH1	1Regt	12 AAC109
ZZ405	Wildcat AH1	1Regt	12 AAC109
ZZ406	Wildcat AH1	1Regt	12 AAC105
ZZ524	Wildcat AH1	1Regt	12 AAC105
13. <u>L-01</u>	PC-7	131EMVOsq	*Diamond04
<u>L-07</u>	PC-7	131EMVOsq	*Diamond23
18. <u>G-781</u>	C-130H	336sq	*NAF71
19. <u>L-02</u>	PC-7	131EMVOsq	*NAF132
<u>L-05</u>	PC-7	131EMVOsq	*Diamond09
<u>L-07</u>	PC-7	131EMVOsq	*Diamond13
N-318	NH09-NFH	860sq	Fiber03
PH-CGC	Do228-212	Kustwacht	*NCG03
<u>PH-HCE</u>	R66	HeliCentre	
23. <u>L-05</u>	PC-7	131EMVOsq	*Razor11
<u>PH-PXY</u>	AW139	Nationale Politie	*ZXP25
N353CE	AS350B3	Schuybroek Aviation	*
24. <u>L-11</u>	PC-7	131EMVOsq	*Diamond11
<u>ZH878</u>	Hercules C4	24/30/47sq	RRR5880/1
25. <u>PH-PXE</u>	EC135P2+	Nationale Politie	*ZXP05
30. <u>ZD983</u>	Chinook HC2	18/27sq	RFR7175
<u>ZZ529</u>	Wildcat HMA2	nn	
<u>PH-PXZ</u>	AW139	Nationale Politie	ZXP26

For Gilze-Rijen the April 2018 movements stand out with the Wildcat formation spending the night and the English Chinook/Navy Wildcat refueling before heading towards the ILA Berlin.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

			April 2018
03.1x	AS532U2	300sq	*
<u>D-661</u>	CH-47D	298sq	*Grizzly13
04.S-444	AS532U2	300sq	*Wildcat1
05.S-444	AS532U2	300sq	
08.N-110	NH90-NFH	860sq	dep o/b F804
11.RN01	NH90-NFH	40sq	
OY-HJB	EC155B1	NHV (Dancopter c/s)	
PH-HHJ	AS355F2	Heli Holland Holland	
12.RN01	NH90-NFH	40sq	BAF720
16.RN01	NH90-NFH	40sq	
83+20	Lynx Mk88A	MFG5	GNY4680
17.D-101	CH-47D	298sq	<u>Viking1</u>
18.D-101	CH-47D	298sq	<u>Titan2</u>
19.RN01	NH90-NFH	40sq	

Most military visitors are related to training at the Cornfield range. Local NH90 N-110 departed with HNLMS De Ruyter towards 'The West' for another deployment in our Caribbean waters. The German Navy Lynx was heading for Wattisham in the UK.

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

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

Leeuwarden

			April 2018
03.5114/61-PA	C-130H	ET02.061	CTM2071
G-781	C-130H	336sq	*NAF78
05.30+57	EF2000	TLG71	20 GAFR06B/09A
30+86	EF2000	TLG71	20 GAFR06C/09B
31+01	EF2000	TLG31	20 GAFK31/R12
31+04	EF2000	TLG31	20 GAFK32/K31
59	MiG-29A	23.BLT	20 PLF203
89	MiG-29A	23.BLT	20 PLF202/201
111	MiG-29A	23.BLT	20 PLF201/02D
06.30+87	EF2000	TLG71	20 GAFR06A/09D
30+89	EF2000	TLG71	23 GAFR07B/R11
31+08	EF2000	TLG71	20 GAFR07A/09C
645/3-XP	Mirage 2000D	EC03.003	20 FAF7261/7230
648/3-XT	Mirage 2000D	EC03.003	20 FAF7265/7231
668/3-IG	Mirage 2000D	EC01.003	20 FAF7262/7202
681/3-AG	Mirage 2000D	EC01.003	20 FAF7264/7201
102/30-EF	Rafale C	EC01.030	20 FAF7723/7760
104/30-HH	Rafale C	EC03.030	20 FAF7722/7160
125/30-GD	Rafale C	EC02.030	20 FAF7721/7161
128/30-GG	Rafale C	EC03.030 (NTM mks)	20 FAF7720/61
314/4-HP	Rafale B	EC01.004	20 FAF7402
338/4-IO	Rafale B	EC01.004	20 FAF7405/7403
346/4-FM	Rafale B	ETR03.004	20 FAF7404/7461
352/4-FS	Rafale B	EC01.004	09 FAF7401/7160
353/4-FT	Rafale B	EC02.004	20 FAF7403/7460



This Tracker was retired in January 1976 and ended up with the KLM technical school at Schiphol. At that location it was painted in KLM blue colours. The Aviodrome bought the US-2N in 2007 for the museum at Lelystad. 151 was rolled out on 28 April 2018 in its original Dutch navy colours. (Lelystad, 28 April 2018, Frank Mink)

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The new aircraft for the Dutch Government was ferried to Woensdrecht registered as N513BJ. The aircraft was photographed in early March registered as N500K. Shortly thereafter it was ferried to Georgetown Delaware Coastal Airport on 9 March 2018 for additional fuel tank installation. From there it was delivered to Woensdrecht on 24 April 2018. (Woensdrecht, 25 April 2018, Johan Havelaar)

J-003	F-16AM	312sq (nmks)	20 Epic2/Tiger14	1505	C-130E	33.BLTr	PLF252
J-015	F-16AM	312sq (td mks)	20 Bonzo1	26.PH-PXY	AW139	Nationale Politie	*ZXP25
J-136	F-16AM	313sq (td 312sq mks)	20 Tiger2	Fightertown Leeuwarden is open for business as April remains Frisian Flag month. Aside from the USAF Eagles all other participants arrived on two days and it was show time. Sadly there was a short show for two participants; Polish MiG-29A 89 and Spanish EF-18M C.15-29. The Fulcrum made a landing prior to the runway threshold and spend the entire time in a hangar for repairs and the Hornet made a over speed landing due to flap problems and returned home early for further actions. At the transportation side the Spanish A400M visit stands out as this was its first visit, slowly taking over from the (K)C-130Hs.			
J-196	F-16AM	312sq (313sq mks)	20 Bullet1/Tiger13	<u>Credits:</u> MILSpotters, Oscar Sannen, Dirk Visser and Scramble MB.			
J-514	F-16AM	312sq (313sq mks)	20 Snake1	<u>Lelystad</u>			
J-630	F-16AM	312sq (td mks)	20 Shark1	April 2018			
J-643	F-16AM	312sq (fc 313sq mks)	20 Bonzo2	01.D-EPHH	PA-46-350P		
J-646	F-16AM	312sq (nmks)	18 Epic1/Tiger01	02.N747KS	Ce510	Karsten Schroeder	dep
J-866	F-16AM	312sq (td mks)	20 Snake2	03.G-JPEG	BN-2A-20	APEM Aviation	dep
J-882/AZ	F-16BM	312sq (148th FS mks)	19 Tiger1	PH-SVZ	Ce550	Slagboom en Peeters	dep
012	C295M	8.BLTr	PLF280	04.N9QN	Beech E90	Bernier	dep
015	C295M	8.BLTr	PLF044	N37PF	PA-34-200T	Bernier	
026	C295M	8.BLTr	PLF048	05.OE-FDN	SC.7	Pink Aviation	06
4042	F-16C	31.BLT	20 PLF305/301	06.D-CJOS	Ce525B	Luxaviation Germany	LXG33S
4043	F-16C	31.BLT	20 PLF306/305	D-EIHW	CeTU206G	BSF swissphoto	
4045	F-16C	31.BLT	20 PLF300/302	D-ISGS	AP68TP-600A	SVEGE Flightinspection	
4047	F-16C	31.BLT	20 PLF301/300	F-HFIT	BN-2T	Geofit Expert	tdy 21
4055	F-16C	31.BLT	20 PLF302/306	G-JPEG	BN-2A-20	APEM Aviation	
1502	C-130E	33.BLTr	PLF251	OO-PXL	P68TC	Aerodata International Surveys	
TK.10-06/31-51	KC-130H	Ala 31	AME3154	07.OO-PXL	P68TC	Aerodata International Surveys	
C.15-16/15-03	EF-18M	Ala 15	20 AME1507D/1510A	08.D-IPCH	Ce525A	Jetkontor	arr JKH32A
C.15-23/15-10	EF-18M	Ala 15	20 AME1506A	G-SHUI	Ce680A	Air Charter Scotland	09
C.15-28/15-15	EF-18M	Ala 15	20 AME1507C/A	PH-BYC	Beech 58	KLS	
C.15-29/15-16	EF-18M	Ala 15	12 AME1506B/1508C	09.D-IPCG	Ce425	PGS Holding	17
C.15-35/15-22	EF-18M	Ala 15	20 AME1507B/1506C	G-RVRZ	PA-23-250	Ravenair	dep
CE.15-03/15-72	EF-18BM	Ala 15	12 AME1507E/1508A	OY-SNS	P68TC	Bio Flight	arr BIO06
CE.15-09/15-77	EF-18BM	Ala 15	18 AME1507A/1509	PH-PXA	EC135P2+	Nationale Politie	ZXP01
09.T.21-04/35-42	C295M	353 Esc	AME3568	Ce510	Do228-212	Astonjet	ASJ317
G-FRAT	Falcon 20EW	Cobham	20 FRA94	PH-CGC	BAe3201	Kustwacht	*NCG01
10.317/4-HO	Rafale B	ETR03.004	20 FAF7401	PH-RCI	EC135P2+	AIS Airlines	dep PNX081
31+07	EF2000	TLG71	20 GAFR08/R10	13.PH-PXE	EC135P2+	Nationale Politie	ZXP05
J-005	F-16AM	312sq (td mks)	20 Snake1	14.PH-DKI	P68C	Zeeland Air	
0219	M-28B/PT	8.BLTr	11 PLF114	17.L-10	PC-7	131EMVosq	*NAV134
11.C.15-22/15-09	EF-18M	Ala 15	20 AME1508A/1507B	OO-PXL	P68TC	Aerodata International Surveys	
C.15-41/15-28	EF-18M	Ala 15	20 AME1508C/1506B	18.2-LIFE	Eclipse 500	Brigitte Vonk	dep
CE.15-05/15-74	EF-18BM	Ala 15	12 AME1508B	D-GLBA	DA42	European Flight Training Centre	
12.1502	C-130E	33.BLTr	PLF251				
13.T-264	KDC-10	334sq	*Texaco41				
17.1505	C-130E	33.BLTr	PLF255				
C.15-33/15-20	EF-18M	Ala 15	20 AME1509/1510B				
20.195/62-HC	CN235M-300	ET03.062	CTM2061				
012	C295M	8.BLTr	PLF048				
020	C295M	33.BLTr	PLF284				
027	C295M	33.BLTr	PLF044				
1503	C-130E	33.BLTr	PLF251				
T.23-01/31-21	A400M	Ala 31	AME3172				
24.123/62-IM	CN235M-200	ET01.062	CTM2045				
D-101	CH-47D	298sq	Grizzly45				
N-318	NH90-NFH	860sq	*Neptune04				
25.D-101	CH-47D	298sq	Grizzly61				

PH-CGC	Do228-212	Kustwacht	NCG01
PH-TCN	P180	JetNetherlands	
SE-MFD	Fokker 50	Amapola Flyg (Air Baltic c/s)	26
19.OO-PXL	P68TC	Aerodata International Surveys	20
20.D-FBSF	Ce208B	BSF Swissphoto	
N353CE	AS350B3	Schuybroek Aviation	
OO-PXL	P68TC	Aerodata International Surveys	21
OY-MNS	P68C	Bio Flight	
21.OY-SML	Ce525	FlexFlight	22
22.PH-HOW	H145	RAV Fryslân – MAA	23
23.PH-BCI	BAe3201	AIS Airlines	arr PNx086
N353CE	AS350B3	Schuybroek Aviation	
D-GLBA	DA42	European Flight Training Centre	
PH-PSI	P-51D	Tom van der Meulen	dep
EC-JGB	Beech B200	Zeusch aviation	dep
PH-OCI	BAe3201	AIS Airlines	dep
25.D-CPOS	Ce560XLS	IFM Traviation	26
26.N-325	NH90-NFH	860sq	Fiber06
D-CPOS	Ce560XLS	IFM Traviation	
PH-LAB	Ce550	NLR – TU Delft	
PH-HVB	EC135T2+	ANWB - MAA	arr
PH-ULP	EC135T2	ANWB - MAA	dep
PH-SHO	EC155B	Heli Holland Offshore	
PH-TAK	DA42	Happy Landings	dep
G-RVRJ	PA-23-250	Ravenair	dep RVR4RZ
27.N353CE	AS350B3	Schuybroek Aviation	arr
PH-UNN	EC120B	Helico Heythuysen	
28.PH-RCI	BAe3201	AIS Airlines	arr
30.PH-LAB	Ce550	NLR – TU Delft	
D-IPVD	Ce525A	Transavia Flug	
M-POWR	Beech C90A	Northside Aviation	

The Piper on the 4th probably acted as taxi for the pilot who picked up the Beech as both aircraft have the same owner. Both aircraft are based in France. Pink Aviation made some flights from Lelystad on the 5th for the Dutch army. Dutch commando's needed to make some parachute jumps in the dark and used this Skyvan as platform. The daylight jumps were operated from Teuge airport. The Cessna on the 9th was a visitor for the STTS paint shop. The Amapola Flyg Fokker 50 on the 18th departed all white after a repaint by STTS.

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

Volkel

April 2018			
05.FB24	F-16BM	10w/OCU (spec c/s)	*BAF511
L-10	PC-7	131EMVOsq	*Razor01

06.FB24	F-16BM	10w/OCU (spec c/s)	*BAF441
L-01	PC-7	131EMVOsq	*Razor04
10.J-008	F-16AM	313sq	dep
L-07	PC-7	131EMVOsq	*Diamond05
L-10	PC-7	131EMVOsq	*Diamond09
12.ZZ399	Wildcat AH1	1Regt	*AAC109
ZZ405	Wildcat AH1	1Regt	*AAC109
ZZ406	Wildcat AH1	1Regt	*AAC105
ZZ524	Wildcat AH1	1Regt	*AAC105
16.J-003	F-16AM	312sq (nmks)	Poker31
J-005	F-16AM	312sq	Poker32
J-136	F-16AM	313sq (td 312sq mks)	Poker33
17.08-8199	C-17A	62nd AW	18 RCH440
26.D-101	CH-47D	298sq	*
30.V-11	G-IV	334sq	*
10-5714	MC-130J	67th SOS	*Strix21

During April 2018 Volkel traffic was decreased as many locals were flying out of Leeuwarden for Frisian Flag. The 313sq departure on the 10th was heading for SABCA in Charleroi to receive phase maintenance. The Wildcat formation was heading for Germany after their night stop at Gilze-Rijen. On 16 April three local F-16s came to lunch during their Frisian Flag training as Leeuwarden holdings were full and it might took too long to land there. Another USAF C-17A visited the airbase and we save the best for last, next to the Gulfstream a Mildenhall MC-130J made some approaches before continuing towards Eindhoven.

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

Woensdrecht

April 2018			
03.OH-LZG	A321-231	Finnair	30 FIN8921/2
OH-LZO	A321-231	Finnair	dep FIN8922
VP-CKS	A318-112CJ	Kalair	
04.D-101	CH-47D	298qs	tst Grizzly92
J-005	F-16AM	312sq	dep Flame01
06.D-101	CH-47D	298sq	tst Grizzly92
4O-AOM	Fokker 100	Montenegro Airlines	18 MGX998/9
10.VQ-BTL	A319-111	Germania	tst
11.D-101	CH-47D	298sq	tst Grizzly92
ZZ399	Wildcat AH1	1Regt	*AAC109
ZZ405	Wildcat AH1	1Regt	*AAC109
ZZ406	Wildcat AH1	1Regt	*AAC105
ZZ524	Wildcat AH1	1Regt	*AAC105
12.D-101	CH-47D	298sq	tst Grizzly92
D-665	CH-47D	298sq	*Corona3



By summer 2018 Germania will have added up to seven additional Airbus aircraft to its fleet excluding the aircraft being added to the fleet to replace the Boeing aircraft. This former VIM Airbus A319 VQ-BTL was caught on camera during a test flight shortly before delivery to Germania as D-ASTJ. (Woensdrecht, 10 April 2018, Johan Havelaar)



This H145 tested as D-HADD and was the first of this type delivered to Wiking Helikopter Service in November 2016. D-HOAE was photographed while on its way from Germany to the United Kingdom to support the Galloper Offshore Wind Farm. (Texel, 27 April 2018, Mike de Bruijn)

G-OZBH	A321-231	Archway Aviation (MON c/s)	arr	SE-AFH	DH-80	Stefan Sandberg	17
13.D-101	CH-47D	298sq	tst Grizzly92	17.PH-ATT	H269C	Heli Holland Holding	
S-444	AS532U2	300sq	*Duke4	PH-COM	PA-30	Dutch Airline Pilots Aero Club	
16.D-101	CH-47D	298sq	tst Grizzly92	PH-SWN	Ce414A	PARC Air	dep
VP-BIH	A321-211	Ural Airlines	tst	18.G-781	C-130H	336sq	*
17.D-101	CH-47D	298sq	dep Grizzly91	19.ST46	SF260D	CC Air	BAF196
D-666	CH-47D	298sq	arr Grizzly91	20.PH-CGC	Do228-212	Kustwacht	NCG01
18.D-ASTJ	A319-111	Germania	dep	21.D-GOKI	PA-44-180T	Sohlmann	
OH-LZB	A321-231	Finnair	arr FIN8921	D-IBGC	PA-31T2	Geocart Herten	
OH-LZM	A321-231	Finnair	dep	N955SH	PA-46-350P	Peter Yarrow	
19.VP-BIH	A321-211	Ural Airlines	dep SVR3901	PH-CGC	Do228-212	Kustwacht	NCG01
5Y-IZO	Fokker 50	Silverstone Air Services	dep	PH-ENK	R44	Bear Helicopters	22
24.E163/705-RB	Alpha Jet E	EAC00.314	*FAF6441	22.N13FY	AT-6A	Hanno Wesdorp	
E166/705-RW	Alpha Jet E	EAC00.314	*FAF6442	23.OO-SEA	R66	Sea Coast	
G-ZBAK	A321-231	Nordwind Airlines	tst	PH-DKI	P68C	Zeeland Air	
25.J-061	F-16AM	322sq	dep Blade	PH-PXZ	AW139	Nationale Politie	NCG04
N513BJ	B737-700(BBJ1)	Netherlands Government	26	24.N-318	NH90-NFH	860sq	*Neptune04
OE-LCM	A321-211	Condor	dep	26.PH-ATT	H269C	Heli Holland Holding	
30.OH-LZR	A321-231	Finnair	arr FIN8921	PH-PXY	AW139	Nationale Politie	ZXP25
				27.D-HOAE	H145	Wiking Helikopter Service	WHS2AE
				30.F-GUDI	R44	Heli Horizon	arr
				F-GZLM	EC120B	Heli Horizon	arr

On the military side the Wildcat formation stand-out, overhead while heading towards Gilze-Rijen and the Alpha Jet duo who made some approaches before there stop at Eindhoven. On the civil side the Finnair visits continue with various A321s. A former VIM airlines A319 was delivered to Germania. Two former Niki A321s found their way to Ural Airlines and Condor with the latter to be operated by Thomas Cook Aviation as D-ATCB. On the 19th a former Iceland Flugfélag Islands Fokker 50 departed for her new home in Kenya. Highlight for this month arrived on the 25th as our new Dutch Government BBJ1 arrived from the States as N513BJ. It departed for Ostrava a day later as PH-GOV to be painted.

Credits: Johan Havelaar, Scramble MB.

Texel

April 2018			
05.PH-WRW	EC120B	Heli Holland Holding	
07.PH-EUJ	AW139	CHC Helicopters Neth.	*HNL30
PH-ITI	H125	HeliCentre	
08.D-IGCW	CeT303		
G-SNSA	AW139	CHC Helicopters Neth.	*HNL40
PH-BYC	Beech 58	KLS	
PH-CGC	Do228-212	Kustwacht	NCG01
09.PH-PXE	EC135P2+	Nationale Politie	ZXP05
10.J-005	F-16AM	312sq	*Snake01
14.OO-NHX	AS365N3	NHV	CG08
PH-AVW	R44	A. F. C. van Westerop	
PH-DKI	P68C	Zeeland Air	
16.OE-XAS	R44	Heli & Co	
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
PH-PXY	AW139	Nationale Politie	ZXP25

The Swedish Puss Moth on the 16th arrived from Heide-Büsum Airport, Germany and it departed to Headcorn Aerodrome, United Kingdom. The Wiking helicopter on the 27th was also on its way to the United Kingdom. The two French helicopters on the 30th made it into the local news due to bad flight preparation for their flight from the Amsterdam heliport to Texel.

Credit: Texel Airport.

Twente

April 2018			
02.D-CEFE	Ce525	E-Aviation	03 EFD4E
D-IHEB	Ce525	Silver Cloud Air	SCR64
OK-PBS	Ce525	Queenair	
03.HB-IKS	CL-601	Air Charter	04
04.PH-HGT	Ce680	JetNetherlands	
10.D-IMRB	Beech C90	E-Aviation	2x 11 EFD1B
16.D-IMRB	Beech C90	E-Aviation	2x EFD1B
17.D-IMRB	Beech C90	E-Aviation	EFD1B
PH-HGT	Ce680	JetNetherlands	19
19.CS-DXT	Ce560XLS	NetJets Europe	NJE474M/955E
21.PH-KMR	GA-8	Stichting Ambulancevliegtuig	
24.CS-PHE	EMB505	NetJets Europe	25 NJE054Q/406Y
25.D-IRMB	Beech C90	E-Aviation	2x EFD1B
27.CS-TFR	Lj45XR	Omni Aviation	OAV304P
OE-FID	Ce510	GlobeAir	
29.PH-VBG	Falcon 2000EX	JetNetherlands	

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			April 2017				
01.	HK-4411	BAe3201	SARPA	30	YV2428	RC690A	
	HK-4540	BAe3201	SARPA	12	23. F-OIXD	ATR42-500	Air Antilles Express
	HK-5013	EMB120RT	SARPA		N5324J	Ce340A	
	N39JC	Raytheon 390	Skyline Enterprises		PJ-TYD	BN-2A-26	EZAir
	N5324J	Ce340A		21	24. N2333K	CeU206G	
02.	F-OIXH	ATR42-500	Air Antilles Express		YV2808	PA-31T	
03.	PH-FBH	AW139	DCCG		YV2839	Beech 400A	West Construcciones
	YV3203	Beech 90		04	YV2959	Ce550	
04.	YV3100	PA-31T1		05	25. PH-DCG	AW139	DCCG
05.	N2333K	CeU206G		06	YV2959	Ce550	
06.	F-OIXD	ATR42-500	Air Antilles Express		27. F-OIXH	ATR42-500	Air Antilles Express
06.	HI860	BAe3201	ACSA - Air Century	07	HI840	BAe3101	ACSA - Air Century
	HI1017	Beech 1900D	Sky High Aviation		HI1017	Beech 1900D	Sky High Aviation
07.	HK-5013	EMB120RT	SARPA		HK-4540	BAe3201	SARPA
	N31ZV	Lj31A	National Aerotruster Services	08	N2333K	CeU206G	
	N579FX	CL-350	Flexjet	08	PJ-TYD	BN-2A-26	EZAir
08.	HK-4973	EMB120RT	SARPA		28. 129/62-IL	CN235M-200	ET01.062 dep CTM1185
	HK-5013	EMB120RT	SARPA		HK-5013	EMB120RT	SARPA
09.	F-OIXO	ATR42-500	Air Antilles Express		30. F-OIXD	ATR42-500	Air Antilles Express
	N102RL	PA-31-350	Husa		YV1345	PA-34-200T	
10.	HI1007	Beech 1900D	Sky High Aviation	11	<u>Aruba Airlines:</u>		
	HI1017	Beech 1900D	Sky High Aviation	11	C-FXLH 01, 03, 05, 07, 08, 10, 12, 14, 15, 17, 19, 21, 22, 23, 24, 26, 27, 28, 29		
	YV3288	Lj25D			<u>Delta:</u>		
12.	N102RL	PA-31-350	Husa	13	N373DA	01	N3730B 15, 29
13.	F-OIXE	ATR42-500	Air Antilles Express		N551NW	14	N3753 22
	G-VYGM	A330-243	TUI Netherlands	TFL366	N682DA	07	N3771K 08
	HI772	BAe3101	ACSA - Air Century	14	N695DL	21	N6709 28
	HI1017	Beech 1900D	Sky High Aviation		<u>Sunwing:</u>		
14.	HK-4540	BAe3201	SARPA	19	C-FDBD	22	C-FYJD 08
	HK-4973	EMB120RT	SARPA		C-FTJH	01	C-GUUL 15
15.	YV623T	Beech 58			<u>TUI Airlines Netherlands:</u>		
16.	F-OIXE	ATR42-500	Air Antilles Express		PH-OYI	06	PH-TFL 03, 07, 10, 20, 24, 28
17.	N102RL	PA-31-350	Husa		PH-TFK	11, 14, 17, 21, 25, 27	PH-TFM 04
	N2333K	CeU206G		18	<u>United:</u>		
	PH-FBH	AW139	DCCG		N14231	21-22	N73278 07-08
	YV2724	RC690			N27421	21	N75429 01
18.	OO-LOE	B787	TUI Belgium	f/v TFL375/6	N36444	28	N77530 14-15
19.	N876RA	Ce560XL	Parminter Investments		N37464	14	N77537 28-29
	YV1775	Beech 200			N61881	07	
	YV2739	Lj45XR	Petróleos de Venezuela		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.		
	YV3163	PA-34			From next month Air Antilles will move to the number section. On the 13th and 18th different equipment could be seen for TUI. From the 21st a new Islander could be seen. It is former Surinamese PZ-TYD which has indeed left Zorg en Hoop a while ago. An unusual but nice visitor from Cayenne on the 28th was the French CASA departing to Owen Roberts, Grand Cayman.		
20.	F-OIXE	ATR42-500	Air Antilles Express	21	<u>Credit:</u> Danny de Kiewit, Gideon N. Williams Neuman.		
	HI772	BAe3101	ACSA - Air Century				
	HI1017	Beech 1900D	Sky High Aviation				
	HK-4540	BAe3201	SARPA	26			
	HK-4973	EMB120RT	SARPA	22			
21.	HI956	BAe3201	ACSA - Air Century				
	N350PB	PA-31-350	JUS	23			
	PJ-TYD	BN-2A-26	EZAir	f/v			
22.	HI1007	Beech 1900D	Sky High Aviation				
	HI1017	Beech 1900D	Sky High Aviation				
	HK-5013	EMB120RT	SARPA				
	M-OUSE	Ce510	Mouse (IOM)	30			



With one Dreamliner not yet taken up JY-BAH is the most recent delivered Boeing 787 for Royal Jordanian. Although the company had planned to service Amsterdam with this type more regular, this was the only flight in April with Dreamliner equipment. (Amsterdam - Schiphol, 27 April 2018, Peter Heeneman)



TK.10-6 is one of five KC-130H operated by Ala 31 at Zaragoza. It provided transport for the Ala 15 EF-18s present at Frisian Flag 2018. (Leeuwarden, 6 April 2018, Manolito Jaarsma)



During the exercise, multiple other Polish Air Force transports visited Leeuwarden as well, perhaps because of MiG-29A 89 that landed short of the runway when it arrived on 5 April. C-130E 1502 of 14.el was a welcome visitor on 12 April. (Oscar Vis)



The support for the Polish Air Force contingent at Frisian Flag was provided by one of their usual suspects, a C295M. 015 visited on the Friday before the start of the exercise. (Leeuwarden, 6 April 2018, Remco de Wit)

Movements Belgium



This Bell 505 was shipped to Europe via the Antwerp harbour and its first stop was the airport for some fuel. Although it was expected to attend the ILA in Berlin N505FW was ferried to the European Bell base in Prague after almost three weeks at Flanders Airport. (Antwerp, 3 April 2018, Walter Van Brempt)

Antwerp

			April 2018			
01.F-GPJD	Beech E90	Arkata Aviation	tst	D-CASH	EMB505	Air Hamburg
G-TWOP	Ce525A	Centreline Air Charter	02	D-CTWO	Lj35A	Air Alliance
02.CS-PHE	EMB505	NetJets Europe	NJE170C/4EB	D-FALK	Ce208	Business Wings
D-IPCH	Ce525A	Jetkontor		LX-EAA	Lj45	Duair
03.D-FALK	Ce208	Business Wings	05	OO-ACC	Ce525A	Air Service Liège
LX-EBE	Ce560XLS+	Flying Group Luxembourg	14	OO-IDE	Ce525	Air Service Liège
N505FW	Bell 505	Bell Helicopter Textron	f/v	OO-PAR	Ce525B	Luxaviation Belgium
04.D-CDAS	EMB505	DAS Private Jets		OY-MIS	P68C	Bio Flight
D-CPSW	SA227AC	Binair	05	PH-DFD	DA42	BFS
D-IAAB	EMB500	Arcus Air	05	10.ST43	SF260D	CC Air
F-GPJD	Beech E90	Arkata Aviation	dep	ST48	SF260D	CC Air
HA-TAB	Saab 340A(F)	Fleet Air International	05	D-BUBI	CL-300	Windrose Air
PH-LAU	Falcon 900EX	Exxaero		D-IAFM	DA62	Volatus
05.ST41	SF260D	CC Air		D-IATE	CeF406	Air Taxi Europe
ST43	SF260D	CC Air		D-IKKY	MU-2B-40	Golden Europe Jet
EC-JIP	SA226TC	Flightline	06	EC-GXJ	SA226TC	Flightline
HA-TAG	Saab 340A(F)	Fleet Air International	08	F-GPJD	Beech E90	Arkata Aviation
HB-TEN	Ce208B	Swiss Flight Services	08	SP-KPZ	Saab 340A(F)	SprintAir
OO-ACC	Ce525A	Air Service Liège		YU-FNR	Ce525	Eagle Express
06.D-IBAR	Beech B200	Westavia		11.CS-CHA	CL-350	NetJets Europe
D-IOKE	DA62	Oke Aviation	f/v	EC-GPS	SA227AC	Flightline
EC-GPS	SA227AC	Flightline		F-HJCD	Falcon 2000LXS	J.C.Decaux
HB-TEN	Ce208B	Swiss Flight Services	tst	G-BWVZ	DHC-1	D. Champion
N127QR	Beech 300LW	A. Ruijgrok		LX-LAB	PC-12/45	Jetfly Aviation
OY-MNS	P68C	Bio Flight	tst	PH-MFX	Ce650	JetNetherlands
OY-SNS	P68C	Bio Flight	09	SP-SPE	ATR72-202	SprintAir
SP-KPZ	Saab 340A(F)	SprintAir		12.D-IAWG	Ce425	Aerowest
07.D-AHOS	ERJ135BJ	Air Hamburg	f/v 08	D-IKKY	MU-2B-40	Golden Europe Jet
D-IIPN	PA-34-220T	P. Nagel	08	D-ITWO	PA-42-720	Air Alliance
OO-IDE	Ce525	Air Service Liège		HB-PJC	PA-46-500TP	CP Aviation
OO-STR	AS350B3	Stephex Stables		HB-VPE	Ce525A	Execujet Europe
OY-MNS	P68C	Bio Flight	tst	M-ARTY	PC-12/47E	Creston (UK)
PH-TSN	DA42	Twin Star Netherlands		OE-FNP	Ce510	GlobeAir
S5-SAD	Global 6000	Elit'avia	08	OE-GDP	EMB505	Speedwings
08.CS-CHB	CL-350	NetJets Europe	09 NJE6RA/750H	OO-NAD	Falcon 7X	Flying Group
D-IAKN	Ce525A	Star Wings Dortmund		OO-PCI	PC-12/47E	EAPC
N63DR	Kodiak 100	E. Rossillon		OY-NPD	SA227DC	North Flying
OO-ACC	Ce525A	Air Service Liège	09	SP-SPE	ATR72-202	SprintAir
OO-GLM	Ce680	Air Service Liège	13	13.ST41	SF260D	CC Air
OO-IDE	Ce525	Air Service Liège	13	D-IFFF	CeF406	Air Taxi Europe
OO-STR	AS350B3	Stephex Stables		EC-GXJ	SA226TC	Flightline
OY-CLY	ATR72-212A	Alsie Express	f/v	F-GCGA	Beech C90	Aelia Assurances
PH-MFX	Ce650	JetNetherlands		G-SRFA	EMB505	Surf Air Europe
S5-SAD	Global 6000	Elit'avia	09	HA-TAB	Saab 340A(F)	Fleet Air International
09.D-CAAL	Do228-202	Arcus Air		HB-LKF	Ce340A	Mayer
				OO-GEE	PC-12/47E	Blue Sky Aviation
				OO-PCM	PC-12/47E	EAPC
				PH-DFB	DA42	BFS

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YL-RAA	An-26B	RAF-Avia	16	UR-CQD	An-26B	Vulkan Air	
YU-BST	Ce525	Eagle Express	16	19.HB-IGV	Falcon 50EX	VF International	
14.D-IAKN	Ce525A	Star Wings Dortmund		HB-TEN	Ce208B	Swiss Flight Services	
PH-DAM	P180	JetNetherlands		OE-FHA	Ce510	GlobeAir	20
YU-BTB	Ce550 Bravo	Air Pink	15	OE-GKW	G100	Tyrol Air Ambulance	
15.CS-CHH	CL-350	NetJets Europe	16 NJE4PZ/863D	OO-ACC	Ce525A	Air Service Liège	21
D-IBJJ	Ce525A	Air Hamburg		OO-ESV	SV-4B	Custom Jet Solutions	arr
LX-FDI	PC-12/47E	Faymonville Distribution	f/v	OO-STX	EC120B	Ilpam	
OO-SVG	SV-4B	J. de Block	20	PH-TXA	Ce510	ASL	20
OO-SXX	Ce680	Stephex Stables	f/v	SP-KPZ	Saab 340A(F)	SprintAir	
PH-DIX	PC-12/45	Din-Air		20.CS-DXX	Ce560XLS	NetJets Europe	
PH-TSN	DA42	Twin Star Netherlands		D-AERO	ERJ135BJ	Air Hamburg	21
16.D-ALOA	ERJ135BJ	Air Hamburg	f/v 18	D-IAWG	Ce425	Aerowest	
F-HAGH	Ce525	Aero Business Charter	17	D-IVIP	Beech B200	Star Wings Dortmund	
G-LUBB	Ce525	Centreline Air Charter	17	G-BCCE	PA-23-250	Golf Charlie Echo	22
HA-TAB	Saab 340A(F)	Fleet Air International	17	LX-EBE	Ce560XLS+	Flying Group Luxembourg	26
HB-IGV	Falcon 50EX	VF International		N545C	G280	Centrale North America	f/v
M-BETS	RC695A	Aldersey Aviation		N600J	G550	Johnson & Johnson	22
OO-ACC	Ce525A	Air Service Liège	17	N604FM	CL-604	Redwood Aviation	f/v 21
OO-STR	AS350B3	Stephex Stables	2x	OE-FHA	Ce510	GlobeAir	21
OO-VMF	Ce560XLS+	Air Service Liège		OO-ACO	Ce510	Air Service Liège	22
PH-DAM	P180	JetNetherlands		OO-GEE	PC-12/47E	Blue Sky Aviation	25
PH-RBC	EC120B	HeliAir	17	OO-PCI	PC-12/47E	EAPC	
YL-RAH	Saab 340A(F)	RAF-Avia	f/v 17	OO-SVA	SV-4B	F. Ceuppens	
17.7T-VNF	Ce525A	Star Aviation	f/v	SP-KPR	Saab 340A(QC)	SprintAir	
D-CEFD	Ce525B	Eisele Flugdienst		SP-SPC	ATR72-202(F)	SprintAir	f/v
D-COLO	Ce525C	Jetkontor	f/v 05	21.D-IOKE	DA62	Oke Aviation	22
D-FAST	Ce208	Business Wings		OE-FID	Ce510	GlobeAir	
D-ICCC	CeF406	Air Taxi Europe	18 2x	OY-MNS	P68C	Bio Flight	arr
D-IFFF	CeF406	Air Taxi Europe	18	Z3-DAG	PA-34-220T	Business Air	f/v 23
D-INCS	Ce525	Jetkontor		22.N63DR	Kodiak 100	E. Rossillon	
HB-IGV	Falcon 50EX	VF International		OO-ACO	Ce510	Air Service Liège	24
LX-EBE	Ce560XLS+	Flying Group Luxembourg	20	OO-PCI	PC-12/47E	EAPC	
M-LEYS	Beech C90GT	Heres Aviation		PH-TXA	Ce510	ASL	24
OO-HSM	AS355F1	Heli ServiCessna Belgium	18	23.CS-DXY	Ce560XLS	NetJets Europe	
OY-MNS	P68C	Bio Flight	18	D-FAST	Ce208	Business Wings	24
PH-MFX	Ce650	JetNetherlands		D-GGWB	DA42	Rhein Main Aviation	f/v 27
PH-TXA	Ce510	ASL	18	D-IFFF	CeF406	Air Taxi Europe	24
SP-KPV	Saab 340A(F)	SprintAir		D-IMVC	Beech B200	Star Wings Dortmund	
18.CS-DXW	Ce560XLS	NetJets Europe		EC-GPS	SA227AC	Flightline	24
CS-LAU	Ce680A	NetJets Europe	NJE835N/188Q	EC-JIP	SA226TC	Flightline	
D-CULT	Do228-212	Business Wings	f/v	G-KARE	PC-12/47E	Graham Aircraft Hire	
D-ICCC	CeF406	Air Taxi Europe	19	YL-RAD	An-26B	RAF-Avia	
D-IMVC	Beech B200	Star Wings Dortmund		Z3-DAG	PA-34-220T	Business Air	26
HB-ALQ	ATR72-202(F)	Zimex Aviation (BDA c/s)		24.D-CFGG	Lj36A	Quick Air Service	
HB-IGV	Falcon 50EX	VF International		F-HTTL	CL-650	Flying Group	f/v 2x
HB-TEN	Ce208B	Swiss Flight Services	20	N902MZ	Ce525	Textron Aviation	25
N600J	G550	Johnson & Johnson	19	OO-ACC	Ce525A	Air Service Liège	25
OK-PTT	PC-12/47E	Air Bohemia		OO-ACO	Ce510	Air Service Liège	25
OO-ACC	Ce525A	Air Service Liège	19 2x	SP-SPE	ATR72-202	SprintAir	25
OY-MNS	P68C	Bio Flight	19	25.D-IVIP	Beech B200	Star Wings Dortmund	
PH-BYD	Beech 58	KLS		F-HJBR	EMB505	CASAM	26
PH-TXA	Ce510	ASL	19	F-HYPE	EC120B	C. de Wolf	f/v



Aircraft registered in Macedonia are not regular visitors in these parts of Europe. Owned by New Age Investment, this Piper PA-34-220T is operated by Business Air since October 2011. (Antwerp, 21 April 2018, Walter Van Brempt)



The first BAe146-300QT for JOTA is seen arriving at Brussels for some painting and modifications still with its ASL Airlines titles but already registered as G-JOTE. Former EC-MFT had arrived at Southend from Liege on 28 March 2018 on delivery to JOTA Aviation. (Brussels, 6 April 2018, Holger Wittenberg)

				Brussels			
OO-ACO	Ce510	Air Service Liège	26				April 2018
OO-GEE	PC-12/47E	Blue Sky Aviation					JAF3PH/114P
PH-TXA	Ce510	ASL	29				AMC420/421
SP-SPE	ATR72-202	SprintAir		01. OM-GEX	B737-8AS	AirExplore	arr BLX9288
26. CS-DXZ	Ce560XLS	NetJets Europe	27	02. LY-GTW	B737-4Q8	GetJet Airlines (a/w)	CTM2071
D-GGWB	DA42	Rhein Main Aviation	tst	SE-RFV	B737-86N	TUI Airlines Belgium	TAP644/649
D-IAWG	Ce425	Aerowest		03. 5114/61-PA	C-130H	ET02.061	TAP644/649
LX-EBE	Ce560XLS+	Flying Group Luxembourg	29	F-HBIS	A320-214	TAP Air Portugal	CKS977/978
N255JX	ERJ135LR	Air Charters Europe	del	04. N976BA	B747-4B5(F)	Pacific Air Cargo	arr TAY949E
OO-FAI	Falcon 8X	Flying Group	del	OO-TNL	B737-34S(F)	Longhao Airlines	arr TAY949E
Z3-DAG	PA-34-220T	Business Air		05. LY-FOX	A320-214	GetJet Airlines (a/w)	AMC420/421
27. D-GGWB	DA42	Rhein Main Aviation	08	N976BA	B747-4B5(F)	Pacific Air Cargo	CKS977/978
D-IFFF	CeF406	Air Taxi Europe		OK-SWT	B737-7Q8	SmartWings	CSA630/631
LX-JFM	PC-12/47	Jetfly Aviation		OK-TSM	B737-9GJER	Travel Service	CSA636/637
LX-LAB	PC-12/45	Jetfly Aviation		OM-GEX	B737-8AS	AirExplore	06 JAF421P/98Y
OO-GEE	PC-12/47E	Blue Sky Aviation	29	06. D-IEKU	Ce525A	Excellent Air	arr
OO-RFF	R44	Heliventure FTO		G-JOTE	BAe146-300QT	JOTA Aviation	arr
PH-CGC	Do228-212	Kustwacht		I-PBRA	Falcon 50EX	Sirio	SI0505
28. D-INCS	Ce525	Jetkontor		LX-JFS	PC-12/47E	Jetfly Aviation	arr
OE-FFB	Ce510	GlobeAir	29	OM-GEX	B737-8AS	AirExplore	JAF5AM/1DW
OO-LVN	PA-25-235D	C. Neidt		OM-GEX	B737-8AS	AirExplore	JAF31H/664P
VH-LEP	Global Express	Air National Australia	29	OM-GTD	B737-46J	Go2Sky (a/w)	CSA636/637
29. 9H-VCJ	CL-350	VistaJet Malta	f/v VJT492	07. N143QS	Global 6000	NetJets	08
CS-PHB	EMB505	NetJets Europe	NJE9QL	10. MM62244	Falcon 900EX	93° Gruppo TS	
EI-FMK	ATR72-212A	Stobart Air (a/w)	f/v STK63Q/6013	L1-01	Falcon 2000EX	Slovenian Air Force	
LX-JFQ	PC-12/47	Jetfly Aviation		CS-PHI	EMB505	NetJets Europe	NJE802P/779C
OE-FFB	Ce510	GlobeAir	30	D-CHER	Lj60	Heron Aviation	
30. LX-JFA	PC-12/47E	Jetfly Aviation		F-HLRX	Falcon 2000S	Michelin Air Services	
PH-TXA	Ce510	ASL	03	F-HSHC	Ce525	Flybox Two	
SP-KPG	Saab 340A	SprintAir	f/v 03	OE-FAT	Ce510	GlobeAir	GAC793U/163N
				OO-JAQ	B737-8K5	TUI Airlines Belgium	arr JAF214
				11. 9H-BCP	Lj45	Skyfree	arr KFE037
				D-CFAN	Lj60	FAI Rent-A-Jet	arr IFA2229
				D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ674
				EC-KRN	G200	Executive Airlines	EXU281
				EX-00001	Tu-154M	Government of Kyrgyzstan	KGC4002
				F-HLPM	Falcon 2000LXS	Michelin Air Services	
				LX-JET	EMB545	Global Jet Luxembourg	SVW35ET
				N146QS	Global 6000	NetJets	12
				N909MM	Falcon 2000EX	Clay Lacy Aviation	
				OO-TUP	B737-85P	TUI Belgium	12 div JAF3166/411
				YR-AVR	BAe146-300	Aviro Air	TDR9316/AVW115
				YV3016	ERJ190BJ	Government of Venezuela	12
				12. F-HBOD	EMB500	JetKey	
				N6D	G650ER	Dell	dep
				N976BA	B747-4B5(F)	Pacific Air Cargo	CKS977/978
				OM-BYC	Fokker 100	Government of Slovakia	SSG002

A Bell 505 arrived from the Antwerp harbour for some fuel on the 3rd. The helicopter departed to Flanders Airport. The Falcon on the 12th has been sold and departed to Basel Mulhouse. The Cessna 680 for Stephex Stables was entered into the Belgian aircraft registry on 10 April 2018 and operated a first local flight registered as such on the 15th. A new fleet addition for Flying Group arrived on the 24th. The Challenger arrived from Liege and departed to Le Bourget after a roundtrip to Liege. A new Falcon 8X for Flying Group arrived direct from Clinton National (AR), USA on the 26th. On that same day an Embraer was delivered to the ASL Group. By the time you read this the aircraft will be active as PH-DWS being operated under the Air Charters Europe brand.

Credits: ASA Belgium vzw, Luchtzak.be forum.

13. 15+02	A319-115X	FBS BMVg	GAF880	D-ANSK	CRJ100LR	Global Reach Aviation	arr PAV4991
D-IBJJ	Ce525A	Air Hamburg	arr	EC-MNM	B737-4Y0(F)	Swiftair	BCS7121/7120
OE-GTE	Ce560XLS+	Porsche Air Service		HA-FAI	EMB120ER	Budapest Aircraft Service	IGA772/773
OO-LOE	B787-8	TUI Airlines Belgium	dep JAF503	N767A	B767-2AXER	Saudi ARAMCO Aviation	25
SP-ATT	Beech 400XP	Smart Jet	arr	TC-GAP	G450	Government of Turkey	arr TRK04
TS-IFM	A330-243	Tunisair	TAR788/789	VP-BYA	B737-7AN	Saudi Oger	25
14. 7T-VNC	Ce560XLS+	Star Aviation	arr	25. 15+01	A319-115X	FBS BMVg	GAF875
CS-TQU	B737-8K2	TUI fly Belgium	17 JAF230P/2217	MM62029	Falcon 50	306° Gruppo	IAM3106
EC-MTY	A330-223	Evelop Airlines	TAP646/647	MM62228	KC-767A	8° Gruppo	arr IAM1432
LX-EBE	Ce560XLS+	Flying Group Luxembourg	arr	91-00108	C-20F	USAPAT Pacific	arr RACER98
LZ-ADV	MD-82	ALK Airlines	21 VBB116/116P	9K-GGC	G650	Government of Kuwait	KUG066
SU-TMH	B737-8GJ	FlyEgypt	FEG3029/3030	CS-TQP	A330-202	Hi Fly	26 BAF600/CFG4792
16. 05-4613	C-40C	73rd AS	arr SPAR20	EC-MNM	B737-4Y0(F)	Swiftair	BCS7121/7120
18. N976BA	B747-4B5(F)	Pacific Air Cargo	CKS977/978	EC-MNM	B737-4Y0(F)	Swiftair	26 BCS708P/7120
OO-SNM	A320-214	Brussels Airlines	del	EI-GJP	B737-800	Ryanair	f/v RYR1452/1453
TS-INQ	A320-214	Nouvelair Tunisie	LBT5360/5361	SX-SOF	A320-232	TUI fly Belgium	26 OTF742P/JAF4JK
19. A6-EUG	A380-861	Emirates	f/v UAE183/184	YR-SEB	B737-484	Star East Airlines	SEK2001
ES-SAO	A320-214	TUI fly Belgium	CFG4792/JAF854F	26. CS-TQY	A340-313	Hi Fly	29 HFY411P/BPA9554
I-NEOX	B737-86N	Neos	TAP646/647	EC-MQH	A320-214	Gowair Vacation Airl.	CDN7943/7944
N976BA	B747-4B5(F)	Pacific Air Cargo	CKS977/978	27. YR-SEB	B737-484	Star East Airlines	SEK2002
OO-SRO	B737-86N	TUI Airlines Belgium	dep JAF5MX	28. 99-0003	C-32A	1st AS	dep
PH-HGT	Ce680	ASL		29. 02-0202	C-40C	201st AS	arr
SX-SOF	A320-232	Orange2fly	20 JAF477F/83A	G-RMMA	Falcon 900EX	TAG Aviation (UK)	
20. EC-MNM	B737-4Y0(F)	Swiftair	BCS7121/7120	VP-BIW	A320-214	Aeroflot	f/v AFL2168/2169
LY-CGC	B737-4Y0	GetJet Airlines	TAP644/649	30. C-FNAD	B737-8K5	Sunwing	arr SWG9930
N976BA	B747-4B5(F)	Pacific Air Cargo	CKS977/978				
SX-SOF	A320-232	Orange2fly	21 JAF61H/8TW				
21. CN-TLA	Ce680	Silver Cloud Aviation	arr				
D-FOUR	TBM-930						
I-JAMI	Falcon 7X	Sirio	22				
PH-HGT	Ce680	ASL					
SX-SOF	A320-232	Orange2fly	22 JAF77D/65W				
22. C-GGBC	Falcon 900LX	NovaJet	26				
CS-DXF	Ce560XLS	NetJets Europe					
CS-TQP	A330-202	Hi Fly	23 HFY371P/BAF600				
D-CAHO	Ce560XLS+	Air Hamburg	arr				
ES-PHR	BAe125-750	Panaviatic	arr				
F-HMML	EMB505	Synair	arr				
G-FBLK	Ce510	Wijet					
LX-JFS	PC-12/47	Jetfly Aviation	arr				
LZ-BVM	B737-31S	Bul Air (a/w)	BVL407/408				
OE-FFB	Ce510	GlobeAir	GAC31P/735L				
OE-FXM	Ce525A	Speedwings					
OO-NGI	ERJ190BJ	Flying Group	arr				
OY-JTR	B737-73A	Jet Time	CSA636/637				
SX-SOF	A320-232	Orange2fly	JAF2AE/24B				
TS-INQ	A320-214	Nouvelair Tunisie	LBT5708/5709				
23. SX-SOF	A320-232	Orange2fly	24 JAF7GV/OTF741P				
24. A36-001	B737-7DT	Royal Australian Air Force	ASY321				
9K-GGC	G650	Government of Kuwait	KUG066				
A7-MBK	A320-232X	Government of Qatar	25				

Most callsigns have been tied up using various tracking websites. On the 2nd the future OO-SRO arrived from Shannon with its Swedish registration. For its first service see the 19th. It seems the aircraft is based in France at the time we write this. The French C-130 on the 3rd arrived from Leeuwarden. Aigle Azur is operating aircraft for TAP Air Portugal in basic colours this summer. One of the aircraft was logged on the 3rd. A former TNT Boeing returned from Tel Aviv on the 4th in full Longhao Airlines colours. The JOTA BAe146 on the 6th still carried ASL titles on its fuselage. On the 10th a lease return for TUI Belgium. Aviro Air operated a flight for Trade Air on the 11th. The Embraer 190 operated by Conviasa for the Venezuelan Government was also seen on that day. Also on the 11th a TUI diversion from Ostend. On the 13th the Dreamliner taken over from TUI Airlines departed for its first service for TUI Belgium. On the 14th the euroAtlantic Boeing 737 arrived for summer lease to TUI Belgium. On the 18th a new fleet addition for Brussels Airlines arrived from Ostrava. Emirates operated a one-off service with Airbus A380 equipment on the 19th to inaugurate the new triple boarding bridges at Brussels Airport. Also on this day the arrival of an Airbus for summer lease although it looks like the A320 is mainly based at Charleroi. Although operating for TUI



YR-SEB is a former Olympic Airways and Air Kyrgyzstan frame. It is the only Boeing 737 in the Star East Airlines fleet. The Boeing operated a service from Istanbul to Sofia via Brussels after it had been in storage for a while. A second flight in reversed order took place on the 27th. (Brussels, 25 April 2018, Paul Sanders)



Brussels Airlines took delivery of this aircraft in 2012 as OO-SND. It was one of two Airbus A320s specially painted in the 'red Devils' colours from October 2013 supporting the Belgian national football team. From March 2016 till March 2018 the aircraft operated in the regular Brussels Airlines colours till late March 2018 when OO-SND was repainted into the Smurfs colours. (Brussels, 6 April 2018, Steven Picalausa)

Belgium the Orange2fly Airbus on the 19th was not decorated with TUI stickers till the 25th when it arrived from Pristina. The next day the aircraft operated its first service with TUI stickers. The military visitors on the 24th and 25th were most probably related to a council meeting on Syria. The Star East Airlines Boeing operated its first service on the 25th after being stored in Turkey. On the 26th a Hi Fly Airbus returned from Spain after storage. The month ended with a lease return from Sunwing still with its Canadian registration.

