

461

October 2017

Scramble

Luftstreitkräfte der DDR - Part 2

DUTCH AVIATION SOCIETY



This page is dedicated to the 30th anniversary celebrations of the E-3A Component at Geilenkirchen. Seen here is M28B 0205 of 42.BLSz at Radom. (30 June 2017, Oscar Vis)



One of the most interesting visitors was this E-550 of the Aeronautica Militare. MM62293 is the first of eventually two Gulfstreams that will provide Airborne Early Warning capabilities to the Italian military. (3 July 2017, Manolito Jaarsma)



One of the warbirds to join the celebration was this HA-200D. It is operated by the Messerschmitt Stiftung, as the HA-200 was designed by the famous Willy Messerschmitt. (30 June 2017, Personal copy)

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Editorial

Yet another month with some missing sections, and this month they are the Military Movements Elsewhere, SIS and Showreports. Of course we will make up for that next month! What we do have is the second part of the Die Luftstreitkräfte der DDR article.

A little late this year, but better late than never, is the announcement of the seventh edition of the Aviation Day! Mark 18 November in your calendar, as that is the date the event will be held. Where? A new location this time, but familiar for those who attend the DSC, as we have booked a floor at the Worldhotel Wings Rotterdam The Hague Airport. As you have come to expect from us we will host the Air Fete (tables still available!) and the NSK, or Dutch Spotterschampionship. Details can be found in the advert, shown in this Scramble on page 55.

We are still on the lookout for new editors, for SIS (Scramble Intelligence Service), the Showdates (both the magazine and website) and Showreports (website). If you are interested in any of these then we look forward to hear from you at bestuur@scramble.nl.

We still have copies left of our new publications: Scramble World Airline Fleets 2017, Scramble Military Serials North America 2017-2018 and Scramble Military Transports 2017. Stock is running out fast so head over to our Shop-page at www.scramble.nl/shop and order your copy before it is too late! Another publication is BARG DVD3, containing the time-frame 1989-1994, and there are not many left. And next to that we still have quite a few EMOOS 2014 books lying around, ready for your reading pleasure.

Cover Photo



Every five years Heldair Show Maritime is organized at Den Helder Airport/NAS De Kooy. This year it was to commemorate 100 years of naval aviation services. Besides several naval aircraft and helicopters there were also a lot of civilian aircraft to see like these helicopters of CHC Helicopters Netherlands. From left to right you can see PH-EUE, PH-IEH and G-SNSB. (Den Helder, 16 September 2017, Dino van Doorn)

Important dates

Scramble 462	
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Check our website for details on prices for subscribers and non-subscribers.

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

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Movements Netherlands



This Gulfstream was delivered to the Secretaria de Marina Mexico as ANX-207 in January 2014. In November of that same year it was reregistered to ANX-1207 and transferred to the Armada de México. In April 2017 the current mark ANX-1201 was added to the aircraft. ANX-1201 is the military high light for Amsterdam according to the local spotters community. Mexico's navy top brass arrived with this G550 to visit Damen Shipyards to witness progress on the construction of two naval ships for Mexico. We can only hope they will do so more often in the future as their Gulfstream looks quite the part. (Amsterdam-Schiphol, 19 August 2017, Dino van Doorn)

Amsterdam

			August 2017				
01. 9H-AVM	B757-23A	Jetmagic	dep JMK401	D-ISJP	Ce525A	Ohlair	05 ECA111
D-CKPP	SA227DC	Binair	dep BID200	G-GABY	Global XRS	Emperor Aviation	
D-CKPP	SA227DC	Binair	02 BID201/300	I-FXRK	P180	K-air	05 FXR18K
D-IEKU	Ce525A	Ohlair	ECA222	N5EQ	PA-46-350P	Steven Brown	dep
D-IOHL	Ce525A	Ohlair	03 ECA333	N881XA	B737-86J	Xtra Airways (n/t)	f/v NAX1256/7
EC-LEB	Global XRS	TAG Aviation España	dep TGM231	OE-FZC	Ce510	GlobeAir	GAC139R/029A
F-HFKG	ERJ145EP	SiAvia (Fly Kiss c/s)	03 SVB121/2	OE-FZE	Ce510	GlobeAir	GAC116I/B
G-GDFJ	B737-804	Jet 2 Holidays	02 EXS031E	OE-GDA	Ce560XLS	Europ Star	ESQ101
G-HCSA	Ce525A	Bookajet	dep	OK-RAH	Beech 400A	Time Air	TIE359H
G-VIIO	B777-236ER	British Airways	BAW2762/3	OK-TVF	B737-8FH	Travel Service	ISR201/2
LX-SEH	Ce560XLS	Luxaviation	dep LXA5E	05. 9H-JAI	A340-313X	Hi Fly Malta (a/w)	div CAI1J/8002
N904DS	Global Express	Dan Snyder	02	C-GHLM	A330-343E	Air Canada	07 ACA824/7068
OK-BEE	Beech 400A	JetBee Czech	JBC136A/B	D-IMEP	Beech C90GTx	Beechcraft	
SE-RIL	Ce560XLS	H-Bird Aviation	02 ET1801Z/802Z	EC-MPS	B737-85P	Air Europa	f/v AEA1091/8
TF-SKY	A321-253N	WOW Air	f/v WOW442/3	G-GABY	Global XRS	Emperor Aviation	06
02. 4X-ELA	B747-458	EI AI	ELY337/8	LN-SOV	Ce680	Sundt Air	MDT11
9H-JAI	A340-313X	Hi Fly Malta (a/w)	f/v CAI041/040	LX-VMF	Ce560XL	Luxaviation	dep LXA15P
D-CKPP	SA227DC	Binair	07 BID301/100	N275DJ	G-IV	Ragtime Investments	06
F-GZTS	B737-73V	ASL Airl. France	f/v FPO342P/142P	OE-FHK	Ce510	GlobeAir	GAC222I/A
F-HFKE	ERJ145LR	SiAvia (Fly Kiss c/s)	03 SVB582/3	OE-GGP	Ce560XLS	IJM	IJM329
G-WIRG	ERJ135BJ	Air Charter Schotland	EDC701E	SP-LRD	B787-8	LOT	LOT267/8
OE-FWF	Ce510	GlobeAir	GAC116A/863A	TC-AFF	CL-300	Bonair	06
OO-XLS	Ce560XLS+	Air Service Liège	15	YU-FNR	Ce525	Eagle Express	EES305A/B
S5-ACK	ATR72-212	Aero4M (n/t)	f/v 03 AEH011/2	06. 9H-JPC	ERJ135BJ	Air X Charter	AXY605/7
SP-ENL	B737-8CX	Enter Air	f/v ENT582/584P	C-FNNH	B777-233LR	Air Canada	f/v 07 ACA824/2027
03. B-8870	A330-323E	China Southern Airlines	f/v CSN345/6	D-ABZA	A320-216	Austrian Airlines	f/v AUA371/2
D-IADV	Ce551	MCH Holding		D-CSCA	Ce525B	Silver Cloud Air	SCR378
D-IFFF	CeF406	Air Taxi Europe	04 TWG100/200	D-IADV	Ce551	MCH Holding	
D-ISJP	Ce525A	Ohlair	ECA111	D-IMHA	Ce525A	MHS Aviation	f/v MHV200
D-ISUN	Ce525A	Ohlair	ECA555	LX-VMF	Ce560XL	Luxaviation	07 LXA15P
EI-FTS	B737-8AS	Ryanair	f/v RYR3104/5	N391AA	B767-323ER	American Airlines	f/v AAL220/1
EP-IFA	A321-211	Iran Air	f/v IRA725/4	OE-FZA	Ce510	GlobeAir	07 GAC047A/551A
F-HCJE	EMB500	Cie de Phalsbourg		OO-JAF	B737-8BK	TUI Belgium	TFL628/091P
G-STBJ	B777-336ER	British Airways	f/v BAW442/3	PH-DAM	P180	JetNetherlands	
I-FXRK	P180	Foxair	FXR18K	TC-JII	A340-313X	Turkish Airlines	THY1953/4
04. 100/ABP	TBM-700A	EAAT	FMY8040	07. 4X-ELE	B747-412	EI AI	ELY337/8
4X-ELA	B747-458	EI AI	ELY337/8	9A-JSC	Ce525A	Jung Sky	08 JSY072C/083C
9V-SMP	A350-941	Singapore Airlines	f/v SIA34/3	C-GFAF	A330-343E	Air Canada	ACA7074/825
A7-ADA	A320-232	Qatar Airways	f/v BAW440/1	C-GFUR	A330-343E	Air Canada	ACA824/2131
B-18908	A350-941	China Airlines	f/v CAL073/4	D-CKPP	SA227DC	Binair	08 BID101/200
B-56789	G650	Argentre Enterprises	f/v 08	D-CNOC	Ce560XLS	Atlas Air Service	ATL1C
CS-TRL	A320-214	Orbest	EVE7251/2	D-IJOA	Ce525A	Ohlair	08 ECA888A/888
D-IADV	Ce551	MCH Holding		EC-MRF	A321-231	Vueling	f/v VLG8322/3
				EI-ZMA	Falcon 900EX	Airlink Airways	HYR900A
				G-FBLK	Ce510	Blink	BKK1A
				LY-KLA	BAe125-800XP	KlasJet	f/v

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LY-ONJ	A320-214	Small Planet	LLX9013/5013	D-CDAS	EMB505	DAS Private Jets	
LY-ONJ	A320-214	Small Planet	08 LLX5014/9014	D-CITY	Lj35A	Air Alliance Express	AYY116
N900FZ	TBM-900	Redwood	08	D-CJOS	Ce525B	Luxaviation Germany	LXG33S
N988ZJ	Global 5000	Zetta Jet USA	08	D-CKHK	Ce560XLS+	Stuttgarter Flugdienst	f/v FFD951
OD-CXJ	EMB550	MEA	f/v 08 MEA503/4	D-CWAY	Lj55	MHS Aviation	QAJ940
OK-TVH	B737-8Q8	Travel Service	ISR201/2	D-ISUN	Ce525A	Ohlair	13 ECA123
OK-TVF	B737-8FH	Travel Service	TVS3168/9	N428KS	G-IVSP	Advanced Air Management	
OO-JAU	B737-8K5	TUI Belgium	TFL628/091P	SU-MAN	BAe125-850XP	Alkan Air	f/v 13
08.D-ASXU	B737-8FH	SunExpress Germany	f/v SXD3798/9	YU-PNK	Ce560XLS+	Air Pink	
D-CKPP	SA227DC	Binair	09 BID201/300	13.9A-JSC	Ce525A	Jung Sky	JSY138C/139C
D-IKBO	Ce525A	Silver Cloud Air	10 SCR357	D-AHER	Falcon 900EX	Heron Aviation	14 HRN511
LX-VMF	Ce560XL	Luxaviation	10 LXA15P	D-IADV	Ce551	MCH Holding	
N4500X	G550	Jet Edge	f/v 10	D-IKBO	Ce525A	Silver Cloud Air	SCR357
OE-FZD	Ce510	GlobeAir	09 GAC660A/B	N2FE	Global Express	Fedex Express	17
OO-TUK	B737-86J	TUI Belgium	TFL681	OE-FBD	Ce510	GlobeAir	14 GAC133D/265I
09.4X-ELE	B747-412	EI AI	ELY337/8	OK-PMI	Beech 400A	Queen Air	AQS179
D-CKPP	SA227DC	Binair	14 BID301/100	P4-KBH	A320-271N	Air Astana	f/v KZR903/4
F-GCGA	Beech C90	Airailles		14.ANX-1201	G550	ESCAAM	f/v 19 ANX001
N371FP	G-IVSP	Phitomack	10	4X-ELE	B747-412	EI AI	ELY337/8
N724MF	Global 5000	MBF Healthcare Management	f/v 13	D-ABNE	A320-214	Eurowings	f/v EWG1834/5
OE-IOO	Global 5000	Avcon Jet	AQJ95R	D-CAMB	Lj31A	Jetcall	f/v JCL4
OE-LPZ	Global 5000	IJM	10 IJM619	D-CKPP	SA227DC	Binair	15 BID101/200
OY-GEF	Beech B200GT	Lars Thrane		D-IDBA	Raytheon 390	Germania Express	BFX804R
10.C-GGPM	G550	Barrick Gold	f/v	EI-DAL	B737-88AS	Ryanair	15 RYR3104/3105
CS-TNY	A320-214	TAP Air Portugal	TAP664/3	LX-VMF	Ce560XL	Luxaviation	18 LXA15P
D-CKHG	Ce560XLS	Windrose Air	11 QGA153M/253M	M-ABJA	Lj45	Ryanair	15
D-IADV	Ce551	MCH Holding		N576MA	TBM-850	HTG Trading	15
D-IAWU	Ce525	Sylt Air	AWU510	N881XA	B737-86J	Xtra Airways (n/t)	NAX1258/9
D-IIVA	P180	AirGo	XGO2M/2PB	OE-HRS	CL-350	Avcon Jet	AQJ78R
EI-ZMA	Falcon 900EX	Airlink Airways	HYR900A	OK-TVF	B737-8FH	Travel Service	TVS3168/9
N397AN	B767-323ER	American Airlines	f/v AAL220/1	OK-TVH	B737-8Q8	Travel Service	ISR201/2
N587DZ	Falcon 900EX	Zeeco		VQ-BBG	A330-243	Aeroflot	f/v AFL2694/5
SU-GEK	B737-866	Egypt Air	f/v MSR757/8	15.D-ALIK	CL-850	Imperial Jet Europe	JTI155/60
TC-JVP	B737-8F2	Turkish Airlines	f/v THY1961/2	D-CAMB	Lj31A	Jetcall	JCL4
TC-SZA	Falcon 7X	Swan Aviation	11	D-CDOC	Lj45	Jetcall	JCL2
VP-BMG	Global 5000	Westbury Group	13	D-CKPP	SA227DC	Binair	16 BID201/300
11.4X-ELE	B747-412	EI AI	ELY337/8	D-IBAK	Ce525	B-Air Charter	FFD531
CS-TRL	A320-214	Orbest	EVE7251/2	ES-ACK	CRJ900	Nordica / LOT	f/v LOT8173/4
D-AINF	A320-271N	Lufthansa	f/v DLH992/3	OE-FBD	Ce510	GlobeAir	GAC265A/B
D-CGGG	Lj31A	Jetcall	JCL3	OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW431/2
D-CHRD	Ce680	Hahn Air	HHN666	OE-IMM	CL-605	Avcon Jet	f/v 16 AQJ65M
D-INOB	Ce525A	Atlas Air Service	12 ATL3Z	OO-JWB	PC-12/47E	Nextgen Partners	f/v
F-HTRY	P180	Airailles	f/v EOL600/610	SE-ROC	A320-251N	Scandinavian	f/v SAS1553/556
LN-SOV	Ce680	Sundt Air	MDT11	VP-BJD	G550	Transworld Oil	16
LX-VMF	Ce560XL	Luxaviation	12 LXA15P	16.4X-CPX	G-IVSP	Arkia	
N881XA	B737-86J	Xtra Airways (n/t)	NAX1256/7	4X-ELE	B747-412	EI AI	ELY337/8
OE-FCB	Ce510	GlobeAir	GAC103Z/416Z	A6-EUO	A380-842	Emirates	f/v UAE149/50
OK-TVF	B737-8FH	Travel Service	ISR201/2	D-ABHM	A320-214	Niki	f/v EWG1834/5
OO-IDE	Ce525	Air Service Liège		D-CAWR	Ce560	Aerowest	17
OY-NLA	Ce650	North Flying	NFA055P/055	D-CCAB	Ce550	Air Hamburg	JKH322
TC-SHE	BAe125-850XP	Erben	14	D-CFIV	Lj35A	Air Alliance Express	AYY118
12.9H-VJC	Global 6000	VistaJet Malta	15 VJT739	D-CHIC	EMB505	Air Hamburg	17 AHO358M/685X
D-ALIK	CL-850	Imperial Jet Europe	f/v JTI123/4	D-CKPP	SA227DC	Binair	21 BID301/100



This aircraft was delivered to Flight Options in 2005. In 2013 the Beech was converted to an XT model. Time Air added the Beech to its fleet in May 2016 as OK-RAH. (Amsterdam-Schiphol, 4 August 2017, Ad Jan Altevogt)

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This frame was originally destined for AVIANCA but the aircraft was not taken up. The Airbus A321 was subsequently delivered to Iran Air as EP-IFA and recently deployed on long haul routes. (Amsterdam-Schiphol, 6 August 2017, Pino Tome)

D-CONE	Lj35A	Air Alliance Express	AYY105	OK-ESC	Beech 400A	Time Air	TIE467S
LN-RDV	DHC-8-402	Widerøe	f/v 18 WIF7467/8	OY-RJC	CRJ100LR	Global Reach Aviation	PAV4913
N300GP	CL-300	Glen West 300 (jersey)		OY-RUE	MD-83	Danish Air Transport	CAI803/8002
UR-PSY	B737-8EH	Ukraine International	f/v 17 AUI105/6	20. CN-RGV	B737-85P	Royal Air Maroc	f/v RAM852/3
YU-FNR	Ce525	Eagle Express	17 EES316A/317A	D-ABNN	A320-214	Eurowings	f/v EWG1834/5
17.2-LIFE	Eclipse 500	Brigitte Vonk	20	D-CLHS	Ce560XLS+	ChallengeLine	f/v
CS-DOF	CL-650	Jet Capital	f/v 18	D-IADV	Ce551	MCH Holding	
D-AEWT	A320-214	Eurowings	f/v EWG7184/5	D-IEKU	Ce525A	Ohlair	ECA222
D-ISJP	Ce525A	Ohlair	ECA111	OE-FPP	Ce510	GlobeAir	GAC871Z/N
EI-EXR	A300B4-622RF	DHL Cargo	f/v BCS1238/9	TC-JZH	B737-8F2	Turkish Airlines	f/v THY1961/2
G-LFBD	Ce525A	Centreline Air Charter	CLF570	21. 4X-ELE	B747-412	EI AI	ELY337/8
G-ZAPW	B737-3L9QC	Titan Airways	CND393P/393	A6-EOO	A380-861	Emirates	22 UAE149/2564
G-ZAPW	B737-3L9QC	Titan Airways	18 CND394/P	A7-ADG	A320-232	Qatar Airways	f/v BAW440/1
LX-GSP	Ce680	Flying Group		D-AAIJ	CL-850	ImperialJet Europe	22 JTI221/2
LX-RSQ	Lj45	Luxemb. Air Ambulance	18 DUK5AMB	D-AEWW	A320-214	Eurowings	f/v EWG7184/5
N577CF	Falcon 7X	Jet Aviation Flight Services	20	D-CKPP	SA227DC	Binair	22 BID101/200
OE-FCP	Ce510	ABC Bedarfsflug	FTY3	D-INOB	Ce525A	Atlas Air Service	ATL3Z
OE-FHK	Ce510	GlobeAir	18 GAC860A/5661	N159JA	G550	Ebay	23
OE-HDU	CL-300	Laudamotion	LDM15	OK-TVF	B737-8FH	Travel Service	TVS3168/9
OK-SLX	Ce560XL	Silesia Air	SUA672/3	VP-CAM	B737-7KK	Dragon Villa	f/v 22
SE-RMO	Lj45XR	H-Bird Aviation Services	ETI2171/L	22. D-CASH	EMB505	Air Hamburg	23 AHO332S/763R
YL-CSG	CS300	Air Baltic	f/v BTI619/20	D-CKPP	SA227DC	Binair	23 BID201/300
18.10+25	A310-304MRTT	FBS BMVg	f/v GAFMED1	D-IJOA	Ce525A	Ohlair	25 ECA888/A
4X-ELC	B747-458	EI AI	ELY337/8	G-DBCB	A319-131	British Airways	23 BAW2758/9278
9H-JPC	ERJ135BJ	Air X Charter	AXY1818/9	G-LEGC	ERJ135BJ	Luxaviation UK	25 LNX91GC
9H-VJI	Global 6000	VistaJet Malta	19 VJT813	G-PRPO	DHC-8-402Q	FlyBe	f/v BEE1537/8
B-99988	G650	Tiger Hercules Air	f/v 21	LX-FLY	Global XRS	Global Jet Luxembourg	24 SVW34LY
CN-ROV	B767-3Q8ER	Royal Air Maroc	RAM686/8687	M-ILLA	Beech 400A	Sunshine Aviation	23
CS-DOF	CL-650	Jet Capital	20	M-USTG	Ce510	Mustang Aviation	f/v 23
CS-TRL	A320-214	Orbest	EVE7251/2	N2341U	B777-322ER	United Airlines	f/v 23 UAL2718/2829
D-AFUN	ERJ135BJ	Air Hamburg	19 AHO811S	N900FZ	TBM-900	Redwood	23
D-CFLY	Ce560XLS+	Air Hamburg	AHO826D/517S	OY-JRZ	A320-233	Danish Air Transp.	23 DTR955/5551
G-POWD	B767-36NER	Titan Airways	CND5996	TC-KHG	G550	Korvez	23
G-POWO	EMB505	Saxonair	AWC005B	23.2-LIFE	Eclipse 500	Brigitte Vonk	29
G-SONE	Ce525A	Centreline Air Charter	20 CLF843	4X-ELE	B747-412	EI AI	ELY337/8
G-ZAPX	B757-256	Titan Airways	19 TFL628/093P	B-1566	B787-9	Xiamen Airlines	f/v CXA811/2
OK-TVF	B737-8FH	Travel Service	ISR201/2	D-CGGG	Lj31A	Jetcall	JCL3
SE-RMO	Lj45XR	H-Bird Aviation Svs	21 ETI2181/2211	D-CKPP	SA227DC	Binair	BID301/5P
SE-ROD	A320-251N	Scandinavian	f/v SAS1549/50	D-IMAX	Ce525A	Sylt Air	AWU923
TC-JVU	B737-8F2	Turkish Airlines	f/v THY1961/2	G-FBKE	Ce510	Blink	24 BKK5E
TC-LJF	B777-3F2ER	Turkish Airlines	f/v THY1957/8	HB-JRA	CL-604	Swiss Air-Ambulance	SAZ51/2
TC-SHE	BAe125-850XP	Erben	19	N510MD	Ce510	Michel Delauzun	24
19. B-7838	B787-9	Xiamen Airlines	f/v CXA811/2	PH-BHM	B787-9	KLM	del KLM7879
D-BEEP	Ce750	Air X Executive	20	24. 090	EMB121AN	EAT00.319	CTM1754
D-CJET	Ce525B	Air Hamburg	20 AHO552S/742U	C-FNOE	B787-9	Air Canada	f/v ACA2024/5
G-MOCL	CL-604	Luxaviation UK	f/v LNX32CL	D-CRON	Ce560XLS	Silver Cloud Air	25 SCR762
G-WIRG	ERJ135BJ	Air Charter Schotland	EDC761	D-ISAR	Raytheon 390	Euroflug Frenzel	25
LX-LOE	Raytheon 4000	Flying Group Luxemb.	f/v FYL91E/92E	LY-DSK	BAe125-850XP	Classic Jet	26 LLT102/3
LX-VMF	Ce560XL	Luxaviation	29 LXA15P	PH-CTR	Ce680	Cartier Europe	25
N964AM	B787-8	Aeroméxico	22 AMX025/8521	25. 4X-ELC	B747-458	EI AI	ELY337/8
OE-FPP	Ce510	GlobeAir	20 GAC123Y/860B	9H-YOU	CL-850	Air X Charter	AXY2510/03
OE-GLL	Ce550	Jetfly Airline	20	CS-TRL	A320-214	Orbest	EVE7251/2
OE-HDU	CL-300	Laudamotion	20 LDM15	D-CSCA	Ce525B	Silver Cloud Air	SCR378
OE-LWN	ERJ195LR	Austrian Airlines	f/v AUA373/4	F-HBIR	Ce510	Blink	26 BKK9I

LZ-EAA	A320-231	Electra Airways (n/t)	f/v LZB461/2	D-CNAC	SA227DC	Binair	BID301
OY-JRZ	A320-233	Danish Air Transport	DTR956/5552	D-CONE	Lj35A	Air Alliance Express	AYY105
26.9H-YOU	CL-850	Air X Charter	AXY2617/09	EC-MIA	B777-28EER	Privilege Style	TFL232/633
CS-TFR	Lj45	Omni	OAV304	EC-MIA	B777-28EER	Privilege Style	30 TFL634/091P
D-CAGA	EMB505	Luxaviation Germany	LXG55GA	G-GXLS	Ce560XLS	Luxaviation UK	LNx30GX
D-CAWB	Ce680	Aerowest		G-HCSA	Ce525A	Bookajet	30 BOO850/806
D-CNAC	SA227DC	Binair	28 BID5B/100	LX-JNC	CL-605	Luxaviation	f/v LXA21V
D-IEKU	Ce525A	Ohlair	27 ECA222	N240LG	Falcon 900EX	Liberty Global	
D-IKBO	Ce525A	Silver Cloud Air	29 SCR357	N360HP	Global XRS	Christopher James	f/v 30
G-YEDC	Ce525B	Air Charter Scotland	EDC322	N628BD	G-V	Hewlett Packard	
LX-FLY	Global XRS	Global Jet Luxembourg	SVW34LY	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	30 TYW314/757
N8877TM	G550	Airflite		OK-UGJ	Ce680	Travel Service	TVS25J/62J
OE-FFB	Ce510	GlobeAir	27 GAC737A/969Z	OO-TUK	B737-86J	TUI Belgium	TFL722/092P
OO-XLS	Ce560XLS+	Air Service Liège	29	SE-RLU	Ce560	Grafair	
S5-ICR	Ce560XL	Linxair	27	30.4X-CPX	G-IVSP	Arkia	
TC-JJH	B777-3F2ER	Turkish Airlines	THY1953/4	4X-ELE	B747-412	EI AI	ELY337/8
27.9H-FAM	EMB500	Luxwing	LWG391/302	9A-DWA	Ce525A	Winair	
D-CSCA	Ce525B	Silver Cloud Air	SCR378	9H-VCB	CL-350	VistaJet Malta	VJT453
D-CMDH	Ce680	Eisele Flugdienst	EFD777	D-CGAA	Ce560XLS+	Air Hamburg	
D-IADV	Ce551	MCH Holding		D-INOB	Ce525A	Atlas Air Service	31 ATL3Z
D-ISJP	Ce525A	Ohlair	ECA111	F-HLPM	Falcon 2000LX	Michelin Air Services	f/v
D-ITRA	Ce525	Transavia Flug		G-GXLS	Ce560XLS	Luxaviation UK	LNx30GX
G-HCSA	Ce525A	Bookajet	28 BOO355/760	HB-IAU	Falcon 2000EX	Cat Aviation	31 CAZ501
HL8025	A330-323E	Korean Air	f/v KAL925/6	LX-JFR	PC-12/47E	Jetfly Aviation	31 JFA95A/V
LX-LAA	Lj45	Luxembourg Air Ambul.	DUK7AMB	M-YNNS	G650	Jet Aviation	31
LY-GTW	B737-4Q8	GetJet (a/w)	f/v NAX1258/9	N114QS	Global 5000	NetJets	f/v
M-CVGL	Global 5000	Aircraft Operations	f/v	N183DN	B767-332ER	Delta Air Lines	31 DAL9931/8771
M-NTOS	Ce525C	Selementos	31	SX-GAB	G450	Gainjet	31 GNJ45
N75YY	DA62	Eper Wings Trinair	f/v	TC-JII	A340-313X	Turkish Airlines	THY1951/2
N240LG	Falcon 900EX	Liberty Global		31.9H-VCD	CL-350	VistaJet Malta	VJT432
N349K	G300	Midwest Aviation	f/v 31	CS-TOW	A330-343E	TAP Air Portugal	f/v TAP664/3
N7000C	CL-300	Cargill		D-AOLG	Fokker 100	Avanti Air	ATV030F
OE-IFB	B747-4B5ERF	ASL Airlines	28 TAY915E	D-CDOC	Lj45	Jetcall	JCL2
OO-RAZ	R44	Heoi Partner		D-CKJE	EMB505	Luxaviation Germany	LXG55JE
SP-TBM	TBM-930	PLEK2	f/v	D-FABS	PC-12/47E	Schumacher Packaging	
SP-THC	PC-12/47E	GJB Investment	f/v 30	D-IBJJ	Ce525A	Air Hamburg	AHO316Y
SX-GAB	G450	Gainjet	GNJ45	EI-LEO	Ce750	Gainjet Ireland	GJI75X
TC-JII	A340-313X	Turkish Airlines	THY1953/4	EP-IJB	A330-243	Iran Air	f/v IRA725/4
TC-JVV	B737-8F2	Turkish Airlines	f/v THY1961/2	F-GHOC	Beech 200	Open Flight	OFL31C
28.4X-ELE	B747-412	EI AI	ELY337/8	G-HCSA	Ce525A	Bookajet	BOO806
D-CAPB	Ce560	Aerowest	2x	N534QS	G550	NetJets	
D-CEIS	Ce680	Eisele Flugdienst	29 EFD888	N767CW	G-V	Pentastar Aviation	IBG001
D-ISKO	Raytheon 390	Peak Air	30	SE-RLX	BAe125-800XP	Grafair	f/v
D-CNAC	SA227DC	Binair	29 BID101/200				
EC-MIA	B777-28EER	Privilege Style	TFL092P/231				
EI-FHZ	B737-8JP	Norwegian	f/v IBK3540/1				
G-HCSA	Ce525A	Bookajet	29 BOO760/850				
HB-JOG	A319-112	Germania	f/v GSW3232/3				
N253CM	G-V	Cargill					
OE-GGG	Ce560XLS	Jetfly Airline					
OK-TVO	B737-8CX	Travel Service	ISR3168/9				
VP-CMD	G550	Challenger Aero Cayman	f/v 30				
29.A6-EUI	A380-861	Emirates	f/v UAE149/50				
A7-ADD	A320-232	Qatar Airways	BAW440/441				
D-CNAC	SA227DC	Binair	BID201/300				

U2 departed to Brussels on the 1st. The group uses a JetMagic Boeing 757 for their Joshua Tree Tour travels. On the same day a WOW Air A321Neo visited the airport. The Jet 2 Boeing on this day was a maintenance visitor. The Xtra Airways Boeing on the 4th is leased to Norwegian this summer. The aircraft is being operated in the basic blue colours previously used by Hillary Clinton. On the 5th Hi Fly operated a flight for Corendon. It was planned for Eindhoven but due to a miscommunication on arrival, the aircraft diverted to Amsterdam. General Salvador Cienfuegos Zepeda, Secretary of National Defense and Admiral Vidal Francisco Soberón Sanz, Secretary



The long range Air Canada Boeing 777s are quite rare for Amsterdam. A technical issue with an Airbus A330 the day before resulted in C-FNNH on an extra service from Toronto. (Amsterdam-Schiphol, 6 August 2017, Ad Jan Altevogt)



Rossiya added this Airbus A319 to their fleet in 2013. EI-EZC was originally delivered to Juneyao Airlines in 2006. (Rotterdam-The Hague, 15 August 2017, Maarten Visser Sr)

of the Mexican Navy, arrived in the Netherlands on the 14th. The Pilatus on the 15th was also an Eindhoven diversion. Widerøe on the 16th arrived with the Rosenborg BK football team. A new fleet addition for KLM arrived on the 23rd. It is impossible to end this part of the movements without mentioning the passing of Alexander Schelbergen. Alexander has been a valuable contributor to the Amsterdam movements for a very long time. His detailed postings will be missed by the whole community.

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

Rotterdam - The Hague

		August 2017	
01. D-IRKE	Ce525	German Private Jet Group	
F-GIII	PA-31T	Heli Bear	04
LX-RSQ	Lj45XR	European Air Ambulance	DUK5AMB
N1RP	G550	Penske Jet	dep
N650TP	G650	Jet Aviation Flight Services	
OE-FBD	Ce510	GlobeAir	dep GAC576I
OO-HCA	R44	Heli & Co	
PH-TCN	P180	JetNetherlands	dep
PH-TCN	P180	JetNetherlands	10
SP-TBM	TBM-930	PLEK2 SP	dep
02. 9H-PAM	B737-33AQC	Maleth-Aero	MLT604F/604
CS-DXM	Ce560XLS	NetJets Europe	NJE5EC/754M
CS-TFR	Lj45XR	Omni - Aviação	dep OAV304
D-CAWU	Ce560XLS	Adolf Würth	
OE-FZE	Ce510	GlobeAir	dep GAC281B
PH-CJM	Ce680	ASL	
PH-HRK	P180	JetNetherlands	06
03. CS-CHD	CL-350	NetJets Europe	04 NJE464H/8ZS
M-CCCP	Global 5000	Heda Airlines	
OH-SWJ	Ce525A	Scanwings	ABF2C/D
OO-CFW	PC-12/47E	Nextgen Partners	
OO-EXE	TBM-850	Executive Flight	28
PH-LAB	Ce550	NLR - TU Delft	
YU-SPC	Ce560XLS+	Prince Aviation	PNC7PC
04. 9H-PAM	B737-33AQC	Maleth-Aero	MLT605/605F
CS-TFR	Lj45XR	Omni - Aviação	05 QAV304
D-CAWM	Ce560XLS+	Aerowest	
D-ITAN	Ce525	Transavia Flug	
F-GOPE	Beech 1900D	Twin Jet	05 TJT060P/694A
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	05 BCY9590/1
N361JC	PA-31T	SOAR	
OE-LTK	ERJ170LR	People's Viennaline	PEV982/635
OH-SWJ	Ce525A	Scanwings	ABF2E/F
PH-TSN	DA42	Twin Star Netherlands	dep
PH-TSN	DA42	Twin Star Netherlands	07
05. CS-DFG	Falcon 2000EX	NetJets Europe	06 NJE03AZ/612R
CS-TFR	Lj45XR	Omni - Aviação	06 QAV304
D-CAWM	Ce560XLS+	Aerowest	
D-IDBA	Raytheon 390	Fly Alpha	BFX803Z
F-GOPE	Beech 1900D	Twin Jet	TJT694A/062P
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5
OO-VLS	Fokker 50	VLM Airlines	TYR3003/7003
PH-ELP	EC135T2+	ANWB - MAA	LIFELN3
PH-OOP	H145	RAV Fryslân - MAA	MEDIC01
PH-RBC	EC120B	HeliAir	KJC
06. CS-PHI	EMB505	NetJets Europe	07 NJE800F/8GX
D-BMAD	Do328-300	Sun-Air (BAWc/s)	SUS737/9137
D-CCCA	Lj35A	Jet Executive International	JEI272
N194ER	Ce510	Blue Sky Aviation	
OK-BII	Beech 400A	Jetbee Czech	JBC270B/67B
OO-CFW	PC-12/47E	Nextgen Partners	
OO-VLS	Fokker 50	VLM Airlines	WLM7004/ -
07. CS-PHB	EMB505	NetJets Europe	NJE710M/940H
CS-TFR	Lj45XR	Omni - Aviação	12 QAV304
M-CCCP	Global 5000	Heda Airlines	10
N768JJ	G550	Executive Air Services	
OO-HSM	AS355F1	Heli Service Belgium	08
P4-ANG	BAe125-900XP	Altair	
PH-FIS	Ce525	JetNetherlands	dep
PH-FIS	Ce525	JetNetherlands	20
PH-TSN	DA42	Twin Star Netherlands	11
08. 84-00488	C-12T-3	6-52nd AVN	Duke14
D-IAHG	Ce525	Spree Flug Luftfahrt	
OO-ASL	Beech 200C	Air Service Liège	16
PH-HVB	EC135T2+	ANWB - MAA	LIFELN1
09. D-101	CH-47D	298sq	*Grizzly73
D-CFIV	Lj35A	Air Alliance	AYY118
D-IAHG	Ce525	Spree Flug Luftfahrt	
G-MOSJ	Beech 90B	Naljets	APX5GP
N86RK	DA42NG	WeFly	dep
OY-APM	G450	Maersk Aviation	
10. CE03	ERJ145LR	21sq	BAF610
D-ITIP	Ce525	Star Wings Dortmund	STQ222
G-MEGN	Beech B200	Dragonfly Aviation Services	CBM88
N194ER	Ce510	Blue Sky Aviation	
N435TF	G-IV	Jet Midwest Group	dep
OE-FCB	Ce510	GlobeAir	GAC456A/B
PH-FJK	Ce525B	JetNetherlands	
PH-HRK	P180	JetNetherlands	12
ZS-GAW	A320-231	Global Aviation (a/w)	CAI049/50
11. CE03	ERJ145LR	21sm	BAF610
CS-DFF	Falcon 2000EX	NetJets Europe	NJE071B
CS-PHB	EMB505	NetJets Europe	NJE9QL
D-CNAF	SA227DC	Binair	16 BID3P
D-CONE	Lj35A	Air Alliance Express	AYY112
D-IBBS	Ce525A	German Private Jet Group	
D-ITIP	Ce525	Star Wings Dortmund	STQ222
G-JALS	Ce560XLS+	Air Charter Scotland f/v	EDC739M/25R
LX-EVM	Falcon 2000LX	Global Jet Luxemb.	12 SVW29VM

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LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	12 BCY9590/1	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	19 BCY9590/1
OE-FCB	Ce510	GlobeAir	GAC103Z/R	OE-LIR	Do328-110	Welcome Air	19 TYW522L/3L
OK-IMO	Beech 400A	Queen Air	AQS173	OO-ACC	Ce525A	Air Service Liège	dep
PH-TSN	DA42	Twin Star Netherlands	14	19.CS-DPV	Ce510	Air Nimbus	21 NIM02/01
12.D-ISJP	Ce525A	Ohlair Charterflug	ECA111	D-IAIB	Ce525	Luxaviation Germany	
EC-MJP	CRJ1000	Iberia Regional	ANE2530/1	D-IMHA	Ce525A	MHS Aviation	MHV200
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5	LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5
OE-FID	Ce510	Sky Taxi Luftfahrt	STC064B/6B	N888YF	B737-7BC	EVA Air	22
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/4	OE-HMR	Falcon 2000EX	Tupack Verpackungen	20 MHV20X
PH-HRK	P180	JetNetherlands	19	PH-JTJ	Ce680	Exxaero	XRO316/473
13.CS-TFO	Lj40	Omni - Aviação	OAV303	PH-TSN	DA42	Twin Star Netherlands	25
D-CEFO	Ce560XLS+	Air Hamburg	14 AHO693V/418X	YU-TPC	Ce500	Infinity Aviation	20
F-HADH	Falcon 50	Sky Vision	17 SVK449/99	20.CS-TFR	Lj45XR	Omni - Aviação	QAV304
M-ONAV	BAe125-900XP	Monavia	22	D-CGAA	Ce560XLS+	Air Hamburg	AHO744M
OE-FFB	Ce510	GlobeAir	14 GAC103A/357H	D-INKY	P180	AirGo Flugservice	XGO3RD
OO-JWB	PC-12/47E	Nextgen Partners		D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
14.9H-INV	CL-604	Flex Flight	FXT614	G-BVMA	Beech 200	Dragonfly Aviation Svs	2x CBM99
M-CCCP	Global 5000	Heda Airlines	16	PH-JTJ	Ce680	Exxaero	XRO473
N768JJ	G550	Executive Air Services		21.CS-LTC	Ce680A	NetJets Europe	NJE4XQ/219N
OE-FMO	Eclipse 500	Mali Air Luftverkehr		D-IDBA	Raytheon 390	Fly Alpha	BFX804X
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/8S	EC-LBO	Ce550	Air Taxi & Charter Int'l 25	IBJ921B/5A
OK-IMO	Beech 400A	Queen Air	AQS173	M-INER	Global 6000	ICC Aviation	
OO-PMV	R44	Heli & Co		N539CA	Falcon 900LX	Gama Aviation	25
PH-TSN	DA42	Twin Star Netherlands	17	PH-TCN	P180	JetNetherlands	22
15.CS-DIY	Ce525B	AirJetSul	AJU521	22.CS-TFR	Lj45XR	Omni - Aviação	24 QAV304
CS-TFR	Lj45XR	Omni - Aviação	QAV304	D-INOB	Ce525A	Atlas Air Service	ATL3Z
D-CEFE	Ce525C	E-Aviation	16 EFD444	N628BD	G-V	J. C. Flowers & Co.	
D-CXNL	BAe125-800XP	ImperialJet Europe	16 JTI152/61	OE-FLG	Ce525	Smartline Luftfahrt	
EI-EZC	A319-112	Rossiya	PLK5783/4	PH-TCN	P180	JetNetherlands	23
N576MA	TBM-850	HTG Trading	2x	23.CS-DLC	Falcon 2000EX	NetJets Europe	NJE614H/6VZ
N61AJ	Ce421C	Coco Air	arr	D-CFIV	Lj35A	Air Alliance	AYY118
OO-PMV	R44	Heli & Co		OE-FGI	Ce525	SalzburgJetAviation	MOZ123A
PH-PBY	PBY-5A	Stichting Exploitatie Catalina	*	PH-DTS	DA42	Wings over Holland	
SE-RMO	Lj45XR	H-Bird Aviation Svs	17 ETI215I/7I	PH-HVB	EC135T2+	ANWB - MAA	LIFELN1
YU-PMK	Ce560XLS+	Air Pink		PH-TCN	P180	JetNetherlands	24
16.D-102	CH-47D	298sq	*Grizzly52	RA-73000	B737-76N	Gazpromavia	GZP147/8
M-NGSN	PC-12/47	Niels Stolt-Nielson		24.CD01	Falcon 900B	21sq	BAF605
PH-BGE	B737-7K2	KLM	div KLM1350	CS-CHA	CL-350	NetJets Europe	25 NJE686F/5KZ
PH-FJK	Ce525B	JetNetherlands		PH-ECD	EC120B	Heli Holland Holding	
PH-TCN	P180	JetNetherlands	17	PH-KGJ	EC120B	HeliFlights - Heli Holland	
PH-TXA	Ce510	JetNetherlands	dep	25.D-CKHK	Ce560XLS+	Stuttgarter Flugdienst	FFD951
VQ-BVV	B737-8LJ	Rossiya	PLK5783/4	D-ISAR	Raytheon 390	Euroflug Frenzel	26
17.D-COWB	Ce525B	Atlas Air Service		LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	26 BCY9590/1
D-IAIB	Ce525	Luxaviation Germany		PH-CJM	Ce680	ASL	
G-KVIP	Beech 200	Capital Air Ambulance	EGL08	PH-HCE	R66	HeliCentre	26
PH-TCN	P180	JetNetherlands	21	PH-TCN	P180	JetNetherlands	01
PH-TSN	DA42	Twin Star Netherlands	19	PH-TSN	DA42	Twin Star Netherlands	31
18.L-01	PC-7	131EMVosq	*Diamond06	RA-73000	B737-76N	Gazpromavia	GZP147/8
A6-RJC	Global 5000	Royal Jet	21 ROJ22	26.CD01	Falcon 900B	21sq	BAF605
D-IDBA	Raytheon 390	Fly Alpha	BFX803Z	CS-TFR	Lj45XR	Omni - Aviação	27 QAV304
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A	D-IDBA	Raytheon 390	Fly Alpha	BFX804X



People's Viennialine is part of Altenrhein Airport, receiving its first Embraer 170 in 2001. OE-LTK was added to the fleet in November 2016 and came to pick up the Austrian women's football team. (Rotterdam-The Hague, 4 August 2017, Peter Heeneman)



This Falcon 50 has been part of the Sky Vision (Croatia) fleet since June 2014. It was originally delivered to Unijet in 2010. As can be seen on the photo, DJ Marshmello was using F-HADH at the time the photo was taken. (Rotterdam-The Hague, 15 August 2017, Maarten Visser Sr)

D-INKY	P180	AirGo Flugservice	XGO2KC
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9592/3
LY-DAT	ATR42-500	Danu Oro Transp. (a/w)	BCY9594/5
N8326Y	PA-30-160	Western European Enterprise	
OE-FZE	Ce510	GlobeAir	GAC889I/A
OE-FZE	Ce510	GlobeAir	27 GAC889B/12Z
OE-GHB	Ce560XLS	Bertsch Aviation	
OO-PPF	Ce525B	Flying Group	27 FYG34F/5F
PH-DKI	Ce680	ASL	
PH-HCE	R66	HeliCentre	27
PH-TAK	DA42	Happy Landings	dep
27. CS-TFR	Lj45XR	Omni - Aviação	28 QAV304
D-CAHO	Ce560XLS+	Air Hamburg	AHO575Q/174H
D-CSCA	Ce525B	Silver Cloud Air	28 SCR378
PH-CJM	Ce680	ASL	arr
PH-HHJ	AS355F2	Heli Holland Holding	2x
PH-LUX	PA-46-350P	Luxajet	arr
SE-RFH	Ce680	European Flight Service	EUW9362
SE-RIZ	Ce560XLS	H-Bird Aviation Services	arr ETI727N
28. D-CAPB	Ce560 Encore+	Aerowest	29
I-JAMI	Falcon 7X	Sirio	SIO624
LX-JFM	PC-12/47	Jetfly Aviation	29 JFA87Z/54A
OO-ACO	Ce510	Air Service Liège	04
OO-PRM	Ce510	Air Service Liege	29
PH-HRK	P180	JetNetherlands	01
29. 2-ANLD	PA-34-220T	David & Lynette Medcraft	31
D-IMAX	Ce525A	Sylt Air	30 AWU929/30
LX-JFW	PC-12/47E	Jetfly Aviation	JFA55A/88Z
N86RK	DA42NG	WeFly	
VQ-BVQ	A319-133X	VipJet	02
30. CS-LTC	Ce680A	NetJets Europe	01 NJE586Y/606H
D-CGAA	Ce560XLS+	Air Hamburg	AHO618Y/327K
D-IAAT	EMB500	Arcus Air	AZE53F/P
D-IEKU	Ce525A	Ohlair Charterflug	ECA222
I-FXRI	P180	K-air	FXR181
OO-PRM	Ce510	Air Service Liege	31
PH-FIS	Ce525	JetNetherlands	arr
31. G-KARE	PC-12/47E	Graham Aircraft Hire	01
M-ARTY	PC-12/47E	Creston (UK)	01
M-ELAS	G280	Aventurine Aviation	01
N767CW	G-V	Peak View	IBG001
OO-EXE	TBM-850	Executive Flight	arr
OO-PRM	Ce510	Air Service Liege	01
OY-NLA	Ce650	North Flying	NFA014P/014, 014/014P
PH-PHA	Enstrom 480	Prince Helicopters	
PH-TSN	DA42	Twin Star Netherlands	arr
PH-WRW	EC120B	Heli Holland Holding	

Maleth-Aero operated a charter to Poznań on the 2nd. The flight returned two days later. The Piper 31 on the 4th arrived from Reykjavík and departed to Strasbourg. SOAR stands for

Seeding Operations & Atmospheric Research. Sun-Air operated a charter from Billund on the 6th. On the 15th a Rossiya Airbus A319 took Zenith St. Petersburg to the Netherlands for their game against FC Utrecht. Zenith St. Petersburg was taken back home on board a Rossiya Boeing 737 on the 16th. The Evergreen bizjet (operated by EVA Air) on the 19th arrived from Hamburg and departed to Luton. FC Utrecht was taken to St. Petersburg on board the Gazpromavia Boeing 737 on the 23rd. The team returned on the 25th. On the 29th an Airbus ACJ arrived from Grozny Airport, Chechen Republic. Previously with Rizon Jet, the Airbus is currently being managed by VipJet.

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

Maastricht - Aachen

			August 2017
01. G-OSRB	B727-2S2F	T2 Aviation	02 BRO6B
02. D-CGAA	Ce560XLS	Air Hamburg	03 AHO644F
	D-ITRA	Transavia Flug	2x
	N412MC	Atlas Air	THY6615
	PH-STB	Exxaero	XRO511/464
	PH-STB	Exxaero	03 XRO464/484
03. N225EE	G-V	DI Management	KAI80
04. D-ITRA	Ce525	Transavia Flug	2x
	EI-FXG	ASL Airlines Ireland	08 ABR074P/3P
	UR-CAJ	Ukraine Air Alliance	UKL4012
	ZS-GAW	Global Aviation (a/w)	CAI040
05. N225EE	G-V	DI Management	KAI80
	OO-ACO	Air Service Liège	2x
	OO-AMR	Air Service Liège	
	PH-STB	Falcon 900C	Exxaero XRO484/470
	UR-CBG	An-12BP	Cavok Air 06 CVK7009/88
	YU-RDA	Ce560XLS+	Air Pink
06. CS-PHG	EMB505	NetJets Europe	NJE6KY/774T
	D-ICMS	Ce525A	Ohlair Charterflug ECA777
	D-ITAN	Ce525	Transavia Fluggesellschaft 07
07. D-AVXD	A321-231	HK Express	dep AIB821C
	D-ISKY	Beech 200	Air Hamburg 08 AHO759R/543V
	D-ITAN	Ce525	Transavia Fluggesellschaft 08
	N677FP	G-V	Aviation Enterprises
	SX-DVM	A320-232	Aegean AEE4590/1
08. D-ITAN	Ce525	Transavia Fluggesellschaft	
	An-12BP	Cavok Air	10 CVK7088/50
09. D-CHER	Lj60	Heron Luftfahrt	13 HRN311
	D-CONE	Lj35A	Alliance Air 10 AYY105
	N412MC	B747-47UF	Atlas Air THY6615
	OO-LMP	Falcon 2000LX	Luxaviation Belgium 25 AAB599/693
10. F-HPJL	EMB505	Air TNB	12

I-SWIA	B747-4R7F	Silk Way Italia	CSW432/3
OO-PRM	Ce510	Air Service Liège	12 2x
P4-GVV	G550	ABS Jets	13
11. LX-LAA	Lj45	Duclair – LAR	DUK7AMB
PH-MYX	Ce650	ASL	
12. D-IJOA	Ce525A	Ohlair Charterflug	13 ECA888
13. F-HPJL	EMB505	Air TNB	
G-MLAP	AW169	Starspeed	2x
14. D-CFTG	Lj35A	Quick Air Jet Charter	QAJ943
D-CPSW	SA227AC	Binair	15 BID6P/3A
OE-LIR	Do328-110	Welcome Air	15 TYW524L/522L
SX-DGO	A320-232	Aegean	AEE4590/1
15. 9H-VJC	Global 6000	VistaJet Malta	tst VJT739
16. F-GHSV	Beech B200	Phenix Aviation	PHV816
I-SWIA	B747-4R7F	Silk Way Italia	AZG9081/2
LX-GJM	Ce525C	Global Jet Luxembourg	SVW24JM
N412MC	B747-47UF	Atlas Air	THY6615
P4-GVV	G550	ABS Jets	
PH-HGT	Ce680	JetNetherlands	tst
PH-STB	Falcon 900C	Exxaero	17 XRO470
VP-BCH	B747-467F	Sky Gates Airlines	f/v SAY9303/4
17. D-CPSW	SA227AC	Binair	BID3P/3A
G-YMKH	ERJ135BJ	TAG Aviation (UK)	18
HB-ALM	ATR72-202(F)	Zimex Aviation	18 IMX501/358
I-SWIB	B747-4R7F	Silk Way Italia	CSW432/3
18. 2-CAUM	DHC-8-402		f/n
D-BUBI	CL-300	Windrose Air	20 QGA035G/36G
EI-FXB	ATR42-300(F)	ASL Airlines Ireland	21 ABR042P/3P
F-HERE	Ce510	Blink	19 BKK12L
19. G-WIRG	ERJ135BJ	Air Charter Scotland	EDC761
21. I-SWIA	B747-4R7F	Silk Way Italia	AZG9081/2
OO-FTS	Ce560XL	Luxaviation Belgium	AAB481
SX-DVX	A320-232	Aegean	AEE4590/1
ZS-GAW	A320-231	Global Aviation (a/w)	CAI040
22. YL-BAI	DHC-8-402	Air Baltic	arr BTI9881
23. N412MC	B747-47UF	Atlas Air	24 THY6615
UP-CL001	CL-870	Euro-Asia Air	arr UPCL001
24. 9A-BTD	Fokker 100	Trade Air	25 TDR9279/279
D-IAAY	EMB500	Arcus Air	AZE02P/20F
G-KPTN	Falcon 50EX	Williams Grand Prix	WGP01
SX-BIQ	DHC-8-102A	Olympic Air	arr OAL3002
25. EI-FXE	ATR42-320(F)	ASL Airlines Ireland	28 ABR042P/3P
G-CIFE	Beech B200	2 Excel Aviation	BRO32/03P
YL-BAQ	DHC-8-402	Air Baltic	dep BTI9882
26. D-CBBS	EMB505	German Private Jet Group	
D-IRSB	Ce525	Stuttgarter Flugdienst	FFD541
N194ER	Ce510	Blue Sky Aviation	
OO-PRM	Ce510	Air Service Liège	
PH-PBA	DC-3	DDA Classic Airlines	
27. 9A-BTD	Fokker 100	Trade Air	28 TDR280/9290
D-ICEE	Ce525	Spree Flug	
G-KPTN	Falcon 50EX	Williams Grand Prix	WGP01
HB-VPG	EMB505	Jet Aviation Business Jets	PJS702/3
N194ER	Ce510	Blue Sky Aviation	
PH-PBA	DC-3	DDA Classic Airlines	

28. D-IAAW	EMB500	Arcus Air	AZE02F/02P
G-WCCP	Beech B200	2 Excel Aviation	BRO32P/32
OO-FPF	Ce525B	Flying Service	29 FYG34F/11F
SX-DVW	A320-232	Aegean	AEE4590/1
29. G-RMMA	Falcon 900EX	TAG Aviation (UK)	30
OO-CLA	Ce525C	Luxaviation Belgium	AAB540
OO-IDE	Ce525	Air Service Liège	
PH-PXY	AW139	Nationale Politie	ZXP25
30. D-IRSB	Ce525	Stuttgarter Flugdienst	FFD541
OO-IDE	Ce525	Air Service Liège	
TC-ACR	B747-428FER	Saudia Cargo	SVA6845/6

The month started with a visit by one of the Oil Spill Response Boeing 727s. Atlas Air keeps operating for Turkish Airlines. The ASL ATR maintenance visitor on the 4th is still in FedEx Colours. On the 7th future Airbus B-LEE on a ferry back to Germany after being painted. The Luxaviation Belgium Falcon on the 9th arrived for a visit to the MAAS paint shop. Former C9-AUM was first logged as 2-CAUM on the 18th. The former Linhas Aéreas de Moçambique Dash-8 now has an all white fuselage and a red tail. On the 23rd an Euro-Asia Air Canadairjet arrived for maintenance. The next day an Olympic Air Dash-8 arrived for the same purpose. The Trade Air Fokker on the 27th arrived from Tivat and departed to Lyon the next day.

Credits: SG Maastricht / Threshold, MST-aviation.