Credits: Luchtzak forum, Scramble forum.

Kleine Brogel

			April 2018
10.1x	F-16CM/DM	480th FS	*
ST43	SF260D	CC Air (grey c/s)	*
ST48	SF260D	CC Air (grey c/s)	*
11.ST48	SF260D	CC Air (grey c/s)	*
12.CH13	C-130H	20sq	*
ST41	SF260D	CC Air (grey c/s)	*
13.ST41	SF260D	CC Air (grey c/s)	*
ST43	SF260D	CC Air (grey c/s)	*
16.ST40	SF260D	CC Air	*
18.CH10	C-130H	20sq	*
19.CH10	C-130H	20sq	*
23.CH03	C-130H	20sq	*
PH-LAB	Ce550	NLR – TU Delft	*
24.1x	C-130H	20sq	*
H22	A109BA	17sq	*
ST44	SF260D	CC Air (grey c/s)	*
ZD893	Chinook HC6A	18(B)sq	*
25.CH10	C-130H	20sq	*
26.H22	A109BA	17sq	*
30.ST43	SF260D	CC Air (grey c/s)	*
D-892	CH-47F	298sq	*
15106	F-16AM	Esq 201/301 (special c/s)	*
15112	F-16AM	Esq 201/301	*
15116	F-16AM	Esq 201/301	*
15117	F-16AM	Esq 201/301	*

A Royal Air Force Chinook on the 24th was on its way to ILA Berlin and made a short fuelstop at Kleine Brogel. It continued afterwards to Geilenkirchen for another fuelstop. Ending the month were four Portuguese F-16s on a stop to Siauliai, Lithuania. On the local side FA116 was seen on 4 April for the first time with a new special tiger tail for the upcoming Tiger Meet at Poznan. Also FA70 and FA123 made a testflight on the 23rd, the first time they were seen again in grey colours. FA70 had the markings of 75 years 349 Squadron and FA123 wore the F-16 Solo Display Team colours from 2015 till 2017.

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

Koksijde

			April 2018
01.273	B-Hunter	80UAVsq	arrival for TDY
284	B-Hunter	80UAVsq	arrival for TDY
286	B-Hunter	80UAVsq	arrival for TDY
287	B-Hunter	80UAVsq	arrival for TDY
289	B-Hunter	80UAVsq	arrival for TDY
ST41	SF260D	CC Air	*
FA69	F-16AM	10W	*
FA102	F-16AM	10W	*
FA110	F-16AM	10W	*
FA118	F-16AM	10W	*
04.E42/705-TA	Alpha Jet E	EAC00.314	*
E163/705-RB	Alpha Jet E	EAC00.314	*
E166/705-RW	Alpha Jet E	EAC00.314	*
05.ST32	SF260M+	CC Air	*
06.ST41	SF260D	CC Air	*
FA69	F-16AM	10W	*
FA102	F-16AM	10W	*
FA110	F-16AM	10W	*
FA116	F-16AM	10w (spec c/s)	*
10.ST34	SF260M+	CC Air	*2x
11.ST43	SF260D	CC Air	*3x
ZZ399	Wildcat AH.1	1 Regt.	*
ZZ405	Wildcat AH.1	1 Regt.	*
ZZ406	Wildcat AH.1	1 Regt.	*
ZZ524	Wildcat AH.1	1 Regt.	*
13.1x	NH-90TTH	18sq/1w	*
16.ST44	SF260D	CC Air	*
ST48	SF260D	CC Air	*
23.H45	A109BA	17sq/1w	*
G-TVIJ	T-6	Robert William Davies	*
24.ZZ529	Wildcat HMA.2	815 NAS	*
ZD983	Chinook HC6A	18sq	*
25.PH-LAB	Ce550	NLR – TU Delft	*
ST41	SF260D	CC Air	*
26.2x	F-16AM/BM	2w	*
FA128	F-16AM	2w	*
FA133	F-16AM	2w	*
FB22	F-16BM	2w	*
FA128	F-16AM	2w	*
FA135	F-16AM	2w	*
FB22	F-16BM	2w	*

Credits: Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens, Niels De Ruyck, Ruben Theuninck, Kenny Plattevoet, Arne Lemaire, Patrick Peulmeule, Yves Engels.

Liège

			April 2018
02.G-CLAB	B747-83QF	CargoLogicAir	CLU702/742
06.OY-DBS	Falcon 8X	Air Alsie	arr

SP-KPZ	Saab 340A(F)	SprintAir	arr	06.65	EMB121AA	28F	FNY5760
08. G-CLAB	B747-83QF	CargoLogicAir	09 CLU702/742	078/YE	EMB121AA	EAT00.319	
LX-MMB	Ce560XLS+	Global Jet Luxembourg	dep	OY-SNS	P68C	Bio Flight	BIO006
09. EW-259TG	An-26B	Genex	10 GNX5351	08. 9H-VCB	CL350	VistaJet Malta	VJT453
10. SP-KPZ	Saab 340A(F)	SprintAir	arr SRN033	TC-FBO	A320-214	Freebird Airlines	FHY7885/6
12. RA-82078	An-124-100	Volga-Dnepr	13 VDA2641/2642	10. OO-TUV	B737-86J	TUI Belgium	tst JAF111
15. SP-AOO	An-2T	R. Cras	arr	11. EC-GXJ	SA226TC	Flightline	FTL4431/4432
16. G-CLAB	B747-83QF	CargoLogicAir	09 CLU702/742	OO-JOS	B737-7K5	TUI Belgium	tst JAF333
RA-64032	Tu-204-100	Aviastar-TU	TUP4901/4902	12.522	AS565SA	36F	
18. N191WH	Global Express	Fedex Corporate Aviation		PH-CTH	Falcon 2000LX	Flying Group	
OO-ABA	A340-313E	Air Belgium	ABB340P	13. CE01	ERJ135LR	21sq	
19. SP-KPZ	Saab 340A(F)	SprintAir	arr	N706CK	B747-4B5F	Kalitta Air	14 CKS203/206
20. HA-TAG	SP-KPZ	Saab 340A(F)	SprintAir	N744CK	B747-446F	Kalitta Air	CKS205/204
N740CK	B747-4H6(F)	Kalitta Air	CMB550	YU-MTU	Ce525	Infinity Aviation	
UR-CZZ	An-12BP	Ukraine Air Alliance	dep UKL5001	14. N705CK	B747-4B5F	Kalitta Air	15 CKS207/208
22. N743CK	B747-446(F)	Kalitta Air	23 CMB162	OO-PRM	Ce510	Air Service Liège	
23. G-CLAB	B747-83QF	CargoLogicAir	09 CLU702/742	15. N744CK	B747-446F	Kalitta Air	CMB164
N493CS	B737-4MQ(F)	ASL Airlines Belgium	del JTN8040	16. SP-ENM	B737-8CX	Enter Air	f/v 17 ENT502K/567
OY-RCI	A319-112	Atlantic Airways	24 FLI7220/9221	17. ER-BBJ	B747-412F	Aerotrans Cargo	ATG6631/6632
24. EC-MHR	BAe146-300QT	ASL Airlines Spain	tst TAY58F	19. N620CM	Ce510	CATCT	
F-HTTL	CL-650	Flying Group	f/v	OO-JCV	PC-12/47E	Nextgen Partners	2x
UR-CQD	An-26B	Vulkan Air		21. SP-END	B737-8AS	Enter Air	ENT568/568P
UR-CQE	An-26B	Vulkan Air		22. CS-PHA	EMB505	NetJets Europe	NJE8AQ/513N
25. SP-SPE	ATR72-202	SprintAir	arr	CS-TQU	B737-8K2	TUI Belgium	f/v JAF7154/7153
26. N302AK	Global 6000	Eagle Aircraft		OO-SRO	B737-86N	TUI Belgium	f/v 23 JAF5767/1XL
UR-82009	An-124-100	Antonov Des. Bur.	27 ADB5685	24. D-CPOS	Ce560XLS	IFM Traviation	25
27. UR-82027	An-124-100	Antonov Des. Bur.	ADB256F/2438	F-HTTL	CL-604	Flying Group	f/v FYG031L/032L
UR-CQD	An-26B	Vulkan Air	arr VKA109	N727DL	Saab 340A	Napleton Aviation Group	
UR-CZZ	An-12BP	Ukraine Air Alliance	UKL5009/5010	N900LY	G-V	Lyon Aviation	arr
28. SP-KPZ	Saab 340A(F)	SprintAir	arr SRN023	OO-JEF	B-737-8K5	TUI Belgium	tst JAF666
TF-BBM	B737-4Q8(F)	Bluebird Nordic	del BBD299	OO-TMA	B737-8	TUI Belgium	f/v 25 JAF972/46V
30. G-CLAB	B747-83QF	CargoLogicAir	09 CLU702/742	25. D-CPOS	Ce560XLS	IFM Traviation	26
				30. ER-BAM	B747-409F	Aerotrans Cargo	arr ATG6677

The Volga-Dnepr on the 12th departed to Kuwait the next day. Aviastar is rare in these parts of Europe. The Tupolev on the 16th arrived from Yekaterinburg and departed to Irkutsk. The Air Belgium on the 18th also made some local flights. Future OE-IAU arrived on the 23rd on delivery. The Antonov Design Bureau 'Ruslan' on the 26th departed to Morocco. A company aircraft on the 27th departed to Greece. On the 28th a new addition to the Bluebird Nordic fleet arrived on delivery.

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

Ostend-Bruges

April 2018			
01. N744CK	B747-446F	Kalitta Air	CKS205/206
TC-FBO	A320-214	Freebird Airlines	FHY7885/6
04. G-FBKB	Ce510	Wijet	BKK2B
N705CK	B747-4B5F	Kalitta Air	CKS203/204
05. CS-DXW	Ce560XLS	NetJets Europe	

EgyptAir Cargo:

SU-GAS 03, 04, 07, 12, 16, 17, 19, 22, 26, 27, 29, 30
 SU-GAY 01, 03, 05, 08, 10, 11, 14, 15, 19, 21, 22, 23, 24, 25, 28

TUI Belgium:

OO-JAL 27
 OO-JAQ 21, 22
 OO-JAV 23, 24
 OO-JAX 13, 15
 OO-JEF 29/30
 OO-JLO 20
 OO-JVA /11
 OO-TEA 01-16, 18-23, 25-30 daily
 OO-TMA 24/25, 25, 25/26, 27, 28
 OO-TUK 06, 16/17, 17, 18, 19, 20, 22
 OO-TUP 01-18 daily
 OO-TVA 04
 OO-SRO 22/23, 24, 24/25, 26/27

The TUI flights on the 10th and 11th are both training flights. Special attention goes to OO-TMA on the 24th. This marked the first arrival of the Boeing 737 Max 8 of TUI Belgium at Ostend and the first visit of this type at the same time. The second TUI flight on the 24th was a training flight.

Credits: Replo.be, Nik Deblauwe.



Since May 2015 this Cessna 525 is being operated by Infinity Aviation. From December 2015 YU-MTU carries 'John Naisbitt University' titles, but very recently the titles on the right side have been amended to read 'Megatrend University'. The same titles that were briefly carried in 2013 when the aircraft was operated by Prince Aviation. (Ostend, 13 April 2018, Nik Deblauwe)

Personal copy

Military Movements Elsewhere



On the 12th of May 2018, the Tactical Leadership Programme 40th anniversary celebration took place within the TLP facilities, followed by an Open Doors Day organised at Albacete's Air Base. This stunning photo of the Spanish Navy EAV-8B, VA.1B-24/01-914, of 9 Escuadrilla was made the day before this event by Damián González Martínez.

Germany

			April 2018
Geilenkirchen			
03.L-03	PC-7	131(EMVO)sq	04 NAF133
L-05	PC-7	131(EMVO)sq	04 NAF132
L-10	PC-7	131(EMVO)sq	04 NAF131
OO-TFA	B757-28C	ASL Airlines	TAY5014/501P
09.59-1501	KC-135R	92nd/141st ARW	20 RCH242
58-0050	KC-135T	92nd/141st ARW	20 RCH681
D-AGRA	CRJ200LR	Global Reach Aviation	TAY5017/646P
10.91-0351/SP	F-16CM	480th FS	* CHRME01
11.D-HLTH	EC155B	Bundespolizei	BPO13
12.62-3515	KC-135R	108th ARS IL ANG	dep RCH566
13.60-0365	KC-135R	117th ARS KS ANG	27 RCH211
84-00157	C-12U-3	1-214th AVN	Duke59
16.PI-01	PC-12/47E	Tukillv	FNF215
D-CFMD	Beech 300	FCS	FCK211
D-HSHC	EC120B	Bundespolizei	* BPO20
OO-TFA	B757-28C	ASL Airlines	TAY502/5017
18.ZH106/06	Sentry AEW1	8sq/54sq	20 Nato32/36
19.OO-TFA	B757-28C	ASL Airlines	TAY502/5015
20.D-ANSK	CRJ200LR	Global Reach Aviation	
OO-TFA	B757-28C	ASL Airlines	TAY5014/501P
OY-RJC	CRJ200LR	BackBone Aviation	TAY654P/5018
23.63-8018	KC-135R	173rd ARS NE ANG	RCH646
OO-TFA	B757-28C	ASL Airlines	24 TAY502/5075
24.ZD983	Chinook HC6A	Odiham Wg	FRF7175
59-1488	KC-135R	132nd ARS ME ANG	27 RCH319
D-CGFG	Lj35	GFD	GFD91

Credits: Rolf Flinzner, Scramble messageboard.

			April 2018
Nürnberg			
02.07-8608/RS	C-130J-30	37th AS	Herky716
03.84-00162	C-12U-3	E/1-214th AVN	Duke62
14+04	Global 5000	FBS BMVG	* GAF686
72+32	UH-1D	THR30	* Joker99
73+45	UH-1D	THR30	* Joker15
04.84-00165	C-12U-3	E/1-214th AVN	Duke60
54+06	A400M	LTG62	* GAF661
73+48	UH-1D	THR30	
05.95-00123	UC-35A	E/1-214th AVN	Duke28
10.84-00157	C-12U-3	E/1-214th AVN	Duke62
11.97-00105	UC-35A	E/1-214th AVN	Duke60
13.84-00162	C-12U-3	E/1-214th AVN	Duke61
LJ-1	Lj35A	TukkiLv	19 FNF177/178
16.97-00105	UC-35A	E/1-214th AVN	Duke62

19.15+02	A319-133X	FBS BMVG	* GAF841
20.15-08181	CH-47F	B/2-227th AVN	* Army08181
15+02	A319-133X	FBS BMVG	* GAF880
22.15002	CC-150	437sq	23 CFC3118
24.08-3176	C-130J-30	37th AS	Lion672
CE03	ERJ145LR	21sq	BAF610
25.15001	CC-150	437sq	26 CFC3119
26.99-00102	UC-35A	E/1-214th AVN	Duke62
92-26436	UH-60L	A/2-227th AVN	*Army26436
76+02	H145M	HSG64	*
76+09	H145M	HSG64	*
76+10	H145M	HSG64	*
76+11	H145M	HSG64	*
76+13 +2	H145M	HSG64	*

Credits: MAR, Scramble messageboard.

			April 2018
Wiesbaden			
03.99-0100	UC-35A	ex ME Detachment,	18 westbound
L-11	PC-7	131(EMVO)sq	04
L-12	PC-7	131(EMVO)sq	04
L-13	PC-7	131(EMVO)sq	04
16.09-9206	C-17A	437th AW	17
09-20272	UH-60M	1-214th AVN	arr by a/f
09-20314	UH-60M	1-214th AVN	arr by a/f
17.15-20791	UH-60M	3-227th AVN	01 arr for maint.
19.L-02	PC-7	131(EMVO)sq	
24.13-08434	CH-47F	H/1-214th AVN	
26.02-1107	C-17A	62nd AW	27

Credits: MAR, Scramble messageboard.

Ireland

			April 2018
Shannon			
04.68	Falcon 7X	ET00.060	
05.11-3016	C-146A	524th SOS	
08.84-0142	C-21A	457th AS	
10.95-0104	C-17A	155th AS TN ANG	
165151	C-20G	CFSLW Det Sigonella	Catbird
169036	C-40A	USN	
12.165151	C-20G	CFSLW Det Sigonella	Catbird
14.16-5840/RS	C-130J-30	37th AS	
23.MM62210	VC-900	93 rd Gr	
98-0001	C-32A	1st AS	
24.166695	C-40A	USN	
26.50+86	C-160D	GAF	
28.07-46312	C-130J-30	19th AW	

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Distribution to a third party is not allowed

29.166380/BH KC-130J VMGR-252
30.99-0003 C-32A 1st AS

Credits: MAR, Scramble messageboard.

Portugal

Lajes, Azores

			April 2018
01.161409	P-3C	VP-40?	02 VVQE408
162776	P-3C	VP-40?	02 VVQE776
4282	C-130E	6sq/21sq	02 PAAF634
02.82-0193	KC-10A	60th AMW	03 Blue32
V-11	G-IV	334sq	NAF11
03.84-0188	KC-10A	305th AMW	dep Gold51
168437/LA	P-8A	VP-5	Madfox2
168438/LA	P-8A	VP-5	Madfox3
165151	C-20G	CFLSW Det Sigonella	Catbird1
04.130614	CC-130J-30	436sq	05 CFC2509
470/31-CA	C-135FR	GRV02.091	FAF4042
475/31-CF	C-135FR	GRV02.091	FAF4041
735/31-CG	C-135FR	GRV02.091	08 FAF4043
132	Falcon 50SM	24F	05 FNY5016
2	Rafale M	12F	08 FNY5189-92
8	Rafale M	12F	05 FNY5181-84
13	Rafale M	12F	05 FNY5185-88
26	Rafale M	12F	05 FNY5185-88
27	Rafale M	12F	08 FNY5189-92
30	Rafale M	12F	05 FNY5181-84
31	Rafale M	12F	08 FNY5185-88
34	Rafale M	12F	08 FNY5189-92
41	Rafale M	12F	05 FNY5181-84
45	Rafale M	12F	05 FNY5181-84
43	Rafale M	12F	08 FNY5185-88
46	Rafale M	12F	08 FNY5189-92
15+01	A319-133X	FBS BMVg	05 GAF848
90-0165	AC-130U	4th SOS	06 RCH1006
05.161132	P-3C	VP-40?	06 VVQE132
162998	P-3C	VP-40?	06 VVQE998
06.132	Falcon 50SM	24F	08 FNY5016
470/31-CA	C-135FR	GRV02.091	10 FAF4042
475/31-CF	C-135FR	GRV02.091	10 FAF4041/43
07.130614	CC-130J-30	436sq	08 CFC2509
08.V-11	G-IV	334sq	NAF11
06-8610/YJ	C-130J-30	del to 374th AW	HKY669
1279/SU-BAK	C-130H	4sq/16sq	09 EGY1108
ZK335/335	Typhoon FGR4	nmks	u/s RRR9511-14
ZK365/365	Typhoon FGR4	nmks	11 RRR9511-14
ZK367/EB-R	Typhoon FGR4	nmks	11 RRR9511-14
ZK376/376	Typhoon FGR4	nmks	09 RRR9511-14
ZZ332/332	Voyager KC3	10/101sq	09 RRR9401

09.735/31-CG	C-135FR	GRV02.091	10 FAF4041
470/31-CA	C-135FR	GRV02.091	10 FAF4042
78-0658/IN	A-10C	163rd FS IN ANG	Trend81-85
79-0213/IN	A-10C	163rd FS IN ANG	Trend81-85
80-0152/IN	A-10C	163rd FS IN ANG	Trend81-85
80-0230/IN	A-10C	163rd FS IN ANG	Trend81-85
80-0243/IN	A-10C	163rd FS IN ANG	Trend81-85
83-0081	KC-10A	305th AMW	11 Gold31
82-0191	KC-10A	60th AMW	11 Gold65
86-0036	KC-10A	305th AMW	11 Gold55
63-8033	KC-135R	22nd ARW	10 Gold32
58-0099	KC-135T	171st ARW PA ANG	Gold56
166380/BH	KC-130J	VMGR-252	11 Otis81
162400/VE-05	F/A-18A+	VMFA-115	Mazda11-16
162429/VE-08	F/A-18A+	VMFA-115	Mazda21-23
162884/VE-11	F/A-18A+	VMFA-115	17 Mazda21-23
162893/VE-02	F/A-18A+	VMFA-115	17 Mazda11-16
163141/VE-06	F/A-18A+	VMFA-115	17 Mazda11-16
163155/VE-10	F/A-18A+	VMFA-115	17 Mazda21-23
163161/VE-03	F/A-18A+	VMFA-115	17 Mazda11-16
163174/VE-01	F/A-18A+	VMFA-115	17 Mazda11-16
163761/VE-04	F/A-18A+	VMFA-115	17 Mazda11-16
169003/LA	P-8A	VP-5	Madfox10
10.740/31-CL	C-135FR	GRV02.091	FAF4090/4091
80-0177/IN	A-10C	163rd FS IN ANG	Trend71-75
80-0214/IN	A-10C	163rd FS IN ANG	Trend71-75
81-0944/IN	A-10C	163rd FS IN ANG	Trend71-75
79-0219/IN	A-10C	163rd FS IN ANG	Trend71-75
80-0217/IN	A-10C	163rd FS IN ANG	Trend71-75
79-1711	KC-10A	305th AMW	13 Gold21
58-0089	KC-135R	22nd ARW	11 Gold22
169225/BH	KC-130J	VMGR-252	15 Bronco41
168423/LA	P-8A	VP-5	Madfox1
168764/LD	P-8A	VP-10	12 Lancer8
169011/LA	P-8A	VP-5	Madfox12
95-5146/HH	C-17A	515th AS HI ANG	13 RCH399
11 80-0230/IN	A-10C	163rd FS IN ANG	dep Trend81-86
80-0243/IN	A-10C	163rd FS IN ANG	dep Trend81-86
79-0213/IN	A-10C	163rd FS IN ANG	dep Trend81-86
79-0219/IN	A-10C	163rd FS IN ANG	dep Trend81-86
80-0152/IN	A-10C	163rd FS IN ANG	dep Trend81-86
78-0658/IN	A-10C	163rd FS IN ANG	dep Trend81-86
82-0661/IN	A-10C	163rd FS IN ANG	dep Trend76/77
79-0162/IN	A-10C	163rd FS IN ANG	dep Trend76/77
82-0193	KC-10A	60th AMW	13 RCH084
158567	P-3C	VP-40?	12 VVQE567
12 168764/LD	P-8A	VP-10	14 Lancer8
.../VE-09	F/A-18A+	VMFA-115	Mazda24/25
163162/VE-07	F/A-18A+	VMFA-115	Mazda24/25



The United Kingdom bought three former USAF KC-135R aircraft for conversion to RC-135W Rivet Joint standard under the Airseeker project. The ZZ666 was the final aircraft which was delivered in June 2017 to 51sq (Waddington, 25 April 2018, Marcel J. van Bielder)



Exercise Joint Warrior is usually held twice a year at RAF Lossiemouth, in spring and autumn, but this year only once due to other exercises to take place later this year involving UK personnel. Seen departing from runway 05 on 30 April 2018 was French Navy Atlantique NG No.4 of 23F (Ian Watson)

59-1444	KC-135R	nmks	14 Gold66	MM7330/37-21	F-2000	37°St	23 IAM0404
13.1279/SU-BAK	C-130H	4sq/16sq	15 EGY1108	CN-AOK	C-130H	Moroccan AF	RMAF219
54+06	A400M	LTG62	14 GAF122	4189	C-130E	6sq/21sq	23 PAAF638
80-0177/IN	A-10C	163rd FS IN ANG	dep Trend71-76	23.86-0034	KC-10A	60th AMW	25 Blue42
80-0214/IN	A-10C	163rd FS IN ANG	dep Trend71-76	79-1948	KC-10A	60th AMW	25 Blue41
81-0944/IN	A-10C	163rd FS IN ANG	dep Trend71-76	24.54+12	C-160D	LTG61	25 GAF061
82-0661/IN	A-10C	163rd FS IN ANG	dep Trend71-76	25.58-0047	KC-135R	22nd ARW	26 Blue85
80-0217/IN	A-10C	163rd FS IN ANG	dep Trend71-76	79-0110/KC	A-10C	303rd FS AFRC	Tabor81-86
79-0162/IN	A-10C	163rd FS IN ANG	dep Trend71-76	79-0114/KC	A-10C	303rd FS AFRC	Tabor81-86
14.168764/LD	P-8A	VP-10	15 Lancer8	79-0123/KC	A-10C	303rd FS AFRC	Tabor81-86
58-0089	KC-135R	22nd ARW	dep Gold56	79-0164/KC	A-10C	303rd FS AFRC	Tabor81-86
15.168764/LD	P-8A	VP-10	Lancer8	80-0201/KC	A-10C	303rd FS AFRC	Tabor81-86
MM62180/46-45C-130J		2°Gr	17 IAM4670	82-0653/KC	A-10C	303rd FS AFRC	Tabor81-86
16.82-0191	KC-10A	60th AMW	17 Gold65	86-0027	KC-10A	305th AMW	26 Blue61
54+12	A400M	LTG62	17 GAF061	89-1190	C-17A	167th AS TN ANG	26 RCH210
02-1108	C-17A	62nd AW	17 RCH396	26.89-2011/AV	F-16CM	31st FW	Mazda31/32
99-00102	UC-35A	E/1-214th AVN	17 Duke28	89-2018/AV	F-16CM	31st FW	Mazda31/32
18.168764/LD	P-8A	VP-10	Lancer8	27.MM62177/46-42C-130J		50°Gr	28 IAM4665
4189	C-130E	6sq/21sq	19 PAAF638	CN-AOK	C-130H	Moroccan AF	RMAF219
19.130617	CC-130J-30	436sq	20 CFC2513	96-7322	C-130H	130th AS WV ANG	RCH425
ZZ177/177	C-17A	99sq	20 RRR6510/11	96-7323	C-130H	130th AS WV ANG	RCH595
57-1493/D	KC-135R	351st ARS	20 Quid261	96-7324	C-130H	130th AS WV ANG	RCH447
57-2605/D	KC-135R	351st ARS	20 Quid262	167373/NY	KC-130T	VMGR-452	28 Yanky94
162171/51	C-2A	VRC-40	RG01	162442/VW01	F/A-18A+	VMFA-314	Mazda51-56
162144/55	C-2A	VRC-40	RG02	164240/VW12	F/A-18A+	VMFA-314	Mazda51-56
168764/LD	P-8A	VP-10	21 Lancer8	162466/VW05	F/A-18A+	VMFA-314	Mazda51-56
19.MM62229/14-04KC-767A		8°Gr	22 IAM1432	163094/VW02	F/A-18A+	VMFA-314	Mazda51-56
MM62180/46-45C-130J		2°Gr	20 IAM4670/72	162431/VW09	F/A-18A+	VMFA-314	Mazda51-56
MM7070/6-71	EA200	6°St	22 IAM0601	162467/VW08	F/A-18A+	VMFA-314	Mazda51-56
MM7053/6-101	EA200	6°St	22 IAM0602	63-8021	KC-135R	nn	28 Blue02
MM7052/6-64	EA200	6°St	22 IAM0603	28.85-0027	KC-10A	305th AMW	Blue01
MM7068/6-67	EA200	6°St	22 IAM0604	29.1274/SU-BAE	C-130H	4sq/16sq	30 EGY1109
20.ZK335/335	Typhoon FGR4	41sq	dep RRR9514	10-0219	C-17A	62nd AW	30 RCH398
06-8610/YJ	C-130J-30	del to 374th AW	21 Kanto56	79-0155/KC	A-10C	303rd FS AFRC	30 Tabor71-76
57-2605/D	KC-135R	351st ARS	Quid262	79-0117/KC	A-10C	303rd FS AFRC	30 Tabor71-76
169225/BH	KC-130J	VMGR-252	Bronco51	79-0111/KC	A-10C	303rd FS AFRC	30 Tabor71-76
22.54+06	A400M	LTG62	23 GAF122	79-0119/KC	A-10C	303rd FS AFRC	30 Tabor71-76
MM62180/46-45C-130J		2°Gr	23 IAM4672/70	79-0093/KC	A-10C	303rd FS AFRC	30 Tabor71-76
MM62226/14-01KC-767A		8°Gr	23 IAM1436/31	79-0109/KC	A-10C	303rd FS AFRC	30 Tabor71-76
MM7292/36-31	F-2000	10°/12°Gr	23 IAM0402	87-0121	KC-10A	305th AMW	30 Blue51
MM7326/4-46	F-2000	4°St	23 IAM0403	30.79-1947	KC-10A	305th AMW	Blue11
MM7327/4-47	F-2000	4°St	23 IAM0401	62-3528	KC-135R	77th ARS AFRC	RCH309

162451/VW04 F/A-18A+	VMFA-314	Mazda61-65
164253/VW14 F/A-18A+	VMFA-314	Mazda61-65
162849/VW03 F/A-18A+	VMFA-314	Mazda61-65
162877/VW00 F/A-18A+	VMFA-314	Mazda61-65
163131/VW07 F/A-18A+	VMFA-314	Mazda61-65

Credit: José Damián González Martínez.

United Kingdom

Brize Norton	OC-135B	55th Wg/Open Skies	April 2018
01.61-2670	Chinook HC6	7sq	05 OSY12T
02.ZK551	AS365N3	658sq	
ZJ783	Tucano T1	QinetiQ	* ETP04
06.ZF511	A340-211	FBS BMVg	GAF901
12.16+01	Tp84	TSFE	SVF639
15.84002/842	Chinook HC4	27sq	* SHF250
16.ZD981	TBM-700A	ET00.043	CTM3892
104/XJ	C-17A	36sq	19 ASY517
17.A41-206	N48-024/24	MH-60R	19 Tiger08/ASY914
105/XK	TBM700	ET00.043	CTM3881
18.A41-207	C-17A	36sq	19 ASY518
N48-008/08	MH-60R	816sq	19 Tiger08
E94/705-RH	Alpha Jet E	EAC00.314	* FAF6442/3
E115/705-MR	Alpha Jet E	EAC00.314	* FAF6442/3
ZH776	Chinook HC6A	nn	a/f out
ZH895	Chinook HC6A	nn	a/f out
ZK556	Chinook HC6	7sq	SHF515
ZJ781	AS365N3	658sq	* Titan01
UR-82073	An-124-100M	Antonov	ADB248F
19.5836/61-PO	C-130J-30	ET02.061	FAF9172
ZJ787	AS365N	658sq	* Titan75
ZA670	Chinook HC4	27sq	* SHF251
ZD981	Chinook HC4	27sq	* SHF262/282
XW212	Puma HC2	Benson Wg	* SHF283
98-6006	C-32B	150th SOS NJ ANG	21 RCH590
G-CGKH	Tutor T1	nn	* Nickel23
20.5836/61-PO	C-130J-30	ET02.061	FAF9172
XW220	Puma HC2	Benson Wg	* SHF283
ZJ920	Typhoon FGR4	nn	* Cobra31
96-0002	C-17A	437th AW	22 RCH700
23.1290/SU-BEW	C-130H	4sq/16sq	EGY1504
ZD981	Chinook HC4	28sq	* SHF259
ZJ705	Griffin HAR2	QinetiQ	* BDN36
ZJ189	Apache AH1	3/4Regt	Viper2
24.54+08	A400M	LTG62	* GAF054
26.5629	C-130J-30	335Skv	NOW335J
ZA670	Chinook HC4	27sq	* SHF255
27.XW209	Puma HC2	Benson Wg	
30.ZJ187	Apache AH1	673sq	* Panther86
ZA711	Chinook HC4	27sq	* SHF259

Credits: MAR, Scramble messageboard.

Coningsby	F-15E	48th FW	* Hoss31/32
04.98-0135/LN			

Credits: MAR, Scramble messageboard.

Spain

San Javier			January 2018
29.50+36	C-160D	nn	31 GAF031
31.50+59	C-160D	nn	01 GAF041
			February 2018
05.G-781	C-130H	336sq	06 NAF25
06.CE.15-02/15-71	EF-18BM	Ebro75,77,79	
CE.15-04/15-73	EF-18BM	Ebro75,77,79	
CE.15-09/15-77	EF-18BM	Ebro75,77,79	
07.G-781	C-130H	336sq	08 NAF25
C16-37/14-04	EF2000	Ala 14	07
C16-49/14-13	EF2000	Ala 14	07
08.C16-44/14-09	EF2000	Ala 14	
12.50+53	C-160D	nn	13
22.50+36	C-160D	nn	23 GAF045
28.1x	C-160D	nn	01 GAF012
			March 2018
05.C16-72/14-30	EF2000	Ala 14	
12.50+49	C-160D	nn	13 GAF024
21.G-275	C-130H-30	336sq	22 NAF25
22.CE.16-01/11-70	EF2000T	Ala 11	
25.G-275	C-130H-30	336sq	26 NAF25
27.50+55	C-160D	nn	28 GAF222
			April 2018
08.T10-09/31-06	C-130H	Ala 31	09 AME3158
09.50+36	C-160D	nn	10 GAF368
TK.10-06/31-51	KC-130H	Ala 31	
11.50+49	C-160D	nn	12
12.MM62244	VC-900	93°Gr	13 IAM3143
13.TL.10-01/31-01	C-130H-30	Ala 31	
20.T.10-08/31-05	C-130H	Ala 31	21
22.T.10-03/31-03	C-130H	Ala 31	
23.HU.26-11/ET-197	EC135T	nn	27 Totem97
HU.26-12/ET198	EC135T	nn	27 Totem98
HU.27-01/ET668	AS532AL	nn	27 Turia68
HU.27-04/ET671	AS532AL	nn	27 Turia71
HA.18-6/01-310	AB212	nn	27 Gato10
24.HT.17-19/ET419	CH-47D	nn	27 Talud19
HA.18-12/01-316	AB212	nn	27 Gato16
30.T23-01/31-21	A400M	Ala 31	AME3178



C-12U-3 84-00162 from Theater Aviation Company Echo (E/1-214th AVN (TA)), based at Wiesbaden, Germany, visited Amsterdam-Schiphol airport for less than two hours. Ben Uffen photographed the Huron during its departure on the 24th of April.



Youssef Chahed, the Tunisian Prime-Minister, visited Belgium in April to have some meetings with European Union diplomats (including Defence specialists) and his Belgian counterpart, Charles Michel. He was brought by Government Boeing 737-7H3 TS-100 (Brussels, 24 April 2017, Eric Vangeel)

96-0202/LN	F-15E	48th FW	* Hoss31/32	ZZ500	Avenger T1	750NAS	arr maint. NVC570
97-0218/LN	F-15E	48th FW	* Bones51/52	17. A7-MHH	A319-115X	Gvmt of Qatar	
98-0131/LN	F-15E	48th FW	* Bones51/52	18. A36-001	B737-7DT	34sq	21 ASY321
06. ZJ935/935	Typhoon FGR4	delivery to Lossie Wg	Lossie87	20. A6-FZZ	B737-8KN	Gvmt of Dubai	21 DUB12
09. ZD849/110	Tornado GR4	Marham Wg	* Turpits01/02	22. 05-4613	C-40C	73rd AS AFRC	23 SPAR20
ZG791/137	Tornado GR4	Marham Wg	* Turpits01/02	24. G-GMAD	Beech 350	14sq	
10. ZJ924/924	Typhoon FGR4	delivery to Lossie Wg	Typhoon16	25. A9C-BHR	G450	Gvmt of Bahrain	26 BAH4
ZH106/06	Sentry AEW1	8sq	12 NATO21	29. A9C-BAH	G650	Gvmt of Bahrain	30 BAH6
13. XX337/CM	Hawk T1A	100sq	* Pirate01	<u>Credits:</u> MAR, Scramble messageboard.			
16. 97-0222/LN	F-15E	48th FW	*	Lossiemouth			
01-2003/LN	F-15E	48th FW	*	April 2018			
G-COBS	DA42	Thales	Calibrator24	09. ZK339/EB-E	Typhoon FGR4	41(R)sq	13 Apollo12
ZD849/110	Tornado GR4	Marham Wg	* Voodoo2	ZK379/379	Typhoon FGR4	41(R)sq	13 Apollo11
ZK430	Typhoon FGR4	del ex BAE Warton	Tarnish5	165833	C-40A	USN	
ZK562	Chinook HC6	7sq	* SHF397	10. 168980	C-40A	USN	CNV4302
91-0318/LN +1	F-15E	48th FW	* Mongol11/13	12. 165834	C-40A	USN	CNV4382
17. ZA543/036	Tornado GR4	Marham Wg	* Bulkhead1	13. ZJ812/812	Typhoon T3	29(R)sq	18 Warlord11
18. 11-0057	CV-22B	7th SOS	Knife72/71	ZJ928	Typhoon FGR4	29(R)sq	18 Warlord13
07-0033	CV-22B	7th SOS	Knife72/71	ZK373/373	Typhoon FGR4	29(R)sq	18 Warlord14
XW220	Puma HC2	Benson Wg	SHF283	ZJ920/920	Typhoon FGR4	29(R)sq	18 Warlord12
21. ZM316/316	Prefect T1	3FTS	23 CWL20	16. 130617	CC-130J-30	436sq	17 CFC2513
23. ZJ220	Apache AH1	4Regt	* AA441	17. 3297	P-3C	333Skv	18 NOW333B
ZG771	Tornado GR4	Marham Wg	* MRH03	164993/BD	C-130T	VR-64	18 CNV6223
24. ZJ183	Apache AH1	nn	Viper1/2	168848/LK	P-8A	VP-26	04 Trident26/76
ZJ185	Apache AH1	nn	Viper1/2	18. 140118	CP-140	nn	arr CFC0482
ZK331/331	Typhoon FGR4	nms	Lossie71	50+72	C-160D	nn	GAF422
G-FRAH	Falcon 20ECM	Cobham	26 Vader61	168430/LK	P-8A	VP-26	04 Trident27/90
25. ZM416/416	Atlas C1	70sq	Comet451	19. 092/YL	EMB121AA	EAT00.319	20 FNY5021
26. ZK359	Typhoon FGR4	delivery ex BAE Warton	Tarnish29	60+05	P-3C	MFG3	26 GNY4530
27. ZK317/317	Typhoon FGR4	del to Coningsby Wg	Lossie54	3299	P-3C	333Skv	03 NOW333A
ZJ807/807	Typhoon T3	del to Lossie Wg	Lossie54	ZE701	BAe146 CC2	32(TR)sq	RRR369
<u>Credits:</u> MAR, Scramble messageboard.				ZK017/H	Hawk T2	4(R)sq	Reptile1
Fairford			April 2018	ZK037/AB	Hawk T2	4(R)sq	Reptile2
05. 07-7189	C-17A	437th AW	RCH1815	20. ZF139/139	Tucano T1	72(R)sq	*
<u>Credits:</u> MAR, Scramble messageboard.				166349/AM-06	MH-60S	HSC-22	27 NavyAlphaMike06
Farnborough			April 2018	168587/AM-04	MH-60S	HSC-22	27 NavyAlphaMike04
02. A7-MHH	A319-115X	Gvmt of Qatar	03	23. 123/62-1M	CN235M-200	ET00.062	CTM2060
05. A6-MRM	B737-8EC	Gvmt of Dubai	07 DUB5	5699	C-130J-30	335Skv	NOW3351
A9C-BHR	G450	Gvmt of Bahrain	07 BAH4	24. 18	ATL 2	21F	28 FNY5117
06. A6-SHJ	A320-232	Gvmt of Sharjah	08 SHJ01	25. G-FRAD	Falcon 20ECM	Cobham	
A40-AA	A320-233	Gvmt of Oman	07 ORF5	28. 4	ATL 2	23F	04 FNY5117
07. A6-FZZ	B737-8KN	Gvmt of Dubai	08 DUB12	30. ZH843	Merlin HM2	nn	NVC571
09. G-DAYP	King Air 350	14sq	arr for maint.	ZH861	Merlin HM2	nn	NVC571
10. ZZ502	Avenger T1	750NAS	NVC572	166695	C-40A	USN	CNV6743
11. A6-MRS	B737-8E0	Gvmt of Dubai	13 DUB7	<u>Credits:</u> MAR, Scramble messageboard.			
12. T-721	Beech 350C	LTD B	SUI721	Mildenhall			April 2018
16. A6-MRS	B737-8E0	Gvmt of Dubai	22 DUB7	03. ZZ177/177	C-17A	99sq	RRR812
				57-1428	KC-135R	151st ARS TN ANG	04 RCH610

58-0054	KC-135T	171st ARW PA ANG	04 RCH305	20.H45	A109BA	17sq/1Wg	BAF320
64-14844/OF	RC-135V	38th RS	arr Windsor1	125/XO	TBM-700A	ET00.060	CTM1290/3834
04.83-0081	KC-10A	305th AMW	05 Blue41	60-0313	KC-135R	22nd ARW	21 RCH411
89-1051	AC-130W	16th SOS	RCH1017	64-14846/OF	RC-135V	38th RS	26 Olive55/56
58-0034	KC-135R	6th AMW	16 Gold99/Clean83	21.15-01584	Beech 350	US Army	R51584
63-8883	KC-135R	22nd ARW	05 RCH977	22.63-8019	KC-135R	nmks	23 Bobby52
58-0103	KC-135T	92nd/141st ARW	05 RCH265	23.98-0001	C-32A	1st AS	* SAM134
59-1520	KC-135T	92nd/141st ARW	05 RCH637	63-7995	KC-135R	22n ARW	24 RCH692
84-0019/LN	F-15C	493rd FS	* Sweep62	25.E163/705-RB	Alphajet	AJeTS	* FAF6443
96-0202/LN	F-15E	492nd FS	* Hoss31	E166/705-RW	Alphajet	AJeTS	* FAF6444
98-0135/LN	F-15E	492nd FS	* Hoss32	V-11	G-IV	334sq	NAF61
05.84-0126	C-21A	76th AS	Valor11	83-0075	KC-10A	60th AMW	26 Blue91
60-0316	KC-135R	191st ARS UT ANG	06 Clean62	83-0081	KC-10A	305th AMW	26 Blue13
59-1462	KC-135T	22nd ARW	06 RCH652	83-0082	KC-10A	305th AMW	26 Blue81
99-00102	UC-35A	E/1-214th AVN	Duke25	87-0121	KC-10A	305th AMW	26 Blue82
06.ZM412/412	Atlas C1	70sq	* RRR470	26.83-0080	KC-10A	60th AMW	27 Blue12
ZH106/06	Sentry AEW1	8sq	10 NATO31/31	58-0047	KC-135T	22nd ARW	27 Blue85
87-0118	KC-10A	305th AMW	11 Clean97/71	84-00162	C-12U-3	E/1-214th AVN	Duke31
63-7979	KC-135R	22nd ARW	07 RCH141	28.83-0080	KC-10A	60th AMW	RCH047
62-4134/OF	RC-135W	38th RS	arr 281117 dep Olive55	62-3537	KC-135R	77th ARS AFRC	arr RCH444
77-0356/OK	E-3G	552nd ACW	20 Shuck82/83	61-2666	NC-135W	645th MATS Det.2	03 Same40
164993/BD	C-130T	VR-64	07 CNV6033	29.CE01	ERJ135LR	21sq	BAF614
08.84-0186	KC-10A	305th AMW	14 Clean07/81	62-3519	KC-135R	22nd ARW	01 RCH657/Bobby52
09.900528	C-26D	AOD Naples	10 CNV6083	57-1427	KC-135R	117th ARS KS ANG	30 RCH894
10.84-0192	KC-10A	305th AMW	11 Clean61	58-0015	KC-135R	465th ARS AFRC	RCH663
12.87-0118	KC-10A	305th AMW	13 Clean71	58-0058	KC-135R	465th ARS AFRC	RCH170
13.02-4452	C-32B	150th SOS NJ ANG	Zonk79	58-0083	KC-135R	166th ARS OH ANG	01 RCH877
14.83-0075	KC-10A	60th AMW	15 RCH170	62-3511	KC-135R	166th ARS OH ANG	01 RCH537
86-0030	KC-10A	305th AMW	16 Clean61	63-7993	KC-135R	166th ARS OH ANG	01 RCH271
86-0033	KC-10A	60th AMW	17 RCH347	63-8013	KC-135R	166th ARS OH ANG	01 Cafe31
57-1472	KC-135R	72nd ARS AFRC	RCH310	62-3507	KC-135R	nmks	01 Cafe21
58-0038	KC-135R	328th ARS AFRC	dep RCH112				
63-8045	KC-135R	6th AMW	15 Gold91				
15.15-01584	Beech 350	US Army	R51584	<u>Credits:</u> MAR, Scramble messageboard.			
16.H45	A109BA	17sq/1Wg	BAF320	Northolt			April 2018
79-1711	KC-10A	305th AMW	17 RCH182	03.253	CN235M-200	101sq	IRL253
83-0081	KC-10A	305th AMW	17 RCH801	16.258	Lj45	102sq	17 IRL258
01-0187	C-17A	62nd AW	RCH555	KAF-308	Fokker 70	Kenyan AF	22 KAF001
18.5105	CL601-3A	241.dlt	CEF210	19.891/MCE	PC-6B	ETCM	20 FMY8949
E94/705-RH	Alphajet	AJeTS	19 FAF6443	078/XE	Xingu	EAT00.319	20 FMN5028
E115/705-MR	Alphajet	AJeTS	19 FAF6441	017	C295M	13.eltr	PLF038
E128/705-TM	Alphajet	AJeTS	19 FAF6442	ZF379	Tucano T1	72(R)sq	Export1
125/XO	TBM-700A	ET00.060	CTM3824/1290	WV740	Pembroke C1	G-BNPH	private
70-01947	C-130E	222Filo	19 TUA404	WP964	Chipmunk	G-HDAE	private
19.ZM337/337	Phenom 100	45(R)sq	* CWL63	XX702	Bulldog T1	G-CBCR	
19 60-0365	KC-135R	117th ARS KS ANG	20 Nacho71	28.ZH879/879	Hercules C4	24/47sq	RRR5841



The CN235M-100 CN-AMD is in service with Royal Moroccan Air Force since October 1990. It started its career as CNA-MD but was reregistered around 2014/2015. (Brussels, 7 February 2018, Simon Camps)



Various Egyptian Air Force aircraft are visiting Prague Václav Havel Airport almost at least once a month on their navigation training flights. A bigger contrast is hardly possible when Gulfstream IVSP, SU-BNP/(925), normally only used to sand and heat, landed in the snowy and cold environment of Czechias capital airport.(19 March 2018, Václav Kudela)

Credits: MAR, Scramble messageboard.