Groningen - Eelde

August 2017

02. D-GBFS	DA42	Baden-Charter	
D-GFAS	DA42	Franconia Aero Service	
D-GLBA	DA42	vap-flightschool	
D-IADV	Ce551	MCH Holdings	
F-HFKC	ERJ145LR	SiAvia	BCI201P
LN-AGR	Falcon 7X	Sundt Air	
N550F	Eclipse 500	Brigadoon Manufacturing Group	
03. T-264	KDC-10	334sq	2x *NAF40
PH-DTS	DA42	Wings over Holland	
05. D-ALOA	ERJ135BJ	Air Hamburg	
OO-AMR	Ce525A	Air Service Liège	
08. PH-OOP	H145	RAV Fryslân – MAA	
11. D-IAAW	EMB500	Arcus Air	
17. D-IFUT	BN-2B-26	FLN	*
PH-ECE	EC120	Heli Holland Holding	
18. PH-PBA	DC-3C	Dutch Dakota Association	19
25. PH-TXA	Ce510	JetNetherlands	
26. OE-FZC	Ce510	GlobeAir	GAC689/211Z
27. CS-PHB	EMB505	NetJets Europe	
D-CESA	Ce550 Bravo	Euro Link	
PH-PXE	EC135P2+	Nationale Politie	ZXP05
28. G-XSTV	Ce560XLS	Arena Aviation	
30. D-BEAM	CL-300	Jet Pool Network	
31. F-HAJD	Ce525	Sky Vision	SVK498
G-CKAF	ERJ145EP	bmi Regional	f/v LOT8845/6



Euro-Asia Air is based in Atyrau, Kazakhstan. UP-CL001 is the sole CL-870 in the fleet, which is rarely seen in Western Europe. (Maastricht-Aachen, 27 August 2017, Bjorn Van Der Velpen)

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Aero-Dienst is an airline mostly known for air ambulance flights, sometimes using aircraft in the yellow ADAC colours. CL-300 D-BEAM is one of the aircraft being used to operate corporate charters. (Groningen-Eelde, 30 August 2017, Simen Dorschman)

G-GILB	Ce510	Catreus AOC	Eindhoven				
LX-LAA	Lj45	Ducair – LAR					
Credit: GEAS							August 2017
Deventer-Teuge							dep Bartok01
addition: May 2017			01.03	C-17A	HAW		02 Bartok01
08 D-HHBW	Bo105CBS-5	Helicopter-Service Wasserthal	03	C-17A	HAW		*GLV-V
This Bölkow 105 arrived by road and will be made airworthy again by AMN.			D-661	CH-47D	298sq		*GLV-V
			D-667	CH-47D	298sq		*GLV-V
			Q-01	AH-64DN	301sq		*GLV-V
			9H-VCH	CL-350	VistaJet Malta		VJT479
			OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		TYW846S/7S
			OO-XLS	Ce560XLS+	Air Service Liège		dep
			PH-HWM	CL-605	ASL		05
			UR-CKL	An-12BK	Cavok Air		arr
02.N315P	Ce310Q	International Air Services	02.03	C-17A	HAW		03 Bartok01
OE-FZE	Ce510	GlobeAir	CS-DXU	Ce560XLS	NetJets Europe		NJE235E/523N
PH-FVD	R44	Heli Invest	D-CGAA	Ce560XLS+	Air Hamburg		AHO644F/322B
05.N8233	DH-82A	Stichting Dutch Tiger Flight	HB-JVH	Fokker 100	Helvetic Airways		OAW1400/8400
06.PH-FVD	R44	Heli Invest	OK-SYN	ERJ135BJ	ABS Jets		ABP811/2
07.PH-FVD	R44	Heli Invest	OO-PRM	Ce510	Air Service Liege		03
09.PH-SWN	Ce414A	PARC Air	PH-CJM	Ce680	ASL		dep
11.PH-FVD	R44	Heli Invest	PH-ELP	EC135T2+	ANWB - MAA		Lifeline03
PH-PXA	EC135P2+	Nationale Politie	03.OY-JJH	Do328-310	JoinJet		
13.PH-FVD	R44	Heli Invest	OK-XLS	Ce560XLS+	Silesia Air		SUA731/2
14.N200FB	PA-31T1		LX-RSQ	Lj45XR	European Air Ambulance		DUK5AMB
PH-FVD	R44	Heli Invest	04.Q-25	AH-64DN	301sq		Redskin12
PH-TSN	DA42	Twin Star Netherlands	HB-JVE	Fokker 100	Helvetic Airways		OAW8401/1401
PH-UWL	Ce421C	Zurenborgh Beheer	OO-PRM	Ce510	Air Service Liege		10
16.PH-ECD	EC120B	Heli Holland Holding	PH-MDG	Ce680	JetNetherlands		dep
19.PH-LAW	CeT310R	Slagboom en Peeters	UR-CKL	An-12BK	Cavok Air		CVK7023/4
20.PH-FVD	R44	Heli Invest	ZS-GAW	A320-231	Global Aviation (a/w)		CAI041/0
21.D-FAAE	Ce208B		05.D-IDBA	Raytheon 390	Fly Alpha		BFX804N
23.(B-78)	Bo105CB-4		SP-SPE	ATR72-202	SprintAir		SRN280/1
23.PH-HCD	Cabri G2	HeliCentre	06.PH-CJM	Ce680	ASL		10
24.PH-ECD	EC120B	Heli Holland Holding	SP-SPE	ATR72-202	SprintAir		07 SRN282/3
25.PH-UNN	EC120B	HeliCentre	07.FB22	F-16BM	2w		*BAF245
26.PH-KWI	Yak-52	Dutch Thunder Yaks	01	C-17A	HAW		Bartok02
28.G-OAFF	Ce208	Fallschirmsport Damme	J-008	F-16AM	312/313sq		*Cowboy1
OE-FZE	Ce510	GlobeAir	J-646	F-16AM	312/313sq (nmks)		*Beaver
OO-PXL	P68C-TC	Aerodata International Surveys	L-13	PC-7	131EMVOsq		*NAF131
PH-PXC	EC135P2+	Nationale Politie	D-CHIP	Ce525B	E-Aviation		08 EFD111
29.OO-TJK	P68	Aerodata International Surveys	08.FB20	F-16BM	10w		*
PH-HCF	Cabri G2	HeliCentre	2-BLUE	CL-601-3A	Volare Aviation		VLZ282
30.D-HGVB	R44	Rotavisie	PH-MDG	Ce680	JetNetherlands		11
31.PH-PXY	AW139	Nationale Politie	UR-CNN	An-12B	Cavok Air		09 CVK7091/22
Former Dutch Air Force Bölkow 105 B-78 returned to Teuge by road on the 23rd. Delivered to AMN, it will be used for static promotional purposes during airshows and fly-ins.			09.D-101	CH-47D	298sq		Grizzly73
Credit: Teuge Airport, Roy Wassink.			L-06	PC-7	131EMVOsq		*Diamond05
			Q-17	AH-64DN	301sq		*Redskin44
			Q-23	AH-64DN	301sq		Redskin32, GLV-V
			CS-GLD	Global 6000	NetJets Europe		NJE331N/943D

10.01	C-17A	HAW	Bartok03	21.01	C-17A	HAW	22 Bartok04
D-661	CH-47D	298sq	*Grizzly23, GLV-V	N194ER	Ce510	Blue Sky Aviation	
Q-01	AH-64DN	301sq	*Knife01, GLV-V	VP-BEH	Falcon 7X	EF Education	22
HA-LXU	A321-231	Wizz Air	f/v WZZ4VY/4XS	ZS-GAW	A320-231	Global Aviation (a/w)	CAI041/0
LN-AKR	Falcon 900EX	G&A Air	13 AKK1	22.33/XA	TBM-700A	<u>ET00.043</u>	CTM1305
OO-PKX	Ce750	Air Service Liège		EI-EBC	B737-8AS	Ryanair	div RYR1MF
P4-GVV	G550	Caimito Enterprises		SE-RMA	CL-300	Svenskt Industriflyg	JET3
11. CS-DXK	Ce560XLS	NetJets Europe	NJE962F/004N	23. D-102	CH-47D	298sq	*GLV-V
D-CHIP	Ce525B	E-Aviation	EFD111	Q-19	AH-64DN	301sq	*GLV-V
N719EL	Beech 400A	Donington Aviation		UR-CNN	An-12B	Cavok Air	- /CVK7022
12. C-GGPM	G550	Barrick Gold Corporation	13	VP-BEH	Falcon 7X	EF Education	
CS-LAU	Ce680A	NetJets Europe	NJE370A/587G	24. D-BETI	Falcon 50EX	Adolf Würth	
LX-RSQ	Lj45XR	European Air Ambulance	DUK5AMB	N194ER	Ce510	Blue Sky Aviation	
PH-HWM	CL-605	ASL	24	PH-HGT	Ce680	ASL	25
UR-CNN	An-12B	Cavok Air	arr	PH-HWM	CL-605	ASL	30
13. CS-DLH	Falcon 2000EX	NetJets Europe	NJE322E/053Q	PH-TCN	P180	JetNetherlands	
D-ISAR	Raytheon 390	Euroflug Frenzel	16	25. L-13	PC-7	131EMVosq	*
N719EL	Beech 400A	Donington Aviation		PH-HGT	Ce680	ASL	arr
OK-XLS	Ce560XLS+	Silesia Air	SUA731/2	PH-TCN	P180	JetNetherlands	
OO-PKX	Ce750	Air Service Liège	15	26. D-IJOA	Ce525A	Ohlair Charterflug	ECA888
PH-CJM	Ce680	ASL	25	PH-FJK	Ce525B	JetNetherlands	30
PH-ELP	EC135T2+	ANWB - MAA	Lifeline03	27. D-CAWX	Ce680	Aerowest	
PH-MDG	Ce680	JetNetherlands	24	OO-PRM	Ce510	Air Service Liege	
14. FB20	F-16BM	2w	*BAF215	28.01	C-17A	HAW	29 Bartok05
FB24	F-16BM	10w (spec mks)	*BAF431	D-103	CH-47D	298sq	3x *GLV-V
54+01	A400M	LTG62	*GAF131	Q-23	AH-64DN	301sq	2x *GLV-V
D-664	CH-47D	298sq		PH-CGN	Do228-212	Kustwacht	*
D-ITAN	Ce525	Transavia Flug		NX139LZ	L-39C	Skyline Aviation	29 Lion39
PH-HGT	Ce680	ASL	16	OO-PKX	Ce750	Air Service Liège	30
15. 54+01	A400M	LTG62	GAF101	29. 14+03	Global 5000	FBS BMVg	GAF671
J-368	F-16BM	312sq	*Bonz021	14+04	Global 5000	FBS BMVg	*GAF689
D-CCAB	Ce550 Bravo	Falck Air Ambulance Service	JKH322	L-06	PC-7	131EMVosq	*Diamond34
D-CHRD	Ce680	Hahn Air	HHN30D	PH-CGN	Do228-212	Kustwacht	*
OO-ACO	Ce510	Air Service Liège	18	D-CAWU	Ce560XLS	Adolf Würth	
16. CS-PHG	EMB505	NetJets Europe	NJE984N/452F	D-IKEW	PA-31T	Kress Elektrik	
D-IFMG	Raytheon 390	Forum Air		PH-JTJ	Ce680	Exxaero	30 XRO515
OO-PKX	Ce750	Air Service Liège	17	30. D-IKEW	PA-31T	Kress Elektrik	
PH-FJK	Ce525B	JetNetherlands	19	G-FBKE	Ce510	Blink	31 BKK5E
17. 44+65	Tornado IDS	TLG51	*GAFM52	LX-ONE	Lj45	Luxemb. Air Rescue	DUK1AMB
46+52	Tornado ECR	TLG51	*GAFM53	OO-PKX	Ce750	Air Service Liège	arr
D-IAHG	Ce525	Spree Flug Luftfahrt		UR-CKM	An-12BP	Cavok Air	
18. L-13	PC-7	131EMVosq	*Diamond09	31.01	C-17A	HAW	Bartok05
S-456	AS532U2	300sq	*Duke1	84006/846	Tp84	TFSE	
OO-ACO	Ce510	Air Service Liège		CS-DLC	Falcon 2000EX	NetJets Europe	NJE986C/181Q
OO-XLS	Ce560XLS+	Air Service Liège					
UR-CKL	An-12BK	Cavok Air	arr CVK7023				
19. D-IRUP	Ce550	R + P Flugcharter					
OE-FWD	Ce510	Sky Taxi Luftfahrt	STC986A/070B				
YU-TPC	Ce500	Infinity Aviation					
20. D-CCAB	Ce550 Bravo	Falck Air Ambulance Service	JKH322				
LX-GJM	Ce525C	Global Jet Luxembourg21	SVW24JM				
YU-TPC	Ce500	Infinity Aviation					



Cessna 525 F-HAJD was delivered to Star Service International in November 2003. Still registered as F-HAJD the bizjet was transferred to Sky Vision (Croatia) in December 2015 although it has retained the Star Service titles on its engine cowlings. (Groningen-Eelde, 31 August 2017, Simen Dorschman)

The Fokker on the 2nd operated a charter for PSV. PSV returned on the 4th. SprintAir operated a flight to Oberpfaffenhofen on the 5th. The ATR returned the next day. The large amount of bizjets round the 13th was related to the World Championships Icelandic horses 2017, held in Oirschot city from the 6th till the 13.

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

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

Hilversum

August 2017			
01. PH-WIK	AS350B2	Heliair	*
02. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
03. D-HGVB	R44	Rotavisie	*
04. PH-HGB	R44	Heliair	*
07. PH-HHJ	AS355F2	Heli Holland Holding	
08. PH-ENK	R44	Bear Helicopters	*
10. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
12. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
14. PH-HHJ	AS355F2	Heli Holland Holding	
16. PH-FVD	R44	Heli Invest	*
PH-HGB	R44	Heliair	*
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-PBA	DC-3C	DDA	*
17. D-HGVB	R44	Rotavisie	*
PH-FVD	R44	Heli Invest	*
18. PH-FVD	R44	Heli Invest	2x
20. PH-ECD	EC120B	Heli Holland Holding	
21. <u>N-110</u>	NH90-NFH	860sq	*Neptune14
OO-RAZ	R44	Heli & Co	*
22. OO-RAZ	R44	Heli & Co	*
PH-ENK	R44	Bear Helicopters	*
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
23. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-WIK	AS350B2	Heliair	*
24. PH-RBC	EC120B	Heliair	*
25. PH-HCD	Cabri G2	HeliCentre	
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
26. PH-HHK	Bell 206L1	Heli Holland Holding	
PH-KGJ	EC120B	Heli Holland Holding	
27. PH-ECE	EC120B	Heli Holland Holding	28 2x
PH-HHK	Bell 206L1	Heli Holland Holding	
PH-WRW	EC120B	Heli Holland Holding	2x
28. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-WIK	AS350B2	Heliair	*
29. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
30. PH-ENK	R44	Bear Helicopters	
31. OO-KST	R44	Diatrans	2x

The NH90 on the 21st was logged via an SBS.

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

Gilze-Rijen

August 2017			
01. J-514	F-16AM	313sq	*3x Cowboy1
03. L-01	PC-7	131EMVOsq	*Diamond12
L-06	PC-7	131EMVOsq	*Diamond09
OE-FCZ	Ce525A	Avcon Jet	04 AQJ75D
04. T-264	KDC-10	334sq	*NAF65
07. L-09	PC-7	131EMVOsq	*NAF132
L-13	PC-7	131EMVOsq	*NAF131
08. L-06	PC-7	131EMVOsq	*NAF133
L-09	PC-7	131EMVOsq	*NAF132
L-13	PC-7	131EMVOsq	*NAF131
PH-PXB	EC135P2+	Nationale Politie	ZXP02
09. ST48	SF260D	CC Air	*BAF195
L-06	PC-7	131EMVOsq	*Diamond05
N-317	NH90-NFH	860sq	*Guardian22
10. L-06	PC-7	131EMVOsq	*Diamond09
L-10	PC-7	131EMVOsq	*NAF132
L-13	PC-7	131EMVOsq	*NAF131
11. PH-PXC	EC135P2+	Nationale Politie	ZXP03
14. L-10	PC-7	131EMVOsq	*Diamond13
L-13	PC-7	131EMVOsq	2x *Diamond12
15. J-368	F-16BM	312sq	*3x Bonzo21
L-12	PC-7	131EMVOsq	*Diamond10
16. L-13	PC-7	131EMVOsq	*Diamond09
18. L-13	PC-7	131EMVOsq	*Diamond09
21. L-12	PC-7	131EMVOsq	*Diamond08

L-13	PC-7	131EMVOsq	*Diamond08,12
22. CH13	C-130H	20sq	*BAF670
FB18	F-16BM	10w	*BAF451
L-10	PC-7	131EMVOsq	*Diamond03
L-13	PC-7	131EMVOsq	*Diamond12
PH-PXZ	AW139	Nationale Politie	*ZXP26
23. L-12	PC-7	131EMVOsq	*Diamond12
24. FB17	F-16BM	10w	*BAF501
L-09	PC-7	131EMVOsq	*Diamond09
PH-ELP	EC135T2	ANWB - MAA	Lifeline3
PH-MAA	EC135T2	ANWB - MAA	Lifeline2
26. D-FONL	An-2	Classic Wings	
G-BWTG	DHC-1	Classic Wings	
PH-AFS/E-14	Fokker S.11	Fokker Four	
PH-ENJ/R-170PA-18-150		E. Elbertsen	
PH-HOG/E-39	Fokker S.11	Fokker Four	
PH-HOK/E-29	Fokker S.11	Fokker Four	
PH-HOL/E-27	Fokker S.11	Fokker Four	
PH-PSI	P-51D	Tom van der Meulen	
PH-RLA	Saab 91D	St. Levende Oude Luchtvaart	
PH-SMX	Su-26MX	Dutch Rush Aerobatics	
28. FB15	F-16BM	10w	*BAF431
G-275	C-130H-30	336sq	*NAF75
L-06	PC-7	131EMVOsq	*Diamond10,34
29. H46	A109BA	17sq/1w	BAF320
L-06	PC-7	131EMVOsq	*Diamond34,36
L-10	PC-7	131EMVOsq	*Diamond05,14
PH-PXY	AW139	Nationale Politie	ZXP25
30. L-06	PC-7	131EMVOsq	*Diamond05
L-13	PC-7	131EMVOsq	*Razor02,Diamond02
PH-JAT	P-51D	St. Vroege Vogels	
31. G-988	C-130H	336sq	*NAF75

On 26 August a Classic event was held at Gilze Rijens historical flight with the gathering of various acts

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

Addition		July 2017
18. PH-EUB	EC155B1	dep

On this date former F-HHSB was flown to the Heli Holland heliport near Emmen before transfer to Heli Holland Offshore.

August 2017

02. D-661	CH-47D	298sq	
D-667	CH-47D	298sq	
03. D-661	CH-47D	298sq	
D-664	CH-47D	298sq	
L-09	PC-7	131EMVOsq	*
L-13	PC-7	131EMVOsq	*
S-445	AS532U2	300sq	
G-CCGS	Do328-110	Loganair	
07. G-273	C-130H-30	336sq	*
D-IVIV	Ce525A	Atlas Air Service	
08. Q-01	AH-64DN	301sq	
10. 1x	C-130H	336sq	*
D-664	CH-47D	298sq	Shadow1
D-667	CH-47D	298sq	Shadow2
15. 2x	F-16AM	<u>322sq</u>	*
S-445	AS532U2	300sq	Duke6
S-458	AS532U2	300sq	Duke1
17. <u>RN03</u>	NH90-NFH	40sq	BAF720
23. 83+18	Lynx Mk88A	MFG5	
D-IVIV	Ce525A	Atlas Air Service	
24. 1x	F-16AM	RNLAF	*2x
25. 83+18	Lynx Mk88A	MFG5	
<u>D-666</u>	CH-47D	298sq	Grizzly24
31. G-988	C-130H	336sq	
<u>D-HMH</u>	AW139	HeliService International	

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, avia-dejavu.net.

Leeuwarden

August 2017			
01.J-514	F-16AM	313sq	*Cowboy1
02.FA57	F-16AM	2w	03 BAF251
03.J-868	F-16AM	DMO/PAF	01 Nasty1/Cowboy1
04.J-001	F-16AM	312/313sq (nmks)	*Anvil01
J-020	F-16AM	312/313sq (322sq mks)	*Anvil02
L-04	PC-7	131EMVOsq	*Rebel3
L-06	PC-7	131EMVOsq	*Rebel2
L-12	PC-7	131EMVOsq	*Rebel1
07.FA56	F-16AM	10w	25 BAF511/501
FA72	F-16AM	2w	arr BAF211
FA89	F-16AM	2w	arr BAF212
FA118	F-16AM	10w	22 BAF462/501
FA126	F-16AM	2w	11 BAF213/215
FB17	F-16BM	10w	BAF461
FB23	F-16BM	10w	BAF451
CC-3	C295M	TukiLLv	FNF249
HN-462	F-18D	HävLLv11/31	f/v 11 FNF235
J-008	F-16AM	313sq	tdy Cowboy01
J-646	F-16AM	312/313sq (nmks)	arr Beaver1
289	F-16AM	FLO	25 NOW132B/338A
664	F-16AM	FLO (Tiger mks)	NOW132A
T-781	Falcon 900EX	LTDB	SUI560
08.HN-443	F-18C	HävLLv11/31	11 FNF236
J-5020	F/A-18C	FIST11/17/18	SUI517/518
09.E-610	F-16AM	Skrydstrup Wing	arr DAF3261
LJ-1	Lj-35A	TukiLLv	FNF296
660	F-16AM	FLO	NOW132A
J-5020	F/A-18C	FIST11/17/18	SUI517/518
10.J-641	F-16AM	312/313sq (nmks)	*Snake
L-13	PC-7	131EMVOsq	*NAF131
J-5020	F/A-18C	FIST11/17/18	SUI517/518
11.E-011	F-16AM	Skrydstrup Wing	arr DAF3262
CC-3	C295M	TukiLLv	FNF251
J-508	F-16AM	312/313sq (nmks)	NAF313
681	F-16AM	FLO	NOW132C
16805	C-130H	Esq501	AFP26
15105	F-16AM	Esq201/301	arr AFP50
15110	F-16AM	Esq201/301	arr AFP51
T-784	Ce560XL	LTDB	SUI560
J-5020	F/A-18C	FIST11/17/18	SUI517/518
13.PH-HVB	EC135T2+	ANWB/MAA	Lifeline1
PH-MMT	EC135P2+	ANWB/MAA	Lifeline4
14.LX-N90459	E-3A	NAEW&CF	*Nato40
G-988	C-130H	336sq	*NAF78
16.FA117	F-16AM	2w	BAF213
FB20	F-16BM	2w	17 BAF212
FB22	F-16BM	2w	17 BAF211

G-273	C-130H-30	336sq	*NAF75
J-016	F-16AM	312/313sq	*Cowboy01
J-196	F-16AM	312/313sq	24 Bulldog01
17.D-664	CH-47D	298sq	Grizzly52
PH-HCE	R66	HeliCentre	
22.FA119	F-16AM	10w/2w	14 BAF501/211
84006/846	TP84	TSFE	SVF811
23.J-884	F-16BM	PAF/DMO	arr Cowboy01
24.J-005	F-16AM	312/313sq	Bulldog1
J-144	F-16AM	322sq	dep Slammer01
25.FA118	F-16AM	10w	BAF501
D-666	CH-47D	298sq	Grizzly24
29.L-08	PC-7	131EMVOsq	Diamond10
31.Q-21	AH-64DN	301sq	Knife01
Q-30	AH-64DN	301sq	Knife02

During August the FWIT exercise got company from Finnish and Swiss Hornets with some support flights. They were part of Exercise Embow XVI, mostly situated at the Meppen range however Nörvenich and Wittmund were already full so Leeuwarden was used as nearest back-up.

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

Lelystad

August 2017			
01.PH-WIK	AS350B3	HeliAir	
02.LX-NEW	PC-12/47E	Jetfly Aviation	03 JFA93M
03.OO-JWB	PC-12/47E	Nextgen Partners	
PH-HGB	R44	HeliAir	*
PH-WIK	AS350B2	HeliAir	*
04.HA-BEN	PA-44-180	Air Waterland	del
OE-FAR	DA42NG	Sierzega Elektronik	
06.LX-JFU	PC-12/47E	Jetfly Aviation	JFA11A
N616CM	TBM850	iConnect	
07.OO-PMV	R44	Heli and Co	
08.G-TEGS	Bell 206B	HC Services	div 09
N9912H	B75N-1	Flying Circus – Hans Nordsiek	
PH-HOW	H145	RAV Fryslân – MAA	
10.PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
11.N955SH	PA-46-350P	Peter Yarrow	
N9912H	B75N-1	Flying Circus – Hans Nordsiek	
13.N9912H	B75N-1	Flying Circus – Hans Nordsiek	
14.L-10	PC-7	131EMVOsq	*Diamond10
N9912H	B75N-1	Flying Circus – Hans Nordsiek	
15.N600PE	Beech G58	Springair	16
PH-PXD	EC135P2+	Nationale Politie	*ZXP04
16.G-HTRL	PA-34-220T	Techtest	17
PH-RBC	EC120B	HeliAir	



This Avenger is owned by Charles Trachsel and partly owned by Laurent Calame. HB-RDG is being operated by Association "Charlie's Heavy". The TBM-3E is wearing the US markings worn by Marine Torpedo Squadron 132, which was based on the Escort Carrier USS Cape Gloucester during 1945. (Lelystad, 20 August 2017, Berend Jan Floor)

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PH-WIK was officially registered on 29 May 2017. It was first logged in the Netherlands at Maastricht on 12 May still as HB-ZJV. Four days later it was cancelled from the FOCA website. The AS350B3 is currently being operated by HeliAir. (Lelystad, 3 August 2017, Richard Poeser)

17. N604GF	CL-600-2B16	TVPX Aircraft Solutions		L-03	PC-7	131EMVOsq	*Razor04	
18. N616CM	TBM-850	Kilo Aviation	19	L-13	PC-7	131EMVOsq	*Diamond07,09	
	N8233	Stichting Dutch Tiger Flight	20	10. FB15	F-16BM	10w	*BAF451	
	PH-KHV	Beech D18S	20	FB22	F-16BM	2w	*BAF245	
	PH-LSK	Harvard Mk.II	20	L-02	PC-7	131EMVOsq	*Diamond14	
19. G-BWTG	DHC-1	Classic Wings	20	11. L-02	PC-7	131EMVOsq	*Diamond14	
20. HB-RDG	TBM-3E	Charlie's Heavy Association		12. L-09	PC-7	131EMVOsq	*Diamond12	
	OY-ILS	P68	Bio Flight	13. FB15	F-16BM	10w	*BAF501	
	PH-FIS	Ce525	JetNetherlands	FB24	F-16BM	10w (spec mks)	*BAF411	
	PH-HOW	H145	RAV Fryslân – MAA	23	18. FB24	F-16BM	10w (spec mks)	*BAF451
22. OO-PXL	P68	Aerodata International Surveys	tdy	G-781	C-130H	336sq	*BAF75	
23. OO-TJK	P68	Aerodata International Surveys	tdy	J-065	F-16BM	322sq	*Saw01	
	PH-OOP	H145	RAV Fryslân – MAA	arr	L-12	PC-7	131EMVOsq	*Diamond08
	PH-RIW	R44	Riwald Recycling	tdy	92-3294	C-17A	62nd AW	RCH525
24. D-HGVB	R44	Rotavisie	*	20. G-781	C-130H	336sq	*NAF72	
	LX-NEW	PC-12/47E	Jetfly Aviation	JFA58B	21. G-781	C-130H	336sq	*NAF71
	NC16S	Beech D17S	Bill Charney	29	24. J-873	F-16AM	PAF/DMO	arr Nasty1
25. D-FOKY	An-2T	Ester Stephan	27	26. FB15	F-16BM	10w	*BAF451	
	PH-RBC	EC120B	HeliAir	*	43+98	Tornado IDS	TLG33	*GAFE13
26. OO-JWB	PC-12/47E	Nextgen Partners		27. FB15	F-16BM	10w	*BAF431	
27. OO-JWB	PC-12/47E	Nextgen Partners		LX-N90442	E-3A	NAEW&CF	*Nato40	
29. D-HGVB	R44	Rotavisie		31. G-273	C-130H-30	336sq	*NAF73	
	OO-PXL	P68	Aerodata International Surveys	tst	G-781	C-130H	336sq	*NAF71
	OO-TJK	P68	Aerodata International Surveys	tst	D-667	CH-47D	298sq	Grizzly46
	OY-ILS	P68	Bio Flight	tst	Q-10	AH-64DN	301sq	*Bat73
	PH-RBC	EC120B	HeliAir	*				
	PH-RIW	R44	Riwald Recycling		05. L-04	PC-7	131EMVOsq	August 2017
	PH-WIK	AS350B3	HeliAir		10. 1x	PC-7	131EMVOsq	*Diamond09

In the weekend of 19 and 20 August the Aviodrome museum organized a mini-fly in, themed Marine Rescue Heroes, related to 100-years Dutch Navy. Participating aircraft started to arrive on the 18th..

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

Volkel

July 2017							
03. G-781	C-130H	336sq	NAF71	01. D-661	CH-47D	298sq	*Grizzly80
	L-04	PC-7	131EMVOsq	J-514	F-16AM	313sq	arr Cowboy01
	L-13	PC-7	131EMVOsq	03. J-868	F-16AM	PAF/DMO	dep Nasty1
05. J-512	F-16AM	313sq	arr Shark01	04. D-102	CH-47D	298sq	*Grizzly23
	L-04	PC-7	131EMVOsq	07. 1x	PC-7	131EMVOsq	*NAF131
06. G-781	C-130H	336sq	*Diamond09	08. L-09	PC-7	131EMVOsq	*NAF132
	J-199	F-16AM	arr Slammer1	09. L-10	PC-7	131EMVOsq	*NAF132
	J-873	F-16AM	dep Cowboy01	L-13	PC-7	131EMVOsq	*NAF131
				15. 46+48	Tornado ECR	TLG51	*Eagle
				G-988	C-130H	336sq	*NAF78
				L-12	PC-7	131EMVOsq	*Diamond10
				L-13	PC-7	131EMVOsq	*Diamond09
				16. G-273	C-130H-30	336sq	*NAF73
				17. 44+65	Tornado IDS	TLG51	*GAFM52
				46+52	Tornado ECR	TLG51	*GAFM53
				22. J-063	F-16AM	313sq	dep Fist02
				J-635	F-16AM	313sq	arr Shark02
				23. J-884	F-16BM	DMO/PAF	dep Cowboy01
				24. J-882/AZ	F-16BM	312sq	arr Fist01
				28. S-459	AS532U2	300sq	*Wildcat01

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29.D-665	CH-47D	298sq	*Grizzly52
G-988	C-130H	336sq	NAF75
30.J-001	F-16AM	312/313sq (nmks)	dep NAF313
31.G-988	C-130H	336sq	*NAF75

Thanks to SGVolkel we can provide the complete movements list for July, in addition to the small gathering at Scramble 460. The PAF/DMO F-16 movements are ferry flights between Volkel and Leeuwarden in order to prepare the delivery package for the Royal Jordanian Air Force. Other non-DMO tagged flights went towards Woensdrecht for maintenance at LCW or SABCA in Charleroi.

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

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

Woensdrecht

August 2017			
01.Q-18	AH-64DN	301sq	arr Redskin06
Q-19	AH-64DN	301sq	dep Redskin06
J-514	F-16AM		arr Cowboy01
YL-PSB	B737-8Q8	Primera Air Nordic	03 PRI9158/579
02.LX-N90450	E-3A	NAEW&CF	*Nato40
Q-24	AH-64DN	301sq	tst Redskin06
03.D-101	CH-47D	298sq	*Grizzly70, *Grizzly23
PH-KBX	Fokker 70	Alliance Airlines	dep SX11722
04.D-102	CH-47D	298sq	*Grizzly23
Q-24	AH-64DN	301sq	dep REDSKIN13
VQ-BZS	A320-232	Yamal Airlines	dep LLM9502
07.J-008	F-16AM	312/313sq	*Cowboy01
J-646	F-16AM		*Beaver01
LX-LTI	A318-112X	Global Jet Luxemb.	dep SVW45LT
08.N-317	NH90-NFH	860sq	tst Guardian22
09.N-317	NH90-NFH	860sq	tst Guardian22
10.D-103	CH-47D	298sq	tst Grizzly91
11.D-103	CH-47D	298sq	tst Grizzly92
PH-CGN	Do228-212	Kustwacht	NCG03
14.HZ-A10	ATR42-500	Alpha Star Aviation Svs	25 HZA10
15.D-103	CH-47D	298sq	tst Grizzly91
16.D-102	CH-47D	298sq	*Grizzly52
D-103	CH-47D	298sq	tst Grizzly91
17.D-103	CH-47D	298sq	tst Grizzly91
G-781	C-130H	336sq	*NAF33
J-635	F-16AM		tst Bonzo01
PH-PXA	EC135P2+	Nationale Politie	ZXP01
18.D-103	CH-47D	298sq	tst Grizzly91
21.D-103	CH-47D	298sq	tst Grizzly91

22.D-103	CH-47D	298sq	tst Grizzly91
J-063	F-16AM	313sq	arr Fist02
J-365	F-16AM		dep Shark01
J-635	F-16AM	313sq	dep Shark02
J-882/AZ	F-16BM	312sq	tst Bulldog1
23.D-103	CH-47D	298sq	dep Grizzly52
D-663	CH-47D	298sq	arr Grizzly52
24.J-144	F-16AM		arr Slammer
J-882/AZ	F-16BM	312sq	dep Fist01
25.EC-JHK	B737-85P	Air Europa (Skyteam c/s)	arr AEA006
26.EI-EYL	A319-111	Rossiya	28 SDM5405/6
28.TF-JMS	Fokker 50	Flugfelag Islands	arr FXI920
29.J-014	F-16AM		tst M2927
G-988	C-130	336sq	*NAF75
VP-BBU	A319-112	Rossiya	30 SDM5403/4
30.EC-JBK	B737-85P	Air Europa (a/w)	tst AEA002
31.EC-JBK	B737-85P	Air Europa (a/w)	tst AEA002

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

Texel

August 2017			
01.PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
02.L-09	PC-7	131EMVosq	Diamond12
PH-DKI	P68C	Zeeland Air	
03.OO-EMT	Bell 407GX	Opex Groep	
PH-PXZ	AW139	Nationale Politie	NCG04
04.L-04	PC-7	131EMVosq	Rebelformation
L-06	PC-7	131EMVosq	Rebelformation
L-13	PC-7	131EMVosq	Rebelformation
D-IFMV	Beech 58	R. Michl	07
05.PH-CGC	Do228-212	Kustwacht	NCG01
06.PH-SOE	PC-12/47E	H.M. van Soest	
07.G-APFU	DH-82A	C.L. Griffiths	08
OO-PMV	R44	Heli & Co	
PH-DKI	P68C	Zeeland Air	
09.N-110	NH90-NFH	860sq	Fiber06
PH-PXY	AW139	Nationale Politie	NCG04
PH-SWN	Ce414A	PARC Air	
11.PH-JPS	R44	HeliCentre	
12.OO-NHV	AS365N3	Netherlands Coastguard	CG08
PH-FVD	R44	Heli Invest	
13.OY-HJG	EC135T2+	Uni-Fly	UNI435
PH-FVD	R44	Heli Invest	
14.G-APFU	DH-82A	C.L. Griffiths	16
15.PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-PXZ	AW139	Nationale Politie	NCG04
20.N7021Z	R66	HQ Aviation	



Since 29 September 2013 this brightly coloured F-16BM has operated from Volkel. The AZ markings reflect to the 148th FS detachment in Tucson (AZ) where the RNLAf training conversion takes place. Arie Slingerland captured J-882 on 24 August 2017 in the landing at Volkel during a training flight of 312sq pilots.

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HQ Aviation was established by Quentin Smith. Located at Denham Aerodrome the company possibly has one of the biggest helicopter fleets in the UK. In early 2015 Robinson R66 N7021Z arrived in the UK. (Texel, 20 August 2017, Mike de Bruijn)

PH-DTS	DA42	Wings over Holland		05. YV1345	PA-34-200T	
24. L-06	PC-7	131EMVOsq	Diamond01	YV2736	Beech 400A	
PH-ECE	EC120B	Heli Holland Holding		06. N259FG	G280	FDGC Aviation Corp.
25. D-EHVO	FWP149D	Kopmann	27	YV1039	RC690B	
G-BWTG	DHC-1	Classic Wings		07. N313BM	Beech B200GT	Touch and Go
N9912H	B75N-1	Flying Circus – Hans Nordsiek	28	PH-FBH	AW139	DCCG
OO-HBG	PA-18-95	H. Mariën	26	YV1565	CeT310	
OO-VBA	AB206B	Van Hessen		09. N906P	Lj45	Administradora Jetsa 2009
26. D-EHCB	L-18C	Dutch Nostalgic Wings		11. HI1007	Beech 1900D	Sky High Aviation
PH-COM	PA-30	Dutch Airline Pilots Aero Club		N2333K	CeU206G	
PH-ENJ	PA-18-150	E. Elbertsen	27	PH-FBH	AW139	DCCG
PH-JAT	P-51D	Stichting Vroeg Vogel	27	12. PJ-DVC	PA-32R-300	Divi Divi Air
PH-TWN	P2006T	Zelf Vliegen		14. PH-FBH	AW139	DCCG
PH-WDR	PA-18-135	C.A.M.M. Neidt		17. PR-NVT	PC-12/47E	Paulo de Vasconcelos
27. N111DV	PA-46-350P	D. Visser		18. HI1007	Beech 1900D	Sky High Aviation
N955SH	PA-46-350P	Strutt		PH-DCG	AW139	DCCG
PH-ATT	H269C	Heli Holland		YV2867	PA-31T	
PH-CGN	Do228-212	Kustwacht	NCG01	YV3203	Beech 90	
PH-DTY	Yak-52	Chris van den Broek	dep	YV503T	Beech F90	
28. OO-PMV	R44	Heli & Co		19. N5324J	Ce340A	31
PH-HGB	R44	Heli-air		20. HK-4411	BAe3201	SARPA
PH-HVB	EC135T2+	ANWB - MAA	Lifeline1	YV3067	Ce421	
29. N755JM	U-6A	J. W. van der Flier		YV503T	Beech F90	
				22. PH-DCG	AW139	DCCG
				YV2867	PA-31T	
				23. PH-DCG	AW139	DCCG
				YV1565	CeT310	
				YV2716	Lj45	Petróleos de Venezuela
				24. C-FLOX	EMB500	Flightpath Charter Airways
				N1093Z	Beech B200	Group B-200
				N876RA	Ce560XL	Parminter Investments
				PH-DCG	AW139	DCCG
				YV2734	Lj45XR	Petróleos de Venezuela
				YV3067	Ce421	
				25. HI1007	Beech 1900D	Sky High Aviation
				N50HA	G500	251 Finance
				YV2867	PA-31T	
				YV3128	Ce560 Ultra	
				26. N1093Z	Beech B200	Group B-200
				YV1316	Ce500	27
				YV1565	CeT310	
				YV1996	BN-2A	Chapi Air
				29. N50HA	G500	251 Finance

The Robinson R66 on the 20th is owned and operated by HQ Aviation. The chopper arrived from Denham and departed to Roskilde. The 9th Texel fly-in was held from 25th to 27th August 2017, which explains the additional traffic on those days.

Credit: Texel Airport.

Flamingo (Bonaire, Dutch Caribbean)

August 2017						
01. PH-FBH	AW139	DCCG				
YV503T	Beech F90					
02. N2333K	CeU206G		03			
N803WA	MD-82	World Atlantic Airlines	WAL761			
PH-FBH	AW139	DCCG				
03. N906P	Lj45	Administradora Jetsa 2009				
PH-FBH	AW139	DCCG				
04. HI1007	Beech 1900D	Sky High Aviation				
YV2736	Beech 400A					
YV3310	Ce550					



This Agusta A109E entered the UK registry as G-NWRR on 9 August 2006. It was transferred to G-WOFM only twenty days later. It is currently being operated by Solent Helicopters, Trading as Elite Helicopters. (Budell, 14 August 2017, Toon Cox)

PH-DCG	AW139	DCCG	N61882	19-20
YV3128	Ce560 Ultra			
30.N631DV	G200	R&L Aviation		31
YV2736	Beech 400A			
<u>Delta:</u>				
N3734B	27	N687DL	19	
N3736C	13	N690DL	26	
N3737C	20	N693DL	05	
N391DA	06	N697DL	12	
<u>TUI Airlines Netherlands:</u>				
PH-TFK	05, 11, 12, 15, 19, 25, 26, 29	PH-TFL	04, 08, 18, 22	
		PH-TFM	01	
<u>United:</u>				
N14228	05-06	N76288	12	
N37471	05	N76505	12-13	

Left out were KLM, Insel Air (Fokker 50), Divi Divi Air and EZ Air (BN2) and the Learjet's N389KA and N824CC which are based here, unless operating on a non-scheduled flight.

World operated for Insel Air on the 2nd to Miami. US and Venezuelan privates followed as usual, until on the 17th a nice Brazilian PC-12 arrived from Ft Lauderdale. It stayed for the night and continued to Macapa, Brasil. In between Sky High seems to operate weekly services to Santo Domingo. A Canadian Phenom on the 24th was the last noteworthy visitor. United had no more flights from the end of the month to both Newark and Houston, but will probably start again at the end of September.

Credit: Danny de Kiewit.

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Movements Belgium

This Cessna 560XLS was delivered to Waltair Europe as SE-RIL in 2008. From the beginning of 2017, the bizjet has been operated by H-Bird Aviation Services. This summer Swedish DJ & producer Alesso is using the aircraft for his tour. (Antwerp, 6 August 2017, Walter Van Brempt)

Antwerp

				August 2017			
01. ST46	SF260D	CC Air		N127QR	Beech 300LW	A. Ruijgrok	tst
OO-ACO	Ce510	Air Service Liège	05	OO-GEE	PC-12/47E	Blue Sky Aviation	10
YU-BZZ	Ce550 Bravo	Air Pink		OO-KOR	Ce525A	Luxaviation Belgium	
02. ST43	SF260D	CC Air		OO-STR	AS350B3	Stephex Stables	
D-CAWR	Ce560	Aerowest Flugcharter		10. D-FABS	PC-12/47E	Schumacher Packaging	
D-IKGT	Raytheon 390	Dr Karl Georg Theurer	04	F-GJFA	Beech B200	Aero Sotravia	tst
HB-IGV	Falcon 50EX	VF International		G-SUEI	DA42	Sue Air	11
N127QR	Beech 300LW	A. Ruijgrok	22	OE-LIR	Do328-110	Welcome Air	11
OO-GEE	PC-12/47E	Blue Sky Aviation	04	OO-GEE	PC-12/47E	Blue Sky Aviation	13
PH-DAM	P180	JetNetherlands	04	OO-KOR	Ce525A	Luxaviation Belgium	
03. D-CHIP	Ce525B	E-Aviation		11. D-IDBA	Raytheon 390	Fly Alpha	
LX-EBE	Ce560XLS+	Flying Group Luxembourg	06	F-GJFA	Beech B200	Aero Sotravia	tst
OO-STR	AS350B3	Stephex Stables		LX-EVM	Falcon 2000LX	Global Jet Luxembourg	f/v
04. HB-OUN	J-3C-100	RAR "480020"	f/f	M-LEYS	Beech C90GT	Heres Aviation	
N22UB	Ce525C	Flight Partner	f/v	N127QR	Beech 300LW	A. Ruijgrok	tst
OO-GEE	PC-12/47E	Blue Sky Aviation	05	OE-FBD	Ce510	GlobeAir	
OO-STR	AS350B3	Stephex Stables		OE-GBD	IAI1125SPX	Tyrol Air Ambulance	12
PH-DAM	P180	JetNetherlands		12. D-CSKY	Beech 350	Fly Alpha	
YU-BZZ	Ce550 Bravo	Air Pink		F-GJFA	Beech B200	Aero Sotravia	tst
05. F-HPIX	BN-2B-26	Pixair Survey	f/v	M-LEYS	Beech C90GT	Heres Aviation	
G-SUEJ	EMB550	Saxonair		N284SE	G280	Sea Air	del
HB-OUN	J-3C-100	RAR "480020"		N892WA	RC690A	Reni Aviation	
M-LEYS	Beech C90GT	Heres Aviation		OO-RRM	R44	Heli Service Belgium	
OO-ACO	Ce510	Air Service Liège		PH-STB	Falcon 900C	Exxaero	13
OO-HCZ	AS355N	Heli & Co		13. F-GJFA	Beech B200	Aero Sotravia	tst
OO-PCJ	PC-12/47E	EAPC		HB-OUN	J-3C-100	RAR "480020"	19
OO-RAZ	R44	Pair-Event		LX-EBE	Ce560XLS+	Flying Group Luxembourg	16
06. F-GJFA	Beech B200	Aero Sotravia	19	N22UB	Ce525C	Flight Partner	
G-TFRA	Ce525	Blu Halkin		OE-GTE	Ce560XLS+	Porsche Air Service	
HB-OUN	J-3C-100	RAR "480020"	11	OO-RRM	R44	Heli Service Belgium	14
OE-GTE	Ce560XLS+	Porsche Air Service	f/v	14. ST42	SF260D	CC Air	
OO-ACO	Ce510	Air Service Liège	07	9A-JSC	Ce525A	Jung Sky	
PH-CGC	Do228-212	Kustwacht		P180	P180	Oyonnair	f/v
SE-RIL	Ce560XLS	H-Bird Aviation Services		G-TWOP	Ce525A	Centreline	15
07. CS-DRU	BAe125-800XPI	NetJets Europe	08	N215SD	PA-46-500TP	Dr Med Stefan Rattunde	
D-CEFO	Ce560XLS+	Air Hamburg		OO-IDE	Ce525	Air Service Liège	
D-IRUP	Ce551	R+P Flugcharter		OY-ILS	P68	Bio-Flight	tst
F-GJFA	Beech B200	Aero Sotravia	tst	PH-DAM	P180	JetNetherlands	
G-RANN	Beech B300	Flycorp Aviation	f/v 13	15. G-PAOL	Ce525B	Blu Halkin	18
HB-OUN	J-3C-100	RAR "480020"	tst	G-TWOP	Ce525A	Centreline	16
OO-ACO	Ce510	Air Service Liège	15	N127QR	Beech 300LW	A. Ruijgrok	tst
OO-HCE	AS355N	Heli & Co		OO-NEY	EMB545	Air Service Liège	16
OO-STX	EC120B	Ilpam		OO-XPY	R44	Workwear Textiles	
08. D-CHIP	Ce525B	E-Aviation		16. 9H-PLM	Ce650	Luxwing	f/v 18
D-CSUN	Ce560XLS+	Air Hamburg		CS-DXH	Ce560XLS	NetJets Europe	
F-GJFA	Beech B200	Aero Sotravia	tst	D-CAWM	Ce560XLS+	Aerowest Flugcharter	
HB-VVA	Ce525A	Linth Air Service	f/v	F-GZJX	DA42	Aeroplano	
09. C-FALI	CL-350	Irving Oil Transport	f/v	Ce510	Ce510	GlobeAir	
D-IBJJ	Ce525A	Air Hamburg	10	OO-STR	AS350B3	Stephex Stables	2x
F-GJFA	Beech B200	Aero Sotravia	tst	OO-WGW	AS350B3e	Helimo	
HB-VVA	Ce525A	Linth Air Service		PH-TXA	Ce510	ASL	
				17. 9H-WII	Ce650	Luxwing	f/v 18
				D-CAWM	Ce560XLS+	Aerowest Flugcharter	18
				N375JC	Bell 427	Elicompany	f/v

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	OE-FPP	Ce510	GlobeAir		F-BVTP	PA-23-250	Imao	28
	PH-TXA	Ce510	ASL	21	G-AJHS	DH-82A	Flying Wires	31
18.	D-CSKY	Beech 350	Fly Alpha		G-BKJW	PA-23-250E	Alan Williams Entertainments	28
	N800J	G550	Johnson & Johnson	20	OO-IDE	Ce525	Air Service Liège	28 2x
	OO-ACC	Ce525A	Air Service Liège	20	OO-SVG	SV-4B	J. de Block	
	OO-ACO	Ce510	Air Service Liège	25	PH-DIX	PC-12/45	Din-Air	
	PH-DAM	P180	JetNetherlands		SP-SPE	ATR72-202	Sprintair	30
19.	HB-OUN	J-3C-100	RAR "480020"	26	28.	CS-LTA	Ce680A	NetJets Europe
	OO-RFF	R44	Heliventure FTO			D-IBBS	Ce525A	German Private Jet Group
20.	2-LIFE	Eclipse 500	B. Vonk	f/v 21		M-LEYS	Beech C90GT	Heres Aviation
	CS-PHD	EMB505	NetJets Europe	21		OO-ACO	Ce510	Air Service Liège
	OO-IDE	Ce525	Air Service Liège	21		OO-IDE	Ce525	Air Service Liège
21.	ST47	SF260D	CC Air			OY-ILS	P68	Bio-Flight
	D-CFHZ	EMB505	DAS Private Jets	f/v 22	29.	ST48	SF260D	CC Air
	D-CFIV	Lj35A	Air Alliance Express			D-IBBS	Ce525A	German Private Jet Group
	F-GDAP	CeU206G	Imao	f/v		G-KARE	PC-12/47E	Graham Aircraft Hire
	OO-GEE	PC-12/47E	Blue Sky Aviation	26		M-LEYS	Beech C90GT	Heres Aviation
	OO-NEY	EMB545	Air Service Liège	22		OE-GGG	Ce560XLS+	Jetfly Airline
	OO-STR	AS350B3	Stephex Stables		30.	HB-VPE	Ce525A	Execujet Europe
	OO-WGW	AS350B3e	Helimo			LX-JFM	PC-12/47	Jetfly Aviation
	OY-EDP	Ce650	North Flying	f/v		M-ARTY	PC-12/47E	Creston (UK)
	PH-TXA	Ce510	ASL	23		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance
22.	D-IMVC	Beech B200	Starwings			OE-LIR	Do328-110	Welcome Air
	LX-GSP	Ce680	Flying Group Luxembourg	30		OO-IDE	Ce525	Air Service Liège
	LX-JFQ	PC-12/47	Jetfly Aviation			PH-DIX	PC-12/45	Din-Air
	N127QR	Beech 300LW	A. Ruijgrok		31.	CS-LTA	Ce680A	NetJets Europe
	PH-DAM	P180	JetNetherlands			D-CAWM	Ce560XLS+	Aerowest Flugcharter
	SP-SPE	ATR72-202	Sprintair	26		D-CONE	Lj35A	Air Alliance Express
23.	ST46	SF260D	CC Air			D-IFFF	CeF406	Air Taxi Europe
	D-ITAN	Ce525	Transavia Flug			M-PCPC	PC-12/45	Treetops Aircraft
	D-ITWO	PA-42-720	Air Alliance			OE-FHK	Ce510	GlobeAir
	N500LU	PA-46-500TP	Medtronic Belgium			OO-HEY	R44	MMR Group
	OE-LIR	Do328-110	Welcome Air	24		PH-TSN	DA42	Twin Star Netherlands
24.	CS-CHF	CL-350	NetJets Europe					
	EC-JYC	SA226TC	Zorex	f/v				
	OK-EMA	Ce680	Travel Service					
25.	RS04	Sea King Mk48	40sq					
	9H-INV	CL-604	Flexflight	26				
	D-CFHZ	EMB505	DAS Private Jets					
	D-CURT	Lj31A	Air Alliance Express					
	LX-EBE	Ce560XLS+	Flying Group Luxembourg	28				
	M-ARTY	PC-12/47E	Creston (UK)	28				
	M-LEYS	Beech C90GT	Heres Aviation					
	N127QR	Beech 300LW	A. Ruijgrok					
	OO-STR	AS350B3	Stephex Stables					
	OY-EDP	Ce650	North Flying					
	PH-TSN	DA42	Twin Star Netherlands					
	YU-BST	Ce525	Eagle Express	27				
26.	CS-CHD	CL-350	NetJets Europe	27				
	D-IBBS	Ce525A	German Private Jet Group					
	OO-STR	AS350B3	Stephex Stables					
27.	CS-CHF	CL-350	NetJets Europe					

The Aegean Airbus on the 15th was the highlight for this month. It was the first ever Airbus for Antwerp, transporting 35 members of an Athens based football team back home. The Falcon on the 17th arrived from Luxembourg and is reportedly based at Antwerp from that date. The Robinson helicopter on the 24th was a delivery flight and is awaiting a Belgian mark.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

August 2017

01.	9H-AVM	B757-23A	JetMagic
	9H-TOO	Falcon 7X	Skyfirst
	CS-PHE	EMB505	NetJets Europe
	HS-THE	A350-941	Thai Airways International
	LX-ONE	Lj45	Luxemb. Air Rescue
	N10EU	Falcon 2000EX	Executive Jet Management



This Bell 429 carried test registration C-GFNK in 2008. It received the registration N375JC in 2012 when it was taken up by James Conley Justice Companies. It was advertised for sale in February 2017 and shipped to Europe in August 2017. It flew from the Antwerp harbour for some fuel and continued to its new operator in Italy. (Antwerp, 17 August 2017, Walter Van Brempt)

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This Airbus A320 was delivered to Vietnam Airlines in 1996 as S7-ASG. It was transferred to the Vietnamese registry in 2006. It was added to the Qeshm Airlines fleet in May 2013 as EY-632, leased from Asian Express Airline. In June 2014 it took up its current Iranian registration mark EP-FQR. (Brussels, 22 August 2017, Jochem Jottier)

	N900YG	Falcon 900EX	Monsanto Co.		9H-TOO	Falcon 7X	Skyfirst	
	OO-VMF	Ce560XLS+	Air Service Liège		D-CONE	Lj35A	Air Alliance	
02.	LX-N90450	E-3A	NAEW&CF	*	D-IBJJ	Ce525A	Air Hamburg	
	CS-DXS	Ce560XLS	NetJets Europe		EC-LBB	G200	Executive Airlines	
	D-IAAR	EMB500	Arcus Air		G-FBKC	Ce510	Blink	
	F-HEVL	EMB505	Evolem Aviation		N988ZJ	Global 6000	Zetta Jet USA	
	OD-MEA	A330-243	MEA - Middle East Airlines		OO-GEE	PC-12/47E	Blue Sky Aviation	
	OE-FIX	Ce525	Aeroways		11. 97-0400	C-37A	99th AS	
	OM-BYA	A319-115X	Slovak Government		9H-KAZ	BAe125-900XP	Hyperion Aviation	
	OO-AMR	Ce525A	Air Service Liège		CS-DXP	Ce560XLS	NetJets Europe	
	UR-CAJ	An-12BK	Ukraine Air Alliance	arr UKL4018	LX-RSQ	Lj45XR	Ducair - European Air Ambulance	
03.	9H-TOO	Falcon 7X	Skyfirst		OO-FPE	Ce525B	Flying Group	
	D-CARO	Ce680	Aerowest		PH-MDG	Ce680	JetNetherlands	
	LX-ONE	Lj45	Luxemb. Air Rescue		PH-MYX	Ce650	JetNetherlands	
	OE-GDA	Ce560	Europ Star Aircraft		12. CS-PHC	EMB505	NetJets Europe	
	OO-CIV	Ce525A	Luxaviation Belgium		D-ABEY	CL-605	Imperial Jet Europe	
04.	CS-DXH	Ce560XLS	NetJets Europe		D-ISJP	Ce525A	Ohlair	
	CS-PHH	EMB505	NetJets Europe		F-HJMD	Falcon 900LX	Dassault Aviation	
	F-HEND	Ce510	Astonjet		LX-EAA	Lj45	Ducair - LAR	
	LX-EAA	Lj45	Ducair - LAR		N892WA	RC690A	Reni Aviation	
	OE-GDP	EMB505	Speedwings Executive Jet		13. 9H-CGH	Falcon 50EX	Eli't'avia Malta	
05.	LX-EAA	Lj45	Ducair - LAR		9H-CLG	CL-850	Air X Executive Jets	
	LX-JFH	PC-12/45	Jetfly Aviation		9H-VCB	CL-350	VistaJet Malta	
	LX-JFM	PC-12/47	Jetfly Aviation		F-HCPE	P180	Pan Europeenne A/S	
	M-LCFC	B737-7EI	Cielo del Rey Co		LX-JFB	PC-12/47E	Jetfly Aviation	
	OO-AMR	Ce525A	Air Service Liège		OK-ROM	ERJ135BJ	ABS Jets	
	OO-KOR	Ce525A	Luxaviation Belgium		OO-VMF	Ce560XLS+	Air Service Liège	
06.	B-8206	Falcon 7X	Business Aviation Asia		14. 9H-CGH	Falcon 50EX	Eli't'avia Malta	
	CS-PHG	EMB505	NetJets Europe		D-CFAX	Lj35A	FAI Airservice	
	G-TTJF	Falcon 2000S	TAG Aviation (UK)		F-GZTD	B737-73V	ASL Airlines France	
	LX-JFZ	PC-12/47E	Jetfly Aviation		F-HJMD	Falcon 900LX	Dassault Aviation	
	OK-GGG	ERJ135BJ	ABS Jets		G-POWD	B767-36NER	Titan Airways	
	OO-CIV	Ce525A	Luxaviation Belgium		G-XSTV	Ce560XLS	Arena Aviation	
	OO-FPE	Ce525B	Flying Group		N805TM	G650ER	Toyota Motor Sales USA	
	OO-FPF	Ce525B	Flying Group		OO-FPF	Ce525B	Flying Group	
07.	CS-DXK	Ce560XLS	NetJets Europe		OO-PAR	Ce525B	Luxaviation Belgium	
	G-TTJF	Falcon 2000S	TAG Aviation (UK)		15. CS-PHJ	EMB505	NetJets Europe	
	OO-KOR	Ce525A	Luxaviation Belgium		EP-FQP	A320-214	Qeshm Airlines	f/v
08.	9H-VFJ	CL-605	VistaJet Malta		G-FBKJ	Ce510	Blink	
	CS-DQA	Ce560XLS	NetJets Europe		HS-THF	A350-941	Thai Airways International	f/v
	OO-SKY	Ce525A	Luxaviation Belgium		N800J	G550	Johnson & Johnson	
	OY-JRZ	A320-233	Danish Air Transport		OO-LMS	Falcon 900LX	Luxaviation Belgium	
	UR-CQG	A319-112	Dart Airlines (a/w)	for TAR	OO-PAR	Ce525B	Luxaviation Belgium	
09.	CS-DLC	Falcon 2000EX	NetJets Europe		PH-MYX	Ce650	JetNetherlands	
	F-HMAU	EMB500	Lei Moa		16. 4X-BAU	B757-3E7	Arkia	div AIZ511
	OE-FNP	Ce510	GlobeAir		B-2010	B777-F1B	China Southern Cargo	div CSN451
	OE-GBE	IAI1125SPX	Tyrol Air Ambulance		N604GF	CL-604	TVPX ARS	
	OK-JFA	Nextant 400XT	Time Air		N767WB	Falcon 900B	SC Aviation	
	SE-RHD	Ce560XLS+	European Flight Service		N77066	B767-424ER	United Airlines	div UAL946
10.	9H-JAI	A340-313X	Hi Fly Malta (a/w)		N78008	B777-224ER	United Airlines	div UAL20

N858NW	A330-223	Delta Airlines	div DAL56	F-HCEV	Beech B200GT	DGAC	
OE-LIR	Do328-110	Welcome Air		F-HERE	Ce510	Blink	
OK-PCC	PC-12/47E	T-Air		G-LEAC	Ce510	Blink	
OO-CIV	Ce525A	Luxaviation Belgium		LX-WEB	Ce525B	Jetfly Aviation	
OO-FPF	Ce525B	Flying Group		N510MD	Ce510	Michel Delauzun	
OO-PAR	Ce525B	Luxaviation Belgium		OE-GBD	IAI1125SPX	Tyrol Air Ambulance	
PH-TXA	Ce510	JetNetherlands		OO-SKY	Ce525A	Luxaviation Belgium	
PK-GIA	B777-3U3ER	Garuda	div GIA88	24. EC-MIA	B777-28EER	Privilege Style	for JAF
17. D-CEXP	Lj35A	Air Alliance		F-HCEV	Beech B200GT	DGAC	
D-CFOR	Lj35A	Air Alliance		F-HGOD	P180	Investairs	
D-CHER	Lj60	Heron Aviation		G-IASA	Beech B200	IAS Medical	
D-CQAJ	Lj35A	Quick Air Service		G-LEAC	Ce510	Blink	
D-IRWR	Ce525	ProAir Aviation		N510MD	Ce510	Michel Delauzun	
F-HPUR	BAe125-800XP	Valljet		OO-SDT	Beech 350	Bongrain Benelux	
G-FBKJ	Ce510	Blink		25. CS-DKJ	G550	NetJets Europe	
OE-LUC	G650	Global Jet Austria		CS-DVS	EMB500	Valair	
OO-PAR	Ce525B	Luxaviation Belgium		CS-DXW	Ce560XLS	NetJets Europe	
PH-TXA	Ce510	JetNetherlands		D-CONE	Lj35A	Air Alliance	
18. 9H-DDJ	Lj75	Kermes Int'l		EC-MIA	B777-28EER	Privilege Style	
D-CHER	Lj60	Heron Aviation		LX-WEB	Ce525B	Jetfly Aviation	
D-CITY	Lj35A	Air Alliance		OO-NGI	ERJ190BJ	Flying Group	
HS-KPI	G550	King Power International		OO-PAR	Ce525B	Luxaviation Belgium	
OE-FHK	Ce510	GlobeAir		OO-SDT	Beech 350	Bongrain Benelux	
OO-CIV	Ce525A	Luxaviation Belgium		26. 9H-INV	CL-604	Flexflight	
19. 85-1368	C-130H	181st AS	21 HKY747	A7-ADE	A320-232	Qatar Airways	for BAW
CS-LTA	Ce680A	NetJets Europe		CS-DXV	Ce560XLS	NetJets Europe	
F-HADH	Falcon 50	Sky Vision		D-CFGG	Lj36A	Quick Air Service	
HS-KPI	G550	King Power International		D-CTTT	Ce560XLS	HTM Jet Service	
N421QS	G450	NetJets		EC-MPS	B737-800	Air Europa	f/v AEA1173/4
PH-MYX	Ce650	JetNetherlands		F-HBDX	EMB505	JetKey	
20. C-GEJD	Lj45	Skyservice Aviation		F-HPUR	BAe125-800XP	Valljet	
HB-JIN	Falcon 900EX	Jet Aviation		G-KRBN	EMB505	Catreus	
LX-JFY	PC-12/47E	Jetfly Aviation		G-WIRG	ERJ135BJ	Air Charter Scotland	
OE-GKW	G100	Tyrol Air Ambulance		27. CS-PHF	EMB505	NetJets Europe	
OO-ACC	Ce525A	Air Service Liège		LX-FDA	Falcon 7X	Global Jet Luxembourg	
PH-MYX	Ce650	JetNetherlands		LX-ONE	Lj45	Luxemb. Air Rescue	
21. CS-DUC	Hawker 750	NetJets Europe		LX-WEB	Ce525B	Jetfly Aviation	
D-FNAH	PC-12/47E	Fresena Flug		N360HP	Global Express	Luft Aviation Charter	
LX-JFU	PC-12/47E	Jetfly Aviation		OO-KOR	Ce525A	Luxaviation Belgium	
M-INER	Global 6000	ICC Aviation		OO-SKY	Ce525A	Luxaviation Belgium	
OE-FNP	Ce510	GlobeAir		28. 0001	G550	Polish AF	
OK-PCC	PC-12/47E	T-Air		CS-PHC	EMB505	NetJets Europe	
OO-CIV	Ce525A	Luxaviation Belgium		D-CONE	Lj35A	Air Alliance	
22. A7-LAE	A320-214	Qatar Airways	f/v TAR832/3	D-CSLT	Lj60	FAI Airstervice	
CS-LAU	Ce680A	NetJets Europe		D-ISJP	Ce525A	Ohlair	
D-CELI	Ce550 Bravo	Eurolink		YU-TPC	Ce500	Infinity Aviation	
D-CONE	Lj35A	Air Alliance		29. 2584	VC-99B	GTE	30
D-IMHA	Ce525A	MHS Aviation		D-CAWR	Ce560 Encore +	Aerowest	
LX-JFZ	PC-12/47E	Jetfly Aviation		D-IOHL	Ce525A	Ohlair	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance		D-ITWO	PA-42-720	Air Alliance	
OE-HII	CL-300	Laudamotion		G-KRBN	EMB505	Catreus	
23. 9H-TOO	Falcon 7X	Skyfirst		LX-LAA	Lj45	Ducair – LAR	
B-8126	G550	Deer Jet		N9BX	G450	Baxter Healthcare	



Delivered to Excel Airways as G-XLAJ in 2006, this Boeing 737 is no stranger to the European skies. Sunwing took delivery of this aircraft in 2014 as C-FDBD. This summer it is being leased to SmartWings in these hybrid colours. (Brussels, 9 August 2017, Wout Goossens)

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Formerly with LOT and Ukraine International Airlines, this Boeing 737 was delivered to European Aviation as 2-PGSI in May 2017. The aircraft is adorned with Formula 1 Experiences titles, referring to the Official F1 travel packages for the twenty Formula 1 races worldwide they provide. (Liège, 21 August 2017, Jacek Gorczyński)

OO-KOR	Ce525A	Luxaviation Belgium	17.CH11	C-130H	20sq	*
PH-MDG	Ce680	JetNetherlands	RN03	NH90-NFH	40sq	*
30.14+02	Global 5000	FBS BMVg	ST47	SF260D	CC Air	*
MM62167	P180E	28° Gruppo Sqd	18.CE02	ERJ135LR	21sq	*
9H-INV	CL-604	Flexflight	CH11	C-130H	20sq	*
A7-MBK	A320-232X	Qatar Amiri Flight	21.02-1108	C-17A	62nd AW	22
D-ANMB	Global 6000	Imperial Jet Europe	24.FA92	F-16AM	2w	*
D-BUZZ	Ce750	Air X Charter	FA117	F-16AM	2w	*
F-HEVL	EMB505	Evolem Aviation	FB20	F-16BM	2w	2x *
G-FBKE	Ce510	Blink	L-09	PC-7	131EMVOsq	*
G-LSCW	G550	Gama Aviation	25.RS04	Seaking Mk48	40sq	*
M-ABEU	Lj45XR	Ryanair	ST45	SF260D	CC Air	*
N240LG	Falcon 900EX	Liberty Global	28.FA117	F-16AM	2w	*
N688ZJ	Global Express	Zetta Jet USA	FA121	F-16AM	2w	*
OO-PAR	Ce525B	Luxaviation Belgium	FB20	F-16BM	2w	*
31.14+01	Global 5000	FBS BMVg	H21	A109BA	17sq/1w	*
9A-JIM	Ce525	Air Pannonia	ST45	SF260D	CC Air	*
9H-WFC	ERJ135BJ	Air X Executive Jets	ST46	SF260D	CC Air (grey c/s)	*
F-HEND	Ce510	Astonjet	MM7030/6-73	Tornado ECR MLU 155° Gruppo ETS		
F-HGOD	P180	Investairs	MM7047/6-61	Tornado ECR MLU 155° Gruppo ETS		
G-POWI	A320-233	Titan Airways	MM7055/6-65	Tornado ECR MLU 155° Gruppo ETS		
HB-FWC	PC-12/47E	TAG Aviation	MM7059/6-66	Tornado ECR MLU 155° Gruppo ETS		
HB-JRI	Global 5000	ExecuJet Europe	MM7070/6-71	Tornado ECR MLU 155° Gruppo ETS		
N176CA	B757-28A	National Airlines	MM7082/6-62	Tornado IDS MLU 6° Gruppo GEA		29
OE-GTI	Ce560XL	Porsche Air Service	MM62223/46-88C-27J	98° Gruppo TM		
OO-PCI	PC-12/47E	EAPC	29.ST48	SF260D	CC Air (grey c/s)	*
OO-SDT	Beech 350	Bongrain Benelux	45+19	Tornado IDS	TLG33	*
PH-MDG	Ce680	JetNetherlands	MM62183/46-48KC-130J	50° Gruppo TM		
PH-MYX	Ce650	JetNetherlands	MM7062/6-74	Tornado ECR MLU 155° Gruppo ETS		
YU-BNA	Falcon 50	Serbian Government	30.CH05	C-130H	20sq	*
			FB22	F-16BM	2w	*
			PH-LAB	Ce550	NLR	
			31.ST40	SF260D	CC Air	*

The Amsterdam diversions on the 16th were all fog related.