Prestwick				April 2018			
01.130613	CC-130J-30	436sq	dep CFC4267	ZH856	Merlin HM2	820NAS	22 Dolphin11/Eagle2
KAF343	C-17A	41sq	03 KAF3224	ZZ413	Wildcat HMA2	825NAS	Skua324
11-00282	MC-12S-1	E/305th MI Bn	04 Ronin54	99-00102	UC-35A	E/1-214	AVNDuke
02.177701	CC-177	429sq	04 CFC4002	164993/BD	C-130T	VR-64	20 CNV6401
03.1	E-2C	4F	06 CFC0611	20.XX157/CU	Hawk T1A	736NAS	03 Bounty21
ZH889/889	Hercules C5	24//47sq	* FNY5481	XX324	Hawk T1A	736NAS	
64-14840	KC-135R	166th ARS OH ANG	* RRR246	60-0365	KC-135R	117th ARS KS ANG	24 Nacho71
04.164993/BD	C-130T	VR-64	04 RCH715	21.177703	CC-177	429sq	CFC4003
09-0661	MC-12W	185th SOS OK ANG	05 RCH1013	G-CGKE/KE	Tutor T1	GSUAS/4 AEF	UAJ48/38
09-0681	MC-12W	185th SOS OK ANG	05 RCH1012	G-CGKU/KU	Tutor T1	GSUAS/4 AEF	UAJ41/51
05.140103	CP-140	nn	06 CFC0611	22.15002	CC-150	437sq	CFC3118
15+01	A319-133X	FBS BMVg	* GAF848	ZH888/888	Hercules C5	24/47sq	* RRR101/Omen1
ZH839	Merlin HM2	814NAS	dep Navy815	ZZ343/343	Voyager KC3	10/101sq	RRR9101
ZJ690	Sentinel R1	5sq	* Snapshot1	ZZ413	Wildcat HMA2	825NAS	Skua324
61-2670/OF	OC-135B	45th RS	OSY12F	09-0624	MC-12W	185th SOS OK ANG	23 JM10
07.ZH847/66	Merlin HM2	814NAS	dep Navy814	58-0073	KC-135R	106th ARS ALANG	23 RCH543
ZZ334/334	Voyager KC3	10/101sq	RRR2301	23.15004	CC-150	437sq	CFC4324
08.09-0685	MC-12W	185th SOS OK ANG	09 PL36	ZJ164	AS.365N2	FOST	Broadway04
166980	C-40A	VR-61	10 CNV4302	XX239/CU842	Hawk T1W	736NAS	03 Kraken40
09.ZH002	Defender AL2	651sq	* AAC501	24.130616	CC-130J-30	436sq	25 CFC2520
10.ZJ123/G	Merlin HC3	846NAS	Victor2	177705	CC-177	429sq	25 CFC4083
95-00123	UC-35A	E/1-214th AVN	Duke25	ZK021/L	Hawk T2	4(R)sq	Reptile
11.ZH889/889	Hercules C5	24/47sq	* Omen1	ZK024/O	Hawk T2	4(R)sq	Reptile
12.09-0686	MC-12W	185th SOS OK ANG	13 PL37	ZH867	Hercules C4	24/47sq	Omen1
164993/BD	C-130T	VR-64	CNV6561	ZH888	Hercules C5	24/47sq	Omen2
13.ZM416/416	Atlas C1	70sq	* Comet419	ZH850/67	Merlin HM2	814NAS	25 Tiger67
ZK023/N	Hawk T2	4(R)sq	* VYT55	ZJ119/C	Merlin HC3	845NAS	Junglie1
14.164993/BD	C-130T	VR-64	15 CNV6561	G-CGKE/KE	Tutor T1	GSUAS/4 AEF	UAJ42
17.09-065.	MC-12W	185th SOS OK ANG	18 PL23	G-CGKU/KU	Tutor T1	GSUAS/4 AEF	UAJ38
01-0076	C-37A	76th AS	Valor	25.130616	CC-130J	436sq	26 CFC2520
18.ZM412/412	Atlas C1	70sq	* Comet458	15001	CC-150	437sq	CFC3119
ZK014/E	Hawk T2	4(R)sq	* VYT55	ZM416/416	Atlas C1	70sq	Comet451
84-0192	KC-10A	305th AMW	RCH157	ZH846/CU	Merlin HM2	820NAS	Polestar51
84-00165	C-12U-3	E/1-214th AVN	Duke36	09-0648	MC-12W	185th SOS OK ANG	26 PL26W
G-CGKU	Tutor T1	GSUAS/4AEF	UAJ42	26.XX202/CS	Hawk T1A	100sq	Aggressor43
19.N48-008/08	MH60R	816sq	Tiger08	XX303/CR	Hawk T1A	100sq	Aggressor43
N48-024/24	MH-60R	816sq	Tiger08/ASY914	XX318/CG	Hawk T1A	100sq	Aggressor41
ZM401/401	Atlas C1	70sq	RRR4154/4155	XX337/CM	Hawk T1A	100sq	Aggressor41
ZH835/CU	Merlin HM2	820NAS	20 Dolphin13	ZF338/338	Tucano T1	72(R)sq	LOP20
ZH846/CU	Merlin HM2	820NAS	22 Dolphin12/Eagle1	ZF417/417	Tucano T1	72(R)sq	LOP26
				CS-TRJ	A321-231	21sq	BAF630
				G-CGKU/KU	Tutor T1	GSUAS/4 AEF	UAJ38
				27.ZM416/416	Atlas C1	70sq	* Comet460

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XX159	Hawk T1A	nmks (736NAS)	03 Kraken52	9G-EXE	Falcon900EX	Gvmt of Ghana	
09-0546	MC-12W	185th SOS OK ANG	28 JM08W	17.15001	CC-150	437sq	CFC01
G-CGKE/KE	Tutor T1	GSUAS/4 AEF	UAJ42	OK1	Global Express XRS	Botswana DF	
G-CGKU/KU	Tutor T1	GSUAS/4 AEF	UAJ38	18.V5-GON	Falcon 7X	Gvmt of Namibia	
28.ZJ164	AS365N2	FOST	Broadway04	V8-BKH	B747-8LQ	Gvmt of Brunei	
29.12412	CH-124A	12Wg	CFC0412	15001	CC-150	437sq	
ZJ164	AS365N2	FOST	Broadway04	OK1	Global Express XRS	Botswana DF	
ZH843/88	Merlin HM2	814NAS	30 Navy81	MAM	C-17A	Transportsq	21
ZH861	Merlin HM2	814NAS	30 Navy81	MAO	C-17A	Transportsq	21
30.XX161	Hawk T1	736NAS	Navy800	21.A7-AAH	A340-313X	Gvmt of Qatar	
ZM336	Phenom 100	45(R)sq	* CWL63	CN-AMS	G550	Gvmt of Marocco	RMAF135
ZH101/01	Sentry AEW1	8sq	* Nato31	22.Z3-MKD	Lj60	Gvmt of Macedonia	
ZF287/287	Tucano T1	72(R)sq	LOP49	25.5N-FGS	G-V	Gvmt of Nigeria	
ZF338/338	Tucano T1	72(R)sq	LOP51	28.A9C-HMH	B767-4FSER	Gvmt of Bahrain	29 BAH3
02-0042	C-40B	76th AS	01 Valor40	29.A6-HRM	B747-422	Gvmt of Dubai	DUB1
59-1469	KC-135R	756th ARS AFRC	01 RCH168	30.A6-COM	B747-433M	Gvmt of Dubai	DUB3
60-0318	KC-135R	314th ARS AFRC	01 RCH207				
84-00153	C-12U-3	OSACOM	01 PAT839				

Credits: MAR, Scramble messageboard.

Stansted			April 2018				
01.1301	A330MRTT	MRTT sq	Uniforce1301				
02.A6-ALN	B777-2AN(ER)	Gvmt of Abu Dhabi	AUH03				
03.2235/FZ	AS332L1	EH03.067	CTM1360				
05-0932	C-40C	73rd AS AFRC					
06.A6-MRS	B737-8EO	Gvmt of Dubai	DUB7				
9K-GBA	A340-542	Gvmt of Kuwait	KUG005				
09.5N-FGW	G550	Nigerian AF	NGR001				
11.A7-MED	A319-133LR	Gvmt of Qatar					
12.A6-ALN	B777-2AN(ER)	Gvmt of Abu Dhabi	AUH03				
9K-GBB	A340-542	Gvmt of Kuwait	KUG054				
13.A9C-BAH	G650	Gvmt of Bahrain	BAH6				
14.EM-001	S-92	Gvmt of Turkey					
5N-FGW	G550	Gvmt of Nigeria	19th				
9K-GBB	A340-542	Gvmt of Kuwait					
15.9G-EXE	Falcon 900EX	Gvmt of Ghana					
17.A7-MHH	A320-232CJ	Gvmt of Qatar					
V5-GON	Falcon 7X	Gvmt of Namibia	NAM001				

Credits: MAR, Scramble messageboard.

Waddington			April 2018				
05.ZH882/882	Hercules C5	24/47sq					
10.95/XH	TBM-700A	ET00.060					
14.ZH005	Defender T3	651sq					
17.ZH871/871	Hercules C4	24/47sq					
23.XX346/CP	Hawk T1A	100sq					
23.ZH878/878	Hercules C4	24/47sq					
ZM417/417	Atlas C1	70sq					
25.ZM417/417	Atlas C1	70sq					
26.ZM411/411	Atlas C1	70sq					
ZM337	Phenom 100	45(R)sq					

Credits: MAR, Scramble messageboard.



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UITGEVERIJ ÉDITIONS



As a replacement for the Fokker 70 PH-KBX the Dutch Government chose the Boeing 737-700 BBJ. After being manufactured at Renton (WA), the Boeing was ferried to Ostrava for painting. After painting it was ferried to Woensdrecht for completion of its interior. The new colours of the PH-GOV registered aircraft are less “orange” than many would have expected. (Woensdrecht, 15 May 2018, Johan Havelaar)

Manufacturers news

Bombardier

Bombardier received orders from various airlines. Starting with American Airlines on 3 May 2018, reviving much needed vibes for the CRJ programme. Fifteen CRJ900NGs were ordered, destined for PSA Airlines and operating under the American Eagle brand. The airplanes will feature the new Atmosphere cabin, 76 seats including twelve first class. Deliveries are expected from Q2 2019.

On the Q400 (DHC-8-400) programme, Ethiopian Airlines placed an order for ten more Dash 8s with an option for five extra frames. From Angola Bombardier received an order for six DHC-8-400s. On 5 May 2018, the deal was signed with African Aero Trading who is acting on behalf of Air Connection Express.

Dassault

During the ILA 2018 in Berlin Dassault was granted with an order for at least one Falcon 2000LX. While a single Falcon order is not special, this one is as the German Aerospace Center (DLR) placed the order. The Falcon 2000LX will replace the aging Falcon 20 currently in service and is expected to enter service in 2020. The order involves the delivery and its conversion into the flight test vehicle iSTAR (in-flight Systems and Technology Airborne Research) by 2020. With iSTAR, it is possible to test (in real conditions) the flight characteristics of newly designed, real or virtual aircraft within the iSTAR flight envelope, including the in-flight simulation of unmanned air systems. In addition, iSTAR will serve as test bed in the classic fields of aerodynamics, aero elasticity, structures, propulsion, flight control and flight guidance. The aircraft will be transferred to Bordeaux-Mérignac, where it will initially be converted into an instrumented flight test vehicle to be operational by 2020. Two further development phases will follow until mid-2020s, in order to achieve full operational capability (FOC).

Embraer

Embraer also received additional orders from American Air-

lines, which ordered fifteen EMB175s destined for Envoy and operated under the American Eagle brand. With deliveries starting in 2019 this order will add to the success story of the Embraer 175.

The Q1 2018 results of Embraer reveal that they have delivered fourteen E-jets (11x EMB175, 3x EMB190) and eleven business jets (8x Phenoms and 3x Legacys), slightly less as the results from a year before. The firm backlog for the E-jets is 421 aircraft, valuing 19.1 billion USD. Thanks to Embraer we can also provide an overview with the totals for their types.

Backlog Firm Orders	Options	Total Deliveries	Firm Backlog
E170	191	5	196
E175	603	150	753
E190	592	44	636
E195	169	1	170
E175-E2	100	100	200
E190-E2	74	97	171
E195-E2	106	90	196
TOTAL	1,835	487	2,322

Irkut Corporation

MC-21-300

As reported in Scramble 467 the unveiling of the second prototype has led to a successful first flight on 12 May 2018. After departure from Irkutsk Aviation Plant MC-21-300 number two, 73053 (c/n **0003**) was airborne for 1 hour and 17 minutes. A third MC-21 is also being used in the programme, it being used for static testing at the Central Aerohydrodynamic Institute (TsAGI) at Zhukovsky facility.

Textron

Cessna Skyhawk

During the 2018 edition of the Asian Business Aviation Conference and Exhibition (ABACE), held in Shanghai, Textron was pleased to announce a joint order for 52 Cessna Skyhawk trainers. Hairuo General Aviation ordered 39 Cessna Sky-

hawks while Hubei Sky-Blue International Aviation Academy ordered thirteen of them. The company has signed purchase agreements with end-users, and there are solid prospects for the thirteen units of Skyhawks to be purchased in 2018. In the next five years the company plans to purchase an additional fifty Skyhawks and some Citation business jets.

Zunum Aero

Zunum

On 22 May 2018 American business jet operator Jetsuite announced to be the launch customer for the Zunum jet. On their launching order the maximum number is set at 100 air-planes. The Zunum is a concept in development, aiming to be the first hybrid electrical business jet, capable to transport up to twelve passengers across a 700 miles (1,100km) radius, allowing flights between New York and Chicago, Seattle and San Jose and so on. Reaching up to FL250 this dual E-fan

driven platform can cruise with an average speed of 340 mph (540 km/h) and can take-off and land at 2,200ft (670m) long runways. Next to a small load of regular fuel the wings of the Zunum will house modular battery stations enabling hybrid flight, faster travelling times and much cheaper costs. The first flights and start of the certification process are scheduled for 2019 with Type Certificate Approval by the FAA in 2022. In order to reach their goals and developments Zunum is supported by Boeing and JetBlue. The later also has bonds with Jetsuite, currently operating a mixed charter fleet consisting of Embraer 500/505, ERJ135/Legacy jets out of California and recently gained a new minority stake holder in the shape of Qatar Airways.

Next to the Zunum jet programme Zunum Aero also works on a business model for Boeing, containing an hybrid airliner capable of transporting 75 passengers.

Airliner News



French Bee is the low-cost, long-haul daughter of Air Caraïbes parent Groupe Dubreuil. French Bee operates alongside Air Caraïbes, targeting growth leisure markets and offering passengers, whether in travelling in premium economy or economy class, state of the art Wi-Fi and video services. It operates from Paris-Orly to destinations in the French Overseas territories and Holiday destinations in the Americas, Caribbean and Indian Ocean. It will start services from Orly to San Francisco and Papeete (Thahiti) later this year. The airline was formerly known as French Blue, but after a protest from JetBlue Airlines of the United States, Groupe Dubreuil agreed to change French Blue's name to French Bee, effective 6 February 2018. Airbus A330-300 F-HPUJ is seen here at its homebase Paris-Orly sporting the new titles. (11 May 2018, Walter Heukensfeld)

Europe

Albania

Start-up Air Albania is nearing its first flight and is now planning to operate the A320 instead of the B737-400. It hopes to start flying at the end of next month with flights out of Tirana to Istanbul, London and Rome-Fiumicino. After that the airline wants to expand to Athens, Barcelona, Brussels, Milan-Malpensa and Munich. Air Albania also has more ambitious plans to lease several A330s for use on flights to New York-JFK.

Austria

The Lufthansa Group has decided to halt the widebody fleet renewal of Austrian Airlines as the airline isn't making enough money to make such a large investment profitable.

Denmark

After ordering fifty A320neos, SAS is now planning to look at its regional fleet, especially the gap between its largest regional plane, the CRJ900 and the A320neo. No timeframe has, however, been given when the new strategy should be in place.

Germany

The Lufthansa Group did some shopping and ordered two B777Fs for Lufthansa Cargo and twelve A320s for Lufthansa. Six of these will be A320neos. The six non-neos will be used to

mitigate the effects of the delayed A320neo-deliveries.

Italy

The new government of Italy has decided to halt the sale of Alitalia. The government now wants to restart the airline so that the country can keep a "competitive national carrier".

Luxembourg

Cargolux will expand its fleet with two more used B747-400Fs next year. The country's other carrier, Luxair, is planning to add one extra B737 to its fleet.

Norway

Wideroe is studying the possibilities for which plane they will order as a replacement for their twenty-two DHC-8-100s and three -200s. They are planning to start the replacement in 2025 as the fleet's lifespan will end in 2030.

Portugal

As euroAtlantic Airways has taken delivery of their first of three former Hainan Airlines B767-300ERs, the airline announced that they are looking at new planes to replace its current fleet of widebodies. Under consideration are Boeings, but also Airbuses, despite the airline being an all Boeing-airline.

Russia

The GTLK leasing company has signed a deal with Red Wings to lease them six CS300s. The planes will be delivered next



Former TUIfly Germany and Air Berlin Boeing 737-700 D-AHXJ found a new home in Wings of Lebanon, a privately-owned Lebanese airline. From its Beirut base it operates a network which includes destinations such as Damascus, Dubrovnik, Gothenburg, Istanbul, Malmo, Mashhad, Prague, Stockholm, Tehran and Vienna. With a fleet consisting of just one Boeing 737-300 and a variety of wet-leased Boeing 737 aircraft, this new Boeing 737-700 is a welcome addition. The aircraft is seen here in full colours but still with its German registration at Hannover. It will be registered as T7-WLA upon delivery to Beirut. (30 April, Björn Strey)

year and were originally ordered by the Ilyushin Finance Company. Although Red Wings is to operate the aircraft, they will be used in cooperation with their partner Nordavia.

Severstal Aircompany, which currently operates six CRJ200s and a single Yak 40, signed a lease agreement with Ilyushin Finance for six SSJ100/95s. All planes are to be delivered before the end of 2022.

As a follow up on our news about S7 Airlines last month, we can now report that the airline has signed a MOU with Sukhoi for 75 of the new shortened variant of the SSJ, the SSJ100/75. Fifty of these are firm, the other are options. Deliveries will commence as of 2022. The airline also signed a lease agreement with SMBC Aviation Capital for six A320neos which will arrive from 2020.

Sweden

On 16 May NextJet decided to throw in the towel and cease all operations due to financial difficulties. The airline operated four ATPs and nine Saab 340s out of Stockholm-Arlanda on domestic and international flights.

Switzerland

The Lufthansa Group has ordered two more B777-300ERs for Swiss. Both will arrive in 2020.

Turkey

Pegasus Airlines has signed a lease deal with an unknown lessor for three more A320neos. The three planes will be leased for ten years. The Turkish airline originally ordered 57 A320neos (of which eighteen are delivered) and 43 A321neos directly with Airbus.

United Kingdom

The Chief Commercial Officer of bmi regional has said that the airline is looking to grow its fleet from twenty planes now to up to forty in the next years. The airline thinks that they need to grow the fleet to reach a certain critical mass to operate profitable. The idea is to grow the fleet with larger planes and under consideration are the CRJ900 and the ERJ190.

flybe has decided to scale down its fleet from around eighty now to seventy by 2020. First to go are the airline's nine ERJ195s. flybe wants to focus its operations around the DHC-8-400Q, but will retain its eleven ERJ175s for now. The airline

will also take delivery of its last four ERJ175s it has on order.

The International Airline Group has said that they are planning to place an order for up to twenty-five new widebodies at the end of this year or early next year. Under consideration is the B777X. IAG is also looking at ordering more B777-300ERs, which could be new or used planes.

Africa

Angola

A consortium of airlines, including TAAG, Air Gicango, Airjet, Air 26, Bestfly, Diexim Expresso Aviacao, Mavewa Air Taxi and SJL Aeronautica, formed a new domestic and regional carrier called Air Connection Express. The consortium ordered six DHC-8-400s with Bombardier and hopes to be in the air next year.

Cabo Verde

Troubled TACV has rebranded itself into Cabo Verde Airlines. The move is part of the airline's restructuring plan. As the deal with Loftleidir is expiring in August the airline is now seeking a new strategic partner and new aircraft.

Ethiopia

Ethiopian Airlines did some shopping at Bombardier and ordered ten DHC-8-400Qs. The airline also took options on another five. Furthermore the airline is planning to order six more A350s and thirteen more B787s later this year. Ethiopian is also narrowing down on its decision for new narrow-body jets and has decided to focus on either the C-Series or ERJ195-E2. This order should be for ten planes.

Nigeria

The Nigerian Civil Aviation Authority has revoked the AOC of First Nation Airways. The airline ceased flying its two A319s as of 11 May.

Senegal

On 14 May Air Sénégal has started flying with its two ATR72-600s out of Dakar. In the next few months the fleet will be expanded with two A319s.

Tunisia

Defunct Syphax Airlines is working hard on a comeback and has signed a ACMI-deal with Air Nostrum for a, yet unknown, number of CRJ900s which the Spanish airline will operate for



MaxAir is a Katsina (Nigeria) based airline which specializes in Hajj and Umrah pilgrimage flights between Nigeria and Saudi Arabia with a fleet of Boeing 747-400s. Besides these Jumbo's they also have one Embraer 135 Legacy in their fleet which is used for VIP missions. In Spring this year MaxAir increased the number of Boeings in their fleet by buying three former Southwest Airlines Boeing 737-300s. The first is 5N-DMB (ex N650SW) and is seen here departing Shannon for Algiers on its delivery to Nigeria. On arrival in Nigeria the aircraft will be baptized as Late Alhaji Bara'u Jakur. (19 May 2018, Malcom Nason)

the Tunisian carrier. Syphax Airlines went out of business in 2015.

Uganda

The government has ordered four CRJ900s and two A330-200s for Uganda Airlines. The restart of the country's national airline is set to begin in November when the first CRJs are due to arrive.

Asia

India

Air India will retire its three remaining 'dual-bogey' A320s, by the end of the year. These A320s were inherited from the merger with Indian Airlines in 2011 and have a double amount of wheels on the main landing gear. Indian Airlines ordered these A320s as, at the time, some Indian airports had lower quality runways and taxiways. These double-bogeys helped to better distribute the weight from the aircraft onto the tarmac.

Three years after its announcement, the planned merger between Jet Airways and JetLite has been blocked by the Indian government. In other news, Jet Airways has said that it's looking to expand its orders for the B737MAX to over 200. Currently the airline has 150 orders and lease deals for the MAX-family, but probably needs more planes as it ramps up domestic operations.

Singapore

Silk Air will be absorbed by Singapore Airlines. The Singapore Airlines group only recently merged subsidiary Tiger Airways with Scoot, so now Silk Air is next to be merged within the group, although this merger is expected to take a number of years.

South Korea

Estar Jet signed a Letter of Intent for two B737 MAX8s with expected delivery already from December 2018.

Taiwan

Start-up Starlux Airlines intends to commence operations in September or October 2019 with the first of its three A321neos. The airline is very ambitious, as it is already speaking of fourteen B777-300s or B787-10s for longhaul flights from 2021.

Thailand

Bangkok Airways will soon issue a Request for Proposals for an order of twenty narrowbody aircraft to Airbus, Boeing and Bombardier. The airline intends to place an eventual order by the end of this year with a single manufacturer.

Latin America

Dominican Republic

Due to new ownership, Dominican Wings has been rebranded as Flycana and will proceed as a low-cost carrier.

Venezuela

It's not a good time for airlines in the country as SBA Airlines suspended its operations 28 April and Aserca on 22 May.

Middle East

Iran

During the Eurasian Airshow at Antalya Iran Airtour Airline and Iran Aseman Airlines signed lease-agreements with Sukhoi for twenty SSJ100/95s each. The first planes are to arrive in 2020 and all planes should be delivered two years later.

Iraq

Fly Erbil, which is trying to start-up since 2016, has booted up its effort to commence operations. The airline now hopes to launch with flights as early as next month between Erbil and Stockholm. Later the airline wants to fly to Amsterdam, Berlin, Gothenburg and Munich. Fly Erbil wants to operate four A320s and is busy obtaining its AOC.

Jordan

Royal Jordanian Airlines hopes to finalize an order for up to twenty-three new narrowbody planes before the end of September. Under consideration are offers from Airbus, Boeing, Bombardier and Embraer and the airline has already said that it would be a "winner takes all"-order.

Lebanon

Middle East Airlines is finalizing its plans to order new wide-bodies to replace their five A330-200s. Under consideration are the A330-900 and B787-9. Slightly favourite is the A330 as all crews can easily be used on the type. MEA is also prepar-

ing for the delivery of their first of eleven A321neos, which is expected early next year.

Oman

Oman Air has decided to put up its four ERJ175s for sale and or lease. The move is part of the airline's plan to streamline its fleet.

Qatar

The CEO of Qatar Airways has said that the airline plans to take delivery of ten to fifteen A321neoLRs as part of its fifty A321neos on order.

United Arab Emirates

Emirates is struggling to recruit enough pilots to operate its growing fleet and the shortage has now gone up to about 150 pilots. Due to this the airline is forced to park 36 B777-300ERs and ten A380s. Emirates is also citing a reduction in demand during the Ramadan-period as a reason to park the planes at Dubai World Central Airport.

The other large airline from the UAE, Etihad Airways is also having difficulties, especially due to \$2 billion losses the airline racked up after failed investments in other companies. Due to this the airline is thinking about changing its outstanding orders with Airbus and Boeing. According to local newsreports Etihad is thinking about changing aircraft types, delaying deliveries and cancellations of orders. Currently the airline has orders for ten A320neos, twenty-six A321neos, forty A350-900s, twenty-two A350-1000s, one B777F, twenty-two B787-9s, thirty B787-10s, eight B777-8s and seventeen B777-9s.

North America

Canada

Air Canada intends to retire its remaining eight B767-300s in 2019, while the airline intends to add four more A330-300s in the same year.

Cuba

Cubana's fleet of An-158s has been grounded due to recurring safety issues. On a side note; because of these problems, Cubana was only operating one out of six An-158s at the time of the grounding.

United States of America

Alaska Airlines has converted fifteen B737 MAX8 orders into MAX9s. The first one is expected to be delivered from 2019.

American Airlines recently went shopping and placed an order for fifteen CRJ-900s with options for another fifteen, as well as ordered fifteen EMB-175s. While the CRJ-900s will be operated by PSA Airlines, the EMB-175s will be operated by Envoy Air.

Southwest Airlines pulled forward and upgraded 40 options for B737 MAX8s into orders. Deliveries are expected between 2019 and 2022. The MAX8s are expected to replace B737-700s.

Oceania

Australia

The end of an era is coming at Qantas as the airline has announced that it will cease Boeing 747-operations by the end of 2020. Qantas still flies ten B747-400s. As a replacement the airline ordered six additional B787-9s at Boeing which will be delivered at the end of next year and mid-2020. This latest order brings Qantas orders for the B787-9 to fourteen.

New Zealand

Due to the ongoing engines troubles with their B787s, Air New Zealand has decided to lease a former Singapore Airlines B777-200ER. The plane will be delivered within a few weeks.

Aircraft orders

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

Airbus 2018 firm orders

<u>Allegiant Air</u>	1	<u>A320</u>	
CALC	15	A320neo	
<u>Druk Air</u>	1	<u>A320neo</u>	
Emirates	20	A380-800	
<u>Scandinavian Airlines</u>	35	<u>A320neo</u>	
	1	<u>A330-300</u>	
Spirit Airlines	5	A320	
<u>Undisclosed</u>	5	<u>A319</u>	
	22	<u>A319neo</u>	
	3	<u>A320</u>	
	26	A320neo	
Vietjet Air	2	A321	
Total	136		(+68)

ATR 2018 firm orders

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

Boeing 2018 firm orders

<u>American Airlines</u>	25	<u>B787-9</u>
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Surinam Airways recieved its first Boeing 737-700 PZ-TCS on 16 April 2018. The aircraft is former B-5203 of Air China and is leased from DAE Capital. (Paramaribo, 21 April 2018, Andrew Muller)



Lanmei Airlines is a new Cambodian network and low-cost carrier. It was established by Chinese investors and intends to specialize in flying Chinese tourists to Phnom Penh and Siem Reap. It started operations with an Airbus A320 wet-leased from Myanmar Airways International in September 2017. Today its fleet consists of three Airbus A319s and two Airbus A321s. This ex British Airways Airbus A319 G-DBCI is A319 number three and was delivered as XU-971 on 7 May. Malcolm Nason was able to digitize this A319 in full Lanmei Airlines colours and still with its UK registration at Shannon. (26 April)

ANA Holdings Inc.	2	B777F	UTair Aviation	30	B737MAX8
<u>Boeing Capital Corporation</u>	22	<u>B787-8</u>	<u>Uzbekistan Airways</u>	1	<u>B787-8</u>
BOC Aviation Limited	6	B787-9	Total	333	(+78)
Jet Airways	75	B737MAX8	Bombardier 2018 firm orders		
Private	2	BBJ (+1)	Air Connection Express	6	DHC-8-400Q
Royal Air Force	3	P-8A	<u>American Airliens</u>	15	CRJ900
<u>Ryanair</u>	25	<u>B737MAX200</u>	Conair Group	6	DHC-8-400Q
SkyUp Airlines	2	B737MAX8	<u>Ethiopian Airlines</u>	10	<u>DHC-8-400Q</u>
	3	B737MAX10	Total	37	(+31)
<u>Southwest Airlines</u>	40	<u>B737MAX8</u>	Embraer 2018 firm orders		
TUI Travel PLC	2	B737MAX8	<u>American Airlines</u>	15	ERJ175
Turkish Airlines	25	B787-9	Total	15	
Unidentified	38	B737			
	3	B767-300F	<u>Credits: Aviator.aero, CH-Aviation, Scramble Messageboard, Airbus, Boeing, ATR, Bombardier, Embraer and Flight Global.</u>		
	3	B777			
	1	B787			
United States Navy	7	P-8A			
UPS	14	B747-8F			
	4	B767-300F			

Jetliners

A318	-112 (ACJ)	3751	TC-ANK	Government of Turkey, ex VQ-BDD of Government of Jordan. Delivered on 18 April.
A319	-111	2037	EC-MUX	Volotea Air, ex G-EZAM of easyJet. Delivered on 2 May.
	-111	2050	EC-MUY	Volotea Air, ex G-EZNC of easyJet. Delivered on 16 May.
	-111	2253	EC-MUU	Volotea Air, ex EI-FMY of the same company. Reregistered this Spring.
	-111	2477	N317NV	Allegiant Air, ex G-EZIJ of EasyJet. Delivered on 27 April.
	-131	2720	XU-971	Lanmei Airlines, ex G-DBCI of British Airways. Delivered on 7 May.
	-112	2774	D-ASTN	Germania, ex B-6230 of Chengdu Airlines. Delivered on 26 April.
	-111	3036	OE-LKN	easyJet Europe, ex G-EZBJ of easyJet. Registered in Austria on 11 May.
	-111	3061	OE-LKQ	easyJet Europe, ex G-EZBN of easyJet. Registered in Austria on 9 May.
	-112	3689	D-ABGO	Germania, ex Euowings. Delivered on 30 March. Aircraft was operated for Euowings by Air Berlin.
	-111	3702	OE-LKP	easyJet Europe, ex G-EZDS of easyJet. Registered in Austria on 7 May.
	-112	3892	D-ASTG	Germania, ex OK-OER of CSA Czech Airlines. Delivered on 14 May.
	-111	4069	OE-LKO	easyJet Europe, ex G-EZFM of easyJet. Registered in Austria on 14 May.
A320	-231	54	ZS-GAW	Corendon Airlines, ex Global Aviation Operations. Delivered on lease for the summer on 18 May. Aircraft is 29 years old!!
	-211	229	EK32008	Ellinair, ex FlyOne. Delivered on summer lease on 2 May. The Airbus is leased from Atlantis European Airways.
	-231	424	LZ-AAA	Enter Air, ex Electra Airways. Delivered on lease on 27 April.
	-214	533	YL-LCL	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April.
	-214	566	YL-LCS	SmartLynx, ex easyJet. Returned from lease on 26 April.
	-214	566	YL-LCS	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April.
	-214	914	LY-SPI	Small Planet Airlines, ex XU-709 of Sky Angkor Airlines. Returned from lease late April.
	-214	1221	N241NV	Allegiant Air, ex EC-HHA of Vueling Airlines. Delivered on 27 April.
	-212	1381	EC-MVF	Thomas Cook Airlines Balearics, ex OO-TCX of VLM Airlines. Delivered on 4 May.
	-214	1390	UR-AJD	AtlasGlobal Ukraine, ex TC-ABL of AtlasGlobal. Transferred early May.

	-214	1692	HB-JJK	Edelweiss Air, ex PR-MHB of LATAM Airlines Brasil. Delivered on 28 April.
	-232	1715	LY-SPA	Small Planet Airlines, ex Indigo. Returned from lease on 3 May.
	-214	1873	YL-LCO	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April. Disregard the entry of this aircraft in Scramble 468 (page 42). The lease to Vueling only lasted one day.
	-214	2142	EC-MVH	Thomas Cook Airlines Balearics, ex G-ZBAR of Monarch Airlines. Delivered on 9 May.
	-214	2233	YL-LCT	Thomas Cook Airlines, ex SmartLynx. Delivered on summer lease on 30 April.
	-232	2747	EC-MVM	Vueling Airlines, ex EI-GEK of AerCap. Delivered on 11 May. Former TC-ATK of AtlasGlobal.
	-214	3246	A6-ABM	Air Arabia, ex JY-PTC of Air Arabia Jordan. Transferred on 31 March.
	-233	3577	ER-00003	FlyOne, ex XU-118 of Bassaka Air. Delivered on 8 May.
	-214	4013	OE-IZU	easyJet Europe, ex D-ABDY of Air Berlin. Delivered on 17 May.
	-214	4092	9K-CAP	Jazeera Airways, ex HZ-AS31 of Saudia. Delivered on 14 May.
	-214	4203	LY-ONJ	Small Planet Airlines, ex IndiGo. Returned from lease on 1 May.
	-214	4489	LY-ONL	Small Planet Airlines, ex IndiGo. Returned from lease on 1 May.
	-214	6502	OE-IJZ	easyJet Europe, ex G-EZOD of easyJet. Registered in Austria on 22 May.
	-214	6541	OE-IJY	easyJet Europe, ex G-EZOG of easyJet. Registered in Austria on 17 May.
	-214	6927	OE-IZL	easyJet Europe, ex D-ABNX of Air Berlin. Delivered on 25 April. Registered in between as OE-IZL of GECAS.
	-214	7549	OE-IJX	easyJet Europe, ex G-EZPW of easyJet. Registered in Austria on 30 April.
	-214	8065	OE-INI	easyJet Europe, ex G-EZRO of easyJet. Delivered on 15 May.
	-271N	8142	VQ-BDQ	S7 Airlines. Delivered on 17 May. Test registration was F-WWIK.
	-214	8162	G-EZRT	easyJet. Delivered on 18 May. Test registration was D-AVVZ.
	-214	8188	VP-BIW	Aeroflot. Delivered on 28 April. Test registration was D-AXAT.
	-251N	8198	TC-NBS	Pegasus Airlines. Delivered on 27 April. Test registration was F-WWIB.
A321	-212	827	UR-WRT	Windrose Airlines, ex LY-VEE of Avion Express. Delivered on 27 April.
	-231	878	OY-RUU	Danish Air Transport, ex B-2370 of Sichuan Airlines. Delivered on 3 May.
	-211	1554	VP-BRW	Red Wings, ex LZ-BHK of BH Air. Delivered on 26 April.
	-231	2216	YL-LCV	Jet2, ex SmartLynx. Delivered on summer lease on 3 May.
	-231	2234	LY-VEA	Thomas Cook Airlines, ex OE-IGB of Avolon. Delivered on 4 May. Aircraft is leased from Avion Express and former G-OZBI of Monarch Airlines.
	-213	2488	EC-JDR	Iberia Express, ex Iberia. Transferred late May.
	-211	3267	LY-VEC	Thomas Cook Airlines, ex Avion Express. Delivered on lease on for the summer on 7 May.
	-211	3334	LY-VED	Thomas Cook Airlines / Avion Express, ex VP-BUP of Aeroflot. Delivered to Avion Express and immediately placed on a summer lease to Thomas Cook Airlines on 6 May.
	-231	3458	VQ-BRL	Nordwind Airlines, ex G-ZBAK of Monarch Airlines. Delivered on 3 May.
	-211	3708	G-POWU	Titan Airways, ex OE-LCA of Niki. Delivered on 26 April.
	-211	3708	G-POWU	easyJet, ex Titan Airways. Delivered on lease for the summer on 7 May.
	-211	3749	G-POWV	Titan Airways, ex OE-LCB of Niki. Delivered on 11 May.
	-211	5038	C-FYXF	Air Canada rouge, ex OE-LCI of Niki. Delivered on 1 May.
	-211	5126	OE-LCJ	LaudaMotion, ex Niki. Delivered on 30 April.
	-231	5606	G-TCVB	Thomas Cook Airlines, ex G-ZBAE of Monarch Airlines. Delivered on 26 April.
A330	-223	322	G-VLNM	Virgin Atlantic Airways, ex D-ABXB of Air Berlin. Delivered on 11 May.
	-243	328	SU-ALB	AtlasGlobal, ex Air Leisure. Delivered on lease on 17 May.
	-243	392	SU-ALC	AtlasGlobal, ex Air Leisure. Delivered on lease on 16 May.
	-243	491	TC-OCM	Onur Air, ex OE-IEQ of Avolon. Delivered on 9 April. Former A6-EAM of Emirates.
	-202	571	EI-GFX	Air Italy, ex A7-ACE of Qatar Airways. Delivered on 4 May.
	-243	732	C-GUBT	Air Transat, ex B-6122 of China Eastern Airlines. Delivered on 17 May.
	-243	751	DQ-FJO	Fiji Airways, ex S7-ADB of Air Seychelles. Delivered on 28 April.
	-342E	895	OO-SFC	Eurowings, ex Brussels Airlines. Delivered on 12 May. Aircraft is operated by Brussels Airlines.



Boeing 787-9 A9C-FA is the first Dreamliner in Gulf Air's fleet. It was delivered to Bahrain on 27 April. However this was not the first time it visited Bahrain, because a few weeks earlier it paid a visit to Bahrain to make a flypast during the Bahrain Formula One Grand Prix, which was held a few weeks earlier on 8 April. After the flypast the aircraft returned to Everett (WA) for some final checks before definitely being delivered to Gulf Air. Besides wearing the small F1 titles, this Dreamliner also is the first aircraft to wear the new Gulf Air colours. Unfortunately this new Gulf Air livery is less colourful than their previous one. (Paris-Charles de Gaulle, 12 May 2018, Walter Heukensfeld)

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Airbus A320 SU-BTM is the latest addition to Air Cairo's fleet. The aircraft was built in 2010 and before joining the fleet of Air Cairo late 2017 it was operated by LATAM Airlines (TAM Brasil). This Airbus is the first aircraft in Air Cairo's new colour scheme. (Hannover, 6 May 2018, Björn Strey)

	-342E	959	OO-SFD	Brussels Airlines, ex B-LAI of Cathay Pacific. Delivered on 17 May.
	-343E	1010	OO-SFE	Brussels Airlines, ex 9V-STF of Singapore Airlines. Delivered on 16 May.
	-343E	1357	N803AV	AVIANCA - Aerovías Nacionales de Colombia, ex B-22101 of Transasia Airways. Delivered on 19 May.
A340	-313X	246	F-GLZO	Joon, ex Air France. Transferred in May.
	-313X	318	YA-KME	Kam Air (addition Scramble 468 – Page 44)
	-313X	483	9H-SOL	Hi Fly Malta, ex T7-MAN of Eagle Aviation and F-WTDF of Airbus Asset Management. Delivered on 28 April. Former EC-IIIH of Iberia.
A350	-941	200	PR-XTH	LATAM Airlines Brasil. Delivered on 30 April. Test registration was F-WZFB.
	-941	201	HS-THN	Thai Airways International. Delivered on 4 May. Test registration was F-WZGE.
	-941	202	D-AIXI	Lufthansa. Delivered in the new Lufthansa colours on 5 May. Test registration was F-WZGO.
	-941	203	9M-MAF	Malaysia Airlines. Delivered on 4 May in a special Malaysia Negarku colour scheme. Test registration was F-WZFS.
B737	-941	205	ET-AVD	Ethiopian Airlines. Delivered on 18 May. Test registration was F-WZGY.
	-3M8F	24020	N473SR	GECAS - General Electric Capital Aviation Services, ex CN-ROX of Royal Air Maroc. Returned to the lessor and registered in the US on 9 May. The Boeing was ferried to Lasham for storage on 3 May.
	-3Y0QC	24255	9H-BRE	Maleth-Aero, ex EI-CFQ of Mistral Air. Delivered on 4 May. Registered in between as 2-HAUL of GECAS.
	-4Q8SF	25376	TF-BBM	Bluebird Nordic, ex N476VX of VX Capital Partners. Delivered after freighter conversion. Former EI-DXG of AerCap and SP-ENC of Enter Air.
	-484	25417	9H-MPW	Air Horizont, ex N417XA of Songbird Airways. Delivered on 27 April.
	-3U3	28733	9H-AJW	Bluebird Airways, ex Maleth-Aero. Delivered on lease on 11 May.
	-31S	29100	LZ-BVM	Ellinair, ex Bul Air. Delivered on lease on 1 May.
	-32Q	29130	UR-CQW	Bravo Airways, ex Ukraine International Airlines. Delivered on 18 May.
	-8Q8	29351	OK-TVJ	SmartWings, ex C-GYQW of Air Transat. Returned from winter lease on 3 May.
	-8BK	29660	OO-JAA	TUI fly Belgium, ex C-FUAA of Sunwing Airlines. Returned from winter lease on 1 May.
	-8FH	29671	HL8302	Jeju Air, ex EI-DMZ of SMBC Aviation Capital. Delivered on 5 May. Former D-ASXU of SunExpress Germany.
	-752	30038	VP-BYY	Nordavia - Regional Airlines, ex N908AM of AeroMexico. Delivered on 14 May.
	-883	30194	YR-BMO	Blue Air, ex HL8289 of Eastar Jet. Delivered on 17 May.
	-86Q	30292	C-FEAK	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 17 May.
	-8Q8	30724	OK-TVY	SmartWings, ex C-GTQY of Air Transat. Returned from winter lease on 2 May.
	-8FZ	31717	OK-TSU	SmartWings, ex B-5526 of Shandong Airlines. Delivered on 16 May.
	-86J	32624	N624XA	SmartWings, ex Swift Air. Delivered on summer lease on 16 May
	-86J	32917	N917XA	SmartWings, ex Swift Air. Delivered on summer lease on 15 May.
	-85P	33977	F-GZHZ	Transavia France, ex EC-JNF of Air Europa. Delivered on 15 May.
	-8F2	34413	9H-TJA	Corendon Airlines Europe, ex TC-JGO of Turkish Airlines. Delivered on 19 May. Registered in between as EI-GGF on behalf of lessor ALAFCO.
	-8AL	35070	N276EA	SmartWings, ex Swift Air. Delivered on summer lease on 15 May.
	-8FH	35093	OK-TSC	SmartWings, ex C-GTQX of Air Transat. Returned from winter lease on 2 May.
	-8Q8	35272	OK-TSS	SmartWings, ex A40-BP of Oman Air. Delivered on 16 May.
	-7K5	35277	T7-WLA	Wings of Lebanon, ex D-AHXJ of TUI fly Germany. Delivered on 20 May.
	-8Q8	35283	VP-BLD	<u>S7 Airlines</u> (correction Scramble 468 – Page ??)
	-76J	36118	VY-SLP	SpiceJet, ex D-AGEC of TUI fly Germany. Delivered on 4 May.
	-8HC	36529	TC-TJT	Corendon Airlines, ex SpiceJet. Returned from lease already on 22 February.
	-86J	36881	EI-IRI	Air Italy, ex D-AIRI of same company. Reregistered early May.
	-8FN	37077	OK-TVM	Travel Service, ex Air Transat. Returned from winter lease on 30 April.
	-8FN	37077	OK-TVM	SmartWings, ex Travel Service. Transferred to SmartWings on 20 May.
	-8K5	37245	D-ATUA	TUI fly Germany, ex C-FTUA of Sunwing Airlines. Returned from winter lease on 16 May.
	-8K5	37247	D-ATUB	TUI fly Germany, ex C-FJUB of Sunwing Airlines. Returned from winter lease on 17 May.
	-8K5	37251	G-TAWN	TUI Airways, ex C-GFWD of Sunwing Airlines. Returned from winter lease on 2 May.

	-8K5	37255	G-TAWO	TUI Airways, ex C-GEWO of Sunwing Airlines. Returned from winter lease on 17 May.
	-8K5	37265	G-TAWD	TUI Airways, ex C-GMWN of Sunwing Airlines. Returned from winter lease on 11 May.
	-86J	37752	C-FWGH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 29 April.
	-8K5	38820	D-ATUL	TUI fly Germany, ex C-GUUL of Sunwing Airlines. Returned from winter lease on 10 May.
	-8K5	39093	OO-JAD	TUI fly Belgium, ex C-FNAD of Sunwing Airlines. Returned from winter lease on 30 April.
	-81D	39438	C-GNCH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 28 April.
	-81D	39440	C-FFPH	TUI Airways, ex Sunwing Airlines. Delivered on summer lease on 30 April.
	-8K5	39922	G-TAWC	TUI Airways, ex C-FAWC of Sunwing Airlines. Returned from winter lease on 30 April.
	-800	42058	TC-COR	Corendon Airlines, ex SpiceJet. Returned from lease on 10 April.
	-800	42278	EI-FVO	Norwegian, ex LV-HQH of Norwegian Air Argentina. Transferred back to Europe early May.
	-8	42831	EI-FYG	Norwegian. Delivered on 16 May. Line # 6920.
	-8	43296	OK-SWC	SmartWings. Delivered on 16 May. Line # 6904.
	-8	44591	OO-TMB	TUI Airlines Belgium. Delivered on 11 May. Line # 6908.
	-800	44832	EI-GJV	Ryanair. Delivered on 10 May. Line # 6934.
	-800	44835	EI-GJR	Ryanair. Delivered on 27 April. Line # 6921.
	-800	44836	EI-GJS	Ryanair. Delivered on 27 April. Line # 6925.
	-800	44837	EI-GJT	Ryanair. Delivered on 1 May. Line # 6928.
	-800	44843	EI-GJW	Ryanair. Delivered on 11 May. Line # 6945.
	-800	44845	EI-GJX	Ryanair. Delivered on 18 May. Line # 6957.
	-800	60176	UR-UID	Ukraine International Airlines. Delivered on 16 May. Line # 6936.
	-800	60589	EC-MUZ	Air Europa. Delivered on 4 May. Line # 6930.
	-800	61793	VP-BPV	Pobeda. Delivered on 1 May. Line # 6927.
	-800	63168	G-JZBN	Jet2. Delivered on 30 April. Line # 6923.
	-800	63170	G-JZBM	Jet2. Delivered on 27 April. Line # 6912.
	-8	64605	EI-GFY	Air Italy. Delivered on 13 May. First 737 MAX 8 for Air Italy. Line # 6893.
	-8	64936	TC-MKS	Corendon Airlines. Delivered on 17 May. First 737 MAX 8 for Corendon. Line # 6931.
B747	-412BCF	24975	EW-511TQ	Ruby Star Airlines, ex N223BA of Boeing Capital Corporation. Delivered after being activated after five years of storage at Teruel on 27 April. Former PH-MPQ of Martinair.
	-4H6F	28434	VP-BCR	Silk Way West Airlines, ex 9M-MPR of Malaysia Airlines. Delivered on 11 May.
	-409	29031	N508BB	AAR Corporation, ex B-18208 of China Airlines. Registered in the US on 7 May. Stored at Victorville (CA) since 26 October 2017.
	-409	29219	N815JL	AAR Corporation, ex B-18207 of China Airlines. Registered in the US on 7 May. Stored at Victorville (CA) since 18 September 2017.
	-4HAERF	35236	<u>OO-THD</u>	<u>ASL Airlines Belgium</u> . Not delivered to Cargolux as LX-KCL, but returned to ASL Airlines Belgium as OO-THD early May (correction Scramble 467 – Page 41).
B757	-26D	24473	N473AP	Aerolease 5 LLC, ex F-HAVI of Open Skies. Registered in the US on 16 May. The aircraft flew to Good-year (AZ) for storage on 24 April 2018.
	-330	29014	D-ABOG	Condor Flugdienst, ex G-JMOG of Thomas Cook Airlines. Delivered on 17 April.
B767	-323ER	24040	EI-GEP	Blue Panorama Airlines, ex N359AA of American Airlines. Delivered after three years of storage on 5 May.
	-3P6ER	26238	N765CK	Kalitta Air, ex 2-EUNF of Marrey Aviation. Delivered and ferried to Oscoda (MI) on 17 May. Will be converted to freighter. Former EI-UNF of Transaero Airlines.
	-343ERSF	30008	CN-ROW	Royal Air Maroc. Re-delivered after freighter conversion at Singapore Paya Lebar on 15 April.
	-300F	42732	N159FE	FedEx Express. Delivered on 4 May. Line # 1148.
B777	-212ER	28520	VQ-BJA	Nordwind Airlines, ex N285CQ of International Aviation Capital & Management. Delivered on 17 May. Former 9V-SVK of Singapore Airlines.
	-28EER	28681	UR-GOB	Air Ukraine International, ex HL7596 of Asiana Airlines. Delivered on 5 May. Registered in between as 2-AREA of AerCap.
	-300ER	42359	A6-EQK	Emirates. Delivered on 7 May. Line # 1553.
	-F	62825	B-16782	EVA Air. Delivered on 4 May. Line # 1551.



ANA - All Nippon Airways was one of the first airlines to operate the new Airbus A321NEO. In total ANA has ordered 22 Airbus A321-270Ns, with the P&W GTF engine option. Three of them have been delivered so far. A321-270N JA131A was the first A321NEO delivered to ANA and was ferried from Hamburg-Finkenwerder to Tokyo-Haneda on 6 September 2017. (Tokyo-Haneda, 1 May 2018, Leo Hoogerbrugge)

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	-300ER	64086	A7-BER	Qatar Airways. Delivered on 17 May. Line # 1542.
	-300ER	65300	B-1266	Air China. Delivered on 16 May. Line # 1558.
B787	-9	35428	JA872J	Japan Airlines International. Delivered on 17 May. Line # 690.
	-8	37982	UK-78703	Uzbekistan Airways. Delivered on 16 May. Frame was originally intended as JY-BAI for Royal Jordanian, but not taken up by this airline. Line # 652.
	-9	38084	SP-LSB	LOT Polish Airlines. Delivered on 4 May. Line # 694.
	-9	38358	C-FVLZ	Air Canada. Delivered on 2 May. Line # 696.
	-10	60255	9V-SCD	Singapore Airlines. Delivered on 8 May. Line # 686.
	-10	60258	9V-SCC	Singapore Airlines. Delivered on 5 May. Line # 672.
	-9	62742	G-TUIM	TUI Airways. Delivered on 17 May. Line # 703.
	-9	63310	LN-LNO	Norwegian, ex G-CKHL of Norwegian UK. Registered in Norway on 8 May.
	-9	63978	B-1242	China Southern Airlines. Delivered on 1 May. First 787-9 for China Southern. Line # 679.
BAe146	-300QT	E3168	G-JOTD	JOTA Aviation, ex EC-MID of ASL Airlines Spain. Registered on 18 April.
CRJ	CL-850	8068	VP-CFZ	Private, ex M-FZMH of Nexus Flight Operations. Registered in April.
CS	300	55027	HB-JCK	Swiss. Delivered on 1 May.
	300	55029	HB-JCL	Swiss. Delivered on 19 May.
ERJ	135LR	145343	PH-DWS	ACE - Air Charters Europe, ex N255JX of JetSuite X. Operated by JetNetherlands. Per 1 May.
	135BJ	14501141	OE-LFX	Global Jet Austria, ex A6-ADL of Empire Aviation Group. Registered in May.
	175STD	17000723	PH-EXZ	KLM Cityhopper. Delivered on 27 April.
	195LR	19000084	VQ-BAI	Ivolga Airlines, ex EI-GCB of Celestial Aviation Trading 5 Ltd. Delivered on 16 May.
	190LR	19000404	G-LCYZ	British Airways, ex VH-NJA of Cobham Aviation Services Australia. Delivered on 17 May.
	190AR	19000461	VP-BZC	Pegas Fly, ex N176HQ of Wells Fargo Bank. Delivered on 26 April.
	195LR	19000754	EW-513PO	Belavia. Delivered on 11 May.
	190E2STD	19020006	LN-WEB	Widerøe's Flyveselskap. Delivered on 16 May.

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

Commuters

ATR72	-212A	1501	EC-MYT	Binter Canarias. Delivered on 24 May.
BN-2	A-20	541	OY-GCC	CAE Aviation Luxembourg, ex G-JPEG of Apem Aviation Ltd. Registered on 2 May.
DHC-8	-402	4262	TF-FXL	Air Iceland Connect, ex P2-PXS of Air Niugini. Delivered on 5 May.
Do328	-110	3088	TF-ORI	Eagle Air, ex D-CMHD of MHS Aviation. Delivered as D-CMHD on 22 May.

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

Fokker News

F28	-0070	11540	OB-2153-P	WayraPerú, ex PH-KZS KLM Cityhopper. Arrived late January and was registered as such on 9 February.
	-0070	11568	VH-NUZ	Alliance Airlines, ex OE-LFQ Austrian Airlines. Registered 20 April after it arrived at Brisbane on 30 March.

Credits: Merv Crowe, Andrew Deaks, Skyliner.

Bizjets

BAe125	-900XP	HA-0056	N3386A	Registered to LIB Aviation LLC, ex I-BBGR.
Beech	400A	RK-317	G-FXRS	Ex N452FL of Flight Options was sold to Flexjet Ltd. in the UK.
Cessna	525	0258	D-IMCJ	Ex OY-SML cancelled to Germany 30 April. The German marks were reserved.
	525A	0003	2-CLEV	Ex N525DT, cancelled to Guernsey 8 May.
	525A	0209	9A-	Ex OY-UCA, cancelled to Croatia 7 May.
	680	0033	N942JS	Registered to FE 33 LLC 9 May, ex OE-GEM.
	680A	0131	CS-LTH	Noted on delivery to NetJets Europe 19 May.
Challenger	300	20007	N300NL	N1 LLC, ex XA-UXW. Registered on 26 April.
	300	20012	N357KG	GA Aircraft Sales LLC, re-registered from N862VP on 20 April.
	350	20308	N214RX	Midwest National Services LLC, re-registered from N214RW on 4 May.



REGA Swiss Air Ambulance has ordered three Challenger 650s to replace the older Challenger 604s which have been serving for the last sixteen years. HB-JWA was delivered at the end of March. (Amsterdam-Schiphol, 13 May 2018, Pino Tome)

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2-CHIU is the third Gulfstream on the Guernsey register. It was registered on 7 December 2017 and joins 2-TRAV and 2-GULF. It is operated by Business Aviation Services Guernsey, a subsidiary of the HNA Group. HNA Group is known as the parent company of Deerjet, Hainan Airlines, Hong Kong Jet and other airlines. (Rotterdam-The Hague, 12 May 2018, Jan Swart)

	350	20357	N270JH	LCG Aviation LLC, ex OE-HDI. Registered on 4 May.
	350	20732	N754QS	NetJets, ex C-GOXV. Registered on 24 April.
	350	20733	G-OOEG	Catreus AOC Ltd, ex C-GOXW. Registered on 20 April.
	350	20734	PR-XDE	Noted Montreal-Trudeau 10 May.
	601-3A	5085	C-FNBM	Chartright Air, ex G-XRTV. Registered on 24 April.
	604	5410	N357TC	Tango & Cash LLC, re-registered from N923KB on 17 April.
	604	5501	N604EG	TVPX Aircraft Solutions, ex XA-SOL. Registered on 25 April.
	604	5502	N137DB	Cosmos Air LLC, ex N777DB. Registered on 3 May.
	605	5708	N906G	Cloud Nine Aviation LLC, ex C-GSTG. Registered on 24 April.
	605	5767	N993SJ	Jetsons LLC, re-registered from N605JG on 17 April.
	650	6108	N91HK	Mueller East Inc, re-registered from N650PG on 27 April.
	650	6113	N650BA	Bombardier Aerospace Corp, ex C-GADQ. Registered on 25 April.
Embraer	505	50500445	OK-PHM	This brand new Phenom was delivered to CTR Group in Hungary.
Falcon	7X	75	N775E	SBC Aviation Holdings Inc, re-registered from N906SB on 30 April.
	50EX	341	N617BZ	Dem Fly Boyz LLC, ex G-KPTN. Registered on 19 April.
	50EX	349	PR-FKR	F M Rodrigues & CIA Ltda, ex N575JC. Noted at Manaus in January.
	900B	127	N812PM	El Jefe Express II LLC, ex XA-VAL. Registered on 26 April.
	900EX	20	N617DV	Falcon 900EX Inc, ex D-AWKG. Registered on 3 May.
	900DX	608	N521DC	CAS Transportation LLC, re-registered from N50LN on 2 May.
	2000	18	N714JB	Bank of Utah, ex VP-CJA. Registered on 20 April.
	2000	129	N364SM	Dumont Aircraft Sales LLC, ex N229QS. Registered on 23 April.
	2000LX	63	N63RA	Bank of Utah, ex 9H-BEC. Registered on 25 April. 9H-BEC had been stored at Geneva since at least August 2015.
	2000LX	247	N818CX	Bank of Utah, ex PP-NPP. Registered on 25 April.
Global	2000LXS	313	N1908W	US Bank NA, ex I-NHCO. Registered on 8 May.
	Express	9063	N212AP	Ex N988EY, re-registered 2 May.
	XRS	9422	B-3389	Ex N168HK, updates 468/49.
	5000	9486	T7-STK	Ex M-SAID, cancelled to San Marino 21 May.
	6000	9548	OE-LDR	Ex N954JC, cancelled to Austria 30 April. Subsequently registered to Avcon Jet and noted as such at Guernsey 3 May.
	6000	9697	9H-	Ex N566ZJ, cancelled to Malta 8 May.
	6000	9815	N1FE	Registered to Bombardier Aerospace Corp. 4 May. Tested as C-FWUZ.
	5000	9834	C-FYSD	Registered to Bombardier Inc. 23 April.
	6000	9835	C-FYRU	Registered to Bombardier Inc. 4 May.
	6000	9836	C-FYSB	Registered to Bombardier Inc. 14 May.
	7000	70009	C-FXAJ	Registered to Bombardier Inc. 1 May.
Gulfstream	IISP	97	XB-ORW	Ex XB-RRC, noted at Queretaro 28 April 2017.
	IVSP	1294	N2HC	WHC Aviation LLC, re-registered from N294G on 16 April.
	V	505	N6PC	Mountain Aviation Leasing LLC, re-registered from N371JC on 7 May.
	G450	4035	N320JM	Blaise Carolina LLC, re-registered from N119AD on 26 April.
	G650	6233	N650AN	TVPX Aircraft Solutions Inc, re-registered from N426GA on 20 April.
Honda	HA-420	00090	OK-HDJ	A bit strange this one. OK-HDJ was registered on 9 April, then registered to its former American registration as N903AW on 25 April. Then it was registered to Aeropartner a.s. again as OK-HDJ on 2 May.
Learjet	31	31-034	N248DK	Former CS-DDZ of Omni Aviacao e Technologica Ltda. was recently registered into the US register with Bank of Utah.
	45	45-432	TC-	Former N70PC of Southern Company Services was sold to an unknown operator in Turkey.
	45	45-438	N930CC	Ex HB-VDW of TAG Aviation was recently sold to Carlock Air in the US.
	45	45-453	TC-	Former N68PC of TVPX Aircraft Solutions was sold to an unknown operator in Turkey, too.

PC-24		107	HB-VSH	Registered to Pilatus Flugzeugwerke AG 24 April.
Raytheon	390	RB-57 RB-262	N599AM HB-VPL	Ex T7-OKA of Sunflower Resources Ltd. was sold to D&I Transportation. Ex SX-FCA of Premier Aviation Services was sold to Premier Aviation Anstalt, but operated by Linth Air Services AG.
	H4000	RC-76	M-ALIK	Former AP-RRR of Bahria Town Aviation was recently sold to Golden Eagle Aviation in the UK.

Bizprops

Beech	C90	LJ-527	N56WL	Ex EC-GOY of Aerovento SA was sold to Aviation Trust Company LLC in the U.S.
	B350i	FL-702	F-HFGP	Ex N526KA of SFH Inc. was sold to A P G Airlines in France.
	B350i	FL-1124	OO-SDV	Former N1124F of Textron was sold to Savencia Fromage & Dairy Benelux in Belgium.
Cessna	414A	0473	D-IETA	Registered on 5 September 2017, ex OM-BAA.
PC-12	/47E	1792	N792LG	Registered to Pilatus Business Aircraft Ltd. 16 May. Tested as HB-FSC.
	/47E	1793	SP-NCL	Noted at Stans in April. Tested as HB-FSD.
	/47E	1797	HB-FSH	Registered to Pilatus Flugzeugwerke AG 1 May.
	/47E	1798	HB-FSI	Registered to Pilatus Flugzeugwerke AG 3 May.
	/47E	1799	HB-FXF	Registered to Pilatus Flugzeugwerke AG 8 May.
	/47E	1800	HB-FSK	Registered to Pilatus Flugzeugwerke AG 14 May.
Piper	31	8152010	OK-EKS	Apparently we missed one from a long time ago, former SP-OOI was registered as OK-EKS on 29 April 2013. The operator was Argus Geo System.
	31	8152010	SP-FPP	OK-EKS was sold back to Poland and noted as SP-FPP with MGGP Aero at Krosno on 10 January.
SOCATA	TBM-850	475	F-HRCN	Ex D-FMCP of Christoph Pohlmann was sold to Rapido in France.

Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, additional info on crashes, colour schemes etc. To get the most from this extensive database (more than 220.000 records) consider using the advanced search options.

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

AK1-3		0086	SP-YHC	ARGO.Aero	rgd	05sep17	sold to Aeroheli LLC of Mongolia nov17
An-2		1G239-13	RA-02286	not known	rgd	16apr18	ex RF-00676
An-2		---	CCCP-L114	AFL/Northern	w/o	may57	at Kirov when ripped off the moorings by a storm
An-12BK		---	"97"	Soviet Air Force	photo	opb	GK NII VVS
An-12		---	"99"	Soviet Air Force	photo		built before early 1965
An-24RV		3 73 087 07	RA-46620	Pioneer	IJK	18apr18	engineless, almost certainly wfu
An-24RV		6 73 105 02	RA-47315	Sirius Aero	IJK	18apr18	white, with titles
An-26-100		32 04	ER-AVB	Valan ICC	w/o	14oct17	crashed into sea and broke up during a thunderstorm
An-26-100		62 06	RA-26245	Izhavia	IJK	18apr18	wfu
An-26		124 08	ER-AUD	Aim Air, n/t	Kbe	24dec16	canx between 22mar18 and 03may18
An-26		124 09	ER-AUB	Aim Air, n/t	Kbe	24dec16	canx between 22mar18 and 03may18
An-26		132 09	ER-AUC	Aim Air, n/t	Kbe	14jul17	canx between 22mar18 and 03may18
An-26		138 08	ER-AVK	Aim Air	no	reports	canx between 22mar18 and 03may18
An-26		138 09	ER-AVL	Aim Air	Mrc	2016	canx between 22mar18 and 03may18
An-26B-100		142 01	ER-AUE	Aim Air	Kbe	14jul17	canx between 22mar18 and 03may18
An-32B		29 10	3104	Mexican Air Force		22apr18	preserved Zombie Adventure facility, Mexico, complete
An-32B		32 06	AMT-212	Mexican Navy		22apr18	hulk reported at the Zombie Adventure facility, Mexico
Be-200ChS		64620080306 ?	RF-31380	MChS Rossii	f/f	12mar18	line # 03-06; c/n and reg correction
Il-18Gr		18600 89 05	EX-75905(2)	Phoenix c/s, n/t	JIB	2018	with wings removed from the inboard engines
Il-38SD		8700 101 10	IN306	Indian Navy	ZIA	28apr18	damaged when nose gear failed to extend
Il-76MD		00234 37070	RF-86908	Russian Air Force	OVB	11may18	fresh from overhaul
Il-76TD		00734 79367	ER-IAE	Grixona	JNB	24feb18	canx between 22mar18 and 03may18
Il-76TD		10134 05176	RA-76807		rgd	12jan18	was at Orsha-Bolbasovo and left early jan18
Il-76TD		10134 09303	UR-CRP			may18	ex ER-IBI, was canx between 22mar18 and 03may18
Il-76TD		10234 10336	EZ-F425	Turkmenistan Airlines	IAR	20apr18	in not too good paintwork
Il-76TD		10234 12399	UR-CRN			may18	ex ER-IAZ, was canx between 22mar18 and 03may18
Il-76TD		10234 14450	UR-CRQ			may18	ex ER-IBU, was canx between 22mar18 and 03may18
Il-76TD		10334 16525	78695	ex TAS a/c Prod Co	ZIA	apr18	in basic c/s, n/t, huge reg on the tail; ex UK-76844
Il-76TD		10334 18592	EZ-F424	Turkmenistan Airlines	IAR	20apr18	in not too good paintwork
Ka-27PL		3655004822238	RF-19680	Russian Navy	Sew	27apr18	line # 15-26; coded "27" yellow
Ka-29		---	not known	Russian Navy	w/o	12apr18	crashed into the Baltic Sea some 6 km off the coast
Ka-52		35382615005	RF-13422	Russian Air Force	Kub	09apr18	coded "83" red; probably opb 55 ovp AA at Korenovsk
Ka-52		35382615006	RF-13423	Russian Air Force	Kub	09apr18	coded "84" red; probably opb 55 ovp AA at Korenovsk
Ka-52		---	RF-13417	Russian Air Force	photo	23apr18	coded "75" white
Ka-52		---	RF-13424	Russian Air Force	Kub	09apr18	coded "85" red
Ka-52		---	RF-90676	Russian Air Force	photo	14sep15	f/n as such Strugi Krasnyye 14sep15; l/n 14apr18
L-410UVP-E		89 23 15	RA-67618	L.A. Veryaskina	Sas	31may13	canx between 22mar18 and 25apr18
L-410UVP-E20		30 17	OK-JPP	Atlantis Armenian	UHE	10apr18	named 'Hamo Sahyan'
L-410UVP-E20		31 15	OK-JRD	Aircraft Industr.	rgd	26mar18	
L-410UVP-E20		31 18	OK-JRF	Aircraft Industries	rgd	03may18	
Li-2		184 334 08	CCCP-I1017	MAP zavod # 126	w/o	28jan55	on take-off from Kurgan
Mi-1T		7 7 027 18	CCCP-L0186	AFL/Yakutiya	dbr	20may57	on an ambulance flight from Nyurba
Mi-2		54 5529 028	CCCP-14395	Irtshaviatrans	trf	30sep94	finally canx between 22mar18 and 25apr18
Mi-2		54 7937 122	3538	privately owned	photo	03dec17	illegal registration; sat derelict at Andreyevskaya
Mi-2		52 9016 124	RA-23421	Sokol	rgd	08nov07	f/n Temryuk sep12; canx between 22mar18/25apr18
Mi-2		52 9142 035	CCCP-23311	AFL/Azerbaijan	mfd	12apr85	finally canx between 22mar18 and 25apr18



Mi-171 SM-17 has been active with the 6ème Regiment d'Hélicoptères de Manoeuvre of the Algerian air force since the last six years. The construction number of this seriously armed and armoured helicopter is still unknown to us. The chopper was up for display at the open house on its home base Chlef on 29 March 2018. (Kingvarg)

Mi-2	52 9343 085	CCCP-23428	AFL/Azerbaijan	mfd	30aug85	finally canx between 22mar18 and 25apr18
Mi-2	52 9748 056	ex RA-20353	unmarked		apr18	at the "Zombie Adventure" at Colonia Heroes de 1910
Mi-2	52 9822 066	RA-20375	APK Vektor		apr18	preserved inside the restaurant "Ekspeditsiya" at ul. Rozhdestvenskaya 1 at Nizhni Novgorod
Mi-2	52 9830 066	RA-20383	Sokol	rgd	19jun08	canx between 22mar18 and 25apr18
Mi-2	52 9924 096	RA-20421	Sokol	rgd	01jun10	canx between 22mar18 and 25apr18
Mi-2	52 9926 096	ex RA-20423	unmarked		apr18	at the "Zombie Adventure" at Colonia Heroes de 1910
Mi-2	5210101 017	RA-15630	Elbrus-Avia	no	reports	finally canx between 22mar18 and 25apr18
Mi-2	5410139 037	RA-15709(2)	Sokol	KGP	11may14	canx between 22mar18 and 25apr18
Mi-2	5210231 057	no reg	no titles	photo	10may18	pres. At Korea Aviation Polytechnic College Sacheon
Mi-2	5210330 087	RA-23256	Elbrus-Avia	no	reports	finally canx between 22mar18 and 25apr18
Mi-2	5210625 058	ex RA-14081	unmarked		apr18	at the "Zombie Adventure" at Colonia Heroes de 1910
Mi-2	5410635 068	RA-23709	Vektor	dam	21jun16	canx between 22mar18 and 25apr18
Mi-2	---	305	Sudanese Air Force		photo	in olive drab c/s
Mi-4A	08 14	CCCP-31443	AFL/Yakutiya	w/o	16dec72	on a flight from Nyurba to Khorula
Mi-4A	01 79	CCCP-66865	AFL/Yakutiya	toc	25sep59	struck off charge 31jul72 as life-time expired
Mi-8T	9 83 11828	RA-22780	Sokol		28aug08	finally canx between 22mar18 and 25apr18
Mi-8T	9 85 22894	RA-24548	Polyarnnye Avialinii	rgd	08aug06	f/n YKS 06may18
Mi-8AMT	8AMT00643115902U	RF-91210	Russian Air Force	Kub	apr18	now coded "52" yellow
Mi-8AMTSh	---	RF-90684	Russian Air Force	Lev	05may18	coded "4." red
Mi-8T	---	SV-97	Algerian Air Force	photo	may18	preserved at Sétif
Mi-17-1V	---	20135	Azerbaijani BG	photo	30apr18	f/n at Tyurkan
Mi-171E	---	53326	Chinese Air Force	photo	apr18	opb WTC/Transportation Brigade
Mi-171E	---	LH911723	Chinese Army	photo	apr18	ex LH937xx; opb Xinjiang Brigade
Mi-171E	---	LH911783	Chinese Army	photo	apr18	ex LH937xx; opb Xinjiang Brigade
Mi-171E	---	LH921765	Chinese Army	photo	apr18	ex LH927xx; opb Tibet/Xizang Brigade
Mi-171E	---	LH982706	Chinese Army	photo	apr18	ex LH9127xx; opb 121st Brigade
Mi-8	---	860	Ethiopian Air Force	photo		
Mi-8	---	MT-2002	Mongolian Air Force	photo	2015	opb 303 Regiment
Mi-172	---	61120	Venezuelan Air Force	photo	01feb18	'FANB' titles and the code 'TN' on the tail
Mi-24V	353 242 31 17178	"01"	Soviet Army Aviation	mfd	1981	opb 296 ove at Mahlwinkel
Mi-24V	353 242 31 17235	"05"	Soviet Army Aviation	mfd	1981	opb 296 ove at Mahlwinkel
Mi-24P	---	RF-91078	Russian Air Force	Kub	16apr18	coded "06" red; l/n Kubinka 09may18
Mi-24P	---	RF-91259	Russian Air Force	OVB	27apr18	coded "05" yellow
Mi-24P	---	RF-92501	Russian Air Force	Kub	04may18	coded "27" red
Mi-24	---	1031	Libyan Air Force	photo	1982	burnt wreck seen in Chad
Mi-35M	---	NAF561	Nigerian Air Force	d/d	30apr18	f/n Kaduna 05may18
Mi-35M	---	NAF562	Nigerian Air Force	d/d	30apr18	f/n Kaduna 05may18
Mi-26T	34001212435	RA-06045	UTAir	Tjp	08may18	with titles but no engines or rotors
Mi-28N	---	RF-91088	Russian Air Force	Kub	09may18	coded "50" yellow; in grey c/s with 'VKS Rossii' titles
MC-21-300	0003	73053	primer	r/o	25mar18	2nd prototype, with PW1400G-JM engines; f/f 12may18
Ansats-GMSU	33 072	RA-20010	RVS	h/o	14mar18	in white c/s, no titles; rgd 24apr18
RRJ-95LR	95 132	60319	Thai Air Force	ZIA	may18	full Thai serial L18-37/61/60319; VIP version
RRJ-95B	95 162	89114	primer	ff	25apr18	for Aeroflot
Tu-142MK	5 60 38 46	RF-34061 ?	Russian Navy	h/o	03may18	after overhaul; coded "54" black
Tu-134Sh-2	9 35 50983	RF-95949	Russian Air Force	RVI	26apr18	recently re-delivered to the Russian Air Force

Tu-154M	88A783	RA-85101(2)	all-white c/s, n/t	KZN	30jul17	canx between 22mar18 and 25apr18
Tu-154M	88A790	RA-85109(2)	all-white c/s, n/t	KZN	aug17	canx between 22mar18 and 25apr18
Tu-154M	88A791	RF-85136(2)	Russian Air Force	SVX	02dec17	canx between 22mar18 and 25apr18
H6K	---	20018	Chinese Air Force	photo	mar18	10th Div/28th Regiment
H6K	---	41076	Chinese Air Force	photo	mar18	36th Div/108th Reg
H6K	---	41172, ,6, 7	Chinese Air Force	photo	mar18	all three 36th Div/108th Reg
H6M	---	41376	Chinese Air Force	photo	mar18	36th Div/108th Reg
Y8CB	---	20672	Chinese Air Force	photo	may18	16th Div/47th Reg
Y9	---	10254	Chinese Air Force	photo	apr18	4th Div./10th Reg.
KJ500	---	33075	Chinese Air Force	photo		26th Div/76th Reg.?
KJ500H	---	81033	Chinese Navy	photo		3th. Div.
Y12E	---	B-0AGZ	AVIC	THR	14apr18	
PT-6	---	262	Sudan Air Force	photo		in white c/s with olive drab nose

PH register

Newly registered aircraft:

PH-ADI	DHC-8-402	4110		25apr18	Elix Aviation Capital. Ex G-JECJ, C-FCVN.
PH-BBL	Cameron A-530LV	12143		11apr18	"BAS Ballonvaarten" advertisement.
PH-EXZ	Embraer 170-200STD	17000723		26apr18	KLM Cityhopper BV. Ex PR-ENH.
PH-FSM	Kubicek BB.30N	318		11apr18	Ex D-OAWA, OK-0318.
PH-GGX	Boeing 737-8EH	36596		04apr18	Transavia Airlines.
PH-GOV	Boeing 737-700	64970		26apr18	Staat der Nederlanden. Ex N513BJ.
PH-HXM	Boeing 737-800	62165		10apr18	Transavia Airlines.
PH-KBR	Alpi Aviation Pioneer 400	011		20apr18	Ex PH-KBR.
PH-MIA	Cameron Z-105	12165		17apr18	F.van Hooft, trading as VIPballon.
PH-WBJ	Kubicek BB.70Z	1396		06apr18	"Wiegers Ballonvaarten" advertisement.
PH-1606	Schleicher ASK 21	21731		06apr18	Ex D-7487.

Change of ownership:

PH-DVW	Cessna FR172H	FR17200342	04421	11apr18	
PH-UPS	Van's RV-6A	20939	08470	17apr18	
PH-8G6	Fresh Breeze Snap SportiX	351	07879	30apr18	
PH-272	Schleicher K-7	1080	00589	16apr18	
PH-1080	Rolladen-Schneider LS-8A	8065	05320	10apr18	
PH-1407	Schempp-Hirth SHK-1	41	07725	06apr18	
PH-1516	Pilatus B4-PC11AF	310	08130	18apr18	

Cancelled from register:

PH-DWG	Tecnam P2008 JC	1078	09789	24apr18	To Romania.
PH-KZU	Fokker 70	11543	07381	16apr18	To 5B-DDF.
PH-LUX	Piper PA-46-350P	4636011	07263	09apr18	To Germany.
PH-4E6	P&M Aviation QuikR	8469	07825	17apr18	To G-CGGC.
PH-4P5	FK-Lightplanes FK12 S2	12-087	08922	10apr18	To Germany.
PH-995	Scheibe SF-25D Falke	4640D	04720	06apr18	To Hungary.
PH-1501	Brditschka HB21/2400B	21.028	07844	26apr18	To Hungary.

Additions, corrections and news:

PH-EXY	Embraer 190-100STD	19000751			KLM Cityhopper BV (Correction Scramble 468 - Page 53).
PH-GGX	Boeing 737-8EH	36596			Ex PR-GGX, PH-GGX, PR-GGX, PH-GGX, PR-GGX, PH-GGX, PR-GGX, PH-GGX, PR-GGX, PH-GGX, PR-GGX, N1787B.

Credits: Inspectie Leefomgeving en Transport, ballonregister.nl.



For the time being, Embraer E175 PH-EXZ is the last Embraer to be delivered to KLM Cityhopper. The aircraft arrived at Amsterdam on 28 April with special "regards to the King" markings, because the day before it was the King Willem-Alexander's birthday. The decals were removed immediately after landing before the aircraft entered service. (Recife, April 2018, Rodrigo B. Garcia)

Personal copy

Wrecks & Relics



Jet Provost T5A XW361/81 is pole mounted inside the showroom of Autobedrijf Prins Classics in Nunspeet. (29 March 2018, Peter Heeneman)

Netherlands

Nunspeet

Jet Provost T5A XW361/81 is now inside at Autobedrijf Prins Classics at the Industrieweg 64.

Veen

2637	Mi-2T	preserved	562637112	may18
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The Mi-2 is still at the do-it-yourself outlet Bouwie. It is sometimes parked inside hence the reports that it had gone.

Belgium

Namur Temploux

Correcting last month. The ex Thai PC-6 here is ex 0631 (not ex 0831).

Paal

XG576/590-CU Whirlwind HAR3 (G-AYNP), preserved **WA71** may18
The former Baarlo helicopter is now parked outside at the Foets company at Korkdriesstraat 22 (N51.04931, E5.17368). It will be mounted on a roof.

Bulgaria

Beglezh

52	MiG-17	preserved, ex Stara Zagora	Aug17
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The MiG is in a park at N43.24730, E24.48332.

Chavdartsi

75	MiG-17	preserved	jun17
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Google Earth (N43.25228, E24.99554) shows this recent discovered MiG-15 already in place in September 2009.

Kilifarevo

410	Su-22M-4	stored	36410	aug17
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The Su-22 is parked at the back of a business on the north side of Route 55 (N43.00168, E25.61954).

Pelishat

Former Kamenets MiG-15UTI 121 and MiG-17 122 (really 29) are believed to be stored in a compound in the northwestern part of the village.

Zmeyevo

An unknown MiG-17 is at a military area at N42.50653, E25.58187. It is at least there for ten years.

Yoakim Gruevo

261	MiG-21bis	preserved	75094261	apr18
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The former Graf Ignatievo MiG is pole mounted in a park at N42.11921, E24.56534.

Thanks to Phil Adkin on his research on MiGs;

Aksakovo	MiG-17 44 is in false marking, real serial 85
Graf Ignatievo	MiG-17 56 is in false marking, real serial 59
Kovachevtsi	MiG-17 30 is in false marking, real serial 41 with c/n 1553

Shtraklevo	MiG-17 29 is in false marking, real serial 95
Shumen	MiG-19S marked 857 is confirmed as really being 877

Czechia

Líně Dobřany

(56-0402)	U-6A	N775JM	1143	apr18
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The aircraft is here since April 2018 with a private owner. It is in grey colours with Marines titels.

Mnichovo Hradiště

Sea Fury T20 WG652/NX62143 has left the airfield on 24 April for Bremgarten in preparation for a new owner.

Finland

Riihimäki

The location of the MiG-21R 2097 has been found, it is at N60.72459, E24.76619.

Tampere Pirkkala

HW-336	Hawk Mk51	instructional	312235	may18
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The Hawk at the Tredu (Tampere Vocational College) has now been identified.

France

Cannes Madelieu (06)

533	CM170	F-AZSX, ex Rennes	533	mar18
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Chavenay – Villepreux (78)

5	Cap20	F-AZNZ, ex Nangis	5	may18
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The Cap, still in full air force colours, is now with Aéroclub Marcel Dassault which also has Cap10B 127/FGSCC.

Dijon Darios (21)

138360/KB-5	T-28B	F-AYVF, ex N73MG	200-431	may18
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The Trojan arrived earlier this year at Dijon for post-delivery maintenance. It was noted flying at La Ferte Alais airshow in May. Reliant 1 FB536 (ex SE-BZP) which was also here under maintenance was noted flying at the same airshow marked as F-AYDK.

La Ferté Alais (91)

(1443/JAZ)	Alouette 2	F-GLPV, ex Bad Vöslau	1443	may18
67	N1101	F-GMCY, ex Melun	67	may18

Personal copy

Distribution to a third party is not allowed

The Alouette is in a hangar near the museum, while the Noralpha was in one of the hangars at the west side together with MH1521M 13/F-GJBF (stored) and L-4J 44-80732/F-BFQD. Correcting EMOOS 2018. The bare metal C-47 under restoration is C-47A F-BLOZ/42-93251, not C-47B FAZOX/12925. The AZOX is still flying and both were noted at the air show in May. Dropped out in the final EMOOS print is AT-6C F-AZBE (ex H-29/Belgium, ex 41-33606, painted as 43-12127/TA-127). It is still active here.

Moret Episy (77)

(EM739)	Tiger Moth	N16645	85970	may18
(43-1411)	L-4B	F-BHHQ, yellow c/s	10272	may18
(43-29244)	L-4A	F-BGXS, yellow c/s	10535	may18

All three live in the new spotters-proof hangar. MS733 95/F-BLXP has gone from the airfield.

Pontoise (56)

(20384)	Harvard 4	F-AZGB, ex Canada		may18
(AA+635)	Harvard 4	F-AZAT, as 53-4631/98		may18
(202)	N1002	F-AZFY, German c/s	202	may18
(282)	N1002	F-AZBX, Fantasy c/s	282	may18
37 yellow	LET C11	F-AZOK, ex Egypt, ex Melun		may18

The Association pour le Renaissance du Caudron Simoun and its aircraft are in the hangar close to the kart track on the north side. Their main project is the civil Caudron Simoun F-AZRY. The Yak-18U 69/F-AZYK which was also based in this hangar was destroyed in a fatal crash on 8 April 2018.

Piper L-4H F-BFML/44-79933, which was off site under restoration after its accident in July 2015, has returned and is flying again. It is with Aéroclub Hispano Suiza on the other side of the airfield.

Germany

Bremgarten (BW)

(0562)	T-28A	ZU-FAA, restoration	174-185	jan18
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The Trojan arrived in January and will be for sale after restoration. The aircraft is ex 51-3647, ex 29 (France) and ex 0562/Argentina before becoming ZU-FAA in 2008.

Cottbus (BB)

(25+12)	F-104G	preserved, ex Neuhausen	may18
(71+01)	UH-1D	stored	8161 may18
(72+77)	UH-1D	preserved, ex Seedorf	8397 may18
BB+237	CL-13A Sabre 5	stored, ex Neuhausen	1111 may18

The Flugplatz Museum received the Starfighter in September 2017 and the two UH-1Ds in December.

Lehning (BB)

554	MiG-23ML	(20+29), preserved, ex Gatow	may18
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The MiG-23 is parked near the mock-up village and airfield.

Nauen Bienenfarm (BB)

90+27	FWP149D	OO-VMK, stored	040 apr18
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The Piaggio used to be stored at Kiewit, Belgium.

Rothenburg (SN)

75+81	Alouette 2	preserved	1493 apr17
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The Alouette is not often reported as it is well inside the barracks of the Lent Kaserne (N53.13419, E9.35667).

Hungary

Szolnok

574	Mi-24D	preserved	220574 apr18
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On 17 April the Mi-24 was pole mounted on a roundabout on the south west of town (N47.16402, E20.20265). The aircraft used to be stored at the airfield.

Italy

Altamura (BA)

MM54198/16	MB326	preserved	6203 aug17
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The MB326 is preserved at the aviosuperficie Ceraso Il Nido delle Aquile at N40.93902, E16.49572. It shows at Google Earth already in place in March 2011.

Capua

The rotorless CH-47 noted here since 2003 is not a mock-up but a real aircraft. It should be MM80836/EI-814 and came from storage at Agusta at Frosinone. As the aircraft is still visible on Google Earth at Capua in August 2017, the sightings of the aircraft at Viterbo in 2017 must have been in error.



The Flugplatz Museum Cottbus received two UH-1Ds late last year. One of them is this unmarked 71+01 in the storage area. Behind it is another recent arrival, Sabre 6 BB+237. (12 May 2018, Václav Kudela)



MiG-23ML 20+29 is painted in its old East German markings as 554 and is preserved at the Lehnin training area, south west of Berlin. It came from the museum at Gatow. (29 April 2018, Dennis Peteri)

Napoli (NA)

MM54378 MB326 instructional mar16
The Polotecnico Fermi Gadda at Corso Malta 141 is using this MB326. The aircraft carries its serial on both sides on the tail and in the cockpit. It also has the markings of 9 Stormo, its last unit. Therefore MM54378 cannot be the aircraft parked at a ramp at Napoli Capodichino. Recent info states that the aircraft at the airfield is MM54170/4-71.

Persano (SA)

A yet unknown (and uncoded) AB204B is preserved at the Caserma Guido Cucci (N40.57856, E15.11286). It is said to have come from Pontecagnano.

Latvia

Lielvarde
145 L-410UVP-T preserved **820737** mar18
Since at least June 2017 the Turbolet is preserved at the north gate (N56.79100, E24.84979).

Luxembourg

Ehnen
An unmarked SO1121S Djinn is parked outside at the back of a wine museum in this village (N49.601013, E6.38558). It is here since 1988.

Norway

Oslo Gardermoen
(PC-1) PA31-350 LN-TTA, ex OH-PAJ **31-8252076** 18
(PC-2) PA31-350 LN-TTB, ex OH-PAL **31-8252077** 18
These two are now operated by Terratec AS, which also has a site (as Blom Geomatics AS) at Rakkestad. Both registrations were reserved on 29 January 2018 and the aircraft are listed in EMOOS under Finland, location unknown.

Kjeller

Small update from here. The Chinese CJ-6A 61762 has become LN-WNC (ex G-CGFS).

Stavanger Sola

On 19 May 2018 P-51D SE-BIL (ex 405/Salvador) had flown in from Ängelholm, Sweden. Spitfire SE-BIR (ex RW386) will also make the same trip. It looks like this will be the end of flying career for these two aircraft as there are plans to put them on permanent displays at Biltema department stores in Norway.

Poland

Kraków
626 Mi-8T instructional **10626** may18
The Mi-8 at the parachutists barracks in the north west side of town has been identified. The helicopter came from Leznica Wielka.

Romania

Bacău

75 MiG-29 stored **32375** may18

One more former Mihail Kogălniceanu has been identified in storage here.

Bucharest

IAR93MB 208, which was a gate 4 of the Faur factory, has gone.

Râmnicu Sărat

The three stored Mi-8Ts, 719, 724 and 727, have gone.

Valea Budului

MiG-15UTI 1527 is still derelict at the holiday resort in May 2018, but the staff mentioned that it will be scrapped and replaced by a MiG-21 Lancer.

Vădeni

508 MiG-21PF preserved **761508** may18
The MiG-21, which came from the Muzeul Aviatiei in Bucharest, has joined IAR99B 229 at the local aero club.

Spain

San Louis (Menorca)

E.3B-421 C1131E EC-DAI **1067** may18
(E.9-194) AISA I-115 EC-DEO, dismantled **194** may18
(L.8C-4) AISA I-11B EC-BKB, white/blue c/s **13** may18
All three are with Real Aero Club de Menorca. The previous reported wreck of I-11B L.8C-130/EC-BUY has gone.

Switzerland

Sion

42-16936 PT-13D N450D, pink colours **75-5099** may18
The wing walking Stearman with 46aviation has been identified as N450D.

Wildegg

J-4013 Hunter F58 preserved mar18
The Hunter is a recent addition to the Militär Museum Wildegg. It used to be stored in a barn near Langenthal.

United Kingdom

RAF Marham, Norfolk

The cockpit of Victor K2 (XL160) arrived from Flixton on 27 April 2018 for the Heritage Centre.

Montrose, Scotland

TX226 Anson C19 apr18
The Air Station Heritage Centre took delivery of an Anson from storage at Coventry at the end of April.

RAF Wittering, Cambridgeshire

XX351 Hawk T1A instructional **312175** may18
ZA560 Tornado GR4 instructional **3044** may18
XZ183 Lynx AH7 instructional **061** may18
71 (Reserve) Squadron has three aircraft. The extreme rear of Hawk XX330 is also present.

Credist: Phil Adkin, Erwin Alexander, Steve Bell, Ed Davison, Warren Hardcastle, Peter Heeneman, Les Hitchings, Václav Kudela, Dennis Peteri, Ben Sadler, Tom Svendsen, Richard Tregear.



Warbirds

Vought F4U-5N Corsair BuNo124724 (F-AZEG) is a genuine veteran of the Korean war. It served in US Navy VC-3 from April 1952 to November 1953, flying from carriers USS Valley Forge and USS Boxer. Its ten year restoration by Casques de Cuir/Amicale Jan Salis was finished just in time for the annual 'Temps des Helices' airshow. (La Ferté Alais, 19 May 2018, Gert Jan Mentink)

Belgium

We have apparently missed the arrival of TWO Hawker Hurricanes in the facilities of FAST Aero in Antwerp. The most complete of these is KZ321, a unique Hurricane Mk.IV, which was once part of The Fighter Collection of Duxford, flying as G-HURY. TFC sold the machine to Vintage Wings of Canada in 2006. It flew as CF-TPM until offered for sale in the summer of 2017. It was soon sold to an unknown customer, a Belgian one, as we know now. KZ321 is currently under restoration, and its Merlin engine is on overhaul at Vintage V12's in the USA. The second Hurricane is AM274, a Mk.X, built by Canadian Car and Foundry in 1942. It was shipped to England and sent to the Russian front as part of the Lend/Lease program. It served with the Soviet Air Force for approximately five months before being forced down by a German aircraft over the Rybachiy Peninsula in Northern Russia. The restoration of AM274 was started by JNE Aircraft of Burlington (WA), and will be completed in Belgium. It is expected that both Hurricanes will get a Belgian registration, as the type is of historic value for the country. At the beginning of WW II, the Belgian Air Force owned at least fifteen Hurricanes.

France

DeHavilland Canada DHC-1 Chipmunk F-AZNS made its first flight at Les Mureaux on 26 April, following an eighteen year rebuild. The trainer is ex Egyptian AF 1655 and has been painted in its original colours of silver with green-white-green fin flash and roundels. It is owned by Nigel Stevens who is a Brit and former vice-chairman of the French RSA organisation. It is still on test and therefore has not yet appeared on the DGAC website register listing.

On 9 May Vought F4U-5N Corsair F-AZEG of the Casques de Cuir/ Amicale Jean Baptiste Salis flew again at La Ferté-Alais, south of Paris, after a ten-year restoration. This aircraft was built as BuNo 124724 in 1951 and served with the US Navy before being bought by Honduras as FAH600 and serving during the 'Soccer War'. It was later transferred to the US civilian market and was flown as N49051 and N4901E. It was shipped through Amsterdam and reached France in 1986. F-AZEG was flown as USN/12472/P-22 in VC-3 scheme until 2002. Its restoration was taken up in 2008. Its first post-restoration flight was just in time for the well-known 'Temps des Helices' airshow on 19 and 20 May. With F-AZEG now flying, the total number of currently flyable/active Corsairs in the

world stands at 29.

Only one day before this 'Temps des Helices' airshow at La Ferté Alais, a new T-28 Trojan was taken up in the French register. Former N73MG, became F-AYVF, owned by Francis Vital. The trainer is a North American T-28B with BuNo138360 (200-431) that will be based at Persan-Beaumont.

Greece

Our Greek friend Yiannis Mylonas sent us his comment on the topic about Greek Spitfire MJ755 Spitfire LF.IXc in the warbird section of Scramble 466. He wrote: 'I want to make clear that the reason this Spitfire travelled to England for the final restoration in airworthy condition it is not the lack of ability and knowledge in Greece thus the need for a specialist to do it. It has to do with the lack of funds and the very difficult economic position that Greece has suffered the last eight years thanks to our European friends and counterparts.' He is one of the restorers of the Hellenic Air Force museum, so he knows what he is talking about. Sas efcharistó, Yiannis!

Germany

On 24 April, Achim Meier, CEO and chief pilot of MeierMotors flew a second Sea Fury to his company at Bremgarten. The flight from the Czech Republic to Bremgarten lasted about 1:40 hours. The aircraft is Hawker Sea Fury NX1954H, which was resident in that country since 2011. NX1954H was built for the Iraqi Air Force as a single seat FB.11, with code '324'. It was salvaged from Iraq and rebuilt as Mk20 trainer, carrying the consecutive registrations N585F, N1324, C-GGAT, and CF-GAT. Reregistered as C-FGAT the machine was flown by the Canadian Warplane Heritage, of Hamilton (ONT) until it was sold to the Czech Republic. On request of the aircraft's new owner, Meier Motors will soon start an overhaul on NX1954H. And they have gathered experience with this, as the company has almost finished the restoration of Sea Fury Mk20 D-CACE.

Two days later, on 26 April, Messerschmitt Bf-109G-6 D-FMGS made its first flight from Heringsdorf Flugplatz on the Isle of Usedom in Germany. The aircraft, Werknr. 440738, with code 'Black 8', is owned by the local Airfighter Academy / Hangar 10 collection. During its successful first flight, the fighter was accompanied by another Bf-109, a G-12 version, D-FMGZ, and a North American Harvard. The aircraft were flown by pilots Klaus Plasa, Richard Paver and Rob Davis. This Bf-109 G-6 was

built by the Wiener Neustädter Flugzeugwerken and delivered to the Luftwaffe in early 1944. It crashed on 29 May 1944 near Matzleinsdorf/Melk in Austria, while flown by Leutnant Schulte of JG 27/1. The identity of the wreck was carefully recorded and for that reason the fighter is not considered to be a reconstruction but a restoration project. It was initiated by Michael Rinner in Austria in 2007 and completed by Meier Motors of Bremgarten.

Sweden

The Swedish Air Force Historic Flight added another airworthy jet to its already impressive fleet. On 15 May Saab Sk37E Viggen SE-DXO (37-809) made its first flight. This Viggen is painted in the 'splinter' camouflage of F15-61. It is a welcome buddy for the SAFHF single seat AJS37 SE-DXN (37-098) flying in bare metal finish in the colours of F7-52.

United Kingdom

The Shuttleworth Collection has come up with a nice surprise on the occasion of the RAF's 100th Anniversary. For this occasion they have had their Avro Anson G-AHKX repainted at Staverton, changing the usual civilian blue into RAF silver, white and dayglow. It is now flying as 'TX176', the Anson that was used by RAF Coningsby Station Flight.

Air Leasing's new Republic P-47 Thunderbolt G-THUN, was the eye-catcher at RAF Lakenheath on 7 May. The locally based USAF 494nd squadron organised a wing heritage fundraising activity for which the 'Jug' was invited. A lucky coincidence was that G-THUN was recently repainted in the wartime colours of 492 Fighter Squadron as based on RAF Ibsley, and later in the war on continental European soil. It carries the squadron code 'F4-J' and is named 'Nellie'. G-THUN is one of Europe's most famous warbirds as it was flown for many years from Duxford as 'No Guts No Glory'.

Once again, the engineers of the Aircraft Restoration Company and Historic Flying Limited at Duxford have done an amazing job: they have literally returned Spitfire PR.XI PL983 (6S/533723) from the ashes. It made its first post restoration flight on 18 May. For the restoration of G-PRXI, they used whatever parts that remained after the aircraft crashed near Rouen, Vallee de Seine Airport, France on 4 June 2001. In the crash the pilot, Martin Sergeant, was fatally injured. From 1950 to 1975, PL983 has served as a static display at the

Shuttleworth Collection in Old Warden. It was then decided to restore it to flying condition. It made its first post restoration flight at East Midlands 17 July 1984. It was withdrawn from use from 1992 to 1998, but then again made airworthy, flying again on 8 June 2000.

United States

The Planes of Fame B-25 Mitchell N3675G 'Photo Fanny' has headed for Europe. The bomber is 1945 built 44-30423 (108-33698), a JB-25J model, that served the USAAF until 1958. It had several civilian owners, until being acquired by POF in 1973. 'Photo Fanny' going to the UK/Europe is most certainly for the filming for the new Catch-22 miniseries. These are based on the book of the same name written by Joseph Heller. It is an American-British-Italian co-production for which the filming will commence at the end of May 2018 in Sardinia and Rome in Italy. Also arriving in Europe for the same miniseries is TB-25N N898BW from Tri-state Warbird museum, Batavia, Ohio. This is the former 45-8898. Both went via the UK to Italy on 25 May.

North American P-51D-25-NA Mustang 44-73656 (40196) 'Moonbeam McSwine' used to fly in France as F-AZXS until owner Frederic Akary decided to sell it in the USA. The fighter was registered as N51VL on 17 May. The letters VL in the new registration refer to the late Vlado Lench. He was a well-known American warbird pilot who regularly flew 'Moonbeam McSwine' before the aircraft was sold to France. Lench died in a plane-crash on 16 July 2017. N51VL will fly to commemorate Vlado. The fighter is ex USAAF 44-73656, N5073K, El Salvador AF FAS406, N32FF, N2151D, F-AZXS.

Grumman TBM-3E Avenger BuNo53337, registered N337VT (formerly VH-VTB, arrived in the USA in 2017) was probably destroyed in a crash near Fort Apache (AZ) on 6 May. After an engine failure over mountainous terrain, the crew bailed out rather than attempt an emergency landing in what would probably have been extremely dangerous conditions. Both crew members were injured upon landing but are recovering and are no longer with emergency services. The Avenger's crash site has not yet been located and its exact condition is unknown.

Credits: Flypastforum, RSA, WIX, Worldwarbirdnews



Thanks to the recent new legislation by Belgian authority DGL (Directoraat Generaal Luchtvaart), most historic aircraft can now have an unlimited permit to fly. This applies for types designed before 1955, and/or when the production ceased before 1975, and with a maximum operational take-off weight not exceeding 5700 kgs. Aircraft within this category can now easily apply for a Belgian registration. The new Belgian Spitfire Mk.XVI SL721/C-GVZB is one of the first to profit from the new rules: it is (not surprisingly) registered as OO-XVI. It is seen here during its first public outing, the Stampe Fly-In. (Antwerp, 12 May 2018, Walter van Brempt)

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Dustpan & Brush



This photo is taken one month prior to disaster that struck this B737-200 XA-UHZ. During a lease to Global Air, on behalf of Cubana de Aviación, a take-off failure ended in tragedy. (Toluca, 19 April 2018, Enrique Giese)

Additions & Corrections:

02may14	40 yl	Mi-24P	#3 28 25931	w/o
See Scramble 421.				
02may14	09 yl	Mi-24P	#3 28 25962	w/o
See Scramble 421.				
27aug14	79 bk	Mi-8MT	94019	dam
See Scramble 428.				
11oct14	M-518	EH101 Mk512	50225/DEN18	rep
Seen back in the skies again in the month of May 2018, after the Royal Danish Air Force deemed it worthy for repairs, which was carried out by Leonardo MW at Yeovil, United Kingdom. On its way back to Denmark on 2 May it made fuel stops at Koksijde and Groningen-Eelde.				
See Scramble 426.				
03apr18	165384/YS-53	AV-8B+(R)	279	w/o
See Scramble 468.				
05apr18	02-036	F-15K	1411/K36	w/o
See Scramble 468.				
06apr18	17-03125	AH-64E	NM125	w/o
See Scramble 468.				
24apr18	N9746C	CeT303	T30300210	w/o
See Scramble 468.				

New Accidents:

20mar18	N716JP	DHC-6-300	527	dam
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Nearly missed this one!

A [Bald Mountain Air Services](#) Twin Otter struck a pedestrian after take-off from a remote sea ice airstrip, about 140 miles north of Deadhorse (AK). The pedestrian sustained serious injuries, and the airplane sustained substantial damage. The captain, first officer, and the three passengers onboard the Twotter were not injured.

The purpose of the flight was to provide logistical support of ICEX 2018, which involves, in part, US Navy and Royal Navy submarines operating beneath the frozen Arctic Ocean during a five week exercise. The flight used an airstrip on the sea ice that was lined on both sides with snow berms. The airstrip included one runway oriented north/south and an intersecting runway oriented east/west. Weather conditions at the time of the accident consisted of clear skies with ice pack haze. The sun was low on the horizon, resulting in shadows on the airstrip, and flat light conditions made it difficult to discern topographical features.

The captain said that, after back-taxiing the aircraft to the south end of the airstrip and just before beginning the take-

off roll to the north, both pilots saw the pedestrian standing near the departure end of the airstrip on the left side and near the intersection of the east/west runway. He said that during take-off, the aircraft veered slightly to the left of centre line, so he applied differential engine power to correct the veer, and the aircraft returned to the centre line. As the take-off continued, the airplane subsequently became airborne, so he lowered the nose to remain within ground effect and gain airspeed before initiating a climb. He said that as the airspeed increased, he started to climb, then initiated a left turn. During the turn, both pilots said they heard a loud thump, which was immediately followed by an aileron control anomaly. The captain reported that he continued the left turn and subsequently entered a left downwind traffic pattern for an emergency landing to the north. The captain said that after landing, both pilots saw the pedestrian lying near a snow berm on the left side of the airstrip.

A post-accident examination of the Twotter revealed substantial damage to the left wing and left aileron. The pedestrian sustained a serious head and neck injury because of the collision, and he was subsequently transported to Anchorage (AK) for treatment.

15apr18	C-FSCA	DHC-6-100	017	w/o
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Several planes, including this Twotter, were destroyed as a fire burnt down a [Transwest Air](#) maintenance hangar at Prince Albert Municipal Airport (Sask.), Canada. There were possibly also helicopters in the hangar.

27apr18		F-5		w/o
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During the rehearsal of the 41 years celebrations parade for the [Botswana Defence Force](#) (BDF) a BF-5 crashed near the Gaborone Golf & Cricket Club. Eyewitnesses reported that it looked like the pilot lost control over the aircraft during his flight and subsequently dived into the ground. It is not known (yet) if the fatal aircraft was and single seater - type A - or dual - B type. The BDF BF-5A/B Freedom Fighters are based at Thebephatshwa-Molepolole and are all surplus aircraft from the Royal Canadian Air Force.