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

Kleine Brogel

			August 2017
02.ST42	SF260D	CC Air	*
ST47	SF260D	CC Air	*
03.CD01	Falcon 900B	21sq	*
H31	A109BA	17sq/1w	*
04.FA109	F-16AM	2w	28
08.CH12	C-130H	20sq	*
09.CH05	C-130H	20sq	*
RN06	NH90-TTH	1w	*
11.CH05	C-130H	20sq	*
14.FB20	F-16BM	2w	*
ST45	SF260D	CC Air	*
ST48	SF260D	CC Air (grey c/s)	*
16.ST47	SF260D	CC Air	*

The Italian Tornados were on deployment at Kleine Brogel, flying two missions on each day.

Credits: Toon Cox, Arne Lemaire, Quinn Loots.

Koksijde

			August 2017
01.H44	A109BA	17sq/1w	2x
03.H31	A109BA	17sq/1w	2x
07.1x	F-16AM/BM	10w	*
FA56	F-16AM	10w	*
FB17	F-16BM	10w	*
08.FB17	F-16BM	10w	*
FB24	F-16BM	10w (spec mks)	*
09.1x	SF260D/M+	CC Air	*
11.FA134	F-16AM	10w	*

ST30	SF260M+	CC Air	*	SP-KPK	Saab 340A	SprintAir	
L-09	PC-7	131EMV0sq	5x *	03.SP-KPK	Saab 340A	SprintAir	arr
14.FA107	F-16AM	10w	*	04.N496BC	B747-4B5(F)	Kalitta Air	div CKS204
FA135	F-16AM	2w	*	07.D-CFIV	Lj35A	Air Alliance	
FB17	F-16BM	10w	*	F-HBDX	EMB505	Jetkey	
15.274	AW139	301sq	*	08.F-HERE	Ce510	Blink	
16.ST36	SF260M+	CC Air	*	10.G-FLBK	Ce510	Blink	
18.FB18	F-16BM	10w	3x *	14.D-COOL	Lj55	Air Alliance	
ST45	SF260D	CC Air	*	OK-BII	Beech 400A	JetBee Czech	dep
9781	Mi-171Sh	222.vrl	*	15.CS-TFO	Lj40	Omni Aviation	
3366	Mi-35	221.vrl (spec c/s)	*	16.G-OFOM	BAe146-100	Formula 1 - Flight Operations	
21.FA98	F-16AM	2w	*	PH-HGT	Ce680	ASL	dep
LB02	L-21B	Air Cadets	2x *	SP-KPK	Saab 340A	SprintAir	
22.FA118	F-16AM	10w	*	17.SP-KPK	Saab 340A	SprintAir	arr
H31	A109BA	17sq/1w	10x	19.D-AUKE	CL-604	Challenge Air	
ST45	SF260D	CC Air	23	F-GOPE	Beech 1900D	Twin Jet	
ST47	SF260D	CC Air	*	N771BA	RC690B	Space Imaging ME	arr
9781	Mi-171Sh	222.vrl	*	SP-KPK	Saab 340A	SprintAir	arr
3366	Mi-35	221.vrl (spec c/s)	*	VP-BBP	B747-8F	AirBridgeCargo	arr ABW9372/
23.FA107	F-16AM	10w	*BA	YR-CBK	B737-382	Cobrex Trans	dep
FA109	F-16AM	10w	*BA	21.2-PGSI	B737-55D	European Aviation	f/v 22 Tiger1
H26	A109BA	17sq/1w		22.2-PGSI	B737-55D	European Aviation	arr Tiger1
ST06	SF260M+	CC Air (Red Devils c/s)	24	G-OFOM	BAe146-100	Formula 1 - Flight Ops	arr FOR2
ST22	SF260M+	CC Air (Red Devils c/s)	24	23.9H-VCC	CL-350	VistaJet Malta	arr
ST31	SF260M+	CC Air (Red Devils c/s)	24	EI-EIE	A320-216	Alitalia	arr
ST34	SF260M+	CC Air (Red Devils c/s)	24	F-HITM	Beech 400A	Air ITM	
ST36	SF260M+	CC Air (Red Devils c/s)	24	G-OFOM	BAe146-100	Formula 1 - Flight Operations	
ST44	SF260D	CC Air		N742CK	B747-446(F)	Kalitta Air	arr
24.ST06	SF260M+	CC Air (Red Devils c/s)		24.D-AERO	ERJ135BJ	Air Hamburg	AHO177F/ -
ST22	SF260M+	CC Air (Red Devils c/s)		D-CAGA	EMB505	Luxaviation Germany	arr LXG55GA
ST31	SF260M+	CC Air (Red Devils c/s)		N1218F	CL-604	The Whitewind Company	
ST34	SF260M+	CC Air (Red Devils c/s)		N497XP	Beech 400A	V & P Midlands	
ST36	SF260M+	CC Air (Red Devils c/s)		N711LS	Global 6000	The Whitewind Company	27
ST45	SF260D	CC Air		N843MG	Falcon 900EX	Western Air Charter	27
284	B-Hunter	80UAVsq		OE-FPP	Ce510	GlobeAir	arr GAC269A
25.FA127	F-16AM	10w	*	OE-IIX	CL-605	Laudamotion	27 LDMF1/ -
284	B-Hunter	80UAVsq		OE-IXI	CL-605	Laudamotion	27 LDM44/ -
28.2x	F-16AM/BM	BAF	*	OE-LII	Global 6000	Amira Air	27 LDM1/ -
29.284	B-Hunter	80UAVsq		YU-FNR	Ce525	Eagle Express	EES324A/ -
31.FA56	F-16AM	10w	*	25.CS-CHD	CL-350	NetJets Europe	arr
FA130	F-16AM	2w	*	D-CMDH	Ce680	Herrenknecht Aviation	27
FA132	F-16AM	2w (spec mks)	*	D-ISKY	Beech B200	Air Hamburg	
FA136	F-16AM	10w	*	LX-JFM	PC-12/47	Jetfly Aviation	
FB22	F-16BM	2w	3x *	M-JCBB	G650	JC Bamford Excavators	27
E35/705-MA	Alpha Jet E	EAC00.314	*	M-LJGI	Falcon 7X	Ven Air	27
E166/705-RW	Alpha Jet E	EAC00.314	*	N728GH	Falcon 7X	Haas Automation	28
				OE-HDC	CL-300	Laudamotion	arr
				26.CS-DXW	Ce560XLS	NetJets Europe	dep
				D-ISKY	Beech B200	Air Hamburg	arr
				LX-NEW	PC-12/47E	Jetfly Aviation	arr
				OE-FZC	Ce510	GlobeAir	arr
				27.9H-VCC	CL-350	VistaJet Malta	dep
				CS-LTB	Ce680A	NetJets Europe	dep
				CS-PHH	EMB505	NetJets Europe	dep
				D-CAWX	Ce680	Aerowest	dep

Credits: Tom Houquet, Wim Houquet, Mike Derijcke, Filip Candaele, Christopher Noens.

Liège

August 2017

01.M-NTOS	Ce525C	Selementos	dep
UR-CAJ	An-12BK	Ukraine Air Alliance	arr
02.G-SONE	Ce525A	Centreline	



In August 2000 this Airbus A330 was delivered to Premiair as OY-VKH. Premiair was formed in 1994 when Conair (Denmark) and Scanair (Sweden) merged. When Premiair and Airtours merged in 2001, Mytravel Airways was formed. This company was rebranded as Thomas Cook Scandinavia in 2008. (Liège, 28 August 2017, Jean Marie Hanon)

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Castle Air is the registered owner and operator for this Agusta A109E. G-POTR was repainted into these white/blue colours in January 2017. (Ostend, 16 August 2017, Nik Deblauwe)

D-CJOS	Ce525B	Star Wings Dortmund	dep	TC-FHY	A320-214	Freebird Airlines	FHY2885/6
EI-EIE	A320-216	Alitalia		09.D-ASBG	Falcon 900EX	Airservice Bremgarten	
G-OFOM	BAe146-100	Formula 1 - Flight Operations		D-ISUN	Ce525A	Ohlair	ECA555
LX-NEW	PC-12/47E	Jetfly Aviation		ER-BBJ	B747-412F	Aerotrans Cargo	10 ATG6641/2
N497XP	Beech 400A	V & P Midlands		10.OO-PCJ	PC-12/47E	European Aircraft Private Club	
OE-GDM	Ce560 Encore+	The Flying Bulls		An-124-100	An-124-100	Volga-Dnepr	11 VDA8285/4998
OE-GGP	Ce560XLS	International Jet Management		11. G-FBKE	Ce510	Blink	12 BKK005E
OH-WIX	Falcon 7X	Jetflite		OK-MAR	Ce525A	Aeropartner	12 DFC134L/107
OY-UCA	Ce525A	Air Alsie	dep	VP-BWT	B737-79T(BBJ)	USAL	
SE-RIZ	Ce560XLS	H-Bird Aviation Services	dep	12.N165SL	P180	Nextgen Partner	
T7-LSS	AW139	Skymedia		PH-HMW	CL-605	ASL	JNL601/2
28.2-PGSI	B737-55D	European Aviation	dep	13.9H-OMK	Global 5000	Avcon Jet Malta	15 VCJ88G
G-OFOM	BAe146-100	Formula 1 - Flight Operations	2x	VP-BMG	Global 5000	Westbury Jet	14
OY-VKH	A330-343X	Thomas Cook Scand.	VKG4052/9052	14. CS-PHH	EMB505	NetJets Europe	NJE976M/775W
29.9H-BCP	Lj45	Skyfree		LX-RSQ	Lj45XR	Air Ambulance	15 DUK5AMB
D-CNAG	SA227DC	Binair	30	N322FD	A75N1	Roland H. Croes	"208"
N176CA	B757-28A	National Airlines	dep CMB515	N54565	A75N1		"207"
30. G-OFOM	BAe146-100	Formula 1 - Flight Operations		N86600	A75		"317"
N176CA	B757-28A	National Airlines	arr	OE-AKJ	E75	Jürgen Kraus	"207"
UR-CEZ	An-12BP	Cavok Air	arr CVK7044	PH-STB	Falcon 900C	Exxaero	XRO516
UR-CZZ	An-12BP	Ukraine Air Alliance	arr UKL4063	15. TC-FBO	A320-214	Freebird Airlines	FHY2885/6

The Kalitta on the 4th was an Amsterdam diversion. The flight continued later that morning. This months movements from the 16th are mostly related to the formule 1 races. The Thomas Cook Airbus on the 28th arrived from Osloand departed to Bergamo.

Credits: MST Aviation forum, Luchtzak.be forum.

Ostend-Bruges

August 2017			
01.D-CURT	Lj31A	Air Alliance	AYY102
OO-SSK	A319-112	Brussels Airlines	BEL9933/1071
TC-FBO	A320-214	Freebird Airlines	FHY2885/6
02.D-FEPG	PC-12/47E	Rhein-Mosel-Flug	
F-HELA	ERJ145EU	SiAvia	04 SVB586/7
OO-AMR	Ce525A	Air Service Liège	
OY-JRK	A320-231	Danish Air Transport	DTR944/5441
03.CH10	C-130H	20sq	
D-ASBG	Falcon 900EX	Airservice Bremgarten	
D-HCBA	EC135P2+	Eurocopter	RDF18
OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315/6
OO-SSM	A319-112	Brussels Airlines	BEL1072/9932
04.N521HN	G650	Jet Aviation Flight Services	07
OY-JRZ	A320-231	Danish Air Transport	DTR5442/956
PH-DIX	PC-12/45	Din-Air	
05.PH-HMW	CL-605	ASL	06
07.CS-PHI	EMB505	NetJets Europe	NJE8GX/
D-ISUN	Ce525A	Ohlair	08 ECA555
08.N988ZJ	Global 6000	Zetta Jet USA	
SE-RMR	Ce560XL	Bluelink Jets	09 BLJ590H/J

EgyptAir Cargo:

SU-GAC 10, 29/30 SU-GAY 01/02, 06, 17, 20, 24/25, 27

JetairFly:

OO-JAF 19 OO-JEM 01 - 31
OO-JAX 24 - 31 OO-JLO 03 - 24
OO-JBG 01 - 10 OO-TUK 01 - 03, 10 - 31

The SiAvia Embraer on the 2nd was related to the football game KV Oostende against Olympic Marseille. The Danish Air Transport Airbus on the same day was related to the Rheinland Altach - AA Gent game. On the 3rd Brussels Airlines operated a charter relating to the Basaksehir Istanbul - FC Brugge game. GainJet and Aviro Air on the 16th were related to the Club Brugge - AEK Athene game. Both Brussels Airlines flights on the 23rd and 25th were related to the AEK Athene - Club Brugge game. The Cello Boeing on the 31st was a fuel stop.

Credit: Replo.be



On 26 September, the Airbus A340 laminar-flow “BLADE” test demonstrator aircraft made its first flight with the new wingtips. The Airbus test bed F-WWAI is the first A340 ever built (MSN 1) and has never been delivered to a commercial operator. (@Airbus, D-Vicart, September 2017)

Manufacturers News

Airbus

A320

Spirit Airlines took delivery of the first A320 aircraft built in the United States. During a special ceremony at the Airbus US Manufacturing Facility in Mobile (AL), Airbus A320-232 MNS 7724, registered N650NK, was handed over to the airline and marked the 37th overall delivery from the US facility since production began in July 2015. However, the previous 36 aircraft were all Airbus A321 aircraft, making this the first A320 ever produced in the United States. Airbus announced its commitment to build a single-aisle assembly line in Mobile in July 2012 started the construction of the facility in April 2013. Inauguration of the factory took place in the summer of 2015. Airbus anticipates to deliver four aircraft per month from its Mobile facility by the end of this year.

A330

On 20 September Tianjin Airlines took delivery of the first A330 assembled in China. This delivery marked the inauguration of Airbus’s A330 Completion and Delivery Centre in Tianjin, China. This centre covers the A330 completion activities including cabin installation, aircraft painting and production flight test, as well as the customer flight acceptance and aircraft delivery. The centre is ready to deliver two aircraft per month and is located at the same site as the Airbus Tianjin A320 Family Final Assembly Line and the Airbus Tianjin Delivery Centre. To celebrate the opening of the new centre, the first A330 aircraft assembled here was delivered to Tianjin Airlines.

A330-900NEO

Airbus is currently working to increase the range of the new A330-900NEO. The current version of the A330-900NEO offers a range of 6,550nm. The improved range will make the A330-900NEO more competitive against the Boeing 787-9. The first flight of the A330-900NEO was initially planned in the first half of 2017, but was postponed to the end of the summer 2017. At the moment this Scramble edition was made (last day of September), the maiden flight of the A330-900NEO had still not taken place.

A340 BLADE

Late September Airbus made a first flight with a special equipped Airbus A340-300. On 26 September A340-300 MSN 1, the company’s flying test bed, took off equipped with outer wing sections designed for highly smooth airflow over their surfaces. Known as natural laminar flow, such smoothed passage of air creates less drag than the airflow on traditional wings, potentially reducing fuel burn by as much as 4.6 percent on an 800-nautical mile trip. Airflow over a standard wing becomes turbulent after passing over the leading edge, which has a negative impact on the aircraft’s fuel efficiency. By designing the laminar-flow wing, Airbus hopes to regain the lost efficiency by delaying the onset of turbulent flow until the air has passed over most of the wing.

For this test flight, the original outboard wings were replaced with approximately ten-meter-long laminar wing panels. These panels represent about two-thirds of the wing size on a short- or medium-range airliner, for which the laminar flow technology is deemed best suited. The first test flight lasted 3 hours and 38 minutes, and kicked off a 150hr flight test campaign for laminar-flow technology.

This project is called BLADE, which is an acronym for Break-through Laminar Aircraft Demonstrator in Europe. BLADE is organized through Europe’s Clean Sky aeronautical research programme. The BLADE project involves 21 European partners with 500 contributors, including GKN Aerospace: designer of the starboard laminar flow wing panel, and Saab: designer of the port wing segment. Preparations of the A340 BLADE testbed spanned sixteen months, which included integration of the laminar flow wing sections, along with the installation of a highly complex set of sensors and instrumentation to collect 2,750 dedicated measurements during the 150 flight test hours. A team of ten specially-trained pilots, test engineers and flight test engineers have been preparing for the A340 BLADE flight evaluations, spending time in a simulator and familiarising themselves with the mission equipment – the most technologically-advanced to be installed on an Airbus flight test aircraft.

Boeing

737-700 Converted Freighter

Alaska Airlines made the first revenue flight with a converted 737NG freighter on 26 September. MSN 30794 N627AS was ferried to Tel Aviv to be converted by IAI Bedek in February 2016. The aircraft was converted in a nineteen month period and redelivered to Alaska Airlines earlier this month. Alaska Airlines will take delivery of two more converted 737-700 freighters in the near future and they will replace the three 737-400 combi and one 737-400 cargo aircraft which Alaska plans to retire by 18 October. The 737-700 converted freighter has a non-stop range of 3,200 miles and a maximum capacity of 42,000 pounds, an increase of 10,000 pounds compared with a 737-400 converted freighter. Alaska Airlines' new fleet of three 737-700 all-freight aircraft will principally serve the state of Alaska and offer regular, scheduled service to seventeen communities across the state.

777 Converted Freighter

In 2008 Boeing started a study for a conversion programme for the classic 777-200ER. With a payload of about 81t, this converted 777-200BCF would offer significantly lower payload than the 103t Boeing 777 Factory Freighter, but will quite match the capabilities of a MD-11 freighter, which it could replace.

Like most widebody types who have historically found a second life as freighters, Boeing's study for a converted Classic 777 freighter came not as a surprise. However, since the announcement it has been very quiet about the conversion plans and the study appears to have gone nowhere, with concerns about issues of cost, timing and suitable feedstock of aircraft for conversion.

A 777 converted freighter will face a number of challenges. The first will be replacing the composite floor beams with steel ones to allow it to carry freight. Then there is the cost-issue. The high cost involved in the conversion (probably around \$30mln) makes that the converted aircraft must stay in service for quite some time after the conversion to provide its operator with a healthy return on investment. It is highly unlikely that this will be the case, because the 777-200(ERs) which can be used as feedstock are already relatively old aircraft. Besides all this, Boeing is more focused on selling all new-build 777-200LRFs and 747-8Fs.

As Boeing seemed not very active in the 777 conversion efforts, Israel's IAI Bedek division has stepped in. In April, it announced that it had secured a launch customer for its planned 777 freighter conversion line. Although the customer's name has not been disclosed, IAI expects that the first conversion will be completed by mid-2020, based on the expectation that a contract would be signed at mid-year and development taking three years.

Airliner News



This Boeing 777-300 was originally delivered to Singapore Airlines in December 1998. The aircraft was withdrawn from use by Singapore in December 2011. Three months later, in March 2012, it was ferried to Moscow-Domodedovo on delivery to Transaero, marking the first time a non-Asian airline started to operate a "non-ER" 777-300. A "non-ER" 777 is an aircraft that with its (relatively) short range and large passenger cabin is mainly in use as a people-mover on busy trunk routes with Asian airlines. Transaero went bankrupt in October 2015 and after a few months of storage at Teruel the Triple was taken up by Rossiya. In February EI-UNP was painted with a special "Far Eastern Leopard" colour scheme, a unique livery of an endangered Amur leopard. This initiative is to highlight the campaign to save the animal, of which only eighty or so currently exist in the wild. While the species is recovering - in recent years there were as few as thirty of the animals in the wild - the leopard's future is by no means guaranteed. New controls on hunting, and the setting up of the Land of the Leopard National Park, have aided the fight against extinction. (Moscow-Vnukovo, 26 August 2016, Gert-Jan Mentink)

Europe

The Netherlands

KLM cityhopper has announced that the last Fokker 70-flight is to be operated on 28 October. The last flight will be operated between London-Heathrow and Schiphol.

Belgium

Also on 28 October Brussels Airlines will end RJ100-operations. The last flight will be operated from Geneva to Brussels.

Austria

With the demise of mother Air Berlin, Niki is also in trouble. As a result the former owner of the airline, Niki Lauda, is looking at the books of the airline to see if a buyback of the

airline is a possibility. Lauda is trying a bid with the help of Thomas Cook and Condor.

France

GECAS and La Compagnie agreed on a lease-deal for two new A321neos. Both planes are due in April and September 2019 and will replace the company's two B757-200s.

Germany

While we compose this issue of Scramble, no news about a possible sale of Air Berlin was known. In the meantime since last Scramble the airline has shrunk long-haul operations significantly and the lessor of ten A330-200s, AerCap, was in the process of tacking back their planes. On the bidder front,



MAAS Aviation has a contract with Airbus to paint some of the new built aircraft at their Maastricht facilities. In August this HK Express Airbus A321 was painted and is pictured here with its test registration D-AVXD. The aircraft was delivered to Hong Kong as B-LEE on 18 August. (7 August 2017, Mark Remmel)

most companies mentioned in Scramble 460 are still in the running, except for Ryanair, which pulled out. It also became known that Lufthansa was especially interested in the short-haul operations of Air Berlin and not in the long-haul part of the defunct airline.

Iceland

The owner of WOW air is thinking about a possible sale of the airline within the next two years. He said that he already has received several bids from interested parties, but is seeking a major international partner if he want the sale to go ahead.

Portugal

Literarily big news is coming from Hi Fly as the ACMI-airline has announced that it will add two former Singapore Airlines A380s to its fleet. Both planes are to be operated for a, yet unknown, airline and a final announcement is due this month.

Russia

Boeing and Aeroflot announced an order for six B777-300ERs. The new planes will be delivered between 2018 and 2021.

Ilyushin Finance and Kosmos Airlines are in talks about a possible lease-deal for two Tu-214s.

Nordwind has signed a longterm lease agreement with DAE for the lease of two B777-300ERs. Both are former EVA Air-aircraft.

Slovenia

VLM Slovenia will be adding its first jet this month. According to local sources the A320 would be the first of six A320s to join the fleet. Currently the airline operates three Fokker 50s on charter flights. The company is planning scheduled operations between Antwerp, London-City, Munich and Zurich.

Spain

LEVEL is a prime candidate for extending the fleet with several A321neoLRs according to IAG chairman Walsh. A final decision if the fleet will be expanded with a new type is due in the upcoming months.

Sweden

Bombardier and BRA agreed on an adjustment of the airline's order for five CS100s and five CS300s. The whole order has been converted into an order for the CS100, meaning the airline now has ten of those on order. The first plane is due in 2020.

Switzerland

SkyWork Airlines has decided to keep the Do328 a little

longer. Instead of a phase out in October, the airline will continue to use the type until early 2018.

Turkey

The Government of Turkey is set to sell off its ACJ319 and replace it with a single ACJ318, which will be outfitted with eight luxury seats. The VIP-fleet is operated by Turkish Airlines.

Boeing and Turkish Airlines signed a memorandum of understanding for an order for twenty B787-9s, with an option for another twenty aircraft. The new planes should be delivered between 2019 and 2023. The airline is also in talks with Airbus about an order for twenty A350-900s.

United Kingdom

Eastern Airways has added two ATR72s to its fleet. The new type will be used for oil charter flights out of Aberdeen.

UK press is reporting that Norwegian has approached the owners of Monarch Airlines to see if they were willing to sell the airline to the Norwegians. According to the press, Norwegian wants to boost its UK presence and competitiveness and Monarch could be a good way to do so.

Africa

South Africa

As part of a new five year turnaround plan, South African Airways has said in a briefing to its pilots that it could reduce the fleet with 20% in the coming year. Five widebodies and nine narrowbody aircraft are said to be returned to their lessors or placed at other airlines in the group. The nine aircraft are not necessary anymore as the company is also planning to axe several routes.

Zimbabwe

It looks like the plans of the possible successor of Air Zimbabwe, Zimbabwe Airways have not gone through. Local newspaper NewsDay is reporting that the new company is lacking funds to start operations with their two former Malaysia Airlines B777-200ERs.

Asia

China

Fuzhou Airlines has ordered twenty ERJ190s.

Hong Kong

Cathay Pacific has converted six A350-1000 orders into A350-900s and has deferred deliveries of five A350-1000s from 2020 to 2021.

India

With business going well, [Alliance Air](#) intends to add eight ATR-72s early next year. To be continued...

Japan

[Japan Airlines](#) has ordered four B787-8s for domestic operations.

Malaysia

[Malaysia Airlines](#) has signed a Memorandum of Understanding with Boeing for eight B737 MAX8s and eight B787-9s. As Malaysian Airlines is a regular in this section, we will probably see them back again soon, whether or not this purchase will go through or not.

Latin America

Brazil

[Azul Airlines](#) will lease five A330neos from Avalon. Deliveries will commence from 2018Q4.

Chile

[LATAM Airlines](#) will end its B777F operations before the end of this year.

Middle East

Iran

The owner of [Naft Airlines](#), the Iranian Ministry of Petroleum, has decided to sell of its airline. To increase potential interest the company has been rebranded into [Karun Airlines](#).

Qatar

[Qatar Airways](#) has taken delivery of its first B747-8F. During the ceremony its CEO, as usual, also announced some news items. The airline has ordered two additional B747-8Fs and four B777-300ERs. All six planes were previously booked as an undisclosed order. Qatar Airways has also reached an agreement with Airbus about re-ordering the four A350-900s that it cancelled earlier in July and that a deal about delivery of the four planes is almost done.

United Arab Emirates

Despite statements earlier this year, [Emirates](#) has now publicly said that it has postponed their plans to place a significant order for either the Airbus A350 or Boeing 787.

North America

United States of America

[Skywest Airlines](#) has ordered 25 Embraer 175s to be operated as feeder aircraft for Delta Air Lines (fifteen) and Alaska Airlines (ten). Deliveries will run from March until year-end of 2018.

[United Airlines](#) is again adjusting its outstanding orders. This time the A350 order is being adjusted. Besides converting 35 A350-1000s into smaller A350-900s and delaying the first delivery to 2022, the airline still pleased Airbus by adding ten more A350-900s to the order. United intends to use the A350 to replace its fleet of B777-200s.

Oceania

Samoa

[Samoa Airways](#) has taken delivery of its first aircraft, a wet-leased B737-800 from Neos. During the announcement the CEO of the airline has said that the company is planning to a B737MAX by 2019.

Aircraft orders

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

Airbus 2017 firm orders

AerCap	1	A320neo
AirAsia	3	A320
Air France	3	A350-900
Air Lease Corporation	12	A321neo
BOC Aviation	2	A320
CALC	9	A320
	2	A320neo
Cebu Air	7	A321
China Southern Airlines	20	A350-900
Delta Air Lines	40	A321
<u>Frontier Airlines</u>	1	<u>A320neo</u>
GECAS	100	A320neo
Hi Fly	2	A330-200
IAG	3	A330-200
Iberia	1	A330-200
K-Air Airlines	8	A320



A picture of a Boeing 727 in the news section is something which seldom occurs. We received this picture from Raymond van Dijkhuizen who saw the above Boeing 727 freighter during his trip to Colombia. It is a recent addition to Aerosucre Colombia as it was delivered to the airline as HK-5216 earlier this year, which makes it qualified for the news section. The 37-year old aircraft was originally delivered to Branniff Airways in 1980. In 1983 it moved to USAir, where it flew until 1993, when the aircraft was taken up by ATA - American Transair. ATA withdrew the aircraft from its fleet in October 2001 and after a few months of storage the Boeing was picked up by DHL Airways, who converted the 727 to a freighter. It flew in DHL colours (operated by Astar Air Cargo) from 2003 until late 2009, when the aircraft moved to Vensecar Internacional in Venezuela. The aircraft was registered in Venezuela, but still flew for DHL in DHL colours. Early 2015 Vensecar withdrew the Boeing from use and after a short period of storage, the aircraft was picked up by Uruguayan airline Air Class Lineas Aéreas, and even got a CX-registration. However its period in Uruguay was very short and the aircraft was already offered for sale by the airline late 2015. Probably Aerosucre Colombia saw an opportunity for a good deal to replace their 727 which crashed in December 2016. It was purchased by them in February 2017 and entered service for the airline on 27 April. (Rionergo-José Maria Córdova, 15 July 2017)

Nile Air	2	A321neo	
Private	1	ACJ319neo	
Spirit Airlines	2	A320	
Undisclosed	7	A319	
	5	A320	
	4	A320neo	
	10	A350-900	
	1	A350-1000	
Viva Aerobus	1	A320	
Vueling	3	A320	
Wizz Air Hungary	10	A321	
Yemenia	4	A320neo	
Total	264		(+12)

ATR 2017 firm orders

Air Senegal	2	ATR72-600	
Air Tahiti	1	ATR72-600	
BRA Sweden	1	ATR72-600	
Hantong Aviation	3	ATR42-600	
IndiGo	50	ATR72-600	
Iran Air	20	ATR72-600	
Mandarin Airlines	6	ATR72-600	
Tianju Investment Group	10	ATR42-600	
Undisclosed	1	ATR42-600	
	1	ATR72-600	
Total	95		

Boeing 2017 firm orders

AerCap	30	B787-9	
Aeroflot	6	B777-300ER	
Air Lease Corporation	12	B737MAX10	
	2	B787-9	
Arik Air	2	B787-9	
Aviation Capital Group	20	B737MAX10	
BOC Aviation	10	B737MAX10	
	4	B787-9	
CALC	50	B737MAX	
EI AI	3	B787-9	
FedEx	1	B777-200F	
flydubai	1	B737MAX8	
Indian Navy	4	P-8I	
JIA	10	B737	
Monarch Airlines	5	B737MAX8	
Norwegian Airlines	2	B737MAX8	

Primera Air	8	B737MAX9	
Private	7	BBJ	(+1)
Royal Air Force	2	P-8A	
Royal Australian Air Force	4	P-8A	
Ryanair	10	B737MAX200	
SMBC Aviation Capital	3	B737	
Sun Express	7	B737-800	
Tassili Airlines	3	B737-800	
Unidentified	244	B737	(+58)
	2	B747-8	
	3	B747-8F	(+2)
	32	B777	
	31	B787	
	4	B777-300ER	
	15	KC-46A	
	11	P-8A	
	10	B787-9	
Total	558		(+84)

United Airlines

US Air Force	15	KC-46A	
US Navy	11	P-8A	
WestJet	10	B787-9	
Total	558		(+84)

Bombardier 2017 firm orders

CemAir	2	DHC-8-400Q	
CityJet	10	CRJ900	
Ethiopian Airlines	5	DHC-8-400Q	
Ilyushin Finance Corporation	1	DHC-8-400Q	
Philippines Airlines	7	DHC-8-400Q	
SpiceJet	25	DHC-8-400Q	
Total	50		

Embraer 2017 firm orders

American Airlines	4	ERJ185	
Belavia	1	ERJ175	
	1	ERJ195	
Fuji Dream Airlines	3	ERJ175	
J-Air	1	ERJ190	
KLM cityhopper	2	ERJ190	
Skywest	30	ERJ175	
		(+25)	
Undisclosed	20	ERJ190-E2	
	10	ERJ195-E2	
Wideroe	3	ERJ190-E2	
Total	75		(+25)

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

Jetliners



With the exception of the Boeing 767 and the Lockheed TriStar, Thai Airways has flown with all other Western built wide bodies. DC-10s and MD-11s from McDonnell-Douglas, 747s, 777s, the latest 787s from Boeing and A300s, A310s, A330s, A340s, even the large A380 from Airbus... All have been delivered to Thai in Thai Airways colours. The latest addition to their wide body collection is the Airbus A350-900. They currently have seven of these aircraft in service and they have orders for five more. They operate the aircraft on one of their routes to Frankfurt, where Walter Heukensfeld was present to digitalize HS-THB. (22 September 2017)

A319	-112	1916	UR-CQR	Dart Airlines, ex UR-CQG. Reregistered in September.
	-132	3352	D-AGWH	Eurwings, ex Germanwings. Painted in Eurowings colours at Norwich late September.
	-132	3358	D-AGWI	Eurowings, ex Germanwings. As above earlier in September.
	-132	5457	D-AGWU	Eurowings, ex Germanwings. As above.

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A320	-212	427	SX-ABX	Olympus Airways, ex Aigle Azur. Returned from summer lease on 12 September.
	-231	430	EP-APH	Iran Aseman Airlines, ex EP-ZAZ of the same airline. Reregistered early September.
	-214	883	LY-SPH	Sky Angkor Airlines, ex Small Planet Airlines. Delivered on lease on 7 September.
	-232	3308	VT-IHG	Indigo, ex TC-JBI of Turkish Airlines. Delivered on 1 September. Registered in between as OE-IFQ of GECAS.
	-214	3931	HK-5222	VivaColombia, ex TC-JPV of Turkish Airlines. Delivered on 26 August.
	-214	3949	HK-5223	VivaColombia (correction Scramble 460 – Page 42)
	-271N	7588	D-AING	Lufthansa. Delivered on 11 September. Test registration was D-AUBG.
	-271N	7648	D-AINH	Lufthansa. Delivered on 1 September. Test registration was D-AUBW.
	-271N	7671	VQ-BCH	S7 Airlines. Delivered on 19 September. Test registration was D-AXAA.
	-214	7806	VP-BKP	Aeroflot. Delivered on 7 September. Test registration was F-WWIZ.
	-214	7817	HS-AS60	Saudi – Saudi Arabian Airlines. Delivered on 18 September. Test registration was F-WWDY.
	-214	7863	VP-BLO	Aeroflot. Delivered on 19 September. Test registration was D-AVVU.
A321	-211	7782	VP-BKR	Aeroflot. Delivered on 22 September. Test registration was D-AZAR.
A330	-202	211	CS-TQP	HiFly, ex XL Airways France. Returned from summer lease on 12 September.
	-343E	1800	HZ-AQ27	Saudi Arabian Airlines. Delivered on 21 August. Test registration was F-WWKS.
	-343E	1803	HZ-AQ28	Saudi Arabian Airlines. Delivered on 28 September. Test registration was F-WWYP.
	-343E	1804	B-8972	China Eastern Airlines. Delivered on 28 August. Test registration was F-WWYU.
	-243	1805	B-8596	Tianjin Airlines. Delivered on 20 September. First A330 assembled in China. Test registration was B-005A.
	-343E	1807	B-8385	Air China. Delivered on 29 August. Test registration was F-WWYQ.
	-343E	1809	B-8862	China Eastern Airlines. Delivered on 30 August. Test registration was F-WWCS.
	-343	1810	B-8865	Shenzhen Airlines. Delivered on 24 September. First widebody for Shenzhen Airlines. Test registration was F-WWCT.
	-343E	1811	B-8386	Air China. Delivered on 23 September. Test registration was F-WWKV.
	-343E	1814	B-8361	China Southern Airlines. Delivered on 27 September. Test registration was F-WWKF.
	-343E	1816	B-8863	China Eastern Airlines. Delivered on 29 August. Test registration was F-WWYN.
A350	-941	124	B-LGA	Hong Kong Airlines. Delivered on 31 August. Test registration was F-WZGE.
	-941	128	B-LRS	Cathay Pacific Airways. Delivered on 29 August. Test registration was F-WZFH.
	-941	130	HS-THG	Thai Airways International. Delivered on 1 September. Test registration was F-WZFB.
	-941	133	9V-SMQ	Singapore Airlines. Delivered on 12 September. Test registration was F-WZGO.
	-941	134	OH-LWL	Finnair. Delivered in a Marimekko Kivet special colour scheme on 22 September. Test registration was F-WZGY.
	-941	135	N502DN	Delta Air Lines. Delivered on 1 September. Test registration was F-WZNC.
	-941	136	D-AIXE	Lufthansa. Delivered on 1 September. Test registration was F-WZNI.
	-941	138	B-18909	China Airlines. Delivered on 14 September. Test registration was F-WZFS.
	-941	142	HS-THH	Thai Airways International. Delivered on 23 September. Test registration was F-WZNS.
	-941	144	HL7578	Asiana Airlines. Delivered on 26 September. Test registration was F-WZNJ.
A380	-842	242	A6-EUY	Emirates. Delivered on 29 August. Test registration was F-WWSX.
B737	-476SF	24439	G-JMCH	West Atlantic, ex N475VX of VX Capital Partners. Delivered after freighter conversion on 30 August. Former G-RAJG of Cello Aviation.
	-530	24938	OB-2140-P	Peruvian Airlines, ex N938AU of Automatic Leasing LLC. Delivered on 24 April. Former D-ABIN of Lufthansa
	-448SF	25052	EI-STK	ASL Airlines Ireland, ex OY-JTI of Jet Time. Delivered late August.
	-5Y0	25188	ZS-THY	Africa Charter Airline, ex VP-BVV of VIM Airlines. Delivered on 1 September.
	-31L	27346	ZS-VDP	Star Air Cargo, ex Wings of Lebanon. Returned from summer lease on 11 September.
	-55S	28471	EK73776	Taron Avia, ex EK73771 of ArmAvia. Delivered on 31 August.



Norwegian was the first European airline that took delivery of the new Boeing 737 MAX 8. As of late September they have six of the type in their fleet, but have orders for 104 more. EI-FYF was delivered on 10 August 2017 and features a picture of Clara Barton in its tail. Clara Barton was an American nurse who founded the American Red Cross. (Oslo, 23 August 2017, Ton Jochems)



Sky Gates Airlines is a new all-cargo airline from Russia, which started operations in October 2016 with one former Cathay 747-400 freighter. In August 2017 they added a second 747-400 freighter to their fleet, VP-BCH, which flew previously for Silk Way Airlines. The aircraft was originally built for Cathay, where it flew from September 2000 until summer 2016. (Maastricht - Aachen Airport, 16 August 2017, Wout Goossens)

	-5L9	28997	EP-TAG	Ata Airlines, ex UR-CPN of the same airline. Registered in Iran on 7 September. The aircraft was previously leased from Khors Aircompany.
	-3S3	29244	JY-JAY	Iran Air Tour, ex Jordan Aviation. Delivered on lease on 17 September.
	-81Q	30618	N732MA	Miami Air International, ex TUI fly Netherlands. Returned from summer lease on 5 September.
	-81Q	30619	N733MA	Miami Air International, ex TUI fly Netherlands. As above one day earlier on 4 September.
	-8K2	30646	CS-TQU	Med-View Airlines, ex Euro-Atlantic Airways. Delivered on lease on 16 September.
	-86J	30881	N881XA	Xtra Airways, ex Norwegian. Returned from summer lease on 16 September.
	-86J	32917	N917XA	Xtra Airways, ex Corendon Dutch Airlines. Returned from summer lease on 9 September.
	-85P	33973	SU-TMI	FlyEgypt, ex EC-JBK of Air Europa. Delivered on 8 September.
	-86N	36814	HL7213	Jeju Air, ex EI-FJF of Norwegian. Delivered on 18 September.
	-8KN	40233	VT-JTH	Jet Airways, ex A6-FDC of FlyDubai. Delivered on 28 September.
	-800	41234	VP-BNC	Aeroflot. Delivered on 28 August. Line # 6543.
	-800	41239	VP-BKA	Aeroflot Delivered on 22 September. Line # 6588.
	-800	42090	EI-FVX	Norwegian. Delivered on 5 September. Line # 6557.
	-800	44796	EI-FZZ	Ryanair. Delivered on 21 September. Line # 6593.
	-800	44798	EI-FZY	Ryanair. Delivered on 2 September. Line # 6566.
	-800	44799	EI-GDB	Ryanair. Delivered on 27 September. Line # 6601.
	-800	44800	EI-GDC	Ryanair. Delivered on 7 September. Line # 6571.
	-800	60588	EC-MQP	Air Europa. Delivered on 30 August. Line # 6554.
	-8	60965	A6-FMA	FlyDubai. Delivered on 29 August. Line # 6456.
	-800	63804	SU-GEL	EgyptAir. Delivered on 30 August. Line # 6538.
B747	-467F	30805	LX-ICL	Cargolux, ex N632BC of the Boeing Capital Corporation. Delivered on 13 September. Former B-HUP of Cathay Pacific.
	-4B5ERF	33515	N445MC	Atlas Air, ex HL7438 of Korean Air. Delivered on 31 August.
	-4HAERF	35235	B-1340	Suparna Airlines, ex N589CC of AirCastle. Delivered on 19 September. Former OO-THC of ASL Airlines Belgium. Suparna Airlines is the new name of Yangtze River Express.
	-8F	63199	A7-BGB	Qatar Airways. Delivered on 25 September. First 747-8F for Qatar Airways. Line # 1535.
	-8F	63781	VP-BBY	AirBridgeCargo. Delivered on 19 September. Line # 1541.
	-8F	64252	N605UP	UPS. Delivered on 29 September. First 747-8F for UPS. Line # 1543.
B767	-336ER	24339	N796JM	LAW – Latin American Wings, ex Dynamic Airways. Delivered on 24 September. The aircraft was withdrawn from use by Dynamic Airways and returned to the lessor KMW Leasing on 31 August. It was ferried to Santiago on a new lease to LAW on 24 September.
	-33AER	27909	D-AZUA	Azur Air Germany, ex VQ-BUO of Azur Air. Delivered on 21 September.
	-300F	42729	N150FE	Fedex Express. Delivered on 15 September. Line # 1130.
	-38EER	25347	C-GDUZ	Air Canada Rouge, ex Air Canada. Transferred to the Rouge division late June.
B777	-212ER	28513	CS-TFM	Med-View Airline, ex euroAtlantic Airways. Delivered on lease on 4 September.
	-222ER	30213	N793ST	TVPX Trust Service, ex EI-UNX of Transaero Airlines. Registered in the US on 14 September. The triple seven has been stored at Moscow Vnukovo since October 2015.
	-212ER	32318	9M-FGB	FlyGlobal, ex EI-FLE and VP-BEM of Pembroke. Delivered late July. Former 9V-SRN of Singapore Airlines. The aircraft has been stored at Victorville (CA) since June 215.
	-212ER	32318	9M-FGB	Biman Bangladesh Airlines, ex FlyGlobal. Delivered on lease on 2 September.
	-35EER	32639	VP-BJL	Nordwind Airlines. Delivered on 31 August. Former B-16701 of EVA Air.
	-3Q8ER	35783	EI-WLA	Alitalia, ex F-ONOU of Air Austral. Delivered on 1 September.
	-300ER	42351	A6-EQF	Emirates. Delivered on 30 August. Line # 1515.
	-300ER	61702	PH-BVU	KLM. Delivered on 27 September. Line # 1521.
	-300ER	62570	9K-AOM	Kuwait Airways. Delivered on 25 August. Line # 1514.
	-300ER	63357	B-1430	Air China. Delivered on 29 August. Line # 1516.
	-300ER	63529	B-16740	EVA Air. Delivered on 21 September. Line # 1518.
	-300ER	64062	A7-BEK	Qatar Airways. Delivered on 11 September. Line # 1507.

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B787	-9	34315	B-1467	Air China. Delivered on 20 September. Line # 603.
	-9	34517	JA894A	ANA – All Nippon Airways. Delivered on 21 September. Line # 605.
	-9	34813	HL8084	Korean Air. Delivered on 8 September. Line # 598.
	-9	35425	JA870J	Japan Airlines. Delivered on 22 September. Line # 611.
	-9	38774	G-CKLZ	Norwegian UK. Delivered on 13 September. No famous Norwegian on its tail, but a big UNICEF logo. Line # 604.
	-9	38770	F-HRBC	Air France. Delivered on 27 September. Line # 613.
	-9	38777	HS-TWA	Thai Airways International. Delivered on 15 September. Line # 602.
	-8	39298	VT-NAA	Air India. Delivered on 31 August. Line # 595.
	-9	39661	A6-BLQ	Etihad Airways. Delivered on 21 September. Line # 606.
	-9	40047	<u>HZ-AR13</u>	Saudia – Saudi Arabian Airlines. (correction Scramble 459 – Page 50)
	-9	40650	N830AN	American Airlines. Delivered on 1 September. Line # 596.
	-9	40651	N829AN	American Airlines. Delivered on 31 August. Line # 587.
	-9	63042	B-7836	Xiamen Air. Delivered on 14 September. Line # 601.
	-9	63311	G-CKKL	Norwegian UK. Delivered on 30 August. Line # 600.
BAe146	-RJ100	E3259	G-BVYS	Tronosjet Maintenance Inc., ex HB-IYW of Swiss. Registered on 20 September. Ferried to Summerside (P.E.I.) 17 July.
	-RJ100	E3284	G-CKNP	Tronosjet Maintenance Inc., ex HB-IXO of Swiss. Registered on 20 September. Ferried to Summerside (P.E.I.) 28 March.
	-RJ100	E3359	C-FXQJ	Tronosjet Maintenance Inc., ex HB-IYW of Swiss. Registered on 11 August. Ferried to Summerside (P.E.I.) 12 June.
	-RJ100	E3379	G-CFAC	Triangle Regional Aircraft Leasing Ltd, ex HB-IYU of Swiss. Registered on 8 August. Ferried to Cranfield 3 July.
CRJ	100LR	7114	OY-BPO	BackBone Aviation, ex N264AV of Wells Fargo Bank. Registered on 19 September.+
	200ER	7816	VT-ZOB	Zoom Air, VQ-BHG of AK Bars Aero. Delivered on 20 September.
	CL-850	8072	T7-SLA	Private, ex UR-ICD of Business Jet Travel Airline. Delivered on 6 September.
	900	15435	EI-FPP	CityJet. Delivered on 13 September. In SAS colours.
	1000	19056	EC-MRI	Air Nostrum. Delivered on 28 September.
CS	300	55012	HB-JCC	Swiss Global Air Lines. Delivered on 26 August.
ERJ	170SU	17000030	VQ-BYF	S7 Airlines, ex N812MD of Republic Airlines. Delivered on 16 August.
	170SU	17000043	VQ-BYR	S7 Airlines, ex N822MD of Republic Airlines. Delivered on 22 September.
MD-11	F	48799	N799JN	Mobility Air LLC, ex D-ALCG of Lufthansa Cargo. Registered on 1 September. Parked at Victorville (CA) since 1 February 2016.
	F	48804	N804SN	Mobility Air LLC, ex D-ALCL of Lufthansa Cargo. Registered on 31 August. Parked at Victorville (CA) since 26 April 2016.

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

Commuters

ATR72	-202F	341	EI-SLY	ASL Airlines Ireland, HB-AFV of ASL Airlines Switzerland. Transferred in September.
	-212F	395	ZS-XCM	Solenta Aviation, ex EI-SLK of ASL Airlines Ireland. Delivered as EI-SLK on 17 May.
	-202F	493	YL-RAI	RAF-Avia, ex EC-GRU of Canaryfly. Per September.
	-212A	911	EC-MSM	Air Europa Express, ex OY-YBH of Aviacion de Noronha Ltd. Delivered on 27 September. Operated by Aeronova.
	-212A	1164	ES-ATC	Nordica, ex OY-JZE of Jet Time. Delivered on 6 September. Still operated for SAS, in full colours.
	-212A	1165	ES-ATD	Nordica, ex OY-JZF of Jet Time. Delivered on 18 September. Still operated for SAS, in full colours.
	-212A	1171	B-28066	Far Eastern Air Transport, ex OY-JZG of Jet Time. Delivered on 22 September.
	-212A	1295	EI-FMJ	Stobart Air. Operates for Flybe per 25 September. Was Aer Lingus Regional.
	-212A	1448	G-IACY	Eastern Airways. Delivered on 25 September.
BAe	4100	41070	G-MAJK	Eastern Airways. Operates now for Flybe in full colours.
Beech 1900 D		UE-338	F-HBCJ	Chalair, ex PK-TVE of Travira Air. Registered on 18 August.
BN-2	P	2313	D-IFLB	FLN - Die Inselflieger. Delivered in August.
DHC-8	-402	4094	C-FXIC	World Wide Aircraft Ferrying Ltd, ex G-JECE of Flybe. Registered on 25 September.
Sh360	-300	SH3744	N744LG	Air Cargo Carriers, ex D-CRAS of BDA - Bespoke Distribution Aviation. Delivered on 31 July and registered on 28 August.

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

Propliners

Beech	3TM	CA-130	N184KP	Ferried across the Atlantic eastbound 9 to 16 September 2017. Final destination unknown.
Canadair	CL-44-O	16	N447FT	The Guppy at Bournemouth Hurn Airport has seen some work being performed on her again during 2017. On 15 September 2017 it was reported that an engine test run on all four engines had taken place. Will we ever see her fly from here?
Convair	640	463	N587CA	Aeronaves TSM acquired this Convair in Hawaii in 2015. It remained on the US register as N587CA with a company called Frontera Flight Holding. As such it crossed the border and was parked at the home base of TSM, Saltillo in northern Mexico. The airplane was noted there with the registration taped off, but recognizable by the Hawaiian palm leaf painted in the tail. On 28 August 2017 the registration N587CA was cancelled from the US register, and we expect this now sixty-year old Convair to be operational soon with an XA- registration.
	640	332	XA-UNH	Aeronaves TSM, landed with its landing gear up on the evening of 20 September 2017 at Saltillo Airport. Let's hope the damage can be repaired. See Dustpan & Brush for more details.
Curtiss	C-46F	22472	C-GIBX	TransNorthern from Anchorage (AK) is working on getting this old bird back in the air. A businessman in McGarth (AK) has bought the airplane to allow fuel delivery in times when the rivers are too low for supply barges. The airplane has been at Gimly (MB) since FNT went out of business in 2009.
DHC	2	1236	C-GMOI	Exported from Canada to the USA, per 24 August 2017.
	2	1556	N632HW	Exported from USA to Canada, per 30 August 2017. Became C-FYEX of Gravitas Aviation.

Douglas	TC-47H	12524	N837M	Victim of Hurricane Irma on 10 September 2017, at Lehigh Acres, Fort Meyers (FL) in southern Florida. Former aircraft of Lee County Mosquito Control.
	C-117D	43301	N32TN	Another victim of Hurricane Irma on 10 September 2017, at La Belle Airport (FL), just north-east of Lehigh Acres (FL). The airplane jumped the fence and crashed into some trees.
	C-54	35944	N406WA	Former Florida Air Transport and Jet One Express DC-4, was parked at San Juan, Puerto Rico. During Hurricane Maria in September 2017 it sustained serious damage. After being blown away it landed in a canal on the airport perimeter.
	DC-3			On 1 August 2017 Charlies Hangar Hostel opened in San Juan, in northern Philippines. Centre piece of this backpacker/surfers hostel is a DC-3. We have not yet been able to identify this airplane. An earlier travel blog dated May 2017 shows work in progress with the DC-3 in bare metal up in scaffolding and with several repair patches on the nose. So the blue colour scheme it has now is not original. The airplane does not have the tail mounted beacon light, which the civil Philippine Daks used to have, making it unlikely that it is one of the DC-3s that were auctioned in late 2014 at Manila international airport.
Lockheed	EC-121T	4335	N4257L	Castle Air Museum in Atwater (CA), has taken up this relic, ex USAF 52-3417. It was part of the Helena College of Technology since 1981. The Evergreen Air and Space Museum in McMinnville has been planning to get her airworthy enough for a ferry flight to Oregon, since May 2009, but they gave up. In January 2014 it was sold to the Castle Air Museum which decided to transport the airplane by road. Worldwide Aircraft Recovery arrived on 22 August 2017 in Helena (MT) to start work on getting her movable to California. In September 2017 photos were published of the fuselage on the road to its new home.
	C-130A	3143	N133FF	B&G industries in Greybull (WY) put this in their name on 21 August 2017. This is not a good sign, since they don't fly airplanes.
	L100-30	4698	N402LC	Lynden Air Cargo, now operating in full colours for Coulson Air Tanker as Tanker 132. Noted operational in July 2017.
	EC-130Q	4904	N130CG	Coulson Aviation, registered 24 August 2017. Next modification project for Coulson and will become Tanker 134 once finished. It was taken from AMARG in Tucson (AZ) as 161496 earlier this year.

Two terrible updates were received just before Scramble was going to press. Firstly the Dutch Catalina Foundation has run into financial difficulty. The nose gear up landing has resulted in loss of income over the last weeks of the 2017 season, as well as an expensive repair. Also the Swiss Constellation has lost its prime sponsor, Breitling. The future will tell what happens next...

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



Coulson Air Tankers has introduced a new modification to perform aerial firefighting from standard Hercules freighters. Lynden Air Cargo's Hercules N402LC has been painted in full Coulson livery and proudly carries Tanker 132 in the tail. (Castle-Atwater (CA), 26 July 2017, Geurt van den Berg)

Fokker News

F27	-050	20106	XA-	MAYAir, ex VH-FNA Virgin Australia Regional Airlines.
	-050	20107	XA-	MAYAir, ex VH-FNB VARA.
	-050	20113	XA-	MAYAir, ex VH-FNH VARA.
	-050	20120	SE-LEB	Braathens Regional Airlines, leased from Amapola Flyg. Seen Malmö-Sturup 12 September in Flygbrase colours and started flying for them on 19 September.
	-050	20129	XA-	MAYAir, ex VH-FND VARA.
	-050	20146	SE-LIO	Braathens Regional Airlines, leased from Amapola Flyg. Also seen Malmö-Sturup 12 September in Flygbrase colours and ferried 18 September to Halmstad and onwards to Stockholm-Bromma the following day, to start operating for BRA.
	-050F	20191	5Y-JWG	Jetways Airlines, ex OE-LJT Jetcom. Left Bergamo 20 September for Kenya, via Heraklion and Khartoum. Was still in the white-red MiniLiner colours, without Jetways titles.
	-050	20212	XA-UZG	MAYAir, ex VH-FNE VARA. All five have been sold to Aero Cuahonte, which operates as MAYAir, and all of them will be ferried to Mexico by AirOps24. Former VH-FNE will get these Mexican upon arrival, as it left Zanzibar on delivery on 9 September, still in basic Skywest colours and without titles. It was seen in full MAYAir colours when it passed through Prestwick on 12 September. In between all five were earmarked for Aero-Pioneer of Africa in Kenya, but they never took delivery of them and put them up for sale.

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	-050	20223	5Y-	Silverstone Air Services, ex TF-JMN Flugfélag Islands. Avmax has leased this Fokker to Kenyan operator SAS, just like a few others.
	-050	20243	5Y-	Buffair Services. No longer earmarked for Canadian operator Avmax Group, because they have sold the Fokker to this Kenyan operator.
	-050	20244	TF-JMS	Flugfélag Islands. Ferried from Reykjavik to Woensdrecht on 28 August. Destined to go to Canadian owner Avmax Group.
	-050	20250	5Y-	Buffair Services, ex TF-JMT Flugfélag Islands. Another Fokker for Kenyan operator Buffair, after Avmax decided to also lease out this former Icelandic Fokker.
	-050	20256	ST-ASO	El Dinder Aviation, ex Sudan Airways. Transferred in June of this year and was seen at Khartoum, in El Dinder colours and titles. El Dinder is affiliated with also Khartoum based Tarco Air.
F28	-0100	11549	VH-NKH	Alliance Airlines. Broken up at Brisbane in August and registration was cancelled on 29 August. Never actually flew for Alliance, since it was delivered on 4 May 2014, and was only used for spares.
	-0070	11566	PH-KZC	Ex KLM Cityhopper. Delivery flight started 5 September from Saarbrücken and finished two days later at Rangoon. Flew as PH-KZC in basic white and grey colours. Is also destined to fly for the Myanmar Air Force as 001, operated by MWG Avia
	-0070	11576	002	Myanmar Air Force, ex 2-KKZE, PH-KZE KLM Cityhopper. Seen 28 August at Khon Kaen Airport, Thailand, to bring a delegation of Air Force officials.
	-0070	11582	P2-	Air Niugini, ex PH-KZD KLM Cityhopper. Left Amsterdam 8 September as SX11741 and PH-KZD, in basic KLM Cityhopper colours.

Credit: Skyliner.

Bizjets

BAe125	-850XP	258859	UR-WRS	Ex P4-WIN which was known to be based in the Ukraine, appears to have taken up Ukrainian marks.
Cessna	525	0090	OE-FDB	Registered to MS Aviation GmbH in August. Ex LZ-DIN.
	525	0240	D-IMOI	Ex N524SF, cancelled to Germany 25 September.
	525A	0360	N6AE	Registered to Newton Air LLC 8 September. Ex G-PEER.
	525A	0514	D-IULI	Ex N106CH, cancelled to Germany 14 September.
	525C	0244	D-	Ex N244MG, cancelled to Germany 12 September.
	550	0085	F-	Ex G-IMED, cancelled to France 5 September.
	550	0182	OY-VIP	Registered to DRT A/S 7 September. Ex F-HACA
	550	0443	CS-DVZ	Ex EC-IMF. Was noted wearing it's Portuguese marks as far back as May this year.
	550	0469	OY-ERY	Ex N550GT which was cancelled to Denmark 18 August.
	680A	0097	CS-LTD	Tested as N5045W, departed Wichita-Mid Continent 24 September for NetJets Europe. Arrived Cascais on delivery 25 September.
	680A	0099	F-HSFJ	Flew Reykjavik to Le Bourget via Brussels 24 September.
	680A	0102	G-SHUI	Registered to, and operated by, Air Charter Scotland on 27 September.
Challenger	300	20092	N131KS	Springbok LLC, ex N300AV. Registered on 10 August.
	300	20285	N917HP	TVPX ARS, re-registered from N808XT on 16 August.
	300	20426	N313JL	JNL Equipment Leasing LLC, re-registered from N813DH on 1 August.
	350	20681	N347FZ	Bombardier Aerospace Corp, ex C-GUHE. Registered on 29 August.
	350	20683	N683CM	CMFG Life Insurance Co, re-registered from N350AJ on 18 August.
	350	20685	N813HD	Higginbotham Management Co Inc, re-registered from N813AH on 30 August.
	350	20689	N365AV	Bombardier Aerospace Corp, ex C-FxKG. Registered on 28 August.
	350	20692	N742QS	NetJets, ex C-GOXR. Registered on 31 August.
	350	20693	N611AV	Bombardier Aerospace Corp, ex C-GOXU. Registered on 8 September.
	350	20696	N156PH	Ex C-GOYL. Registered to Bombardier Aerospace Corp 22 August, then to PG Square LLC on 19 September.
	601-3A	5003	XA-UFF	Noted at Toluca on 15 August, ex N601FR.
	601-3A	5033	N10MM	Sarma Aviation LLC, re-registered from N797SA on 24 August.
	601-3A	5094	N856JL	Presidential Aviation Inc, re-registered from N856JM on 24 August.
	605	5813	T7-CTG	ExecuJet Middle East, noted Guernsey 31 August. Ex T7-AAS.