28apr18	ZS-REG	Bell 206L-4	52030	w/o
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The [private](#) Bell LongRanger crashed under unknown circumstances near Kuschke Nature Reserve, Polokwane, Limpopo province, South Africa. One person was critically injured and another two sustained moderate injuries.

29apr18	5A-DOM	L-100-30	4992	w/o
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A civilian Hercules of [Libyan Arab Air Cargo](#), chartered by Akakus Oil, crashed during take-off two kilometres from the Sahara oil field, Libya. It had delivered eighteen tonnes

of catering and maintenance supplies to the oil field. Sadly the crash resulted in the death of three crew members and the injury of one other, who was being evacuated by air to receive medical treatment in Tripoli. The circumstances of the crash are still being investigated, but it took place during the initial climb out. Akakus Oil was forced to charter the aircraft due to road closures and the security situation on the ground stemming from a road blockade leading to the field.

29apr18 PK-LOO B737-8GP **39814** dam

A Boeing 737-800 of Lion Air, flight JT892 from Makassar to Gorontalo, landed on Gorontalo's runway 27 in rain but veered left off the runway. It came to a stop on soft ground with all gear struts dug in. There were no injuries reported among the 174 passengers and seven crew members, but the aircraft sustained substantial damage however.

According to daylight photos taken the following day the aircraft veered left off the runway, digging up the soft ground left of the runway over several dozens of metres and came to a stop abeam about midpoint of the runway.

01may18 PR-WBV PC-12/47E **1129** w/o

Two occupants sustained moderate injuries and eight others minor injuries, after this Pilatus PC-12 of Wheaton Brasil Vidros tried to land at Ubatuba Airport, Brazil. The PC-12 was en route from Angra dos Reis to Campo de Marte, when the crew reported engine problems and elected to divert to Ubatuba. It is believed the crew was unable to make it and eventually decided to make an emergency landing in a field. During this forced landing it struck several trees, lost both wings and the empennage crashed in a wooded area located near the district of Estufa II, south of the airport. All ten occupants were quickly rescued and the aircraft was destroyed. It is reported that the crew encountered technical problems with the engine/propeller.

02may18 65-0968 WC-130H **4110** w/o

A USAF Hercules took off from runway 10 at Savannah-Hilton Head Airport (GA), while in initial climb the four engine airplane went out of control, entered a dive and crashed in a huge explosion. It crashed on Gulfstream Road in Port Wentworth (GA) and burst into flames. The C-130 was enroute to 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan AFB (AZ) when it came down under unknown circumstances. The C-130 of the Puerto Rico ANG (Air National Guard) was believed to be on its final flight and headed for storage at AMARG. Sadly all nine onboard did not survive the impact.

02may18 PNC0203 BeC99 **U-199** w/o

A Servicio Aéreo de Policía Beech Commuter was destroyed after it crashed during a night time training mission near Ibagué-Perales Airport, Colombia. All four occupants sustained fatal injuries.

02may18 F-HGJL Bell 206B-3 **8563** w/o

Two dead and one person seriously injured is the sad news after the private JetRanger crashed under unknown circumstances near Regina, east of Belizón, French Guiana (although officially called Guiana (in French: Guyane)). It had taken off from Cayenne-Félix Eboué.

03may18 Su-30SM **w/o**

A Russian Air Force Sukhoi Su-30SM crashed into the sea off the city of Jableh, Latakia province, Syria, shortly after take-off. The likely cause was a bird strike, but this still requires confirmation. The Russian MoD confirmed both crew members were killed. The Sukhoi was based at Latakia-Khmeimim Air Base.

03may18 ZS-DEX Da900EX **065** dam

The Blueport Trade 121 Falcon 900 was performing a domestic flight from Cape Town to Johannesburg-Rand, when during a descending turn from base to final runway 17 the pilot in command (PIC, or captain) increased the angle of bank to avoid an overshoot. During this manoeuvre the right wing impacted the top of a tall tree. The CAA of South Africa stated that this was an assumption, based on the damage sustained, as no impact force was experienced. The PIC did this to correct for a cross-wind drift before touch down, with the left wingtip scragging the runway. Damage to both wingtips was only discovered after aircraft shutdown. The damage to the aircraft entails the replacement of the slats, ailerons and wingtips on both wings.

04may18 N222BD Be58P **TJ-409** dam

All three occupants of the B2 Aviation (no, not the stealth aircraft) Beech 58 were not injured, after it crash landed just short of the runway while landing at Sister Eagle Airport (OR). The 36-year-old Beechcraft sustained substantial damage to the wings, landing gear, and propellers.

04may18 TI-BGC PA-34-220T **3449164** dam

The four persons onboard this Aerocaribe Piper Seneca V were injured after it crash landed into a fence at Tamarindo, Costa Rica. The aircraft received substantial damage.

04may18 EC-MOQ Ce525C **525C-0161** dam

Santiago De Compostela Airport was blocked for about two hours after a Citation CJ4 of Aluminios Cortizo got damaged



PT-SNF, one of the KC-390 prototypes is seen here on departure from Santiago during the FIDAE 2018. Five weeks later this transporter got damaged after performing a runway excursion at Gavião Peixoto in Brasil. (31 March 2018, Leonard van Teeffelen)

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Said to be the last L-100-30 Hercules registered in Libya, L-100-30 5A-DOM crashed on a charter flight near the Sahara oil field. Before the Hercules was repainted, it had this colour-scheme, seen during LAVEX 2009. (Tripoli-Mitiga, 5 October 2009, Erik Sleutelberg)

during the landing at runway 35. The blockage caused the diversion for several incoming flights. Exactly what happened is not clear. Weather at the time was beautiful and the flight had originated at Zagreb-Pleso Airport, Croatia.

05may18 PT-ZNF KC-390 39000001 dam

The Embraer KC-390 aircraft prototype suffered a runway excursion during a ground test at Gavião Peixoto Airport, Brazil. It was performing a ground-level test and the incident is under investigation and has been reported to the Brazilian Air Force's centre on accidents, Cenipa (Center for Research and Prevention of Aeronautical Accidents) of the Força Aérea Brasileira.

The aircraft was also involved during a loss of control accident during a test flight on 12 October 2017, but landed safely at Gavião Peixoto Airport. After this accident the KC-390 took to the skies again in January 2018.

Here a video of the aftermath of the excursion:

www.youtube.com/watch?v=TVqFSxoDbi4

07may18 Ka-52 w/o

A Russian Ka-52 crashed during a routine flight over eastern regions of the Syrian Arab Republic. Both pilots were killed. A technical failure seems to be the cause of the crash.

08may18 N99GN PA-34-200 34-7250030 dam

Minor injuries to the two occupants of this Griffith Aviation Piper Seneca I, and substantial damage to the aircraft itself, was the result after it impacted airport terrain at Porter County Regional Airport, Valparaiso (IN). Exactly what happened is not clear.

09may18 PT-HKY Bell 206B-3 3146 w/o

The Bell 206 JetRanger of Mapa Empreendimentos e Participações crashed into the sea off the coast of Rio de Janeiro, under unknown circumstances. The pilot died, three other occupants were injured.

12may18 helo w/o

After a technical malfunction of an unknown type of military helicopter (operated by the Afghan National Army), the pilot had to perform an emergency landing in the Yakhchal area of Greshk district, Helmand. There were no fatalities. For security reasons, the helicopter was destroyed.

12may18 L-382 dam

12may18 P2-PXE B737-8BK 33024 dam

At 16:15 the Accident Investigation Commission (AIC) of Papua New Guinea was informed that the right wing of a Lynden Air

Cargo Hercules struck the left winglet of a parked Air Niugini Boeing 737, when the Hercules was turning on the parking bay at the Jackson Airport freight ramp. According to the AIC the accident occurred at about 15:20 at the freight ramp, adjacent to the Air Niugini maintenance hangar. The right wing of the Hercules overlapped the left wing of the Boeing 737, then struck and significantly damaged the winglet.

12may18 N82857 OH-58C 41172 dam

Former 70-15621 of the United States Army, now operating as civilian for Tri Rotor Spray & Chemical, received damage to its tail rotor during crop dusting duties over Somerton (AZ).

13may18 G-KNYS Ce208B 208B1146 dam

A man and a seven-year-old boy have died following a plane crash in County Offaly, two kilometres north-west of Clonbullogue Aerodrome, Ireland. The Parachuting Caravan Leasing Cessna Grand Caravan was operating for the Irish Parachute Club when it went down in an area of bog and woodland, near the Mountlucas wind farm between Edenderry and Daingean. It took off from Clonbullogue Airfield with sixteen parachutists onboard, all of whom made their jump from the aircraft. However, witnesses then saw the aircraft crash shortly afterwards.

13may18 HL7792 A330-323 1001 dam

13may18 TC-JMM A321-231 2916 dam

An Asiana Airlines Airbus A330 and a Turkish Airlines Airbus A321 suffered substantial damage in a ground accident at Istanbul-Atatürk International Airport, Turkey. The Airbus A321 had arrived from Ercan as flight TK969 and turned towards the gate at Terminal A, stopping about thirty metres before the intended parking position at the gate. At the same time the Asiana Airbus had commenced taxiing along taxiway G to the runway. Flight OZ552 was returning to Seoul, South Korea. While taxiing past the A321, the right hand wing tip impacted the vertical stabiliser of TK969, which was knocked over entirely and the A330's wing tip sustained serious damage.

This video shows what happened: www.youtube.com/watch?time_continue=17&v=B2fGi6XtUa8

15may18 N149CD Ce208 w/o

Two occupants were killed when the Buena Suerte Cessna Caravan impacted terrain and burned on a wooded hillside in the Tuzantán municipality in Mexico. A photo from the scene of the accident shows a burned wreck of an aircraft with a white tail fin, likely of a Cessna 208B Grand Caravan. Local



A night flying training mission finished the existence of this Colombian National Police Beech 99, PNC0203, sadly killing all four occupants. (Bogota-El Dorado, 31 March 2018, Ian French)

media states that the white coloured aircraft carried the registration mark "N.149-CD". This number also belongs to a US Cessna 208. Recent photos of this aircraft however show a different colour scheme. A reasonable explanation could be that drug traffickers used an aircraft with a fake id, belonging to a similar model aircraft. There have been multiple similar cases in 2018. So for now the registration N149CD seems to be wrong and was not confirmed by the authorities.

16may18 9N-AJU Ce208B **208B0770** w/o

A Cessna 208B Grand Caravan of Makalu Air impacted a mountainside at an altitude of 12,800ft, according to the Civil Aviation Authority of Nepal. Both crew members suffered fatal injuries. The aircraft took off from Surkhet at 06:12 hours local time on a domestic cargo night flight to Simikot, where it was scheduled to arrive at 06:55.

16may18 HB-ZKF AS350B3+ **4541** w/o

The accident with this Air Zermatt Écureuil occurred during an exercise with an underslung firefighting bucket. The aircraft clipped a power line and came to rest in a lake. The pilot and sole occupant managed to get out of the chopper. He sustained injuries and was transported to a hospital in Bern.

18may18 XA-UHZ B737-201 **21816** w/o

Since Cuban national airline Cubana de Aviación had to ground pretty much all of its outdated aircraft (mainly due to lack of spare parts) they decided to lease Western equipment. This was in the form of two B737s leased from Italian airline Blue Panorama Airlines, a B737 from Global Air (Damojh Aérolíneas) and also some ATRs. Boeing 737-200 from Global Air was tasked to perform domestic flight CU972 from Havana-José Martí International Airport to Holguín-Frank País Airport, with 105 passengers (including one baby) and six crew members.

Sadly, 110 of them never made it, as the old Boeing lost height shortly after take-off from Havana's runway 06, contacted a house, trees and a railway track near position N22.9914 W82.3912 (Google Earth coordinates) and burst into flames. The three female survivors have been taken to hospitals in critical condition. The hospital taking care of the survivors reported that they have been stabilised, their fractures were fixed and stabilised, permitting better care. Although the condition of the survivors has been stabilised, they were still in critical condition. Sadly four days later one of them succumbed to her injuries, bringing the total that died to 111, with two surviving the ordeal.

Witnesses on the ground reported they saw the aircraft climb

out of Havana, turn sharply to the right and go down. A large explosion occurred when the aircraft impacted the ground, the ground shook.

The following day the CVR (Cockpit Voice Recorder) was recovered in good condition, the search for the FDR (Flight Data Recorder) was still continuing.

Shortly after the crash there was confusion over which Boeing it was that had crashed. Initially it was reported that a Blue Panorama Boeing 737 was the victim (I-BPAC), but that was later corrected as it was seen that same day operating flights CU1976 and CU1945, and was also on the ground at Havana at the time of the accident and was not involved in the accident. Social media can be a fickle and very fast thing and even Scramble itself was not immune to this, also reporting initially it was a Blue Panorama Boeing.

18may18 MiG-31 w/o

A MiG-31 Foxhound of the Russian Air Force, based at Perm-Bolshoye Savino caught fire during take-off. Looking at the YouTube video (see link) it may seem like the landing gear was to blame but in actual fact it was the engine that caught fire. Having successfully aborted the take-off both canopies were opened and the pilots managed to escape.

www.youtube.com/watch?v=l3yVOqK9HMU&t=10s

19may18 TC-ASN PA-34 **34** dam

The instructor and his student were not injured after the Aresti Havacilik Piper Seneca III made a gear-up landing at Adana Airport, after having almost concluded a training flight. Only the three greens need some attention.

19may18 N27MP CeTP337G **P3370271** dam

A private Cessna Pressurized Skymaster crash-landed near a highway as the pilot tried to land at the Manitoba airfield in Mexico. He and his passenger got out without any significant injuries.

20may18 B-8129 G200 **134** dam

A Gulfstream Galaxy of Star Jet suffered a runway excursion during a training flight at Yangzhou-Taizhou International Airport, China. A video of the accident shows the aircraft had touched down on runway 35 and went off the left side of the runway in the grass, shortly after passing taxiway B. It crossed a concrete turning pad, during which the nose turned to the right. The aircraft continued across the runway and into the grass on the right side of the runway, where it came to rest. During the ground slide, the main undercarriage separated and the aircraft sustained damage to the wings. Looks like

some more training may be required...

20may18 N1101X PA-34-200T 34-7570208 dam

A private Piper Seneca II went missing on a flight from Burlington International (VT) to Harriman-and-West (MA), with only the pilot onboard. The following day the wreckage was found on Bald Mountain in Bennington County near Woodford (VT). Sadly the pilot died in the crash. The NTSB and FAA are looking into what caused the crash.

21may18 TC-OCH A330-243 437 dam

Saudi Arabian Airlines flight SV3818, from Madinah, Saudi Arabia to Dhaka, Bangladesh, was enroute at FL370 (37,000ft) about 200 miles north-east of Madinah when the crew decided to turn around and divert to Jeddah due to a hydraulic failure. During the approach to Jeddah's runway 34R the crew went around from 1,000ft due to an unsafe gear indication. They entered a hold for about one hour while working the checklists, and then performed a low approach to Jeddah. When all seemed OK they repositioned for a full stop landing without the nose gear. The Airbus, leased from Onur Air but flying in full Saudia colours, landed on Jeddah's runway 34R about 4.5 hours after departure from Madinah. It skidded on the main gear and aircraft nose, producing sparks, to a halt on the runway. The aircraft was evacuated and all 141 passengers and ten crew members got out without any injuries being reported. The aircraft sustained substantial damage however.

21may18 RA- SA342 w/o

A Gazelle of an unknown operator carried out an emergency landing near the confluence of the Shevli and Uda rivers of the Tuguro-Chumikansky district, Russia. After the hard landing the chopper caught fire. Luckily the occupants had time to evacuate before the helicopter caught fire. On the way to a nearby hunting lodge, one kilometre from the scene, one person allegedly had a heart attack, as a result of which he died. That person was a former Colonel-General of the Federal Security Service of Russia in 1946.

22may18 N813WM G200 054 w/o

TVPX Aircraft Solutions's G200 suffered a runway excursion after landing on runway 02 at Tegucigalpa-Toncontin Airport, Honduras. It went down a slope and came to rest across a road. The fuselage broke in two pieces, immediately forward of the wing. All seven persons onboard were injured. The Galaxy came from Austin-Bergstrom International Airport (TX).

22may18 KhF1-14/37 L-39ZA 365416 w/o

A Royal Thai Air Force L-39 Albatros crashed at the Bhumbol Dam Golf Course, Sam Ngao district, Tak Province, close

to the Myanmar border, due to a technical issue. The crash resulted in one pilot killed while the other one was seriously injured. The Albatros was assigned to the 4th Wing and 401sq "Dragon", which is based out of Takhli.

22may18 PH-SBM CeF172N F17201637 w/o

Both occupants died when the Sand Air Cessna Skyhawk impacted a tree south-west of Stolwijk, the Netherlands, in the Krimpenerwaard polder, and came to rest in a pond. It was on a local training flight out of Rotterdam-The Hague Airport.

22may18 P4-KBB A320-232 5613 dam

An Air Astana Airbus A320 ran off Astana's runway 22 for a few moments during a landing amidst poor weather conditions (thunderstorms in the vicinity with strong gusting crosswinds). It crossed taxiways B and C and returned onto the centre line of the runway. There were no injuries, the aircraft sustained damage to the left hand engine inlet. It came back from Shymkent as flight KC352 with 97 passengers and nine crew members. The storm was so severe that it caused a building crane to collapse, houses being unroofed and about twenty people on the ground being injured downtown Astana.

23may18 PT-FLW Ce208B 208B0451 w/o

An Amazonaves Táxi Aéreo Cessna Grand Caravan was consumed by fire after it crashed in a wasteland while on approach to Manaus-Aeroclub de Flores Airport's runway 11, Brazil. It had left Manaus-Eduardo Gomes International Airport earlier for the very short hop. Luckily the pilot survived the accident.

23may18 SA316 w/o

The Indian Air Force lost a Cheetah after it made a crash-landing during a routine sortie from Jammu to Natha Top. All four occupants were safe.

23may18 T-38 w/o

A T-38 Talon of the USAF crashed near Columbus AFB (MS) after a technical malfunction. It came down off Highway 373 near Barton's Ferry Road north of the base. Both instructor and student ejected safely.

24may18 4811 F-5FM IH1006 w/o

The Força Aerea Brasileira lost an F-5 Tiger II when it came down just after take-off from Santa Cruz-Bartolomeu de Gusmão, near Rio de Janeiro. Both pilots ejected safely.

Credits: ASN, Aviation Herald, B3A, JACDEC, FAA, Jane's



During challenging weather conditions this Air Astana A320 P4-KBB had a difficult landing as thunderstorms and wind gusts forced the airplane off the runway for some moments. Apart from small damage to the aircraft, none of the passengers were harmed. (Dubai, 2 October 2016, Simon Titchmarsh)

Military News & Updates



Serving with the 1st Reconnaissance Squadron out of Beale, under the wings of the 9th Rec. Wing, four TU-2S Dragon Lady trainers operate to train future U-2 pilots. Afterwards they transfer to the 99th RS to fly the single seat U-2S. Martin Uleman visited Beale on 9 March 2018 and saw TU-2S 80-1064/BB prior to landing.

Because of our standardization we sometimes use type, unit and serial presentations that may strongly differ from those used by the manufacturer or user. It is therefore possible that the information sent by you can deviate from the information we publish.

Europe

Austria

Österreichische Luftstreitkräfte (AF)

DA40NG

3H-DA	Lehrabt Fläche new	may18
3H-DB	Lehrabt Fläche new	may18
3H-DC	on order	
3H-DD	on order	

On 3 May 2018, the Österreichische Luftstreitkräfte received the first two of four Diamond DA40NGs. They were ordered in August 2017 for flight aptitude selection testing and IFR (Instrumental Flight Rules) training. The remaining two, 3H-DC and 3H-DD, will be delivered in September. One of the important aspects of the choice for the DA40NG, was the implementation of a single-fuel-concept, meaning every aircraft type of the Österreichische Luftstreitkräfte can be fuelled with the same type of fuel, Jet-A1. They are part of Lehrabteilung Fläche and based at Zeltweg.

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

Croatian Air Force instructor pilots have started to train the next group of OH-58D Kiowa Warrior pilots. The Eskadrila Helikoptera (EH, Helicopter Squadron) is currently initially operational on the Kiowa Warrior, but it will become fully operational by the end of the year. The Croatian Air Force received its last of sixteen OH-58Ds plus one instructional airframe in December 2016. A team of US Army instructor pilots test flew the helicopters starting in April 2017 and then trained eight Croatian instructor pilots during that same year, totalling over 1000 flying hours in seven months. The Kiowa Warriors can be equipped with .50 caliber machine guns, Hydra 70mm rockets and AGM-114 Hellfire missiles. Croatian pilots have not yet fired the Hellfire missile, but that will happen later this year when they receive the Hell-

fires. The OH-58D is the first attack helicopter operated by the Croatian Air Force after its Mi-24 Hinds were withdrawn from use in 2005.

Denmark

Flyvevåbnet (AF)

EH101 Mk512

M-518 Esk 722 d/d 08may18 **50225/DEN18** may18

Merlin M-518 has been re-delivered to Denmark after a lengthy repair at Leonardo MW at Yeovil (UK). The helicopter suffered a severe mishap in Afghanistan on 11 October 2014, with the Merlin ending up on its side and the tail boom more or less ripped off. Fortunately the crew and personnel on board escaped without suffering serious injury.

The Merlin was transported back to Leonardo MW at Yeovil (UK) for assessment. Together with experts of the RDAF, it was concluded that the Merlin could be repaired. It was noted first flying again on 2 May 2018. Six days later it was re-delivered via Groningen/Eelde airport to Denmark.

Finland

Ilmavoimat (AF)

The Finnish Lj35A Learjet used to be painted in a rather attractive camouflage color scheme. However, starting from spring 2018 the aircraft have been undergoing an upgrade programme that will extend their service life. The avionics systems, mission-specific equipment and the seating arrangements of the passenger compartment will be modified to meet the modern-day requirement set for operating the aircraft.

During the upgrade work the three aircraft will be painted in a grey livery matching that of the other aircraft in the Finnish Air Force liaison and transport aircraft fleet. The first Lj35A to receive the fresh paintjob is LJ-1. It rolled out from the facilities of Danish Aircraft Painting at Odense airport on Thursday 12 April 2018. The aircraft will be ferried to Germany where Aero-Dienst GmbH & Co. will complete the modification work.

On 14 March 2018, the final group of four Grob G115E elementary flying trainers was delivered to Finland. In total 28 former UK military so-called Tutors found their way to Finland. Before entry into service, the Grob G115 trainers are

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undergoing various modifications to meet Finnish requirements, including an avionics and electronic systems upgrade, this work being carried out by Patria Aviation Oy. Once this is completed, they will replace the Valmet L-70 Vinka trainers in their current role. The allocated serials will be GO-1 to GO-28. The exact tie-up is not yet known.

F-18C-50-MC

HN-419 IlmaStk ex HävLLv 11 **1407/FNC019** may18

Grob G115E

GO-.. d/d 14mar18, ex RAF G-CGKM **82313E** mar18
 GO-.. d/d 14mar18, ex RAF G-CGKO **82315E** mar18
 GO-.. d/d 14mar18, ex RAF G-CGKT **82319E** mar18
 GO-.. d/d 14mar18, ex RAF G-CGKX **82323E** mar18

Italy

Aeronautica Militare (AF)

AW139

I-AWTJ Leonardo ex 208° Gruppo **31087** may18

This civil registered AW139 was leased by the 208° Gruppo/72° Stormo and was returned to Leonardo Elicotteri.

F-2000A

MM7322/36-40 936° GEA special NTM 2018 tail **IS054** may18

MM7351/- Leonardo ex CSX7351/Leonardo **IS077** may18

Eurofighter F-2000A MM7322 was adorned with a special blue and white '351^a Squadriglia Tigri Bianche' tail for the NTM 2018 at Poznan, Poland.

T-346A

CSX55145/- Leonardo ex 61-03/212° Gruppo apr18

TF-2000A

MM55133/4-36 Leonardo ex 37-33/18° Gruppo **IT012** may18

Norway

Norske Luftforsvaret (AF)

Three new F-35A Lightning IIs have been delivered to Norway on 22 May 2018. The three F-35As (serials 5205 to 5207) flew straight from the Lockheed-Martin's facility at Ft Worth (TX) to Ørland Main Air Station, where they arrived just before sunset.

F-35A-4

5205 NDMA d/d 22may18 **AM-11**

5206 NDMA d/d 22may18 **AM-12**

5207 NDMA d/d 22may18 **AM-13**

AW101

0270

OT&E

d/d 25may18 **50270/NOR05**

Russia

Voyenno Vozdushnyye Sily (AF)

The Defense Ministry said a special modification of the MiG-31 interceptor was created for the Kh-47M2 Kinzhal («Dagger») air-defense missile system, the MiG-31K, which significantly differs from the basic version. The Russian military has tested the new air-launched hypersonic missile that reportedly can travel as fast as Mach 10 over a distance as great as 1.200 miles, all while maneuvering. Now in the experimental-combat operation there are about six MiG-31BM that were converted to MiG-31K. They are based in Akhtubinsk (Astrakhan region). New on-board equipment was installed. The radar was removed from the MiG-31, while the fuel capacity grew to allow the MiG-31K to increase the time of patrolling. The cabin of the crew was redesigned - systems were installed for the management of new weapons. Also, new communication equipment was needed to receive target designation signals. The overall and weight characteristics of the missile have led to the fact that the center of the mass of the aircraft has changed, that is, the MiG-31K behaves differently in flight than a conventional interceptor. Because of this, Russia had to change the method of combat use and specifically train the MiG-31K pilots to take off and land with a Kinzhal missile suspended under the fuselage. As part of the «Dagger» complex, the aircraft actually acts as a 'first stage'. After receiving the appropriate command, it accelerates and gains altitude and only then performs the start. This allows several times to increase the range and speed of the rocket. A unique target designation system allows to enter a flight task for the missile directly from the aircraft in real time. By the end of 2018, Russian Air Force will form an aviation squadron with 10-12 MiG-31Ks especially modified for carrying the Kinzhal hypersonic missile in one of its Fighter Regiments.

The Russian defense ministry has dropped earlier plans to buy several Ilyushin Il-96-400TZ air tankers after the industry failed to offer a cost-effective conversion of some aircraft that were previously built as Il-96-400T commercial freighters. Meantime, UAC's Aviastar plant in Ulyanovsk has completed the first Ilyushin Il-78M-90A air tanker that is



Belgian Air Force C-130H CH09 was at Lanzarote from 7 till 10 May with United Nations titles before departing to Bamako. In Mali the Hercules is supporting the NH90 detachment. (10 May 2018, Malcolm Nason)

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Thanks to Dirk-Jan de Ridder we can show you the looks of the new Croatian OH-58D Kiowa. During his visit on 11 April 2018, Kiowas 331 and 322 gathered in formation over the Zrmanja canyon, near homebase Zadar.

expected to commence flight trials shortly, several months behind schedule. To receive a new aerial tanker the Russian MoD had ordered two Il-96-400TZ aircraft by PJSC United Aircraft Corporation (PJSC-UAC) and two Il-78M-90A by Ilyushin Aviation Complex. It had been expected the first design who passed the tests would receive the order for the construction of the additional thirty aircraft. The difference in specification between the two designs are: the Il-95-400TZ was supposed to transport sixty-five tons of fuel (Il-78M forty tons) over a distance up to 3500 km (Il-78M 3000 km). PJSC-UAC used two Il-96-400T freighter aircraft (RA-96101 and RA-96103) for the conversion to Il-96-400TZ. The aerial refueling system to be used was the same as used on the current fleet of Il-78, the Zvezda UPAZ-1. The Russian MoD did not agree with this proposal and cancelled the order. In addition to procurement of brand-new Il-78M-90As, the Russian defense ministry has ordered the modification of in-service Il-78M air tankers to extend their service life and provide a higher fuel transfer rate. The first of these was handed over to Ilyushin for this work earlier in the year.

The initial contract with the industry to convert an Il-96-400T freighter into an air tanker was signed in 2013, paving the way for a second contract in 2015 for airframe. This aircraft had been started as a fifth commercial freighter for Polet Airlines, which operated the type in 2009-2013, before its collapse. A pair of the former Polet aircraft were converted into special VIP/control jets in 2014-2016. The other two aircraft previously earmarked for the air tanker conversion are now being considered for work in frame of the ongoing Il-96-400M 415-seat passenger jet development effort. Between six and ten of these are expected to be delivered to the Russian defense ministry and other governmental agencies. At the same time, the ministry continues funding work on development of next-generation control aircraft to replace the aging Il-80 (Il-86PU) fleet.

Spain

LEZG = Zaragoza

Ejército del Aire (AF)

A400M

TK.23-03/31-23 Airbus Military #10076, f/n coded **076** feb18

EF-18M

C.15-38/15-25 std LEZG ex Ala 15 **667/A543** apr18

This Hornet was reported as chained to the tarmac and lacking several parts. Its actual status is unclear.

EF2000

C.16-72/14-30 Ala 14 #10147, new with unit **SS053** may18

Fuerzas Aeromóviles del Ejército de Tierra (AR)

AS532UL

HT.27-10/ET-658 BHELMA IV ex BHELMA III **2516** may18

HT.27-14/ET-662 BHELMA IV ex BHELMA III may18

HT.27-18/ET-601 BHELMA IV ex BHELMA III **2726** may18

Armada (NY)

SH-60F

HT.23-14/01-1015 Eslla 010 #10014, f/n ops **70-1691** may18

Sweden

Flygvapnet (AF)

On 15 May 2018, Saab Sk37E Viggen 37809/SE-DXO marked as F15-61 took to the skies again. The dual seat Viggen belongs to the Swedish Air Force (Flygvapnet) Historic Flight since her last operational flight on 4 September 2007. It was kept in airworthy condition and stored at Sätenäs, home of F7 Skaraborgs flygflottilj.

Switzerland

Schweizer Luftwaffe (AF)

SA316B

V-218 to Angola ex Armasuisse **1392** mar14

United Kingdom

EGDY = Yeovilton	EGVL = Little Rissington
EGOS = Shawbury	EGXH = Honington
EGNO = Warton	EGYM = Marham
EGQS = Lossiemouth	
3/4Regt	Joint Apache pool at AAC Wattisham
7Regt Conv Flt	7th Rgt Conversion Flt at AAC Middle Wallop (part of 671sq)
9(B)sq / 31sq	Joint Tornado pool at RAF Marham
ADSU	Apache Depth Support Unit at Wattisham
Airbus	Airbus Military at Sevilla (Spain)
CMF	Chinook Maintenance Flight at RAF Odiham
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
P2MF	Puma HC2 Maintenance Facility at RAF Benson
QAF	QinetiQ Air Fleet at QinetiQ Boscombe Down
TMU	Typhoon Maintenance Unit at RAF Coningsby
TST	Tornado Servicing Team at RAF Marham
SAA	StandardAero Aviation at Fleetlands
WST	Wildcat Storage at RNAS Yeovilton

Royal Air Force (AF)

Atlas C1			
ZM418	24/70sq	ex Airbus	072 may18
Chinook HC4			
ZD981/(DE)	28sq	ex SAA	M7029 mar18
Chinook HC5			
ZH897/(HL)	18(B)sq	ex CMF	M4476 apr18
Chinook HC6			
ZK553	27sq	ex 7sq	M7704 apr18
ZK559	CMF	ex 7sq	M7710 apr18
ZK561	18(B)sq	ex CMF	M7712 apr18
ZK562	CMF	ex 7sq	M7713 apr18
Chinook HC6A			
ZD983/(DG)	27sq	ex 18(B)sq/(DG)	M7022 mar18
ZH891/(HF)	27sq	ex QinetiQ	M4454 apr18
Hawk T1A			
XX263	i/a Cardiff	ex std EGOS	312099 jan18

Hercules C5

ZH882	std Marshalls, ex 24/30/47sq/882	5480 apr18
ZH888/888	24/30/47sq ex 1312Flt/888	5496 apr18

Prefect T1

ZM304	57sq	ex G-CJYH	11113 may18
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This was the last Prefect still on the UK civil aviation register.

Puma HC1

XW219	EGUB Pool	ex P2MF	1144 apr18
XW235	P2MF	ex EGUB Pool	1212 mar18

Squirrel HT1 / HT2

Six stored Squirrel helicopters left Bournemouth-Hurn packed in containers during the second part of 2018. No further details are known at this point in time.

T-6C

ZM323/323	Ascent, ex Beechcraft (N2824B)	PM-110 may18
ZM324/324	Ascent, ex Beechcraft (N2826B)	PM-111 may18

The next pair of Texan II aircraft arrived at Glasgow on 15 May 2018. From there they continued their journey to RAF Valley.

Tornado GR4

ZA463	TST	ex 9(B)sq / 31sq/028	273 apr18
ZA542	i/a EGYM	ex 31sq/035	050 mar18
ZA588/056	9(B)sq/31sq	ex i/a EGYM	098 mar18
ZD711	i/a EGXH	ex std TST	329 apr18
ZD848/109	9(B)sq/31sq	ex CMU	441 apr18
ZG752	i/a EGYM	ex TST	868 apr18
ZG791/137	9(B)sq/31sq	ex std CMU	913 apr18

Typhoon T3

ZJ803	std TMU	ex 6sq/803	BT004 apr18
ZJ810/810	XI(F)sq	ex 29sq/810	BT011 apr18

Typhoon FGR4

ZJ913/913	6sq	ex 1(F)sq/913	BS004 apr18
ZJ919/919	6sq	ex 1(F)sq/919	BS010 apr18
ZJ924/924	1(F)sq	ex 29sq/924	BS015 apr18
ZJ929/929	XI(F)sq	ex 3(F)sq/929	BS020 apr18
ZJ935/935	1(F)sq	ex 3(F)sq/935	BS026 apr18
ZJ939/939	XI(F)sq	ex 3(F)sq/939	BS032 may18
ZJ950/950	3(F)sq	ex TMU	BS047 apr18
ZK317/317	29sq	ex II(AC)sq/317	BS078 apr18



Denmark received their repaired Merlin M-518. Seen here on arrival at Groningen-Eelde from Koksijde and afterwards it was heading for Karup to re-join Esk 722. (8 May 2018, Sander Wittenaar)

Personal copy



Seen here is the first Turkish Air Force F-35A 18-0001 AT-01 about to land at Fort Worth (TX) after its first flight. (10 May 2018, Clinton White)

ZK320/320	1(F)sq	ex 6sq/320	BS081	apr18
ZK323/323	1(F)sq	ex II(AC)sq/323	BS084	apr18
ZK325/325	XI(F)sq	ex 3(F)sq/325	BS086	apr18
ZK329/329	II(AC)sq	ex 1(F)sq/329	BS090	apr18
ZK330/330	3(F)sq	ex TMU	BS091	may18
ZK333/333	6sq	ex 1(F)sq/333	BS094	apr18
ZK334/334	1(F)sq	ex II(AC)sq/334	BS095	apr18
ZK347/347	II(AC)sq	ex 6sq/347	BS108	apr18
ZK351/351	II(AC)sq	ex 6sq/351	BS112	apr18
ZK359	TMU	ex BAE EGNO	BS120	apr18
ZK360/360	3(F)sq	ex TMU	BS121	apr18
ZK362/362	XI(F)sq	ex TMU	BS123	may18
ZK363/363	29sq	ex TMU	BS124	apr18
ZK372	i/a EGQS	ex II(AC)sq/372	BS133	apr18
ZK378	II(AC)sq	ex 1(F)sq/-	BS139	apr18
ZK427	29sq	ex TMU	BS143	apr18
ZK430	TMU	ex BAE EGNO	BS146	apr18

After maintenance with TMU, ZJ950 was handed over to XI(F) sq on 11 April 2018. It however was soon after passed on to 3(F)sq.

Viking TX1				
ZE559/WG	661VGS	ex 644VGS/WG	33923	mar18
ZE585	Membury	ex std EGVL	33932	apr18
ZE595	Membury	ex std EGVL	33943	apr18
ZE653	GMS	ex Membury	34003	mar18

Army Air Corps (AR)

Apache AH1				
ZJ183	664sq	ex ADSU	WAH18	apr18
ZJ186	3/4Regt	ex 653sq	WAH21	apr18
ZJ190	653sq	ex ADSU	WAH25	mar18
ZJ200	653sq	ex 3/4Regt	WAH35	apr18
ZJ207	653sq	ex 3/4Regt	WAH41	mar18
ZJ228	653sq	ex ADSU	WAH62	apr18
ZJ233	3/4Regt	ex 656sq	WAH67	apr18

Gazelle AH1				
XW846	7Regt Conv Flt	ex MPSU	1009	apr18
XZ326	667(D&T)sq	ex MPSU	1644	apr18

Wildcat AH1				
ZZ401	i/a EGDY	ex std Leonardo	463	apr18
ZZ511	EGDY	ex Leonardo	509	apr18

The Wildcat AH1 prototype (ZZ401) was last reported stored with Leonardo at Yeovil in January 2016. It is unclear when it was moved to RNAS Yeovilton, but it was confirmed present inside the AAC Training Building in April 2018.

Fleet Air Arm (NY)				
Merlin HM2				
ZH828/(5)88	814NAS	ex 829NAS	50040	mar18
ZH836	QAF	ex 823NAS/(5)80	50072	mar18
ZH841	814NAS	ex 829NAS	50087	mar18
ZH843	814NAS	ex 829NAS	50093	mar18
ZH861	814NAS	ex 829NAS	50168	mar18
Merlin HC3A				
ZJ995	Leonardo	ex MDMF	50123	apr18
ZJ998	MDMF	ex 845NAS/AE	50148	apr18
Merlin HC4				
ZJ129/N	EGDY	ex Leonardo	50167	apr18
Wildcat AH1				
ZZ384	847NAS	ex WST	503	apr18
ZZ394	Leonardo	ex 847NAS	492	apr18
ZZ395	Leonardo	ex 847NAS	493	mar18
ZZ409	Leonardo	ex WST	479	mar18

Wildcat HMA2				
ZZ516	EGDY	ex Leonardo	521	apr18
ZZ531	Leonardo	ex 815NAS	538	mar18

So far the Royal Navy Wildcats did not carry any deck landing codes, this might change in the future since ZZ533 (815NAS) was coded MM for HMS Monmouth in April 2018. It is not clear yet if this is an anomaly, or the start of a new feature in which these helicopters will carry allocated codes again.

Africa

Due to a small mistake the African section of 468 wasn't published and so this month we have a much large section.

Algeria

- Al-Quwwat Al-Jawwiya Al Djazairiya (AF)
- DAOE = Bou Sfer
- DAOI = Chlef
- HE2S = Moscow-Lyubertsy, Russian Federation

AW119Ke				
AT-11	ESH	f/n DB, photo	14787	may18
AT-15	ESH	not c/n	14797	may18
AT-33	ESH	f/n DB, photo		may18

II-76TD				
7T-WIV	347 ETTR	w/o 11apr18	1043419649/92-03	

Mi-2				
ST-23	659 EdH	ex Gendarmerie	5110806218	may18

Mi-8T
SV-97 pres Sétif at Gate may18
The Mi-8 is preserved at the gate Sétif Ain-Arnat, at 36°11'15.20"N, 05°19'54.30"E, since January 2017. On the other side of the road is the Mi-2 ST-27 preserved.

Mi-24Mk3
SB-73 ex Mi-24V **3532421319212**
SB-89 ex Mi-24V **3532422319852** may18

Mi-26T-2
SL-66 f/n DAOI, photo **34001212712** mar18

Mi-171
SM-33 6 RHM f/n DB, at DAOI (photo) mar18
SM-55 o'haul HE2S also noted as 633? apr18

The Mi-17Sh SM-55 was noted in April 2018 in an overall light brown (sand) colour scheme at Lyubertsy airfield near Moscow. The helicopter was noted, in the same colour scheme in December 2015 in Russia also, however the SM-55 seen in 2018 is heavily modified. It is now equipped with "President-S" infra-red countermeasure systems and EO/IR for guided ATGMs. It also has no less than four FLIR-cameras, one on each end of the weapon rack, one under its tailboom and one on the starboard side under the cockpit. On the other side under the nose is a large searchlight. Somewhere in 2018 a helicopter, with the same colour scheme and the same modifications, with serial 633 was noted, also at Lyubertsy. We expect this is the same helicopter and 633 was nothing more than a temporarily flighttest registration.

MiG-21MF
FD-35 pres. DAOE f/n DB, photo apr18
The MiG-21 is pole mounted at 35°43'48.90"N, 00°48'07.20"W, It is at this location already since at least December 2003.

MiG-29SMT
FC-36 to Russia as 05/RF-92925 **2960733345**
This MiG-29s was delivered to Algeria in May 2007 but was send back to Russia in April 2008, after the Algerian Air Force found out that the ordered, assumed upgrade to the SMT/UBT standard had not been carried out, the aircraft still had equipment dated back to the early 1990s, when the aircraft had been manufactured.

Su-30MKI(A)
KF-87 12 EDA f/n DB, photo mar18

Angola

Força Aérea Nacional de Angola (AF)

Mi-24D
H-333 c/n update **3532462501065**
This Mi-24 was last noted on the dump of Luanda on April 1998. The underlined digit however needs confirmation, an '8' is also possible.

SA316B
H-249 ex Swiss AF V-218 **1329** sep17
This Alouette III was last noted at RUAG at Alpnach, Switzerland. Around March 2014 the H-249 was first noted in Angola. Peter Weinert found a photo, made in September 2017, showing its serial and construction number. It is possible more former Swiss Air Force Alouettes ended up in Angola.

Benin

Force Armees Populaire du Benin (AF)

The presidential fleet has just been enriched by a new AW139 helicopter and is replacing the AW139 TY-ABC (**41347**) that crashed on 26th of December 2015. The helicopter arrived by vessel at the port of Cotonou in March 2018 and from there it was transported by flatbed trailer to its new home at Cardinal Bernardin Gantin international airport, better known as Cotonou- Cadjèhoun.

Botswana

Botswana Defence Force - Air Wing (AF)

BF-5
... Z28 w/o 27apr18

Burkina Faso

Force Aérienne de Burkina Faso (AF)

UH-1H
BF1605 Esc. Helic. B29 ex Taiwan 357/63-2057
BF1606 Esc. Helic. B29 ex Taiwan 361/63-2061
Thanks to Ian Carroll we can confirm the tie-up of these former Taiwanese Hueys.

Cameroon

Armée de l'Air du Cameroun (AF)

On May 11th the US Ambassador in Cameroon, Peter Henry



During his trip in the UK, Marcel J. van Bielder visited RAF Cranwell. Among his sightings was this RAF Phenom 100 ZM337, part of the 45(R)sq based at this field. (Cranwell, 26 April 2018, Marcel J. van Bielder)



Next to the Phenom 100, the RAF 3rd Flying Training School received new Grob 120TP trainers also known as Prefect T1 like ZM315 They will replace the Tutor T1. (Cranwell, 26 April 2018, Marcel J. van Bielder)

Barlerin handed over the two Cessna 208B Grand Caravan EX (construction number **208B5337** and **208B5339**) during a ceremony at Yaounde that was attended by Cameroon's defence minister Joseph Beti Assomo and Chief of Staff Lieutenant General Rene Claude Meka.

The aircraft are configured for intelligence, surveillance and reconnaissance and are fitted with cameras with a range of up to ten kilometres. The aircraft were initially delivered in January this year after air and ground crews underwent training on the Cessna 208 in the United States in 2017. Both aircraft will be assigned to GOA B.I.R. (Bataillon d'Intervention Rapide) that is based at Maroua. This unit has since 2015 already another Cessna 208EX, the TJ-XNE, on strength.

Chad

Armee de l'Air du Chad (AF)

Ce208B EX

TT-LAQ serial update **208B5329** may18

The official hand-over of the two Cessna 208B Grand Caravan EX (the other one is TT-LAR) to Chad came several days before the United States officially handed over the two aircraft to Cameroon, see above. The two aircraft were transferred during a ceremony on May 2nd at Hassan Djamous (also named Adjikosseï Air Base) at N'Djamena International Airport just outside the Chadian capital. The aircraft originally arrived in Chad on 2 December 2017 and were initially used for pilot training. In January this year the US military said Chad's Caravans are being used as intelligence, surveillance and reconnaissance platforms (ISR) that will be used in the fight against terrorist organisations in the region. The Chadian Caravans are equipped with L-3 Wescam MX-15 electro-optical surveillance turrets which give a live video feed. This will help the Chadians in the effort against violent extremist organizations in the region, particularly Boko Haram and potentially the Islamic State in the North.

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

Aircraft manufacturer PT Dirgantara Indonesia (PTDI) has signed a contract worth US\$75 million with the air forces of Senegal and Ivory Coast for the sale of CN-235 and NC-212 aircraft. PTDI President Director Elfen Goentoro signed the contract with Belgian air defense commercial company Gaby

Peretz in the capacity as business partner of the two African countries. Under the contract, PTDI will sell a NC-212-200 aircraft used for maritime surveillance and a CN-235-220 aircraft for maritime patrolling to the Senegalese Air Force and a CN-235-220 for military transportation to the Ivory Coast Air Force. PTDI is expected to deliver the aircraft to the two air forces in a year and a half.

DIAP = Abidjan/Port Bouet

Mi-17

TU-VHM f/n DIAP mar18

The serial still needs confirmation by sighting, it was only heard as a radio callsign during a test flight.

Mi-24V

TU-VHO act. ex std DIAP mar18

Around May 2017 three active Mi-24s were noted on the military platform of Abidjan airport. Known were already the TU-VHR and TU-VHS, the TU-VHO is the third one. We still are not sure if these are the same helicopters Ivory Coast had already in the inventory since 2002/2003 or if they are replaced by "new" ones with the same serials. To explain our doubts, first some history:

On 6 November 2004, Ivorians launched an air attack on French peacekeepers in the northern part of Côte d'Ivoire who were stationed there as part of Operation Unicorn (French: Opération Licorne), the French military operation in support of the United Nations Operation in Côte d'Ivoire (UNOCI). During this attack nine french soldiers were killed and 31 were wounded. Several hours after the attack French President Jacques Chirac ordered the destruction of the Ivorian Air Force and the seizure of Yamoussoukro airport. The French military performed an overland attack on the airport, destroying two Sukhoi Su-25 ground attack aircraft and three helicopter gunships. Two more military helicopters were destroyed during combat in the skies over Abidjan.

Mi-24D TU-VHR was one of the helicopters that were damaged by the French troops and was noted, by the UN inspection teams, stored in one of the hangars at Abidjan in 2013 and 2015. The Mi-24V TU-VHS was reported as destroyed by the French troops. According some sources it was moved from Yamoussoukro to Abidjan by November 2005, but there it was never noted by one of the UN inspection teams. The Mi-24V TU-VHO was one of the survivors of the French retaliation

attack. In 2006 the UN reported that they have concerns about the continued maintenance and testing of the FACI Mil Mi-24 attack helicopter. It last flew on 26 October 2006. In 2009 it was noted hangared at Abidjan in what was reported as “in poor condition”, however the air force claims it was still serviceable. On 1 September 2010, the TU-VHO performed a stationary flight involving two 90-degree turns, before landing. After this it was only noted in the hangar until 2015 when it was stored outside next to the four Su-25s, two Strikemasters and the Mi-24 TU-VHR and TU-VHQ. It was still noted outside in August 2015 in what looks like good conditions. On 22 January 2016 it was reported again but only the forward fuselage was noted and it was fully dismantled.

The Government of Ivory Coast confirmed on June 7 2017, they purchased some Mi-24 helicopters. Although no details were given, according to La Lettre du Continent, five or six are ordered for a total cost of 2.254 billion FCFA, around 3.34 billion Euros. For this amount of money we expect “new” ones and not refurbished ones and the fact that the TU-VHS was never reported anymore after November 2005, makes us believe these are “new” ones. Of course confirmation would be highly appreciated.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

G-IVSP

SU-BNC/922	Gvmt	military serial update	1329 may18
SU-BNP/925	Gvmt	military serial update	1427 mar18

On the backcover of Scramble 465 we published some photos of Egyptian VIP aircraft and mentioned their military identities. The military serials are not visible on the aircraft itself, only on the flight plans. The above military serials also came from the flight plan. We assume that the Gulfstream 4SP with serial SU-BNO will have military serial 924.

MiG-21MF

8679 f/n DB, photo

Ethiopia

Ye Ityopya Ayer Hayl (AF)

FABB = Brakpan – South Africa

FAVG = Virginia (Durban) – South Africa

Saab 91A

102 std FAVG ex std FABB **91-108** apr18

This former Ethiopian Air Force Saab Safir was last noted at Brakpan in October 2000. It was in April this year noted at Virginia, South Africa, in process of preparation for display.

Gambia

Gambian Air Wing (AF)

GBYD = Banjul

B727-95

C5-GAF std GBYD ex Gvmt **19252/327** mar18

B727-1H2

C5-GOG std GBYD ex Gvmt **20533/869** mar18

This Boeing 727 and the one above, the C5-GAF, are both stored now at Banjul International airport waiting for a buyer.

II-62M

C5-RTG std GBYD ex Gvmt **1356234/56-03** mar18

Ghana

Ghana Air Force (AF)

DGAA = Accra-Kotoka Int.

L-39Z0

G900 pres. DGAA as G000 **931438** mar18

It was known that this L-39 was preserved at the gate of Accra Air Force Base, at 05°35'49.59"N, 00°9'39.62"W, but nowadays it is marked as G000 instead of G900.

Kenya

Kenya Air Force (AF)

G120A-K

720 FTS w/o 28mar18

Kingdom of eSwatini

Umbufu Swaziland Defence Force Air Wing (AF)

King Mswati III of Swaziland officially renamed the country into Kingdom of eSwatini, to mark the 50th anniversary of independence from British rule. What the official name of the Air Force will be is for the moment unknown, so we didn't change that one yet.



The big star, literally, of this year Portes Ouverte at Chlef Air Base, was the recently delivered Mi-26T-2. Algeria ordered six of these giants in February 2014 and eight more in June 2015. The SL-66 on the photo is equipped with the President-S protection system. The total system includes a laser illumination detector, ultraviolet missile approach warning system, an electro-optical electronic warfare system, a command and control system and decoy flares. (Chlef, 29 March 2018, Kingvarg)



Seeing serial RS-01, most spotters will probably think of the Sea King of the Belgian Air Force. Also a very nice helicopter, no arguing about that, but come-on this Kamov with coaxial rotors will let your heart beat much faster if you get this one for your camera. This Ka-32T, construction number 8703, started its career with Omega Helicopters as RA-31100. In 1994 it was sold to Algeria and became the AG-01 of the Algerian Navy. In 2013 it was sent to SPARK in St. Petersburg, Russian Federation, for a complete overhaul. After the overhaul it was transferred to the air force and became the RS-01. (Chlef, 29 March 2018, Kingvarg)

Libya

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

Mi-24A

1031 w/o 1982 f/n DB, photo

A photo of a crashed Mi-24 in Chad was found on a French website. We assume this was an A-model but unfortunately only the tail section was on the photo.