If you think this Cessna 650 looks familiar, you are correct. It was operated as PH-MEX for more than twenty years. In June of 2014 it was sold as 5Y-YAH, and last April it returned to Europe again, becoming 9H-PLM. (Antwerp, 16 August 2017, Walter Van Brempt)



The first Global 7000 with a full interior made its first flight on 28 September. C-GLBR is the fourth prototype (c/n 70004) and will likely be attending upcoming business aviation tradeshows. (Toronto-Downsview, 28 September 2017, Frederick Larkin)

	605	5866	T7-EZE	ACASS Canada, ex A6-ELD. Noted Dubai 20 August.
	650	6099	N36SF	State Farm Mutual Automobile Insurance Co, ex C-FAMN. Registered on 2 August and registered before to Bombardier Aerospace Corp on 5 July.
Cirrus	SF50	0014	2-AUER	Delivered in August.
Embraer	500	50000317	F-HPBM	Ex N44WS of Puffin Aviation was sold to Oyat Services SARL in France.
	505	50500009	D-CGDM	Another second hand Phenom was written in into the German register, this time former Embraer N392AS went to MHS Aviation.
	505	50500083	PP-LID	Former CS-DTQ of Everjets Aviação Executiva SA was sold to Lider Aviacao in Brazil.
	505	50500116	D-C	Ex M-MDMH of Herrenknecht Aviation GmbH was sold to an unknown operator in Germany.
	505	50500415	D-CFHZ	Operator in Germany now known as DAS Private Jets GmbH. Addition to Scramble 459 – Page 53.
	505	50500419	D-CHMD	This brand new Phenom 300 was recently delivered to an unknown operator in Bremen Germany.
	505	50500424	D-CSCE	Another brand new Phenom 300 was recently delivered to an unknown (the same as above?) operator in Bremen Germany.
Falcon	7X	168	B-....	Was registered as EI-GCK from 10 until 11 August, ex M-DTBP.
	8X	415	N158X	Registered to N158X LLC on 21 August, this Falcon is operated for Elon Musk and is ex F-WWQO.
	8X	422	HB-JKK	Lions Air Skymedia AG, ex F-WWNA. Registered on 25 August.
	50	185	9H-DFS	Noted Paris-Le Bourget on 20 August, ex T7-DFX.
	50EX	263	N725DM	RHC Logistics Corp, re-registered from N503PQ on 31 July.
	50EX	283	N248BP	WST Partners LLC, re-registered from N248BT on 25 August.
	50EX	318	P4-BAA	Acquired on 11 August, ex N771HM. Was also registered N871HM for a very short period in between.
	900B	126	N990WR	J & W Jet Sales LLC, re-registered from N3HB on 17 August.
	900B	147	N990JA	WRO LLC, re-registered from N195CR on 17 August.
	900EX	198	N198FJ	TVPX ARS, ex F-HROG and CS-DPF. Registered on 28 August.
	900EX	258	N248BT	Delsey LLC, ex VQ-BNH. Registered on 31 August.
	2000	175	N56GJ	AVN Air LLC, ex XA-AVE. Registered on 28 August.
	2000	101	N101VQ	TVPX ARS, ex M-ORAD. Registered on 30 August.
	2000LX	173	N255JE	Higher Cause LLC, registered on 29 August. Ex M-ALRV which was replaced by Global 5000 M-SETT
	2000LX	230	D-BAHB	MHS Aviation, ex F-HSAM which was cancelled on 22 August.
	2000LXS	334	LN-RTO	Registered in August, ex F-WWJX.
Global	Express	9033	M-YGJL	Ex N600AK, cancelled to the Isle of Man 8 September. Registered to Ansaki Aviation Two Ltd. 8 September.
	5000	9224	N989DM	Ex N989RJ, re-registered 24 August.
	XRS	9347	N101RE	Registered to Bombardier Aerospace Corp. 1 September. Ex HB-JFY.
	XRS	9423	9H-JSY	Ex G-RAAA, cancelled to Malta 19 September. Operator is Elitavia Malta.
	6000	9451	N668JS	Ex 9H-NGX. Registered to TVPX Aircraft Solutions Inc. 1 September.
	5000	9458	N499WR	The US marks were assigned 14 September. Ex 9H-GVA.
	6000	9519	N898MJ	Ex N700LS, re-registered 22 August.
	5000	9566	N504VJ	The US marks were assigned 19 September. Ex 9H-VTB.
	5000	9571	N505VJ	The US marks were assigned 19 September. Ex 9H-VTC.
	6000	9698	T7-CAM	Registered to MyJet Asia 29 August. Ex N405PM despite being shown as cancelled to the Isle of Man on USCAR.
	6000	9758	M-DSUN	Ex N758JF, cancelled to the Isle of Man 28 August. Registered to Splendiferous Global Ltd. 4 September.
	6000	9760	VP-CEJ	Tested as C-FNMC, cancelled to the Cayman Islands 6 September.
	6000	9761	VP-B	Ex N284JA, cancelled to Bermuda 22 September.
	6000	9763	9H-VTD	Tested as C-FNLH, cancelled to Malta 25 September. Arrived Luqa 28 September on delivery to Vista-Jet. Maltese marks require confirmation.
	6000	9766	M-IRAS	Tested as C-FNXK, cancelled to the Isle of Man 15 September. Registered to STC Jet Ltd. 20 September.
	6000	9772	N1886S	Ex N1226D, re-registered 1 September.
	6000	9775	N219BY	Registered to Bombardier Aerospace Corp. 22 September. Tested as C-FPSV.
	6000	9781	G-SALD	Registered to Esselco Aviation LLP 19 September. Operated by Gama Aviation. Tested as C-FRYZ.
	5000	9782	M-SETT	Registered to Lodging 2020 LP Inc. 6 September. Tested as C-FRYO. Arrived Ronaldsway 7 September on delivery.

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	5000	9786	N513DL	Registered to Bombardier Aerospace Corp. 18 September. tested as C-FSZO.
	6000	9787	SE-RMU	Tested as C-FSYV. Registered to SAAB AB 24 August.
	6000	9808	C-FVWR	Registered to Bombardier Inc. 5 September.
	6000	9809	C-FVYA	Registered to Bombardier Inc. 7 September.
	5000	9810	C-FVWD	Registered to Bombardier Inc. 18 September.
Gulfstream	III	370	N320MK	Ulric Acquisitions LLC, re-registered from N323MK on 16 August.
	IVSP	1401	N380CR	Rose Valley Leasing LLC, ex N300CR. Registered on 18 August.
	IVSP	1408	N401VR	QS Partners LLC, re-registered from N401QS on 17 August.
	G450	4295	T7-BRG	Jet4U Srl, ex N617XT. Noted Geneva 19 August.
	G550	5269	N809DA	TRT Equity Advisors LLC, ex B-8122. Registered on 22 August.
	G650	6253	N999HX	Bank of Utah, ex G-LLWW which was only registered for two months. Registered on 1 September.
	G650ER	6259	N302TR	Phenix Jet, ex N659GA. Registered on 30 August.
	G650	6263	N188W	Bank of Utah, ex N663GA. Registered on 30 August.
	G650	6264	N2PG	Procter & Gamble Co, ex N664GA. Registered on 16 August.
IAI	G100	143	OE-	Ex N174JF, cancelled (again) to Austria 6 September.
	G280	2013	N282EC	Ex OE-HPA, registered to EC Holdings 916 LLC 22 August.
Learjet	60	60-331	SP-DOM	Operator in Poland now known as Victoria Dom SA. Addition to Scramble 460 – Page 49.
	60	60-395	TC-KLC	Turkish Ministry of Health. Noted stored after overhaul at Nuremberg in August.
Raytheon	390	RB-131	OM-FWW	Operator in the Slovak Republic now known as Tatra Jet sro. Addition to Scramble 460 – Page 49.
	4000	RC-27	N3438F	New operator in the US now known as Five Rivers Aviation LLC. Addition to Scramble 460 – Page 49.

Bizprops



A classic type we don't feature very often is the Piper PA-42. This Cheyenne was operated by Air Alliance Express as D-ITWO for more than ten years before switching to Finow Air Service recently. (Antwerp, 23 August 2017, Walter Van Brempt)

Beech	B200GT	BY-102	9H-RWM	Former Inaer King Air EC-LIH became 9H-RWM and is operated by Air CM Global.
	B250	BY-278	G-IASB	Ex N278BY of AvCorp US Registrations LLC was recently sold to IAS Medical Ltd.
	B300	FL-423	TC-	Former N5RF of Bank of Utah was recently sold and delivered to a unknown operator in Turkey.
	B300	FL-489	TC-	Another Beechcraft, owned by the Bank of Utah was sold to an unknown operator in Turkey, this time ex N200VJ.
	B350i	FL-1037	SE-LXY	Ex N137KF of Textron Aviation Inc. is temporarily leased to Bromma Air Maintenance AB and was taken up into the Swedish register.
	C90GTi	LJ-1889	D-IDKH	Former N50GN of Steep Turn Inc. was sold to an unknown operator in Germany.
	C90GTx	LJ-1978	SX-	Former SP-IVA of Neo Business Liner & Ad Astra Executive Charter was sold to an unknown operator in Greece.
	U-21A	LM-34	F-GSIG	Ex OO-LAD of CICADE SA was sold to Aero Photo Europe Investigation in France.
Cessna	208B	1039	D-FOXI	Registered on 12 April, ex 5Y-GCA.
Partenavia	AP68TP-600TP	9002	T7-BMM	A rather late catchup is the former N902TP that became the T7-BMM in December 2014.
PC-12	/45	595	PH-VTK	Ex N212LT which was cancelled to the Netherlands 27 July. Dutch marks now known.
	/47E	1704	OO-PCM	Registered to European Aircraft Private Club 13 September. Tested as HB-FRT.
	/47E	1726	N726NG	Registered to Pilatus Business Aircraft Ltd. 21 August. tested as HB-FSO.
	/47E	1730	N730NG	Tested as HB-FSS. Registered to Pilatus Business Aircraft Ltd. 25 August.
	/47E	1732	N214GG	Registered to Pilatus Business Aircraft Ltd. 18 September. Tested as HB-FSU.
	/47E	1733	N33NX	Tested as HB-FSV. Registered to Pilatus Business Aircraft Ltd. 21 September.
	/47E	1734	N17NX	Tested as HB-FSW. Registered to Pilatus Business Aircraft Ltd. 24 August.
	/47E	1735	PH-BRA	Tested as HB-FSX. Noted at Budel-Kempen 16 September.
	/47E	1737	N702PC	Registered to Pilatus Business Aircraft Ltd. 1 September. Tested as HB-FSZ.
	/47E	1743	HB-FQF	Registered to Pilatus Flugzeugwerke AG 1 September.
	/47E	1744	HB-FQG	Registered to Pilatus Flugzeugwerke AG 24 August.
	/47E	1745	HB-FQH	Registered to Pilatus Flugzeugwerke AG 12 September.
	/47E	1746	HB-FQI	Registered to Pilatus Flugzeugwerke AG 1 September.

	/47E	1747	HB-FQJ	Registered to Pilatus Flugzeugwerke AG 12 September.
	/47E	1748	HB-FQK	Registered to Pilatus Flugzeugwerke AG 20 September.
	/47E	1749	HB-FQL	Registered to Pilatus Flugzeugwerke AG 20 September.
Piaggio	P180	1066	ES-KLT	Apparently registered in August, ex HB-LTN.
Piper	46-500TP	4697624	OY-JAC	Registered in August, ex N71082.
Rockwell	690B	11482	PH-FMI	Only the second ever (!) Rockwell Commander was registered in the Netherlands on 4 August. The first one was a Commander 700 registered as PH-ZUS. This Commander 690B is ex OH-FMI.

Soviet Updates

Go to the Soviet Transports database at the Scramble website for full known histories, including additional info on crashes, colour schemes etc. etc.. To get the most from this extensive (more than 220.000 records) database consider using the advanced search options. Near the bottom of the same page on the Soviet Transport database on the Scramble site there

AK1-3	0081	SP-YHA	rgd	21aug17	
AK1-3	0086	SP-YHC	rgd	05sep17	
An-2T	1 55 473 12	CCCP-23804	dbr	12sep59	caught fire during refuelling in Kazakhstan
An-2	1 57 473 15	"03" yellow	photo	2017	fuselage only seen Tomsk-Golovina in the woods
An-2	1 59(473)20	"6"	mfd	1956	code probably yellow; c/n painted on fin as 15920
An-2SKh	1 63 473 06	CCCP-L2620	dbr	26jun58	on a forced landing in the Kemerovo Region
An-2SKh	1 63 473 07	CCCP-L3700(1)	dbr	20aug56	forced landed because of engine failure
An-2	1 71 473 11	"02" yellow		2001/02	basic 'polar' AFL c/s with 'DOSAAF' titles; wfu at SCO
An-2P	1 93(473)19	YV2195	DAM	04SEP17	flipped jover on landing at La Paragua Airport, dbr ?
An-2T	1 96 473 10	CCCP-70981	dbr	02sep59	collided with An-2T CCCP-02136 and forced landed
An-2T	1119 473 12	CCCP-02136	dbr	02sep59	collided with An-2T CCCP-70981 and forced landed
An-2	1G29-02	RF-90520	lva	19aug17	carried code "04" yellow
An-2R	1G94-25	RF-90549	lva	19aug17	carried code "24" yellow
An-2V	1G113-10	RA-35171	w/o	02sep17	crashed Chernoye 02sep17 during an airshow
An-2P	1G114-36	HA-MAG	f/n	28aug17	Kaposvar-Kaposújlak active so is now rebuilt
An-2R	1G136-48	CCCP-70122	trf	04mar94	canx between 04aug17/13sep17
An-2P	1G149-01	LZ-ACM	f/n	13sep17	at Erden, small 'EUROINS' logo on port side
An-2R	1G161-08	HA-MBC	f/n	28aug17	active, so rebuilt after its mishap 21jun08
An-2R	1G165-48	YL-LEF	rgd	22oct92	canx 29jun93; not c/n 1G212-17 as always thought
		251	Lmb	30jul98	so not c/n 1G212-17
		YL-LEF	l/n	aug17	fading paint clearly showing this is ex CCCP-19734
An-2TP	1G170-56	OM-EBP	rgd	aug17	ex EW-472CD
An-2TP	1G176-31	N122AN	rgd	20dec10	canx 07sep17 as CofR expired
An-2R	1G195-34	YV2664	dam	05sep17	at Playa Linda, one passenger reportedly killed
An-2R	1G202-53	UP-A0336	BXJ	16may17	active in cream c/s, no titles; ex CCCP-17733
An-2R	1G212-17	YL-LED	l/n	04sep03	derelect; no longer present mar06
An-2R	1G213-16	LZ-1225	SZR	mar91	
An-2R	1G218-23	RA-33036	dam	26aug17	in an accident 75 km from Yeniseisk whilst opb 'Fenix'
		Vertol Systems Company			
		blue/white c/s			
		OO 'APLK'			
		Cesis Aeroklubs			
		Bulair Service			
		UralSpetsAvia			



Originally registered to Aeroflot's Northern division in 1970, this An-2P has been moved around Hungary as HA-MAG since the early nineties. It received a 'The John Bull Pub' outfit and a new Certificate of Airworthiness in 2003 but ended up in a museum close to Tököl nonetheless. Eventually, it was rebuilt at Kaposvar and seen as such on 4 September 2017 by Erwin Alexander.

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Joop de Groot and company caught Turbolet OK-JPZ landing from its first flight on 14 September 2017, at the factory airfield of Kunovice. The L-410UVP-E20 is the current production version of this commuter, featuring a partly glass cockpit as well as retaining certain bush plane capacities like STOL on unpaved runways. Chabarovskie Avialinii will be taking delivery of this one.

An-2	1G238-50	RA-02273	Polet	VOZ	26aug17	
TR-301	0101 ?	RA-40462	Lemaks	dam	02sep17	in a forced landing in the Sverdlovsk region
An-2	---	RF-90442	Russian Air Force	Iva	19aug17	coded "03" yellow
An-2	---	RF-90579	Russian Air Force	Rzd	jun16	coded "31" yellow
An-2	---	FAR-953	Cuban Air Force		photo	after an accident at the San Julian Aviation School
An-2	---	ST-AUQ	all white, n/t	photo	2017	blown upside down, probably by some storm, and dbr
An-2	---	ST-AUT	all white, n/t	photo	2017	blown upside down, probably by some storm, and dbr
An-12BP	5 34 35 10	EW-485TI	Ruby Star	MSQ	08sep17	no titles; c/n from operator; ex UR-CGX
An-12BK	8 34 61 04	EW-469TI	Grodno Aircompany	photo	2017	1st recorded in Antonov list dated 10aug16; ex EY-415
An-12BK	00 34 74 10	RA-12195	Moskoviya	I/n	early17	canx between 04jul17 and 04aug17; sold to SibNIA
An-24RV	2 73 080 08	RA-46480	Aeroflot c/s, n/t	HTA	31oct07	canx between 04aug17 and 13sep17
An-24RV	4 73 099 10	UP-AN417	Southern Sky	ALA	09may17	I/n ALA 16aug17
An-24RV	5 73 103 06	RA-47306	KrasAvia	Kjc	16aug10	I/n EIE aug17, wfu with rudder missing
An-26	45 04	not known	Russian Air Force		12dec16	c/n only mentioned in a document
An-26	54 02 ?	RF-46854	Russian Navy	photo	jun17	coded "11" yellow and reported based at Severomorsk
An-26	61 10	not known	Russian Air Force		12dec16	only mentioned in a document
An-26	64 09	not known	Russian Air Force		12dec16	only mentioned in a document
An-26	65 05	not known	Russian Air Force		12dec16	only mentioned in a document
An-26-100	80 08	RA-26660	Polyarnyye Avialinii	dbr	11oct16	canx between 04aug17 and 13sep17
An-26	94 07	RF-36005	Russian Air Force	ARH	10sep16	coded "03" red
An-26B-100	120 03	RA-26105	IrAero	KHV	20aug17	no titles of logo, blue tail; operator from jetphotos.com
An-26B	121 02	EK-26006(1)	Skiva Air	w/o	28aug17	Maban airstrip, overshoot and was destroyed by fire
An-26B	128 08	UP-AN610	KazAirTrans	JUB	18aug17	a/w with blue titles; c/n from Kazakh CAA; ex S9-TMP
An-26B	140 03	9S-AFL	Services Air	w/o	10sep17	overran Goma when landed after an engine failure
An-26	---	RF-36143	Russian Air Force	ZIA	24jul17	coded "46"; I/n 28aug17, location unknown
An-28	1AJ 007-14	UP-A2807	East Wing	ALA	13jul17	c/n checked
An-30	05 02	RA-30024	Polet	VOZ	10may15	canx between 04aug17 and 13sep17
An-30	09 10	RA-30048	Polet	VOZ	26aug17	canx between 04aug17 and 13sep17
An-32RE	08 08	KA2742	Indian Air Force	BOM	05sep17	serial painted as KA with 2742 underneath
An-32A	21 03	EW-262TK	Grodno Avia Company	photo	sep17	in Afghanistan; Grodno titles & Neway Logistics sticker
An-72S	365720 70 678	RF-72930	Russian Air Force	CKL	13aug17	grey c/s, n/t, flag on tail; red, white and blue cheatline
An-74T-100	365470 95 900	RA-74008(1)	Gazpromavia	OSF	18aug16	canx between 04aug17 and 13sep17
An-72	---	RF-95691	Russian Air Force	URS	15sep17	all grey, small titles
An-148-100	27015042031 ?	RA-61731	Russian Air Force	ff	13sep17	opb 800 AvB at CKL; in basic Rossiya c/s with
Il-76MD	00334 49434	RF-76572	Russian Air Force	Sty	22aug17	ex RA-76572
Il-76/976	00634 65965	76452	LII Zhukovski	ZIA	aug17	in bare metal c/s and rotor dome removed
Il-76TD	00934 91754	EW-78799	United Nations	JUB	22aug17	undershot the runway and diverted to Entebbe and on landing its main undercarriage collapsed
Il-76MD	10034 05172	RF-76829	Russian MVD	Sty	22aug17	opb 70 osap on at Yermolino; ex RA-76829
Il-76TD	---	21142	Chinese Air Force	NAY	14aug17	version not confirmed
KJ2000	---	30571	Chinese Air Force	photo	2017	
Ka-32T	5701	UR-CIW	BNBP	SZB	29aug17	
Ka-32T	8906	UR-CIO	BNBP	SZB	29aug17	also carries 'Nolfin' titles
Ka-32A11BC	52332401 9828	B-70UY	White Colar Gen Aviation	rgd	28aug17	ex PR-HCG
Ka-52	35382613007 ?	RF-90392	Russian Air Force	Pus	04jun17	coded "80" red; I/n Samara 10sep17
Ka-52	---	RF-13406	Russian Air Force	Khb	jul17	coded "19" blue"
Ka-52	---	RF-13410	Russian Air Force	Vob	12jun17	coded "75" red

Ka-52	---	RF-13411	Russian Air Force	Roc	03sep17	coded "76" red
Ka-52	---	RF-13412	Russian Air Force	photo	jun17	coded "77" red
Ka-52	---	RF-13415	Russian Air Force	photo	jun17	coded "80" red
Ka-52	---	RF-13416	Russian Air Force	photo	jun17	coded "81" red
Ka-52	---	RF-90654	Russian Air Force	photo	jul17	coded "05" yellow
Ka-52	---	RF-90658	Russian Air Force	photo	27aug17	at Uglovoye; coded "23" yellow
Ka-52	---	RF-90679	Russian Air Force	photo	jul17	coded "16" blue
Ka-52	---	RF-90680	Russian Air Force	photo	aug17	coded "17" blue
Ansat-GMSU	33 077	RA-20009	RVS	rgd	04aug17	Russkiye Vertolyotnyye Sistemy; ambulance helicopter
L-410UVP	82 08 37	9S-GEO	Kin Avia	trf	jun16	ex 9Q-CEO
L-410UVP-E20	90 25 27	TI-BGQ	all white, n/t	SJO	17sep17	
L-410UVP-E20	91 25 30	TI-BGP	all white, n/t	SJO	17sep17	
L-410UVP-E20	31 06	OK-JPW	Aircraft Industries	rgd	27apr17	
L-410UVP-E20	31 07	OK-JPZ	Aircraft Industries	rgd	07sep17	f/f 14sep17 in full Khabarovsk Avia c/s with titles
L-410UVP-E3	---	RF-67751	Russian Air Force	Kts	23feb17	code not visible; in standard AFL c/s, 'VVS Rossii' titles
L-410UVP-E3	---	RF-94606	Russian Air Force	Kts	23feb17	code not visible; in standard AFL c/s, 'VVS Rossii' titles
L-410UVP-E3	---	RF-94621	Russian Air Force	Kts	23feb17	coded "96" red; in standard AFL c/s, 'VVS Rossii' titles
L-410UVP-E3	---	RF-94630	Russian Air Force	Kts	23feb17	coded "77" red; in standard AFL c/s, 'VVS Rossii' titles
L-410UVP-E3	---	RF-94640	Russian Air Force	Kts	23feb17	code not visible; in standard AFL c/s, 'VVS Rossii' titles
L-410UVP-E3	---	RF-94648	Russian Air Force	photo	jun17	with 'VVS Rossii' titles and Russian stars
L-410UVP-E3	---	RF-94652	Russian Air Force	Kts	23feb17	code not visible; in standard AFL c/s, 'VVS Rossii' titles
Mi-2	51 4424 095	UR-MSG	Motor-Sich	rgd	10oct10	f/n, active, Kharkov-Korotich 02sep17 in camo c/s, n/t
Mi-2	54 6702 050	RA-2248	privately owned	photo	15sep17	at Pont-sur-Yonne (France); fake registration;
Mi-2	51 7023 031	7023	Libyan Air Force		06jul17	first flew this date after overhaul
Mi-2	53 7201 071	SP-EAS		rgd	23aug17	ex R-15 Hungarian Police
Mi-2	54 7842 102	no reg	DOSAAF Rossii	photo	29apr17	preserved in front of the DOSAAF building at Penza
Mi-2	54 7926 112	UR-BWB	Special	photo	19aug17	active at Kolmyia with large 'Special' titles
Mi-2	54 7950 122	СССР-15677(2)	Aeroflot	VVO	31aug17	preserved in fake colours on the Avialift apron
Mi-2	54 9434 105	"05" blue	Ukraine Air Force	Plw	20apr17	
Mi-2	54 9532 125	RA-1149	privately owned	photo	15sep17	at Pont-sur-Yonne (France); fake registration
Mi-2	5410110 017	RA-15639(1)	Barkol	rgd	25jun09	canx between 04aug17 and 13sep17
Mi-2	5210617 058	RA-15759(2)	Ozernovski RKZ 55	dam	02sep16	canx between 04aug17 and 13sep17
Mi-4	---	44	Cuban Air Force	photo		
Mi-8T	82 63	"41" yellow	FSB	photo	02sep17	wreck sat at Mys Kamenny, was dbr in 2013
Mi-8PS-11	87 05	RA-27100	Yeltsovka	Ovm	06aug17	l/n Severnoye 08aug17
Mi-8T	9 82 06781	UP-MI845	KazAviaSpas		2014	ex UN-25358
Mi-8MGA	9 84 17011	RF-90802	Russian Air Force	Eng	aug17	coded "114" yellow
Mi-8T	9 85 22041	RA-24516	Avia-Sibir	dam	16oct15	on landing at Stolbovoye when came down hard
Mi-8	9 83 48371 ?	СССР-20432	Aeroflot	VVO	27aug17	preserved in fake colours on the Avialift apron
Mi-9	9 86 56358	"68" red	Ukrainian MVS	KHE	27apr17	
Mi-8MTV-1	9 3449	UP-MI860	Burundaiavia	BXJ	03jul16	sold to E.R. Troika Ltd. in 2016; c/n now known
Mi-8MT	9 3717	RF-90650	Russian Air Force	Kub	12sep16	coded "323" yellow; c/n now known
Mi-8MTV-1	9 3823	OB-1760	HeliSur	rgd	26apr11	Helicópteros del Sur SA; canx 27jun17
Mi-8MTV-2	9 5323	RF-34255	Russian MVD/VV	Kts	23feb17	coded "59" yellow
Mi-8MTV-2	9 5555	RF-93125	Russian Air Force	Tzk	10jun17	coded "79" yellow; c/n now known
Mi-8MTSh-3	9 5667	RF-90400	Russian Air Force	Eng	12nov16	special equipment removed; coded "532" white
Mi-8MTV-2	9 6133	RF-90948	Russian Air Force	Iva	19aug17	code changed to "62" yellow,
Mi-8MTV-1	9 6184	UP-MI815	Burundaiavia	BXJ	02may15	sold to E.R. Troika Ltd. in 2016; c/n now known
Mi-8MTV-2	9 6233	RF-93627	Russian Air Force	Eng	12nov16	demodified in 2016; coded "306" white
Mi-8MTV-2	9 6235	RF-93628	Russian Air Force	Eng	12nov16	demodified in 2016; coded "334" white
Mi-8MTV-5	9 7243 ?	RF-24763	Russian Air Force	photo	19aug17	c/n not confirmed; coded "59" white
Mi-8MTPR-1	9 7264	RF-61424	Russian Air Force	Roc	03sep17	coded "64" blue
Mi-8MTV-1	9 7386	RA-22777(2)	not known	rgd	23aug17	
Mi-8MTV-1	9 7388	RF-32833	MChS Rossii	h/o	08dec16	opb ASTs YuRTs
Mi-8MTV-1	9 7411	RA-22675(2)	Yamal	rgd	16aug17	in full c/s; was already f/n PEE 09aug17
Mi-8MTV-1	9 7412	RA-22677(2)	not known	rgd	16aug17	
Mi-8MTV-5	9 7417	RF-04446	Russian Air Force	OVB	sep17	coded "08" yellow
Mi-8MTV-5	9 7421	RF-04450	Russian Air Force	Chh	05aug17	coded "12" yellow
Mi-171	59489617588 ?	58620	Pakistan Army	w/o	08may15	tail rotor hit a building belonging to an Army school
Mi-171Sh	59489619359	SM-95	Algerian Air Force	DJG	22nov09	photo in Russia mid 2017 shows last 5 digits of its c/n
Mi-8AMT	AMTS00643147416U	RF-95607	Russian Air Force	OVB	mar17	coded "416" blue; l/n OVB may17
Mi-8AMT	8AMT00643167517U	RF-31141	MChS Rossii	mfd	29nov16	h/o 30nov16; opb Krasnoyarski KASTs
Mi-8AMT	AMTS00643157579U	RF-91899	Russian MVD/VV	Moz	11aug17	
Mi-8AMTSh	---	RF-04412	Russian Air Force	CKL	08aug17	Mi-8AMTSh-1; did not carry a code; l/n CKL 04sep17
Mi-8MTV-5	---	RF-04442	Russian Air Force	Chh	05aug17	Mi-8MTV-5-1; coded "27" yellow
Mi-8MTV-5	---	RF-24758	Russian Air Force	photo	jul16	Mi-8MTV-5-1; coded "38" white; l/n aug16
Mi-8MTV-5	---	RF-24760	Russian Air Force	photo	feb17	Mi-8MTV-5-1; coded "40" white;
Mi-8AMTSh	---	RF-24767	Russian Air Force	photo	apr17	coded "56" red
Mi-8AMTSh	---	RF-24770	Russian Air Force	photo	feb17	coded "59" red
Mi-8AMTSh	---	RF-24769	Russian Air Force	Roc	03sep17	coded "58" red
Mi-8AMTSh	---	RF-29177	FSB	EGO	24aug17	with 'dolphin' nose and clam-shell doors
Mi-8MTV-5	---	RF-90396	Russian Air Force	Kub	19may17	Mi-8MTV-5-1; coded "44" red
Mi-8MT	---	RF-90410	Russian Air Force	photo	jul17	coded "338" white; l/n Kubinka 22aug17
Mi-8AMTSh	---	RF-90666	Russian Air Force	IKT	20aug17	coded "54" red; in "Aviadarts-2017" exercise in China
Mi-8AMTSh	---	RF-90667	Russian Air Force	IKT	20aug17	coded "57" red; in "Aviadarts-2017" exercise in China
Mi-8AMTSh	---	RF-90668	Russian Air Force	photo	aug17	coded "58" red; in "Aviadarts-2017" exercise in China
Mi-8MTV-5	---	RF-91141	Russian Air Force	Azp	aug17	Mi-8MTV-5-1; coded "73" blue"

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An-28 UP-A2807 was cancelled as Region Avia's RA-28900 at some time between last December and early March 2017. On 3 March it was first noted at Almaty with its current registration, still in the previous operators' colours. The tie-up for construction number 1AJ007-14 has meanwhile been confirmed by Antonov and the current operator is obviously East Wing. (Almaty, 13 July 2017, Andre Alders)

Mi-8MTV-5	---	RF-91146	Russian Air Force	Roc	03jun17	Mi-8MTV-5-1; coded "69" blue
Mi-8AMTSh	---	RF-91187	Russian Air Force	Roc	02jun17	coded "92" blue
Mi-8AMTSh	---	RF-95058	Russian Air Force	photo	01apr13	at Khankala ; coded "51" red
Mi-171Sh	---	H-643	Angolan Air Force	photo	2017	
Mi-171E	---	LH92766	Chinese Army	JZH	09aug17	opb 77th Brigade apr17) at Chengdu
Mi-171E	---	LH92778	Chinese Army	JZH	09aug17	opb 77th Brigade apr17) at Chengdu
Mi-171E	---	LH92786	Chinese Army	JZH	09aug17	opb 77th Brigade apr17) at Chengdu
Mi-171E	---	LH92791	Chinese Army	JZH	09aug17	opb 77th Brigade apr17) at Chengdu
Mi-8T	---	1454	Egyptian Air Force	photo	2017	1st of 41 Mi-8T to be overhauled at Umrah MRO facility
Mi-8MT	---	GBP-10002	Georgian Border Police	dam	27aug17	on a fire-fighting mission in the Borzhomi Gorge
Mi-17V-5	---	ZP5183	Indian Air Force	BOM	22aug17	
Mi-8T	---	UP-MI823	Euro-Asia Air	w/o	24nov12	on a patrol flight along Atasu-Alashankou oil pipeline
Mi-8T	---	UP-MI830	Euro-Asia Air	w/o	07sep16	banked the left while hovering after t/o and crashed
Mi-8	---	ST-PRI	Sudan Government	KRT	06mar17	engineless with rectangular windows
Mi-17-1V	792M01	J-1701	Turkish Jandarma	photo	jun16	at Güvercinlik in red/blue/white "VIP" c/s
Mi-17-1V	792M04	J-1704	Turkish Jandarma	photo	jun16	at Güvercinlik
Mi-17-1V	792M13	J-1713	Turkish Jandarma	photo	jun16	at Güvercinlik
Mi-17	201M07	VN-8410	Vietnam Helicopters	photo	11sep17	at Vungtau
Mi-17	223M43	VN-8406	Vietnam Helicopters	photo	11sep17	at Vungtau
Mi-172	704C07	VN-8426	Vietnam Helicopters	photo	11sep17	at Vungtau
Mi-172	---	VN-8424	Vietnam Helicopters	photo	11sep17	at Vungtau
Mi-24P	3532434216904	"27" yellow	Russian Air Force	photo	13aug17	ex RA-16904
Mi-24V	3532422218478	"06" white	Russian Air Force	photo	20aug17	preserved at Pugachov
Mi-24P	3532433623628	RF-93545	Russian Air Force	photo	23nov15	coded "09" red; l/n may17; c/n now known
Mi-24P	3532431825267	RF-93082	Russian Air Force	photo	06jun13	coded "11" yellow; c/n now known
Mi-35M	34075817166	RF-13383	Russian Air Force	Kub	19apr17	coded "83" white; c/n checked ZIA 22jul17
Mi-24V	730 833	6W-HCD	Senegal Air Force	LCJ	24jul17	overhauled by WZL-1 at Łódź; c/n now known
Mi-35M	---	RF-13023	Russian Air Force	photo	18apr17	coded "27" blue
Mi-35M	---	RF-13035	Russian Air Force	photo	aug17	at Kadamovski; coded "111" blue
Mi-35M	---	RF-13373	Russian Air Force	photo	16sep17	at Deir ez-Zor; coded "34" red
Mi-24	---	DA-50	Algerian Air Force	photo	jun17	preserved at Birskia with this fake resial
Mi-24VP	---	RF-34206	Russian Navy	photo	jun17	coded "33" red
Mi-26T2	---	06816	Rostvertol	MLA	01sep17	on delivery to the Algerian Air Force
Mi-26T2	---	06817	Rostvertol	MLA	01sep17	on delivery to the Algerian Air Force
Mi-28N	34012843403	RF-95345	Russian Air Force	Kub	17aug17	coded "71" white; registration used on a Mi-8AMTSh at the same time !
Mi-28N	---	RF-91391	Russian Air Force	Kub	27aug17	coded "40" blue
Mi-28N	---	RF-95576	Russian Air Force	Kub	27aug17	coded "41" blue
Mi-28N	---	RF-13638	Russian Air Force	photo	aug17	at Kadamovski; coded "209" blue
Mi-28NE	---	SC-16	Algerian Air Force	photo	aug17	based at Ain Oussera
Mi-28NE	---	SC-28	Algerian Air Force	photo	<oct17	
RRJ-95LR	95 070	RA-89036	Azimuth	ROV	sep17	
RRJ-95B	95 130	89088	primer	Kxy	20sep17	
RRJ-95B	95 137	89099	Aeroflot	ZIA	12sep17	in full c/s named 'K. Kuliev'
RRJ-95B	95 140	89090	primer	f/f	30aug17	ferried via OVB to ULY 11sep17

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RRJ-95B	95 141	89102	primer	f/f	08sep17	
RRJ-95B	95 142	89103	primer	f/f	15sep17	ferried via OVB to ULY 21sep17
RRJ-95LR	95 143	89091	primer	f/f	25sep17	
Tu-16LL	8 2 041 05	"05" blue	LII im. Gromova	f/n	28aug17	preserved in a museum in the Sverdlovsk region
Tu-22M3	---	RF-34110	Russian Air Force	Kzp	jan17	coded "49" red
Tu-22M3	---	RF-94147	Russian Air Force	Shk	nov16	coded "41" red
Tu-22M3	---	RF-94233	Russian Air Force	dbr	14sep17	coded "20" red; overshot on landing at Shaikovka
Tu-95MS	28561	RF-94170	Russian Air Force	Sae	29apr16	coded "28" red; l/n over Sevastopol 05aug16
Tu-95MS	---	RF-94202	Russian Air Force	Rzd	dec16	coded "60" red; l/n ZIA aug17
Tu-142MZ	1 60 45 95	RF-34097	Russian Navy	Mok	dec16	coded "63" black; c/n now known
Tu-134A	3 35 20 03	RA-65973	Tatarstan	KZN	2016	broken up
Tu-134A-3	49500	RA-65045	Kolavia	OSF	aug16	canx between 04aug17 and 13sep17
Tu-134A-3	49825	RA-65052	Turukhan	KJA	16sep17	broken up
Tu-134A-3	60090	RA-65083	Turukhan	KJA	16sep17	broken up
Tu-134A-3	63245	RA-65977	Katekavia	KJA	16sep17	broken up
Tu-154M	88A791	RF-85136(2)	Russian Air Force	CKL	13sep17	blue tail, red, white and blue cheatline, no titles
Tu-154M	93A956	RA-85774	Gazpromavia	ULV	19aug17	canx between 04aug17 and 13sep17
Tu-204	145074 4 3 64014	RA-64014	Rossiya	ULY	19aug17	canx between 04aug17 and 13sep17
Tu-204-100	145074 .. 64056	RA-64056	OAK	f/f	11aug17	l/n Ulyanovsk-Vostochny 15aug17
Yak-40	9 33 13 29	UP-Y4035	East Wing		apr16	dumped in the Almaty district, c/n confirmed by CAA
Yak-40	9 42 01 35	RA-87425	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 43 20 35	RA-87443	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 44 03 38	OM-BYE	Slovak Government		dec16	preserved at the Aviation Museum; l/n 22aug17
Yak-40	9 44 04 38	RA-87476	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 44 05 38	RA-87477	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 52 01 41	RA-87519	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 54 18 45	RA-87495	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40	9 63 18 49	RA-88212	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40K	9 73 04 55	RA-87915	Tuva Airlines	KYZ	may17	being scrapped; gone by aug17
Yak-40K	9 74 13 56	RA-21500	no titles	BKA	aug17	broken up
Yak-40K	9 83 02 58	YK-SQE	Syrianair	photo	2013	c/n not confirmed but more than likely; ex YK-AQE
Yak-40	9 02 15 60	047	Polish Air Force		may17	in the Muzeum Obrony Przeciwlotniczej, Koszalin, being re-assembled
Yak-42	452042 45 05 128	RA-42331	Kuban Airlines	KZN	2016	broken up
Yak-42D	452042 37 08 311	RA-42346	Elbrus Avia	BKA	aug17	broken up
Yak-42	452042 28 11 408	RA-42357	Aviali.Tatarstana	KZN	2016	broken up
Yak-42D	452042 48 14 047	T9-ABH	Dardan Air	BSL	27jul01	c/n confirmed; ex and to UR-42366
Yak-42D	452042 29 14 225	RA-42371	Elbrus-Avia	BKA	aug17	broken up
Yak-42D	452042 32 19 118	RA-42418	Turukhan	NNM	19sep17	all white, no titles; operator from RP
CJ6A	5 320 21	N522FP	Bird Aviation Museum	rgd	23aug17	ex C-FOTJ
CJ6A	28 512 17	N43109	Eddy J. Delancey	rgd	unknown	c/n still quoted as being 2732012 ; ex N62YK
MA60	09 01	TJX-SE	Camair-Co	KMG	23mar15	leased from Section Liaison Air Yaoundé
MA60		TJ-QDB	Camair-Co	rgd	2015	named 'The Mantung'; c/n reported by Air Britain
H6A	---	20210	Chinese Air Force	photo	aug17	preserved in the Military Museum of the Chinese People's Revolution
Y8G	---	30019	Chinese Air Force	photo	2017	ECM aircraft, designation not confirmed
KJ200	---	30672	Chinese Air Force	photo	21sep17	Y8 'Balanced Beam' Elint version
Y8T	---	30876	Chinese Air Force	photo	2017	in bluish grey c/s with white undersides, red code
Y9	---	10052	Chinese Air Force	photo	aug17	
Y9	---	10055	Chinese Air Force	JZH	09aug17	
Y12-IV	002	B-3826	China FI Dragon Aviation	CIF	19may01	canx between 03/13aug17
Y12E	093	B-0ACC	Mali Air Force	TSN	02sep17	in desert camo with 'Armee de l'air' titles
Y12E	095	TZ-WAA	Mali Air Force	MLA	18sep17	c/n checked; c/s as above; to become TZ-21T
Y12E	095	B-0ACD	Mali Air Force	TSN	02sep17	in desert camo with 'Armee de l'air' titles
Y12E	095	TZ-WAB	Mali Air Force	MLA	18sep17	c/n checked; c/s as above; to become TZ-22T
Y12-II	---	EP-PUI	Pouya Air	photo	13sep17	at Kalaleh, Iran, doing parajump flights

PH register

Newly registered aircraft:

PH-ATD	ATR72-212A	1360	09728	28aug17	Ex F-WWEU, F-WTDB.
PH-ATE	ATR72-212A	1367	09729	28aug17	Ex F-WWED, F-WTDF.
PH-CCP	Mooney M20J	24-0345	09698	10aug17	
PH-CVE	Dyn'Aéro S MCR Club	291	09655	31jul17	
PH-EUB	Eurocopter EC155B1	6802	09651	11jul17	Heli Holland. Ex F-HHSB, PH-EUB.
PH-EXP	Embraer 170-200STD	17000678	09654	24jul17	KLM Cityhopper. Ex PR-ECY.
PH-FMI	Rockwell RC690B	11482	09687	04aug17	
PH-IGA	Cessna F172N	F17201647	09748	31aug17	
PH-IGS	Cameron A-300	11128	09709	15aug17	Ex D-OIGS.
PH-IVR	Fire Balloons G34/24	1708	09688	04aug17	Kurstjens Ballonsport, Montfort.
PH-JDE	Schweizer 269C-1	277	09653	19jul17	Ex D-HELM, F-GNOP, N86G.
PH-JVS	Ultramagic N-300	300/69	09707	11aug17	Ballonvaartcentrum Van Manen, Barneveld.
PH-MVA	Thunder & Colt 105A	12116	09720	17aug17	Aerostat Ballonvaarten, Moordrecht.
PH-VTK	Pilatus PC-12/45	595	06957	31jul17	Ex N212LT, HB-FRG.
PH-WAM	Cessna T206H	T20608107	09632	06jul17	
PH-4Q6	Tecnam P92 Echo Super	1011	09661	01aug17	
PH-4Q8	Magnaghi M24 Orion	24170684	09652	17jul17	

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Change of ownership:

PH-DYX	Robin DR400/140B	2674	08487	02aug17
PH-EAM	Cessna F172N	F17201602	02602	02aug17
PH-HDB	Cameron N-105	4610	05744	14jul17
PH-JSH	Cameron N-105	4383	05611	18aug17
PH-KZA	Fokker 70	11567	05154	06jul17
PH-KZC	Fokker 70	11566	05177	26jul17
PH-KZD	Fokker 70	11582	05316	06jul17
PH-LAW	Cessna T310R	310R-0096	03697	13jul17
PH-LAW	Cessna T310R	310R-0096	03697	24jul17
PH-LDS	Cessna F172M	F17201440	08773	02aug17
PH-TYD	Piper PA-28-140	28-7325421	07287	31aug17
PH-WOU	Piper PA-28-181	28-8190243	07332	06jul17
PH-2Y3	Comco Fox-C22C	9612-3721	20466	06jul17
PH-2Y3	Comco Fox-C22C	9612-3721	20466	30aug17
PH-7Y2	Nirvana Instinct	1353	08227	29aug17
PH-8E2	FlyProducts Xenit Plus	M3 356	08043	27jul17
PH-8V6	FreshBreez Bulli-X	945	20947	11aug17
PH-453	Schleicher ASK-13	13530	02353	23aug17
PH-1526	Grob G-102 Astir CS	4003	08187	30aug17

Cancelled from register:

PH-AQH	Fokker 100	11427	09386	28jul17	To 5B-DDE.
PH-BFA	Boeing 747-406	23999	03925	24jul17	Wfu.
PH-BFE	Boeing 747-406 SCD	24201	04018	01aug17	Wfu.
PH-BFP	Boeing 747-406 SCD	26374	04750	10jul17	Wfu.
PH-CVV	Robinson R22 Beta	3975	06814	02aug17	To Italy.
PH-DBV	Thunder AX9-120 Srs2	2209	04534	27jul17	Over a year without valid CofA.
PH-EDP	Kubicek BB.26E	859	07738	04jul17	To Poland.
PH-EEL	Cameron O-90	3356	06256	27jul17	Over a year without valid CofA.
PH-GVH	Lancair Super ES-DD	206	07513	03aug17	To Canada.
PH-KBX	Fokker 70	11547	05082	10aug17	To VH-KBX.
PH-MIK	Cessna T182T	T18208662	08169	28aug17	To G-VONY.
PH-NHN	Lindstrand LBL-210A	763	06058	26jul17	Over a year without valid CofA.
PH-REG	Kubicek BB.42Z	427	06886	13jul17	To Denmark.
PH-WJB	Ultramagic M-105	105/29	05057	18aug17	To South Africa.
PH-WNG	Cameron N-105	4385	07533	21aug17	To France.
PH-8V8	FreshBreez XCitor	143	20946	21aug17	To Germany.
PH-577	Rolladen-Schneider LS-3	3138	02528	27jul17	Over a year without valid CofA.
PH-830	Glaser-Dirks DG-300	3E275	03756	21aug17	To Germany.
PH-1002	Schleicher Ka-2B	79/55	07542	24aug17	Over a year without valid CofA.

Additions, corrections and news:

PH-FMI	Rockwell RC690B	Ex OH-FMI. N95590, OH-FMI, N95590, G-CECN, HS-TFG, N745T, N4224U, YV-212CP, N81805.
PH-IVR	Fire Balloons G34/24	"IVARO steenhandel" advertisement.
PH-JVS	Ultramagic N-300	"Van Manen WoonThemaCentrum" advertisement.
PH-MVA	Thunder & Colt 105A	"Luchtballon.com" advertisement.

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



New in the Dutch register is this PC-12 PH-VTK. The aircraft was registered in The Netherlands late July. The aircraft was manufactured in 2004 and was registered in the US as N212LT between December 2004 and July 2017. (Genk-Zwartberg, 1 September 2017, Toon Cox)



Or you can do your utmost to get the colours and markings of your aircraft correct to every detail, or you just paint it in the colours you like personally, as they have done at Ostrava with MiG-21U-600 0816. (17 September 2017, Arnold ten Pas)

The Netherlands

Bentveld
ZE396 BAe125 CC3 stored **257211** sep17
The aircraft is at the Groot Bentveld estate (N52.36152, E4.56996) and will be used for an art object.

Teuge
B-78 Bo105CB4 restoration **S.278** aug17
The aircraft arrived on 23 August at AMN (Aircraft Maintenance Netherlands) for restoration. It will not be made airworthy, but will be used for events and fairs. It was last noted at Neuhausen ob Eck.

Austria

Aigen im Ennstal
3E-KG Alouette 3 stored **1461** sep17
3E-KJ Alouette 3 stored **1564** sep17
These are the first two Alouettes which are taken out of service due to budget cuts. Also still here for spare parts are Swiss Alouette 3s V-265, V-266 and V-278.

Belgium

Zomergem
(TJX-BR) SA342L stored, ex Cameroun **1873** sep17
(TJX-BG) SA342L stored, ex Cameroun **1897** sep17
(3X-GVD) SA342L stored, ex Guinea **1441** sep17
All three Gazelles are stripped and unmarked at the local heliport. Note that this is a private heliport, with prior permission visits only.

Bulgaria

Ribaritsa
29 MiG-21UM preserved **516999377** aug17
The MiG-21 has joined L-29 55 at the military hotel.

Czech Republic

Libořezy
9804 MiG-21MF preserved **969804** aug17
The former Přelouč MiG arrived in August for outside display at this small village (N49.02598, E14.93346).

Milovice
8750 Mi-2 preserved, ex Písek aug17
0102? Mi-24 preserved aug17
9333 MiG-21UM preserved, ex Přelouč aug17
All three are with the tankodrom (www.tankodrommilovice.cz, N50.24894, E14.84910). The identity of the Mi-24 needs confirmation.

Denmark

Karup
166407/407 MH-60R instructional **70-2720** sep17
With the delivery of their own MH-60Rs the Danish also got one from the US Navy as instructional airframe.

Kegnæs
R5216 Tigermoth D-EKIF, ex Nordhorn **83091** aug17
(25014) Sk25 OY-ALG, wreck **25014** aug17
There is a small private airfield at the island of Kegnæs. Of the Swedish Bu181 only the wrecked remains are here.

Padborg
(90+08) FWP149D OY-POT **016** sep17
The Piaggio is the only interesting aircraft left here. Chipmunks P-121/OY-ALZ and P-146/OY-ATL have both gone. One have may gone to the Netherlands.

Finland

Kauhava
SZ-25 Fw44J preserved, ex Vantaa **2928** jun17
PY-1 Pyry I preserved, ex Tikkakoski **1** jun17
VI-6 Viima II (OH-VID), preser, ex Räyskälä jun17
The three aircraft have joined SAAB 91D SF-7 in a new glass building in Kauhava town. Hawk HW-303 is still mounted outside on a pole.

France

Angers Marcé (49)
18/CA Cap232 preserved **18** aug17
The Cap232 was last seen in storage at Salon de Provence and arrived at the Espace Air Passion on 8 August 2017,

Châteaudun (28)
The French have sold a large number of Mirage F1s from here. To a civilian company in South Africa went Mirage F1Bs 504, 509, 511 and 516. Mirage F1B 514 was noted as Mirage F1BD 207 for a yet unconfirmed African country (not yet delivered). Sixty three Mirage F1s have been sold to ATAC in the USA. They will be shipped via Charleroi in Belgium. One of the ATAC aircraft will be Mirage F1B 507.

Haguenau (67)
(MM53802) T-6H-4M F-AZCM, ex Besançon aug17
93432 T-6G F-AZGS, ex Lunéville **168-556** aug17
The owner of T-28 F-AZKG has sold its aircraft to the Bordeaux area and has replaced it with two Harvards. Both are in the Strasbourg Aviation hangar and the F-AZCM is painted as a Curtis H75 as 12 white.

(483) B47G-2 F-BTSE **483** aug17
(XT848) Sioux AH1 D-HABY, ex Aalen **WA610** aug17

Both are marked with Helisfair titles and also live in the Helisfair hangar.

Lasclaveries Thèze (64)

Google Earth images from April 2017 show that Noratlas 118 has gone from the airfield north of Pau, destination unknown.

Lyon Corbas (690)

31 MS760 preserved, ex Saint Aubin **31** aug17

FR2 SO1221S F-BMSV, preserved **2FR2-1100** aug17

145/12-ZR Sup.Mystere B2 stored, ex Mont Verdun aug17

The markings on the Super Mystere are in doubt. The aircraft was thought to be 148 and was camouflaged with code 12-YH while on display at Mont Verdun. It has been repainted in silver colours as 145/12-ZR some time ago. The museum at Lyon is not sure yet which serial is correct.

Montélimar Ancône (26)

J-1631 Venom FB50 HB-RVC, ex Payerne **841** aug17

Musée Européen de l'Aviation de Chasse has added this Venom to their collection.

Montmirault (91)

16/315-UO TB30 instructional, ex Châteaudun **16** jun17

491/312-UJ EMB312F instructional **312491** jun17

495/312-UN EMB312F instructional, ex Salon **312495** jun17

88/CGR Alouette 2 instructional **1106** jun17

All these are with Lycée d'Enseignement Alexandre Denis. Super Etendard 52 was expected in June.

Morlaix Ploujean (29)

271 Mirage F1CR instructional, ex Châteaudun sep17

The Mirage arrived on 8 July 2017 at the Lycée Technique Tristan Corbiere hangar at the airfield.

Pont sur Yonne (89)

Mi-2 RA-2248 **546702050** sep17

Mi-2 RA-1149 **549532125** sep17

Both are former Soviet Air Force and were parked outside. Both carry incorrect registrations and are for sale. The stored fuselage of Broussard 282/EC has gone from the airfield.

Rochefort Soubise (17)

8 Super Etendard preserved **8** jul17

The aircraft is now part of the Musée de l'Aéronautique Navale.

Warluis (60)

1117 SA341F preserved **1117** sep17

The Musée de l'Aviation has got their Gazelle back after a restoration of some two years at Paris. They returned the temporary loaned Alouette 2 1601/SDT back to Le Bourget.

Germany

Ahlhorn (NI)

70+96 UH-1D preserved **8156** aug17

The UH-1D is since 19 July parked behind the gate at the former military airfield (N52.88192, E8.21532). It was last used as traveling exhibit.

Alsweiler (SL)

(JB+391) P149D (D-EABE), stored, ex Köln **076** aug17

The Piaggio is stored inside at the flugzeugmoebel company at the feldstraße (N49.46968, W7.06163). They plan to restore it as an eye-catcher outside their building. It came from the Bordbar company at Köln who also had the intention to restore it as an eye-catcher outside their building.

Bienenfarm (BB)

(1766) T-6J G-BUKY, ex Portugal **CCF4-464** sep17

SZ-12 Fw44J D-EXWO, ex SE-BSZ, ex Finland sep17

A-864 P3-05 F-AZQQ, ex Swiss **502** sep17

WD388/90 Chipmunk T10 D-EPAK, red/white c/s **C1/0328** sep17

NL971 Tigermoth D-EDEM **86403** sep17

4317/787 PT-17 41-0898, D-EQXL **75-658** sep17

/326 N2S-3 N3972U **AR-26** Sep17

After Paderborn this is the second main base of the Quax Flieger. All were seen inside their hangars. Also noted were CASA 1131E D-EQXA/E.3B-117 (normally at Hatten) and D-EFJW/E.3B-465 (normally at Grefarth). The Harvard, marked as 52-8543/66, is a recent arrival and will get a German registration soon. The N2S-3 was built from spare parts and has no military history.

Bohmte (NI)

(90+37) P149D D-EOMQ, stored **051** aug17

The Piaggio is parked outside and for sale. It used to be based at Oberschleißheim.

Bückeburg (NI)

In mid-September VEBEG was offering Mi-24P 96+49 for sale.

Elze (NI)

A yet unknown Bo105P is preserved outside the Freytag Karosseriebau firm at the Wernher von Braun Straße 3 (N52.10944, E9.73215).

Essen Mülheim (NW)

(18-1460) L-18C D-ELTD, ex ALAT **18-1460** aug17



Ex Portuguese T-6J 1766 (G-BUKY, marked as 52-8543/66) is a recent arrival at Bienenfarm. It will get a German registration in the near future. (1 September 2017, Otger van der Kooij)

Personal copy



Recently the instructional Alouette 2 75+12 has moved from the technical school at Rheine Bentlage to the one at Nörvenich. (24 August 2017, Mark van der Vliet)

138 Cap 10B F-GOUP **138** aug17
Both are in the glider club hangar at the south western side of the airfield.

Hagen (NW)
(297) MiG-21U-600 preserved, ex Soest **664819** aug16
Not reported before but the all yellow MiG-21 is preserved outside at the Lenne Arena (N51.36663, E7.55125) since 2012. Before Soest the aircraft was at Elsey, which is only a few kilometres away from Hagen.

Kiel Holtenau (SH)
56+24 Do27B-1 D-EAJC **292** aug17
(57+24) Do27A-4 D-EFZM **483** aug17
AS+403 FWP149D 90+82, D-EFYZ **101** aug17

All three reside in the former Do28 hangar at the far side of the airfield. 57+24 has been sold and will move on to Bielefeld.

Laupheim (BW)
84+06 CH-53G preserved **V004** sep17
Since 1 September the base has a new gate guard in the form of a CH-53 in special colours.

Leipheim (BY)
31+44 G91R/3 31+38, preserved **406** aug17
40+12 Alpha Jet preserved **0012** aug17
71+09 UH-1D preserved **8169** aug17
(97+07) Elstar B D-EFYL, preserved **014** aug17

All four aircraft are with the Fliegerhorst museum (www.fliegerhorstmuseum-leipheim.de), which is normally only open on Sundays. None can be seen from outside when the museum is closed.

Manching Ingolstadt (BY)
(97+01) Elster B D-EJAH, stored **003** jun17
The unmarked Elster is stored in the back of one of the open shelters at the north western side of the airfield.

Meschede (NW)
(86+38) Bo105P stored, boom from 87+76 **6038** aug17
The third (and final) Bo105 outside the Klassen KFZ Demontage company has now also been identified. The other two are 86+10 and 86+11.

Mönchengladbach (NW)
(FAC1182) ATR42-512 OY-YBT, stored **526** aug17
The ATR used to be stored at Sønderborg, Denmark.

Nordhorn Lingen (NI)
(3181) N2S-1 N545WP **75-0958** sep17
The Stearman was for sale earlier this year and is now based here.

Nörvenich (NW)
21+69 F-104G instructional, ex Kaufbeuren **7038** aug17
22+61 F-104G instructional, ex Kaufbeuren **7142** aug17
75+12 Alouette 2 instructional, ex Bentlage **1257** aug17
(86+90) Bo105P instructional **6090** aug17

All four aircraft are added to the technical school at hangar A7 at the airfield, who also still have Do28D-2 58+41 and P149D 91+86.

Rechlin (MV)
The Luftfahrttechnisches Museum Rechlin in the northern part of town has opened some new buildings and has expanded their collection over the last year with a lot of replicas and cockpits. From Hangar 3 at Gatow came HA1112M1L 10575/4, DFS230A KA+1-52, Fokker D.VII 7775/18, Fokker Dr.I 152/17, Fokker E.III 603/15, Rumpler Taube and Siemens Schuckert D.III. They also have Ar234B-2 (cockpit), Fi103 (replica), FW189V2 (cockpit), Ju388L-1 (cockpit), Go242C-1 (frame), GoP60C (replica), HS162 (replica), Me109G-2 (replica), Me262 (replica) and TA154V-2 (replica).

Rotenburg Wümme (NI)
Yak-9U D-FIST, ex Parma **0470408** sep17
The new build Yak is based here since 22 September. There are some 15 Yaks based here in various hangars, noted were Yak-52s SP-YDO (856115), SP-YWY (844210), SP-YFG (910307) and Yak-50 SP-YLK/03 yellow (811909). L-4J D-EGUM/44-80563 was also seen.

Salzgitter Schäferstuhl (NI)
(43-17302) PT-13D N9051N **75-5465** jul17
Still here is also ex ALAT PA18-150 D-EHJC (18-5334).

Salching (BY)
72+71 UH-1D stored **8401** aug17
The UH-1D was noted parked outside in a field in this village.

Stahringen (BW)
(E.3B-604) CASA 1131E D-EDDD, ex Biberach **2223** aug16
The Bucker is now based here. Also still here is P149D 91+93/D-EIPL.

Straubling Wallmühle (BY)

(B-80)	Bo105CB4	stored, ex Neuhausen ob Eck	aug17
(86+49)	Bo105P	stored, ex Fritzlär	6049 aug17
(87+64)	Bo105P	stored, ex Celle	6164 aug17

Some five more Bo105s are parked outside the helicopter overhaul company.

Uetersen Heist (SH)

57+30	Do27A-4	D-EOAD	459 sep17
58+89	Do28D-2	D-IDCY	4164 sep17
59+01	Do28D-2	stored, dismantled	4176 sep17
59+11	Do28D-2	D-IRE5	4186 sep17
90+55	FWP149D	D-EAJP, stored, dismantled	072 sep17
91+75	P149D	D-ELKS, stored, dismantled	256 sep17
RK+941	FWP149D	(90+59), D-ELKS	077 sep17

All these aircraft belong to the RK Flugdienst, a unit run by military reservists. Their hangar is at the military side of the airfield which borders the Marseille Kaserne. Still pole mounted behind the hangar is F-104G 22+06. At the civil side, in one of the LSV glider club hangars, a Stearman is based.

(43266)/350	N2A-5	N60MV, ex Braunschweig	75-8360 sep17
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Zehdenick (BB)

25+50	Su-22UM-3K	stored, ex Bad Oeynhausen	sep17
353	MiG-21SPS	(22+44), stored, ex Bad Oeyn.	sep17
(93+19)	Mi-8PS	stored, ex Bad Oeynhausen	sep17
(93+39)	Mi-8PS	stored, ex Bad Oeynhausen	sep17
5304	MiG-21MF	stored, ex Bulle, ex Czech	sep17

The collection at Zehdenick has expanded again, they have now 34 aircraft.

Hungary

Budaörs			
1978	MiG-15UTI	preserved	aug17

The MiG with fake serial is outside a company at N47.44518, E18.94911. It is there since at least April 2016. It might be 814 from Szántód which has gone from there by 2014.

ItalyDecimomannu (CA)

Preserved German Starfighter 25+14 has been scrapped on site in August 2017.

Grazzanise (CE)

/9-90	F-104S-ASA-M	preserved	sep17
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The red Starfighter is now pole mounted near the Sabre at the barrack near the airfield. Its identity is still unknown.

La Spesse Brendola (VI)

MM6448/8-06	G91Y	preserved	2010 jul17
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The G91 is a new exhibit at the Museo delle Forze Armate. It came from Gemona del Friuli.

Prática di Mare (RM)

MM61714/RR-18	C-45F	preserved	6796 jul17
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The Guardia di Finanza museum has added this Beech to its

collection. It arrived on 1 July 2017 and was last seen at school in Turin.

Venaria Reale (TO)

MM54398/60-98	G91T/1	preserved, ex Cavalcaselle	aug17
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The Gina is parked outside the Carrozzeria Lagana company at the Via Vittorio Reale 11 (N45.14054, E 7.624821). It has been said that all aircraft have gone from Cavalcaselle.

Verona Villafranca (VR)

MM40125/41-12	Br1150	stored	87 aug17
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The aircraft is with 3 Stormo and will be stripped for parts.

PolandKraków (MLP)

4495	An-2	instructional	aug17
	Mi-8	instructional	aug17

Both yet unknown aircraft are at the barracks of the 16 Batalion Powietrznodesantowy (parachutists, N50.08022, E19.91366).

Kraków Pobiednik Wielki (MLP)

6925	Mi-2URGP	preserved, ex Lapino	aug17
51	L-4H	SP-MAM, ex 43-30515	11806 aug17

The Piper flies in Israeli colours.

Modlin (MAZ)

311	Lim-2	preserved, ex Rembertów	aug17
3727	Mi-2D	preserved, ex Rembertów	aug17
1227	TS-11	preserved	3H-1227 aug17

All are in a military museum at N52.44182, E20.67855. The Iskra used to be displayed at a new fort.

Nadarzyce (WKP)

At the dump, on the northwest side of the gate, some six MiG-23 have appeared. These are presumed to be 050, 062, 065, 101, 102 and 110 which used to be at the range. They have been exchanged with MiG-21s and TS-11s which were stored at the other side of the gate.

Nieborów (LDZ)

1608	MiG-21PF	preserved, ex Gliniak	761608 aug17
	TS-11	preserved, unmarked	aug17

Both are with the Muzeum Motoryzacji w Nieborowie at N52.06321, E20.06500.

Swidnik (LBL)

(0705)	TS-8	SP-YKE, restoration	1E-0705 sep17
1004	TS-8	SP-YLS	1E-1004 sep17

Both were noted at the small civil side of this PZL factory airfield. 0705 is under long term restoration, while work on 1004 was finish and ready for delivery to the Bordeaux area. It used to be F-AYTS.

SlovakiaKolárovo

540	Mi-24D	preserved	730212 jul17
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Former East German Mi-24D 540 is preserved at a yard at Kolárovo. (30 July 2017, Václav Kudela)



A dishonest end of a flying career. Spanish UH-1H HU.10-70/ET-240 is used at the paintball range of Tematic at Algete, north-east of Madrid. (17 September 2017, Paco Rivas)

The Mi-24 is preserved next to the still unknown MiG-15UTI. The aircraft has its original NVA serial, but was last seen as 96+18 at Csepel in Hungary.

Košice
 0001 L-39C instructional **130001** aug17
 4523 Mi-2 instructional, ex Prešov aug17
 2704 MiG-21M instructional **962704** aug17
 These aircraft are kept inside at the Letecká Faculta of the Technical University at the north side of town. Outside on the grounds are still Mi-2 7739 (with boom of 7738) and MiG-21F-13 0315, while next door with the Policia is a pole mounted L-39C marked 1973.

Lešť
 (0210) Mi-8PS instructional, cabin aug17
 0704 Mi-24V instructional, ex Prešov **730704** aug17
 Both are at a trainings center at N48.40634, E19.26150.

Svidník
 3741/SL MiG-21UM preserved **516937041** sep17
 The former Piešťany MiG is now preserved with the aeroclub at the airfield at N49.32711, E21.56511.

Spain

Algete
 (HU.10-70) UH-1H stored **13601** sep17
 The hull of the Bell is at the paintball area of Tematic (N40.60998, W3.48478), north west of Algete. Only 40 of the former ET-240 code is still readable on the aircraft

Sweden

Järna
 (43-0599) L-4B SE-AUE **9460** aug17
 The Piper arrived at this airfield (N60.55203, E14.37223) in October 2015.

Luleå Kallax
 (06271) Hkp6A stored, stripped, outside **8104** aug17
 09202/02 Hkp9A instructional **S.1752** aug17
 09212/12 Hkp9A instructional **S.1762** aug17
 (10401)/91 Hkp10A instructional **2230** aug17
 60050/50 Sk60B instructional **60050** aug17

All these are new for the Flyg Teknik Centrum at the civil side. The school Hkp3 03426/96 and Hkp4A 04451/91 were noted with the museum near the military gate. This might be only a temporary move for the airshow, as they did the same for the airshow in 2014. After the airshow they returned to the school.

(06281)81 Hkp6A instructional **8125** aug17
 Both Viggens, AJS37 37041/41 and AJSH 37905/53, were no longer seen at the fire training area. They seem to have been replaced by the Hkp6.

Västerås Hässlö
 33015 J33 SE-DCA, preserved **12364** aug17

The former Vidsel Venom is now with the Västerås Flygmuseum.

Switzerland

Altenrhein
 J-1643 Venom FB50 preserved **853** apr17
 The Venom, once with the private collector at Niederbipp, is now with the Fliegermuseum.

United Kingdom

Coventry, Warwickshire
 XZ369/EU Jaguar GR3A stored **S136** jul17
 Delta Force Paintball has a site adjacent to the M6 between junctions 1 and 2. A Jaguar has arrived from Upminster. It is visible from the motorway.

Doncaster, South Yorkshire
 XS735/R Dominie T1 fuselage **25071** aug17
 XV281 Harrier GR1 cockpit aug17

The South Yorkshire Aircraft Museum has acquired two more exhibits on loan from private owners. The Harrier cockpit is fitted with the centre fuselage of XW272, and the rear of a P1127 test rig.

East Kirkby, Lincolnshire
 DH Mosquito NF II composite HJ711/VI-C (BAPC 434) arrived from Elvington on 30 July 2017 for the Lincolnshire Aviation Heritage Centre.

Kinloss, Scotland
 (WP495) Dragonfly HR3 preserved **WA/H/80** aug17
 XR528 Wessex HC2 preserved **WA150** aug17

Morayvia took delivery of two new exhibits during August. The Dragonfly (ex RAF Museum, Cosford) used to be falsely marked as G-AJOV but is being repainted into Fleet Air Arm colours. The Wessex came from Little Rissington.

Newborough, Wales
 WV396 Hunter T8C preserved **41H-670842** aug17
 After over twenty years as a gate guard at RAF Valley, a Hunter was trucked to the Anglesey Transport Museum in August.

Samlesbury, Lancashire
 ZA101 Hawk 100 instructional **312008** jul17
 A Hawk formerly at BAE Systems Warton is now in instructional use at the Academy for Skills and Knowledge.

MOD St Athan, Wales
 ZH803/DD-03 Sea Harrier FA2 stored **NB08** aug17
 A Sea Harrier arrived from Culdrose on 8 August 2017 and was placed into the Horizon Flying Services hangar.

Credit: Erwin Alexander, Ian Carroll, John Clark, Ed Davison, Harri Koskinen, Václav Kudela, Alex Lutz, Terry McGreade, Per Thorup Pedersen, Pieter Plomp, Hilco Schigt, Paco Rivas, Tony Wood.



Warbirds

As we reported in *Scramble 459* Page 63, two-seat Messerschmitt Bf 109G-12 D-FMGZ has been modified in a unique way. The aircraft was adapted with a so-called Quick Engine Change System (QEC). This enables the mechanics to easily switch from the original DB605 to the new Rolls Royce Merlin 500-45 engine. Therefore, D-FMGZ can use two engines, two propellers and two cowling sets. As the Merlin engine is much cheaper to operate, this will allow passenger carrying flights. Thanks to the Air Fighter Academy we can now show you how this Bf 109G-12 looks like when it is flying while powered by a Merlin engine. It is accompanied by Air Fighter Academy's Spitfire Mk. XVIII TP280 D-FSPT (somewhere along the coast of the Isle of Usedom, July 2017)

Netherlands

On 15 August Dutch Catalina PH-PBY made an emergency landing at its homebase Lelystad airport when the nose gear refused to extend. The crew managed to keep control on the aircraft during the emergency landing and no injuries were reported. Fortunately the damage to the nose underside has been repaired. It however meant that less flights than calculated were carried out and that the Catalina Foundation's income ran short. They now ask their sponsors to donate an additional amount of money so PH-PBY can continue to fly.

Also at Lelystad airport, in the Wings over Holland hangar to be precise, North American AT-6A Texan PH-TXN (**78-6821**) was slowly assembled. After a paint strip and overhaul, the former SE-CHP was painted in Dutch Navy colours as a tribute to the Marine Luchtvaart Dienst which celebrates its 100th birthday this year. The Texan flies with the bogus serial '313'. Without any doubt this serial has been chosen because it would have been the next serial to be used, should the Dutch Navy have bought new fixed wing aircraft. (which, after the Orion, they did not) PH-TXN was first shown to the public during the Heldair airshow on 16 September.

Australia

At Reever's Warbirds, a new restoration project has been taken up. Former RCAF North American NA64 Yale 1 3383 has left the storage area and will be restored to flying condition. This Yale is one of the 230 machines of the type ordered by the French Government shortly before WW II. Most of these trainers were however sent to Canada, when Germany had invaded France. As one of these, 3383 faithfully served the RCAF until the end of the war. It was then acquired by collector Ernie Simmons and stored on his farm until 1970. Through various owners, of which Legend of Aces Aviation was the last, the Yale was eventually bought by Reever's and put aside. Until now!

Finland

In the near future (LET built) Yakovlev Yak C11 G-YCII

(**2511108**) will be registered in Finland, as its owner Philip Lawton has moved to that country and now lives in Espoo. The trainer that once belonged to Rob Davies, has recently been cancelled from the British register.

Germany

A new Bücker Jungmeister in the German registry is D-EEEP, which made its first flight at Meier Motors on 9 August. Until now, nothing could be found on the biplane's history, but we will continue to search for it.

Italy

Since 2005, Englishman Maurice Hammond was the proud owner of North American P-51D 44-13521 (**109-27154**) 'Marinell'. Last year he decided to sell his Mustang G-MRLL to Italian collector Carlo Coltri. The fighter has since then been re-registered as N383FJ. It still carries USAAF colours with code '5Q-B' and can be admired at its new homebase La Spretta Airport near Ravenna, Italy.

Sweden

Hawker Hunter T7A SE-DXH (**41H-695448**) has been part of the Västerås Aircraft Museum at Stockholm-Västerås since 1999. For unknown reasons the Swedish registration was cancelled on 30 June, reportedly to be registered in the UK. As the former RAF trainer (once flown as XL616) has previously been registered there as G-BWIE, it is not irrational to assume that it will take up this regi again.

United Kingdom

On 17 July, Scotland's Dumfries & Galloway Aviation Museum officially unveiled Spitfire Mk.IIa P7540 following 35 years of restoration (!) On 25 October 1941 the aircraft, a Battle of Britain veteran then serving with 312 (Czech) Squadron, departed RAF Ayr on a training mission and proceeded to fly at low level over Loch Doon in Ayrshire. While attempting to bank, a wingtip touched the surface of the water causing the aircraft to crash and the pilot to be killed. A search by the RAF in the days that followed failed to turn up the remains

of the plane or the pilot and the effort was eventually called off. However, work began anew in 1977 when the museum teamed up with the Dumfries Sub-Aqua Club. After 'countless hours of diving' the initiative paid off and the Spitfire was finally salvaged in 1982. It is now proudly on static display at the DGAM.

For many years, Sea Fury FB11 G-BUCM, has (almost invisibly) been under restoration at Duxford's The Fighter Collection. They have now decided to go for an alternative, and bought another FB11 (**ES.3617**) which was registered as G-SEAF on 7 September. This is the former VH-SFY, which before that was a Duxford resident as G-BWOL and D-CACY.

Naval Aviation Ltd. owned Hawker Sea Fury T20 G-RNHF, VX281 (**ES.3615**) made its first flight on 1 September after restoration by Weald Aviation. It was repaired following its engine failure and forced landing at Culdrose in 2014. The Sea Fury left North Weald for The Royal Navy Historic Flight's base at Culdrose on 15 September.

Recently another pair of Buchons out of the famous Connie Edwards collection has been cancelled from the US register. The aircraft concerned are HA-1112 MIL N6036 (**145**) and N4109G (**220**). They follow Buchons N90604 and N1109G that were acquired by Air Leasing Ltd. of Sywell in the spring of 2016. Both newcomers will also be registered under their previous British registration, G-AWHH for N6036 and G-AWHR for N4109G. All of these former Spanish Air Force machines were used in the filming of 'The Battle of Britain' movie from May 1968 to February 1969.

United States

For more than fifteen years Boeing B-17G 44-83785 (N207EV) was on static display at the Evergreen Aviation and Space Museum in McMinnville (OR) The bomber, painted in USAAF colours and named 'Shady Lady', was acquired by the Collings Foundation of Stow (MA) in 2015. In the past two years 'Shady Lady' was returned to airworthy condition and flew to its new home on 15 August. Upon its arrival, the bomber will reportedly receive a detailed inspection and restoration before joining the Foundation's popular 'Wings of Freedom' tour. The tour's current B-17, 'Nine-O-Nine', will undergo a major inspection at this point, likely receiving a new livery in the process. 'Shady Lady' has an interesting history. It was delivered to the USAAF toward the end of WW2 and was used to transport cargo and passengers before entering civilian service. Between 1954 and 1959 it was used by the CIA to perform secret and highly dangerous missions over the

Chinese mainland along with four other B-17s. After returning to the US, the machine was fitted with a Fulton Skyhook and demonstrated its capabilities by rescuing James Bond in the 1965 film Thunderball. In later years, it was converted to an air tanker and served as a firefighter until ultimately being restored to military configuration and displayed at Evergreen.

Thanks to the Collings Foundation there is an F-4D Phantom II flying again in the USA, since 8 August. It was the fighter's first flight since 16 November 2011. The aircraft is 1965 built McDonnell Douglas F-4D Phantom II 65-0749. Conveniently registered as N749CF, it is painted as Col. Robin Olds' Operation Bolo MiG killer 66-7680, and will be flown in the Collings Foundation's Vietnam Memorial Flight at Ellington Field (TX)

The Dixie Wing of the Commemorative Air Force announced that their Goodyear built FG-1D Corsair BuNo92468 (**3729**) has taken to the skies again on 15 August, after many months spent in the hangar. During this operation the forward firewall was restored and a full engine change was completed. Pilot Thom Richard took off from Kissimmee airport and successfully flew the naval fighter for about 25 minutes. The CAF's FG-1D N9964Z, flying as USMC VMF 312 '530' is one of the original airframes that launched the Confederate Air Force (now Commemorative Air Force) and has been part of the inventory since 1975. This airplane is not only historically significant, but it is thoroughly engrained in the CAF's heritage and has been one of the busiest aircraft in the history of the CAF's stable.

One year after Boeing Superfortress 'Doc' returned to the air, the organisation 'Doc's Friends' has announced plans for the future home of its B-29. The aircraft recently began a touring schedule after undergoing nearly two decades of restoration. The proposed \$6.5 million B-29 Doc Hangar and Education Center will be based on the grounds of the Eisenhower National Airport in Wichita (KA) There, the new facility will not only serve as Doc's permanent home, but also as a working maintenance facility where the public can come and watch crews maintain Doc. Currently, Doc's Friends board members, aviation enthusiasts, community philanthropists and industry partners have raised more than \$4.5 million for the project. To acquire the remaining funds, the organization has launched a brick memorial paver program and a Kick-starter campaign.

Credits: Aerodynamic media, Flypast Forum, Meier, Warbird-news, WIX,

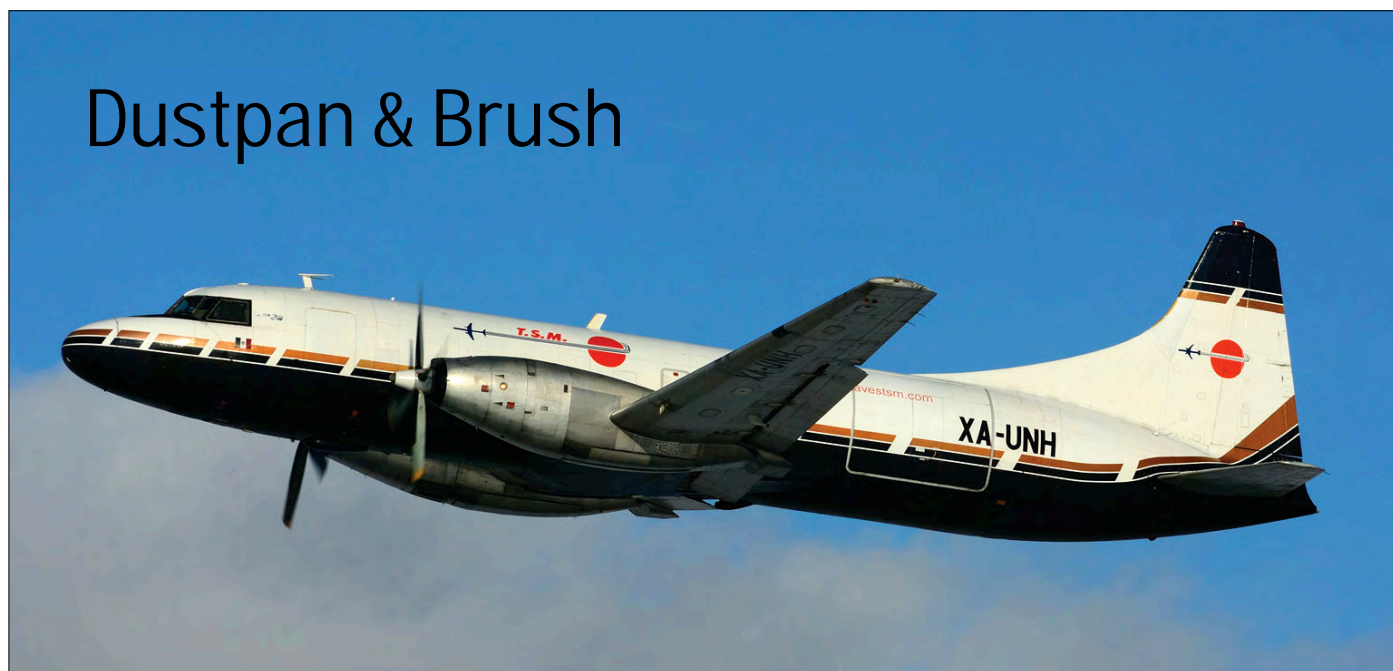


On 15 June, this newly restored Ilyushin Il-2 Sturmovik, RA-2703G, took to the skies for the first time since 1943. The fighter was restored in Novosibirsk, Russia, as the second example of its breed now flying. It is owned by the largest warbird collector in Russia, Vadim Zadorozhny. RA-2703G (c/n 1872452) is painted in its original markings '19 red', as it was when it was shot down while being flown by pilot Valentin Skopintsev and gunner Vladimir Gumyonny with the 46thShAP Shturmovik Assault Regiment. (Zhukovsky, 20 July 2017, Wim Sonneveld)

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Dustpan & Brush



Aeronaves TSM Convair 640 XA-UNH received damage after landing at Saltillo Airport, Mexico, with her gear in the up position. It received damage to the fuselage and propellers. (Hamilton (Ont.), 19 December 2016, Reinhard Zinabold)

Additions & Corrections:

01jun07	JW9036	Sh330UTT	SH3121	w/o
See Scramble 338.				
06jun16	N277UP	MD-11F	48578	w/o
See Scramble 446.				
24nov16	<u>NAF281</u>	<u>AW101-641</u>	50252	dam
See Scramble 451.				
14mar17	<u>08-0724</u>	U-28A	724	w/o
See Scramble 455.				
24aug17	<u>NAF071</u>	RV-6A	132	w/o
The Air Beetle belonged to the air force's 401FTS. See Scramble 460.				

New Accidents:

12jan17	E-318	SA315B	2313	dam
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During a personnel transport mission in the Bomboiza hill section of Gualaquiza, the Ejército Ecuatoriano Lama crashed-landed and rolled over onto its side in a field near Morona Santiago. All five occupants were fine, the chopper not so much. Damage may be of such an extent it could even be a write off!

25aug17		MH-60M		w/o
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A Black Hawk of the United States Army was lost after it crashed under unknown circumstances during a training mission, twenty miles off the southern coast of Yemen. Five occupants were rescued while a sixth person was still missing. The US military maintains a small special operations base near Yemen's port of Mukalla to facilitate an ongoing campaign targeting al-Qaeda loyalists there.

26aug17		SH-60J		w/o
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The JMSDF (Japan Maritime Self-Defense Force) again made the headlines with another chopper mishap, this time involving an SH-60J Seahawk. It ditched in the sea of Japan, ninety kilometres west-southwest of Cape Tappi, Aomori prefecture. Radar and radio contact with the Seahawk were lost at 22:48 local time, and distress signals by a flare gun and the FDR were received thereafter. One of four occupants was rescued without injury a half hour later. The FDR (Flight Data Recorder) and the radome of SH-60J were retrieved the following day. A search for the remaining three occupants was still ongoing. The helicopter was on a night-time landing/take-off training exercise from the destroyer Setogiri (DD-156) of the JMSDF.

26aug17	F-HLBT	AS350B2	2364	w/o
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An Ecureuil of Héliberté crashed under unknown circumstances near Saint-Lyphard Road, on a field, Guerande. One out of the six onboard was seriously injured, the others received only minor ones.

26aug17	RA-33036	An-2R	1G218-23	dam
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An Antonov 2 of Aviakompaniya Feniks was damaged in an accident 75 kilometres from Yeniseisk in the Krasnoyarsk Territory, Russia. The two crew members onboard were injured. Local news sources report the engine lost power during a crop spraying mission.

26aug17	114081/5	CT-114	1081	dam
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There were no injuries after a small fire broke out on one of the Snowbirds CT-114s, the Canadian aerobatic team, as it landed in Nova Scotia. They were taking part in the Atlantic Canada International Air Show at CFB Greenwood, roughly 144 kilometres from Halifax. As the Snowbirds landed, this one stopped well before the end of the runway after a small fire was spotted around the nose wheel and two fire trucks rushed out to the runway. The fire trucks put out the flames and both crew members got out safely. The Tutor received quite some damage from the fire.

27aug17	GBP-10002	Mi-8MTV-1		w/o
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A Georgian Border Patrol Mi-8 crashed into the water while filling its bucket in the Borjomi Gorge. A massive forest fire that broke out a week ago in Georgia's Borjomi Gorge has been extinguished, but the special headquarters that was set up upon the Prime Minister's order to handle the disaster remains in the gorge to follow the developments.

27aug17	F-ZBFN/33	CL-415	2006	dam
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Two Sécurité Civile CL-415s were taking on water from the Rhône river, in the harbour of Vallabregues, when this CL-415 had just landed behind another CL-415 and was just aft and off to the left of his colleague. With both aircraft taking on water it looked like this Bombardier suddenly pitched to the left, possibly due to wake turbulence of the 415 ahead, putting it very close to a barge (they both were scooping very close to it already) that had people on it. Just as #33 was coming off of the water her left wing struck a large wooden pole on the barge, sheering off the pole and the float and part of the outer wing. The Canadair managed to return to Nîmes and was out of action for a few weeks. Luckily nobody got injured, and the following YouTube video shows how close it was:

www.youtube.com/watch?v=LQFKBE879TI

28aug17 N750UP PAC750XL **133** dam

The Randigo PAC750XL crashed in north-west Madison County (AL), on Harvest Road just west of the Wall Triana Highway. It originated at Philadelphia (PA) and was supposed to land at Huntsville International Airport (AL). The reason for the crash was not immediately known, but the pilot got out uninjured.

28aug17 EK-26006 An-26B **12102** w/o

After touchdown on runway 33 at Maban Airport, South Sudan, the Coco Aviation Antonov was unable to stop within the remaining distance and overran the runway, said to be wet as a result of recent rainfall. It lost its undercarriage and came to rest in flames. Luckily all crew members were able to evacuate the cabin and were slightly injured while the aircraft was completely destroyed by fire. The crew was completing a cargo flight on behalf of the United Nations High Commissioner for Refugees (UNHCR).

28aug17 N503UP Ce560XL **560-5326** dam

The Wheels Up Citation Excel made a hard landing at San Jose's runway 30L, causing the right main gear to push through the wing! Needless to say it was heavily damaged.

31aug17 YV1207 Ce421B **421B-0244** dam

After landing at Barinas, Venezuela, the private Cessna Golden Eagle II veered off the runway and was damaged. None of the occupants (number unknown) were injured.

02sep17 RA-35171 An-2V **1G113-10** w/o

While performing a display at an air show held at Chornoye Airport, the private Antonov 2 impacted the runway, killing both occupants. It came out of a steep turn and was turning overhead the runway, when during the turn to the left it lost altitude and the wings hit the ground. The biplane impacted the grass runway inverted and burst into flames. These two YouTube videos show the mishap from different angles: www.youtube.com/watch?v=g2iVg_K9f9I
www.youtube.com/watch?v=X3gtS7Xwe0E

02sep17 RA-40462 TR-301 **1G224-39** dam

An Antonov TR-301 of Polemaks was damaged in a forced landing near the village of Turinskaya Sloboda in the Sverdlovsk region of Russia. The TR-301 is an An-2, converted by Tekhnoregion into a mono-plane by removing the lower wings. The engine was changed to a Walter M-601 turbine.

04sep17 YV2195 An-2P **193(473)19** dam

Not a good time to be an Antonov 2 these days, as this marked the third incident of the type in three days. The Aéreo Transporte La Montaña one was damaged on landing at La Paragua Airport, Venezuela, when it flipped over.

04sep17 BAe125-700 w/o

More trouble in Venezuela, as on the same day as the Antonov 2 incident a BAe125 was destroyed when it crashed in the Hato Viejo area, Cojedes, Venezuela, killing both occupants. It was assumed that the aircraft was involved in drug trafficking. The aircraft was white, with blue and gold stripes and both pilots were reportedly of Mexican nationality.

04sep17 B-7031 B737-89P **41813** dam

China Eastern Airlines flight MU2655, from Chengdu to Wenzhou, struck its tail onto the runway while landing in Wenzhou at about 17:34L (09:34Z). There are no reports of injuries, the aircraft sustained substantial damage however.

05sep17 VT-AYB B737-8HG **36338** dam

Air India Express flight IX452 was damaged in a taxiing accident at Cochin International Airport, after having (almost) completed the night flight from Abu Dhabi. After landing on runway 27, as it was taxiing to the platform, the Boeing - for still unknown reasons - deviated from the taxi line and rolled over a concrete but unlit area between taxiway C(harlie) and the next entry to the main apron. As it did so the Boeing crossed a concrete storm water drain. It caused the nose landing gear to collapse and it came to rest with the main landing gear and lower fuselage in the drain. According to the airport authority, the aircraft turned ninety metres before the taxiway leading to the apron.

05sep17 Dhruv w/o

The Indian Air Force lost one of their Dhruvs after it crashed under unknown circumstances at the Ladakh Tsogstalu helipad. None of the four occupants were injured.

05sep17 37.. G-4A w/o

During a routine training mission this Myanmar Air Force SOKO G-4A Super Galeb went missing and is presumed to have crashed. A statement released by the air force only identified the pilot. It had left the south-western town of Pathein in the morning, only to lose communication at 9:18am local time.



After suffering a hard landing at Florence's runway 05, on 23 March 2016, CityJet Avroliner EI-RJG sustained a lot of damage. The damage was of such an extent that it was later declared damaged beyond economical repair. We suspect the age of the aircraft, nearly nineteen years, played a part in that decision. (Amsterdam - Schiphol, 19 December 2015, Walter Heukensfeld)



As the Snowbirds landed in Nova Scotia, where they were participating in the Atlantic Canada International Air Show at CFB Greenwood, CT-144 114081/05 stopped well before the end of the runway after a small fire was spotted around the nose wheel, and two fire trucks rushed out to meet the trainer. After extinguishing the fire the result for the Tutor was quite some damage, hence it gets a mention in the Dustpan & Brush. This picture shows the Tutor still in active duty, before it transferred to the Canadian aerobatics display team. (Edwards AFB (CA), 10 October 1999, Stephan de Bruijn)

05sep17 YV2664 An-2R **1G195-34** w/o

Yet another Antonov 2 mishap, number four in as many days...

This privately owned Venezuelan one suffered an accident at Playa Linda, Venezuela under unknown circumstances. One passenger reportedly suffered fatal injuries.

05sep17 1605 F-16D **RB-05** w/o

An Iraqi Air Force Viper crashed near Safford (AZ) while training with 152nd Fighter Squadron (belonging to the 162nd Wing of the Arizona ANG). The crash site is near Fort Thomas, about twenty miles north-west of Safford, in Graham County. The 162nd Wing has hosted training for pilots of allied nations since 1990 and trained pilots from nations including Iraq, Singapore, Poland, Norway, Denmark, Oman, Belgium and the Netherlands.

06sep17 N250AC PA-31 **31-7612040** w/o

A Piper Navajo crashed while landing at Caernarfon Airport, north Wales. The aircraft was partially consumed by a post-impact fire and the sole pilot onboard was fatally injured.

06sep17 A-10C w/o

06sep17 A-10C w/o

A pair of A-10 Thunderbolt II ground-attack aircraft crashed at the Nevada Test and Training Range, while on a routine training mission and stationed at Nellis AFB (NV). It wasn't immediately clear whether the planes collided, the cause of the crash remains under investigation. Both pilots managed to eject safely.

06sep17 PJ-WEA BN-2A-26 **659** w/o

Hurricane Irma did not only cause havoc to properties at St.Maarten, also aircraft that did not get out on time from the airport were either severely damaged or destroyed. This Islander of Windward Express Airways is one of them, and news about other victims is slowly pouring in. Next month we will list the remaining mishaps.

08sep17 N146DU BK117C2 **9474** w/o

Four persons died after the Duke Life Flight BK117 (operated by Air Methods) crashed near the Amazon US Wind Farm East wind turbine complex in Belvedere, Perquimans County (NC). There were a pilot, two staff nurses and a patient onboard. It was flying from Sentara Albemarle Medical Center in Elizabeth City to Duke University Hospital in Durham, when the mishap occurred under unknown circumstances.

Here is a YouTube video showing the aftermath of the crash: www.youtube.com/watch?v=U-BpPza78Ek

09sep17 G-STZA PA-34-200T **34-7670196** w/o

A private Piper Seneca II crashed into a hill while on approach to Biella-Cerrione Airport, killing the pilot and sole occupant of the plane. The aircraft was destroyed upon impact. Nearby Torino reported a visibility of four kilometres and clouds at 1,300ft.

10sep17 9S-AFL An-26B **14003** w/o

The Serve Air Cargo Antonov (this time not an An-2) sustained substantial damage in a runway excursion at Goma Airport, D.R. Congo. After departure from Goma, the aircraft suffered a loss of engine power and the flight crew elected to turn back to the airport. Apparently the Antonov touched down half way down runway 35 and failed to come to a stop before the concrete ran out. It overran onto an area of lava, causing the right hand main gear to collapse and the right wing to snap. None of the four occupants were injured.

11sep17 AT-802i w/o

The UAE Armed Forces lost an AT-802i Archangel after it crashed in Yemen, as a result of a technical malfunction. The pilot died in the crash. It was participating in the Saudi-led Arab Coalition's Operation Restoring Hope.

12sep17 A-9.. PC-7 **3..** w/o

A Swiss Air Force PC-7 took off from Payerne for a training flight to Locarno, where it was expected to arrive at 9:00 in the morning. It never arrived and after a search and rescue mission the Pilatus was found near the Schreckhorn Mountain in the Bernese Alps. Sadly the pilot had not survived the impact. Exactly what happened, and which serial was involved, is unclear.

12sep17 1706 Mi-17 **202M23** dam

Engaged on a relief mission in the Chiapas region of Mexico, this Mi-17 of the Air Force suffered such a hard landing that the tail boom got bent. None of the four onboard were injured.

12sep17 LN-OTR AS350B3 **4651** dam

The Helitrans Ecureuil overturned upon landing at Laksefjordvidda in Finnmark Count, Norway, and received a lot of damage. At the time it had four persons onboard and was on a mission to inspect hunting areas.

13sep17 N836GW Ce402B **402B1242** dam

During an aborted take-off attempt at Nantucket Memorial Airport (MA), the private Cessna Businessliner sustained a landing gear collapse. There were no personal injuries.

13sep17 Typhoon w/o

A Saudi Air Force Typhoon crashed in Yemen's southern province of Abyan for unknown reasons, killing the pilot onboard. It came down on a mountain in Al Wade'a district. Saudi Arabia along with its allies -- Bahrain, Kuwait, the United Arab Emirates, Egypt, Jordan, Morocco, and Sudan-- has been pounding Yemen since March 2015 in an attempt to crush the popular Houthi Ansarullah movement and reinstate the former Yemeni government.

13sep17 C6-FYP BN-2A-26 **2015** dam

A Britten-Norman Islander of Golden Wings Charter was damaged by fire while undergoing routine maintenance in a hangar at Nassau's Lynden Pindling International Airport, Bahamas. The owner reported that the fire originated in a fuel tank.

14sep17 20 rd/RF-94233 Tu-22M3 w/o

A Russian Air Force Tu-22 bomber of 326th Heavy Bomber Division got damaged after it overran the runway at Shaikovka, and the left wing broke off. All four crew members escaped unhurt. You can see a video if you Google this: Tu-22M3 runway excursion incident at Shaikavka airbase on Sept. 14.mp4

14sep17 168273/NE-503 EA-18G **G55** dam

14sep17 165902/NE-203 F/A-18E **E057** dam

Two US Navy fighters suffered a mid-air collision while in the FRTC, or Fallon Range Training Complex. One was this VAQ-136 The Gauntlets Growler, the other one Super Hornet 165902 of VFA-137 Kestrels. They received damage but were able to return to NAS Fallon (NV).

16sep17 N213TV Bell 206L-3 **51298** w/o

While covering a news item the Bell LongRanger of LIN Television, flying as Sky News 13 for KRQE, crashed north of Carrizozo (NM), which is about 150 miles south-east of Albuquerque. Exactly what happened is unclear.

17sep17 XB-NSK Bell 206B-3 **2690** w/o

A private Mexican Bell JetRanger was initially reported missing, after it left Bochil, Chiapas. A search and rescue operation was initiated, which resulted in the finding of the crash site in a mountainous area in Tuzantan. Three occupants died in the crash of the helicopter, one occupant survived.

17sep17 49 wh/RF-44490 Yak-130 **13011011019** w/o

Only three days after the accident involving a Tupolev Tu-22, the Russian Air Force lost a Yak-130 trainer under unknown circumstances. According to a source from Borisoglebsk AFB, the Yakovlev was conducting a training flight and began to lose altitude rapidly while on the northern part of the Volgograd region. Onboard were an instructor and student, both of whom ejected without serious injury.

20sep17 XA-UNH CV640 **332** dam

This Aeronaves TSM Convair 640 received damage after landing at Saltioo Airport, Mexico, with the gear in the up position. It received damage to the fuselage and propellers. Check this link for the YouTube video of the event: www.youtube.com/watch?v=BUzHW-8wek8

21sep17 TC-KON Ce650 **650-7084** w/o

One passenger boarded the Avione Jet Citation VII at Istanbul-Atatürk International Airport, for a domestic flight to Ercan, with one stewardess and two pilots. At the time there were thunderstorms in the area and it is not unlikely that the Citation got hit by lightning, forcing the jet to return to Atatürk (although this is not confirmed). During the landing at runway 35L the Cessna suffered a runway excursion and had a post-impact fire, which completely destroyed the aircraft. Luckily all four got out in time!

22sep17 UP-.... Mi-2 w/o

Three occupants were injured after the Tien Shan Airlines Mi-2 caught fire after a crash landing at Bayskerke near Alma-Ata, Kazakhstan. It was returning from firefighting operations in the Akmola region.

22sep17 XC-BEI Bell 212 **30745** w/o

The Procuraduría General de la República Bell 212, engaged in a humanitarian relief mission after the recent 7.1 magni-



Hurricane Irma was an extremely powerful and catastrophic Cape Verde-type hurricane, the strongest observed in the Atlantic since Wilma in 2005 in terms of maximum sustained winds. Among others it hit the Dutch Caribbean island of St. Maarten, where it wreaked havoc on Princess Juliana International Airport, with "huge chunks of the building [strewn] across the runway and a jet bridge snapped in half." One of the victims was Islander PJ-WEA of Windward Express Airways. (St. Maarten - Princess Juliana, 17 December 2016, Frederick Larkin)



The Aeronautica Militare Italiana lost F-2000A MM7278 of 311° Gruppo RS, when it ditched in the ocean during an aerial display at Terracina. The test pilot attempted a loop, misjudged its radius, and hit the water in a big splash. (Pratica di Mare, 26 September 2016, Giovanni Mulder)

tude earthquake in Mexico, crashed at San Pedro Leapi, San Carlo Yauatepec due to unknown reasons. The pilot died in the crash, four occupants were injured.

23sep17 N73MA MU-2B-40 **414SA** w/o

The Mitsubishi of RA Aircraft Management crashed shortly after departure from Ainsworth (AK) under unknown circumstances, killing the sole person onboard. The impact happened in Brown County, five miles north of the airport.

24sep17 9M-WSK BeB200GT **BY-8** dam

A Beech King Air of Hornbill Skyways sustained substantial damage in a runway excursion accident at Kuching Airport, Malaysia. It veered off the side of the runway while landing in heavy rainfall. The nose landing gear collapsed and both propellers were damaged.

24sep17 MM7278/RS-23 F-2000A **092/IS010** w/o

The Aeronautica Militare Italiana lost a Typhoon during an air display at Terracina, killing the pilot. It had taken off from Pratica di Mare.

A YouTube video of the accident: www.youtube.com/watch?v=FZkglZuxztQ

24sep17 C5-BDB B737-5H6 **27354** dam

Badr Airlines flight J4 341, from Damazin back to Khartoum, suffered a bird strike while approaching the airport. A large bird penetrated the nose radome, causing extensive damage to the radome. The crew continued for a safe landing and obviously nobody was injured.

26sep17 HI-560 AC500 w/o

A private Aero Commander made an emergency landing next to the runway at Dabajuro, Venezuela, which was not alight. A person on the runway on a motor cycle was hit by the plane and died while another was seriously injured.

26sep17 OK-TKF Ce421B **421B0931** w/o

Valnetis Air lost a Cessna Golden Eagle, and its two occupants, after it crashed en route under unknown circumstances. There was a post impact fire, which destroyed the aircraft. It was on a flight out of Příbram, Czechia, and came down in a wooded area near Stráž pod Ralskem, Liberec Region.

26sep17 helo w/o

The Syrian Arab Air Force lost an unknown type of helicopter after it was shot down by rebels in northern Hama. Both pilots were killed.

27sep17 helo w/o

An as of yet unidentified type of helicopter of the Afghan National Army was destroyed, and three helicopters were damaged, in a missile attack executed by Taliban insurgents Hamid Karzai International Airport, Kabul.

27sep17 N515ET AS350B2 **3425** dam

Chaparral Air Group's Ecureuil was substantially damaged after it crashed under unknown circumstances at Fullerton's (CA) runway 24. Neither the pilot nor his passenger were hurt.

28sep17 Mirage 2000N w/o

Looks like the l'Armée de l'Air's unit EC02.004 needs to fly in a new Mirage 2000N, after this one hit the wall of N'Djamena-Hassan Djamous Airport during take-off, under unknown circumstances. While both pilots ejected safely the Mirage was destroyed by post-impact fire. The navigator (NOSA) was injured to one leg during the ejection. The French unit is based in Chad as part of Operation Barkhane, an ongoing anti-insurgent operation in Africa's Sahel region.

28sep17 Bell 214A w/o

The IRIAA, or Islamic Republic of Iran Army Aviation, lost this Isfahan, and one occupant, after it came down near Urmia, Iran, during a test flight. Two others were injured.

28sep17 Kiran w/o

The Indian Air Force lost a HAL Kiran training aircraft while on a routine mission out of Hakimpeth AFB. It ended up crashing in Hyderabad, with the trainee pilot escaping unhurt.

29sep17 MV-22 w/o

Looks like the United States Marines Corps lost an Osprey after it crashed at an unknown location in Syria. This caused minor injuries to two persons onboard. It is not clear what happened to cause the crash, which is under investigation.

29sep17 74 bl L-39 w/o

A training flight went haywire when the Ukraine Air Force L-39 crashed 22 kilometres south-west of -Starokostiantyniv, Khmelnytskyi Oblast, killing both of its occupants. Why it crashed remains unknown for the moment.

Credits: Aad van der Voet, Peter Wilmink, ASN, AFM, Aviation Herald, B3A, JACDEC, FAA

Aviation Day

Saturday 18 November 2017

AVIATION DAY

17



18 NOVEMBER 2017



WORLDHOTEL WINGS

Rotterdam The Hague Airport

The Dutch Aviation Society is proud to announce the seventh edition of the Scramble Aviation Day. The Aviation Day is THE aviation event during the dull winter months. It will feature the Scramble Air Fete and the National Spotters Championships (NSK).

National Spotting Championships (NSK)

In 2017, the National Spotters Championships (NSK) will be organised for the 28th time. Responsible for organising the NSK is Gilze-Rijen Aviation Society. The 2016 edition was won by Groningen Eelde Aviation Society, who graciously suggested that somebody else organised the next edition, a society who never had the chance to do so before. GRAS took up that challenge and has produced a very interesting quiz! During the NSK, various teams will battle for the highly coveted trophy.

Air Fete

The Scramble Aviation Day 2017 will feature the seventh edition of the Air Fete where you can buy, sell and trade all kinds of aviation-related items. This year, like last year, visitors will have more time to visit the Air Fete as the NSK will start at 13:15 once again. Tables measuring 70x220cm are available for €25. For reservations please contact airfete@scramble.nl.

Visit the event to test your knowledge, buy new aviation-related items or just socialise with old and new friends.

There is no entrance fee!

Timetable

10:00 - 17:00 – Scramble Air Fete open for public
13:15 - 17:45 – NSK 2017
17:45 - 18:15 – Award ceremony

Contact details

Worldhotel Wings
Rotterdam Airportplein 55
3045 AP Rotterdam
The Netherlands

Tel: +31 (0)10 799 9090
Email: info@worldhotelwings.com

Worldhotel Wings is ideally located near the Rotterdam The Hague Airport, within ten minutes driving distance from the city centre. Parking for the day costs €5, and you can validate your ticket at reception, mentioning you were attending the Aviation Day 2017.

For details about the Aviation Day 2017: www.scramble.nl/aviation-day

Reservations Air Fete tables: airfete@scramble.nl

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Military News & Updates



Hurricane evac F-16D 88-0404/FW painted in hideous colour scheme seen at Forth Worth JRB. (88-0404/FW, 6 September 2017, Sebastiaan Does)

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

Europe

Netherlands

Koninklijke Luchtmacht (AF)

Following the aftermath of hurricanes Harvey and Irma, Eindhoven based 334 and 336 squadrons have been busy with delivering support and first aid materials by air bridge coordinated at Eindhoven/EATC. Various C-130H-30s, C-130H and KDC-10 flights took place between Eindhoven en Curacao-Hato to deliver goods to a central point before distributing it further to stricken cities and villages on St. Maarten and neighbouring islands. The Hercules fleet remained at Hato for twice daily flights between St Maarten en Hato with marines, specialised medical staff, recovery specialists and materials. The DCCG DHC-8 fleet was used for troop transport and gained over 1000 flight hours within a month. From HNLMS Zeeland NH90-NFH N-325 flew countless support missions, evacuating residents who needed medical assistance and bringing support to remote locations. On behalf of the EATC, German Air Force A400M flights were added to the airbridge, as did KLM Cargo from Schiphol with their dedicated B747-400ERF freighters.

The Annual Budget Review for the Ministry of Defence was presented on 21 September 2017. Despite the non-mandated approval for release the intentions are solid approvals by the previous Parliament.

For starters the 1(NL)ATF ME deployment with four F-16AMs will return to Jordan on 1 January 2018 for six months. On the same date the MINUSMA detachment in Mali will restart operations with a mix of CH-47D and AH-64DN helicopters.

The AH-64DN Apache block 2 upgrade program will be completed in 2021. This deadline remained the same since 2016 and will be reached in time. This upgrade will guarantee the support of our Apaches and in the meantime the block 3 upgrade will be prepared in order to get our Apaches on the same level as the AH-64E Apache Guardian.

The Netherlands can enjoy its F-16s even longer than

foreseen. Given the expected delays in purchasing sufficient numbers of F-35s to completely withdraw the F-16AM fleet, the Fighting Falcon is listed to soldier on into 2025 instead of 2023. In current planning the 148th FS detachment at Tucson (AZ) is expected to be disbanded in 2022 and the 323sq F-35A training unit should be operational at Luke AFB.

Germany and Norway officially signed their participation share in the European Aerial Refuelling pool mid-September 2017 following their Letter of Intent in June this year. This means the order for seven A330MRTT tankers is solid. Four will come to Main Operating Base Eindhoven and three will go to Forward Operating Base Cologne.

F-16AM

J-623	DMO/LWD	ex DMO/Volkel Wing	6D-55 sep17
J-868	DMO/LWD	ex DMO/Volkel Wing	6D-85 aug17

This makes number seven. J-868 left Volkel on 3 August 2017 for Leeuwarden in toned down 323sq markings and will be prepared for delivery to the Jordanian Air Force. Number eight followed on 1 September while J-623 arrived unmarked.

F-16BM

J-208	DMO/LWD	ex DMO/Volkel Wing	6E-27 sep17
J-884	DMO/LWD	ex DMO/Volkel Wing	6E-25 aug17

After their configuration upgrade to the desired specifications in April and May 2017, both future Jordanian F-16BMs have returned to Leeuwarden. J-884 arrived 23 August, J-208 arrived 21 September and both will be used for test- and familiarisation flights for the new owners.

Defensie Helikopter Commando [AF]

NH90-NFH

N-102	860sq	retrofit LIRH	1102 sep17
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On 25 September 2017 N-102 flew towards Hyères before continuing to Frosinone the following day. This MOC NH90 will enter the retrofit program at Leonardo/Agusta and will return in 2018 as Full Operation Capable NH90-NFH.

Belgium

Luchtcomponent/Composante Air/Air Component [AF]

The story about the replacement of the F-16AM/BM continued early September when the formal agencies bid deadline passed. Dassault refused to fill their bid as they suspected an American-preferred outcome. They have reached out to the Belgian Minister of Defence with the proposal to block-buy an unknown amount of Rafales for the Belgian and France Air Force with a possible local production-/assembly line in

Belgium. This offer is welcomed by various Belgian politics, however it is not a requirement in the regulations of the released tender of Minister Vanderput. The competition continues between BAE with their Typhoon and Lockheed with the F-35.

Since 4 September 2017 the Belgian Air Force commenced their seventh rotation in the EAPM/Baltic Policing Mission. Operating out of Amari AFB, four F-16AMs replaced four Spanish EF-18AM Hornets to keep an eye in the sky over the Baltics. During the hand-over only FA107 could be confirmed. For the remaining three we seek confirmation.

In order to train and evaluate the operations of their A109BA/NH90-TTH in desert conditions the 1w sent 17sq and 18sq to Gabon. Airlifted by an Antonov Design Bureau An-124 and Air Force C-130Hs (including CH11) two NH90-TTH (including RN07) and two A109BA (including H27) departed Bevekom on 11 September for a month. Designated Operation Tropical Storm the Belgian Air Force will train their troops with the handling in a foreign country with desert/tropical forest conditions. Next year a deployment of NH90-TTHs to Mali is highly likely and this training mission will be a good indication of what to expect.

NH90-NFH

RN04 40sq c/n update **1238/NBEN04** sep17
 During the Helder Airshow, celebrating 100 years Dutch Naval Aviation, the construction number of the last Belgian NH90-NFH was confirmed.

Austria

Österreichische Luftstreitkräfte (AF)

LOXA = Aigen im Ennstal

SE3160

3E-KG wfu LOXA ex VeHSSa **1461** sep17
 3E-KJ wfu LOXA ex VeHSSa **1546** sep17

Denmark

Flyvevåbnet (AF)

Thanks to Per Thorup Pedersen we have more insight in the delivery dates and c/n of the Sikorsky MH-60R Seahawk. The delivery dates for the final two Seahawks (N-978 and N-979) are scheduled for February 2018 and July 2018.

MH-60R

N-971 Esk 723 c/n update **70-4386** sep17
 N-972 Esk 723 d/d 11may16
 N-973 Esk 723 c/n update **70-4440** sep17



The Irish Air Corps still operates five Reims Cessna FR172Hs. Seen here sitting in the hangar in fine shape during a GRAS base visit is 208. (Baldonnel-Casement, 11 September 2017, Leonard van Teeffelen)

N-974	Esk 723	d/d 09sep16	70-4466 sep17
N-975	Esk 723	d/d 07mar17	70-4822 sep17
N-976	Esk 723	d/d 24may17	
N-977	Esk 723	d/d 30aug17	70-4844 sep17

Finland

Ilmavoimat (AF)

F-18C

HN-440	HävLLv 11	ex HävLLv 31	1455/FNC040 sep17
HN-445	HävLLv 11	ex HävLLv 31	1468/FNC045 sep17
HN-449	HävLLv 11	ex HävLLv 31	1478/FNC049 aug17

Hawk Mk51A

HW-353/4	HävLLv 41	Midnight Hawks	411/5F003 aug17
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France

Armée de l'Air (AF)

LFOC = Châteaudun

As mentioned in Scramble 457 the French have established the 62^{ème} Escadre de Transport at Orléans on 5 September. The unit numbers are different than expected; they are ET02.061 *Franche Comté*, ET03.061 *Poitou* and the maintenance unit ESTA15.061 *Loiret*.

On Friday 25 August the Transall of ET01.064 *Béarn* was deactivated at Evreux. In due time it will become the second A400M unit at Orléans.

With the planned delivery of the first PC-21s to Cognac, the French will re-organize their training syllabus. This will mean that all TB30 Epsilons will be phased out at Cognac and also the Alpha Jets at Tours will no longer be needed. The PC21s should be operational in 2019.

The first A340MRTT Phénix (c/n 1735) made its first flight from Getafe on 7 September. This is the first of twelve aircraft on order which will replace the KC-135Rs, C-135FRs, A310s and A340s currently in service. The last A340MRTT will be delivered in 2025.

The French have recently sold a lot of aircraft. Not Dassault with its Rafales, but the Air Force with Mirage F1s. The American company ATAC (Airborne Tactical Advantage Company) has bought 63 Mirage F1s. 32 of these are kept in operational status at Châteaudun and are also intended to fly in the USA as aggressors. The other 31 are intended for spares. The main contractor for getting the aircraft to the USA is SABCA at Charleroi. The first aircraft should have arrived there in September. The split in what sub-type of Mirage F1s ATAC will get is not yet known, but will include at



Houston, we've got a problem... F-35A 5149 of the Norwegian AF on a local test flight experienced a main gear failure at NAS Fort Worth JRB. It made an approach to let Lockheed Ops take a closer look before it moved north of the base and circled to burn some fuel and come up with a game plan. They got the gear down and requested the assistance of any fighter airborne. F-22's were inbound due to Hurricane Irma Evacs and together they determined the gear came down and locked (three greens). Lightning 11 eventually made a safe landing.
(8 September 2017, Sebastiaan Does)

least one Mirage F1B (s/n 507).

Another sale was of four Mirage F1Bs (504, 509, 511 and 516) to the South African Paramount Group. These four aircraft have left Châteaudun by road in late August and went to Nimes for further shipment to Africa.

Noted at Châteaudun in August was a freshly repainted Mirage F1BD marked 207. This is the former French Mirage F1B 514 and it is said to be going to Gabon although it has been said that the deal may not go ahead.

A400M

0065/F-RBAM	on order		065
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AS555AN

5361/UT	EH05.067	ex ET00.068	5361 jul17
5386/UX	EH05.067	ex EH03.067	5386 jul17

Mirage 2000-5F

65/2-MG	GC01.002	ex 116-MG	289 aug17
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Rafale B

308/4-HA	EC01.004	ex 30-HA	sep17
325/4-HX	ETR03.004	ex std LFOC	sep17
333/4-IH	EC01.004	ex 30-IH	sep17
356/4-FV	EC02.004	ex Dassault	sep17

Rafale C

135/30-GN	EC03.030	ex 113-GN	sep17
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Germany

Luftwaffe (AF)

ETSI = Ingolstadt/München

Finally, after a lot of political debates between Turkey and Germany, the German government decided to move their Tornados from Turkey back home. In between, German Air Force logistics moves all their material from Incirlik to Al Azraq in Jordan. After building up at Al Azraq, the German Air Force Tornados will continue their missions over Iraq and Syria from this Jordanian air base.

Airbus Aerospace received an order for five A330MRTTs for NATO which are funded by Germany and Norway. Two MRTTs were already ordered by NATO but were funded by The Netherlands and Luxembourg.

EF2000

30+62	TLG73	ex TLG74	GS045 aug17
30+65	TLG73	ex TLG31	GS048 aug17
31+41	EADS	f/n ETSI	sep17

EF2000(T)

30+02	TLG71	ex TLG74	009/GT002 sep17
30+99	TLG31	ex TLG73	GT023 sep17
31+24	EADS	f/n EADS	sep17

H145M

76+14	HSG64	ex Airbus heli.	20136 jul17
76+15	HSG64	ex Airbus heli.	jul17

The last H145M LUH SOF was delivered to HSG64 at Laupheim. Fifteen were ordered and all fifteen are now added to the squadron. A small ceremony took place on 27 June 2017 when the last H145M LUH SOF with serial 76+15 came in from Airbus Helicopter in Donauwörth.

Tornado IDS

45+59	TLG51	ex TLG33	653/GS207/4259 sep17
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Tornado IDS(T)

45+13	TLG33	ex GAFFTC	535/GT049/4213 sep17
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Heeresflieger (AR)

EDPR = Donauwörth

NH90-TTH

78+29	HFWS	c/n update	1119 may17
78+40	Airbus Heli.	f/n EDPR	TGEA40 sep17
79+08	HFWS	ex Airbus heli.	GEAF15 may17

Tiger UHT

74+66	Airbus Heli.	f/n EDPR	jul17
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Italy

Aeronautica Militare (AF)

On 10 July 2017 at Sigonella (CT), the 61° Gruppo Volo with MQ-1C Predator and MQ-9A Reaper UAVs was reformed under the command of 32° Stormo at Amendola (FG). On 8 September 1943 this same unit was disbanded as 61° Gruppo Osservazione Aerea flying the IMAM Ro.37 and Caproni Ca311. During the ceremony two MQ-1C Predators were noted: AV-SA-0002/32-31 and AV-SA-0006/32-33. The Aeronautica Militare drones are not registered with a Matricola Militare. Instead they use the serial system: AV = Aerial Vehicle and SA = Strategico, whilst this series is divided between 'A' with a ceiling of maximum 15.000 meters and 'B' with a ceiling of 8.000 meters.

Again at Sigonella (CT) on 21 September 2017, the Aeronautica Militare held a farewell ceremony of the Breguet Br1150 Atlantic. The Atlantic leaves the Aeronautica Militare after 45 years of service and over 250,000 flight hours. During the

ceremony, Br1150 Atlantic MM40118/41-03 was unveiled in a special livery and the new ATR (Leonardo) P-72A replacement aircraft was officially introduced. The Aeronautica Militare operated eighteen aircraft, the first of which was delivered in 1972.

F-35A
MM7358/32-08 13° Gruppo ex FACO Cameri **5109/AL-8** aug17

MQ-1C Predator
AV-SA-0002/32-31 61° Gruppo new jul17
AV-SA-0006/32-33 61° Gruppo new jul17

Tornado ECR MLU RET8
MM7020/6-77 155° Gruppo ex -/155° Gruppo **225** jul17
CSX7053/- Leonardo ex 50-07/155° Gruppo **430** aug17
MM7052/6-64 155° Gruppo ex 50-02/155° Gruppo **424** mar17
MM7054/6-100 155° Gruppo ex -/Leonardo **436** sep17
MM7066/- Leonardo ex 50-03/155° Gruppo **520** aug17

Norway

Norske Luftforsvaret (AF)

As of 1 September 2017, the civilian company CHC Helikopter Service has taken over the rescue service at Floro until then run by Sea King Mk43B helicopters from 330 skv. This unit has its main operating base at Rygge and the Sea King helicopters are stationed at five satellite airfields. CHC Helikopter Service will run the Floro service with two AS332L1 Super Puma helicopters until 2020, when the new AW101 Mk612 helicopter will enter service. Maybe more Sea King detachments will be temporarily replaced with civil helicopters.

F-35A-3I
5146 62nd FS ex Lockheed-Martin **AM-06** aug17
5147 62nd FS ex Lockheed-Martin **AM-07** aug17

Spain

Ejército del Aire (AF)

LEAB = Albacete

Breaking news is the recent sale of twenty Mirage F1Ms from Albacete to the private American company Draken International who reportedly will use them at Nellis AFB (NV) in support of the Air Warfare Center. After unsuccessful negotiations with Argentina some years ago and later indications that the US Navy was interested, the aircraft have now finally been sold. During their period of active storage at Albacete (some already since 2010) the machines involved underwent regular engine tests and occasional test flights.

A400M
TK.23-02/31-22 Airbus Military #10075, f/n **070** sep17
(TK.23-03) Airbus Military #10076, f/n **076** sep17

Both were noted with Airbus Military at Sevilla/San Pablo. Contrary to earlier expectation, the code of TK.23-02 is 31-22 (not 31-61). The other machine was still in primer c/s and identified by the Spanish flag and the usual large c/n sticker.

EF2000
C.16-52/11-22 Ala 11 ex 11-18 **SS033** sep17
C.16-71 Ala 14 #10146, f/n **SS052** sep17

Ala 11 seems to be in the process of recoding their Eurofighter fleet. We don't have the full picture yet, but further details will undoubtedly emerge soon.

Mirage F1M
C.14-16/14-10 Léon ex std LEAB jun17
Yet another Mirage from the storage at Albacete found a new home. The abovementioned machine was noted preserved in the town of Léon during the local air show here in June. Whether or not it joined the other Mirages at the technical school here afterwards remains to be seen.

Fuerzas Aeromóviles del Ejército de Tierra (AR)
With the ongoing deliveries of the Tiger to BHELAI (Almagro), the unit's last Bo105ATHs are scheduled to be withdrawn from use by the end of 2017.

AS332B1
HU.21-04/ET-506 BHELMA VI ex BHELMA IV **2208** may17

AS532UL
HT.27-19/ET-602 BHELMA II ex BHELMA III **2737** may17
Both helicopters above were noted undergoing maintenance at Colmenar Viejo wearing badges of the indicated units.

NH90-TTH
HT.29-07/ET-807 BHELMA III #10087, new **1284** sep17
During the festivities on the occasion of the 100th anniversary of the Spanish Navy, the presence of this NH90 at Rota provided the opportunity to check its construction number revealing a correction to our dbase (not 1285!)

Armada (NY)

SH-60F
HT.23-13/01-1014 Eslla 10 #10013, d/d 10aug17 **770-1688** aug17

Sweden

Försvarsmaktens Helikopterflottilj (JF)

Hkp14B
142045/45 1.Hkpskv ex 2.Hkpskv **1048/BSWA05** aug17

Hkp14D
144048/48 1.Hkpskv ex 3.Hkpskv **1071/BSWA08** aug17
144051/51 1.Hkpskv ex 3.Hkpskv **1096/BSWA11** aug17
144052/52 1.Hkpskv ex 3.Hkpskv **1080/BSWA12** aug17



The Guardia Civil showcased its recently acquired Dauphin HU.30-01/09-401 at the Naval aviation anniversary. (Rota, 15 September 2017, Ian French)



Goodbye Tu-154. At SIAf 2017 airshow, the last flight of OM-BYO took place. Its successors, A319 and F100, were also present at the show. (26 August 2017, Robert Erenstein)

144053/53 1.Hkpskv ex 3.Hkpskv **BSWA13** aug17

Hkp16A

161236/11 2.Hkpskv c/n update **70-3953** aug17

Flygvapnet (AF)

ESPA = Luleå-Kallax

ESTL = Ljungbyhed

Thanks to Andy Marden who figured out the whereabouts of two so far unseen JAS39D Gripen fighter aircraft. It seems that 39818 was diverted from the production line and delivered to the South African Air Force as 3901/01 (c/n **39-2801**). The other one was delivered to F21 at Luleå-Kallax. A stroll along internet revealed a photo of this aircraft from March 2015.

JAS39D

39818 to South Africa as 3901/01 **39-818**
39838/838 F21 confirmed on photo **39-838** mar15

Sk60B

60050/50 i/a ESPA ex std ESTL, F7 mks **60-050** aug17

United Kingdom

Royal Air Force (AF)

EGDR = Culdrose

EGQD = Lossiemouth

EGDC = Chivenor

EGVL = Little Rissington

EGDM = Boscombe Down

EGXP = Scampton

EGDX = St.Athan

EGXC = Coningsby

EGNO = Warton

EGXE = Leeming

EGOS = Shawbury

EGXU = Linton-on-Ouse

EGOV = Valley

EGXY = Syerston

The British Minister of State for Defence announced that after the initial orders for forty-eight F-35B aircraft, the remaining examples might be of a different variant. He made this statement in July 2017, and most likely he refers to the possibility that follow-on orders will be placed for the F-35A. In the same statement, it was announced that the United Kingdom is still committed to purchasing a total of 138 F-35 jets.