Libyan National Army Air Force (AF)

MiG-21MF

F_11 exact sub-type confirmed may18
F_12 exact sub-type confirmed may18

MiG-23MS

4613 act. ex std.? may18

This MiG-23MS was first noted in February 2016 at an unknown location.

SF260WL

539 act. ex stored Tamanhint 539 may18

Malawi

Malawi Defence Force Air Wing (AF)

FWZA = Zomba

C-47B-10-DK

.../76-21 pres FWZA 15560/27005 apr15

For a long time this Dakota was put up for sale at Zomba Air Force Base, but eventually it ended up as a monument at the same airport at 15°23'23.6"S, 35°23'13.4"E.

Do228-201

MAAW-T01 reregistered as MDFAW-T01 8092 ?
MDFAW-T01 Air Wing ex MAAW-T01 8092 ? nov16

The Dornier 228 also still wearing the code 75-01. The construction needs confirmation because the 8092 was reported

as to become ZS-CCC in December 2001 and permanently withdrawn from use in September 2004.

Do228-202

MAAW-T03 reregistered as MDFAW-T03 8148
MDFAW-T03 Air Wing ex MAAW-T03 8148 ? nov16

Also this Dornier 228, still wearing code 75-03, is a bit of mystery. It was last noted in June 2005 stored Zomba airport waiting to be sold. It was reported as sold to South Africa but it was never found in a civil register.

Mali

Force Aérienne de la République du Mali (AF)

Ce185

TZ-392 reregistered as TZ-41R
TZ-41R ex TZ-392 apr18

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

Morocco hopes to acquire an additional twelve, all single seat, F-16V Vipers. This announcement was made with the utmost discretion a few weeks ago. The Royal Moroccan Air Force has already fifteen F-16C block 52 and eight F-16D block 52 fighters in service, which were delivered in 2011 and 2012, and are based at 6 Air Base Ben Guerir with Escadron de Chasse: "Falcon", "Spark" and "Viper". One F-16C, the 08-8008, crashed on 10 May 2015 during the campaign in Yemen.

The twelve F-16V would allow Morocco to retire some of their Northrop F-5E Tiger II, which are in service since the late 1970s and never modernized since.

Such an acquisition of combat aircraft is, however, subject to various American diplomatic and political agreements,

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including those relating to the Congress. The chief of staff of the Moroccan aviation is doing the negotiates with the highest military authorities of the Pentagon in person, to tip the balance in his favor. Morocco is one of the United States most loyal allies in North Africa, with several different types of airplanes and helicopters designed and built in the United States in its arsenal. Lets see if this loyalty will pays off and allows Morocco to purchase the twelve F-16V Viper.

The F-16V was announced on the Singapore Air Show in 2012. The first flight took place on 16 October 2015. Existing older versions of the F-16 can be retrofitted to the Viper standard, like Taiwan did. They started in 2017 to upgrade their fleet.
GMMX = Marrakech-Ménara

SNJ-4
27193/40 wfu ex USN 27193 **88-12188**
51387/25 dump GMMX code update **88-13769**

Some old updates, thanks to some photos found by Peter Weinert. The 27193 with code 40 was even a first note for our database.

Nigeria

Nigerian Air Force [AF]

Mi-35M
NAF561 115th SOG d/d 30apr18 may18
NAF562 115th SOG d/d 30apr18 may18

These two new Mi-35s were delivered onboard an An-124 on the 30th of April at Makurdi Air Base. During a celebration, at Kaduna Air Base to mark the 54th Anniversary of the Air Force, held on the 5th of May both helicopters were officially handed-over by the President of Nigeria, Mr. Muhammadu Buhari.

Nigerian Navy [NY]

A109LUH
232 101sq f/n DB, photo apr18

The sub-type needs confirmation. We suspect the serials are the last three digits of the constructionnumber, but this also needs confirmation.

Senegal

Armée de l'Air Sénégalaise (AF)

During the national celebration of the Independence Day (4th

of April), the Senegalese Government has announced plans for the purchase of four Aero Vodochody L-39NG light attack/training aircraft. The contract will also include the training, spare parts, ground support equipment and logistical support. According to IHS Jane's Defence Weekly the Senegal AF aircraft will be fitted with AIM-9L Sidewinder missiles for air-to-air capability. These will be mounted on the wingtips where the fuel tanks of previous L-39 versions were fitted. The aircraft will also be fitted with the Elbit Systems Targo II helmet-mounted system.

If the purchase continues, these four L-39NGs are the first jets in Senegal Air Force inventory after the decommissioning of the Fouga Magister back in the nineties. If Senegal really will purchase the L-39 is the big question. In April 2013 Embraer disclosed that Senegal had ordered three A-29 Super Tucanos and in July 2016 Korea Aerospace Industries (KAI) announced they signed an agreement to supply four KT-1s. So far none of the aircraft are delivered or even noted. Aero Vodochody however is very confident about the deal and has send two L-39s of the Baltic Bees demonstration team to Dakar, which performed during the Independence Day celebration over the capital.

In January, Aero has started the L-39NG aircraft pre-series production line. The company is currently producing a total of four L-39NGs. The first and the fourth aircraft will be used for flight tests, the second one for static tests and the third for fatigue tests. The first flight of the new pre-series L-39NG is planned to happen at the end of this year. Aircraft deliveries are expected to start in early 2020.

See Côte d'Ivoire for the information about the order of one NC212-200 and one CN235-220M.

MS893-235G
6W-SAW pres BA Thiès ex stored **3381** mar18

SA341H
6W-SHC w/o 1983 status update **1025**

TB-30
6W-SAY pres BA Thiès serial update **2** mar18

We reported this TB-30 already in Scramble 457, but now we know the serial too. The TB-30 is preserved at 14°48'5.30"N, 16°57'0.37"W at Base Aérienne de Thiès.



Not often we receive photos made in Nigeria. This Il-76TD TN-AFS operated by the Presidential Flight of the Republic of the Congo, also known as Congo-Brazzaville, was photographed at Lagos Murtala Muhammed airport on 11 April 2018 by Mick McNamara.



This Egyptian Air Force Beech 1900C-1, the 4802/SU-BLA of 81 squadron, was captured during one of its regular navigation trips to Prague Václav Havel International Airport, exactly thirty years after it was first noted with the factory in Wichita, Kansas. (7 May18, Václav Kudela)

Sudan

al Quwwat al_Jawwiya as-Sudaniva (AF)

FTC-2000S

1201	d/d 16may18	f/n DB, photo	may18
1203	d/d 16may18	f/n DB, photo	may18
1205	d/d 16may18		may18
1206	d/d 16may18	f/n DB, photo	may18

On 16 May 2018 the Sudanese Ministry of Defence announced that the Air Force has taken delivery of its six new FTC-2000 jets made by the Chinese company Guizhou Aircraft Industries Corporation (GAIC). The Ministry of Defence said that a new squadron for the FTC-2000s had been officially inaugurated in a ceremony attended by the Major General Awad Khalafallah Marawi, the deputy chief of staff, and the Chinese military attaché in Sudan. We found photos of the four aircraft mentioned above, so we assume all six ordered aircraft are delivered. The exact version is still a point of discussion, according to some sources it are G-models because on the published photos one aircraft was equipped with external fuel tanks and weapons on display. Other sources indicates that it are A-models, because the aircraft has a regular splitter plate intake and not a divertless intake. For the moment we call it the FTC-2000S, with the "S" of Sudan of course, just like what happened with the K-8S and MiG-29SE.

The FTC-2000 is the export variant of GAIC's JL-9 two-seat supersonic turbojet-powered trainer.

Mi-2

305	act	f/n DB, photo	
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Mi-24P

978		f/n DB, video	2018
980		f/n DB, video	2018

Tunisia

al Quwwat al_Jawwiya al_Jamahiriya at Tunisia (AF)

The Tunisian Ministry of Defense has issued a restricted tender for the supply of eighteen intermediate-sized civil helicopters. Bell Helicopter, AgustaWestland/Leonardo Helicopters and Airbus Helicopters showed interest in the upcoming order. The intentions with the tender with new helicopters is not clear, but an intermediate civil helicopter is a type with a maximum take-off weight between 3,175kg and 5,700kg. So that could be a types like the Airbus H175, AW139, Bell UH-1H-II and Bell 412/430. If the new helicopters are an addition or if they will replace one of the older helicopters in

the inventory, like the HH-3s for example, is not mentioned.

SF260

... w/o 24apr18

Some sources also report that the crashed aircraft is an F-5 or even a LET 410, so confirmation is required.

Uganda

Uganda People's Defence Force (AF)

UH-1H-II

AF-311	ex N810AS	ex USArmy 64-13898	4605	jan18
AF-315	ex N296FA	ex USArmy 66-16126	5820	jan18
AF-324	ex N486PA	ex USArmy 66-16321	8515	jan18
AF-335	ex N806YB	ex USArmy 66-17099	9293	jan18
AF-342	ex N4869Z	ex USArmy 66-17123	9317	jan18

Thanks to the Air Force Monthly for the confirmation about tie-ups between the Uganda serials and its former US Army serials. The Hueys are operating from the re-opened Air Base Soroti in the centre of Uganda near Lake Kyoga, about 200km North East of the capital Kampala.

Asia

Afghanistan

Afghan Air Force (AF)

By the end of April 2018, two new Embraer A-29 Super Tucanos arrived at Moody AFB (GA) in support of the 81st Fighter Squadron's training mission. Originally the Afghan Air Force had twenty A-29s on its inventory, of which seven are based with the 81st FS at Moody, twelve are in Afghanistan and one was tragically lost during a training flight over the US. The A-29s are built by Sierra Nevada Corporation in Jacksonville (FL).

In October 2017, the Afghan Government bought an additional six Super Tucanos, of which the first two were delivered in April 2018. The Afghan Air Force A-29s are based with the Mazar-e-Shariff (209th Corps), Kabul (201st Corps) and Kandahar (205th Corps) air wings.

Bangladesh

Bangladesh Biman Bahini (AF)

Bangladesh is getting two C-130J from the Royal Air Force. These Hercules C4 will first receive attention at Marshalls of Cambridge where the redundant airframes are stored at the moment. Currently at Cambridge are ZH882, ZH884 and ZH885 all awaiting disposal.

China

People's Liberation Army Air Force (AF)

J7E

70188 97th Brigade apr18

So also the 33rd Div/97th Regiment has been converted to a Brigade.

J7E (J7L)

63028 21st Brigade apr18

Again, a new Regiment has been identified that has converted to Brigade. Also, it proves underlines satellite pictures that in 2017 the Brigade transferred from J7II to J7E. Actually, based on some antenna's on the tail (an unseen modified avionics) this is actually a J7L (or J7EG) that has some improvements that can also be found on the J7G. For the time being we stick to the J7E designation.

J8F

61241 3rd Brigade apr18

J8DH

68395 78th Brigade may18

J10S

68511 70th Brigade may18

With this J10S pictured during pre-delivery activities, the end of the J7E and J7G operations within the Brigade has come to an end. The J10As arriving were taken from 72nd Brigade.

J11A

61157 4th Brigade may18

61250 4th Brigade apr18

61254 4th Brigade apr18

J11BS

62472 16th Brigade may18

J16

78634 172nd Brigade may18

JH7A

62163 15th Brigade apr18

JL8

3041/01 Xi'an FA/4th Brig apr18

3045/05 Xi'an FA/4th Brig apr18

3142/12 Xi'an FA/4th Brig apr18

3148/18 Xi'an FA/4th Brig apr18

3543/53 Xi'an FA/4th Brig apr18

Su-30MKK

66154 54th Brigade may18

Su-35S

61271 6th Brigade may18

61272 6th Brigade may18

61273 6th Brigade may18

61274 6th Brigade may18

In May the Su-35S performed the first high profile escort service when two aircraft escorted an H6K that flew around ROC/Taiwan, itself also being the first time Taiwan got encircled

Y20

11057/07 4th Div/10th Reg may18

With code 04 still not seen, the 10th Regiment now has at least six Y20s on standby.

People's Liberation Army (AR)

Mi-171

LH981706 74th Brigade may18

LH992762 72nd Brigade may18

Mi-171E

LH962797 79th Brigade apr18

LH981716 74th Brigade may18

LH981718 74th Brigade may18

Z8G

LH982835 121st Brigade may18

Z9WZ

LH911983 Xinjiang Brigade apr18

LH962958 79th Brigade apr18

LH963918 80th Brigade may18

LH963920 80th Brigade may18

LH981908 74th Brigade may18

LH981910 74th Brigade may18

LH981915 74th Brigade may18

LH981920 74th Brigade may18

LH981926 74th Brigade may18

LH981936 74th Brigade may18

These are the first sightings of helicopters of the 79th Brigade with the new serial range 962cxx.

Z10

LH911120 Xinjiang Brigade apr18

LH911126 Xinjiang Brigade apr18

LH911136 Xinjiang Brigade apr18



During the Friendship Day at Iwakuni on 5 May 2018, Jonathan Verschuuren encountered US-2 9906, resting on the apron. This frame was delivered in August 2017 and was the sixth to join 71 Kokutai where five US-2s are operational.

LH962178 79th Xinjiang Brigade may18
 LH962180 79th Xinjiang Brigade may18

Z19

LH961501 78th Brigade may18
 LH961561 78th Brigade may18
 LH982536 121st Brigade may18

People's Liberation Army Navy (NY)

13 May presented another highlight to the navy as for the first time the second home-grown aircraft carrier left the shipyard at Dalian for the first time for its first sea trials. It is believed the ship will be put into service by 2020. Basically the ship is a copy of the first carrier Liaoyang. Ground tests a year ago at the carrier test site however revealed that the third carrier will feature a catapult that will enable AWACS aircraft operating from the carrier and also long range J15 operations with full weapon load.

H6DU

81313 6th Div/17th Reg may18

JL10H

88003/03 Naval Aviation University may18

Y8Q (GX6)

82011 1st Div/2nd Reg may18

Z9D

373 Carrier air Wing may18

Manufacturers (NY)

KJ500

In another major force multiplier move SAC (Shaanxi) has started flight testing the KJ500 with air-to-air refueling probe. With the inflight refueling the flight time around the islands of Taiwan and near Japan and South Korea is extended considerably.

India

Bharatiya Vayu Sena (AF)

SA316B (HAL)

ZA441 ex Z441 **AH066** mar18

Bharatiya Nau Sena (NY)

Do228-201

IN221/PBD INAS310 ex INAS310/DAB **4035** jan18

IN230/COC INAS550 ex o/h HAL Kanpur **4058** apr18

Japan

By the time you read this, all five F-35As now based at Luke AFB (AZ) will have been flown to Misawa to join Rinji F-35A Hikotai and according to Japanese sources, this unit will have ten F-35As before the end of the year.

Miho no longer houses operational C-1s, it is not clear if the unit which operates the C-2 (Team 403 Hikotai) is now officially renamed 403 Hikotai.

It is still undecided how many Kawasaki P-1s will be procured to replace the JMSDF fleet of Orions but as (according to the P-1 program manager) the P-1 outperforms the Orion in all areas, one can expect a fleet considerably smaller than the number of Orions the JMSDF once possessed, totalling 110 aircraft. The JMSDF now operates fourteen P-1s and one UP-1 and although some sources say officially Kawasaki has no further contracts, it expects further orders as two more are already flying from Gifu.

The JMSDF is reducing its own UH-60J fleet (in the future it will totally rely on SAR operations from the JASDF and JCG) and therefore is also reorganizing some SAR units. Sub-unit 72 Hikotai (Omura) was disbanded and reformed as sub-unit 224 Hikotai under 22 Kokutai, sub-unit 73 Hikotai (Tateyama) was disbanded and reformed as sub-unit 213 Hikotai under 21 Kokutai and Ominato Koku Bunkentai (under 73 Kokutai) was disbanded. Both Kanoya and Iwoto Koku Bunkentais are (for the moment) still active. It is not known if 72 and 73 Kokutai

still exist and act as the parent-unit for the two remaining Koku Bunkentais.

Again the LDP party of Japanese prime minister Abe is trying to find a way around Japanese law concerning possession of (for some) offensive weaponry. It is formulating plans to procure the F-35B and to soften up opposition also to procure a new build aircraft carrier for these aircraft, which can be used as a hospital-ship during disaster-aid. It looks like the study awarded to a shipyard to see if the Izumo class helicopter-carriers can be retrofitted for F-35B operations also has a favourable outcome. So spoilt for choice but where is the money?

RJCJ = Chitose	RJFN = Nyutabaru
RJOE = Akeno	RJNA = Nagoya/Komaki
RJNG = Gifu	RJTU = Utsunomiya
ROAH = Naha	
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jik.
AGG = Hiko Kyodogun	ARS = Kyunantai
ARW = Koku Kyunandan	ATS = Kyoiku Kokutai
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan
HAS = Herikoputa Kuyutai	TS = Jyutsuka Gakko
nmks = no tail unit-number	tdb = toned down badge

Nihon Koku-Jieitai (AF)

C-1

38-1003 Miho preserved, ex 403 Hik. **8003** may18
 58-1011 ?? ex 403 Hikotai **8011** dec17
 78-1024 402 Hikotai ex 403 Hikotai **8024** may18
 78-1026 o/h RJNG nb, ex 403Hik **8026** may18

Japanese spotters report all (operational) 403 Hikotai C-1s left this Miho based unit.

C-2

88-1208 Kawasaki HI f/n, test at Gifu **8** may18

C-130H

85-1079 o/h RJNG nb, camo c/s **382-5136** may18

Another Hercules re-painted in the camo pattern, this leaves only two aircraft in the light blue colours, 078 and 080, of which the first one is probably also at Gifu for overhaul and re-paint.

F-2A

13-8510 1 TS ex 6 Hikotai **1010** apr18
 13-8511 8 Hikotai ex 3 Hik? ex IRAN **1011** may18
 13-8562 3 Hikotai ex IRAN **1062** may18

Japanese sources reported F-2A 511 was delivered to 3 Hikotai after overhaul in December 2017, however we do not have photographic confirmation.

F-2B

23-8115 6 Hikotai ex ADTW **3015** apr18
 33-8117 21 Hikotai ex IRAN **3017** mar18
 33-8123 21 Hikotai nb, ex IRAN **3023** mar18

F-4EJ Kai

47-8333 ex 302 Hikotai wfu, final flight 11apr18 **M033** apr18
 57-8355 o/h RJNA nb, test, ex 301 Hik. **M055** may18
 07-8431 ADTW ex IRAN **M131** apr18
 07-8436 302 Hikotai nb, ex IRAN **M136** may18

Another 'older' Phantom re-appeared at Nagoya, 57-8355 previous last note was November 2016. The crew for 436 was flown to Nagoya using two 302 Hikotai T-4s so it is fairly certain it is now on strength of that unit.

F-15DJ

92-8070 AGG ex 306 Hikotai may18
 32-8086 o/h RJNA nb, ex 23 Hikotai may18
 52-8088 o/h RJNA nb, ex AGG may18
 82-8091 204 Hikotai tdb, ex 306 Hikotai may18

For the moment F-15DJ 070 is still in standard grey colours although the drop-tanks have a white/black pattern. Former aggressor 088 was delivered to Nagoya in its white/blue camo pattern.

F-15J

22-8809	o/h RJNA	nb, ex 306 Hikotai	J1-0591 may18
32-8821	303 Hikotai	ex nb/IRAN	021 may18
92-8910	o/h RJNA	nb, ex 201 Hikotai	110 may18
02-8917	9 Kokudan	nb ROAH, ex 306 Hikotai	117 may18
22-8934	201 Hikotai	ex nb/IRAN	134 may18
52-8955	? Hikotai	nb, ex 201 Hikotai	155 may18
52-8957	o/h RJNA	nb, ex 304 Hikotai	157 apr18

F-15J 917 will almost certainly join either 204 or 304 Hikotai. 955 was seen departing Chitose and as its last overhaul is less than one year ago, it was probably on its way to another unit.

F-35A

89-8707	Rinji F-35A Hik.	ex MHI	AX-07 may18
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Ferry pilot was flown in by T-4 96-5776, also a new Rinji F-35A Hikotai asset.

CH-47J

07-4499	o/h RJNG	ex Iruma HAS	5085 may18
67-4496	RJSM HAS	operating from Iruma?	5080 may18

Chinook 496 still has 'Misawa' on the sticker below the ARW badge, however it is operating in the Iruma area.

T-4

86-5607	ADTW	ex IRAN? ex 13FTW	1007 may18
26-5680	301 Hikotai	ex IRAN?	1080 may18
26-5690	11 Hikotai	BlueImpulse, ex IRAN	1090 may18
66-5750	o/h RJNG	nb/IRAN, ex 32 FTS	1150 may18
96-5776	Rinji F-35A Hik.	ex IRAN? ex ADC	1176 may18
06-5783	o/h RJNG	nb, test, ex 32 FTS	1183 mar18
36-5812	32 FTS	ex IRAN, ex 13FTW	1212 apr18

It looks like some T-4s disappear from our radar longer than usual. Normal time for overhaul at Gifu is six months however as you can see from the list in Scramble 466 – page 66/67, some have last notes of more than thirty months ago! Is there some sort of storage pool from which aircraft can be pulled in order to even out flying hours over the fleet?

T-4 607 was last seen in October 2015, 680 in November 2016. Compared to ten years ago, display team the Blue Impulse almost exchanged its entire fleet and also the 13 Hiko Kyoi-kudan pool changed a lot. Former 13 FTW T-4 812 lost the red/white colours and was re-painted standard grey during overhaul.

T-7

46-5910	o/h RJTU	nb, ex 12 FTW	10 may18
46-5913	11 FTW/red	ex IRAN, 12 FTW	13 may18
46-5916	11 FTW/red	ex IRAN	16 may18

U-125A

12-3018	ARW	no unit, ex IRAN	258469 may18
52-3023	o/h RJTU	ex RJCJ ARS	258629 may18
62-3024	RJFN ARS	unit confirmed	258685 may18

U-125A 018 was seen at the Shizuhama open house, performing the SAR demo with a Komaki based UH-60J. Probably only a matter of time before a sticker with 'Training Sq.' will be applied.

YS-11P

02-1158	Miho	preserved, ex 403 Hik.	2150 may18
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Seen along the perimeter fence at Miho together with C-1 38-1003. Not totally sure if these are now permanently on display at this spot or just parked here for the upcoming Miho open house.

Rikujo Jieitai (AR)

AS332L

At least two former JGSDF Pumas have been sold in New Zealand, MAR reports 00001 and 00003 as the ones concerned. All three were stored at Kasumigaura from at least May 2009.

AH-1S

73432	VATH	ex IATH	32 apr18
73455/55	S	ex VATH	55 apr18
73464/64	IATH	TDY RJOE, ex IIIATH	64 nov17
73490/90	VATH	TDY RJOE, ex IVATH	90 apr18

Three Cobras in the trainings role seems like too much, JG-3464 probably returned to Obihiro.

UH-1H

41727	Okadama	preserved/stored/ i/a?	1H127 may18
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UH-1J

41813	VI	ex NEH(apr14)	1J13 apr18
41889/889	EH or MH?	TDY RJTU	1J89 may18

OH-6D

31312	X	ex VATH	6766 apr18
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CH-47J

52932	XIIIH	ex HGPIII	5047 may18
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LR-2

23058	N	ex LR	FL-1013 may18
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Kaijo Jieitai (NY)

MH-53E

8621	to USA	for parts	65-543 may18
8623	to USA	for parts	65-540 may18
8628	to USA	for parts	65-585 may18



Another use of registration EC-005, CASA C295W Persuader, destined for the Saudi Arabia Ministry of Interior to become MOI-C4 on transit. Should be the fourth and last C295 for the MOI. (Malta-Luqa, 27 April 2018, Shaun Psaila)

All three helicopters were seen at MCAS Cherry Point (NC) in the store/scrap compound in the south/south-west part of the base and all are rotorless and missing the tail beyond the hinge.

SH-60J				
8270	24 Kokutai	ex IRAN, ex 25Kok	1070	may18
SH-60K				
8444	21 Kokutai	unit confirmed	5044	may18
P-1				
5515	3 Kokutai	ex nmks	15	apr18
5517	KawasakiHI	f/n, test at Gifu	17	may18
P-3C				
5046	203 ATS?	nmks, ex 1 Kokutai	9043	apr18
5065	? Kokutai	nmks, with Nippi?	9062	may18
5066	o/h Nippi?	ex 203 ATS	9063	apr18
5070	5 Kokutai	ex nmks	9067	may18
5075	o/h Nippi?	nmks, ex 1 Kokutai	9072	may18

Orion 5046 was seen operating from Shimofusa

Kaijō Ho'an-chō (CG)

Bell 505/Cessna 172S

A correction on the names (in Hiragana) carried by these helicopters/aircraft, the Bell 505 have 'Ooruri' and the Cessna 172S 'Amatsubame'. It looks like the helicopters are based at Sendai.

Falcon 2000MSA				
N33FJ	for JCG	at L3 for mission mods	332	

Pakistan

Pakistan Fiza'ya (AF)

AW139				
...	Leonardo	full c/s, CSX81930	31791	apr18
...	Leonardo	full c/s, CSX81931	31796	may18

The first of the new order, see Scramble 468 - Page 83.

K-8P				
10-05-830	1(FCU)sq	f/n		2016

F-86F
55-4998 pres Faisalabad ex Risawala AB **227-231** may18
New erected on 19 May, but a rediscovery nonetheless. It came from nearby Risawala air base and has probably been sitting derelict in one of the old shelters. Nothing is visible on Google Earth. It is now in town in Hijri park, along Jaranwala road. But that is a long road, so you had better use the following coordinates, 31.414699°, 73.111924°. Also, it has 988 on one side of the nose.

Pakistan Fauj (AR)

Just before we went to press, the Turkish Undersecretary of Defence stated that the deal for 30 T129 Atak helicopters would be signed by Pakistan imminently. The actual signing had not taken place yet. Also, the USD1.5 billion involved is not exactly pocket money, so a favourable credit line should also be negotiated. Still, with the AH-1Z programme for Pakistan seemingly dead in the water, this could be a viable option. The T129 has been tested in Pakistan and has the required hot and high performance. And the AH-1F are getting long in the tooth as well.

Beech B350
... (765?) h/o may18 ex N8145M **FL-765** may18
Although it was cancelled 21 May 2013 as being exported to Pakistan, it was operated by USAF Material Command in theatre; call sign Safire20. Recently it was transferred to the Pakistan Armed Forces, presumably the army, and presumably with 765 used as serial. If anyone can confirm or refute the presumptions, please do!

MFI-17 Mushshak
90-5304 nm f/n **15.304** apr18
This used to be a possible candidate for delivery to Iran.

Mi-17-VM
59602 ELINT mods may18
It was seen at Gujranwala with various antennae under its belly and boom as well as a row of four box-like knob-antennae along the upper fuselage.

Thailand

Royal Thai Navy (NY)

The Navy has issued a RFI (Request for Information) from the US Navy (NAVAIR) about the options to be included in an upgrade of the seven Do228-212 aircraft. Most importantly the sensors and mission systems should be upgraded. By requesting an update for seven aircraft the navy en-passant also confirms all Do228's (1109-1115) are still in use as Maritime Patrol aircraft.

SSJ100-95LR
60319 603sq t/f 18may18 o/o **95132**

On 18 May the third Sukhoi was noted at Zhukovsky on a pre-delivery test-flight, with its squadron code in the tail. The serial is expected to be L18-3/61, although for the last part the aircraft first has to be delivered this year.

Middle East

Jordan

Jordan is disposing of its older Bell Cobra helicopters. After Pakistan has received some, now the Philippines and Kenya have confirmed they are to receive used Cobra helicopter gunships. The helicopters are Bell AH-1F Cobra gunships currently used by 10 and 12 squadron of the Royal Jordanian Air Force and were offered to the Philippines sometime in 2017. Jordan had initially offered to donate four helicopters to the southeast Asian country, although this was later reduced to two. Jordan had earlier donated at least three Cobra helicopter gunships to Kenya from its fleet of almost fifty Cobras, which include former US Army helicopters acquired in 2001 and fifteen more from Israel in 2015. In the meantime, the first former USMC AH-1W destined for Jordan have been seen at Huntsville (AL). Twelve are destined for Jordan.

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)
Boeing was awarded a USD 1.16 billion contract for the 22 F/A-18E and six F/A-18F Super Hornet for the Kuwait Air Force (KAF) on 30 March 2018. The long-anticipated contract was already announced in November 2016 (it was then said that Kuwait was planning to buy forty Super Hornets) but is now officially inked. The KAF will most probably receive Block III variants and are set to replace Kuwait's legacy Hornet fleet. The Middle East country will become only the second international user of the Super Hornet, after Australia. No timeline was given but most probably, the KAF Super Hornets will be produced in between the upcoming USN Block IIIs, so deliveries are anticipated to start from 2020 and is set to run until September 2022.

Lebanon

al-Quwwat al-Jawwiya al-Lubnaniya (AF)

A-29B				
(L-713)	7sq	d/d as 15-2023	31400224	may18
(L-714)	7sq	d/d as 15-2024	31400225	may18
(L-715)	7sq	d/d as 15-2025	31400226	may18
(L-716)	7sq	d/d as 15-5026	31400227	may18

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These Super Tucanos flew as callsigns Panther 81-84 on 24 May across the pond, fuel stopping in Keflavik, Iceland. On the same day they carried on for a night stop at Prestwick, United Kingdom. Dornier 328-110 D-CAAN of 328 Support Svcs acted as a support aircraft. On Friday 25 May the journey continued towards their new home Hamat Air Base north of Beirut International Airport.

Qatar

Qatar Emiri Air Force (AF)

Rafale C

QA217	Dassault	Bordeaux-Mérignac	EQ01	mar18
QA...	Dassault	Istres	EQ02	apr17

Rafale D

QA2..	Dassault	Istres	DQ01	jan17
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On 28 June 2016 the first dual seat Rafale built for Qatar made its maiden flight in an all grey colour scheme marked as DQ01. This dual seater was built at the Bordeaux-Mérignac site of Dassault and was transferred to Istres for the test programme. This Qatari Rafale is designated Rafale DQ (Dual Qatar). Possibly the serial QA201 will be allocated. On 27 March 2017 a Qatari single seater marked EQ01 flew for the first time, followed by EQ02 on 13 April 2017. Both flew initially in an all grey, presumably primer paint coat, colour scheme. The single seat variant for Qatar is designated as Rafale EQ (Export Qatar). On 8 March 2018 a single seat variant in a full two colour grey camouflage scheme and marked with serial EQ217 was noted flying at Mérignac. We think it could be the former EQ01.

The initial order placed in 2015 was for six dual seaters (those should be DQ01 to DQ06 with possibly serials QA201 to QA216) for training and eighteen single seaters for combat use (possibly serial QA217 onwards). This was increased by twelve additional Raffy's, presumably all single seaters and a provision for the option of a further 36 examples in December 2017. No Qatar Emiri Air Force Rafales have been transferred to Qatar yet. They are all engaged in an elaborate test and training programme at Mérignac, Istres and Mont-de-Marsan. Reportedly a contingent of former Pakistani fighter pilots are training in France to stand up the first Qatar squadron.

Saudi Arabia

Saudi Arabian Government (GV)

C295W

MOI-C4	MOI	ex Airbus EC-005	179	apr18
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The fourth Persuader passed through Luqa, Malta, for delivery ferry on 27 April 2018.

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

Of all the Gulf Cooperation Council (GCC) armed forces, United Arab Emirates still must decide and place an order for new fighter aircraft to modernise the Air Force. The other founding countries of the GCC besides United Arab Emirates, Bahrain, Kuwait, Oman, Qatar and Saudi Arabia, all have invested and signed contracts and some are even in the process of introducing new hardware.

Bahrain will receive sixteen new build F-16V Block 70 aircraft and twenty existing F-16C/D Block 40 will be upgraded to the Block 70 configuration. Kuwait has signed for the purchase of 22 single seat and six two-seater Eurofighter Leonardo Trance 3 Typhoons plus 22 Boeing F/A-18Es and six F/A-18Fs to expand and replace Kuwait's legacy Hornet fleet. Oman is already operating two squadrons of Lockheed Martin F-16C/D Block 50 and the delivery of a squadron of twelve Eurofighter BAE Systems Typhoons is nearing completion. The enormous fighter aircraft order of Qatar is for 36 Dassault Rafales, 36 Boeing F-15QAs and 24 Eurofighter BAE

Systems Typhoons. Saudi Arabia has received 72 Eurofighter BAE System Typhoons, may purchase a further 48 and is busy introducing the 84 new built Boeing F-15SA and upgrading 68 existing Boeing F-15S to the same configuration.

Although survivors of the unique eighty strong Lockheed Martin F-16E/F fleet and the nearly sixty Dassault Mirage 2000-9 variants, together forming the core of the UAE AF&DF, have received and continue to receive various updates and modifications, talks about new fighter aircraft have been ongoing for several years. Yet these negotiations and evaluations have still not resulted in a firm commitment and order. It is no secret what UAE really wants and that is probably the reason it has not placed an order for anything else. The one and only true fifth-generation fighter aircraft on the market. It has expressed interest in the Lockheed Martin F-35A Lightning II since 2011. Crown Prince and Deputy Supreme Commander Mohammed bin Zayed Al Nahyan's is understood to have raised the subject of a purchase F-35A during his meetings with President Trump and US Defense Secretary Jim Mattis in Washington DC in May 2017. At the Dubai Air Show in November 2017, American and Emirati officials confirmed that the UAE was in preliminary discussions with the United States centred around a future purchase of two squadrons of F-35A (probably about 24 aircraft). If an Emirati F-35 purchase would be limited to the purchase of two squadrons of F-35As, it would most likely mean a procurement of a second aircraft type.

North America

United States

United States Air Force (AF)

A truly unique air refueling event already occurred at the beginning of March 2018. A 9th Air Refueling Squadron/ 60th Air Mobility Wing McDonnell Douglas KC-10A Extender from Travis AFB (CA), took part on 10 March 2018, in a first-of-its-kind mission to move six US Marine Corps MV-22B Ospreys to Morón Air Base in Spain. The mission to move the MV-22Bs proved to be an alternative, transatlantic southern route as opposed to a northern passage used during previous events. Departing from Joint Base Charleston (SC), the Travis KC-10A rendezvoused with the Ospreys leaving L.F. Wade International Airport in Bermuda. Together, the aircraft continued on to Lajes Field, Portugal, before arriving at Morón. It was stated that the mission was also the longest flight that an Osprey has done by 600 nautical miles due to the change in route. At this moment, the Ospreys are indefinitely part of the Special Purpose Marine Air-Ground Task Force-Crisis Response Africa (SPMAGTF-CR-AF) mission and based out of Morón.

Regarding last month's Air National Guard deployment news. Seen transiting through Morón Air Base on 11 April 2018, were twelve F-16C Fighting Falcons from the Minnesota ANG's 179th Fighter Squadron/ 148th Fighter Wing. The dozen F-16s eventually ended up being deployed at Ahmed Al Jaber Air Base in Kuwait, being part of the 407th Air Expeditionary Group.

At the end of April 2018, it became known that the USAF 178-strong fleet of Raytheon T-1A Jayhawk aircraft (Derived from the Hawker Beechcraft T-400), will get a lifespan extension over the next five years, so it can continue to fly well into the 2030s. Already operated within the USAF since 1992, the T-1A is mainly operated by the Air Education and Training Command (AETC). Of special note is that the T-1A is also used to support pilot- and navigator training for the US Navy, US Marine Corps and international services. Annually, they educate and train some 700 future C-2, E-2, C-130, KC-46, C-17, C-40, P-3 and KC-10 pilots/ navigators with the



In the near future this KC-46A frame will be flying for the USAF as 15-46008, revealed by the line number 1100 making it frame 41856. (Seattle-Everett (WA), 7 March 2018, Martin Uleman)

following units and locations: 12th FTW with tail code RA at Randolph AFB (TX), 14th FTW with tail code CB at Columbus AFB (MS), 47th FTW with tail code XL at Laughlin AFB (TX), 71st FTW with tail code VN at Vance AFB (OK), and resorting under the 12th FTW, the 451st FTS at Naval Air Station Pensacola (FL).

This year it will be the third year, since Draken International started to provide adversary support for the USAF. Having their headquarters in Lakeland (FL), Draken International is mostly to be found exercising with the USAF in the Southwestern part of the United States. In 2015, it all started at Nellis AFB (NV), by using former Royal New Zealand Air Force and BAE Systems (T)A-4K and A-4N Skyhawk fighter jets to replicate a numerous of threat types for the USAF. Nowadays they maintain a sizeable presence at Nellis with the venerable A-4 Skyhawk and Czech built L-159 ALCA. Normally, Draken International is executing daily flight schedules of 18-24 commercial Adversary Air (ADAIR) missions, in support of training requirements for the USAF Weapons School, Operational Test missions, as well as Red Flag exercises.

Recently it became known that Draken International, under the authority of the 57th Adversary Tactics Group at Nellis, now offers additional adversary sorties to Luke AFB's 56th Fighter Wing assets when the USAF Weapons School requirements permit. With the distance between Luke and Nellis being roughly 275 miles, this is without having to deploy additional aircraft and personnel. Draken International is also expanding its area of responsibility to the Utah Test and Training Range (UTTR), providing direct adversary support to the operational F-35A Lightning-II's from the 388th Fighter Wing based at Hill AFB (UT).

Over the past several months, Draken International has already flown 300+ sorties dedicated to contesting America's 5th Generation fleet of F-35As from Luke and Hill. The capacity of Draken International will continue to grow, providing a direct influence over combat readiness training, which ultimately saves taxpayer money and mitigates the impact caused by the pilot shortage within the USAF.

In anticipation of possible future summer blazes, four USAF C-130H Airlift Wings operating the United States Department of Agriculture (USDA) Forest Service's Modular Airborne Fire

Fighting System, or shortly MAFFS, started a weeklong training on 23 April 2018. The year's training, sponsored by the USDA Forest Service at Sacramento McClellan Airport (CA), made up an Air Expeditionary Group that consisted of three Air National Guard units and one Air Force Reserve unit. It was stated that training with all four USAF MAFFS wings alongside the US Forest Service, CAL FIRE and other wildland firefighting agencies would provide a significant opportunity as a preparation for the 2018 wildland fire season. The USDA Forest Service's large MAFFS equipment can be easily rolled into the back of a C-130H Hercules aircraft, and can drop up to 3,000 gallons of water or fire retardant in six seconds through a nozzle on the rear left side of the plane.

The past years there has been a lot of shuffling with C-130H units, aircraft and tasks. For now, the following units are certified to use the MAFFS system: California ANG's 115th AS/ 146th AW, Nevada ANG's 192nd AS/ 152nd AW, Wyoming ANG's 187th AS/ 153rd AW and AFRC's 731st AS/ 302nd AW. During the past decade, military C-130s equipped with MAFFS systems, delivered more than 8 million gallons of fire retardant to aid in the suppression of wildfires around the United States. C-130H MAFFS aircraft are activated to supplement commercial airtankers contracted by the USDA Forest Service during periods of high wildfire activity throughout the nation.

Transiting through Morón Air Base on 22 and 23 April 2018, were twelve F-16C Fighting Falcons from the Oklahoma Air National Guard's 125th Fighter Squadron/ 138th Fighter Wing. Although believed to be assigned to the US Central Command (USCENTCOM) area of operations, and normally based at Tulsa International Airport/ Air National Guard Base (OK), it was not stated where the F-16s were heading to or came from. The following OK coded F-16s were noted at Morón: 89-2017, 89-2022, 89-2034, 89-2037, 89-2040, 89-2073, 89-2076, 89-2138, 89-2141, 90-0713, 90-0719 and 90-0738.

Also seen transiting through Morón Air Base on 22 April 2018, and updating Scramble 468, regarding the Raptor deployment news, were another four 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). At this stage, it seems that there are no USAF fifth-generation fighters deployed in the Middle East any more. The following four TY coded F-22As were noted at Morón: 05-4084, 05-4086, 05-4098 and 05-4106.

Related to the above Raptor news comes the fact that the USAF stated on 26 April 2018, during an Aircraft Airworthiness and Sustainment Conference, that F-22A with serial number 02-4037 could return to service as soon as repairs to the aircraft were completed in the foreseeable future. The mentioned Raptor, still being treated at the Ogden Air Logistics Complex at Hill AFB (UT), was damaged six years ago when it skidded across a runway on its belly. The upcoming return of the aircraft to operational status comes as a timely addition, as another F-22A experienced a similar mishap on 13 April 2018 at NAS Fallon (NV). The USAF Raptor fleet currently stands at 137 combat-coded aircraft, 15 test aircraft, and 31 training aircraft.

On 28 April 2018, the rare and sole Boeing NC-135W, with serial number 61-2666 arrived as "SAME40" at RAF Mildenhall in the United Kingdom. The NC-135W is a test-bed added to the Air Force Material Command's 645th Material Squadron/Det.2, and is mainly used by L3 Technologies at Major Field near Greenville (TX). The aforementioned 61-2666 has been modified as a NC-135W to test systems used on RC-135V/W Rivet Joint reconnaissance aircraft.

Whenever visiting or transiting Europe in the past, the NC-135W is mostly using the callsign "SAME40". During this time, the aircraft used Mildenhall as a temporary base. In the past the aircraft was also deployed to Souda Air Base (Crete, Greece). Conveniently, both Mildenhall and Souda, have normally one or two forward detached RC-135V/W Rivet Joint aircraft from the 55th Wing based at Offutt AFB (NE).

Related to the above Boeing C-135 news comes the fact that the USAF stated at the end of April, that it is set to begin overhauling and modifying the first of three KC-135R tankers into WC-135 Constant Phoenix "Nuke Sniffers" during the end of 2019. At this moment, the USAF's two WC-135s with serial

numbers 61-2667 and 62-3582 are among the most rare and specialized aircraft in the USAF's inventory. Outfitted with highly classified equipment, it allows the crew to monitor the atmosphere for signs of nuclear explosions or radioactive activity.

Air Force Chief of Staff Gen. D. Goldfein told the Senate Armed Services recently that the current WC-135s are getting old. The General stated that they are wearing out. The two planes date from the beginning of the 1960s and are reaching the end of their lifespans. This latest move can be viewed as part of a larger Defense Department focus on the modernization and expansion of its nuclear capabilities, driven in part by a new Nuclear Posture Review and growing concern about Russian, Chinese, Iranian, and North Korean weapons tests.

Being also a part of Offutt's 55th Wing, the USAF rarely speaks about the Constant Phoenix missions. The special aircraft had gained more attention over the past year as tensions with North Korea increased. The WC-135 deployed to Kadena Air Base in Japan, during September 2107, where it was sent to sniff out possible radioactive clouds after North Korea's nuclear tests that month.

At this moment, the USAF is requesting USD 208 million in Fiscal Year 2019 for the Constant Phoenix upgrade, with an additional USD 8 million planned in Fiscal Year 2020. The USAF and L3 Technologies stated that it was more cost-effective to convert KC-135Rs into WC-135Rs than to modify the two existing WC-135C/Ws

On 26 April 2018, Boeing announced that the KC-46A Pegasus has completed all required flight tests for the Supplemental Type Certificate (STC). The STC encompasses the military systems installed on the B767-2C aircraft to make it a tanker. Boeing will now submit the resulting data and reports to the FAA and USAF for review in advance of the STC award.

As part of STC testing, the combined Boeing/USAF team had to validate both the boom and drogue systems for aerial refueling with several receiver aircraft. Besides that, they demonstrated that the KC-46A can receive fuel from KC-135s, KC-10s and KC-46s, as well during day and night time opera-



While visiting El Centro on 26 April 2018, Ton van Bakel encountered this bright looking T-44C Pegasus. BuNo 160978 belongs to Training Air Wing 4, Training Squadron 31 "Wise Owls" out of NAS Corpus Christi (TX).



One year ago, in *Scramble 456* – page 34, we had the pleasure to show you this USMC UC-35D Citation while visiting Dusseldorf for maintenance purposes. This turns out to be an annual migration as Bill de Koning encountered this Miramar based jet at the same place on 7 April 2018.

tions. Over the past period, the KC-46A has air-to-air refueled multiple types of aircraft, including the A-10C, AV-8B, B-2A, C-17A, F-16, F/A-18, F-22A, F-35A, KC-10A, KC-135 and KC-46.

Busy months for the 13th FS, named the Panthers. Having already participated in the bilateral exercise Cope West 20018 in Indonesia in March 2018, another exercise started at the end of April, when six 13th FS/ 35th FW F-16C Fighting Falcons from USAF's Misawa Air Base flew to Chitose Air Base. From 23 to 27 April 2018, the Japanese base Chitose hosted the 13th Fighter Squadron. The USAF and Japan Air Self-Defense Force (JASDF) participated in an annual bilateral Aviation Training Relocation (ATR) program. Besides the USAF F-16s, JASDF F-15 Eagles, belonging to the 201st and 203rd Tactical Fighter Squadrons, participated in the ATR. Throughout the exercise, USAF and JASDF members worked together and executed daily sorties, which included basic fighter manoeuvres and defensive counter air mission sets. The following WW coded F-16Cs were noted at Chitose: 90-0808, 91-0363, 91-0399, 91-0411, 92-3884 and 92-3893.

Having been deployed to Kandahar Air Base in southern Afghanistan since mid-January 2018, a dozen 303rd Fighter Squadron A-10Cs arrived at the end of April at Lajes Air Base on the Azores, Portugal. The following KC coded Thunderbolt-IIIs were noted at Lajes transiting to their home base, being Whiteman AFB (MO): 79-0093, 79-0109, 79-0110, 79-0111, 79-0114, 79-0117, 79-0119, 79-0123, 79-0155, 79-0164, 80-0201 and 82-0653.

Already in the second week of April, a dozen IN coded A-10Cs were noted at Lajes, transiting towards Afghanistan to relieve the 303rd Fighter Squadron. The 163rd Fighter Squadron, normally resorting under Indiana Air National Guard's 122nd Fighter Wing and based at Fort Wayne International Airport (IN), became the 163rd Expeditionary Fighter Squadron, part of Kandahar's 451st Air Expeditionary Group. The following IN coded A-10Cs are now stationed at Kandahar: 78-0658, 79-0162, 79-0213, 79-0219, 80-0152, 80-0177, 80-0214, 80-0217, 80-0230, 80-0243, 81-0944 and 82-0661.

With C-130J Super Hercules 06-8610 and 16-5841 landing at Yokota Air Base (Japan) on 27 April 2018, the 36th Airlift Squadron/ 374th Airlift Wing reached a new milestone. The last two Hercules aircraft, already adorned with the YJ code

and red fin stripe, were the thirteenth and fourteenth C-130J delivered. 06-8610 was delivered from Ramstein Air Base (Germany) while 16-5841 came straight in from Lockheed Martin's Marietta (GA) plant. A week before, on 21 April 2018, the twelfth C-130J, with serial number 16-5843 was delivered to Yokota's 36th AS.

Related to the above Yokota news comes the fact that on 4 May 2018, a special event occurred at Yokota Air Base. In total fifteen fixed wing aircraft and two helicopters carried out the so-called Elephant Walk. Although this phenomenon has been commonly used by the USAF, by various units throughout the world, this was something unique. The 374th Airlift Wing, consisting of the 36th Airlift Squadron and the 459th Airlift Squadron, managed to get a combined formation of twelve C-130Js (out of fourteen), three C-12J Huron's (full complement) and two UH-1N Iroquois helicopters (out of four) in the air (with a third UH-1N acting as photographic platform)

During the formation flight, the aircrews flew over the ocean, through mountainous terrain and dropped sand bags on Yokota's airfield to test and improve their capabilities while flying together. The Elephant Walk exercises the maximum generation of all aircraft on Yokota while the formation flight enabled the aircraft to gain necessary training for future scenarios. The formation flight took place throughout the Kanto Plains and Mount Fuji.

2 May 2018 was a black day for the USAF. One of the oldest Lockheed C-130 Hercules in the USAF's flying inventory was completely destroyed when it crashed on Highway 21 after take-off from Savannah/ Hilton Head International Airport (GA). Sadly, none of the nine occupants survived. At the time of the crash, WC-130H with serial number 65-0968, was attached to Puerto Rico Air National Guard's 198th Airlift Squadron/ 156th Airlift Wing. Ironically, after having received some minor overhaul attention in Savannah, the WC-130H was believed to be the first of its type to be de-commissioned and was on its final mission, to the 309th Aerospace Maintenance and Regeneration Group (AZ), when it crashed.

After spending some six weeks at Leeuwarden Air Base in the Netherlands, and having participated in the exercise Frisian Flag, the Air National Guard contingent consisting of twelve

F-15C/D Eagle interceptors from Oregon's 123rd FS/ 142nd FW and Massachusetts's 131st FS/ 104th FW moved along on 3 May 2018. Being a part of the European Theater Security Package (TSP) the whole detachment transited to Graf Ignatievo Air Base in Bulgaria to participate in the exercise Thracian Eagle 2018 and to train and strengthen interoperability with the Bulgarian Air Force. Besides that, Spangdahlem's 52nd Fighter Wing, supported the TSP and the exercise Thracian Eagle 2018, with multiple F-16s during the middle of May. At this moment, it is not known were the ANG Eagles will go after their visit to Bulgaria.

On 7 May 2018, flights began for the USAF's second phase of the Light Attack Experiment at Holloman AFB (NM). The experiment must lead to a potential purchase within the program commonly known as the OA-X. Aircraft that are still involved, are the Sierra Nevada/Embraer A-29 Super Tucano and the Textron Aviation AT-6B Wolverine. Pilots will fly both aircraft during a three-month, live-flying experiment to gather additional information about both aircraft's capabilities, as well as partner nation interoperability.

The second phase of the experiment is about informing the rapid procurement process as the USAF moves closer to investing in light attack aircraft. If the light attack aircraft is able to operate in a permissive combat environment, the USAF can alleviate the demand on their 4th and 5th generation aircraft, so those can be training for the high-end fight they were made for.