It was already rumoured that some former RAF Hercules C5 aircraft were sold, and this has now been confirmed. Three of these aircraft have already been retired. All were handed over to Marshalls at Cambridge in December 2016 (ZH880) and January 2017 (ZH884 and ZH886). Bahrain has purchased two of these aircraft, which are currently being overhauled and re-painted by Marshalls. The aircraft involved are ZH880 (to become 701) and ZH886 (to become 702). The plan is to retire the remaining seven Hercules C5 aircraft as well in the near future. The fourteen Hercules C4 aircraft are to be converted to Hercules C6 standard (ZH866 being the prototype which already underwent conversion), and they will remain in

service until 2035.

Bangladesh is currently negotiating the purchase of two former RAF Hercules C4 aircraft and Sri Lanka is interested in an unspecified number of aircraft.

3/4Regt 3Regt & 4Regt Pool at Wattisham
ADSU Apache Depth Support Unit at Wattisham
Airbus Hel. Airbus Helicopters UK at Kidlington
Benson Pool 28(R)sq, 33sq and 230sq at RAF Benson
CMF Chinook Maintenance Flight at RAF Odiham
CMU Combined Maintenance & Upgrade Programme at RAF Marham

HSF Hawk Service Flight at RAF Valley
Leonardo Leonardo Finmeccanica at Yeovil
Marshalls Marshalls at Cambridge Airport
MDMF Merlin Depth Maintenance Facility at RNAS Culdrose
Membury Southern Sailplanes at Membury
MPSU Multi-Platform Support Unit at Middle Wallop
P2MF Puma HC2 Maintenance Flight at RAF Benson
TASF(S) Tornado Aircraft Servicing Flight (South) at RAF Marham
TMU Typhoon Maintenance Unit at RAF Coningsby
WST Wildcat Storage at RNAS Yeovilton

Chinook HC4

ZA671/AB 18(B)sq see note **M7007** jul17
ZD574 EGDM ex 28(R)sq/DB **M7021** aug17

After receiving attention by CMF, ZA671 was delivered to 27sq, later in the same month it was passed on to 18(B)sq.

Chinook HC6

ZK557 7sq ex CMF **M7708** jul17
ZK559 7sq ex CMF **M7710** sep17

Chinook HC6A

ZH892/(HG) 27sq ex EGDM **M4455** aug17
ZH894/(HI) 27sq ex EGDM **M4457** aug17

Both ZH892 and ZH894 were converted from HC4 to HC6A at QinetiQ Boscombe Down.

Hawk T1

XX245 Red Arrows ex HSF **312081** sep17

Eight Hawk T1 and two Hawk T1W were officially de-registered by the RAF in July/August 2017. Their fate is somewhat unclear, but most likely all will be disposed of. Below an overview (with XX179 and XX292 being the T1W), the dates mentioned are the official re-registration dates. Also mentioned is their last known location.

XX156 10jul17 pres Valley **312002**
XX165 07aug17 see note **312012**
XX172 07aug17 i/a EGDM **312019**
XX175 07aug17 std EGOS **312022**
XX179 10jul17 w/o 20aug11, std EGXP **312026**
XX184 07aug17 i/a 1710NAS at Portsmouth **312031**
XX226 07aug17 std EGOS **312062**

XX233 08aug17 w/o 23mar10, std EGXP **312069**
 XX290 07aug17 std EGOS **312115**
 XX292 10jul17 Everett Aero since 11jul17 **312117**

Hawk XX165 reportedly is in use for instruction purposes by 71(R)sq at RAF Wittering, it was however last noted stored at QinetiQ Boscombe Down in June 2017.

Hawk T1A

XX205/CU 100sq ex 736NAS/CU-846 **312052** aug17
 XX303 100sq ex std EGOS **312128** aug17
 XX316/CU-849 100sq ex 736NAS/CU-849 **312141** aug17
 XX319 Red Arrows ex o/h EGXE **312144** aug17
 XX321 HSF ex std EGOS **312146** jul17

Hawk T1W

XX292 Everett Aero ex std EGOS **312117** jul17

Above-mentioned former Red Arrows Hawk XX292 was transported by road from RAF Shawbury to the Everett Aero location at Bentwaters on 11 July 2017.

Jupiter HT1

ZM500/00 DHFS ex Airbus Hel. **20111** jul17

Juno HT1

ZM510/10 Airbus Hel. as G-CJUA **2009** sep17
 ZM512/12 DHFS ex Airbus Hel. **2011** jul17
 ZM516/16 DHFS ex Airbus Hel. **2016** aug17
 ZM517/17 DHFS ex Airbus Hel. **2018** aug17
 (ZM518) Airbus Hel as G-CKEO **2021** aug17

Phenom 100

(ZM333) to G-MEPT ex PR-PHK **50000375**
 (ZM334) del 15aug17 ex PR-ING **50000377**

Both PR-LTF (50000384) and PR-LTJ (5000386) were reported with the manufacturer in RAF colours. Most likely they will become ZM335 and ZM336 respectively.

Prefect T1

On 20 July 2017, six G-registrations for Prefect T1 aircraft were cancelled in the British Civil Aviation Authority (CAA) register. The G-registrations in question are: G-MFTS (ZM300), G-MEFT (ZM301), G-CJZF (ZM308?), G-CJZI (ZM307?), G-CJZJ (ZM306) and G-CJZR (ZM305). On 4 August 2017, also G-CKCS (ZM310?) was cancelled from the CAA register.

Throughout July and August several Prefects were seen active with their military registrations. Most reports came from RAF Barkston Heath, but a few were also seen at RAF Cranwell. It is noteworthy that both G-CJYG and G-CJYH were reported as well. Both had returned to Grob at Mindelheim

(Germany) for modifications on 17 May 2017. Apparently, both have been returned to Great Britain by July 2017.

Puma HC2

XW209	P2MF	ex Benson Pool	1096	aug17
XW212	Benson Pool	ex P2MF	1111	jul17
XW216	Benson Pool	ex P2MF	1129	jul17
XW235	Benson Pool	ex P2MF	1212	jul17
XW237	P2MF	ex Benson Pool	1218	aug17
ZA935	P2MF	ex Benson Pool	1633	jul17
ZJ954	P2MF	ex Benson Pool	1310	jul17

Tornado GR4

ZA556/047	12(B)sq	ex CMU	075	jul17
ZA559	std EGXE	ex 41(TES)sq/049	081	aug17
ZA601/066	9(B)sq	ex CMU	124	sep17
ZD739	std EGXE	ex 31sq/087	358	jul17
ZD741/089	9(B)sq	ex CMU	361	jul17
ZD792/100	31sq	ex 9(B)sq/100	402	jul17
ZD848	CMU	ex 12(B)sq/109	441	jul17
ZG750	std EGXE	ex 9(B)sq/128	862	jul17
ZG771/(133)	9(B)sq	ex TASF(S)	893	jul17
ZG773	std EGXE	see note	902	sep17

After being placed on temporary display with ExCeL in London, ZG773 was transported by road to RAF Leeming where it will be inducted into the Return To Parts (RTP) programme on 3 September 2017. The famous retro-desert pink jet (ZG750) was amongst the other Tornado jets which were retired and flown to RAF Leeming for storage.

Tornado GR4A

ZA369	std EGXE	ex 9(B)sq/003	166	aug17
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Tutor T1

The G-registrations of the five Tutor aircraft which were delivered to Finland in May 2017 were cancelled from the UK CAA register on 5 July 2017. The aircraft involved are G-BYUG, G-BYUP, G-BYVS, G-BYWJ and G-BYXN. This confirms that G-BYUP indeed was delivered as well.

Typhoon T3

ZJ803/803	6sq	ex std EGQS	BT004	jul17
ZJ806	std EGXC	ex 29(R)sq/BE	BT007	jul17
ZJ807/807	29(R)sq	ex 29(R)sq/BF	BT008	aug17
ZJ808	std EGXC	ex 29(R)sq/BP	BT009	jul17
ZJ809/809	1(F)sq	ex std EGQS	BT010	jul17
ZJ814	std EGXC	ex 29(R)sq/814	BT015	jul17
ZK381	TMU	ex 29(R)sq/381	BT026	jul17

Dual-Typhoon ZJ808 had the sad honour of being the second



Only a few weeks after delivery to Prerov airbase, two Slovak Air Force UH-60M were present at the NATO Days in Ostrava (Czechia) on 16 and 17 September 2017. Being "Special Partner Nation" of the show, Slovakia showed a wide variety of equipment, including the two new UH-60M. The helicopters were delivered to Slovakia on 6 July 2017 after arriving by sea from the USA in Bremerhafen (Germany) a few days before. Dating back from an order in 2015, the Slovak Air Force will receive 9 UH-60M over the coming years. The 261 million USD deal, under the FMS programme, includes training and spare parts for the coming 2 years. Currently 4 aircrews are current on the type and additional crews are being trained in the USA. The Slovak Air Force expects to have 6 aircrews operational by the end of 2017. (Arnold ten Pas)



Slated to become Juno HT1 ZM518, this H135T3H is seen visiting Ostend with its British civil registration G-CKEO still applied. (3 August 2017, Nik Deblauwe)

Typhoon T3 to enter the Return To Parts (RTP) programme. It was joined by ZJ806 and ZJ814 in July 2017. The latter were both stored inside HAS61 pending induction into RTP. Reportedly only the fuselage remained of the first aircraft (ZJ815) which was inducted into the RTP programme. By July 2017, these remains were also stored inside HAS61.

Typhoon FGR4

ZJ912/912	29(R)sq	ex 3(F)sq/912	BS003	aug17
ZJ918	3(F)sq	ex XI(F)sq/-	BS009	jul17
ZJ920/920	XI(F)sq	ex 3(F)sq/920	BS011	jul17
ZJ921/921	II(AC)sq	ex 3(F)sq/921	BS012	aug17
ZJ923/923	II(AC)sq	ex 3(F)sq/923	BS014	aug17
ZJ924/924	29(R)sq	ex TMU	BS015	aug17
ZJ929/929	XI(F)sq	ex 3(F)sq/929	BS020	jul17
ZJ934	std EGQS	ex II(AC)sq/U	BS025	jul17
ZJ947	TMU	ex II(AC)sq/EB-B	BS040	jul17
ZK312/EM	6sq	ex 1(F)sq/EM	BS067	jul17
ZK324/EI	XI(F)sq	ex II(AC)sq/EI	BS085	aug17
ZK300	TMU	ex II(AC)sq/H	BS052	aug17
ZK302/302	3(F)sq	ex TMU	BS054	aug17
ZK306/306	6sq	ex 6sq/ED	BS057	aug17
ZK309/QO-P	3(F)sq	ex II(AC)sq/QO-P	BS060	aug17
ZK310/310	3(F)sq	ex XI(F)sq/310	BS063	aug17
ZK311/N	3(F)sq	ex XI(F)sq/N	BS064	aug17
ZK312/EM	1(F)sq	ex 6sq/EM	BS067	aug17
ZK314/314	6sq	ex 6sq/EO	BS071	aug17
ZK317/FR	6sq	ex II(AC)sq/FR	BS088	aug17
ZK331/331	XI(F)sq	ex 29(R)sq/BT	BS092	aug17
ZK332	TMU	ex XI(F)sq/EB-J	BS093	aug17
ZK334	TMU	ex 1(F)sq/A	BS095	aug17
ZK341/341	XI(F)sq	ex TMU	BS102	jul17
ZK341/341	II(AC)sq	ex XI(F)sq/341	BS102	aug17
ZK342/342	3(F)sq	ex TMU	BS103	aug17
ZK344/344	1(F)sq	ex uncoded	BS105	jul17
ZK345	TMU	ex XI(F)sq/EP	BS106	jun17
ZK361	TMU	ex BAE EGNO	BS122	aug17
ZK367/367	41(TES)sq	ex 41(TES)sq/EB-R	BS128	jul17
ZK372/372	1(F)sq	ex 1(F)sq/BB	BS133	aug17

Prior to being allocated to 3(F)sq, ZK342/342 was used by XI(F)sq for a few weeks in August 2017.

Vigilant T1

ZJ967	std EGXY	see note	6504	sep17
ZH119	std EGVL	ex Marshalls	6508	jun17
ZH145	std EGVL	ex std EGDC	6526	jun17
ZH189	std EGVL	ex std EGDG	6538	aug17
ZH192	std EGVL	ex std EGXY	6541	aug17
ZH195	std EGVL	ex std EGDC	6546	jun17
ZH197	std EGXY	see note	6548	sep17
ZH205	std EGXY	ex std EGXU	6549	sep17
ZJ960	std EGVL	ex std EGXY	6556	aug17

ZJ962	std EGVL	ex std EGDG	6550	aug17
ZZ192	std EGVL	ex std EGDG	6559	aug17

Both ZJ967 and ZH197 were last reported undergoing repairs at an unknown location (Membury?) in May 2016. Both surfaced at RAF Syerston in September 2017. Neither one has been reported flying yet, so for the time being we will list them as stored.

Viking TX1

ZE502/VF	644VGS	ex ACCGS/VF	33886	aug17
ZE520/VJ	ACCGS	ex Marshalls	33889	jul17
ZE521/VK	622VGS	ex ACCGS/VK	33890	aug17
ZE528/VQ	622VGS	ex ACCGS/VQ	33897	jul17
ZE533/VV	ACCGS	ex Marshalls	33907	jul17
ZE552	std EGVL	ex std EGXY	33011	jul17
ZE630/XU	644VGS	ex ACCGS/XU	33977	aug17
ZE682/YS	644VGS	ex ACCGS/YS	34029	aug17
ZE685/YV	ACCGS	ex Membury	34034	jul17

Voyager KC3

ZZ333	1312Flt	ex 10/101sq	1312	aug17
ZZ337	10/101sq	ex 1312Flt	1390	aug17

Army Air Corps (AR)

As previously mentioned in this magazine, the Army Air Corps sold both their Islander CC2 (ZH536 and ZH537) and their single Islander CC2A (ZF573) on the civil market. Their special surveillance role has been taken over by a civilian company called 2Excell. They currently operate a pair of Piper Navajo (G-SCIR and G-SCMR) and a single King Air 200 (G-IMEA) from RAF Northolt. It is expected that a few more Piper Navajo aircraft will be added in the near future.

Also the last Islander on strength with 655sq (ZF573) has been sold to a civilian owner. It was officially struck of charge on 5 July 2017 and entered into the CAA register the next day. Also on 5 July 2017, their last Defender (ZG998) was returned to 651sq from which it was used on loan since May 2016. It is unclear at this point in time if this will result in 655sq being de-activated in the future but no flying assets are currently assigned to the squadron.

MAR reports that as part of the AH-64E contract a number of Apache AH1 airframes currently in storage at Wattisham with the ADSU will be shipped to the United States to be stripped and reworked. The following helicopters were confirmed in storage with ADSU in August 2017:

ZJ166, ZJ167, ZJ168, ZJ169, ZJ170, ZJ171, ZJ172, ZJ173, ZJ174, ZJ175, ZJ176, ZJ202, ZJ206, ZJ212, ZJ214 and ZJ219

On 1 September 2017, 674sq was absorbed by 703NAS. The

squadron was part of the 3FTS at RAF Cranwell, where it used Tutor T1 aircraft for pilot training purposes.

Apache AH1

ZJ182	3/4Regt	ex ADSU	WAH17	aug17
ZJ186	ADSU	ex 663sq	WAH21	jul17
ZJ197	3/4Regt	ex 653sq	WAH32	jul17
ZJ199	663sq	ex ADSU	WAH34	jul17
ZJ200	3/4Regt	ex 656sq	WAH35	jul17
ZJ213	673(AHTU)sq	ex ADSU	WAH47	aug17
ZJ226	656sq	ex 3/4Regt	WAH60	jul17

Gazelle AH1

XW865	MPSU	ex 29Flt/BATUS	1119	aug17
ZB691	7Regt Conversion Flt, ex MPSU		2006	jul17
ZB693	665sq	ex MPSU	2009	sep17

Islander CC2A

ZF573	to G-BJOH	ex 655sq	2034	jul17
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Wildcat AH1

ZZ391	WST	ex 1Regt	489	jul17
ZZ407	Leonardo	ex 1Regt	477	jul17

Fleet Air Arm (NY)

HeliOperations UK has been contracted by the German Navy to provide Search and Rescue training to Sea King aircrew. For this purpose two former 771NAS Sea King HU5 helicopters have been pulled out of storage and are being prepared for delivery by Merlin Depth Maintenance Facility (MDMF) at RNAS Culdrose. Once maintenance has been completed the helicopters will be delivered to Portland where the training activities will take place. They will remain military registered, but they will receive a new coat of paint. According to a press release, the contract will run until September 2018.

Two Merlin HM2 helicopters assigned to 820NAS were deployed to RAF Lossiemouth for the first sailing of *HMS Queen Elizabeth*. The helicopters in question were ZH827 and ZH846, of which the first one was the first aircraft/helicopter to perform a deck landing on board the new carrier. This took place on 3 July 2017. For the record, the Queen Elizabeth set sail from Rosyth for the first time on 26 June 2017. The ship will conduct sea trials for the next few months, after which it will return to Rosyth for modifications/adjustments based on the findings during the sea trials.

Two Lynx HAS3 helicopters were kept in storage at RNAS Culdrose for the Royal Navy Historic Flight (RNHF) since March 2014. It has now been decided that the RNHF will not take charge of them and both XZ228 (HAS3SGM) and XZ233 (HAS3S) were transported to Middle Wallop in August 2017. They are now handed over to the MPSU and will probably be stripped for spares.

Hawk T1A

XX189/CR	736NAS	ex HSF	312036	aug17
XX281	736NAS	ex o/h QinetiQ	312106	jul17
XX285/CK	736NAS	ex 100sq/CK	312110	aug17
XX301	std EGOS	ex 736NAS	312126	jul17

Merlin HM2

ZH826	829NAS	ex 814NAS	50029	aug17
ZH845	MDMF	ex 814NAS	50105	jul17

Merlin HC4

ZJ120/D	QinetiQ	ex Leonardo (HC3i)	50083	aug17
ZJ127	846NAS	ex Leonardo (HC3)	50149	aug17

Sea King HU5

XV666	o/h EGDR	ex std EGDG	WA654	jul17
ZA166	o/h EGDR	ex std Gosport	WA899	aug17

Sea King ASaC7

XV664	std EGDR	ex 849NAS/(1)90	WA652	sep17
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End-August 2017, XV664 arrived at Birkenhead Docks on board RFA Fort Victoria. It was deployed for Operation Kipion (UK maritime operations in the Persian Gulf and Indian Ocean), and transported by road to RNAS Culdrose early September 2017. Upon arrival at RNAS Culdrose it was withdrawn from use.

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

DAUB = Biskra

UIIR = Irkutsk, Russian Federation

Firnas 142

7T-VFE	to civil (std)	Constantine Aeroc.	0475/004	aug17
7T-VFJ	to civil (std)	Constantine Aeroc.	0480/009	aug17

Constantine Aeroc. stands for Constantine Aeroclub and is located at 36°17'13.20"N, 6°37'02.50"E.

Mi-24V

...	pres. DAUB	as DA-50, c/s		jun17
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The Mi-24 is preserved at 34°48'32.52"N, 5°43'58.87"E and has an eagle painted all over its fuselage.

Mi-26T-2

...	as 06817	f/n DB		sep17
...	as 06818	f/n DB		sep17

Both helicopters were first noted at Kefalonia, Greece, and later Valetta, Malta, on their delivery flight to Algeria.

Mi-28NE

SC-16		f/n, photo		aug17
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Mi-171Sh

SM-95	6RHM	c/n update	59489619359	feb16
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Usually, many aircraft can be found at Minsk-Mazowiecki to perform in the fly by at Radom airshow. These two Su-22 are freshly painted in the now standard grey colour scheme. (25 August 2017, Jan Gerrits)



SW-4s are normally dark olive drab. This 6607 however, has been covered in red and white paint. That makes identifying its construction number at the top of the tail easier, 660303. (Deblin, 18 August 2017, Wim Sonneveld)

MiG-21bis

FA-51 see below c/n update **75038147**

A photo found by Peter Weinert shows the FA-51 with 8147 in the tail. It is almost certain that this is construction number **75038147**. This construction number was read in 2005 on the never taken-up aircraft of the Yemen Air Force, the 2230, when it was overhauled at the Odessa Aircraft Repair Plant, Ukraine. Later the 2230 became the 132 for Croatia. However the original **75038147** is probably still at Odessa, pretending to be an Ethiopian aircraft, while a Bulgarian aircraft was used for the 132.

MiG-25PDS

FU-31 110 EdC c/n corr, not **..2701** **..2705**
 FU-67 110 EdC f/n DB, w/o 11nov14 **..3608**

Safir 43M

7T-VFN to civil (std) Constantine Aeroclub aug17

Su-30MKI(A)

... o/o f/n UIIR **10MK4605** sep17
 ... o/o f/n UIIR **10MK4607** sep17

Angola

Força Aérea Nacional de Angola (AF)

UMMA = Baranovichi, Belarus

AW139

H-902 ex I-RAIN f/n DB, photo **31621** aug17

Mi-24P

H-387 type update, photo aug17

Mi-171Sh

H-641 f/n DB, photo 2017
 H-643 f/n DB, photo may16
 H-642 f/n DB, photo aug17
 H-648 f/n DB, photo jun17

MiG-21bis

C-340 ex Swartkop M. returned to Angola **N75096900** sep17
 On 17 September the MiG-21, that was in the museum of Swartkop, South Africa, since 1991, was picked up by Angola Air Force Il-76TD T-911. The MiG-21 was acquired by South Africa during the Border War, when on 14 December 1988

FAPA pilot Lt Vinez took-off from the airfield at Lubango for a routine ferry flight to Menongue airfield. However, he became lost after entering clouds and decided to divert to the airfield at Cuito Cuanavale. Flying in a south-easterly direction, but west of the planned route, he became low on fuel and executed a near perfect landing in an open field outside Tsumeb in the then Southwest Africa (now Namibia). The aircraft sustained minor damage to the underside. As there was no formal request at that time for the return of the aircraft, it was repaired to display condition for the SAAF Museum. What the exact reason is why the aircraft was returned to Angola is unknown.

Sling 2

I-160 f/n, photo **339** aug17
 I-161 f/n, photo **341** aug17

We do not blame you if you do not know this aircraft type, we also needed Google to find the exact type. The aircraft is made by the South African company TAF, which stands for The Aircraft Factory (how simple can life be). The company only built two type of aircraft; the Sling 2 (2-seater) and the Sling 4 (4-seater). The aircraft looks a little bite like a Grob 120TP. The aircraft are privately owned by O'Art Aviation.

Su-30KN

C-132 o/o f/n UMMA, 558ARZ sep17

It seems that the first two Su-30s, of twelve ordered, were finally delivered to Angola. According to Aleksandr Vorobei, the deputy CEO of the 558 Aviation Repair Plant in Belarus, the deliveries will be completed by early next year. The C-132 was photographed still at the 558th ARZ overhaul plant in Baranovichi, Belarus.

Botswana

Botswana Defence Force - Air Wing (AF)

AS350B

OF2 Z23 ex Z21 **1587** sep17

AS350BA

OF4 Z23 ex Z21 **2864** sep17

Burkina Faso

Force Aérienne de Burkina Faso (AF)

On 26 August Rosoboronexport announced that at the Russian Army 2017 show Burkina Faso ordered two Mi-171Sh helicopters. The helicopters should be delivered in 2018, any further details of this deal were not given.

Cameroon

Armée de l'Air du Cameroun (AF)

EBZM = Heliport Zomergem, Belgium

SA342L

TJX-BE std EBZM 1873 sep17

TJX-BG std EBZM 1897 sep17

Thanks to MAR for the find of these two. Both helicopters, together with a Guinea Air Force Gazelle, were found all stripped in the hangar of Heliport Zomergem in Belgium. Both helicopters were known as to be delivered in 1981 to Cameroon but since that time only the TJX-BG was reported once. The 1897 was delivered to Cameroon as TJ-XBG and photographed as such in September 1982 at Yaoundé. Thanks to a photo which was made of the logbook, we know now that it became the TJX-BG on 12 November 1999.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

HEAZ = Cairo-Almaza

UUMT = Lukhovitsy/Tretyakovo, Russian Federation

K-8E

6326/7 201sq/Silver Star f/n for team sep17

6327/3 201sq/Silver Star code update sep17

6331/10 201sq/Silver Star ex code 7 sep17

6333/4 201sq/Silver Star ex code 9 sep17

6335/5 201sq/Silver Star ex code 11 sep17

6336/1 201sq/Silver Star ex code 12 L8E3200081 sep17

6341/9 201sq/Silver Star new for the team sep17

6343/10 201sq/Silver Star new for the team sep17

6385/6 201sq/Silver Star new for the team sep17

6389/8 201sq/Silver Star ex code 4 sep17

The Egyptian aerobatics team the Silver Stars were the stars of the show at the Athens Flying Week 2017, held at Tanagra, Greece. The last full report of the team we had was from May 2009, so since then quite some changes. Unfortunately only one construction number was or could be checked and that was from the 6336 which was on the static.

Ka-52

6604 111AW f/n DB, photo aug17

Egypt has by now received the first three or already the first six Kamov Ka-52s from Russia. By the end of this year fifteen helicopters should be delivered. Due to the deliveries, the last few weeks several photos of the new Egyptian Ka-52s were published on the internet. On one of the pictures, just

visible laying in a crate, was a tail part marked with the serial '660'. Because Egypt nowadays are using a four digit serial system, we expect the new Kamovs are no exception. This was confirmed by a photo Peter Weinert found from a Ka-52 marked as '604'. On that photo it is for sure there is another digit in front of these three digits. Mr. Dmitry Rogozin, the Deputy Prime Minister of Russia on defense and space industry, was so kind to show the international press a badge of the Egyptian Ka-52 unit. Thanks to that we know now the Ka-52s will be operated by the 111th Air Wing.

Mi-8T

1454 o'haul Helwan f/n DB, photo sep16

MiG-17F

2001 pres. HEAZ not a MiG-15bis sep17

MiG-29M

8705 o/o, grey c/s f/n UUMT, photo sep17

MiG-29M2

8804 o/o, grey c/s f/n UUMT, photo sep17

SA342L

3458 f/n DB + tie-up update 2100 jul12

Guinea

Force Aérienne de Guinee (AF)

EBZM = Heliport Zomergem, Belgium

SA342L

3X-GVD std EBZM 1441 sep17

Also thanks to the MAR for this one.

Libya

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

Libyan National Army Air Force (AF)

Mi-2

7023 f/f 06sep17 f/n DB, video 517023031 sep17

Known was that a Mi-2 with this construction number was delivered to Libya, but it was never noted. On 6 September a video was placed on a Facebook site showing the Mi-2 outside for a test run after been overhauled.

Mali

Force Aérienne de la République du Mali (AF)

LMML = Luqa, Malta

URRR = Rostov-na-Donu, Russian Federation

UUET = Torzhok, Russian Federation

Mi-35M

... o/o as 464 f/n URRR jun17

... o/o as 465 f/n UUET jun17

Another two Mi-35Ms for Mali were noted in Russia, wearing only Russian flight registrations 464 and 465. We are not sure yet if one of these two is the same one which was noted in



The Polish air force recently acquired a couple of G550s. One of these, 0001, made a first time visit to Schiphol. (19 September 2017, Leonard van Teeffelen)

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If you are lucky you can catch a test flying M346 at factory airfield Venegono. This M.T.55227 is destined to become Polish air force 7707. (14 September 2017, Dietmar Fenners)

March without any registration.

Y12E

TZ-21T del. 19sep17 by LMML as TZ-WAA **093** sep17

TZ-22T del. 19sep17 by LMML as TZ-WAB **095** sep17

Two new Harbin Y12E Panda aircraft for the air force of Mali were spotted at Tianjin-Binhai, China, in the beginning of September. The first one was noted on 2 September marked as B-0ACD, while the second one was noted one day later as B-0ACC. On 18 September both aircraft arrived at Luqa, Malta, on their way to Mali. The serials TZ-WAA and TZ-WAB were just ferry flight serials and the large white stickers with these ferry flight serials were applied over the TZ-2xT serials. Fortunately the TZ-2xT serials and construction numbers were checked during the stopover at Luqa.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

EC-130H

CNA-OO re-registered as CN-AOO **4877**

CN-AOO Esc. Electronique ex CNA-OO **4877** sep17

Niger

Escadrille Nationale du Niger (AF)

The German and French Ministers of Defence, Mrs. Ursula Von Der Leyen and Mrs. Florence Parly, were visiting some of the Sahel countries together last July. According to a French website, during their visit to Niger the two ministers should hand-over two helicopters to the local armed forces. These two machines, SA342 Gazelles, should be taken from the French stocks and their allocation to Niger was made possible thanks to the financial support from the German Government. However we are almost sure that these are not `new` Gazelles but the same Gazelles which were delivered to Niger in 2013 already and that it were three machines instead of two. The 5U-MHE, 5U-MHF and 5U-MHG were all noted at Marseille in May and June 2016 and the colour schemes of the airframes perfectly match with the colour schemes of the ones delivered in 2013. The previous identity of the 5U-MHE is still not 100% confirmed but we think this one is the former ALAT Gazelle 3477. The 5U-MHF is ex ALAT 3531 and the 5U-MHG is the former 3547. If someone can confirm the former serial, or the construction number, of the 5U-MHE please let us know. Also pictures made of these three helicopters at Marseille last year are welcome and may be useful.

Nigeria

Nigerian Air Force (AF)

DNKA = Kaduna AFB

Air Beetle

NAF071	401 FTS	w/o 24aug17	132
NAF078	std DNKA	ex 401 FTS	aug17

AW101-641

NAF281	101 PAF	w/o 26nov16	50252
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A photo was found of the NAF280 made in June 2017, this proves that it was the NAF281 that crashed on 26 November 2016. Before it crashed the AW101 was repainted from its standard white colourscheme to sand/sand colourscheme, similar as the EC135 of Nigeria are wearing.

DA40

NAF211	401 FTS	f/n DNKA, photo	aug17
NAF215	401 FTS	f/n DNKA, photo	aug17

FT-7N

NAF813	w/o 11may11	c/n update	TP1708
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MFI395 Super Mushshak

NAF283/17-283	401 FTS	f/n DNKA, photo	aug17
NAF284/17-284	401 FTS	f/n DNKA, photo	aug17
NAF285/17-285	401 FTS	f/n DNKA, photo	aug17
NAF287	o/o	f/n YouTube	sep17
NAF288	o/o	f/n YouTube	sep17
NAF290	o/o	f/n YouTube	sep17

Sudan

al Quwwat al_Jawwiya as-Sudaniva (AF)

HSSS = Khartoum

Mi-8AMT

ST-PRL	Gvmt	f/n, photo	mar17
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Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

OH-58D(R)

L81520/TS-VTR	code confirmed, photo	dec16
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Asia

Afghanistan

Afghan Air Force (AF)

The first two UH-60A+ Black Hawk helicopters were delivered to Kandahar on board 437th AW C-17A 09-9212 on 18 September 2017. These Black Hawks are the first of a total of

159 refurbished US Army Black Hawk transport helicopters. From the photos officially published it seemed the Black Hawk helicopters still carried their US serials.

Bangladesh

Bangladesh Biman Bahini (AF)

VGHS = Dhaka-Kurmitola/Bangabandhu AB

VG TJ = Dhaka-Tejgaon/Bashar AB

F-7BG

F933	5sq	c/n update	0933
F943	5sq	c/n update	1027

FT-7

1434	35sq	c/n update	T1415 aug17
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MiG-21MF

7003	fate?	known delivery	7003
7004	fate?	known delivery	7004
7005	fate?	c/n update	7005
7006	pres VG TJ	del 30jul73, wfu 27apr88	7006 apr13
7007	pres VG TJ	gate	7007 jan17
7008	pres VG HS	d 02aug73 wfu 31dec90	7008 jan17
7009	pres VG TJ	on base	7009 jan17
7010	fate?	known delivery	7010
7011	fate?	known delivery	7011
7012	pres VG HS	d 04sep73 wfu 29aug90	7012 jan17
7201	fate?	d 23aug73, wfu 22nov90	7201

MiG-21UM

036	pres VG TJ	d 27jan73 wfu 3may90	0369* apr13
046	pres VG TJ	d 30jan73 wfu 26dec90	0469* oct15

We previously had '07201' to '07212' for the serials and construction numbers of the MFs. The "*" stands for '5172', the last four digits of the construction number. Allegedly, five crashes occurred, three before 1977, one in 1982 and the last on 8 May 1996. The last one could be an F-7 too, given the relatively recent date. From an April 1973 cable, it seems only ten airframes were delivered instead of fourteen. In any case, we have thirteen serials! Thanks to Jeroen Nijmeijer for these corrections and additions to our Bangladesh database.

Bangladesh Army (AR)

C295W

S3-BRT	del 19sep17	marked EC-006	sep17
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Duly delivered, routing through Malta 12/13 September.

China

People's Liberation Army Air Force (AF)

J7II

3810	f/n, photo
3914	f/n, photo

Some pictures appeared of a shooting contest from a Brigade that is equipped with at least twelve J7IIs and four JJ7As. The serials indicate they belong to Xi'an Flying Academy/1st Training Brigade that until recently operated the Z9 and Y7. Confirmation is needed about any reorganization of the Training Brigades however!

H6K

10198	8th Div/22nd Reg	sep17
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II-76

21142	13th Div/39th Reg	aug17
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J10A

61065	5th Brigade	sep17
61067	5th Brigade	sep17
73152	124th Brigade	sep17
73153	124th Brigade	sep17

J11B

72028	111th Brigade	sep17
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JH7A

72212	110th Brigade	sep17
73073	126th Brigade	sep17

JL10

78433	172nd Brigade	aug17
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KJ200A

30672	26th Div/77th Reg	photo
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The 76th Regiment operates five KJ200s. This new version has improved radars, which can be seen because of the new radome housing a new AEW radar. As the visible mods are not that extensive, there is a possibility that this is a converted airframe

Su-30MKK

66059	54th Brigade	sep17
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The appearance of this 54th Brigade serial on a former 18th Division aircraft is very remarkable, as it was always only rumoured that this was the correct number instead of the



That is one huge dark green MF-er. Based on the Frelon the Z8 is still being manufactured in China. This is the latest Army version, a Z8B. (Tianjin, 14 September 2017, Lukas Kinneswenger)

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Yearly there is a small aerial demonstration at Tianjin. Seen here is an anonymous Z19 part of a demoteam Thunder, or Fenglei in Chinese.

(14 September 2017, Lukas Kinneswenger)

53rd Regiment number. The real 53rd, operating J7IIs from Wudangshan, got the press last March when they were transferred to the Central Command Theatre, coming from Southern TC. The confusion comes as the Regiment-based serial batches were mixed.

Su-35S

61174	6th Brigade	sep17
61177	6th Brigade	sep17

The first clear sighting of two Su-35s proves that these aircraft were delivered to 2nd Div/6th Reg, that has now become a Brigade ann that after the delivery of the first four aircraft in 2016, also the second batch of four aircraft has been delivered. Rumours of this appeared in June this year.

People's Liberation Army (AR)

Z8A

LH990801		sep17
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Z10A

LH94101	81st Brigade (ex 4th Reg)	sep17
LH94106	81st Brigade (ex 4th Reg)	sep17
LH94113	81st Brigade (ex 4th Reg)	sep17
LH990101		sep17
LH9K701		sep17
LH9K704		sep17

Six Z10s with this LH9K7xx serial were noted at Luocheng/Huian, home of 73rd Brigade (ex 10th Regiment). The logic behind these serials still needs to be understood as it could also be a fake serial used for some movie. Also, the Z8 and Z10 serials starting with LH990 are a mystery for us at the moment!

Z19

LH99978	79th Brigade (ex 9th Reg)	sep17
LH99995	79th Brigade (ex 9th Reg)	sep17
LH912902	75th Brigade (ex 12th Reg)	sep17

People's Liberation Army Navy (NY)

J20

It is believed that the next generation fighter aircraft for the Navy will be the J20 produced by Chengdu. The other contestant was the aerodynamically improved FC-31 produced by SAC which has one prototype flying. So all hopes for SAC are now to get export orders for the type.

JL10H

A recent picture on the internet shows a JL10 trainer aircraft with the Chinese Navy banner on the fuselage. Therefore it is widely believed the Navy has received its first aircraft, although on the picture no serial or code usually carried by Naval aircraft is visible.

Z8J

9527	9th Div/26th Reg	Z8J-003 sep17
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Z9D

9826	2nd Div/5th Reg	Z9-0358 sep17
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Manufacturers (AR)

J20

2021	CAC f/f 19sep17
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This is the first J20 that flies with the domestic WS-10 engines instead of the Russian AL-31FN. Being the third airframe version is indicated by the new serial range.

Police (PO)

AW139

33005	Shejiang Police
33006	Shejiang Police

India

Bharatiya Nau Sena (NY)

On 23 August 2017, India's Ministry of Defence issued a global request for information (RFI) worth US\$10 billion for 123 multirole helicopters and 111 multi-utility helicopters for the Indian Navy. The RFI has been sent to Lockheed Martin (which has acquired Sikorsky) and Bell Helicopter, Airbus Helicopters and to an unknown Russian Helicopter factory.

The helicopters would be built at Indian facilities, as the purchase programme is part of the new Strategic Partners policy, announced in May 2017, under which a strategic partner selected only from among domestic private sector companies will tie up with an overseas original equipment manufacturer. Both partners will be selected by the MoD.

Domestic private companies, which will compete to be that strategic partner for both helicopter programmes, are Bharat Forge Limited, Reliance Defence and Engineering Limited, Larsen & Toubro, Mahindra Aerospace and Tata Advanced Systems Limited.

The 123 multirole helicopters are valued at US\$7 billion in the 9 to 12.5 ton category and would perform search-and-rescue and anti-submarine warfare roles. The 111 multi-utility helicopters are valued at US\$3 billion in the 4.5 ton category. These helicopters will take on the roles of light anti-submarine warfare (carriage of one lightweight torpedo or two depth charges), logistics, search and rescue, observation and electronic intelligence and anti-piracy missions, for which the demand is rising in the Indian Ocean. These helicopters will carry rocket pods and 12.7mm machine guns.

Back in history in 2011, the MoD issued a request for proposal

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(RFP) for the purchase of sixteen multirole helicopters in which Sikorsky (prior to its acquisition by Lockheed) with the S-70B multirole helicopter emerged as the winner against the NH_i NH90 helicopter. However, the fate of this tender remains unknown. At this moment it is a question if this RFP is cancelled or part of the new RFI.

The selection process for a strategic partner and an overseas supplier is likely to take three to five years.

Japan

RJCO = Okadama RJNA = Nagoya/Komaki
 RJSM = Misawa RJST = Matsushima
 ADTW = Hiko Kaihatsu Jikkend. AGG = Hiko Kyodogun
 ARS = Kyunantai HAS = Herikoputa Kuyutai
 nmks = no tail unit-number

Nihon Koku-Jieitai (AF)

B777-3SB(ER)

Both future JASDF B777s are now at Basel/Mulhouse in full colour-scheme as N509BJ and N511BJ.

F-2A

03-8503	8 Hikotai	nb, ex IRAN	1003	sep17
03-8504	8 Hikotai	ex nb/IRAN	1004	sep17
73-8542	o/h RJNA	nb, test, ex 6 Hikotai	1042	sep17
03-8556	3 Hikotai	ex nb/IRAN	1056	sep17

F-2B

03-8103	21 Hikotai	nb, ex IRAN	3003	sep17
03-8104	21 Hikotai	ex nb/IRAN	3004	aug17
73-8132	6 Hikotai	nb, ex IRAN	3032	aug17

F-4EJ Kai

87-8415	301 Hikotai	ex nb/IRAN	M115	jul17
97-8422	301 Hikotai	ex 302 Hikotai	M122	aug17
07-8434	302 Hikotai	ex nb/IRAN	M134	sep17
17-8437	o/h RJNA	nb, ex 302 Hikotai	M137	feb17
17-8440	301 Hikotai	ex nb/IRAN	M140	sep17

Less than forty F-4EJ Kai are operational at Hyakuri.

F-15DJ

82-8066	201/3 Hikotai	nb, ex IRAN		sep17
92-8070	306 Hikotai	ex nb/IRAN, not 303Hik??		sep17
12-8074	AGG	ex 303 Hikotai		sep17
62-8089	o/h RJNA	nb, ex 306 Hikotai		sep17
82-8091	306 Hikotai	ex 303 Hikotai		sep17

F-15DJ 070 was supposed to join 303 Hikotai but we have no sightings as such. 074 flew a few days in standard grey after its transfer but was soon painted in a dark grey and green splitter pattern.

F-15J

12-8803	203 Hikotai	nb, ex IRAN	J1-0553	aug17
42-8844	o/h RJNA	nb, test, ex 203 Hikotai	044	sep17
52-8861	o/h RJNA	nb, ex 23 Hikotai	061	sep17
62-8878	303 Hikotai	special mks	078	sep17
72-8880	203 Hikotai	ex 201 Hikotai	080	sep17

72-8889	306 Hikotai	ex 303 Hikotai	089	sep17
72-8892	203 Hikotai	ex nb/IRAN	092	sep17
82-8900	201 Hikotai	ex nb/IRAN	100	sep17
92-8906	306 Hikotai	special mks	106	sep17
12-8927	306 Hikotai	ex nb/IRAN	127	sep17
52-8955	201 Hikotai	ex IRAN	155	sep17

Both Komatsu-based Eagles with special markings were painted for the (cancelled) open house.

F-15J Kai

02-8918	306 Hikotai	ex ADTW	118	sep17
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F-35A

79-8706	Mitsubishi	f/n	AX-06	sep17
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The four F-35As flying from Luke AFB (AZ) have accumulated 500+ sorties.

CH-47J

67-4496	RJSM HAS	ex Iruma	5080	jul17
97-4498	RJSM HAS	ex IRAN	5084	sep17

U-125A

52-3003	RJST ARS?	no unit name	258250	aug17
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Rikujo Jieitai (AR)

UH-1J

41804	??, at RJCO	ex TDY RJTU, ex EH	1J04	sep17
41863	VI	ex IX (sep14)	1J63	sep17
41873	EH	ex NEH	1J73	sep17
41881	??, at RJCO	ex IV or WH	1J81	sep17
41886	IX	ex TDY RJTU, ex EH	1J86	sep17
41901	XI	unit confirmed	1J101	sep17

OH-6D

31284	V	ex II, ex III	6596	sep17
31296	VII	ex XI	6750	sep17
31309	IX	ex IHB	6763	sep17

CH-47JA

52964	HGPVI	ex HGPIII	5066	sep17
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UH-60JA

43105	SD	unit confirmed apr17	4005	may17
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LR-2

23058	JAMCO Sendai with LR code	FL-1013	jul17
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Kaijo Jieitai (NY)

SH-60J

The JMSDF lost an unknown SH-60J on 26 August 2017. It was operating from DD156/JDS *Setogiri* and was lost during night-time exercises. This vessel belongs to the Maizuru District flotilla however the crashed Seahawk was not a 23 Kokutai asset, this unit only operates the SH-60K.

P-1

5502	51 Kokutai	ex nmks	2	sep17
5506	3 Kokutai	ex 51Kok	6	aug17
5511	51 Kokutai	ex nmks	11	sep17
5514	Kawasaki	f/n	14	sep17



Factory fresh SH-60K 8454 is a new mount for 21 Hikotai. (Nagoya-Komaki, 8 September 2017, Nicholas Hoenich)

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Parked a bit to the side in the PAF museum was this A5C 3W-106. Looks like it was recently prepared for preservation, maybe to be installed at another location? (Karachi-Faisal AB, 31 August 2017, Erwin van Dijkman)

P-3C

5024	wfu Atsugi	ex 2 Kokutai	9021	aug17
5064	2 Kokutai	ex nmks	9061	sep17
5089	? Kokutai	nmks, ex 2 Kok	9086	sep17

We believed 5024 was with Nippi for IRAN however it was seen in August with major parts (complete tail section) missing so its flying days are over and probably will be scrapped.

PS-1

5810	Amakusa Pearl Center	1010	apr17
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Not many PS-1s survived and this one is rumoured to be dismantled before year's end. Its ultimate fate is not known.

Myanmar

Tamdaw Lay (AF)

VYYY = Yangon-Mingaladon

Two former KLM Fokker 70 have been sold to MWG Avia, a company related to the Myanmar Ministry of Defence. The first Fokker 70 was seen in full Myanmar Air Force markings at Khon Kaen Airport in Thailand on 28 August 2017. The other Fokker 70, former PH-KZC, was delivered to Myanmar on 5 September 2017. Most probably this one will receive serial 001.

A-5J

1514		f/n		sep17
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F27-600

5001	std VYYY	ex active	10392	aug17
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Fokker 70

002		f/n, ex PH-KZE	11576	aug17
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Pakistan

Pakistan Fiza'ya (AF)

OPPS = Peshawar Intl, KP

OPSF = Karachi-Sharea Faisal AB, SD

Video footage about the armed forces is in abundance in Pakistan. Shown early September was a special on PAC Kamra as well as another one on co-located PAF Minhas. The latter revealed that 16 multi-role squadron - 16(MR)sq - is now based there with their JF-17 and not at Peshawar. Also, local 87 search and rescue squadron - 87(SAR)sq - operates the Mi-171Sh too. The wing is branded 33 Tactical Wing, it used to be called fighter-multi-role wing. We have updated our online order of battle accordingly and added badges for some of the missing squadrons in the process.

A-5C

3W-106	pres OPSF	PAF Museum, ex 26sq		aug17
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Stored awaiting preservation here or elsewhere.

AW139

SIX-055	ERC	ex I-EASH	31724	apr17
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Catching up with this one, delivered through Pescara.

CL-13B

'622'	pres OPSF	PAF Museum, ex '55-5005'	aug17
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This could be CL-13 1622 although one marked '622' was seen dumped at Masroor *after* the one marked '55-5005' was seen in the museum for the first time!

FT-5

55-1204	i/a Lahore, PB	Superior University	photo
55-1516	pres OPSF	PAF Museum, ex 1(FCU)sq	aug17

The former was last noted with 1(FCU)sq in February 2002. The latter is pole mounted in the museum grounds.

F-6

'764'	pr. Chandar, PB	ex decoy	sep17
7836	pres Lahore, PB	ex pres OPFS	apr17
8909 or 9809	pr. Minhas, PB	ex std OPSF	sep17

The one at Chandar was formerly a decoy at this reserve base, it lays behind the gate in a sorry state with '764' stencilled in blue on its nose. That does not match an existing 'last three'. The only thing that comes close is 7640, which happens to be a known PAF aircraft and survived until it was stored at Karachi-Faisal in February 2007. Lahore has one at the Superior University, it sits on the lawn behind the wall near the entrance at 31°20'2.48"N, 74°14'8.70"E in 23sq markings. It has been there since October 2012 at least. This serial was reported previously with the one preserved at HQ 104 air division Peshawar. Lastly, we have studied a Youtube video about Minhas air base that features the preserved F-6 there. Its identity is hard to discern, sometimes it looks like 9809 or even 9903, but 8909 is most likely. Obviously, we would like some confirmation of that!

F-7P

88-515 or 519	preserved	Karachi, SD	aug17
89-544	pres OPSF	PAF Museum, ex 18(OCU)sq	aug17
93-720	14sq	f/n	mar16

The first is at Fazaia Housing Scheme Phase 2, 25°4'55.70"N, 67°6'33.83"E. Note that there is another one at nearby Phase 1; that one is marked '88-501'. F-7P 89-544 is new to the museum. Lastly, 93-720 is now confirmed by a photograph, although meanwhile 14sq has switched to the JF-17.

F-16A ADF

14-735	19(OCU)sq	ex JOR 223	61-276/M13-4	sep14
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Photoproof was found for this known delivery.

F-16A MLU

84716	9sq	ex F-16A-15-CF	5G-16	mar16
84717	9sq	ex F-16A-15-CF	5G-17	sep17

F-16B MLU

84606	9sq	ex F-16B-15-CF	5H-6	mar17
85611	9sq	ex F-16B-15-CF	5H-11	aug16
90613	9sq	ex F-16B-15OCU-CF	DH-1	sep17

More confirmed conversions. 31 out of 41 are now photoproof.

JF-17

16-214	14sq	c/n update	FC10214	sep17
16-217	16sq	del, ex PAC Kamra		sep17
16-224		f/n		sep17
16-230	16sq	del, ex PAC Kamra		sep17
16-231	14sq	del, FY confirmed		sep17
17-234	PAC Kamra	o/o, fcs		sep17
(17-237)	PAC Kamra	o/o, flight test	/2P37	sep17
(17-239)	PAC Kamra	o/o, under construction	/2P39	sep17
(17-240)	PAC Kamra	o/o, under construction	/2P40	sep17
(17-241)	PAC Kamra	o/o, under construction	/2P41	sep17

By early September, 84 had been completed, with 17-234 being the ultimate one so far. There have been some changes in Fiscal Year prefixes because 235 was seen as 16-235, not as 17-235. Moreover, 16-208 was previously painted as 15-208! Obviously some budget or contract changes that are reflected in the year of acquisition as painted on the aircraft. Also, the wing of **2P47** was seen marked '13th aircraft' that could signify that there are sixteen aircraft allocated in the FY17 batch; running from 17-235 to 17-250 which will be the last Block-II aircraft. If that is the case, some more retrospective reregistering will have to take place!

MFI-395 Super Mushshak

74-6503/03	PAC Kamra	ex MFI-17 74-503/03	15.011	sep17
76-6504/504	PAF Academy	ex MFI-17 76-504/04	15.015	sep17
76-6508/508	PAF Academy	ex MFI-17 76-508/08	15.017	sep17
79-6076/076	PAF Academy	ex MFI-17 79-5076/76	15.076	sep17
90-6311/311	PAC Kamra	ex MFI-17 90-5311	15.311	sep17
91-6335/335	Sargodha SF	ex MFI-17 91-5335	15.335	apr17

The first is significant because it crash landed as a MFI-17 on 9 October 2013.

T-37B

68-8029	PAF Academy	ex USAF soc 02dec09	41134	sep17
68-8080	PAF Academy	ex USAF soc 15mar10	41207	sep17

Although AMARG records lists these as 'scrapped' that was a false assumption. They left by road alright but, went to Pakistan and are both actively flying there retaining their white/blue colour scheme. These add to the fifteen serials mentioned last month, so three more to go; also likely listed as scrapped in 'official records'...

Pakistan Fauj (AR)

The four Mi-35M that were ordered are said to have been delivered already. This was stated by a Pakistani general from the Defence Export Promotion Organization. For US \$153 million the quartet changed hands.

AH-1F

786-023	nn	f/n		mar17
79-23216	preserved	Lahore, PB	22261	sep17

See Scramble 455 - Page 67. The yellow '216' on the tail turns out to be the last three of its US Army serial! Also OH NG markings are carried. The helo has '191' on its nose and that

might indicate it has the nose of 23191, another former OH NG machine and, like 216, also last noted stored at Akron-Canton (OH) in September 2000.

Bell 206B

(786-1)31		f/n		sep16
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The photo only shows the last two. It may be derived from construction number **3931**, a known delivery.

Bell 412EP

786-209		f/n		mar16
786-217		f/n	36359	sep17

Ce208B EX

703	ex N573PA?	f/n, wh c/s, gy/bk c/l		sep17
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With seven known deliveries against six orders the tie-ups still elude us. It seems they discontinued the practice of using the construction number as serial. Known deliveries are:

5079	ex N81562	canx 19may15	208B-5079
...	ex N546PA	canx 31dec15	208B-5246
...	ex N548PA	canx 31dec15	208B-5248
703?	ex N573PA	canx 06jun16	208B-5273
704?	ex N574PA	canx 13jun16	208B-5276
...	ex N303PK	canx 28nov16	208B-5302
...	ex N305PK	canx 28nov16	208B-5305

The first has a brown colour scheme with white/bronze cheat line, the pair that followed has unknown colours. The next pair is white with a grey bottom and black cheat line, same as seen on 703 and 704. The last pair we do not know the colours for.

MFI-17

88-5163/163	PAC Kamra	new gy/gy c/s, fy conf	15.163	sep17
89-5193/193	1 AAsq	f/n	15.193	mar17

PAC Kamra is trying out new colour schemes for the Mushshak. This army example was seen with a try-out scheme. Aircraft 163 was previously reported at PNS Mehran back in 1999 and then thought to be operated by the Navy. It now has big yellow army titles and code.

SA315B

697	preserved	Lahore, PB	2697	sep17
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New in the army museum on the western outskirts of Lahore airport. The museum was set to open for the general public on 17 September.

Pakistan Bharia (NY)**Sea King HAR3A**

ZH544	o/o	for delivery in 2017	WA1010
ZH545	o/o	for delivery in 2017	

The construction number of ZH545 might be **WA1013** but that requires confirmation. It is not **WA1011**, that is confirmed with Norwegian 329.



For a couple of years, AgustaWestland has been upgrading a couple of Brazilian Navy Lynx Mk21As. First to appear is this N-4001 taking up its original temporary registration ZH962.(Yeovil, 13 September 2017, Martin Fox)



Royal Thai Army Bell 206B-3 with serial 4424 was attached to the 9th Army aviation division at Surasri/Kanchanaburi. Only two choppers are attached to the 9th at this moment, a Bell 212 and a Bell 206. (13 August 2017, Dino van Doorn)

Sea King HC4+

ZA295	for spares	for delivery in 2017	WA909
ZA296	for spares	for delivery in 2017	WA910
ZA299	o/o	for delivery in 2017	WA913
ZF117	o/o	for delivery in 2017	WA963
ZG821	o/o	for delivery in 2017	WA1002

These are the seven involved. They were handed over in the UK on 24 May and will be delivered later this year.

Philippines

Philippines Coast Guard (PCG)

BT67

Basler reports that it has offered two BT-67 Maritime Patrol Aircraft and two BT-67 Gunships to the Philippines Department of National Defence for the role as Long Range Patrol Aircraft acquisition plan. The LRPA requirement is for two brand new aircraft, however Basler has offered these four heavily modified C-47 conversions as a better value for money proposal.

Thailand

Royal Thai Air Force (AF)

P180 Avanti II EVO

... del 7sep17 ex I-PDVT

This all-grey P180 arrived at Don Muang on 7 September on delivery still wearing its Italian delivery serial. The aircraft will be used for aerial photogrammetric missions by 402sq at Takhli.

Royal Thai Police (PO)

H175

3101	del 9sep17	ex F-WWOP	5014
3102	del 9sep17	ex F-WWOL	5017

Both helicopters were delivered to U-Tapao on 10 September on board An-124 RA-82047.

KASET (GV)

Bell 407GXP

2322	del 11sep17	ex C-FPWL	54693
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Latin America

Argentina

Fuerza Aérea Argentina (AF)

T-6C+

E-300	on delivery	27-30sep	sep17
E-301	on delivery	27-30sep	sep17
E-302	on delivery	27-30sep	sep17
E-303	on delivery	27-30sep	sep17

These were in Ecuador as we went to press.

Comando de Aviación de Ejército Argentino (AR)

CeT207

AE-216	wfu	l/n nov12	207-00331
AE-217	wfu	l/n mar04	207-00330

CeT207A

AE-222	wfu	l/n mar99	207A-00480
AE-223	wfu	l/n mar14	207A-00481
AE-224	wfu	l/n oct12	207A-00482

Earlier this year, the remaining CeT207 were withdrawn from use. As you can see, there were probably only three of them still in actual use.

UH-1H-II

AE-471	SAE Formosa	ex UH-1H AE-420	13842
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Brazil

Força Aérea Brasileira (AF)

Within the next couple of months the last two upgraded F-5s will be delivered. Both are former Jordanian F-5F models.

C-105

2811	2°/10°GAv	ex SC-105	058
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With the delivery of fully dedicated SC-105 6550, the two SAR C-105s, 2810 and 2811 will change their designation back to C-105. One was already seen as such.

Aviação do Exército (AR)

The quest for a fixed wing transport ended where it began, by obtaining four C-23+ under favourable FMS conditions. See Scramble 455 - Page 68. Other types were briefly studied but

the most affordable solution was the Sherpa, all have fifteen years of useful life in them. Service entry is foreseen to take place by 2021.

Comando da Força Aeronaval (NY)

AH-11B (Lynx Mk21A)

N-4001 AgustaWestland t/f as ZH962 **378** sep17

After it was sent to Britain in 2015, the conversion to AH-11B is now completed and the Super Lynx was seen test flying at Yeovil in September. It should be back in Brazil by the end of this year. we are not sure what the correct Westland name for this upgrade is or will be.

Chile

Fuerza Aérea de Chile (AF)

The Chilean air force has received an unknown Bell 412, early 2017. We have yet to track down which airframe this is. It is based at Base Aerea El Tepual, Puerto Montt.

Colombia

Fuerza Aérea Colombiana (AF)

TH-67A

FAC4591	09M	f/n, ex N5409	5305	jul17
FAC4602	02E	f/n, ex N5402	5300	jul17
FAC4622	91D	f/n, ex N89091	5298	jul17

This threesome could not be tie-upped last month.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

More details from Cuba this month, gleaned from pictures from the 60s and 70s taken at San Julian.

An-2

FAR-848	San Julian	w/o in hurricane	photo
FAR-883	Escuela de Aviacion		photo

An-2M

FAR-1027	Escuela de Aviacion	photo
FAR-1040	Escuela de Aviacion	photo
FAR-1050	Escuela de Aviacion	photo

An-2R

AAC-1086	Escuela de Aviacion	photo
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Cuba is known for applying civil prefixes CU-T and CU-E on its Antonovs for civil duties and most of these An-2 serials are also known with prefix CU-T or CU-E, so a connection is likely, but not confirmed.

Mi-4

44	f/n	photo
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Ecuador

Fuerza Aérea Ecuatoriana (AF)

BAe748

FAE-738 i/a Latacunga ex std Quito
It sits inside a military complex North of town.

Sabre 40A

FAE-047	Ala 11	wfu 28oct16	282-109
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Aviación del Ejército Ecuatoriana (AR)

SA315B

E-318	15-BAE	dam 12jan17	2313
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This may well be a write-off.

Honduras

Fuerza Aérea Hondureña (AF)

L-410UVP-E20

322	w/o 16aug17	871827
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Mexico

The Mexican armed force parade on 16 September was a relatively modest event this year, with regards to hurricanes and more recently, a number of earthquakes that hit the country. The parade was dedicated to the victims of the earthquakes and featured a modest 56 aircraft. Previous editions featured twice this number, but many aircraft and helicopters were involved in disaster relief operations.

Fuerza Aérea Mexicana (AF)

Beech 350i

5213	c/n update	FL-1015
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Procuraduría General de la Republica (PO)

Bell 212

XC-BEI	DGAS	w/o 22sep17	30745
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North America

Canada

Royal Canadian Air Force (AF)

The Canadian request to acquire Super Hornets has been approved by the US Government. The approval is for ten F/A-18E and eight F/A-18F. The notice of a potential sale is required by law but does not mean the deal has been concluded. Of particular interest is Boeings claim that the Canadian government has financially supported Canadian aircraft company Bombardier and the US government has decided to impose a hefty tax on all CS-series being sold in the US. If no solution for this delicate issue emerges, the Super Hornet deal could be in serious jeopardy.



Mexican navy AS565MB Panther ANX-2159 over Mexico City during the annual independence parade, which was dedicated to the victims of recent earthquakes in Mexico. (16 September 2017, Enrique Giese)



The exercise *Serpentex 2017* brought three 433sq CF-188s to Europe. Among these was 188783. (Scampton, 11 September 2017, Martin Greenman)

United States

United States Air Force (AF)

Although the USAF's priorities are to fill the Lockheed Martin F-35A Lightning-II training squadrons of the 56th Fighter Wing at Luke AFB (AZ) and the combined 388th/419th Fighter Wings at Hill AFB (UT), the 6th Weapons Squadron at Nellis AFB (NV) is steadily gaining more F-35A aircraft. Having initially operated under the umbrella of the 16th Weapons Squadron, the F-35As were officially transferred to the re-activated 6th WPS on 20 June 2017. Being a unit of the USAF Weapons School at Nellis, the 6th WPS is projected to be the Weapons School's largest squadron by 2023, with 30 instructors and 24 assigned F-35As. With eighteen squadrons under its command, The USAF Weapons School teaches graduate-level instructor courses that provide the world's most advanced training in weapons and tactics employment.

Assigned under the command of the 56th Operations Group at Luke AFB (AZ), the 550th Fighter Squadron, named the Silver Eagles, was re-activated on 21 July 2017 at Kingsley Field, a section of Crater Lake Klamath Regional Airport, near Klamath Falls (OR). As part of the 2014 USAF's Total Force Integration (TFI), the USAF directed increased production of F-15 Eagle pilots. The 550th Fighter Squadron, together with the Oregon Air National Guard's 173rd Fighter Wing, will be responsible for the education and training of pilots that will be distributed to the nine active duty and Air National Guard F-15C/D Eagle units that are in the USAF inventory at this moment.

On 5 August 2017 the skies over the city of Charlotte (NC) were shaken up by the unusual sight of a formation of eight C-130H Hercules cargo aircraft. At this day, almost the complete squadron from the North Carolina Air National Guard's 156th Airlift Squadron/ 145th Airlift Wing flew in formation at only about 1,000 feet to train and to celebrate the mission of the C-130 unit. This occasion was most likely the last time that the Hercules could be seen in large numbers above the city of Charlotte. Being a part of the USAF force structure actions, fiscal year 2018, the 156th AS/145th AW will lose its C-130H legacy Hercules aircraft in the future. Based at Charlotte Air National Guard base, part of Charlotte Douglas International Airport, the unit will transform to the C-17A Globemaster III. It is expected that once the transformation will commence, starting 1 October 2017, the unit will be Fully Operational Capable (FOC) with eight C-17As in 2019. Last year, during September 2016, after 33 years of providing aerial firefighting support with the Modular Airborne Fire Fighting System (MAFFS), the North Carolina ANG already handed over the firefighting task to the Nevada ANG's 192nd AS/152nd AW.

With the departure of HC-130N Combat King 69-5830, also known as King-30, from Patrick AFB (FL), the 39th Rescue

Squadron/920th Rescue Wing celebrated the end of an era. King-30 departed Patrick on 7 August 2017 to be stored at the 309th Aerospace Maintenance And Regeneration Group (AMARG) near Davis-Monthan AFB (AZ). The 39th RQS/920th RQW will be receiving new HC-130J Combat King-IIs in late 2019. As of the end of August, the 309th AMARG already accommodates some twenty stored HC-130N/P Combat King aircraft.

On 23 August 2017, the Louisiana and Florida Air National Guard F-15 Eagle Theater Security Package (TSP) deployment to Europe took the last hurdle before they were scheduled to arrive in the Continental United States (CONUS). Already in Europe since the end of March, six F-15 Eagles went, from Romania, straight to Keflavik International Airport in Iceland to commence air surveillance missions in support of NATO. In the United Kingdom, four F-15s transited RAF Lakenheath and two F-15s transited RAF Mildenhall. The following F-15Cs were noted at Lakenheath:

81-0041/JZ, 83-0036/JZ, 86-0148, 86-0155
Mildenhall was visited by F-15Cs 81-0039/JZ and 86-0162.

The following contingent of six Eagles arrived at Keflavik: 83-0012/JZ, 83-0041/JZ, 85-0102/JZ, 85-0096, 86-0161 and F-15D 80-0058.

At the end of August 2017, the U.S. Air Forces in Europe and Air Forces Africa dispatched a handful of RAF Lakenheath F-15C Eagles from the 493rd Fighter Squadron/48th Fighter Wing to take over the Baltic Air Policing (BAP) mission at Siauliai Air Base in Lithuania. The 493rd FS, named the Grim Reapers, took over the Quick Reaction Alert (QRA) duties from Polish Air Force F-16s on 30 August 2017. This did not come as a surprise. On 13 May 2017, the much-desired Raytheon Trophy, which is awarded annually to the top USAF air superiority or air defence squadron, was given to the 493rd FS for the fifth time in ten years. It is believed that the highly experienced Eagle squadron boosted the BAP mission as Russia and Belarus prepared to hold their joint large-scale military exercise, named Zapad (West) 2017, which was held from 14 September until 20 September. Besides being on QRA 24/7, the 493rd FS will conduct routine patrols in the Baltic region until the end of 2017, keeping a constant vigilant eye over the sovereign airspace of Lithuania, Latvia and Estonia. Over the past period, the 493rd FS already intercepted multiple Russian military aircraft, including Sukhoi Su-27 Flanker aircraft and Tu-22M3 Backfire bombers. The following LN coded F-15Cs arrived in Lithuania during late August 2017:

84-0019, 84-0027, 86-0156, 86-0164, 86-0178. 84-0027 is marked 493FS

Related to the abovementioned Russian and Belarus Zapad 2017 exercise comes the information that at the end of August 2017 a 99th Reconnaissance Squadron/9th Reconnaissance Wing U-2S Dragon Lady with serial number 83-1083 was temporarily based at RAF Fairford. The U-2 was seen multiple times a week, leaving Fairford at approximately 08:00 AM, heading east, and arriving back at dusk. Normally based at Beale AFB (CA), the involved Dragon Lady had the huge Senior Span or Senior Spur radome configuration on top of its spine. Depending on how the U-2 is configured, the Senior Span configuration is fitted to provide the transfer of signals intelligence collection data beyond the line of sight and around the globe. Senior Spur is used for transmitting other forms of data, including image intelligence and electronic intelligence gathered by the U-2's sensors.

The beginning of the month of September started very badly for the USAF in Nevada. On 6 September 2017 the USAF lost two 57th Wing A-10C Thunderbolt-II aircraft that crashed in an area northwest of Las Vegas. Both pilots ejected safely whilst on a routine training mission. The day before, on 5 September, an unknown aircraft crashed and took the life of a highly experienced test pilot under unknown circumstances. At first the USAF gave a sketchy statement about the crash saying that the aircraft belonged to the Air Force Materiel Command (AFMC). The crash was said to have occurred some hundred miles northwest of Las Vegas, well within the Nevada Test and Training Ranges and possible close to Tonopah Test Range Airport (NV), also known as Area 51 and Groom Lake. Subordinated to the AFMC and mostly flying from Tonopah Test Range Airport it is believed that the 53rd Test and Evaluation Group/Detachment-3 is responsible for the USAF training and evaluation of aircraft and aircrews in the use of Foreign Materiel Exploitation (FME) such as Russian Mikoyan-Gurevich MiG-29 and Sukhoi Su-27 fighter aircraft. Unconfirmed reporting later stated that the commanding officer of Det-3, named the Red Hats, Lt. Col. Eric Schultz with callsign "Doc" was the unfortunate pilot who died in the crash. At this moment, with the information given, it is safe to say that a regular USAF aircraft crash can be ruled out.

Not quite as expected, the last flying legacy Galaxy, being C-5A with serial number 70-0461, left Westover Air Reserve Base (MA) to be stored at the 309th AMARG on 7 September 2017. Originally, 70-0461 was destined to become a part of the National Museum of the USAF, at Wright Patterson AFB (OH). At this moment it is not known if the museum at Wright Patterson will receive a legacy Galaxy for display. C-5A 70-0451 went to the Travis Heritage Center, part of Travis AFB (CA), and will be displayed to the public in the near future.

At the beginning of September 2017, because of approaching Hurricane Irma, a lot of military aircraft and helicopters from

all U.S. services, including the USAF, had to be evacuated from their home bases. In fact, the evacuation of hundreds of aircraft and helicopters, to escape the path of Hurricane Irma, was one of the biggest U.S. Defense operations since years.

The following known USAF aircraft were evacuated; Eight F-15 Eagles from the 159th FS/ 125th FW, based at Jacksonville Air National Guard Base (FL) landed at Wright-Patterson AFB (OH) on 7 September. The Florida Eagles were joined by three C-17A Globemaster IIIs from the 437th AW, based at Joint Base Charleston (SC). McConnell AFB (KS), welcomed eleven KC-135 Stratotankers, assigned to the 6th AMW/ 927th ARW from MacDill AFB (FL) on 7 and 8 September. Twenty F-16s from the 93rd FS/ 482nd FW, based at Homestead AFB (FL) and thirteen F-16s from the 157th FS/ 169th FW, based at McEntire Joint National Guard Base (SC) made the journey to NAS Fort Worth (TX) on 8 September. The AFRC and ANG F-16s were joined at Fort Worth by 35 F-22As and ten T-38s from the 325th FW, based at Tyndall AFB (FL). Five E-8C Joint Surveillance Target Attack Radar System aircraft from the 116th Air Control Wing, from the Georgia Air National Guard, based at Robins Air Force Base (GA), evacuated to Tinker AFB (OK) on 9 September. Most of the USAF aircraft had arrived back at their home bases by 12 and 13 September.

Good news for the Mildenhall Spotting community. During mid-September it became known that the relocation of fifteen Boeing KC-135R Stratotankers from the 351st ARS/ 100th ARW, based at RAF Mildenhall to Ramstein Air Base in Germany will be delayed by two years. This is because U.S. and German officials continue to work out the details of the program management, procedures and responsibilities of the planned move. Spangdahlem Air Base in Germany is also nominated to house some RAF Mildenhall aircraft from the 352nd Special Operations Wing in the future. The two-year delay also applies to the 352nd SOW's squadrons, the 7th SOS, which operates ten CV-22B Osprey tiltrotor aircraft, and the 67th SOS, which operates eight MC-130J Commando-IIs. The relocation is now scheduled to be completed in 2024.

AC-130J				
14-5787	1st SOG Det 2	ex MC-130J	382-5787	sep17
B767-2LKC				
15-(4)6010	Paine Field	to KC-46A	41859/1104	sep16
15-(4)6011	Paine Field	to KC-46A	34106/1107	jul17
15-(4)6012	Paine Field	to KC-46A	34107/1109	jul17
C-130H				
82-0054	192nd AS	NV ANG	382-4968	sep17
88-4401	75th AS	AFRC, ex 95th AS	382-5154	jun14
C-130H-3				
93-1455	181st AS	TX ANG	382-5360	aug17



Anonymous looking C-32B 98-6006 is captured arriving at RAF Brize Norton as REACH 589 on 26 August. It eventually departed on 2 September. (Chris Lofting)



Yokota is in the process of receiving former Ramstein C-130Js. This provides you with the opportunity to photograph them in YJ colours before they leave. (Ramstein, 27 September 2017, Frank Noort)

C-130J-30

08-8604/YJ	36th AS		382-5612	sep17
11-5732	317th AG	ex 48th AS	382-5732	sep17
14-5802	62nd AS	AETC	382-5802	sep17
15-5831/RS	(37th AS)	o/o	382-5831	
16-5840/RS		o/o	382-5840	

C-145A

13-0341	to N341ML	to AZ DPS	AJE003-41	nov15
13-0342	to N342BD	to AZ DPS	AJE003-42	apr14

C-17A

97-0046	437th AW		50050/F049/P46	sep17
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C-21A

84-0099	to NASA	as ?, ex AFFSA	35A-545	14
84-0103	to NASA	as ?, ex CT ANG	35A-549	14

C-5A

70-0461	309th AMARG	ex 337th AS AFRC	500-75	sep17
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The last active C-5A flew into storage at 309th AMARG on 11 September 2017.

CV-22B

10-0056	20th SOS	c/n updated	D1034	sep17
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F-15C-23-MC

78-0532	123rd FS	OR ANG	521/C065	sep17
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F-16CM-40-CF

88-0462/AV	510th FS	ex HL/421st FS	1C-64	aug17
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F-16DM-40-CF

90-0782/HO	8th FS		1D-60	jul17
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F-22A-30-LM

05-4094/TY	325th FW	ex FF/95th FS	645-4094	sep17
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F-35A-3I

15-5128/HL	34th FS		AF-119	aug17
15-5131/HL	4th FS		AF-122	aug17

MQ-9A-1

12-0707	to UK	as ZZ206	?	
12-0708	to UK	as ZZ207	?	
12-0709	to UK	as ZZ208	?	
12-0710	to UK	as ZZ209	?	
12-0711	to UK	as ZZ210	?	

RQ-4B-40

09-2037/BB	12th RS		AF-30	sep17
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T-37B

68-8029	to Pakistan	as 68-8029	41134	
68-8080	to Pakistan	as 68-8080	41207	

T-38C

63-8118/RA	535th FTS	ex RA/560th FTS	N5465	mar16
68-8105/RA	435th FTS	grey (AT-38C)	T6110	mar16

T-6A

01-3601/XL	84th FTS	ex XL/434th FTS	PT-118	sep17
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U-28A

08-0724	318th SOS	w/o 14mar17	724	mar17
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United States Army (AR)

71J = Ozark-Blackwell Field (AL)
 KEVY = Middletown-Summit Airport (DE)
 KHUA = Redstone AAF, Redstone Arsenal (AL)

Boeing at Mesa (AZ) was awarded a contract for the production of twenty-two AH-64E Apache helicopters in August 2017. The order falls under the FY17 budget, is valued just over \$202 million and all work should be completed by 31 December 2021.

While on the subject of AH-64E Apaches, this version of the famous attack helicopter has been fielded by the US Army with the following units:

1-14th AVN	USAACE	Hanchey AAF, Fort Rucker (AL)
1-101st AVN	101st CAB	Campbell AAF, Fort Campbell (KY)
1-227th AVN	1st ACB	Hood AAF, Fort Hood (TX)
1-229th AVN	16th CAB	Grey AAF, JB Lewis-McChord (WA)
4-6th CAV	16th CAB	Grey AAF, JB Lewis-McChord (WA)
2-17th CAV	101st CAB	Campbell AAF, Fort Campbell (KY)
7-17th CAV	1st ACB	Hood AAF, Fort Hood (TX)

And the following two units are currently in the process of converting (or will commence conversion in the near future) from the AH-64D "Longbow" Apache version to the AH-64E "Guardian" Apache version:

4-4th AVN	4th CAB	Butt AAF, Fort Carson (CO)
6-17th CAV	4th CAB	Butt AAF, Fort Carson (CO)

Tom Kaminski published some interesting details on the Black Hawk Exchange and Sales Transaction (BEST) programme in the August 2017 edition of @MAR, which we would like to present to you here as well. At that point in time, 214 UH-60A and EH-60A helicopters were made available to commercial use via BEST. Of these about 120 were already entered into the United States civil aircraft register. In addition, eleven HH-60L helicopters were made available for usage by law enforcement agencies. Three are confirmed to have transferred to the US Department of Homeland Security, Customs and Border Protection, while two others have been entered into the civil register to the Ventura County Fire Protection District. Details on these five are published further-on.

Next to Blackhawks, the US Army is also selling some of its CH-47D Chinook helicopters. In total thirty-eight were offered for sale via the US General Services Administration

(GSA) auction. Of these close to thirty were already entered into the United States Civil Aviation Register.

The end of the CH-47D operations by the United States Army is getting very close. One of the few remaining CH-47D units was B/5-159th AVN USARC at ASF Eustis, Felker AAF, Fort Eustis (VA). This unit also converted to the more modern CH-47F version of the Chinook.

Units

B/2-3rd AVN	Hunter AAF, Fort Stewart (GA)
B/2-4th AVN	Butt AAF, Fort Carson (CO)
B/15th MI Bn	Robert Grey AAF, Fort Hood (TX)
21st CAV	Robert Grey AAF, Fort Hood (TX) (disbanded)
2-25th AVN	Wheeler AAF, Schofield Barracks (HI)
C/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B/6-52nd AVN	ASF McCoy AAF, Fort McCoy (WI)
B/3-82nd AVN	Simmons AAF, Fort Bragg (NC)
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)
B(-)/1-111th AVN	MS ARNG, AASF Meridian-Key Field (MS)
C(-)/1-114th AVN	MS ARNG, AASF Tupelo-CD Lemmons Field RAP (MS)
A(-)/3-140th AVN	CA ARNG, AASF Stockton Metropolitan Airport (CA)
A/2-147th AVN	MN ARNG, AASF St.Paul Downtown Holman Field, Minneapolis (MN)
2-158th AVN	Grey AAF, JB Lewis-McChord (WA)
F/7-158th AVN	USARC, Butts AAF, Fort Carson (CO)
B/5-159th AVN	USARC, Felker AAF, Fort Eustis (VA)
B(-)/1-168th AVN	WA ARNG, AASF Grey, JB Lewis-McChord (WA)
Det.1 B/1-169th AVN	GA ARNG, AASF Hunter AAF, Fort Stewart (GA)
B/1-171st AVN	HI ARNG, Wheeler AAF, Schofield Barracks (HI)
Det.1 G/1-189th AVN	HI ARNG, Wheeler AAF, Schofield Barracks (HI)
1-212th AVN	Lowe AHP, Fort Rucker (AL)
B/1-214th AVN	USARC, ASF Lewis Gray AAF, Fort Lewis (WA)
1-223rd AVN	Knox AHP, Fort Rucker (AL)
B/224th MI Bn	Hunter AAF, Fort Stewart (GA)
B/2-227th AVN	Hood AAF, Fort Hood (TX)
3-227th AVN	Hood AAF, Fort Hood (TX)
A(-)/2-228th AVN	McGuire AFB, JB McGuire-Dix-Lakehurst (NJ)
B(-)/1-228th AVN	ASF Dobbins ARB (GA)
A/3-238th AVN	DE ARNG, AASF New Castle CAP, Wilmington (DE)
1-244th AVN	LA ARNG, AASF Hammond Northshore RAP (LA)
C/2-501st AVN	Biggs AAF, Fort Bliss (TX)
C/2916th AVN	Barstow Daggett AHP (CA)
AATD	Aviation Applied Technologies Directorate at Felker AAF, Fort Eustis (VA)
AFTD	Aviation Flight Test Directorate at Redstone AAF, Redstone Arsenal (AL)
Airbus	Airbus Helicopters at Columbus (MS)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
CAE Avn	Canadian Aviation Electronics at Dothan RAP (AL)
L3 Communications	at Greenville (TX)
Det.11 OSACOM	KY ARNG, AASF Capital City Airport, Frankfort (KY)
Det.26 OSACOM	VA ARNG, AASF Richmond IAP (VA)

Det.51 OSACOM	WA ARNG, AASF Gray AAF, Fort Lewis-McChord (WA)
Flatiron Det	1-223rd AVN at Cairns AAF, Fort Rucker (AL)
Flt Safety Int	Flight Safety International at Dothan RAP (AL)
NTC	National Training Center at Barstow Daggett AHP (CA)
Summit	Summit Aviation at Middletown-Summit Airport (DE)
USAAAD Fort Polk	United States Army Air Ambulance Detachment at Fort Polk (LA)
USAAAD Yakima	United States Army Air Ambulance Detachment at Yakima Training Center (WA)
USACE	United States Army Corps of Engineers
USAPAT	U.S. Army Priority Air Transport at Andrews AFB (MD)
WSMR	White Sands Missile Range at Holloman AFB (NM)

C-12C
77-22944 i/a 71J ex Flt Safety Int **BC-55** apr17

MC-12S
11-00282 AFTD, ex Beechcraft (Wichita, KS) **FL-456** jul17
This aircraft was last confirmed undergoing maintenance with Beechcraft at their Wichita (KS) facility. It was slated to be converted to MC-12S-1 EMARSS-G standard but it is believed that this work has not yet been completed.

MC-12S-1 EMARSS-G
11-00283 B/15th MI Bn ex B/224th MI Bn **FL-716** aug17

MC-12S-2 EMARSS-M
10-00742 B/224th MI Bn, ex L3 Communications **FL-742** jul17

MC-12S-3 EMARSS-V
13-00282 B/15th MI Bn ex nb **FL-797** jun17

MC-12S-4 EMARSS-V
11-00287 B/15th MI Bn ex nb **FL-834** jun17

C-12U
85-01265 CAE Avn ex C-12T-1 **BP-56** apr17
The tenth C-12U assigned to CAE Avn at Dothan MAP (AL) is now also known. It has been allocated to this training center since at least April 2017.

MC-12W
09-00642 B/224th MI Bn ex AFTD **FL-642** jul17

C-12V
94-00320 Det.11 OSACOM, ex B/6-52nd AVN **BW-9** feb17
94-00325 Det.26 OSACOM, ex Det.51 OSACOM **BW-14** aug17

C-12V-1
10-00258 A(-)/2-228th AVN, ex USAPAT **aug17**

C-20H
90-00300 USACE ex USAF **1181** aug17
This former Ramstein inmate left Europe on 28 August 2017. It has been transferred to the US Army Corps of Engineers. It is not yet known if the aircraft will be allocated a civil registration and from where it will operate.

CH-47D
86-01665 std Summit ex B/5-159th AVN **M3170** aug17
89-00156 std Summit ex B/1-214th AVN **M3310** aug17



Saudi Air Force F-15SA, 12-1036 taxiing into RAF Lakenheath on 26 September 2017 after the 1st leg of its delivery flight along with 5 other Eagles. (Martin Fox)



This 9th RW U-2S 80-1083 is currently deployed to Fairford. It arrived from RAF Akrotiri on the 23rd August as "Ferry 86". Unlike the clean U-2s we usually see transiting through, this one has a full mission fit. It is carrying Senior Ruby Super Pods, a Senior Spur SATCOM Dorsal and an ASARS-2 nose plus datalink. Here it is seen landing back at RAF Fairford on the 31st August as "QUID 09" after an 8 1/2 hour mission around the Baltic region. (Chris Lofting)

91-00235	to N160DY	ex std Summit	M3384	sep17
93-00932	to N950CH	ex std Summit	M3459	jul17
93-00933	std Summit	ex B(-)/1-168th AVN	M3460	aug17

CH-47F

04-08702/02G	1-223rd AVN	code confirmed	M8702	apr17
06-08023/23D	1-223rd AVN	ex B/2-227th AVN	M8023	apr17
06-08027	PA ARNG	ex nb	M8027	aug17
06-08720	B(-)/1-168th AVN, ex nb		M8720	jun17
07-08037/37J	1-223rd AVN	ex B(-)/2-104th AVN	M8037	apr17
07-08724/24A	1-223rd AVN	ex B/2-227th AVN	M8724	apr17
07-08733/33C	1-223rd AVN	code confirmed	M8733	apr17
07-08745	B(-)/1-111th AVN, ex nb		M8745	aug17
07-08746	B(-)/2-104th AVN, ex B/2-158th AVN		M8746	aug17
08-08047/47G	1-223rd AVN	ex nb	M8047	apr17
08-08757/57D	1-223rd AVN	code confirmed	M8757	apr17
09-08061/61A	1-223rd AVN	see note	M8061	apr17
09-08780	B/1-171st AVN	ex Det.1 B/1-169th	M8780	mar17
09-08789	B/1-171st AVN	ex Det.1 B/1-169th	M8789	mar17
09-08798	B/1-171st AVN	ex Det.1 B/1-169th	M8798	jan17
08-08799	B/1-171st AVN	ex Det.1 B/1-169th	M8799	mar17
10-08409	B/5-159th AVN	ex nb	M8409	sep17
10-08816/16D	1-223rd AVN	ex Det.1 B/1-169th	M8816	apr17
11-08093	PA ARNG	ex nb	M8093	aug17
11-08414	B/5-159th AVN	ex B/2-3rd AVN	M8414	sep17
11-08415	B/5-159th AVN	f/n	M8415	sep17
11-08416/16F	1-223rd AVN	ex Det.1 B/1-169th	M8416	apr17
11-08842	B/5-159th AVN	ex B/2-4th AVN	M8842	sep17
11-08843	B/5-159th AVN	ex B/2-4th AVN	M8843	sep17
11-08844	B/5-159th AVN	ex B/2-4th AVN	M8844	sep17
11-08845	B/5-159th AVN	ex B/2-4th AVN	M8845	sep17
11-08846	B/5-159th AVN	ex B/2-4th AVN	M8846	sep17
11-08849/49F	1-223rd AVN	code confirmed	M8849	apr17
11-08851/51G	1-223rd AVN	code confirmed	M8851	apr17
11-08854/54D	1-223rd AVN	ex B(-)/1-228th AVN	M8854	apr17
12-08107	B/5-159th AVN	ex B/2-4th AVN	M8107	sep17
12-08108	B/5-159th AVN	ex B/2-4th AVN	M8108	sep17
12-08109/09E	1-223rd AVN	ex nb	M8109	apr17
13-08142	B/2-3rd AVN	unit confirmed	M8142	apr17
13-08143	B/2-3rd AVN	f/n	M8143	apr17
13-08144	B/2-3rd AVN	f/n	M8144	apr17
13-08148	B/2-3rd AVN	ex Summit	M8148	aug17
13-08149	B/2-3rd AVN	unit confirmed	M8149	apr17
13-08433	B/2-3rd AVN	ex AFTD	M8433	apr17
14-08150	B/2-3rd AVN	unit confirmed	M8150	apr17
14-08153	B/2-3rd AVN	ex B/3-82nd AVN	M8153	aug17
14-08168	AFTD	f/n	M8168	apr17
14-08444	B/2-3rd AVN	f/n	M8444	apr17
14-08445	B/2-3rd AVN	f/n	M8445	jul17
14-08460	B/6-101st AVN	f/n	M8460	jul17

Back in June 2015, 09-08061 was confirmed with B/6-101st AVN but still carrying Fort Rucker code 61A. Most likely this was on loan only since the helicopter surfaced again with

1-223rd AVN at Knox AHP, Fort Rucker (AL) in April 2017.

The helicopters listed with PA ARNG are assigned either to B(-)/2-104th AVN or to the Eastern Army National Guard Aviation Training Site. Both units reside at AASF Muir AAF, Fort Indiantown Gap (PA).

OH-58A

73-21898/98F	1-223rd AVN	ex nb	42164	apr17
73-21905/05D	1-223rd AVN	ex nb	42171	apr17

OH-58A+r

71-20531	to N300PC	ex 1-223rd AVN/31F	41392	aug17
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OH-58C

69-16291/91E	1-223rd AVN	ex nb	40512	apr17
70-15126/25B	1-223rd AVN	ex nb	40677	apr17

EH-60A

84-24018	allocated to BEST on 20jun17	70-944
84-24024	allocated to BEST on 20jun17	70-975
85-24469	std BEST ex 1-212th AVN/62M	70-1017 jul17
85-24475	allocated to BEST on 20jun17	70-1050
86-24566	std BEST ex 1-212th AVN/66D	70-1100 jul17
87-24664	std BEST ex 1-212th AVN/64C	70-1219 jul17

The three EH-60A listed as "std BEST" were offered for sale by tender via the GSA auction website.

GUH-60A

78-22965	allocated to BEST on 02aug17	70-028
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UH-60A

79-23276	allocated to BEST on 02aug17	70-093
79-23280	allocated to BEST on 02aug17	70-097
79-23287	allocated to BEST on 02aug17	70-104
79-23300	allocated to BEST on 02aug17	70-117
79-23302	allocated to BEST on 02jun17	70-119
79-23304	allocated to BEST on 02aug17	70-121
79-23308	allocated to BEST on 22jun17	70-125
79-23315	allocated to BEST on 02aug17	70-132
79-23342	allocated to BEST on 02aug17	70-159
79-23370	allocated to BEST on 02aug17	70-173
80-23416	allocated to BEST on 02aug17	70-174
80-23432	to Colombia as PNC-0615	70-190
80-23433	allocated to BEST on 22jun17	70-191
80-23435	allocated to BEST on 22jun17	70-193
80-23436	allocated to BEST on 02aug17	70-194
80-23447	allocated to BEST on 22jun17	70-205
80-23450	allocated to BEST on 22jun17	70-208
80-23457	allocated to BEST on 22jun17	70-215
80-23463	allocated to BEST on 22jun17	70-221
80-23468	to Colombia as PNC-0618	70-226
80-23476	allocated to BEST on 22jun17	70-234
81-23562	allocated to BEST on 22jun17	70-283
81-23564	to Colombia as PNC-0616	70-285
81-23570	allocated to BEST on 02jun17	70-291

81-23582 to Colombia as PNC-0617 **70-303**
 81-23587 to Colombia as PNC-0614 **70-308**
 81-23602 to Colombia as PNC-0613 **70-324**
 82-23685 to N233AJ ex std BEST **70-508** sep17
 82-23704 to N805PJ ex std BEST **70-527** sep17
 82-23716 allocated to BEST on 02aug17 **70-539**
 82-23726 allocated to BEST on 02aug17 **70-549**
 82-23745 allocated to BEST on 23feb17 **70-568**
 83-23924 allocated to BEST on 02aug17 **70-749**
 88-26066/66E 1-212th AVN ex nb **70-1285** apr17

HH-60L
 03-26996 to N60VC ex C/2-501st AVN **70-2830** aug17
 05-27037 to N70VC ex nb aug17

Both HH-60L mentioned here have been registered to the Ventura County Fire Protection District in Camarillo (CA) on 17 August 2017. Details of the three HH-60L helicopters assigned to the US Department of Homeland, Customs and Border Protection were published previously already, but for the sake of completeness:

03-26989 to N818KB reg 14apr17
 03-26997 to N817KB reg 14apr17
 05-27038 to N819KB reg 14apr17

In addition the following helicopters were also allocated to BEST, on 4 August 2017. In the near future they will most likely surface with various US law enforcement agencies: 97-26770, 97-26771, 03-26990 and 05-27036.

UH-60L
 81-23619 A/3-238th AVN ex UH-60A **70-341** sep17
 84-23947 A/3-238th AVN ex UH-60A **70-772** sep17
 85-24451 1-158th AVN see note **70-942** aug17
 85-24458 A/3-238th AVN ex UH-60A **70-961** sep17
 86-24541 A/3-238th AVN ex UH-60A **70-1051** aug17
 87-24603 1-158th AVN see note **70-1119** aug17
 88-26063 1-158th AVN ex UH-60A **70-1282** aug17
 89-26148 A/3-238th AVN ex UH-60A **70-1379** sep17
 91-26351/51F 1-212th AVN ex nb **70-1652** apr17
 92-26441 C/2916th AVN ex nb nov16
 93-26476 1-158th AVN ex nb aug17
 94-26542 1-158th AVN ex nb aug17
 94-26563 1-158th AVN ex nb **70-2083** aug17
 95-26623 1-158th AVN ex nb aug17
 95-26627 1-158th AVN ex nb **70-2152** aug17
 95-26630 1-158th AVN ex nb aug17
 00-26867 AATD see note sep17

Black Hawk 85-24451 was reported with C/2916th AVN in March 2017. This however is believed to be incorrect since it was confirmed with 1-158th AVN in August 2017. Previously this helicopter was also reported with 1-158th AVN in February 2017.

It was already known that Black Hawk 00-26867 was assigned to the Aviation Applied Technologies Directorate (AATD) at

Felker AAF, Fort Eustis (VA) for several years. We however never received a report confirming this unit until this month. Also long term AATD inmate 85-24468 (EH-60A) was confirmed again after not having been reported for many years.

UH-60M

07-20023/23C	1-212th AVN	ex nb	apr17
07-20078/78I	1-212th AVN	ex nb	apr17
07-20079/79A	1-212th AVN	f/n	apr17
08-20125/25F	1-212th AVN	f/n, FY unconfirmed	apr17
09-20175/75F	1-212th AVN	f/n, FY unconfirmed	apr17
09-20201/01_	1-212th AVN	f/n, FY unconfirmed	sep17
09-20204/04D	1-212th AVN	ex nb, FY unconfirmed	apr17
09-20212/12E	1-212th AVN	f/n, FY unconfirmed	apr17
09-20213/13B	1-212th AVN	f/n, FY unconfirmed	apr17
09-20214/14C	1-212th AVN	see note, FY unconfirmed	apr17
09-20239/39F	1-212th AVN	f/n, FY unconfirmed	apr17
09-20242/42_	1-212th AVN	f/n, FY unconfirmed	aug17
10-20244/44D	1-212th AVN	f/n, FY unconfirmed	apr17
10-20253/53D	1-212th AVN	f/n, FY unconfirmed	apr17
10-20261/61B	1-212th AVN	f/n, FY unconfirmed	apr17
10-20285/85A	1-212th AVN, ex 2-158th AVN,	FY unconfirmed	apr17
10-20316/16G	1-212th AVN	f/n, FY unconfirmed	apr17
11-20336/36E	1-212th AVN	f/n, FY unconfirmed	apr17
11-20336/37I	1-212th AVN	f/n, FY unconfirmed	apr17
11-20410/10F	1-212th AVN	f/n, FY unconfirmed	apr17
11-20411/11G	1-212th AVN	f/n, FY unconfirmed	apr17
12-20435	2-25th AVN	f/n	70-4215 aug17
12-20443	2-25th AVN	f/n	70-4223 aug17
12-20444/44C	1-212th AVN	f/n, FY unconfirmed	apr17
12-20466/66G	1-212th AVN	code conf, FY unconfirmed	apr17
12-20467/67D	1-212th AVN	f/n, FY unconfirmed	apr17
12-20468/68C	1-212th AVN	f/n, FY unconfirmed	apr17
12-20469/69F	1-212th AVN	f/n, FY unconfirmed	apr17
12-20470/70C	1-212th AVN	f/n, FY unconfirmed	apr17
12-20475/75J	1-212th AVN	code conf, FY unconfirmed	apr17
12-20478/78A	1-212th AVN	f/n, FY unconfirmed	apr17
12-20479/79B	1-212th AVN	f/n, FY unconfirmed	apr17
12-20492	2-25th AVN	f/n	70-4193 aug17
12-20493	2-25th AVN	f/n	70-4195 aug17
12-20538	1-244th AVN	f/n, FY unconfirmed	jul17
12-20540	2-25th AVN	f/n	aug17
12-20555/55_	1-212th AVN	f/n, FY unconfirmed	aug17
13-20556	2-25th AVN	w/o 15aug17	
13-20566	4-3rd AVN	ex nb	apr17
13-20567	4-3rd AVN	ex nb	apr17
13-20578	4-3rd AVN	ex nb	apr17
13-20617/17C	1-212th AVN	f/n, FY unconfirmed	apr17
13-20626	A/2-147th AVN	f/n, FY unconfirmed	aug17
14-20664/64D	1-212th AVN	f/n, FY unconfirmed	apr17
14-20668	A/2-147th AVN	f/n, FY unconfirmed	aug17
15-20737/37F	1-212th AVN	f/n, FY unconfirmed	apr17
15-20738/38B	1-212th AVN	f/n, FY unconfirmed	apr17
15-20746/46B	1-212th AVN	f/n, FY unconfirmed	apr17
15-20747/47H	1-212th AVN	f/n, FY unconfirmed	apr17



Legacy Hornets are become a bit scarce nowadays. This VFA-131 FA-18C coded AG-406 is seen when it still flew with modex 4xx and was assigned to the Dwight D Eisenhower (CVN-69). (NAS Oceana, 11 March 2005, Stephan de Bruijn)



An E-2D Hawkeye from VAW-126 'Seahawks' lands aboard USS Harry S. Truman (CVN 75). (Atlantic Ocean, 23 August 2017, Anthony Flynn)

16-20809	3-227th AVN	f/n, FY unconfirmed	jun17	11-72223/23H	1-212th AVN, ex A(-)/3-140th AVN, FY unconf	apr17
16-20828	3-227th AVN	f/n, FY unconfirmed	aug17	12-72238/38G	1-223rd AVN, ex C(-)/1-114th, FY unconfirmed	apr17
16-20829	3-227th AVN	f/n, FY unconfirmed	aug17	12-72269/69G	1-223rd AVN	apr17

Previously, Black Hawk 20214 was reported as HH-60M with C/2-1st AVN. Most likely this is incorrect since it is now confirmed as an UH-60M with 1-212th AVN.

HH-60M

09-20235	F/7-158th AVN, FY & unit unconfirmed	may17
11-20376	C/6-101st AVN f/n, FY unconfirmed	jul17
12-20517	C/3-25th AVN c/n & FY confirmed 70-4205	aug17
15-20770	F/7-158th AVN, FY & unit unconfirmed	may17
15-20771	F/7-158th AVN, FY & unit unconfirmed	may17
15-20781	Det.1 G/1-189th AVN, f/n, FY unconfirmed	jul17
15-20782	Det.1 G/1-189th AVN, f/n, FY unconfirmed	jul17

AH-64D

03-05368	1-25th AVN	ex nb	PVD368	aug17
03-05400	1-25th AVN	ex nb	PVD400	aug17

TH-67A

With reference to last month's military news, the following Creek helicopters have been sold to the Colombian army but were not yet reported under the US Army header:

N4574/74H (to FAC4593)	N4594/75A (to FAC4594)
N5402/02E (to FAC4602)	N5403/04G (to FAC4603)
N5404/04F (to FAC4604)	N5406/06F (to FAC4590)
N4509/09M (to FAC4591)	N67118/18E (to FAC4618)
N67170/70A (to FAC4598)	N67219/19D (to FAC4619)
N67259/59C (to FAC4568)	N67279/79D (to FAC4601)
N67337/37B (to FAC4605)	N67338/38E (to FAC4606)
N67346/46D (to FAC4607)	N67348/48F (to FAC4608)
N67488/88C (to FAC4613)	N67675/75C (to FAC4616)
N89002/02D (to FAC4577)	N89035/35A (to FAC4580)
N89040/40E (to FAC4581)	N89049/49H (to FAC4582)
N89057/57A (to FAC4583)	N89080/80C (to FAC4586)
N89089/89C (to FAC4588)	N89091/91D (to FAC4622)

UH-72A

06-72005/05A	1-223rd AVN	ex NTC	apr17
07-72010/10G	1-212th AVN	ex A/5th AVN	9125 apr17
07-72013/13A	1-223rd AVN	ex A/5th AVN	9129 apr17
07-72014/14F	1-212th AVN	ex A/5th AVN	9132 apr17
07-72017/17J	1-212th AVN	ex A/5th AVN	9139 apr17
07-72022/22B	1-212th AVN	ex NTC	apr17
07-72024	1-223rd AVN	ex NTC	9154 apr17
07-72028/28E	1-223rd AVN	ex NTC	9160 apr17
07-72029/29H	1-223rd AVN	ex JMRC	9163 apr17
08-72073/73C	1-212th AVN	corr not 1-223rd AVN	apr17
08-72077/77C	1-223rd AVN	ex Flatiron Det	apr17
08-72081/81D	1-212th AVN	ex USAAAD Fort Polk	apr17
10-72172/72F	1-212th AVN	ex USAAAD Yakima	apr17
10-72176/76H	1-223rd AVN	ex WSMR	apr17
10-72180/80J	1-223rd AVN	ex WSMR	apr17
11-72201/01J	1-212th AVN	ex 21st CAV	apr17
11-72204/04H	1-212th AVN	ex 1-223rd AVN/04H	apr17
11-72217/17K	1-212th AVN	ex 1-223rd AVN/17K	apr17

15-72346/46J	1-223rd AVN	f/n, FY unconfirmed	apr17
15-72349/49N	1-212th AVN, ex 1-223rd AVN/49N, FY unconf	code conf, FY unconfirmed	apr17
15-72356/56N	1-223rd AVN	code conf, FY unconfirmed	apr17
15-72359/59J	1-223rd AVN	code conf, FY unconfirmed	apr17
15-72363/63L	1-223rd AVN	code conf, FY unconfirmed	apr17
15-72366/66R	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72367/67L	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72368/68K	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72370/70M	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72371/71J	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72373/73K	1-223rd AVN	ex Airbus, FY unconfirmed	apr17
15-72376/76L	1-223rd AVN	ex Airbus, FY unconf. 9755	apr17
16-72379/79J	1-223rd AVN	code conf., FY unconfirmed	apr17
16-72381/81G	1-223rd AVN	f/n, FY unconfirmed	apr17
16-72382/82K	1-223rd AVN	f/n, FY unconfirmed	apr17
16-72383/83J	1-223rd AVN	f/n, FY unconfirmed	apr17
16-72384/84K	1-223rd AVN	f/n, FY unconfirmed	apr17

Mi17

..../74I	1-223rd AVN	f/n	apr17
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RO-6A

15-00338	Hagerstown (MD), ex Tucson (AZ)	338	aug17
15-00577	Hagerstown (MD), ex Tucson (AZ)	577	aug17
16-00397	nb see note	397	Jul17

It was believed that all six US Army RO-6A aircraft were known, but RAF Aldergrove was visited by 16-00397 on 19 July 2017. Based on the registration it is believed that this aircraft is c/n **397** (the same logic was used for the other six RO-6A aircraft). If correct, this makes it former N308V which used to be operated by Dynamic Aviation. This civil registration was cancelled from the FAA register on 22 June 2017. Both other RO-6s mentioned are undergoing modifications by L3 Communications at their Hagerstown (MD) facility.

United States Navy (NY)

Naval Air Systems Command has ordered two Boeing C-40A Clippers in a \$152.5 million contract on 27 September 2017. Both aircraft are expected to be delivered by September 2019. Currently, the US Navy procured seventeen Clippers, a completion of the current program of record. The C-40As replaced the C-9A/B Skytrain IIs operated until recently by the US Navy and Marine Corps. These final two C-40As will enable Marine Transport Squadron (VMR) 1 *Roadrunners* to operate its own C-40As from NAS-JR Base Fort Worth (TX). Until recently VMR-1 operated from MCAS Cherry Point (NC) with two C-9Bs to provide rapid-response airlift for the Cops. VMR-1 was the last squadron to operate the C-9B, but its transition to the C-40A had awaited the Navy budget to fund the last two of seventeen Clippers to replace the C-9Bs.

The 2017 USMC Aviation Plan slated VMR-1 to move to Fort Worth and convert from an active-duty squadron to a Reserve squadron by October 2017. The pilots of VMR-1 are currently in transition from C-9B to C-40A with the Fort Worth-based VR-59 *Lonestar Express* ('RY-xx').

United States Navy unit news

The very last US Navy EA-6B Prowler was retired in ceremonies at NAS Patuxent River (MD) on 29 August 2017. The beautiful Prowler was assigned to Air Test & Evaluation Squadron (VX) 23 *Salty Dogs* ('SD-53x') and it flew with the test squadron long after the Navy retired their final fleet EA-6Bs in 2015. BuNo 159909/SD-536 (construction number P-56) was used by VX-23 for test work in support of electronic warfare technology development. As the Navy do not use the EA-6B anymore, the test work was done to support work for the final two USMC EA-6B squadrons. Besides that, electronic warfare is hot and tests were also executed for other operational aircraft. The USMC Will be retiring their Marine Tactical Electronic Warfare Squadron (VMAQ) 3 and VMAQ-2 Prowlers in 2018 and 2019, respectively.

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

Carrier Air Wing 3, USS Harry S. Truman (CVN-75), AC

During summer 2017, VAW-126 *Seahawks* ('AB-6xx') transitioned from E-2C-200NP to the brand new E-2D.

Carrier Air Wing 7, USS Dwight D. Eisenhower (CVN-69), AG

Carrier Airborne Early Warning Squadron (VAW) 117 *Wallbangers* (ex 'AG-6xx') said goodbye to CVW-7 and moved to CVW-9/NG.

On 22 September 2017, Strike Fighter squadron (VFA) 131 *Wildcats* ('AG-3xx') made their last flight with the legacy F/A-18C Hornet before the squadrons transitioning to the Super Hornet. With this event, the following US Navy squadrons still make use of the Legacy Hornets:

NAS Oceana (VA)

VFC-12	<i>Fighting Omars</i>	F/A-18C AF-xx
VFA-34	<i>Blue Blasters</i>	F/A-18C NE-4xx
VFA-37	<i>Bulls</i>	F/A-18C AJ-4xx
VFA-83	<i>Rampagers</i>	F/A-18C AC-3xx
VFA-106	<i>Gladiators</i>	F/A-18B AD-34x
		F/A-18C AD-44x
		F/A-18D AD-3xx

NAS Fallon (NV)

NAWDC	<i>Top Gun</i>	F/A-18A 3xx/4xx
		F/A-18C 2xx/3xx

NAS New Orleans (LA)

VFA-204	<i>River Rattlers</i>	F/A-18A+ AF-4xx
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NAWS China Lake (CA)

VX-9	<i>Vampires</i>	F/A-18C XE-30x
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NAS Patuxent River (MD)

VX-23	<i>Salty Dogs</i>	F/A-18A SD-40x
		F/A-18B SD-32x
		F/A-18C SD-40x
		F/A-18D SD-4xx
USNTPS		F/A-18A/B

NAS Pensacola (FL)

NFDS	<i>Blue Angels</i>	F/A-18A/B/C
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The *Wildcats* Hornets will be dispatched over the final fleet and support squadrons so they can use the "best of breed". It is expected to see that most former *Wildcats* aircraft can be seen with the Naval Aviation Warfighting Development Center (NAWDC), the Navy Reserves and the Blue Angels. The transition of F/A-18Cs to the F/A-18E/F is expected to be complete by 2019. So hurry up if you want to see operational Navy legacy Hornets!

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

Carrier Air Wing 9, USS John C. Stennis (CVN-74), NG

VAW-117 *Wallbangers* (ex 'AG-6xx') was recently welcomed within CVW-9.

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

The *Nimitz* is currently deployed to the US 5th Fleet area of operations. It left homeport Bremerton (WA) on 1 June 2017, the wing embarked the mighty carrier off the San Diego coast (CA) on 4 June 2017. From 5 June, the team nuked by Hawaii (7th Fleet), the South Chinese Sea, the Philippines, Singapore, Chennai (India), to the Arabian Sea, supporting Operation Inherent Resolve (OIR). The Wing looks as follows:

VFA-154	<i>Black Knights</i>	F/A-18F 1xx
VFA-147	<i>Argonauts</i>	F/A-18E 2xx
VFA-146	<i>Blue Diamonds</i>	F/A-18E 3xx
VMFA-323	<i>Death Rattlers</i>	F/A-18C 4xx
VAQ-142	<i>Gray Wolves</i>	EA-18G 5xx



Seen here banking after departing Mildenhall for the last time, is C-2A Greyhound 162168/45 of VRC-40. It was deployed there to support the USS George W. Bush in British waters. (11 August 2017, Mark Rourke)

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For quite some time, a couple of Saudi Tonkas can be found at BAe Warton. These are flying a lot recently, like ZE119/CS006 with an interesting weapons fit on a sortie. With sister ship BS116 the Holbeach range has been visited. (15 september 2017, Martin Greenman)

VAW-121	Bluetails	E-2D	6xx
HSC-8	Eightballers	MH-60S	61x
HSM-75	Wolf Pack	MH-60R	71x
VRC-30/Det.3	Providers	C-2A	NPxx

The *Nimitz* will stay in the Gulf until mid-October 2017, when it will be relieved.

FRCSW = Fleet Readiness Center South West, North Island (CA)

EA-6B

159909/SD-536 VX-23 wfu **P-56** aug17
This was the final Prowler in service with the US Navy.

C-2A

162164/57 VRC-40 ex 37/VRC-30 Det.3 **44** sep17
162166/635 VAW-120 ex 46/VRC-40 **46** may17

E-2C

165817/652 VAW-120 ex nmks **A188** sep17
166507/655 VAW-120 ex FRCSW sep17

E-2C-II

165295/640 VAW-120 ex AC-601/VAW-123 **A52-166** sep17

E-2D

168321/AB-602? VAW-126 ex 674/VAW-120 **AA10** sep17
168594/670 VAW-120 ex 671 **AA13** sep17
169062/674 VAW-120 f/n **AA28?** sep17
169064/671 VAW-120 ex nmks **AA30?** sep17

E-6B

164408/408 VQ-3 not with 309th AMARG **24507** sep17

F/A-18A

163113/AF-01 VFC-12 ex AF-406/VFA-204 **507/A419** nov16

F/A-18C

164048/33 309th AMARG ex 33/NAWDC **936/C179** sep17
164907/AG-310 VFA-83 ex AD-363/VFA-106 **1239/C366** aug17
165207/NE-402 VFA-34 ex AG-402/VFA-131 **1376/C432** aug17

F/A-18E

165896/NE-216 VFA-137 ex NE-211 **E051** aug17
168482/NG-211 VFA-14 ex AD-134/VFA-106 **E239** sep17

F/A-18F

166453/AD-264 VFA-106 ex AG-210/VFA-103 **F088** aug17

EA-18G

166931/NJ-546 VAQ-129 ex 503/nmks **G16** sep17
169211/NJ-553 VAQ-129 f/n **G144** aug17

MH-60S

166314/7Q-00 Key West SAR ex HU-707/HSC-2, grey c/s **70-28..** sep17
167826/70 Havelock Craven Community College **70-3092** sep17
167877/51 HSC-23 ex NA-0/HSC-6 **70-3638** sep17
167883/VR-71 HSC-21 ex SA-34/HSC-3 **70-36..** sep17

P-3C

160290/LL-290 VP-30 ex 290?VPU-2 **5653** sep17

P-8A

168429/429 VP-30 ex 429/VP-10 **40809/3792** sep17
168435/435 VP-30 ex LA-435/VP-5 **40815/4141** sep17
168754/LC-754 VP-8 ex LL-754/VP-30 **42250/4547** sep17
168997/LC-997 VP-8 ex 997/VP-30 **44942/5587** sep17
169000/000 VP-30 ex 000/VP-16 **44941/5680** sep17
169330/330 VP-30 del 18sep17 **62296/6300** sep17

T-6B

166038/G-038 TAW-4 ex E-038/TAW-5 **PN-29** aug17
166063/G-063 TAW-4 ex E-063/TAW-5 **PN-54** aug17
166234/G-234 TAW-4 f/n **PN-225** aug17
166244/G-244 TAW-4 f/n **PN-235** aug17

T-45C

163654/B-254 TAW-2 ex F-607/VT-86 **A056** aug17
167105/B-272 TAW-2 ex B-327 **C137** aug17

United States Marine Corps (NY)

The Naval Air Systems Command (NASC) at NAS Patuxent River (MD) has awarded Lockheed Martin a Low Rate Initial-Production (LRIP) Lot 1 contract to build two production CH-53K King Stallion helicopters. Lockheed announced the order on 1 September 2017, following the 4 April 2017 Milestone C decision by the Defense Acquisition Board (DAB) approving LRIP production. Under the almost \$304 million contract, Sikorsky will deliver the two production aircraft to the USMC in 2020. The Kings will be assembled at Sikorsky's headquarters in Stratford (CT). Let's wait and see if they receive an Elvis badge on their fuselage...

Twenty-three F/A-18Cs of the 309th Aerospace Maintenance and Regeneration Group (AMARG) at Davis-Monthan AFB (AZ) were taken from the war-reserve storage and will return to flying service. Nine aircraft were delivered in 2016, seven in 2017 and the final seven in 2018. Sixteen Legacy Hornets have already been shipped to the maintenance facility Cecil Field (FL) where Boeing is installing the F/A-18C+ upgrade. The Hornets will be dispatched to the operational squadrons first as they have lack on good planes.

United States Marine Corps unit news

Marine Force Pacific (MARFORPAC)

Marine Attack Squadron (VMA) 311 *Tomcats* ('WL-xx') were assigned to the Marine Expeditionary Unit (MEU) of the USS *Bonhomme Richard* (LHD-6). The AV-8B squadron concluded its farewell tour with the *Bonhomme Richard* Expeditionary Strike Group (BHR ESG) and the 31st Marine Expeditionary Strike Group (31st MEU) as the ESG transitions to F-35B in the winter of 2017. *Bonhomme Richard*, flagship of the BHR ESG, was operating in the Indo-Asia Pacific region late August.

The 15th MEU with VMM-161 Reinforced ('YR') embarked the USS *America* (LHA-1) on 7 July 2017. The amphibious assault ship left for the Arabian Sea to support OIR. The Marine Expeditionary Unit (MEU) looks as follows:

VMM-161(R)	Greyhawks	MV-22B	YR-0x, 1x
HMH-462 (YF..)	Heavy Haulers	CH-53E	YR-2x
HMLA-...		UH-1Y	YR-3x/4x
		AH-1Z	YR-3x/4x
VMA-214 (WE-xx)	Black Sheep	AV-8B	YR-5x
HSC-23/Det.2	Wildcards	MH-60S	WC-xx

FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSW = Fleet Readiness Center South West, North Island (CA)
 LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

AH-1W

165325/QT-432 309th AMARG ex QT-432/HMLA/T-303**26349** aug17

UH-1Y

167990/UV-10 HMLA-267 ex SN-10/HMLA-169 **55118** sep17
 169246/MV-32 VMX-1 f/n **55237** aug17

AH-1Z

169097/UV-50 HMLA-267 f/n **59238** sep17
 169098/UV-51 HMLA-267 f/n **59239** sep17

ACH-53E

162002/..-24 HMH-... ex YP-21/VMM-163 **65-479** sep17
 162521/YM-2. VMM-365 ex CJ-14/HMH-461 **65-533** aug17
 165247/YS-21 VMM-162 ex EN-54/HMH-464 **65-641** sep17

F/A-18A+

162429/08 VMFA-115 ex VE-207 **270/A216** sep17
 163094/VW-02 VMFA-314 ex VW-06 **477/A393** jan09
 163141/06 VMFA-115 ex VE-210 **557/A465** sep17

F/A-18A++

162400 VMFA-115 ex VW-01/VMFA-314**227/A180** sep17

F-35B

168060/VM-06 VMFAT-501 ex VM-04 **BF-09** sep17
 168720/VM-11 VMFAT-501 ex MV-5./VMX-22 **BF-22** sep17
 168730/CF-11 VMFA-211 ex VK-12/VMFA-121 **BF-32** aug17
 169414 LMTAS f/n **BF-59** sep17

MH-53E

164766/TB-05 HM-15 ex FRCE **65-608** sep17

AV-8B

163874/YM-52 VMM-365 ex WP-../VMA-223 **182** sep17
 164121/YM-5. VMM-365 ex WP-../VMA-223 **198** sep17

AV-8B+

164558/YM-50 VMM-365 ex WP-50/VMA-223 **243** sep17

AV-8B+(R)

165306/YM-5. VMM-365 ex WP-02/VMA-223 **264** sep17
 165383/YM-53 VMM-365 ex WP-05/VMA-223 **278** sep17
 165597/YM-51 VMM-365 ex WP-03/VMA-223 **334** jul17

MV-22B

166481/YW-08 VMM-165 ex YX-08/VMM-166 **D0060** feb17
 166746/YW-00 VMM-165 ex FRCE, CAG c/s **D0111** sep17
 168015/MQ-10 VMM-774 ex GX-33/VMMT-204 **D0145** aug17
 168291/YS-05 VMM-162 ex EG-03/VMM-263 **D0208** sep17
 168340/YS-07 VMM-162 ex EH-03/VMM-264 **D0243?** sep17
 168619/YW-11 VMM-165 ex YR-11/VMM-161 **D0274?** sep17
 168653/EH-16 VMM-264 del **D0308?** aug17
 168657 Bell-Boeing f/n **D0312?** sep17

United States Coast Guard (CG)

HC-130H

1790 Barbers Point ex Kodiak **382-4931** aug17

HC-144A

2315 Corpus Christi ex Mobile **C-207** aug17

MH-60T

6010 Kodiak ex Astoria **70-157.** aug17

MH-65D

6522 North Bend ex Atlantic City **6164** aug17
 6527 North Bend ex Traverse City **6171** jul17
 6539 Corpus Christi ex HITRON **6045** aug17
 6540 Savannah ex Miami **6189** sep17
 6547 Savannah ex Barbers Point **6221** sep17
 6574 New Orleans ex Mobile **6270** aug17

National Aeronautics and Space Administration (GV)

C-21A

84-0099 std Glenn for sale **35A-545** sep17
 84-0103 std Glenn for sale **35A-549** sep17

Credits: Clive Bartram, Graham Brown, Ian Carroll, Tim Doherty, ELAS, Martin Greenman, Edwin de Greeuw, Joris Heeren, Thomas Hirt, Andy Marden, Daniele Mattiuzzo, Jeroen Nijmeijer, Peter Weinert, Peter Wilmlink

4Aviation

- Thailand**
January 2018
- USA**
February/March 2018
- Poland**
NTM - May 2018
- Finland**
May 2018

Check www.4Aviation.nl for bookings & details

INFO SOON!

INFO SOON!

INFO SOON!

INFO SOON!

Triptease



The Kazakhstan Border Guards have four An-26s in their fleet, 02 (wh) is one of them and was photographed parked at its homebase Almaty. (13 July 2017, André Alders)

Combined Trips

Uzbekistan, Kazakhstan, Russia

In July I made a trip to Uzbekistan, Kazakhstan and Russia within a two week period. The main reason to visit Uzbekistan was the Il-114, a very rare type of aircraft that only flies scheduled services within this country for Uzbekistan Airways. Taking pictures of airplanes is prohibited in Uzbekistan so I was very curious what problems would occur with security in this country? In advance I had already sent an email to Uzbekistan airways and the airport of Tashkent about this subject and much to my surprise I received an official letter from the Uzbekistan Airways, stating that it was impossible to satisfy my request.

However a platform tour could be arranged on the ramp of Almaty airport in Kazakhstan including photography around the airport. Flying a Bek Air Fokker 100 was also high priority. For Russia I booked a couple of scheduled flights with Russian airplanes including KrasAvia Yak-42, Pskovavia An-24 and Alrosa Tu-154. In addition, I wanted to visit two museums and as usual spotting and photography around every airport.

Moscow-Sheremetyevo 8 July 2017

B-2067	B777-236	Air China
B-5929	A330-343	Sichuan Airlines
B-5963	A330-243	Hainan Airlines
B-6090	A330-243	Air China
B-6122	A330-243	China Eastern Airlines
B-8358	A330-323	China Southern Airlines
B-8549	A330-243	Capital Airlines
HL-8027	A330-323	Korean Air Lines
JU-1021	B767-34GER	Mongolian Airlines
LZ-FBC	A320-214	Bulgaria Air
OH-LKF	ERJ190LR	Finnair
P4-KDB	A321-231	Air Astana
RA-64024	Tu-204-100C	DHL/Aviastar-TU Cargo
RA-89015	RRJ-95B	Aeroflot SkyTeam c/s
SP-LNE	ERJ195LR	LOT
VP-BDI	B767-38AER	Ikar Airlines
VP-BDK	A320-214	Aeroflot SkyTeam c/s
VP-BSP	B737-82R	Nordwind Airlines
VQ-BUD	B777-2Q8ER	Nordwind Airlines
VQ-BUF	B737-86N	Nordwind Airlines

Hub traffic

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

Preserved

RA-86492 Il-62M ex Aeroflot

Stored

RA-89004 RRJ-95B Centre-Yug
RA-96005 Il-96-300 Aeroflot

UR-DNK	ERJ145EU	Dniproavia
VP-BTA	B737-2C9	Transaero
Tashkent International Airport		9 July 2017
UK32019	A320-214	Uzbekistan Airways
UK67004, UK67005	B767-33PER	Uzbekistan Airways
UK67006	B767-33PER	Uzbekistan Airways
UK75701	B757-23P	Uzbekistan Airways
UK78701	B787-8	Uzbekistan Airways
VQ-BMY	A330-343	Aeroflot
VQ-BNW	A300B4-622RF	Silk Road Cargo Business
Stored		
85711	Tu-154M	Uzbekistan Airways

I departed from Amsterdam on Saturday afternoon with Aeroflot A321 (VP-BEG) to Moscow, where I arrived early in the evening during the arrival of many airlines from China. The next flight was delayed with five hours, but Sunday morning at 03:00 my Aeroflot A330 (VQ-BMY) took off from Sheremetyevo to Tashkent in Uzbekistan. As expected it took some time to get through passport control as I needed a visa on arrival. For a visa on arrival it is necessary to obtain an invitation letter, which I received from a tourist office located in Nukus, just one week before the trip started. The hotel in Tashkent was not far away from the airport and with the help of a hotel employee I could exchange money on the black market, twice as much than the official rate of the local currency (Sum). The afternoon was spent in the city centre until a friendly taxidriver showed me several other places of interest in Tashkent.

10 July 2017		
B-6077	A330-243	China Southern Airlines
UK32012, UK32015	A320-214	Uzbekistan Airways
UK32018	A320-214	Uzbekistan Airways
UK67001	B767-33PERF	Uzbekistan Airways
UK787802	B787-8	Uzbekistan Airways
UK91106, UK91107	Il-114-100	Uzbekistan Airways
UK-91108, UK91109	Il-114-100	Uzbekistan Airways
VP-BUH	B757-231	Uzbekistan Airways
10 July 2017		
Bukhara airport		
UK32015	A320-214	Uzbekistan Airways
UK-41477	An-2	yellow
UK75701	B757-23P	Uzbekistan Airways
UK91109	Il-114-100	Uzbekistan Airways

Monday I had a full day excursion in Uzbekistan to Bukhara one of the most ancient cities of Uzbekistan which is situated on the Silk Route. After check in at the domestic terminal we drove with a bus to the international terminal where I boarded a Boeing 757 (UK75701), the first one after sixteen years. After arrival at Bukhara I took a picture from the airplane of a single yellow An-2 (UK-41477), and as far as I know it is

unknown? A few quick pictures were made on the tarmac of the Boeing 757 without any problems. After a very nice visit to the city centre I departed in the evening back to Tashkent with an Airbus A320 (UK32015) instead of the scheduled Il-114. Hopefully it would bring me more luck on Tuesday, but again no problems with taking pictures.

Tashkent International Airport			11 July 2017
UK32014	A320-214	Uzbekistan Airways	
UK67000	B767-33PER	Uzbekistan Gvmt	
UK91105	Il-114-100	Uzbekistan Airways	
TC-LOA	A330-303	Turkish Airlines	

Nukus Airport			11 July 2017
UK91105	Il-114-100	Uzbekistan Airways	
1 x	An-2	Uzbekistan Airways c/s	
4 x	An-2		

Today I would meet my guide in Nukus to pay for the invitation letter he sent me by email. Before the flight I was assured that Nukus is the capital city of the autonomous republic of Karakalpakstan and one of the least appealing cities in Uzbekistan to visit, except for the Savitsky Art Museum in the city centre. Fortunately I was sure about one thing today, the Il-114 was on the schedule (UK91105 to NCU and UK91106 to TAS). Probably because Nukus isn't a tourist place to visit, they are more focused on people like me at the airport, walking around with a big camera? The result was that I had to delete all my pictures of Nukus airport before departure. At Tashkent airport it was also very difficult to take some reasonable pictures on the ramp of the Il-114 but security didn't ask me to delete them. Good quality pictures from the domestic terminal are less than average and taking pictures from the bus isn't possible because the windows for ventilation can't be opened far enough. Anyway I was pleased to delete the Il-114 of my aviation bucket list.