Also, during this phase of the experiment, aircrew include fighter-, attack-, or special operations pilots, plus test pilots and flight engineers from the Air Force, Air National Guard, and Air Force Reserve. Collectively, they will work up an average of more than 1,000 flight hours and more than 100 combat missions. All pilots involved were instructors before on one or more aircraft. Flight scenarios will consist of both day and night missions in air interdiction, close air support, armed overwatch, and combat search and rescue. Maintenance observers will focus on flightline and in-shop maintenance, to inform sustainment and product support requirements.

The experiment is part of a broader Air Force effort to explore cost-effective attack platform options under the Light Attack Experimentation Campaign led by the Air Force Strategic Development Planning and Experimentation Office at Wright-Patterson AFB (OH). The first phase of the Light Attack Experiment took place in August 2017 at Holloman AFB, with four models of light attack aircraft. Two of these models, the Textron Scorpion and the AT802 Air Tractor, were dropped from the programme already.

On 11 May 2018, two USAF Lockheed Martin F-22A Raptor aircraft from Alaska's Joint Base Elmendorf-Richardson, were scrambled to intercept a pair of Russian Tupolev Tu-95MS bomber aircraft off the coast of Alaska. The last time that Elmendorf's 3rd Wing saw a similar action was more than a year ago. On 17 April 2017, aircraft from the 3rd Wing also intercepted two Tu-95 bomber aircraft. Operated by the United States and Canada, the Alaskan NORAD Region (ANR) conducts aerospace control within its area of operations and contributes to NORAD's aerospace warning mission. From 2007, since the Raptors started their ANR mission from Elmendorf, some ten Russian interceptions, mostly Tu-95s, have been recorded.

On 15 May 2018, the 48th Fighter Wing said farewell to the HH-60G Pave Hawks of the 56th Rescue Squadron during a ceremony at RAF Lakenheath in the United Kingdom. The event marked the near-completion of both the 56th and 57th RQS relocation to Aviano Air Base in Italy, which was announced in November 2015. It has been stated that the relocation to Aviano Air Base will provide strategic combat search and rescue capabilities to the European and Africa theaters of operations and provide unique training opportunities for the units with partners and Allies in the region. The two squadrons, one flying (56th RQS) and one administrative (57th RQS), have gradually transitioned nearly 350 personnel and five HH-60G Pave Hawk helicopters to their new duty station over the past several months. It is expected that in due time the HH-60Gs will have their codes changed from LN to AV.



Imperial County (CA) is often used by helicopter units operating out of NAS North Island. (CA) HSC-3's latest CAG bird 165745/SA-00 (replacing 166344) was photographed here on 26 April 2018 by Ton van Bakel.



Four US Navy assets participated in the only Joint Warrior exercise this year at Lossiemouth. Besides two P-8A aircraft also two MH-60S Seahawks flew missions, seen here 168587/AM-04 of HSC-22 leading the formation. (24 April 2018, Jamie Ewan)

PASM = Pima Air and Space Museum

				61-0323		ex 91st ARS	18230/T0545	apr18
C-12C				62-3565	92nd ARW		18548/T0616	may18
76-0160	USE Bogota	dam	23apr18	BD-17	apr18		18629/T0668	apr18
				63-8012	314th ARS	ex 22nd ARW		
C-12D				63-8879	314th ARS	ex 92nd ARW	18727/T0710	apr18
83-0497	USE Accra							
				BP-43	jan18			
C-130J-30								
06-8612	19th AW			382-5621	may18			
16-5834	317th AW			382-5834	may18			
C-133A								
56-1999	Travis	Heritage Center		45164	nov95			
F-15C-21-MC								
78-0492	114th FS	OR ANG		474/C025	mar18			
F-15C-22-MC								
78-0510	114th FS	OR ANG		495/C043	mar18			
78-0515	114th FS	OR ANG		501/C048	mar18			
F-15C-23-MC								
78-0543	114th FS			534/C076	mar18			
F-15SG								
05-8361/MO	428th FS	RSIAF			mar18			
F-16A ADF								
81-0721/MC	Phoenix	fuselage, '56FW'		61-402	mar18			
F-16C-25-CF								
84-1277/LF	Edwards	ex 309th AMARG		5C-114	may18			
F-35A-1B								
09-5006/LF	56th FW			AF-19	mar18			
F-86E-1-NA								
50-0600	Tucson	PASM		170-22	mar18			
F-86F-25-NA								
52-5323/FU-323	Luke AFB			193-52	mar18			
HH-60G								
90-26310/nm	422nd TES			70-1540	mar18			
KC-135R								
60-0323	314th ARS	AFRC		18098/T0437	apr18			

MC-12W
09-0655 185th SOS **FL-655** apr18

MQ-9A-1
12-4175 432nd Wing w/o 06may17 may17

RQ-4B-30
05-2022/BB 12th RS **AF-15** apr18
07-2027/BB 12th RS **AF-20** apr18
08-2033/BB 12th RS **AF-26** apr18

RQ-4B-40
12-2050/BB 12th RS **AF-43** apr18

T-6A
07-3901/VN 33rd FTS **PT-460** apr18

TU-2S
80-1064/BB 1st RS **2-064** apr18

United States Army (AR)
Updating last month's report on the deliveries of UH-60M helicopters to A/1-214th AVN at Wiesbaden AAF (Germany) we can present the following details. The plan was to equip the unit with ten Mike Blackhawks, so all are delivered now. There however different sources quote some different serials which were delivered. Any confirmations are gladly received, but please make sure to confirm the source since especially on the FY-data there are a lot of assumptions and radio logs which are being copied without actual confirmations. The below is what was reported to us, with at the end a summary of conflicts with other sources.

C-17A 07-7169 436th AW: arr 07mar18, dep 08mar18
Delivered UH-60M 15-20742, 15-20743 and 15-20754
Returned to CONUS: 87-24583 (UH-60A+), 87-24642 (UH-60A+) and 93-26485 (UH-60L).

C-17A 97-0042 155th AS TN ANG: arr 25mar18, dep 26mar18
Delivered UH-60M 09-20276, 15-20744 and 15-20745
Returned to CONUS: 86-24538 (UH-60A+), 88-26027
(UH-60A+) and 88-26071 (UH-60A+)

C-17A 09-9206 437th AW: arr 16apr18, dep 17apr18
Delivered UH-60M 09-20272 and (09?)-20314
Returned to CONUS: 87-24589 (UH-60A+) and 87-24643
(UH-60A+)

C-17A 02-1107 62nd AW: arr 26apr18, dep 27apr18
Delivered UH-60M 09-20245 and (09?)-20311
Returned to CONUS: 87-24584 (UH-60A+) and 96-26718
(UH-60L)

Compared to the above, the following differences are also reported:

20245, 20272, 20276, 20314	Quoted as FY10
20311	Not reported as arrived (see 20741)
20741	Also quoted as arrived, with FY15

Safety inspections performed on AH-64E Apaches showed corrosion in severe, coastal environments of nuts used to hold large bolts that in its turn holds the rotorblades fixed to the rotorhead. Even though Boeing already started redesign efforts of the nuts in question mid-2017, the United States Army decided to stop acceptance of new AH-64E helicopters from Boeing at Mesa (AZ) since February 2018. This ban will be lifted again once an acceptable and improved strap pack nut is available and installed.

According to Boeing, the root cause of the corrosion has been established and the new design is already approved by the Army. After thorough testing, the new strap pack nuts should be available for installation during the early summer of 2018. It is expected that Boeing will be able to field at least two battalions per month once deliveries commence again.

In total 653 AH-64E Apaches were already delivered when deliveries were stopped. Over the last year, on average six new AH-64E helicopters were added each month.

The Director of Army Aviation at the Pentagon Major General Frank Tate, recently stated in a speech that as part of a larger service analysis, the United States Army is considering two options to grow its aviation structure.

First, in order to increase the CH-47F Chinook capacity a proposal is made to add two companies equipped with Chi-

nooks to the 101st Combat Aviation Brigade (CAB). This will not only increase the the number of deployable Chinook units, which currently is a bottleneck with ongoing operations. It will also enable the 101st Airborne Division to deploy a Brigade Combat Team (CBT) on short notice again. In the past this division had two Combat Aviation Brigades attached to its organization: 101st CAB and 159th CAB. The latter was deactivated on 15 May 2015.

Secondly, investigations are underway to continue with nine-month rotation deployments of CABs to Europe or to increase the size of 12th CAB back to its original full size. In 2015, 12th CAB was reduced in size when 3-158th AVN was deactivated and its UH-60L Blackhawks were returned to the Continental United States. The 12th CAB also lost half of its AH-64D Apache helicopters when 3-159th AVN was deactivated the same year. The second Apache unit (2-159th AVN) was reflagged to 1-3rd AVN on 8 October 2015. In order to keep up the level of aviation support and to form a realistic deterrent force in Europe, the United States Army commenced deployments of full CABs from the Continental United States (CONUS). Cost wise, it might be more beneficial to return to the original situation with a fully equipped CAB forward deployed in the region.

For both plans, approval and budget needs to be found first amongst Pentagon leadership. That means that they will have to compete with other priority plans. It therefore is not confirmed yet if either of these plans will actually materialize.

It recently was brought to our attention that C(-)/5-159th AVN WY ARNG at AASF Cheyenne RAP (WY) was reflagged to G(-)/2-211th AVN in 2016. The unit continues to use HH-60M Black Hawk helicopters in the Medical Evacuation role. This company also maintains a detachment at AASF Papago AHP, Phoenix (AZ), which at the same time was reflagged to Det.1 G/2-211th AVN.

On 28 April 2018, the United States Army announced that the 4th Combat Aviation Brigade (CAB) from Fort Carson (CO) will deploy to Europe this summer to replace 1st Air Cavalry Brigade (ACB) which arrived in November 2017. No time frame was mentioned but since these deployments usually last nine months, it is most likely that this rotation will take place end-August 2018.



Local based VMGR-152 Sumos performed during the Iwakuni Friendship Day with one of their KC-130Js. Reinier Schreurs provides us with 169227/QD-227 departing the airfield on 5 May 2018.



Another local unit that could be seen in action during the Iwakuni Friendship Day was VMFA-121 Green Knights. Operating the F/A-18D until 2012 the unit transferred to the F-35B, showing 169296 during a solo display in semi-hover configuration. (5 May 2018, Reinier Schreurs).

Units					
3-6th CAV	Biggs AAF, Fort Bliss (TX)				
6-6th CAV	Wheeler Sack AAF, Fort Drum (NY)				
1-17th CAV	Simmons AAF, Fort Bragg (NC)				
1-25th AVN	Ladd AAF, Fort Wainwright (AK)				
1-101st AVN	Campbell AAF, Fort Campbell (KY)				
5-101st AVN	Sabre AHP, Fort Campbell (KY)				
B/6-101st AVN	Sabre AHP, Fort Campbell (KY)				
C/6-101st AVN	Sabre AHP, Fort Campbell (KY)				
B(-)/2-104th AVN	PA ARNG, AASF Muir AAF, Fort Indiantown Gap (PA)				
A/1-111th AVN	PR ARNG, AASF Isla Grande Airport (PR)				
Det.1 F/1-126th AVN	DE ARNG, AASF New Castle CAP, Wilmington (DE)				
C(-)/3-140th AVN	NM ARNG, AAFA Las Cruces IAP (NM)				
A/1-150th AVN	NJ ARNG, NAS Lakehurst (NJ)				
2-158th AVN	Grey AAF, JB Lewis-McChort (WA)				
B/5-159th AVN	USARC, ASF Eustis, Felker AAF (VA)				
C/3-160th SOAR	Hunter AAF, Fort Stewart (GA)				
1-183rd AVN	ID ARNG, AASF Boise Airport-Gowen Field (ID)				
C(-)/1-189th AVN	SD ARNG, AASF Rapid City RAP (SD)				
Det.1 C/2-211th AVN	IA ARNG, AASF Waterloo RAP (IA)				
1-212th AVN	Lowe AHP, Fort Rucker (AL)				
A/1-214th AVN	Wiesbaden AAF (Germany)				
D/1-214th AVN	Wiesbaden AAF (Germany)				
1-223rd AVN	Cairns AAF, Fort Rucker (AL)				
1-223rd AVN	Knox AHP, Fort Rucker (AL)				
Det.1 C/1-224th AVN	MA ARNG, AASF Westfield Barnes Airport (MA)				
1-227th AVN	Hood AAF, Ford Hood (TX)				
Det.1 B/2-238th AVN	SC ARNG, AASF McEntire JNGS (SC)				
1-244th AVN	LA ARNG, AASF Hammond Northshore RAP (LA)				
1-285th AVN	AZ ARNG, AASF Silver Bell AHP, Pinal Airpark, Marana (AZ)				
A/2-285th AVN	AZ ARNG AASF Papago AHP, Phoenix (AZ)				
2916th AVN	Barstow Daggett AHP (CA)				
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)				
Summit Avn	Summit Aviation at Middletwon-Summit Airport (DE)				
MC-12S-3					
11-00286	see note				FL-780 may18
The last report of this aircraft dates back to September 2017. It arrived at Hagertown (MD) in that month for conversion to MC-12S-3 EMARSS-V standard. In May 2018, it was reported at NAS Lakehurst (NJ) for post-conversion trials.					
MC-12W					
09-00644		E/305th MI Bn	ex nb		FL-644 may18
CH-47D					
92-00307		to N952CH	ex std Summit		M3448 apr18
MH-47G					
..-02904		160th SOAR	f/n		M2904? Apr18
The report of a MH-47G with serial 02904 applied fuels the belief that the eight newly built Special Forces MH-47G helicopters have been allocated serials 02901 (FY12?) and 02902 until 02908 (FY13?). So far 02901, 02902, 02903, 02904, 02905 and 02907 have been reported.					
CH-47F					
05-08010		Det.1 B/2-238th AVN,	ex nb		M8010 feb18
06-08022		B/5-159th AVN	ex nb		M8022 apr18
07-08035		Det.1 B/2-238th AVN,	ex B(-)/2-104th		M8035 feb18
09-08794		Det.1 B/2-238th AVN,	ex B/3-82nd AVN		M8794 mar18
13-08145		B/2-3rd AVN	f/n		M8145 nov17
13-08146		B/6-101st AVN	f/n		M8146 mar18
14-08456		B/6-101st AVN	f/n		M8456 apr18
14-08457		B/6-101st AVN	f/n		M8457 jan18
OH-58C					
71-20549		to N581AL	ex 1-223rd AVN/49B		41410 mar18
EH-60A					
85-24466		std BEST	ex 1-212th AVN/66J		70-1000 mar18
87-24669		std BEST	ex 1-212th AVN/69M		70-1257 mar18
UH-60A					
79-23283		std BEST	ex nb		70-100 feb18
79-23296		std BEST	ex A/1-111th AVN		70-113 dec17
80-23458		std BEST	ex A/3-238th AVN		70-216 dec17
81-23604		std BEST,	ex Det.1 F/2-238th AVN		70-326 dec17
81-23607		std BEST	ex A/1-111th AVN		70-329 dec17
81-23616		std BEST	ex A/3-142nd AVN		70-338 feb18
82-23694		std BEST	ex C/1-140th AVN		70-517 dec17
82-23724		std BEST	ex nb		70-547 dec17
82-23748		std BEST	ex nb		70-571 dec17
85-24395		std BEST	ex EAATS		70-871 feb18
87-24598		std BEST	ex nb		70-1111 feb18
Previous reports of 81-23616 being converted to UH-60L standard prove to be incorrect.					
UH-60A+					
81-23606		std BEST	ex A/1-111th AVN		70-328 mar18

86-24538	dep to CONUS, ex A/1-214th AVN	70-1045	mar18
87-24583	dep to CONUS, ex A/1-214th AVN	70-1088	mar18
87-24584	dep to CONUS, ex A/1-214th AVN	70-1090	apr18
87-24589	dep to CONUS, ex A/1-214th AVN	70-1098	apr18
87-24642	dep to CONUS, ex A/1-214th AVN	70-1179	mar18
87-24643	dep to CONUS, ex A/1-214th AVN	70-1180	apr18
88-26027	dep to CONUS, ex A/1-214th AVN	70-1236	mar18
88-26071	dep to CONUS, ex A/1-214th AVN	70-1291	mar18

Here mentioned 81-23606 was offered for sale to US Government Agencies. On 12 April 2018, all five former A/1-214th AVN Blackhawks mentioned here were offered for sale to US Government agencies via the BEST programme. All five are believed to be stored at Huntsville (AL).

UH-60L

83-23900	A/2-285th AVN	ex UH-60A	70-725	mar18
84-23976	A/2-285th AVN	ex UH-60A	70-810	jan18
86-24485	A/1-150th AVN	ex UH-60A	70-976	may18
88-26042	Det.1 F/1-126th AVN, ex UH-60A		70-1258	apr18
89-26146	1-183rd AVN	ex UH-60A+	70-1376	mar18
89-26187	1-183rd AVN	ex nb	70-1456	mar18
90-26268	2916th AVN	ex nb	70-1498	apr18
93-26485	dep to CONUS, ex D/1-214th AVN			mar18
93-26528	2916th AVN	ex nb		jan18
94-26591	2916th AVN	ex nb		apr18
96-26718	dep to CONUS, ex D/1-214th AVN		70-2384	apr18
96-26725	Det.1 C/2-211th AVN, ex nb		70-2205	dec17
98-26795	2916th AVN	ex nb		apr18

HH-60L

84-23941	std BEST	ex Det.1 C/2-104th AVN	mar18
86-24560	std BEST	ex Det.1 C/1-169th AVN	mar18
97-26770	to N770WL	ex BEST	mar18
97-26771	to N771WC	ex BEST	mar18
00-26875	to N875AR	ex BEST	mar18
03-26988	to N988WL	ex BEST	mar18
03-26990	to N990AW	ex BEST	mar18
04-27019	to N19WN	ex BEST	mar18
04-27022	std BEST	ex Det.1 C/2-104th AVN	mar18
05-27035	to N35WN	ex BEST	mar18

HH-60M

..-20687	C/6-101st AVN	ex C(-)/1-189th AVN	oct17
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MH-60M

05-20001	FY & c/n confirmed	70-2915	may18
..-20246	C/3-160th SOAR, f/n		jan18
..-20286	C/4-160th SOAR, f/n		jul17

UH-60M

09-20276	A1-214th AVN	ex BEST	mar18
..-20385	5-101st AVN	f/n	jan18
..-20389	5-101st AVN	f/n	dec17
..-20536	1-244th AVN	f/n	mar18
..-20587	2-158th AVN	ex nb	jan18
..-20593	101st AVN	f/n	oct17
..-20656	2-158th AVN	f/n	jan18
15-20742	A/1-214th AVN	f/n	mar18
15-20743	A/1-214th AVN	ex BEST	mar18
15-20744	A/1-214th AVN	ex BEST	mar18
15-20745	A/1-214th AVN	ex BEST	mar18
15-20754	A/1-214th AVN	f/n	mar18

AH-64D

02-05291	1-17th CAV	ex 4-4th AVN	PVD291	apr18
07-05521	1-17th CAV	ex nb	PVD521	apr18
09-05617	1-25th AVN	ex 2-6th CAV	PVD617	apr18
09-05614	6-6th CAV	ex nb	PVD614	apr18
09-05685	1-17th CAV	ex 6-6th CAV	PVD685	apr18
09-05649	3-6th CAV	ex 1-285th AVN	PVD659	apr18
10-05611	3-6th CAV	ex nb	PVD611	apr18

AH-64E

13-03125	1-101st AVN	w/o 06apr18	NM125
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UH-72A

12-72249	C(-)/3-140th AVN, ex nb (FY unconfirmed)	apr18
13-72287	Det.1 C/1-224th AVN, ex nb (FY unconfirmed)	
apr18		

United States Navy (NY)

On 17 May 2018, Airbus Helicopters announced that they offer their H135 twin-engined helicopter (formerly known as EC135) as an option for the US Navy's planned helicopter trainer replacement programme. The H135, with registration N466AH and construction number **2013**, is presented in full US Navy colours and displayed at the 2018 Naval Helicopter Association Symposium in Norfolk (VA). The United States Navy anticipates to purchase a fleet of 105 helicopters to replace the current aging 115-strong fleet of TH-57 Sea Ranger. The Sea Rangers came into service back in 1968. The new US Navy helicopter trainer will be an off-the-shelf model to speed up the procurement programme. The US Navy expects to start buying in FY 2020 or 2021.

United States Navy unit news

The US Navy will establish a new type wing as commander



Some distance from home can be said about this MCAS Beaufort (SC) based F/A-18D. Flying with the VMFA(AW)-224 Flying Bengals, the additional tiger spirit highlights are reflected on 164878/WK-01. (El Centro, 26 April 2018, Ton van Bakel)



Heading for the active runway is CH-53E 164860/YJ-860. Visiting from nearby MCAS Miramar, HMH-465 Warhorses is the unit operating this Super Stallion helicopter. (NAF El Centro (CA), 28 March 2018, Marcel J. van Bielder)

over the F-35C Lightning II strike fighter community. An internal directive mentioned that on 1 August 2018, the commander, Joint Strike Fighter Wing, will be established on NAS Lemoore (CA). The JSFW will man, train and equip the three current F-35C strike fighter squadrons (VFAs): the two fleet replacement squadrons, VFA-101 at Eglin AFB (FL) and VFA-125 at Lemoore, plus VFA-147, an operational squadron currently in transition from the F/A-18E to the F-35C. As more fleet squadrons make the transition to the F-35C, they will be reassigned from their current wing, Strike Fighter Wing, US Pacific Fleet (also based at Lemoore) or Strike Fighter Wing Atlantic based at NAS Oceana (VA). Those SFWs will continue to man, train and equip the Navy's F/A-18 strike fighter squadrons.

Early May 2018, the US Navy Chief of Naval Operations, Admiral John Richardson, announced the establishment of US 2nd Fleet. From 1 July 2018, 2nd Fleet will exercise operational and administrative authorities over assigned ships, aircraft and landing forces on the East Coast and northern Atlantic Ocean. Additionally, it will plan and conduct maritime, joint and combined operations and will train, certify and provide maritime forces to respond to global contingencies. Commander, Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

The United States Navy expects to establish Air Test and Evaluation Squadron (UX) 24 at Webster Field in St. Inigoes (MD) on 17 October 2018. Webster Field is close to NAS Patuxent River (MD) and it will become the home base of the new squadron, which will assume the role of the Unmanned Aerial System detachment of Naval Test Wing Atlantic. The Naval Test Wing provides research, development, test and evaluation support for Navy and Marine Corps UAS's. As the UAS story expands it "requires the establishment of a command dedicated solely to that mission." Webster Field is already in use for UAS testing. Small tactical UAS's, like the MQ-21 Blackjack and the MQ-8 Fire Scout unmanned helicopter, have already been operated in a test environment from this location. It is not reported yet what types of UAS will be assigned to UX-24.

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

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

The USS Theodore Roosevelt (CVN-71) arrived back home to NB San Diego (CA) on 7 May 2018. The deployment started on 6 October 2017 when it departed this location. During the cruise it supported Operations Inherent Resolve and Freedom's Sentinel. During the deployment five port calls in four different countries were made: in the United Arab Emirate, the Kingdom of Bahrain, the Republic of Singapore and the Republic of the Philippines, as well Hawaii and Guam.

Carrier News

The US Navy announced it plans to return the USS George Washington (CVN-73) to US Fleet Activities Yokosuka, (Japan) as the Navy's only forward-deployed aircraft carrier. The GW entered a four-year Refueling and Complex Overhaul (RCOH) at Newport News Shipbuilding (VA) in August 2017. Before entering its RCOH, the carrier spent seven years operating from Yokosuka before it was relieved by the USS Ronald Reagan (CVN-76). The RR will eventually return to an undefined location in CONUS, but the USS John Stennis (CVN-74), currently homeported in Bremerton (WA), will be the next carrier to enter RCOH. So it sounds logical that the RR will be homeported in Bremerton after GW arrives back in Yokosuka. It is also said that the GW is the first carrier to operate the, yet to be chosen, MQ-25 Stingray Unmanned Carrier-based Aerial Refueling. As GW leaves dry-dock in 2021, and the MQ-25 likely not ready to deploy until the mid-2020s, George Washington will be back in Japan before receiving the first MQ-25As. The Navy's FY2019 budget request plans to spend USD 719 million on MQ-25 research and development. The Navy plans to make its first purchase in 2023, and initial operational capability is expected in FY 2026. George Washington's move to Newport News was part of a three-carrier homeport swap, which sent USS Theodore Roosevelt (CVN-71) to NB San Diego (CA) while USS Ronald Reagan left the West Coast to replace George Washington in Japan.

United States Marine Corps (NY)

The Pentagon announced that its Lockheed Martin new USD 31 billion CH-53K project for the US Marine Corps may be

falling behind schedule and could miss its target for initial combat capability by as much as eight months. The helicopter design's stability has improved, but persistent problems with the main gearbox have required the program to delay the planned completion of system-level demonstration tests by four months, now scheduled to be completed in May 2019. The US MoD tracked over a 1,000 current or projected "mission-impacting technical issues" that present "a high risk" to the CH-53K meeting its December 2019 goal. NAVAIR plans to buy 200 of King Stallions, currently four helicopters are in a test programme, one can be seen at the ILA Berlin 2018. The Pentagon in April 2017 approved the programme entering low-rate initial production (LRIP), authorizing production of 26 of this largest helicopter build in the western world. The current projected acquisition cost, including development, is USD 139.5 million per aircraft, that is as more money an F-35 unit costs!

Notwithstanding the aforementioned, Sikorsky, a Lockheed Martin company, delivered the first CH-53K King Stallion to the USMC on 16 May 2018. The King is the first of an expected 200 helicopters for the USMC. This first one (BuNo 169021, SDTA-3) will be based at MCAS New River (NC) but is first delivered to Marine Operational Test and Evaluation Squadron (VMX) 1 Flying Lions ('MV-xx') where the helicopter will enter into the Supportability Test Plan. The USMC will conduct a logistics assessment on the maintenance, sustainment, and overall aviation logistics support of the King Stallion. Currently, eighteen CH-53Ks are in various stages of production. Sikorsky expects to deliver its second CH-53K helicopter to the USMC early 2019. Initial Operational Capability (IOC) is expected through 2019. Sikorsky is preparing its manufacturing facility in Stratford, Connecticut to house CH-53K production beginning this summer. Currently, we have the following BuNo's in our database: YCH-53K's 168778/01, 168779/02, 168780/03 and 168781/04 operated by Sikorsky/ HX-21 Blackjack operating from NAS Patuxent River (MD), CH-53Ks 169019, 169020 and 169022 plus two on order with Sikorsky and 169021 as aforementioned, delivered to VMX-1.

By late-2018, the final UH-1Y Venom will be delivered to the US Marine Corps by Bell Helicopter. Under the USMC H-1 programme, one hundred UH-1N Huey utility helicopters were planned to be remanufactured to UH-1Y. In April 2005, when several UH-1Ns were already remanufactured, it was decided that the remaining helicopters will be new-build rather than remanufactured, this starting from the third Low-Rate Initial Production (LRIP) batch in 2008 through the then estimated final deliveries in 2016. With these changes, 160 (including 37 remanufactured ones) Venoms will be delivered to the USMC by late-2018. The first flight of the UH-1Y took place in December 2001 and first flight of the fully configured aircraft was in October 2003. An LRIP order for six UH-1Y was placed in December 2003 and a second batch of four LRIP aircraft was ordered in April 2005. The first delivery to the USMC took place in October 2005. The developmental testing with this first airframe was completed in February 2006 and a six-month operational evaluation began in May 2006. The third LRIP contract for seven UH-1Ys was placed in July 2006. The first production UH-1Y was delivered in January 2007. Initial operating capability was achieved in September 2008 and the UH-1Y deployed for the first time in January 2009 aboard the USS Boxer (LHD-2). The current UH-1Y and AH-1W/Z order of battle looks as follows (* = USMC Reserves):

MCAS New River (NC)			
HMLA-167	Warriors	W/Y	TV-xx
HMLA-269	Gunrunners	W/Y	HF-xx

Both New River squadrons will trade in their AH-1Ws for AH-1Zs. The Warriors start transition in the first quarter of

FY19 and will be operational on the AH-1Z by late Q4/19, while the Gunrunners start transition by Q4/19 and will be operational on the AH-1Z by late Q3/20.

MCAS Camp Pendleton (CA)			
HMLA-169	Vipers	Z/Y	SN-xx
HMLA-267	Stingers	Z/Y	UV-xx
HMLA-369	Gunfighters	Z/Y	SM-xx
HMLA-469	Vengeance	W/Z/Y	SE-xx
HMLA-775*	Coyotes	W/Y	WR-xx
HMLA/T-303	Atlas	Z/W/Y	QT-xx

The Coyotes start transition by Q3/20 and will be operational on the AH-1Z by late Q1/21.

Kaneohe Bay MCAF, MCB Hawaii (HI)			
HMLA-367	Scarface Z	/Y	VT-xx

JB McGuire-Dix/Lakehurst (NJ)			
HMLA-773*	Red Dogs/Cobras	W/Y	MP-xx
HMLA-773/Det.B*	Red Dogs/Cobras	W/Y	WG-xx

NAS JRB New Orleans (LA)			
HMLA-773/Det.A*	Cobras	W/Y	MM-xx

The Red Dogs at McGuire and their Detachment at New Orleans start transition to AH-1Z in the Q2/21 and will be operational on the AH-1Z by late Q4/21.

MCAS Yuma (AZ)			
VMX-1	Mihi Cura Futuri	W/Z	MV-4x
VMX-1	Mihi Cura Futuri	Y	MV-3x

United States Marine Corps unit news
 Marine Force Atlantic (MARFORLANT)
 Marine Tactical Electronic Warfare Squadron (VMAQ) 3 Moon Dogs ('MD-xx') was deactivated on 11 May 2018. The ceremony was held at home base MCAS Cherry Point (NC). The official deactivation date is reported as being 31 May 2018. Present at the ceremony were EA-6B ICAP IIIs 161242/MD-02, 163524/MD-04 and 163527/04.1 VMAQ-2 Death Jesters ('CY') is now the very last EA-6B squadron and is currently deployed to Al Udeid (Qatar). VMAQ-2 is slated for deactivation on 1 October 2018.

Marine Force Pacific (MARFORPAC)
 On 27 and 28 April 2018, two flights of Marine Fighter Attack Squadron (VMFA) 314 Black Knights ('VW-xx'), operating the F/A-18A++ and F/A-18C made a fuel stop at Lajes, Azores (Portugal) on their way back to homebase MCAS Miramar (CA). The Hornets, accompanied by two tankers, came back from a deployment at Sheik Isa Air Base (Bahrain) and flew in in two flights. Our Scramble message board received the identities of the Hornets (* are F/A-18Cs) from the Lajes spotters community.

162442/01, 163094/02, 162466/05*, 162467/08, 162431/09, 162420/12*.

The second flight of Black Knights consisted of five Hornets. Strikingly, 163166/VW-06 was not reported in the return flight (see below comment with VMFA-115).

164253/14*, 162877/00, 162849/03, 162451/04*, 163131/07

When VMFA-314 deployed in January 2018, they also passed Lajes. The squadron deployed as part of the Aviation Combat Element (ACE) for Special Purpose Marine Air-Ground Task Force-Crisis Response-Central Command (SPMAGTF-CR-CC). VMFA-314 will begin transition to F-35C in Q4/2019. Most probably, VMFA-115 Silver Eagles ('VE-2xx') from MCAS Beaufort (SC), that crossed east via Lajes on 17 April 2018 to relieve the Black Knights at Sheik Isa took over 163166 as they deployed with only eleven Hornets.

163174/201, 162893/202, 163161/203, 162400/205, 163141/206 and a second flight 16****/200, 162429/208, 162884/211, 163155/210, 163761/204, 163162/207

United States Coast Guard (CG)
 The US Coast Guard delivered its latest HC-130J Super Hercu-

les long range surveillance aircraft to the L3 Technologies Inc. Integrated Systems Platform Integration Division in Waco (TX) on 30 April 2018, to undergo replacement of its legacy mission system with a newer system called 'Minotaur'. The Juliet (Coast Guard Number 2007), will see Minotaur installation, which is a mission system architecture used by the US Navy and US Customs and Border Protection. Upgrading it with the Minotaur Mission System Suite involves modifying the aircraft to incorporate the radar, sensors, and remaining command, control, communications, computers, Intelligence, Surveillance and Reconnaissance equipment to allow aircrews to gather and process information for transmission to surface and shore operators. CGNR 2007 previously operated out of CGAS Elizabeth City (NC). The retrofit of CGNR 2007 is scheduled for completion in early 2019. The location and status of all Coast Guard HC-130Js is now as follows:

Elizabeth City

CGNR 2001, CGNR 2002 (operating with legacy mission system)

CGNR 2003 (Minotaur prototype)

CGNR 2009, CGNR 2010 (Delivered with Minotaur from production)

CGNR 2004, CGNR 2008 (Retrofitted with Minotaur)

Waco L3 Technologies

CGNR 2011 (Undergoing upgrade from baseline C-130J configuration)

CGNR 2005, CGNR 2006, CGNR 2007 (Undergoing a Minotaur retrofit)

Marietta (GA) (Lockheed Martin)

CGNR 2012, CGNR 2013, CGNR 2014 (on order)

During 2017, the USCG had roughly completed modification

of two MH-65E short range recovery helicopters: a prototype and a second helicopter to validate the changes. These two Dolphins, both modified at Coast Guard Aviation Logistics Center in Elizabeth City (NC), have now completed preliminary flight tests. The prototype (serial 6594) was transferred to NAS Patuxent River (MD) for developmental testing while the second helicopter (serial 6587) was transferred to the Aviation Training Center (ATC) in Mobile (AL) for developing Echo Training Techniques and Procedures. Both helicopters acted as the low-rate initial modification start of the MH-65E conversion and sustainment programme in its final segment of Dolphin upgrades. The MH-65Es are modified with an advanced digital cockpit, equipped with four large multi-function displays (MFDs). The USCG plans to modify all 98 MH-65Ds to MH-65E from late 2019, a process that will take about five years to complete within the USCG's maintenance schedule. Eventually, the MH-65Es will be flying within the USCG well past 2030.

Credits

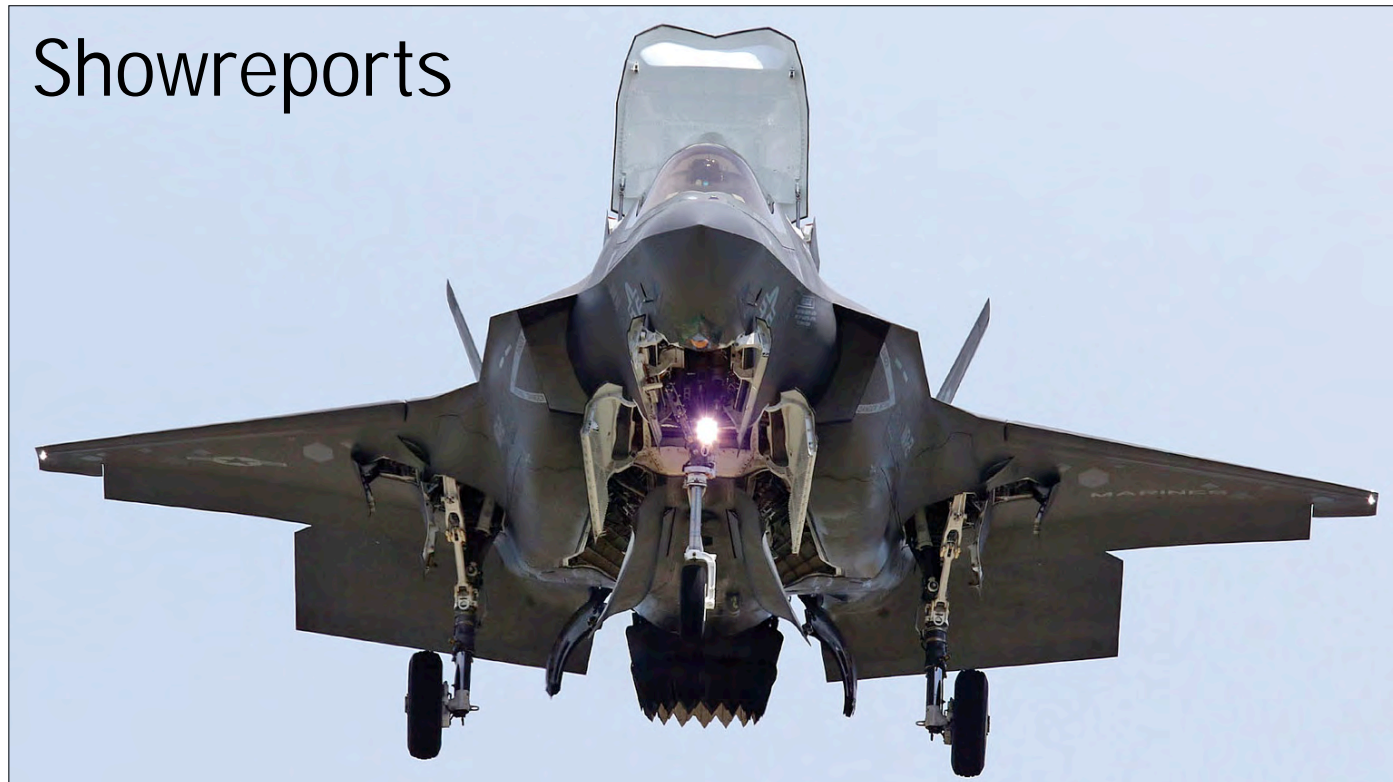
Daniele Mattiuzzo, Ian Carroll, Jullian Griffith-Jones, Thomas Hirt, Jos Stevens, Peter Weinert, Edwin de Greeuw, Joris Heeren, Andy Marden.



During the 2018-1 Joint Warrior edition, highlights certainly were two Australian Navy MH60R Seahawks. Seen here is 816sq N48-008 on arrival at RAF Lossiemouth, coming from Stornaway. (4 May 2018, Westleigh Bushell)

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

Showreports



F-35B 169168/VK-04 of VMFA-121 shows its hovering capacities for over 200.000 spectators during the Iwakuni Friendship Day 2018 held on the 5th of May. It was the first solo demonstration of a Lightning II in the Asian/Pacific region. (Reinier Scheurs)

Chlef (Algeria)

Portes Ouvertes 29 March 2018

Static:

ES-48	AS555N	n.n.	
AR-15	AW139	SAR	31509
AR-26	AW139	SAR	31518
AR-36	AW139	SAR	31536
AR-44	AW139	SAR	31538
7T-WIV	Il-78	357 ETTR	
RS-01	Ka-32T	n.n.	8703
SL-66	Mi-26T-2	n.n.	34001212712
SH-58	Mi-171Sh	6 RHM	Red Crescent mrks
SM-17, SM-74	Mi-171	6 RHM	
SN-42	Mi-17	6 RHM	

Waco Airport, TX (USA)

Heart of Texas Air Show 07-08 April 2018

78-0684/DM	A-10C	357th FS	
79-0202/DM	A-10C	357th FS	'355 OG'
93-1456	C-130H	181st AS TX ANG	
05-8152	C-130J-30	815th AS AFRC	
60-0322	KC-135R	72nd ARS AFRC	
84-00163	C-12U	A/52nd Avn	
84-24012	UH-60A	nn	
164111/621	E-2C	VAW-120	
163919	E-6B	VQ-3	
169140/NJ-576	EA-18G	VAQ-129	
169147/NJ-565	EA-18G	VAQ-129	
158934/302	P-3C	VX-30	
166076/G-076	T-6B	TAW-4	
161057/G-427	T-44C	TAW-4 VT-31	
165071/B-271	T-45C	TW-2	
168657/YP-00	MV-22B	VMM-163	D0313
N9240N (ex 71-20697)	OH-58A	McLennan Sheriff	

F/A-18B*/C/D^ of the Blue Angels:

163766/1, 162419*/2, 163444/3, 163464*/4, 163462/5, 163768/6

Berlin - Schönefeld (Germany)

ILA 25-29 April 2018

Bundeswehr static:

10+25	A310-304MRTT	FBS BMVg
31+16	EF2000	TLG31

31+17

"43+00"

45+85

46+36

50+64

54+07

60+03

73+39

74+06

74+11

76+03

78+28

78+30

82+57

83+25

84+35

89+62

D-FJMT

International static:

337/4-IL, 341/4-FH

5836/61-PO

MM7349/36-54

MM55217/61-13

5503/03

LX-N90458

42

16705

07-7187

07-8608/RS

91-0327/LN

90-0828/SP, 91-0352/SP

11-5040/LF, 12-5054/LF

08-0050

13-08436

04-05429

166824/AB-304

168269/AB-502

169019

168152/AB-710

168433/LD-433

Hall 3:

30+56

76+07

EF2000

Tornado IDS

Tornado IDS

Tornado ECR

C160D

A400M

P-3C

UH-1D

Tiger UHT

Tiger UHT

H145M

NH90-TTH

NH90-TTH

EC135T1

Sea Lynx Mk88A n.m. (MFG5)

CH-53G

Sea King Mk41

PC-9B

Rafale B

C-130J-30

F2000A

T346A

P-1

E-3A

MiG-29UB

C295M

C-17A

C-130J-30

F-15E

F-16CM

F-35A

CV-22B

CH-47F

AH-64D

F/A-18E

EA-18G

CH-53K

MH-60R

P-8A

EF2000

H145M

TLG73

i/a

TLG33

TLG51

LTG63

LTG62

MFG3

n.m. (THR-30) SAR

n.m. (KHR36)

n.m. (KHR36)

n.m. (HSG64)

n.m. (THR10)

n.m. (THR10) medevac

IHAZ

n.m. (MFG5)

HSG64

MFG5

E.I.S. Aircraft

EC01.004

n.m. (ET02.061)

36 Stormo

212 Gruppo/61 Stormo

51 Kokutai

NAEW&CF

1.elit

Esq502

437th AW Charleston

37th AS

492nd FS

480th FS

61st FS

7th SOS

B/1-214th AVN

1-3rd AVN

VFA-136

VAQ-137

n.m. (Sikorsky)

HSM-72

n.m. (VP-10)

78+12	NH90-TTH	THR30		D-EKLU	Fi.156-C-3	
<u>Outside near Hall 3:</u>				D-ELYD	Auster Mk.V	
82+56	EC135T1	IHAZ		D-EQXB	SV4C	
ZZ529	Wildcat HMA2	815NAS		D-EQXL/4317/787	N2S-3	Stearman Quax Verein e.V.
<u>Flightline west:</u>				D-ETPQ	G120TP-A	Grob Aircraft
406	An-26	n.m. (MH59)		D-EWMT	Zlin42MU	
39, 40	JAS39C	MH59 SDHRB		D-EWTR	Zlin326A	Grob Aircraft
ZK336/336	Typhoon FGR4	1sq		D-FHHH	G520T	Eichhorn Adventures
<u>Casa 101EB of Patrulla Aguila:</u>				D-FHGK	AT16ND	Air Service Berlin
E.25-21/1/79-21, E.25-62/2/79-17, E.25-52/3/79-34, E.25-31/4/79-31				D-HCOR	AS350B	Airbus Helicopters
E.25-13/5/79-13, E.25-87/-/79-29, E.25-27/7/79-27, E.25-69/8/79-97				D-HECN	H135	Bundespolizei
<u>Flightline east:</u>				D-HEGU	AS332L1	D.L.R.
30+78	EF2000	n.m. (TLG71)		D-HFHS	EC135T1	Airbus Helicopters
30+95	EF2000T	TLG74		D-HMBE	H145M	
31+00	EF2000	TLG74	\$	D-IFCC	CM170R	
74+21	Tiger UHT	n.m. (KHR36)		D-IRES	Do28D-2	RK Flugdienst
78+25	NH-90TTH	THR30		D-KILU/CD	Berlin B-13	glider
83+07	S. Lynx Mk88A	MFG5		D-MCNG	Synthesis	Catalina amphibian
84+73	CH-53G	HSG64		D-MFWR	Flywhale IS	Sport amphibian
5508/08	P-1	3 Kokutai		D-0031/u31	Mü-31	
ZD983	Chinook HC6	n.m. (18-27sq)	#	E-9118	ASW28-18	glider
D-CPDA	M28	PD Air Operation		F-HNOA	Falcon 2000LXS	Dassault Aviation
D-FGMT	PC-9B	E.I.S. Aircraft		F-WWAI	A340-311	Airbus Flightlab
				F-WWCF	A350-941	Airbus Industries
				I-FENI	P166C	
<u>Bundeswehr Flying Demos (25April):</u>				N195RS	Ce195A	Aircraft Partner Holdings Inc.
78+25, 79+13	NH-90TTH	THR30		N343NA/138343/212	T-28B	Eichhorn Adventures
84+73	CH-53GA	HSG64		OM-ATM	Bell 429	Air Transport Europe
<u>Bundeswehr Flying Demos (26April):</u>				RA2783G/19 Red	II-2	
50+83	C-160D	LTG63		UR-82060	An-225	Antonov Airlines
54+11	A400M	LTG62		YL-CSH	CS300	Air Baltic
74+16, 74+63	Tiger UHT	n.m. (KHR36)		<u>Visitors:</u>		
76+09, 76+10	H145M	n.m. (HSG64)		075	A340-212	ET03.060
76+11, 76+13	H145M	n.m. (HSG64)		4/F-RAFQ	Falcon 900	ET03.060
78+25, 79+13	NH-90TTH	THR30		146/XR	TBM-700	ET00.041
84+59	CH-53GS	HSG64		MM62029	Falcon 50	31 Stormo
330/4-IE	Rafale B	EC01.004		027	C295M	n.m. (8 BLTr)
30+78	EF2000	n.m. (TLG71)				
The Rafale and EF2000 escorted the German A400M.						
<u>Civilians:</u>						
A6-EUV	A380-842	Emirates	\$ #			
D-ATRA	A320-232	DLR				
D-CLBM	EMB505	Liebherr Deutschland				
D-CMET	Falcon 20E-5B	DLR				
D-CNEU	Do228-212(NG)	RUAG	\$			
D-CSNC	Do328-110	328 Support Services				
D-CXXX	C-47B	Förderverein Rosinenbomber				
D-EALG	Lake LA-4-200	Deutschen Küstenwache				
D-EDWV	Aerodyne Searey	amphibian				
D-EKDF	Mü-30					



Like in Europe, Algeria holds a few Portes Ouvertes every year on some of their air bases. One of the Algerian spotters photographed the AW139, AR-15, just before a public crowd "took-over" the platform and making decent pictures was no longer possible. (Chlef, 29 March 2018, Kingvarg)



The smallest aircraft of DLR's (Deutsches Zentrum für Luft- und Raumfahrt) Oberpfaffenhofen flight facility is this Cessna 208B Grand Caravan, registration D-FDLR (Berlin-Schönefeld, 27 April 2018, Rob Vogelaar)



Dornier Do228-212NG D-CNEU is a prototype, developed by RUAG Aerospace, of the unpressurized STOL transport Do228-200, with glass cockpit and new 5-blade propellers. (Berlin-Schönefeld, 27 April 2018, Rob Vogelaar)



This H145M from Airbus Helicopters was used at the ILA as a company demonstrator for the military H145 with full equipment. However no markings are applied so far, this helicopter, with test registration D-HMBE and most likely c/n 20177, is the first H145M for the Serbian Air Force. (Berlin-Schönefeld, 27 April 2018, Rob Vogelaar)

Personal copy



MH-60R 168152/AB-710 from HSM-72, based at NAS Jacksonville (FL) was one of the four USN participants at the ILA trade show. (Berlin-Schönefeld, 27 April 2018, Rob Vogelaar)



PZL-Mielec M28 Skytruck D-CPDA is one of the two aircraft operating with PD Air Operations GmbH and is used by the German Army for the parachute training at Altenstadt in the south of Germany. (Berlin-Schönefeld, 26 April 2018, Peter Kuiper)



Tiger UHT 74+21 of KHR36, based at Fritzlar, was performing daily a impressive solo display at the bi-annual Internationale Luft- und Raumfahrt Ausstellung (ILA). (Berlin-Schönefeld, 27 April 2018, Rob Vogelaar)



VAQ-209, nicknamed the Star Warriors, is nowadays based at Misawa and integrated here with the USAF's 35th Fighter Wing and the Navy's Carrier Air Wing 5. The CAG EA-18G Growler 166895/AF-500 was on the static of Iwakuni Friendship Day 2018. (05 May 2018, Reinier Scheurs)

at the event with the Beluga parked alongside the A380. Possible replacements for the German Tornado also had a spot like the F-35. Disappointing to many the F-35 was not flying during the show unlike the Tornados and Eurofighters that were flying during ILA. The Kawasaki P-1 was another highlight. A rare sight on any European air show the aircraft performed an impressive dynamic display. Also attending the show were several vintage aircraft, with the Il-2 Sturmovik most probably being the highlight.

Setif/Ain Arnat (Algeria)

Portes Ouvertes 3-4 May 2018

<u>Static:</u>			
AT-11	AW119Ke	ESH	14787
AT-15	AW119Ke	ESH	14794
AT-27, AT-33, +2	AW119Ke	ESH	
AR-58	AW139	SAR	31547
ST-19	Mi-2	ESH	
ST-23	Mi-2	ESH	
SM-92	Mi-17	n.n.	
AT-32	W-3A	ESH	371006

Elsewhere

ST-27	Mi-2	pres
SV-97	Mi-8T	pres

McGuire AFB, NJ (USA)

Airshow 05 May 2018

<u>Static:</u>			
188783	CF188	CF	£
78-0704/MD, 79-0088/MD	A-10C	104th FS MD ANG	
86-0025	C-5M	436th AW	
79-0434, 85-0032	KC-10A	305th AMW	
04-4134, 04-4136	C-17A	305th AMW	
13-5784	C-130J-30	19th AW	
62-3544	KC-135R	141st ARS NJ ANG	
80-0137/OK	E-3B	552nd ACW	
02-9111/GA	E-8C	116h ACW	
86-0190/SJ	F-15E	4th FW	
86-0352/AC	F-16C	119th FS NJ ANG	
94-0042/SW, 98-0003/SW	F-16CM	55th FS	
09-4175/FF	F-22A	1st FW	£
09-4184/FF	F-22A	1st FW	
93-0648/VN	T-1A	71 FTW	
97-3014/CB	T-6A	37th FTS/41th FTS '14OG'	
70-1582	T-38C	49th FTS '49 FTS'	
85-01608	C-31A	Golden Knights	£
86-24485	UH-60L	NJ ArNG	

11-72229	UH-72A	NJ ArNG	9508
165042/WG-02	AH-1W	HMLA-773	
168788/WG-43	UH-1Y	HMLA-773	
165345/MT-00	CH-53E	HMH-772	
162770	P-3C	nn	
166383/MQ-09	MV-22B	VMM-774	

Flying only:

87-0121	KC-10A	305th AMW
02-1098	C-17A	305th AMW
6503	MH-65D	Atlantic

plus 2 unidentified UH-60s.

Other side:

84-0190, 87-0122	KC-10A	305th AMW
63-8040	KC-135R	141st ARS NJ ANG

Sofija-Vasil Levski stadium(Bulgaria)

70th anniversary of CSKA 05 May 2018

Flying only:

704, 711	AS532AL	24.VAB	(para-drops)
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Sofija-Battenburg Square (Bulgaria)

Army day parade 06 May 2018

Flying only:

706, 711	AS532AL	24.VAB
072	C-27J	16.TrAB
417	Mi-17	24.VAB
143	Mi-24V	24.VAB
37	MiG-29A	3.IAB
12, 33	MiG-29UB	3.IAB
664, 667, 668	PC-9M	UAGr. "G. Benkovski
020	PC-12M	16.TrAB
197, 249, 253	Su-25K	22.ShtAB

MCAS Iwakuni (Japan)

Iwakuni Friendship Day 2018 5 May 2018

Static VMGR-152 ramp

07-3604	KC-767J	404 Hikotai
81-0971/OS	A-10C	25th FS
81-0959/OS	A-10C	25th FS
13-5775	MC-130J	17th SOS
168206	UC-12W	Iwakuni
166713	UC-35D	Futenma
167925/QD-925	KC-130J	VMGR-152
167983/QD-983	KC-130J	VMGR-152
168991/NF-603	E-2D	VAW-125
164674/DT-10	F/A-18D	VMFA(AW)-242
164683/ED-11	F/A-18D	VMFA(AW)-533

165531/DT-03	F/A-18D	VMFA(AW)-242
166870/NF-312	F/A-18E	VFA-115
166903/NF-402	F/A-18E	VFA-195
166917/NF-102	F/A-18F	VFA-102
168363/NF-200	F/A-18E	VFA-27
166895/AF-500	EA-18G	VAQ-209
169130/NF-507	EA-18G	VAQ-141
162513/BJ-541	MH-53E	HM-14
167025/TA-04	MH-60R	HSM-51

Static JMSDF ramp:

62-8876	F-15J	305 Hikotai
73478/VATH	AH-1S	5 Taisensha Herikopotatai
8420	SH-60K	22 Kokutai
8192	CH-101	Shirase Hikohan
8651, 8655	MCH-101	111 Kokutai
5513	P-1	3 Kokutai
9175	EP-3	nm
9134	OP-3C	81 kokutai
9163	UP-3D	91 Kokutai
9904, 9906	US-2	71 Kokutai
9201	U-36A	91 Kokutai
169164/VK-01	F-35B	VMFA-121
168014/ET-11	MV-22B	VMM-262

Hangar CH-101 111 Kokutai:

8652, 8653, 8654, 8656, 8657, 8658, 8659, 8660

Hangar:

8193	CH-101	wreck under covers
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Hangar:

9090	US-1A	stored
9901	US-2	71 Kokutai

Flying:

13-8511	F-2A	8 Hikotai
41908/XIII	UH-1J	13 Hikotai
91-0357/WW	F-16CM	35th FW PACAF demo team
169227/QD-227	KC-130J	VMGR-152
164953/DT-06	F/A-18D	VMFA(AW)-242
169168/VK-04	F-35B	VMFA-121
169296/VK-10	F-35B	VMFA-121
169297/VK-11	F-35B	VMFA-121
168279/ET-04	MV-22B	VMM-262

On May 5 MCAS Iwakuni opened its gates for the 42nd annual Friendship Day, the fourth Friendship Day in cooperation with the JMSDF. From 07:00hrs about 215.000 visitors streamed through the gates of the Air station to see a varied show. For the PACAF F-16 demo team it was in with the new and out with the old. The demo pilot of previous seasons performed

his last show while the new demo pilot performed his first public show. F-35B VK-04 performed the first solo demo of a Lightning II in the Asia/Pacific region in the capable hands of Major Peppers. ET-04, QD-227, VK-10, VK-11 and DT-06 took part in the MAGTF demo while ET04 also served as the jump platform for the US Army Golden Knights.

Abbeville (France)

BullChipmeet 2018 10-13 may 2018

Participants:

F-AZCH	Chipmunk T10	ex WB557
F-AZUU	Chipmunk T10	ex WP851
F-AZLI	Chipmunk T10	ex WZ877/51
F-AZOZ	Bulldog T1	ex XX535/S
F-AZUR	Chipmunk T10	ex WK562/91
F-AZQM	Chipmunk T10	ex WP840
G-AOJR	Chipmunk T10	ex WB756
G-APLO	Chipmunk T10	exWB696
G-APYG	Chipmunk T10	ex WB619
G-ATHD	Chipmunk T10	ex WP971
G-BBMO	Chipmunk T10	ex WK514
G-BCUS	Bulldog Mk122	ex GhanaAF G109
G-BWVZ	Chipmunk T10	ex WK590
G-BXDI	Chipmunk T10	ex WD373/12
G-BXDN	Chipmunk T10	ex WK609/93
G-BZXZ	Bulldog T1	ex XX629
G-CGAO	DHC-1-200	ex FAP1350
G-PVET	Chipmunk T10	ex WB565/X
G-TSKY	Beagle B121	
OY-ATO	Chipmunk Mk20	ex RDAF P-129
OY-AVL	Chipmunk Mk20	ex RDAF P-128
OY-AVF	Chipmunk Mk20	ex RDAF P-139

Visitors :

F-AZRD	AT-6D	ex BAF H103
G-MGMM	PA18-150	
G-XIII	RV8	
OO-YOL	L-4H	ex USAAF 44-80653

Based :

F-AZAU	T-6G	ex FAF 115113
F-AZJP	Beech 17	ex USAAF 44-76056
F-AZ..	DH82	

\$ = special c/s
= special markings

Credits: Reinier Scheurs, MAR, Scramble Forum



To maintain a presence in the Arctic regions, Japan regularly sends its Polar icebreaker Shirase to those shores. For the transport and support role onboard this ship, Japan bought three CH101s. 8192 is one of them (Iwakuni, 05 May 2018, Reinier Scheurs)



For some the highlight of this years FIDAE, for others not even worth looking up. For sure this L-19A 324 from Esc. de Aviación, used for tugging gliders, is one of the few left military operational Bird Dogs in the world (Santiago-Municipal de Vitacura, 2 April 2018, Leonard van Teeffelen)



AS532A Le H-288 of Batallón de Helicópteros is normally based at Rancagua De La Independencia, just south of Santiago. During the bi-annual FIDAE held at Santiago International airport it performed a small but attractive flying display. (1 April 2018, Michiel Vermeer)



Last but not least on this FIDAE photo page is another highlight of the show, the rare and beautiful camouflaged HU-53 (MD369FF) H-195 of the Brigada de Aviación del Ejército de Chile. (1 April 2018, Leonard van Teeffelen)

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Triptease



Part of the exhibiton of Belgrade's Aviation museum near the airport is this JAT SE-210-VI Caravelle YU-AHB. The aircraft started to fly for JAT in February 1963. Unfortunately the aircraft is not preverved very well and is in very poor condition. (Belgrade, 28 February 2018, Andre Alders)

Civil trips

Slovenia/Serbia

Ljubljana-Jože Pučnik Airport

27 February 2018

9H-PUL	B737-375	Maleth-Aero
EC-JXZ	CRJ900ER	Air Nostrum
F-HBLD	ERJ190LR	HOP
G-BMRH	B757-236SF	DHL Air
G-EZUG	A320-214	easyJet
HB-IOL	A321-111	Swiss
HB-IYD, HB-IZH	Saab 2000	Adria Airways Switzerland
HB-IZJ, HB-IZZ	Saab 2000	Adria Airways Switzerland
PH-HXE	B737-8K2	Transavia
S5-AAK, S5-AAL	CRJ900	Adria Airways
S5-AAN, S5-AAO	CRJ900LR	Adria Airways
S5-AAR, S5-AAX	A319-132	Adria Airways
S5-AAU, S5-AAV	CRJ900ER	Adria Airways
S5-AAW	CRJ701	Adria Airways
S5-AAY	CRJ701ER	Adria Airways
S5-AFA	CRJ900LR	Adria Airways
SP-EQE	DHC-8-402	Polish Airlines
SP-SPG	ATR72-202	Sprintair
TF-SIS	A320-232	WOW Air
YR-FKA, YR-FZA	Fokker 100	Carpatair
YU-AFF	DC-6B	pres, Inex-Adria Airways

Maintenance/storage area

EI-GEA	CRJ900	Scandinavian
F-GLIJ	CRJ100ER	(Firetrainer)
RA-02852, RA-02854	EMB120ER	Atlant-Soyuz Airlines c/s
RA-02856	EMB120ER	Atlant-Soyuz Airlines c/s
ST-NVD, ST-NVE	CRJ200ER	Nova Airways
S5-AAD S5-AAF	CRJ200LR	Adria Airways
VQ-BPD, VQ-BSB	CRJ200LR	Yamal Airlines
VQ-BWP	ERJ145LI	Komaviatrans
5Y-JLF	CRJ100ER	Jetlink Airways

27 February 2018

Vienna-Schwechat (Austria)		
B-16707	B777-35EER	EVA Air
D-ABFO	A320-214	Eurowings
D-ABQM	DHC-8-402	Eurowings
D-AIDH	A321-231	Lufthansa
ET-ATI	B787-8	Ethiopian Airlines
G-EUUZ	A320-232	British Airways
G-EZWV	A320-214	easyJet
N351UP	B767-34AFER	UPS

OE-IEW	A320-214	Eurowings
OE-IQB	A320-214	Eurowings
OE-LBZ	A320-214	Austrian Airlines
OE-LGP, OE-LGQ	DHC-8-402	Austrian Airlines
OE-LWN	ERJ195LR	Austrian Airlines
S5-AFA	CRJ900LR	Adria Airways
SX-DGB	A320-232	Aegean Airways
VP-BLO	A320-214	Aeroflot
YR-BGG	B737-78J	TAROM

Stored

OE-LCJ, OE-LCK	A321-211	Air Berlin (Niki)
OE-LOB	A320-214	Air Berlin (Niki)
OE-LOE	A319-112	Air Berlin (Niki)
OE-LOF	A320-214	Air Berlin (Niki)

Belgrade-Nikola Tesla
 OE-LGP DHC-8-402 27 February 2018
 YU-APD A319-132 Austrian Airlines
 Air Serbia

A short trip this time to Ljubljana and Belgrade Airport. Main target was the CRJ700 (S5-AAW) for the very first time to Ljubljana Airport which is the home base of Adria Airways. The old Adria Airways DC-6B is preserved at the airport and started its career with KLM in 1952 as PH-TFL. There is also visitors terrace but it is behind glass and the viewing angle is rather narrow. To reach it just go out of the terminal to the left towards parking P2. Before the P2 parking on the left are signs for the terrace. Before entering the building you can take photos of the planes on the apron if there is no clutter and if you can raise your camera above fence or shoot trough. Under the agreement, Adria Tehnika is designated as an authorized service provider for base and other maintenance on all Bombardier CRJ Series aircraft, including aircraft modifications and upgrades. Obviously the reason I saw different CRJ aircraft stored or waiting for maintenance. late in the afternoon I flew with a detour via Vienna (S5-AFA CRJ900) to Belgrade airport (OE-LGB DASH-8-400 Star Alliance livery). The night was spent in the Belgrade Airport hotel.

		28 February 2018
40-AOA	ERJ195LR	Air Montenegro
40-AOM	Fokker 100	Air Montenegro
A6-FEF	B737-8KN	FlyDubai
D-ACNM	CRJ900LR	Lufthansa
D-AIQT	A320-211	Lufthansa

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D-AIZN	A320-214	Lufthansa	
HA-LWG, HA-LYL	A320-232	Wizz Air	
HB-IJR	A320-214	Swiss	
HB-JYF	A319-111	Easy Jet Switzerland	
LN-DYV	B737-8JP	Norwegian	
OE-LGE	DHC-8-402	Austrian Airlines	
PH-HXD	B737-8K2	Transavia	
SP-LIB	ERJ175STD	LOT Polish Airlines	
SX-DGF	A319-132	Aegean Airlines	
TC-ATE	A321-211	AtlasGlobal	
YU-APA, YU-APB	A319-132	Air Serbia	
YU-APC	A319-131	Air Serbia	
YU-APD, YU-API	A319-132	Air Serbia	
YU-API, YU-APJ	A319-132	Air Serbia	
YU-ARA	A330-202	Air Serbia	
YU-ALN, YU-ALO	ATR72-202	Air Serbia	
YU-ALT, YU-ALU	ATR72-212A	Air Serbia	
YL-ALV	ATR72-212A	Air Serbia	
YR-ATA	ATR42-500	TAROM	
Maintenance/storage area			
40-AOB	ERJ195LR	Air Montenegro	
5N-BBF	B727-231	ADC Airlines	std
5N-BHI	B737-217	Chanchangi Airlines	std
J2-KFC	B727-223	KAM Air	std
LZ-BVM	B737-31S	Bul Air	
LZ-CGS	B737-4Q8SF	Cargo Air	
SX-BMT	SA227AC	Switair Hellas	
VQ-BOO	B737-524	ex Transaero	
YU-ADO	CV-440-0	JAT	std
YU-AJM	DC-9-32	Firetrainer (ex JAT)	
YU-AKF	B727-2H9	JAT	std
YU-AND, YU-ANI	B737-3H9	Aviolet	
YU-ANJ, YU-ANK	B737-3H9	Aviolet	
YU-ANP	B737-3K2	Aviogenex a/w std	
YU-APG	A320-232	Air Serbia	
YU-BCE	An-2		std
YU-BTC	Beech 300	SFCS	
4x	B737-3H9	ex JAT	std
Belgrade Aviation Museum		28 February 2018	
011	Li-2		
214	C-47B	ex Yugoslavia Air Force	
0662	SA-6	ex Yugoslavia Air Force	
7208	AAC.1	ex Yugoslavia Air Force	
11323	Ka-25PL		
11401	Ka-28		
12013	Mi-4A		
12208	Mi-8T		
61019	Ikarus 214D	(fuselage)	

71214	C-47A
71301	Il-14PS
YU-ABB, YU-ABI	C-47A
YU-AHB	SE-210-VI-N ex JAT

A good reason to visit Belgrade–Nikola Tesla Airport is the Museum of Aviation. The main attraction is a JAT Se-210 Caravelle which is on display here since 1989 but already stored since 1976 after just fourteen years of service with JAT. The museum is full of different fighter aircraft from the second world war. Also a collection of jetfighters is on display. The first world war was featured with a Nieport as the only centerpiece of this exhibition. There are also many aircraft stored outside but I will only mention the bigger ones including Mi helicopters. The airport itself it is difficult to take pictures of airplanes because only the AN-2 (YU-BCE) and a fake four engined CV-440 (YU-ADO) were easy to capture. The tails of three B727's were seen over a fence near the big JAT Tehnika hangar. A bare metal ex Tunis Air B737-2H3C (TS-IOD) is also dumped including a JAT ATR (YU-ALS) but both airplanes were not seen. However the tail of this ATR is exhibited in front of the entrance to JAT Tehnika. For years it is intended to display the JAT B727 (YU-AKF) in the museum near the Caravelle but as always money (sponsors/subsidy) is the main culprit to get it actually done. In addition maintenance of the actual (imposing) building will be their biggest concern to keep things going. From my point of view I would first thoroughly cleaning the Caravelle, dirtier I have never seen them. Spotting is very easy from the terminal and taking pictures is also possible. The entire maintenance area could be read except for four white ex JAT B737-300's. As far as I know YU-ANF, YU-ANH, YU-ANL, YU-ANV and YU-ANW are stored at the airport but one B737 was nowhere to be seen. The ex Transaero B737 EI-UNH was seen with a new registration VQ-BOO including a new tail logo. Not a busy airport but interesting enough for one day.

Credit: Andre Alders

Wintertour Europe VIII

In February we continued for our 8th helicopter Alpine Wintertour. This year target was central, southern Switzerland and return via the French Alps.

Our first stop was in Bonn Hangelar. The last helicopter of our 2017 tour, was the first of this year; the last Polizei Bo105 of Thuringen. What a coincidence. She was transferred to the old ALT hangar. An EC135T3 of Polizei Brandenburg



This Aircraft is not a Junkers JU-52, but a French license built Amiot AAC.1 Toucan. French company Amiot co-operated with the German occupiers and became a subcontractor for the Junkers company, building 370 aircraft. Licence production of the JU-52 trimotor continued after the war under the designation Amiot AAC.1 Toucan. Over 400 units were built for the French military and for airline use in France and its overseas territories. This aircraft ended up with the Yugoslav Air Force and is now preserved in "Muzej jugoslovenskog vazduhoplovstva" near Belgrade airport. (Belgrade, 28 February 2018, Andre Alders)



This DC-6 was originally delivered to the KLM as PH-TFL in July 1952. In April 1954 it was reregistered as PH-DFL. It flew for KLM until 1962, when it moved to Yugoslavia to fly for the Inex-Adria where it was registered as YU-AFF. It was retired in mid-1972 and has been preserved at Ljubljana Airport since then. (27 February 2018, Andre Alders)

made some test flights. Four ANWB helicopters were present inside, including the brand new PH-TTR. Unfortunately, the Bundespolizei helicopters didn't use the main runway and flew directly from their own heliport.

Bonn-Hangelar 72+04			5 February 2018
D-HBBY	UH1D	Heer	pres
D-HHGB	EC135P2+	Polizei Brandenburg	
D-HXBC	EC135P2+	ADAC (Christoph Hansa)	
D-HYAO	EC135P3	ADAC (Christoph 10)	
PH-OOP	EC145T2	ADAC	
PH-TTR	EC145T2	ANWB	
PH-HVB	EC135P3H	ANWB	
PH-MMT	EC135T2+	ANWB	
D-HNPV	EC135P2+	ANWB	
D-HARI	AB206B	Air Lloyd	
D-HTHA	A109E	Haribo	
D-ILMP	BO105CBS-5	Polizei Thüringen	
N504DT	Beech C90GTX		
	PA-46-350P		

We continued to the Bundeswehrkrankenhaus in Koblenz. While walking towards the heliport, the noise of a departing helicopter increased. Our fear became reality and before we arrived at the spot, Christoph 23 left already. We waited 90 minutes upon her return in blue sky, but no luck.

Koblenz			5 February 2018
D-HRAC	EC135P2+	ADAC (Christoph 23)	

As we had still a long drive to go, we continued to Ludwigshafen. We needed to wait a while, but prior to sunset Christoph 5 returned back to base.

Ludwigshafen			5 February 2018
D-HLCK	EC135P2+	ADAC (Christoph 5)	

The next morning the clear blue sky in Germany, got replaced by a very grey sky in Switzerland. Also staying in our hotel was a Rotex crew, but the helicopter was operating too far out of our range. As the EC135 of Lions 1 changed colors since our first visit, we started our Swiss tour in Birrfeld. Lions Air / AAA is a rare operator within the Rega territory, but they meanwhile are accepted by the local community. Before we walked towards the helicopter, they got called for their first mission of the day.

Birrfeld			6 February 2018
HB-ZJE	EC135P1	Alpine Air Ambulance	

Our next stop was Airport Helicopter at Luzern - Beromunster. Due to the grey weather, there was also no activity here. As the hangar was too small to make decent pictures, the staff

was very cooperative in moving the historic Bell 206, 36 years of age, outside.

Luzern-Beromunster			6 February 2018
HB-XXO	Bell 206B-III	Airport Helicopter	
HB-ZVD	EC130T2	Airport Helicopter	
HB-XZK, HB-ZNE	R22	Airport Helicopter	

We continued to Stans Buochs. The Pilatus factory continues to be successful as they keep expanding. At the maintenance area we found two familiar PC7s, but something was missing. Coded 611 (L-12) and 612 (L-13) were the familiar PC7s without any Dutch markings. Inside we also located the L-02. At the factory part we saw one QinetiQ and two Armee de l'Air PC21's. Without any doubt the highlight of the day was the Pilatus PC24, #P03. The first biz jet of Pilatus. She made a long test flight flying various patterns at 45000 feet. The first flight was on 11th May 2015. The PC24 received EASA and FAA type certification on 7 December 2017 and the first customer delivery flight was on 7 February 2018 (day after our visit). Amongst the various types, we also found HB-HMX, which should be the ex Botswana Air Force (OD-1).

Stans Buochs			6 February 2018
2313	Mirage 3S	pres, ex Swiss AF	
L-02	PC-7	131EMVosq	
611 (L-12), 612 (L-13)	PC-7	KLu, no markings	
EC-ISH	PC-12/45		
EW-501LL	PC-12/47E	By Sky	
HB-FJI	PC6/B2-H4		
HB-FWH	PC12/47E		
HB-HMX	PC-7 Astra	Pilatus	
HB-HVA/01	PC-21	for AdIA, to 709-FC	
HB-HVK/11	PC-21	for AdIA, to 709-FM	
HB-HYX/G-ETPA	PC-21	for QinetiQ	
HB-VSA	PC-24	Pilatus	
M-YBLS	PC-12/45		

Meanwhile the clouds disappeared, and we continued to Erstfeld. We saw two Swiss Helicopters and two Super Pumas at high altitude, but our aim was the A109 of Rega 8. Apparently, she was on a long mission and after 90 minutes waiting, we decided to leave.

Erstfeld			6 February 2018
HB-ZFM	EC120B	Swiss Helicopter	
HB-ZJP	AS350B3	Swiss Helicopter	

After a checkround in Stans and Alpnach, we continued to Meiringen. Meanwhile we were driving through the first snow at the Brünigpas.



Airgreen is one of the largest Italian helicopter operators and is based at Carfasse near Turin. AB139 I-GREE is construction number 31054 and the last AB139 built. From 31055 on, all the helicopters are AW139. (Zermatt, 8 February 2018, Michiel van Herten)



Air Glaciers the second Swiss helicopter operator after Heliswiss and was founded in 1965. The company is based in Sion and operates around fifteen helicopters, a few King Airs and a PC-6. HB-ZCZ is one of a few AS350s operated by Air Glaciers (Sion, 8 February 2018, Michiel van Herten)



Lions Air Skymedia AG operates both business jets and helicopters. All of their three EC135s are operated as EMS helos. HB-ZJE operates as Lions 1 from Birrfeld for Alpine Air Ambulance. (Birrfeld, 5 February 2018, Michiel van Herten)

According to the news, the F/A-18s were grounded due to cracks in the wings. In the morning we still saw seven missions operated by four different F/A-18s.

Meiringen		7 February 2018
A-103	PC-21	Pilotenrekutenschule
J-5005, J-5012, J-5016	F/A-18C	Swiss AF
J-5238	F/A-18D	Swiss AF

It was very grey weather again, so we continued to Interlaken – Wilderswill. In addition to two A109SP's, also the only AS350B3e (H125) of the Rega was present. Delivered in August 2016, but rarely seen. She is mainly used for flight training.

Wilderswill		7 February 2018
HB-ZRN	AW109SP	REGA (Rega 10)
HB-ZRP	AW109SP	REGA
HB-ZRJ	H125	REGA

Next heliport was at four kilometers distance in Gsteigwiler. No activity outside, but they informed us that one of their AS350s was grounded close to Unterseen. We decided to search for this helicopter and we found her alongside the main road. The objective was to lift tree trunks, but the weather turned to be too foggy and operations were forced to be stopped.

Gsteigwiler		7 February 2018
HB-ZNH, HB-ZNQ	AS350B3e	Swiss Helicopter

Unterseen-St. Niklausen		7 February 2018
HB-ZKT	AS350B3	Swiss Helicopter

We used a shortcut to our next destination in Lauterbrunnen, but alongside the road we spotted another grounded helicopter between Interlaken and Wilderswill. This time a Kaman 1200. Also grounded while attempting to lift tree trunks.

Interlaken-Wagener strasse - Seilpark		7 February 2018
HB-ZIH	Kaman 1200	Rotex

In Lauterbrunnen we only found two based Air Glaciers helicopters, including the HEMS EC135, previously operated by SHS.

Lauterbrunnen		7 February 2018
HB-ZHY	AS350B3	Air Glaciers
HB-ZRK	EC135T1	Air Glaciers (ex OE-XXR)

The next day was planned in Wallis, so we continued via the Lötschberg Tunnel. This is an open air tunnel of 14 kilometres between Kandersteg and Goppenstein. It is operational for 105 years already. After arrival in Wallis we stopped in the heliport of Gampel-Bratsch. Shortly the HEMS helicopter

left for the next mission. She is the only EC135 of Air Zermatt, which happened to be the first Swiss conversion to T3 model.

Gampel-Bratsch		7 February 2018
HB-ZEF	EC135T3	Air Zermatt

We started at the heliport of Raron, located south of the old military airbase. It is also the maintenance base of Air Zermatt. We were lucky to see their only AS315B Lama. The EC130 also arrived from their Zermatt heliport.

Raron		8 February 2018
HB-XII	SA315B	Air Zermatt
HB-ZAZ	EC130T2	Air Zermatt
HB-ZCX, HB-ZIA	AS350B3	Air Zermatt
HB-ZKF	AS350B3+	Air Zermatt

Zermatt was one of the main targets of our trip. This village is not accessible by car and you must use the train from Täsch. The weather was still very grey, but when we approached Zermatt and the altitude increasing, the scenery turned to be very perfect; blue sky, huge amount of snow. The village is at 1620 meters and during January it was disconnected twice from the rest of the world due to avalanches which were also blocking the railtrack. The remains of these avalanches could be seen alongside the rail track.

The heliport was very quiet in the morning. Only a visiting A109. After lunch activity increased with many heli-ski flights and some airwork close to the heliport. Various pallets of building material had to be lifted. At a certain moment all 4 spots were used by turning helicopters, while #5 was awaiting her landing slot from the holding area. Eventually the entire Air Zermatt fleet was seen. Conditions were very nice. We also had an unexpected Italian visit of AB139 of Airgreen, based in Aosta. She came in to collect an injured Italian patient. Mid-afternoon we continued our journey towards Sion.

Zermatt		8 February 2018
HB-XQE	A109E	Swift Copters/GCC
HB-ZAZ	EC130T2	Air Zermatt
HB-ZCX, HB-ZIA	AS350B3	Air Zermatt
HB-ZPB, HB-ZVS	AS350B3e	Air Zermatt
HB-ZSU	Bell 429	Air Zermatt
I-GREE	AB139	Air Green

We visited Héli-Alpes and, although it was already late, we were lucky their Bell 429 was still outside. A number of Air Glaciers helicopters were still operational, including their 2nd EMS EC135. Unfortunately, this HB-ZIR crashed on 24th March while on a rescue mission to an avalanche. Also previ-



Raron is the maintenance base of Air Zermatt and also the location of the company's 50th anniversary celebrations this May. HB-ZAZ was the first EC130T2 registered in Switzerland and the only EC130 operated by the company. (Raron, 8 February 2018, Michiel van Herten)



While a bit of an ungainly sight, the Kaman K-1200 K-MAX is quite a unique helicopter with its intermeshing rotors. HB-ZIH is one of three operated by Rotex and was built in 1997 during its original production run. The production line was revived in 2017. (Wilderwill, 7 February 2018, Michiel van Herten)

ously operated by SHS.

Sion		8 February 2018
G-SCOR	EC155B1	Starspeed (ex 3A-MDR)
G-SMSM	Falcon 2000LXS	Luxaviation
HB-ZAP	Bell 429	Heli Alpes
HB-ZCZ, HB-ZNA	AS350B3	Air Glaciers
HB-ZIJ	AS350B3+	Heli Alpes
HB-ZIL	AS350B2	Heli Alpes
HB-ZIN	EC130B4	Heli Alpes
HB-ZIR	EC135	Air Glaciers (ex OE-XAH)
HB-ZJR, HB-ZLV	AS350B3+	Heli Alpes
HB-ZJW	R44	Heli Alps
HB-ZSD	R22	Groupe Hélicoptère
PH-TXA	Ce510	ASL
OO-PCI	PC-12/47E	
HB-PAW	PA18-150	

We started in Collombey-Muraz heliport, located at an industrial estate. As the operational helicopter was not ready to move outside, we quickly visited Bex. Four aircraft, equipped with skies were leaving for a pleasure trip to a temporary skislope / glacier landing strip.

Bex 9 February 2018
J-1627 Venom FB50 pres, ex Swiss AF

We returned to Collombey and the AS350 was already outside awaiting the first emergency call. Fortunately, the crew was prepared to move the Lama outside as well.

Collombey-Muraz 9 February 2018
HB-XQJ AS350B3 Air Glaciers
HB-XZU AS315B Air Glaciers

Our next stop was in Lausanne. It was a quiet day for the Rega 10. Fortunately, they were cleaning the hangar, so the helicopter was already outside. Also the complete fleet of Air Lausanne was present as well.

Lausanne 9 February 2018
HB-XRE EC145 Rega (Rega 10)
HB-ZCA EC120B Heli Lausanne
HB-ZEP EC120B Heli Lausanne
HB-ZLB S269C1 Heli Lausanne
HB-ZRO EC120B Heli Lausanne
HB-ZSY AS.350B3e Heli Lausanne
HB-ZWW MD500E Fuchs Helikopter

We moved on to Geneva for our visit to Rega 15, the only EC135 operated by Hôpitaux Universitaire de Genève (HUG). It is a rare bird as it is the only Rega not in the red & white colors. The new logo of the HUG has been applied 2 weeks before our visit. She is also equipped with a hoist, due to the

nearby Lake Geneva. Although there are less incidents on the lake, hoist trainings are practiced yearly.

Geneva		9 February 2018
HB-FXC	PC12/47E	TAG Aviation
HB-LUT	P180	Greenwings
HB-ZEN	EC135T2+	HUG (Rega 15)
SP-TBM	TBM-930	

After a quick stop at MBH Annemasse, we continued to Annecy - Meythet. The Securite Civile EC145 was still outside. After visiting Annecy airport, we also noticed a Securite Civile EC145 at the helipad of Central Hospital Annecy Genevois. As we were driving on the motorway, we were not able to identify.

Annemasse		9 February 2018
F-GKBE	AS350B2	MBH
Annecy		9 February 2018
F-ZBPT	EC145	Sécurité Civile (Dragon 74)
M-YMCM	Bell 429	

After two successful visits to Courchevel Altiport in 2013 and 2014, it was time for a revisit. It is within my personal top 3 of most beautiful airports in Europe. The altiport has a very short runway of only 537 meters with a gradient of 18.6%. The runway has no instrument approach procedure or lighting aids, thus making landing in fog and low clouds unsafe and almost impossible. It is ranked as the seventh most dangerous airport in the world. Under perfect conditions, the pictures are stunning. Down in the valley, the trees were white with fresh snow. In Courchevel we were driving through snow walls of two meters. Getting closer to Courchevel, our fear became reality; it was completely covered in fog. We stayed for a while, while they were removing the fresh snow from the runway. Weather conditions didn't improve, and VFR flying was simply not possible. In total we saw three movements and flying was a real challenge. Very sour, as the previous day 152 movements have been counted. But this was an entire day with blue sky. It is important to mention that the photo opportunities are restricted from December until May. Since 2018 it is not allowed, enforced by local law to make pictures around the tower or where helicopters are parked. A reasonable distance must be kept. For more info, please visit www.papagolf-helico.com/articles/courchevel-2018

Courchevel		10 February 2018
3A-MTG	EC155B1	Monacair
F-HDIO	AS350B3	Savoie Hélicoptère
F-HVAA	EC155B1	Heli Sécurité

Personal copy

F-GUZE AS355N Heli Sécurité
 RA-2055G Ce182A
 Down in the valley, we visited Albertville where we spotted various helicopters and light aircraft, which were destined to go to Courchevel. In this case a taxi was necessary to get to their ski areas.

Albertville 10 February 2018
 F-HANA EC130B4 Azur Helicopters
 F-HAUF AS350B3 Azur Helicopters
 F-HBIM AS355N Azur Helicopters
 F-HSKJ P68TP-600 Alpine Airlines
 LX-JFQ PC-12/47
 OO-PCM PC-12/47E EAPC

We finished the day at Grenoble – Le Versoud. After some waiting, the Securite Civile left for a rescue mission and SAMU EC135 arrived for a fuel stop. In one of the hangars, we found historic helicopters of CELAG (Centre d'Etudes et de Loisirs Aérospatiaux de Grenoble) organization. The hangar of this technical club opens the doors every Saturday. We saw various helicopters in different shapes, but not always in original colors. The CELAG is in difficult financial shape as it is lacking sufficient financial funding. There is a severe risk some assets must be sold.

Le Versoud 10 February 2018
 F-GNBT AS350B3 HDF
 F-HJAF EC135T1 SAF (SAMU 73)
 F-ZBPQ EC145 Sécurité Civile

CELAG hangar

"88" (1488) SE3130 Aeronavale c/s ex 252/F-YCVD
 2112/"GMS" SA319B Gendarmerie c/s
 N8479U SA360C New York Helicopters
 SA177/67-VR HSS-1

Our first stop was in Grenoble for the SAMU 39. At Lyon-Bron we arranged a visit to Securite Civile, but unfortunately, they were on a very long mission. SAMU 69 returned and we were able to visit them. As we still needed to drive back home, we left. After 10 minutes we saw the Dragon 69 (Securite Civile) on the rooftop helipad of the local Bron hospital.

Grenoble-Hôpital 11 February 2018
 F-GMHE EC135T1 SAF (SAMU 39)

Lyon-Bron 11 February 2018
 F-GSMU EC135T1 SAF (SAMU 69)
 M-YISX G650ER ExecuJet

Bron-Hôpital Louis Pradel HCL 11 February 2018
 F-ZBPN EC145 Sécurité Civile (Dragon 69)

After completion of this trip, we visited all HEMS locations

in Switzerland throughout the years. We left with the same result Austria in 2017. Unfortunately, we still don't have visited all HEMS locations, because meanwhile a new location was created in Austria. So, we have something to aim for next year.

Note, all the above registrations are taken from the pictures. Obviously, we have seen more aircraft.

Credit: Michiel van Herten

Daytrippin'

Austria

Innsbruck 25 February 2018
 9H-VFJ CL-605 VistaJet Malta
 CS-DLF Falcon 2000EX NetJets Europe
 D-CARO Ce680 Aerowest
 D-HBPC EC135P2+ Polizei Bayern
 G-EZOP, EZOY A320-214 easyJet
 G-EZUZ, EZWB A320-214 easyJet
 G-EUYA, GATJ A320-214 British Airways
 G-FBJF ERJ175STD FlyBe
 G-TCDJ, TCDL A321-211 Thomas Cook
 LN-RGE B737-86N Scandinavian
 OE-FMI Ce525 Fly Tyrol
 OE-GBE IA1125SPX Tyrol Air Ambulance
 OE-GBR Ce560XLS Fly Tyrol
 OE-GWS Ce560XLS+ Avcon Jet
 OE-GLS Ce650 Tyrolean Jet Services
 OE-GPS Ce550 Bravo Tyrol Air Ambulance
 OE-HUG CL-350 Int'l Jet Management
 OE-IEL Global Express Tyrolean Jet Services
 OE-IMI Falcon 900EX Avcon Jet
 OE-IJD, IVU A320-214 easyJet
 OE-LBI A320-214 Austrian
 OE-LDC A319-112 Austrian
 OE-LGA, LGM DHC-8-400 Austrian
 OK-GLF G200 Eclair Aviation
 OK-JFA Nextant 400XT Time Air
 OK-JRT Ce680 Travel Service
 OK-SLN ERJ135BJ ABS Jets
 OK-XLS Ce560XLS+ Silesia Air
 PH-HXB, HXJ B737-8K5 Transavia
 SP-CEO BAe125-750 Jet Story
 T7-SSM Global Express Skyline Aviation
 VP-BCS A320-214 S7 Siber Airlines

Credit: René Verschuur.



Adria Airways Switzerland ceased operations in December 2017. HB-IZH was one of the six Saab 200s in its fleet and is seen here stored together with two sisterships at Ljubljana on 27 February. (Andre Alders)

USCG Honor, Respect, Devotion to Duty



Coert van Breda

HC-130H 1503 taxiing in after a mission. (All photos by author)



After the devastating category 5 hurricane Harvey, that flooded Houston, and many other areas in the South East of Texas late August, category 5 hurricane Irma that followed a destructive path over the Lower Antilles, Bahamas and Florida a week later, followed by yet another category 5 hurricane Maria that destroyed both the

Dominican Republic and Puerto Rico two weeks later, the United States Coast Guard flew dozens of flights to rescue those in need, and bring in necessary aid. The USCG is mainly known for its Search and Rescue missions. But Search and Rescue is only one of the many tasks of the USCG, which roots go back to 1790.

History

On August 4th 1790, at the request of Alexander Hamilton, Secretary of the US Department of the Treasury, Congress decided to fund the construction of 10 cutters to be used to collect customs duties in the nation's seaports. This small fleet is the oldest continuous seagoing service of the United States, and became known as the 'Revenue Marine'.

Being the only naval force of the early United States (the Navy was only re-established in 1798), the Revenue Marine was used for other tasks as well. These tasks included protecting the coast, trade and maritime interests of the new republic, and combating piracy, rescuing mariners in distress, ferrying government officials, and even carrying mail.

By the 1860s, the service was known as the U.S. Revenue Cutter Service and the term Revenue Marine gradually fell into disuse.

The modern Coast Guard was formed by a merger of the Revenue Cutter Service and the U.S. Life-Saving Service on January 28th 1915, under the U.S. Department of the Treasury. In the years that followed the Lighthouse Service and

the Bureau of Marine Inspection and Navigation were transferred to the Coast Guard, in respectively 1939 and 1942.

In 1967, the Coast Guard moved from the U.S. Department of the Treasury to the newly formed U.S. Department of Transportation. This arrangement lasted until it was placed under the U.S. Department of Homeland Security in 2003 as part of legislation designed to more efficiently protect American interests following the terrorist attacks of September 11th 2001.

USCG roles and missions

The Coast Guard is responsible for defending America's borders and protecting maritime environment. Over the years the USCG has adopted 3 basic roles, which are further subdivided into eleven statutory missions.

The three roles are :

Maritime safety

Maritime safety is concerned with the protection of life and property through regulation, management and technology development of all forms of waterborne transportation.

Maritime security

Maritime security is concerned with the prevention of intentional damage through sabotage, subversion, or terrorism. It also includes border control, Maritime Law Enforcement and Maritime Drug - and Migrant Interdiction.

Maritime stewardship

With Maritime Stewardship the USCG will enforce laws protecting the maritime environment. The nation's waterways and marine ecosystems are vital to the country's economy and health. Ensuring America enjoys a rich, diverse and sustainable ocean environment is an important USCG mission.

USCG Aviation

In early 1915 USCG Lt. Stone and Lt. Hall explored the use of aircraft for patrol, and search and rescue. Although the Curtiss H-10 Flying boat which was used for the experiment lacked navigational equipment, the experiment proved successful and as a result the first USCG aviation group was trained at the Naval Air Station Pensacola, Florida during 1916-1917. Although US Congress supported the idea of using

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HC-130H 1718 flanks the "Saint Pete" badge and the official USCG Air Station Clearwater badge, with their motto "Anytime, Anywhere".

aircraft and having USCG Air Stations established, no funding was made available. The USCG aviators were assigned to Naval Air Stations instead.

In 1925 Lt. Commander Von Paulsen borrowed a Vought UO-1 seaplane from the Navy. He proved the potential of aviation in enforcing the Prohibition, which became the main mission of the USCG. Finally Congress approved, and made funds available for the purchase of the first five USCG aircraft: three Loening OL-5 amphibians and two Chance Vought UO-4s.

Over the years search and rescue missions were flown far off the coast, as the ships moved their routes farther out to sea, away from the dangers of the shoreline. 'Flying lifeboats' as the Douglas Dolphin RD-2 and General Aviation Flying Life Boat PJ-1, were added to the inventory to fulfill this task.

In 1934 the USCG aviation received an enormous boost when the aviation detachment of the Customs Service was transferred to the USCG. Funds for the purchase of new aircraft, and creation of additional air stations were obtained.

In the same years some of the USCG cutters were equipped with Grumman JF-2 amphibian, to patrol against opium smuggling and fisheries violations.

During the World War II the USCG played a critical role in the defense against German U-boats operating in the North Atlantic and for the American coasts. The aircraft were also used to aid crashed Allied air crew, and searched for merchant mariners who were the victims of enemy torpedoes.

An aircraft perfectly equipped for this was the Consolidated PBY-5A Catalina.

In the 15th century Leonardo da Vinci had already created a design for a machine that would make vertical flight possible. Over the centuries that followed this concept was improved and by mid 1930s some countries had developed a helicopter. Nazi Germany used helicopters in small numbers for observation, transport, and medical evacuation. Being able to take off and land vertically, and to hover showed the potential of helicopters for the search and rescue role, a role the USCG wanted to look further into. However, World War II interrupted this evaluation.

Instead, in 1943 the USCG began with developing the helicopter for antisubmarine warfare. Closer to the end of the War the threat of the U-boats reduced substantially. The evaluation focused back to the search and rescue role. In April 1945 the helicopter showed her potential with a successful rescue in a remote area near Goose Bay, Canada: a USAAF Douglas C-54 Skymaster flew a USCG HSN-1 in from USCG Air Station Brooklyn to assist with the rescue operation after the crash of a RCAF Consolidated PBY-5A Canso. During another rescue operation in September 1946 the usefulness of rotary-wing aircraft in air-sea search-and-rescue activities was again proven: this time two USCG helicopters were flown in to help with the rescue of eighteen survivors of the Belgian airliner Sabena DC-4 OO-CBG that crashed near Gander, Canada. The helicopter had earned her place as the USCG's primary search and rescue tool.



Still in its centennial yellow colour scheme, not a bad thing in Search and Rescue by the way, is this MH-60T 6044.

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Anytime, anywhere, even when adverse weather is expected... The US Coast Guard will deploy.

Current assets

Nowadays the USCG uses both the Short Range Recovery (SRR) MH-65 Dolphin and Medium Range Recovery (MRR) MH-60T Jayhawk helicopters. The fixed wing aircraft in the USCG inventory are the Long Range Surveillance Aircraft (LRSA) HC-130H Hercules and HC-130J Super Hercules. The Medium Range Surveillance Aircraft (MRSA) are the HC-144 Ocean Sentry and HC-27J Spartan.

The Eurocopter HH-65 Dolphin was selected in 1979 to be the next new short range recovery (SRR) air-sea rescue helicopter. Over the years the HH-65 went through some updates, to come to the HH-65C with improved engines. With the drug traffickers becoming more violently, and their boats becoming faster, many HH-65C were equipped with an 'airborne use of force' (AUF) package. This MH-65C helicopter is armed with anti-material rifle and machine gun, and gives the crew the capability of fire warning and disabling shots from the air. The MH-65C was upgraded with a new flight navigation system. These MH-65D-version, will now be modernized to MH-65E by installing a digital glass cockpit. The first E's have entered service in 2017.

The other USCG helicopter is the Sikorsky MH-60T Jayhawk. The Jayhawk was selected to replace the USCG HH-3F Pelicans. The helicopter is based on the US Navy SH-60 Seahawk. First flight was in 1989, and the first HH-60 entered USCG service in 1991. The USCG ordered 42 HH-60Js. Beginning 2007, the HH-60Js were upgraded and redesignated to MH-60T. Part of the upgrade was the adding of the AUF package. As a replacement for the three Jayhawks that were written off

over the years, the USCG converted three former US Navy SH-60F Seahawks into MH-60Ts. Another three Seahawks were converted to MH-60Ts, which will be assigned to USCG Air Station Traverse City, MI. Replacing the MH-65s, the new MH-60Ts will increase the search and rescue capabilities for the Great Lakes.

In 1959 the USCG received its first Lockheed HC-130B Hercules for long range search and rescue missions, and cargo and personnel transport. The Hercules turned out to be a large, rugged, and extremely reliable aircraft, that could cruise on two of its four engines thereby greatly extending its range. In the late sixties, early seventies, the USCG began equipping with the HC-130H.

The first HC-130J Super Hercules was accepted by the USCG in 2008. The HC-130J is credited with about 20 percent greater speed and 40 percent more range than the HC-130H. It can also be operated with a two-man flight crew (compared to 4 to 5 in the HC-130H), resulting in lower operating costs. The USCG hopes to acquire a total of 22 HC-130Js. The USCG would have preferred to replace all HC-130Hs with the new HC-130J immediately, but lack of funds prevented this from happening. The USCG has received ten HC-130Js so far.

Some of the current HC-130Hs were equipped with upgraded radar and avionics. They also received structural enhancements to extend their service lives. In total seven of the redundant HC-130Hs have been transferred to the US Forest Service to be converted to Air Tankers, of which 1708 and 1718 (as 116 and 118 respectively) are already active in their new role. One HC-130H, 1717, transferred to NASA in 2014,



Operation Bahamas Turks and Caicos (OPBAT) involves cooperation in the Caribbean to counter drug trafficking. Another example of cross service cooperation is the Joint Interagency Task Force supported by USCG HC-130Hs, also in the Caribbean.

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The MH-65D is used in support of OPBAT, 6597 is seen here in Georgetown, Bahamas.

that will use it for airborne scientific research activities and range surveillance. A few have been parked at the Boneyard, at Davis Monthan AFB, Tucson, AZ.

For Medium Range Surveillance (MRS) patrol duty, the USCG operates 18 CASA HC-144A Ocean Sentry twin-turboprop aircraft. The first HC-144A was delivered to the USCG in 2006. Initially a total of 36 aircraft were planned to be procured, but halfway the total order (the 18th HC-144A was delivered in October 2014) budget strains and the possibility to obtain fourteen decommissioned Alenia USAF C-27J Spartans at no cost have caused the order for the remaining 18 HC-144s to be cancelled: converting the 14 Spartans would be cheaper and faster.

The first HC-27J was delivered to the USCG HC-27J Asset Project Office (APO) at USCG Air Station Elizabeth City, NC in March 2016. USCG Air Station Sacramento, CA became the first operational unit on the HC-27J in May 2017. The Spartan replaces the HC-130H (which flew their last mission out of Sacramento in June 2016). The 309th Aerospace Maintenance and Regeneration Group at Davis Monthan AFB, AZ finished regenerating the last HC-27J (2705), which was transferred to the USCG APO on October 19th.

USCG Air Station St. Petersburg / Clearwater, Fla

St. Petersburg Air Station was commissioned on Albert Whitted Airport in 1935. First aircraft assigned were a Douglas

RD-4 Dolphin, and 2 Grumman JF-2 Ducks. In its first years, the based aircraft were mainly used for search and rescue efforts, checking of navigation aids and hazards to marine shipping and – although Prohibition was repealed and alcohol smuggling had decreased significantly – looking for illegal liquor stills.

During the first years of World War II the USCG received the task to combat the German submarine campaign. Unfortunately the aircraft were not designed for this task, and could not stop the Germans to wreak death and destruction. Only after the Air Station received aircraft designed for the submarine patrol duty, the German submarine operations could be stalled. The primary mission shifted to search and rescue operations.

In November 1944 an Air Sea Rescue organization was formed nationwide. The USCG was placed in charge as the control agency with authorization to direct all Armed Forces resources to respond in life saving operations. The Consolidated PBY-5A Catalina and Martin PBM Mariner aircraft assigned to St. Petersburg Air Station were all designed for this role, and formed the backbone of the postwar search and rescue missions. By the mid 1950s the helicopter was assigned to St. Petersburg too.

In 1976 the USCG began adopting the new HC-130H Hercules aircraft. It was foreseen to also assign the Hercules to St. Petersburg. However, the Hercules needed substantially more runway and maintenance facilities. This required substantial expansion to St. Petersburg Air Station, but the limited land near the base prevented such development. As a result, the USCG made the decision to expand into the nearby area of Clearwater, and moved to St. Petersburg / Clearwater International Airport. The name changed to USCG Air Station Clearwater.

The area of operations, not only includes South Florida, but also includes the Gulf of Mexico, the Caribbean basin, and the Bahamas. The Air Station constantly maintain deployed MH-60s for Operations Bahamas, Turks and Caicos (OPBAT), a joint DEA, USCG, Bahamian Turks and Caicos anti-drug and migrant smuggling operation in the Bahamas. HC-130s are deployed in support of Joint Interagency Task Force (JIATF) operations in the Caribbean. USCG Air Station Clearwater is planned to lose its Hercules air component.

The author wishes to thank PAO USCG Air Station Clearwater, in particular PA2 Johnson, for the cooperation during my visit on August 8th, 2017.



Backbone of the helicopter assets and with live-saving long range is the MH-60T Jayhawk, like this 6036.

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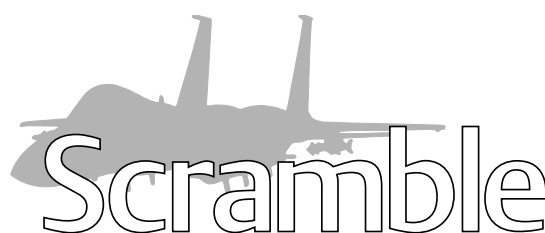
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Theme of this month's civil cover is aircraft from which the colour scheme doesn't corresponds with its titles. We kick off with this Thomas Cook Airlines Airbus A321 G-TCVB, which still has the old Monarch colours but Thomas Cook titles. (Manchester, 15 May 2018, Rob Skinkis).



The rebirth of Eastern Air Lines, came to an end in 2017, when the airline was acquired by Swiftair. Boeing 737-800 N276EA is seen here with Eastern Air Lines colours, but with Swiftair titles (Tampa (FL), 18 April 2018, Nik Deblauwe)



For the summer season, TUI fly Belgium leases Orange2Fly Airbus A320 SX-SOF. The aircraft still sports the Orange2fly colours, but with large TUI titles and logos. (Brussels, 15 May 2018, Ton Jochems)

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Ala 18 from Zaragoza was one of the units participating in Frisian Flag '18 with EF-18BM and EF-18M like this C.15-18/15-16 (Leeuwarden, 6 April 2018, Remco de Wit)



Although not participating in the Tiger Meet Rafale C 128/30-GG from EC03.030 made it clear during Frisian Flag '18 that also this unit qualifies as a Tiger (Leeuwarden, 6 April 2018, Manolito Jaarsma)



The Polish contribution to the Frisian Flag '18 was with three MiG-29A's like this 111 from 1.elt (Leeuwarden, 12 April 2018, Ben Uffen)