Tashkent International Airport			12 July 2017
TC-LOC	A330-343	Turkish Airlines	
UK32011, UK32016	A320-214	Uzbekistan Airways	
UK32017, UK32020	A320-214	Uzbekistan Airways	
UK67007	B767-3CBER	Uzbekistan Airways	
VP-BUJ	B757-231	Uzbekistan Airways	
VQ-BQX	A330-343	Aeroflot	

Maintenance/Stored

EY-756	B767-332	Tajik Air	
UK31001, UK31002	A310-324	Uzbekistan Airways	
UK31003	A310-324	Uzbekistan Airways	
UK40651	An-2R	Uzbekistan Airways	
UK76359	Il-76TD	Uzbekistan Aw. bare metal	

UK76793	Il-76TD	Uzbekistan Airways	
UK76794	Il-76TD	Uzbekistan Aw. old c/s	
UK80001	BAe146-RJ85	Uzbekistan Government	
UK80002, UK80003	BAe146-RJ85	Uzbekistan Airways	
UK87923	Yak-40	Uzbekistan Airways	
UK87996	Yak-40?		
UK91102, UK91104	Il-114-100	Uzbekistan Airways	
UP-16209	Il-62M	Air Trust	
1x	Il-76	bare metal?	

Almaty International Airport			12 July 2017
B-1736	B737-81BWL	China Southern Airlines	
D-ALCM	MD-11F	Lufthansa Cargo	
LY-AWE	B737-522	SCAT	
LY-AYZ	B737-548	SCAT	
N282UP	MD-11F	UPS	
P4-FAS	B757-2G5	Air Astana	
P4-KDB	A321-231	Air Astana	
P4-KEA, P4-KEC	B767-3KYER	Air Astana	
P4-VAS	A320-232	Air Astana	
UK32020	A320-214	Uzbekistan Airways	
UP-B3712	B737-35B	SCAT	
UP-F1007, UP-F1015	Fokker 100	Bek Air	
UP-42721	Yak-42D	Kazakhstan Government	
VP-BML	B737-8MC	Aeroflot	

I already experienced that it took some time to enter Uzbekistan but today I discovered that you also need a lot of patience to leave this country. Getting through the airport security screening process had more to do with occupational therapy in an overcrowded prison. In short, something to forget very quickly but every hobby has its drawbacks. From the international terminal you have a nice view on the platform but the most interesting part is maintenance area. I was lucky that we taxied with our A320 (UK32020) along this section of the airport while I took several photos through the airplane window and read all registrations except one bare metal Il-76 and one Yak-40. Uzbekistan was a very nice surprise and mostly the friendly people. I was embarrassed that I did not visit Khiva, Samarkand or Shakhrisabz and they couldn't understand I visited Nukus of all places. Early in the afternoon I arrived at Almaty airport and passport control was very easy and a visa wasn't necessary. One member of the Almaty spotting club picked me up and brought me to the Almaty airport hotel Zakarpatskaya. I must admit it is not the best hotel I have ever slept during my stay it was not really cleaned, no hot water, no bathroom in my room and bloody hot without airconditioning. But I was the one to blame because I booked it myself. Thankfully the whole pro-



The Tupolev Tu-154 in service of civil operators is nearly facing extinction. Alrosa still has a couple flying of which RA-85757 is one of them. (Moscow-Domodedovo, 15 July 2017, André Alders)

cedure to obtain a permit for the ramp tour the next day was very easy. Unfortunately the weather changed very quickly in the afternoon with lots of thunderstorms with the result that photography around the airport was cancelled.

Almaty International Airport 13 July 2017

02	An-26	Kazakhstan Border Guard
74008	An-74TK200	Kazakhstan MVD/VV
B-LNX	A330-243F	Hong Kong Airlines
LX-VCF	B747-8RF	Cargolux
P4-AST	DHC-8-402Q	Qazaq Air
P4-GAS	B757-2G5	Air Astana
P4-KBC, P4-KBE	A320-232	Air Astana
P4-KBH	A320-271NWL	Air Astana
P4-KCF, P4-KCI	ERJ190LR	Air Astana
P4-KEB	B767-3KYER	Air Astana
P4-MAS	B757-28A	Air Astana
P4-NAS, P4-OAS	A321-131	Air Astana
P4-QAZ	DHC-8-402	Qazaq Air
P4-YAS	A319-132	Air Astana
LY-FLG	B757-204	Sunday Airlines
TC-JOY	A330-243F	Turkish Airlines
UP-17604	Il-76TD	Kazaviaspas
UP-AN416, UP-AN417	An-24RV	SCAT
UP-B3710	B737-31S	SCAT
UP-B3718	B737-3U3	SCAT
UP-B3719	B737-330	Sunkar Air
UP-B7603	B767-332ER	Sunday Airlines
UP-CJ009	CRJ100LR	7th Sky Airlines
UP-CJ014	CRJ	
UP-F1005	Fokker 100	Safi Airways (Bek Air c/s)
UP-F1010, UP-F1011	Fokker 100	Bek Air
UP-K3504	Beech 350	SKA Air Control
UP-L4108	L-410UVP-E20	Zhezkazgan Air
UP-T3409	Tu-134B-3	Jet Airlines
UP-Y4012	Yak-40	Zhezkazgan Air
VP-BHJ	A319-114	S7 Airlines

Maintenance area

UP-A2804, UP-A2807	An-28	East Wing
UP-A2808	An-28	East Wing
UP-F1012	Fokker 100	Bek Air (no engines)
UP-MI852	Mi-8MTV-1	Burundaiavia
UP-Y4036	Yak-40	East Wing
UP-Y4037	Yak-40K	East Wing

Storage area

N351SK	Do328-300	Skyway Airlines
UN-86505, UN-86506	Il-62M	Kokshetau Avia
UN-87271	Yak-40	International Jet Tour
UN-87926	Yak-40K	International Jet Tour
UP-AN721	An-72-100D	KazAir jet
UP-D3001	Do328-300	Caspiy Airlines
UP-F1001, UP-F1002	Fokker 100	Caspiy Airlines
UP-F1003	Fokker 100	Cross/Caspiy Airlines
UP-F1008	Fokker 100	Caspiy Airlines
UP-T3403	Tu134A-3	Jet Airlines
UP-T3406	Tu-134A-3	Kazakhstan Emercom
UP-T5406	Tu-154M	Kazakhstan Emercom
UP-Y4024	Yak-40	Berkut Air n/t
UP-Y4026	Yak-40	Euro-Asia Air
UP-Y4206	Yak-42D	International Jet Tour
UP-Y4210	Yak-42D	SCAT

Military area

01 Red, 03 Red	C295M	Kazakhstan Air Force
04 Red, 05 Red	C295M	Kazakhstan Air Force
06 Red	C295M	Kazakhstan Air Force
02 Red, 05 Red	An-26	Kazakhstan Air Force
08 Red	An-26	Kazakhstan Air Force std
07 Red, 08 Red	An-72	Kazakhstan Air Force
19 Red	An-12	Kazakhstan Air Force
UN-85464	Tu-154B-2	Kazakhstan Government

Almaty International Airport 14 July 2017

P4-NUR	DHC-8-402	Qazaq Air
TC-JYM	B737-9F2ER	Turkish Airlines
UP-AN422	An-24RV	SCAT
UP-C8505	CL-600-2B19	Comlux

VQ-BBM 747-83QF Silk West Airlines

Thursday morning a van picked us up for a four hours ramp tour at Almaty airport. It is the biggest international airport in Kazakhstan near the country's largest city and commercial capital. It is clear that the airport is too small because domestic and international flights are handled in an overcrowded terminal with only a few loading bridges. In addition, the infrastructure around the airport is also a major problem with only one small road to the airport. The construction of a new terminal on the other side of both runways was stopped in 2010 because of all kinds of bureaucracy and disagreements by airport managers, Air Astana and the government. I am very curious about the future of this interesting airport? Today the weather was reasonable and our guide told us we could go wherever we wanted with only one exception, the Military ramp. On the ramp at the East Wing maintenance area they didn't like the idea of taking pictures but we agreed that only flyable aircraft should be photographed. The storage area is the most interesting part of the airport with three Dutch built Fokker 100s parked between the older Russian obsolete aircraft. Although not encouraged, from this place we could "secretly" take some pictures of the military area. Early in the afternoon our ramp tour ended and we were invited for a lunch. After the break we should try our luck again around the airport but history repeated itself with some very bad weather. In summary, photography had no sense again, a beer in the afternoon was the alternative and the morning was excellent.

Astana International Airport 14 July 2017

01 Red	An-26	Kazakhstan Air Force
03	An-26	Kazakhstan Border Guard
2801	A319-115CJ	Czech Air Force
74082	An-72T200A	Kazakhstan Border Guard
95100	RRJ-95LR	Kazakhstan Border Guard
P4-AYZ	B737-548	SCAT
P4-EAS	B757-2G5	Air Astana
P4-KBB	A320-232	Air Astana
P4-KCC, P4-KCD	ERJ190LR	Air Astana
P4-KCH, P4-KCF	ERJ190LR	Air Astana
P4-KEC	B767-3KYER	Air Astana
P4-NAS	A321-131	Air Astana
P4-NUR	DHC-8-402	Qazaq Air
UN-47186	An-24B	Kazakhstan Airlines std
UN-47299	An-24RV	Kazakhstan Airlines std
UP-42721	Yak-42D	Kazakhstan Government
UP-87850	Yak-40	Kazakhstan Border Guard
UP-AN407	An-24B	Southern Sky
UP-AN417	An-24RV	SCAT
UP-AN422	An-24B	Southern Sky
UP-CJ007	CRJ200LR	SCAT
UP-CL001	CRJ700	Euro-Asia Air
UP-CS103	Ce208B	Sky Service
UP-F1010	Fokker 100	Bek Air
UP-MI601	Mi-26T	Kazaviaspas
UP-MI703	Mi-171E	Kazaviaspas

Aktau International Airport 14 July 2017

03, 12	Su-27P	Kazakhstan Air Force
17	Mi-171Sh	Kazakhstan Air Force
07677	An-2TP	Kazakhstan Border Guard
95100	RRJ-95LR	Kazakhstan Border Guard
EW-484TI	An-12BK	Ruby Star
LY-AYZ	B737-548	SCAT
UP-F1010	Fokker 100	Bek Air
UP-A0326	An-2	
UP-MI828	Mi-8T	Euro-Asia Air

Moscow-Domodedovo 14 July 2017

4K-AZ77	A320-214	AZAL - Azerbaijan Airlines
A7-AHS	A320-232WL	Qatar Airways
ER-AXV	A320-211	Air Moldova
EX-37008	B737-3YO	Avia Traffic
EY-751	B757-2Q8	Tajik Air
LY-AYZ	B737-548	SCAT

UK-78702 B787-8 Uzbekistan Airways
 Friday I had a three flights detour to Moscow – Domodedovo airport. This morning I boarded a Qazair Dash-8 (P4-NUR) to Astana International airport.

The next flight was much more interesting because I boarded a beautiful Bek Air Fokker 100 UP-F1010) to Aktau. During my short visit to Astana airport (the second biggest airport near the capital city of Kazakhstan) there wasn't much activity on the ramp except some Air Astana airplanes but it's always nice to see a few Antonov- 24/26's and Yak-40/42's here and there.

Aktau is located on the east bank of the Caspian Sea and very popular with tourists from other parts of Kazakhstan.

At this airport I spotted four Su-27 Flankers but two were read. Again I found an unknown An-2 (UP-A0326)? I took a few pictures of a Kazakhstan Border Guard Superjet through a fence next to the terminal. Until I was convinced that the pictures were great I was arrested allowing me once again to explain our hobby to a few security people. Not entirely surprising I had to delete the pictures again and continued my trip with a SCAT Air B737 (LY-AYZ) to Moscow.

Moscow-Domodedovo		15 July 2015
4K-AZ12	B757-22L	AZAL – Azerbaijan Airlines
4O-AOB	ERJ195LR	Montenegro Airlines
9V-SME	A350-941	Singapore Airlines
A6-AEI	A321-231	Etihad Airways
A6-ANR	A320-214	Air Arabia
A6-EBJ	B777-36NER	Emirates
A7-ADK	A321-231	Qatar Airways
A9C-AP	A320-214	Gulf Air
EI-ECL	B737-86N	Alrosa
EK-32002	A320-211	Fly One
EZ-AO18	B737-82K	Turkmenistan Airlines
HS-TJR	B777-2D7TR	Thai Airways
JA845J	B787-8	Japan Airlines
OO-SSH	A319-112	Brussels Airlines
P4-SOM	B737-93YER	Somon Air
RA-42402	Yak-42D	Izhavia Airlines
RA-61706	An-148-100B	Saratov Airlines
RA-64047	Tu-204-100	Red Wings
RA-64518	Tu-214	Red Wings
RA-85684, RA-85757	Tu-154M	Alrosa
SX-DVK	A320-232	Aegean Airlines
TC-CPO	B737-8AS	Pegasus Airlines
UK32016	A320-214	Uzbekistan Airways
UK75701	B757-23P	Uzbekistan Airways
VP-BBG	A319-111	Ural Airlines
VP-BDQ	B777-212ER	VIM Airlines
VP-BDX	B777-2H6ER	VIM Airlines
VP-BFI	B767-31AER	VIM Airlines
VP-BJV	A319-112	Ural Airlines
VP-BKT	B737-33R	NordStar Airlines
VP-BLI, VP-BMR	B777-21HER	VIM Airlines
VP-BSF	B777-31H	VIM Airlines
VP-BSY	A321-231	Ural Airlines
VP-BTN	A319-114	S7 Airlines (One World c/s)
VP-BUV	B767-3Q8ER	Azur Air
VP-BVX	B777-212ER	VIM Airlines
VQ-BBI	B767-328ER	S7 Airlines
VQ-BCY, VQ-BCZ	A320-214	Ural Airlines
VQ-BDB	A321-231	S7 Airlines
VQ-BEZ	B757-2Q8	Azur Air
VQ-BNM	B737-5Q8	Yamal Airlines
VQ-BRX	ERJ195AR	Saratov Airlines
VQ-BTL	A319-111	VIM Airlines
VQ-BUP	B767-AER	Azur Air

Hub traffic

S7 Airlines A319, A320, A321, B737

Graveyard

5A-DKT II-62M Trans African
 EI-DNT B737-329 Air Union

EI-DUE B757-256 Air Union
 EK-86117 II-86 Armenian Airlines
 RA-46473 An-24RV Pskovavia
 RA-73019 B757-230 VIM Airlines
 RA-85704 Tu-154M Zapolyarye
 RA-85731 Tu-154M Air Union
 RA-85832 Tu-154M Continent
 RA-85851 Tu-154B-2 Moskoviya
 RA-86552 II-62M Domodedovo Airlines
 RA-96006, RA-96013 II-96-300 Domodedovo Airlines
 VP-BGW B747-346 Transaero Airlines

Stored

EI-CXN B737-329 Transaero Airlines
 EI-GAA B767-266ER Kras Air
 EI-UNR B777-212ER Transaero Airlines
 EI-XLB B747-446 Transaero Airlines
 RA-73001 B737-236 Transaero Airlines
 RA-73009, RA-73012 B757-230 VIM Airlines
 RA-73018 B757-230 VIM Airlines
 RA-75834 II-18V AstAir
 RA-86499 II-62M Domodedovo Airlines
 RA-96009 II-96-300 Domodedovo Airlines
 VQ-BBX, VQ-BCL EMB120 Rusline

Krasnodar-Pashkovsky Airport 15 July 2017

RA-85757 Tu-154M Alrosa
 VP-BDH B737-8Q8 S7 Airlines
 VP-BWY A320-232 Red Wings
 VQ-BIT A320-214 Aeroflot
 VQ-BKF B757-2Q8WL Azur Air
 VQ-BNY CRJ100ER Rusline
 VQ-BTL A319-111 VIM Airlines

Stored

RA-02254 II-14P Aeroflot
 RA-06025, RA-06038 Mi-26T PANKh
 RA-06087 Mi-26T PANKh
 RA-42541 Yak-42 Kuban Airlines-ALK

Saturday morning I met a few Tupolev enthusiasts in the terminal of Domodedovo airport because Alrosa promoted a Tu-154 flight to Krasnodar with the famous RA-85684. At the moment Alrosa is the only airline flying Tu-134/154 on scheduled services within Russia. The Tu-134 (RA-65693) in Siberia and both Tu-154s (RA-85684, RA-85757) mainly between DME-PYJ and OVB. Sometimes they are flying to popular holiday destinations within Russia but more often they are used as a back up aircraft nowadays. Although RA-85684 was parked on the ramp they decided to use RA-85757 to Krasnodar. The airplane arrived with a big delay from Simferopol and was parked immediately at a gate in front of us instead of the normal remote parking positions near the graveyard area. Although we enjoyed our flight to Krasnodar including three Tupolev fans in the cockpit during landing we knew we had to run for our next flight back to Moscow-Sheremetyevo with Aeroflot. Although check in was already closed for some time we had to beg to get on board our plane. I was denied anyway because I was the only one with a big suitcase. Finally our Swiss friend gave some famous Swiss cheese as a present to the Aeroflot ladies at the desk and suddenly everything was possible. With a cabin luggage tag even my suitcase was allowed on our A320 (VQ-BIT) to SVO. Once again Aeroflot didn't dissappoint me as a member of Skyteam. Only one stored Kuban-ALK Yak-42 was left at the airport which reminded me on my last visit to Krasnodar in 2012 when the entire ramp was full of active/inactive Yak-42s. A few months later this company went bankrupt.

Ufa International Airport 16 July 2017

RA-01504 PC-12/47 Dexter Air
 RA-42328 Yak-42 Saratov Airlines
 RA-42384 Yak-42D Izhavia Airlines
 RA-42401 Yak-42D Turukhan Avia
 RA-42406, RA-42359 Yak-42D KrasAvia
 RA-42458, RA-42370 Yak-42D KrasAvia
 RA-49278 An-24RV Turukhan Avia



Originally delivered as PK-MJG to Merpati in December 1994 this Fokker 100 calls Kazakhstan now its home. UP-F1010 is owned by Bek Air and flies on scheduled domestic routes out of Almaty. (Almaty, 13 July 2017, André Alders)

RA-64043, RA-64049	Tu-204-100	Red Wings	
RA-67031	L-410-UVP-E20	Orenburzhye	
RA-88228	Yak-40	Barkol	
VP-BBC, VP-BBM	CRJ200LR	Yamal Airlines	
VP-BFW	B737-524WL	UTair	
VP-BHW	A320-232	Yamal Airlines	
VP-BNN	A319-111	Rossiya	
VQ-BAC	B737-524WL	UTair	a/w
VQ-BED, VQ-BEI	A321-211	Aeroflot	
VQ-BNG	B737-86JWL	NordStar Airlines	
VQ-BVY	B737-8Q8	Ikar (Pegas Fly)	

Stored

RA-67003	L-410UVP-E20	KrasAvia	
RA-85018	Tu-154M	UTair	
RA-85574	Tu-154B-2	Zapolyarye	
3x	An-2		

Omsk-Tsentralny Airport 16 July 2017

RA-24539	Mi-8T	UTair	
RA-42406	Yak-42D	KrasAvia	
RA-89010	RRJ-95B	IrAero	
RA-89076	RRJ-95LR	IrAero	
RF-28963	Mi-8T	Omsk Police	
VQ-BLN	ATR72-212A	UTair	
VQ-BOY	B737-85F	Yakutia Airlines	
VQ-BYA	ERJ170SU	S7 Airlines	

Stored

CCCP-42417	Tu-104B	Aeroflot	
RA-26520	An-26-100	Sev Avia	
RA-85133	Tu-154B	Omskavia	
RA-88201	Yak-40K	Aviaobshchemash	

Museum

RA-26612	An-26	Aeroflot	
RA-46765	An-24B	Aeroflot	
RA-76502	Il-76TD	Aviacon Zitotrans	
RA-85064	Tu-154B-1	Omskavia	
RA-85081	Tu-154S	Aeroflot	
RA-88201	Yak-40K	Aviaobshchemash	

Although happy with Aeroflot in krasnodar I was dissapointed with the second delay within a week from Sheremetyevo airport. The flight (A321 VQ-BED) to Ufa was delayed with three hours but early enough for my Krasavia Yak-42 return flight to Omsk. At Ufa airport many Yak-42s are based from Izhavia, KrasAvia, Saratov Airlines and Turukhan Avia and they are very popular on summer charter flights. Sitting near the engines of the all white RA-42406 I arrived around noon at Omsk airport. Near the airport is a museum with old Russian airplanes but unfortunately the museum was closed in the

weekend. I walked around the area but only a few pictures were made over the fence. The mentioned airplanes in the museum were also read but not everything could be spotted including a couple of Mil helicopters. During taxiing to the runway I could take a few pictures of the former Aeroflot Tu-104B. It seems also possible to take pictures of the other stored aircraft at Omsk but I couldn't find a foodpath along the fence to the other corner of this airport. Not so lucky with Omsk airport but happy with a krasAvia Yak-42 flight back to Ufa. The last flight today was flown with Rossiya A319 (VP-BNN) from Ufa to Pulkovo.

St. Petersburg-Pulkovo 17 July 2017

91003	Il-114LL	Radar MMS
ER-AXL	A319-112	Air Moldova
EW-252PA	B737-5Q8	Belavia
LZ-FBC	A320-214	Bulgaria Air
RA-26142	An-26B	Pskovavia
RA-64520	Tu-214PU	Rossiya
RA-67230	CRJ200LR	Severstal
RA-74015	An-74	VSV
RA-85343	Tu-154B-2	Pulkovo Avia
RA-89069	RRJ-95LR	Yamal Airlines
VP-BDX	B777-2H6ER	VIM Airlines
VP-BHK	A319-114	S7 Airlines
VP-BKV	B737-505	NordAvia
VP-BQI, VP-BRI	B737-5Y0	NordAvia
VP-BRP	B737-505	NordAvia
VP-BVK	CRJ100ER	Rusline
VQ-BAG	A320-214	Ural Airlines
VQ-BAS	A319-111	Rossiya
VQ-BEF	A321-211	Aeroflot
VQ-BOB	A321-211	Ural Airlines
VQ-BOT	CRJ200ER	UVT Aero
VQ-BPR	B737-524	Utair
VQ-BPU	A320-214	Aeroflot
YL-BBI	B737-33A	Air Baltic

Hub traffic

Rossiya Airlines	A319, A320, B737	
Arkhangelsk-Talagi Airport		17 July 2017
RA-24651	Mi-8T	Vologda Avn Ent.
RA-46651	An-24RV	Pskovavia
RA-47295	An-24RV	Turukhan Avia
RA-47697	An-24RV	Pskovavia
RA-89060	RRJ-95B	Aeroflot
RF-26260	An-26	FSB
VP-BKV	B737-505	NordAvia
VP-BQL	B737-5Y0	NordAvia
VP-BRG	B737-53C	NordAvia

Solovetsky 17 July 2017
 RA-46651 An-24RV Pskovavia
 RA-67603 L-410UVP-E 2nd Arkhangelsk AE

I couldn't accompany my aviation friends today because the Pskovavia An-24 flight to Kotlas was fully booked. Another plan was needed and as an alternative Arkhangelsk turned out to be very interesting. Arkhangelsk is a city of Arkhangelsk Oblast, in the north of European Russia. It lies on both banks of the Northern Dvina River near its exit into the White Sea. Air travel is served by the Talagi Airport and a smaller Vaskovo Airport. Early in the morning I boarded a NordAvia B737 (VP-BKV) on a flight to its main base in Arkhangelsk. The afternoon was very special because Pskovavia is flying with the An-24 (RA-46651 in Nordavia c/s) to the Solovetsky islands, located in Onega Bay of the White Sea of Russia. They are mostly famous with their Solovetsky monastery but tourists can enjoy breathtaking scenery of unspoiled northern nature mixed with religious and archeological objects. For the aviation enthusiast the basic old fashioned airport is a scenery from many years ago and landing on a steel runway was the cherry on the cake! Unfortunately turnaround time of the Antonov was one hour with the result that this particular flight was already history within four hours.

Arkhangelsk-Talagi Airport 18 July 2017

12 Red	MiG-31	Russian Air Force
CCCP-41835	Il-14T	Aeroflot/Arkhangel
CCCP-81836	Yak-18T	Aeroflot
VQ-BPW	A320-214	Aeroflot

Stored

RA-26024, RA-26682	An-26B-100	Transavia-Garantia
RA-26687	An-26-100	Transavia-Garantia
RA-26104	An-26BRL	UTair Express
RA-47199	An-24RV	Arkhangelsk Airlines
RA-65781	Tu-134A-3	Aeroflot
RA-65819	Tu-134A-3	Cockpit section only
VP-BRE	B737-53C	NordAvia

Museum

RA-26615	An-26	Aeroflot
RA-65066	Tu-134A-3	Aeroflot-Nord
RA-85386	Tu-154B-2	Arkhangelsk Airlines (AVL)

Maybe not very well known but opposite the terminal is a small aviation museum about the history of aviation in the Arkhangelsk region and Russian aviation in general. I had some contact on the internet with this museum about a visit on tuesday morning but also the possibility two take pictures of three airplanes which were only accessible airside. They confirmed this was all possible and a whole delegation was waiting for me this morning at a special price of 50 euro's. For this occasion they also opened both Tupolev aircraft

to go inside for more pictures. More stored airplanes were seen between a number of buildings when driving between the gate and the museum but it was not allowed to take a few pictures of these classic Russian aircraft. Nevertheless, the morning was fantastic including some gifts presented by the museum. Early in the afternoon I tried my luck around Vaskovo airport but the whole area around the airport was like a jungle with lots of mosquitoes. It is the home base of 2nd Arkhangelsk United Aviation Division and at present the helicopter fleet is completed by Mi-8T, Mi-8MTV and Mi-26 helicopters plane but in the surrounding area of Arkhangelsk they are also operating commercial flights with the An-2 and L-410 aircraft. It wasn't possible to book a flight on the internet and email was answered by this company. The museum even tried to contact the company to buy an An-2 flight ticket (destination didn't matter) but a real answer wasn't received. Inside the terminal they were very helpful and one pilot offered me a flight on Wednesday afternoon but the ticket to Moscow on this day was already bought and I couldn't cancel this flight. Normally everything is possible but because of the summer season all seats were already sold out. For the first time during my hobby I left the airport without spotting one aircraft except for a Let 410 wingtip. Today the weather was fine so I spent the rest of the day in the city centre of Arkhangelsk.

Arkhangelsk-Talagi Airport 19 July 2017

RA-46491	An-24RV	Turukhan Avia
RA-67032	L-410UVP-E20	Orenburzhye
RF-36005/03 Red	An-26	Russian Air Force
RF-36004/26 Red	An-26	Russian Air Force
VP-BRN	B737-5Y0	NordAvia
VQ-BPW	B737-524	UTair

Moscow-Vnukovo 19 July 2017

4K-AZ80	A320-214	AZAL-Azerbaijan Airlines
4L-TGN	B737-7BK	Georgian Airways
9H-ILY	CL-600-2B19	Vistajet
A6-FEP	B737-8KN	FlyDubai
EI-EWT	B757-28A	I-Fly
EI-EZC, EI-EZD	A319-112	Rossiya Airlines
EI-FBU	A330-322	I-Fly
EI-FNX, EI-FSE	A330-243	I-Fly a/w
EI-UNL, EI-UNN	B777-312	Rossiya Airlines
EI-UNP	B777-312	Rossiya Airlines
EI-XLF, EI-XLG	B747-446	Rossiya Airlines
EI-XLP	B777-312	Rossiya Airlines
EP-MNF	A310-304	Mahan Air
EW-464PS	Yak-40	Orsha Air
HA-LYT	A320-232	Wizz Air
LY-PGC	B737-4S3	Ellinair
P4-MGU	A319-115CJ	Global Jet Luxembourg
RA-02811	BAe125-700A	Weltali Avia



At Arkhangelsk-Talagi you will find a small museum which contains this Tu-134A-3 RA-65066 of Aeroflot-Nord amongst others. This 1977 built Tupolev flew its last flight in April 2007 and has been on display in the museum since November 2009. (18 July 2017, André Alders)



NordStar Airlines has a special "Winter Universiade" livery applied to its Boeing 737-800 VQ-BNG. The Winter Universiade is being held in Krasnoyarsk in 2019 and is a major Olympic game-like sports event in which several universities from all over the world are competing against each other. (Moscow-Domododovo, 20 July 2017, André Alders)

RA-89029, RA-89031	RRJ-95LR	Gazpromavia	RA-64517, RA-64520	Tu-214PU
RA-89054	RRJ-95LR	Gazpromavia	RA-64521	Tu-214
TC-JGA	B737-8F2	Turkish Airlines	RA-64524	Tu-214SUS
TC-JIL, TC-JIP	A330-223	Turkish Airlines	RA-64526, RA-64528	Tu-214SR
TC-JIT	A330-243	Turkish Airlines	RA-65905, RA-65911	Tu-134A-3
UP-C8502	CL-600-2B19	Comlux	RA-73025	A319-115CJ
VP-BAG, VP-BAI	B767-224ER	UTair	RA-85843	Tu-154M
VP-BAL	B767-224ER	UTair	RA-86540	Il-62M
VP-BCK	B737-46QSF	Atran-Aviatrans Cargo Airl.	RA-89039, RA-89040	RRJ-95B
VP-BEP	B737-8Q8	Yakutia Airlines	RA-96016, RA-96018	Il-96-300
VP-BIU	A319-114	Rossiya Airlines	RA-96019, RA-96020	Il-96-300
VP-BIV	A319-115	Rossiya Airlines	RA-96021, RA-96023	Il-96-300
VP-BLA	B777-2Q8ER	Rossiya (Orenair c/s)		
VP-BNB, VP-BQK	A319-111	Rossiya Airlines	Vnukovo-3/VARZ/Kosmos area/elsewhere (Kosmos Area)	
VP-BUS	B737-8MC	Rossiya Airlines	EI-CXR	B737-329 Transaero Airlines std
VQ-BAC	B737-524	UTair	EI-CXZ	B767-216ER Transaero Airlines std
VQ-BAS, VQ-BAT	A319-111	Rossiya	EI-UNX	B777-222ER Transaero Airlines std
VQ-BAW	B737-8AM	Pobeda	M-RBUS	A319-115CJ Global Jet Luxemburg
VQ-BID	B737-45S	UTair	RA-11025	An-12B Kosmos
VQ-BIZ	B737-86N	Yakutia Airlines	RA-65576	Tu-134B-3 Kosmos
VQ-BOY	B737-85F	Yakutia Airlines	RA-65719, RA-65726	Tu-134A-3 Kosmos
VQ-BUE	B737-338GJ	Rossiya Airlines	RA-65727	Tu-134B-3 Tcentr-Yug std
VQ-BVF	B737-46QSF	Atran/Volga-Dnepr	RA-65919	Tu-134A-3 Yamal c/s std
VQ-BTC, VQ-BTD	B737-8MA	Pobeda	RA-65995	Tu-134A-3 ex FSB?
VQ-BTG	B737-8FZ	Pobeda	RA-85740	Tu-154M Atlant-Soyuz std
VQ-BTH, VQ-BTJ	B737-8LJ	Pobeda	RA-89018, RA-89030	RRJ-95LR Gazpromavia
VQ-BTS	B737-8FZ	Pobeda	VP-BPA, VP-BPD	B737-5K5 Transaero Airlines std
VQ-BUE, VQ-BUF	B737-8GJ	Rossiya Airlines	VP-BRT	B737-7BC
VQ-BVU	B737-8LJ	Rossiya Airlines	VQ-BJC	B737-8K5 UTair
VQ-BWG, VQ-BWH	B737-8LJ	Pobeda		
VQ-BWI	B737-8LJ	Pobeda		
VQ-BWJ	B737-8LJ	Rossiya Airlines		

Hub traffic

UTair B737

FSB area

RA-61712, RA-61719	An-148-100E	FSB
RA-61727	An-148-100E	FSB
RA-64523	Tu-214VPU	FSB
RA-65973	Tu-134A-3	FSB
RA-85019, RA-85084	Tu-154M	FSB
RF-23197	Mi-8AMTSh	FSB

Russia State Transport Company

RA09007	Falcon 7X	
RA-25827	Mi-8MTV-1S	
RA-61707	An-148-100	FSB
RA-61726	An-148-100	
RA-64057, RA-64058	Tu-204-300	
RA-64059	Tu-204-300	
RA-64505, RA-64506	Tu-214	
RA-64515, RA-64516	Tu-214SR	

Wednesday, early in the morning at 6.00 am I arrived with UTair B737 (VP-BFS) at Moscow-Vnukovo airport. I spent the whole day around the airport although the traffic wasn't really exciting. Today's entire existing RSTC fleet could be read and the FSB has nowadays a private corner at this airport and was spotted during landing. Just one Tu-134 and Tu-204 came in front of the camera during touch and go training flights. Late in the afternoon it started raining, time to take public transport to Moscow-Domododovo Airport.

Moscow-Domododovo 20 July 2017

4K-AZ86	A340-542	AZAL-Azerbaijan Airlines
4O-AOA	ERJ195LR	Montenegro Airlines
A6-AOE	A320-214	Air Arabia
A6-EBB	B777-36NER	Emirates
A7-AIA	A321-231	Qatar Airways
9V-SMH	A350-941	Singapore Airlines
EI-FCH	B737-83N	Alrosa
EK-32008	A320-211	Fly One
ER-AXM	A319-112	Air Moldova
EW-253PA	B737-524	Belavia
EW-404PA	B737-3L9	Belavia

EZ-A778	B777-22KLR	Turkmenistan Airlines
HL7421	B747-48EM	Asiana Airlines
JA844J	B787-8	Japan Airlines
OO-SSK	A319-112	Brussels Airlines
RA-42326	Yak-42D	Saratov Airlines
RA-64017	Tu-204-100	Red Wings
RA-67239	CRJ200ER	Severstal
RA-73016, RA-73017	B757-230	VIM Airlines
RA-89068, RA-89073	RRJ-95LR	Yamal Airlines
RA-89078	RRJ-95LR	IrAero
SX-DGK, SX-DVS	A320-232	Aegean Airlines
TC-AAL	B737-82R	Pegasus Airlines
VN-A375	A330-223	Vietnam Airlines
VP-BBQ	A320-214	Ural Airlines
VP-BDL	A320-232	Ural Airlines
VP-BDR	B777-212ER	VIM Airlines
VP-BDV	A330-203	VIM Airlines
VP-BDY	A319-112	VIM Airlines
VP-BIN	B777-31HER	VIM Airlines
VP-BMN	CRJ200ER	Rusline
VP-BMT	A320-214	Ural Airlines
VP-BNM	CRJ100ER	Rusline
VP-BRN	B737-5Y0	NordAvia
VP-BSW	A321-231	Ural Airlines
VP-BTF	A319-112	Ural Airlines
VP-BVA	B777-2H6ER	VIM Airlines
VP-BVK	CRJ200ER	Rusline
VP-BVV	B737-5Y0	VIM Airlines
VP-BVY	B777-212ER	VIM Airlines
VP-BWX, VP-BWY	A320-232	Red Wings
VQ-BCI	A320-214	Ural Airlines
VQ-BCX, VQ-BDA	A321-211	Ural Airlines
VQ-BDN, VQ-BDO	B737-8K5	NordStar Airlines
VQ-BDP	B737-8Q8	NordStar Airlines
VQ-BDW	B737-8K5	NordStar Airlines
VQ-BFV	A320-214	Ural Airlines
VQ-BIX	CRJ200ER	Rusline
VQ-BMI	A330-203	VIM Airlines
VQ-BNG	B737-86J	NordStar Airlines
VQ-BNY	CRJ100ER	Rusline
VQ-BOB, VQ-BOF	A321-211	Ural Airlines
VQ-BQT	B737-8AS	NordStar Airlines
VQ-BRE	A320-214	Ural Airlines
VQ-BRY	ERJ195AR	Saratov Airlines
VQ-BSA	CRJ200LR	Yamal Airlines
VQ-BSM, VQ-BSQ	A321-231	Yamal Airlines
VQ-BTK	A319-111	VIM Airlines
VQ-BWU	ERJ145LR	Komiaviatrans

the treshold of runway 14R. Great spot for aircraft using this runway and both in use for arrivals and departures. This runway is more commonly used than 14L-32R. To get here you need to take bus 404 from Domodedovo Ramada hotel to Yelgazino and a 15 minute walk from this small village through a field tot his spot.

Moscow-Domodedovo			21 July 2017
EW-253PA	B737-524	Belavia	
VP-BIM	B747-4HAFAER	AirBridgeCargo	
VQ-BUO	B767-33AER	Azur Air	
Minsk-2 International Airport			21 July 2017
EW-275TI	An-12BK	Ruby Star	
EW-338TI	An-12A	Ruby Star	std
EW-355TH, EW-412TH	Il-76TD	Ruby Star	
EW-483TI	An-12BK	Ruby Star	
EW-485TI	An-12BP		
EW-76710, EW-76712	Il-76TD	Trans Avia Export	std
EW-76735	Il-76TD	Trans Avia Export	std
EW-78769, EW-78787	Il-76MD	Trans Avia Export	std
EW-78799	Il-76TD	United Nations	
EW-78839	Il-76MD	Trans Avia Export	std
EW-78843	Il-76TD	Trans Avia Export	
EW-81815	Tu-154M	Belarus Government	
EW-85509	Tu-154B-2	Belavia	std
EW-85741, EW-85703	Tu-154M	Belavia	std
EW-85748	Tu-154M	Belavia	std
LY-AVZ	L-410UVP-E3	Transaviabaltika	
UR-76502	Il-76TD	Aviacon Zitotrans	
UR-14005	An-140	Motor Sich	
UR-PSQ	B737-86N	Ukraine Int'l Airlines	

Hub traffic

Belavia B737, CRJ100/200, ERJ175/195

Friday morning was the end of this trip but its always nice to visit Minsk on the way home to Amsterdam (Belavia B737 EW-253PA). As always there are a number of An-12s or Il-76s on the ramp you have never spotted before. Belavias remaining Tu-154s were seen together but the engines were removed and probably will never fly again except for the Government Tu-154. The final flight to Amsterdam was EW-253PA once again. Very nice trip but Alrosa Tu-154 RA-85684 is still number one on my airplane bucket list! I hope it will be third time lucky.

Credit: Andre Alders

I had a break this morning but the afternoon was spent near



Built in 2013 for the Kazakhstan MVD/VV - Ministerstvo Vnutrennih Del/Vnutrenniye Voiska, or literally translated to English: Ministry of Internal Affairs/Internal Troops (Police), An-74TK-200 74008 photographed at Almaty Airport by André Alders on 13 July 2017.

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Die Luftstreitkräfte der DDR - Teil 2

Mikoyan Gurevich MiG-19

In the mid 1950s the Soviet Union introduced the new Mikoyan Gurevich MiG-19 Farmer interceptor/fighter-bomber. This was a twin-engine (with afterburner) advanced development of the earlier MiG-17 Fresco design and the first Soviet fighter capable of supersonic speed (Mach 1.355 in level flight). The Soviets deployed the type in East Germany around 1957 as a front-line interceptor and numerous Soviet intercepts using the MiG-19 were conducted on NATO aircraft, including shooting down a USAF North American/Rockwell T-39 Sabreliner on a training mission that strayed into East German airspace on 28th January 1964, with the loss of all three crew on board. From 1959 on the LSK/LV began to operate them alongside the Soviets with twelve MiG-19S Farmer C fighter-bombers armed with 3x 30mm cannons and a hard point under each wing for a rocket pod or 250kg bomb; and twelve MiG-19PM Farmer D interceptors which had the cannons removed and were armed with 4x AA-1 Alkali (Kalinigrad K-5M) beam-riding air-to-air missiles. Both types remained in service with the LSK/LV until 1969. Despite good handling characteristics the type had problems with engine reliability, stabilisation issues and relatively high accident rates, which meant that the MiG-19 had a reasonably short service career with the Soviet Union and DDR, who switched to the more favourable new MiG-21 Fishbed (according to DDR-Luftwaffe.de four MiG-19PM and five MiG-19S were lost in accidents in LSK/LV service that is 37%). Nowadays they are still to be seen at various museums.

335	MiG-19PM	650929	preserved	Bautzen	to Uetersen by oct91, to Berlin Gatow, to Rothenburg by apr09, preserved
391	MiG-19PM	650901	preserved	Preschen	to Laage by dec94, to Gatow by sep03, to Finow by jun07, to Dessau by sep11, to Cottbus by jun15, stored

Mikoyan Gurevich MiG-21

By 1962 the LSK/LV had received the first of 76 powerful, Mach 2.0 capable Mikoyan Gurevich MiG-21F-13 Fishbed C fighters (delivered between 1962 and 1964 and phased out of service by 1985). The MiG-21 went on to become the most prolific fighter aircraft in LSK/LV service and they received advanced versions of the MiG-21 that were equipped with weapons systems and technology similar to those operated by the Soviets. Originally the aircraft were left in a bare metal/silver finish. In November 1964 deliveries commenced of 52 of the more advanced MiG-21PF Fishbed D fighter (retired from service by 1988) and these were followed in 1964/1965 by 82 of the improved MiG-21PFM Fishbed F, which remained in service until 1990 (locally designated MiG-21SPS as the East Germans had confusingly designated some of their earlier MiG-21PF as MiG-21PFM. Some of these were also used under the training command). In December 1967 the MiG-21PFM, which was compatible with the under fuselage GP-9 gun pod, entered service (designated MiG-21SPS-K in the LSK/LV with the last of 54 delivered in May 1968 (the last were retired in 1990). Throughout the 1960's the MiG-21 Fishbed was the mainstay fighter of the LSK/LV and newer, upgraded variants continued to be delivered into the early 1970's. Between 1972 and 1974 they received 50 MiG-21M/MF Fishbed J (export version of the MiG-21S/SM), which were followed in 1975/76 by the final variant, the MiG-21bis Fishbed L/N, which featured improved avionics/weapons systems, a more powerful Tumanskiy R25-300 engine, increased fuel and improved manoeuvrability. The Fishbed L (14 were delivered in 1975) was equipped with the Lazur Ground Control Interception system and designated MiG-21bis-Lazur in the DDR; and the Fishbed N (32 were delivered in 1976 and five were lost in accidents) was equipped with the Polyot Instrument Landing System and designated MiG-21bis-SAU in the DDR where SAU referred to Sistema Avtomaticheskovo Upravleniya (Automatic Control System). 41 MiG-21bis' remained in service with the LSK/LV until 1990. In addition to the single seat fighters approximately 71 MiG-21U/US/UM Mongol A/B two-seat trainers were still in use in 1989. Although 50 MiG-21s had been withdrawn during 1989, there were still 251 MiG-21s of numerous types in LSK/LV service that year, serving with JG-1, JG-2, JG-3, JG-7, JG-8, TAFS-47, TAFS-87 and FAG-15. After the reunification the MiG-21s that were still in service - a lot were - got a Luftwaffe serial. After that most of them were scrapped. Because of the impressive number of Fishbeds that served for the LSK/LV no less than 147 Mig-21s survived and are at display in museums all around the world.

22+01	MiG-21SPS-K 94A6703	ex 429	JG-1	stored Drewitz, scrapped Dresden
22+02	MiG-21SPS-K 94A6709	ex 441	JG-1	stored Drewitz, scrapped Dresden
22+03	MiG-21SPS-K 94A7003	ex 466	JG-1	stored Drewitz, scrapped Dresden
22+04	MiG-21SPS-K 94A7210	ex 484	JG-1	stored Drewitz, scrapped Dresden



The MiG-19 was used in limited numbers by the LSK/LV. Only twelve MiG-19PMs and twelve MiG-19S' were delivered. MiG-19PM 335 is one of the two surviving MiG-19s. (Rothenburg, 23 August 2011, Gerrit Wijnne)

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After the NVA upgraded the MiG-21PF (MiG-21 type 76) with a new radar, they called it MiG-21PFM (M for Modifiziert). When the "real" MiG-21PFM (MiG-21 type 94) was delivered the NVA decided to call this new aircraft MiG-21SPS. SPS standing for Sduv Pogradichnovo Sloya; a Wing Boundary Layer Blowing system which was new in this type of MiG-21. (MiG-21SPS 829, Merseburg, 9 March 2017, Erwin Alexander)

22+05	MiG-21SPS-K	94A7213	ex 489	JG-1	stored Drewitz, scrapped Dresden
22+06	MiG-21SPS-K	94A7303	ex 560	JG-1	stored Drewitz, scrapped Dresden
22+07	MiG-21SPS-K	94A7305	ex 572	JG-1	stored Drewitz, scrapped Dresden, cockpit to Savannah, GA, to Lakeland, TX, by 2012, preserved
22+08	MiG-21SPS-K	94A6702	ex 404	JG-2	stored Neubrandenburg, scrapped
22+09	MiG-21SPS-K	94A7009	ex 479	JG-2	stored Neubrandenburg, to Fassberg by apr94, to Berlin Gatow by mar98, to Finow by oct07, to Grimmen jan11, preserved as 479
22+10	MiG-21SPS-K	94A7010	ex 481	JG-2	stored Neubrandenburg, scrapped
22+11	MiG-21SPS-K	94A7211	ex 486	JG-2	stored Neubrandenburg, scrapped
22+12	MiG-21SPS-K	94A7214	ex 492	JG-2	stored Neubrandenburg, scrapped
22+13	MiG-21SPS-K	94A7304	ex 565	JG-2	stored Neubrandenburg, scrapped
22+14	MiG-21SPS-K	94A6414	ex 967	JG-2	stored Neubrandenburg, scrapped
22+15	MiG-21SPS-K	94A6506	ex 980	JG-2	stored Neubrandenburg, scrapped
22+16	MiG-21SPS-K	94A6705	ex 982	JG-2	stored Neubrandenburg, scrapped
22+17	MiG-21SPS-K	94A6713	ex 983	JG-2	stored Neubrandenburg, scrapped
22+18	MiG-21SPS-K	94A6803	ex 988	JG-2	stored Neubrandenburg, scrapped
22+19	MiG-21SPS-K	94A6804	ex 989	JG-2	stored Neubrandenburg, cockpit to Berlin Gatow by sep96, to Laage by nov11, preserved as 989
22+20	MiG-21SPS-K	94A6808	ex 463	FAG-15	stored Rothenburg, to Guttenburg by dec00, preserved as 463
22+21	MiG-21SPS-K	94A7215	ex 545	FAG-15	stored Rothenburg, preserved by jun99 as 545
22+22	MiG-21SPS	94A4006	ex 703	FAG-15	stored Rothenburg, to Wernigerode by mar02, preserved as 703
22+23	MiG-21SPS	94A4209	ex 717	FAG-15	stored Rothenburg, to Ankum, stored off site
22+24	MiG-21SPS	94A4213	ex 729	FAG-15	stored Rothenburg, to Santa Teresa, NM by oct97, preserved as 729
22+25	MiG-21SPS	94A4301	ex 738	FAG-15	stored Rothenburg, to Speyer by apr04, preserved as C993 (India AF)
22+26	MiG-21SPS	94A4302	ex 740	FAG-15	stored Rothenburg, to Cuatro oct94, preserved
22+27	MiG-21SPS	94A4303	ex 742	FAG-15	stored Rothenburg, to Zwickau by jan00, to Altenburg Nobitz by feb05, preserved as 742
22+28	MiG-21SPS	94A4309	ex 760	FAG-15	stored Rothenburg, to Ankum, stored off site
22+29	MiG-21SPS	94A4510	ex 771	FAG-15	stored Rothenburg, to Dermsdorf by aug97, to Erfurt Bindersleben by sep99, to Dermsdorf by feb04, preserved
22+30	MiG-21SPS	94A4310	ex 780	FAG-15	stored Rothenburg, to Dresden by feb98, to Grossenhain by jun00, preserved as 780
22+31	MiG-21SPS	94A4504	ex 783	FAG-15	stored Rothenburg, to Eisdorf by aug02, preserved
22+32	MiG-21SPS	94A4506	ex 833	FAG-15	stored Rothenburg, to Bad Ischl by jul95, stored
22+33	MiG-21SPS	94A5202	ex 861	FAG-15	stored Rothenburg, to Sinsheim by apr94, preserved (India AF c/s)
22+34	MiG-21SPS	94A5204	ex 869	FAG-15	stored Rothenburg, to Seifertshofen by oct94, stored
22+35	MiG-21SPS	94A5206	ex 878	FAG-15	stored Rothenburg, to Harbke by apr98, to Blankenburg by sep07, to Unterreit by jun12, stored
22+36	MiG-21SPS	94A5209	ex 889	FAG-15	stored Rothenburg, to Hermeskeil by sep94, stored
22+37	MiG-21SPS	94A5210	ex 891	FAG-15	stored Rothenburg, to Dessau by aug94, to Bødo by 1998, stored as 891
22+38	MiG-21SPS	94A5509	ex 897	FAG-15	stored Rothenburg, to Finow by mar95, preserved
22+39	MiG-21SPS	94A5510	ex 898	FAG-15	stored Rothenburg, to Uithuizen by mar95, to Overloon jan06, preserved as 07 red, gone
22+40	MiG-21SPS	94A5511	ex 919	FAG-15	stored Rothenburg, to Blomberg sep93, to De Peel by apr96 as

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22+41	MiG-21SPS	94A5602	ex 937	FAG-15	804, to Leeuwarden nov12, preserved
22+42	MiG-21SPS	94A5604	ex 940	FAG-15	stored Rothenburg, to Aicha vom Walt by jun98, to Sankt Georgen am Filmannsbach by aug07, preserved
22+43	MiG-21SPS	94A5606	ex 948	FAG-15	stored Rothenburg, preserved Rothenburg by may97, to Griessen by jun03, preserved as 940
22+44	MiG-21SPS	94A6408	ex 953	FAG-15	stored Rothenburg, to Baschütz by may97, to Neugersdorf by sep05, preserved
22+45	MiG-21SPS	94A6410	ex 963	FAG-15	stored Rothenburg, to Bad Oeynhausen by 1994, to Zehdenick by 2017, stored as 353
22+46	MiG-21M	962104	ex 410	JG-2	stored Rothenburg, to Seifertshofen by oct94, to Baarlo by apr97, to Zwanenburg by jan98, preserved
22+47	MiG-21M	962111	ex 419	JG-2	stored Drewitz, scrapped Dresden
22+48	MiG-21M	963204	ex 428	JG-2	stored Drewitz, scrapped Dresden
22+49	MiG-21M	963205	ex 431	JG-2	stored Drewitz, scrapped Dresden
22+50	MiG-21M	963206	ex 432	JG-2	stored Drewitz, scrapped Dresden
22+51	MiG-21M	963207	ex 435	JG-2	stored Drewitz, to Fassberg by apr94, scrapped
22+52	MiG-21M	963209	ex 438	JG-2	stored Neubrandenburg, scrapped, cockpit to Neuenkirchen by oct02, preserved
22+53	MiG-21M	963210	ex 445	JG-2	stored Neubrandenburg, scrapped
22+54	MiG-21M	963212	ex 461	JG-2	stored Drewitz, scrapped Dresden
22+55	MiG-21M	963211	ex 465	JG-2	stored Drewitz, scrapped Dresden
22+56	MiG-21M	963214	ex 468	JG-2	stored Drewitz, scrapped Dresden
22+57	MiG-21M	963215	ex 483	JG-2	stored Drewitz, to Fassberg by aug96, scrapped
22+58	MiG-21M	963301	ex 491	JG-2	stored Drewitz, scrapped Dresden
22+59	MiG-21M	963302	ex 493	JG-2	stored Drewitz, scrapped Dresden
22+60	MiG-21M	963303	ex 497	JG-2	stored Drewitz, scrapped Dresden
22+61	MiG-21M	963305	ex 499	JG-2	stored Neubrandenburg, scrapped
22+62	MiG-21M	963307	ex 505	JG-2	stored Neubrandenburg, to Fassberg, to Holzdorf by nov97, preserved
22+63	MiG-21M	960307	ex 508	JG-2	stored Drewitz, to Fassberg by jun93, scrapped
22+64	MiG-21M	960308	ex 515	JG-2	stored Drewitz, to Fassberg by may92, scrapped
22+65	MiG-21M	960401	ex 526	JG-2	stored Drewitz, scrapped Dresden
22+66	MiG-21M	963310	ex 527	JG-2	stored Drewitz, scrapped Dresden
22+67	MiG-21M	960404	ex 541	JG-2	stored Drewitz, scrapped Dresden
22+68	MiG-21M	963311	ex 542	JG-2	stored Drewitz, scrapped Dresden
22+69	MiG-21M	960405	ex 549	JG-2	stored Drewitz, scrapped Dresden
22+70	MiG-21M	960501	ex 561	JG-2	stored Neubrandenburg, scrapped
22+71	MiG-21M	963313	ex 566	JG-2	stored Drewitz, scrapped Dresden
22+72	MiG-21M	960503	ex 570	JG-2	stored Drewitz, scrapped Dresden
22+73	MiG-21M	963314	ex 573	JG-2	stored Drewitz, scrapped Dresden
22+74	MiG-21M	960504	ex 575	JG-2	stored Drewitz, scrapped Dresden
22+75	MiG-21M	960506	ex 578	JG-2	stored Drewitz, scrapped Dresden
22+76	MiG-21M	963315	ex 580	JG-2	stored Drewitz, scrapped Dresden
22+77	MiG-21M	962308	ex 425	TFAS-47	stored Rothenburg, cockpit to Niederalteich by aug92, preserved as 425
22+78	MiG-21M	960309	ex 517	TFAS-47	stored Rothenburg, scrapped Dresden
22+79	MiG-21M	960406	ex 552	TFAS-47	stored Rothenburg, scrapped Dresden
22+80	MiG-21M	960407	ex 553	TFAS-47	stored Rothenburg, scrapped Dresden, cockpit to Speyer, gone by apr99
22+81	MiG-21M	960409	ex 559	TFAS-47	stored Rothenburg, scrapped Dresden
22+82	MiG-21M	960502	ex 562	TFAS-47	stored Rothenburg, scrapped Dresden



The LSK received nearly 90 MiG-21Ms. Sadly the majority of this type of MiG-21 was scrapped at Dresden after their transfer to the Bundeswehr. Former TFAS-47 MiG-21M 22+89, seen on 4 July 1991 at Rothenburg was no exception to this. (Otger van der Kooij)



Large numbers of MiG-21MFs have been scrapped. Of MiG-21MF 490, which belonged to JG-1 at Holzdorf and seen here during happier days, only the cockpit has survived. (George Kamp)

22+83	MiG-21M	960505	ex 571	TFAS-47	stored Rothenburg, to Halle by feb98, to Rothenburg by oct04, cockpit to Allstedt by may15, preserved
22+84	MiG-21M	960507	ex 579	TFAS-47	stored Rothenburg, to Volksmarsen by jan97, to Secksen hausen, to Bremen by jun99, to Bünde by apr05, to Nörvenich by jun08, to Zehdenick by feb12, preserved as 579
22+85	MiG-21M	960508	ex 581	TFAS-47	stored Rothenburg, preserved by mar97 as 581
22+86	MiG-21M	960513	ex 588	TFAS-47	stored Rothenburg, to Dresden by aug96, to Toulouse may97, preserved
22+87	MiG-21M	960514	ex 589	TFAS-47	stored Rothenburg, to Finow by mar95, preserved as 589, restoration off site
22+88	MiG-21M	960706	ex 602	TFAS-47	stored Rothenburg, to Lübeck by aug12, preserved
22+89	MiG-21M	961111	ex 611	TFAS-47	stored Rothenburg, scrapped Dresden
22+90	MiG-21M	962106	ex 413	TFAS-87	stored Rothenburg, scrapped Dresden
22+91	MiG-21M	960402	ex 531	TFAS-87	stored Rothenburg, scrapped Dresden
22+92	MiG-21M	960510	ex 583	TFAS-87	stored Rothenburg, scrapped Dresden, cockpit to Savannah, GA, by nov01, stored
22+93	MiG-21M	960512	ex 587	TFAS-87	stored Rothenburg, scrapped Dresden
22+94	MiG-21M	960602	ex 594	TFAS-87	stored Rothenburg, scrapped Dresden
22+95	MiG-21M	960801	ex 595	TFAS-87	stored Rothenburg, scrapped Dresden
22+96	MiG-21M	960705	ex 597	TFAS-87	stored Rothenburg, scrapped Dresden
22+97	MiG-21M	960707	ex 603	TFAS-87	stored Rothenburg, scrapped Dresden
22+98	MiG-21M	960711	ex 609	TFAS-87	stored Rothenburg, scrapped Dresden
22+99	MiG-21M	960712	ex 614	TFAS-87	stored Rothenburg, (parts) to Malpartide de Cacaures by 1996, preserved
23+01	MiG-21M	960713	ex 616	TFAS-87	stored Rothenburg, scrapped Dresden
23+02	MiG-21M	960715	ex 621	TFAS-87	stored Rothenburg, scrapped Dresden
23+03	MiG-21MF	967603	ex 427	JG-1	stored Drewitz, scrapped Dresden, cockpit to Teterboro, NJ, by may01
23+04	MiG-21MF	967604	ex 430	JG-1	stored Drewitz, scrapped Dresden
23+05	MiG-21MF	967605	ex 437	JG-1	stored Drewitz, scrapped Dresden
23+06	MiG-21MF	967607	ex 448	JG-1	stored Drewitz, scrapped Dresden
23+07	MiG-21MF	967608	ex 460	JG-1	stored Drewitz, scrapped Dresden
23+08	MiG-21MF	967610	ex 467	JG-1	stored Drewitz, scrapped Dresden
23+09	MiG-21MF	967609	ex 470	JG-1	stored Drewitz, scrapped Dresden
23+10	MiG-21MF	967612	ex 473	JG-1	stored Drewitz, scrapped Dresden
23+11	MiG-21MF	967613	ex 477	JG-1	stored Drewitz, scrapped Dresden
23+12	MiG-21MF	967614	ex 478	JG-1	stored Drewitz, scrapped Dresden
23+13	MiG-21MF	967615	ex 490	JG-1	stored Drewitz, scrapped Dresden, cockpit to Savannah, GA, by jul98, preserved
23+14	MiG-21MF	968609	ex 509	JG-1	stored Drewitz, scrapped Dresden
23+15	MiG-21MF	968615	ex 510	JG-1	stored Drewitz, scrapped Dresden, cockpit to Ottawa, ONT, preserved
23+16	MiG-21MF	968611	ex 511	JG-1	stored Drewitz, scrapped Dresden
23+17	MiG-21MF	968613	ex 513	JG-1	to WTD61 by may91, scrapped Memmingen
23+18	MiG-21MF	968614	ex 514	JG-1	stored Drewitz, scrapped Dresden
23+19	MiG-21MF	968610	ex 515	JG-1	stored Drewitz, scrapped Dresden
23+20	MiG-21MF	968608	ex 518	JG-1	stored Drewitz, scrapped Dresden
23+21	MiG-21MF	969009	ex 535	JG-1	stored Drewitz, scrapped Dresden
23+22	MiG-21MF	968612	ex 548	JG-1	stored Drewitz, scrapped Dresden
23+23	MiG-21MF	965306	ex 649	JG-1	stored Drewitz, scrapped Dresden, cockpit to El Cajon, CA, to Camarillo Venture, CA, by dec15 as 64 red

23+24	MiG-21MF	965307	ex 650	JG-1	stored Drewitz, scrapped Dresden, cockpit to Savannah, GA, gone
23+25	MiG-21MF	965308	ex 651	JG-1	stored Drewitz, scrapped Dresden
23+26	MiG-21MF	965310	ex 652	JG-1	stored Drewitz, scrapped Dresden
23+27	MiG-21MF	965313	ex 657	JG-1	stored Drewitz, scrapped Dresden
23+28	MiG-21MF	965315	ex 659	JG-1	stored Drewitz, scrapped Dresden
23+29	MiG-21MF	965401	ex 660	JG-1	stored Drewitz, scrapped Dresden
23+30	MiG-21MF	965402	ex 662	JG-1	stored Drewitz, scrapped Dresden
23+31	MiG-21MF	965403	ex 664	JG-1	stored Drewitz, scrapped Dresden
23+32	MiG-21MF	965404	ex 665	JG-1	stored Drewitz, scrapped Dresden
23+33	MiG-21MF	966205	ex 667	JG-1	stored Drewitz, scrapped Dresden
23+34	MiG-21MF	966209	ex 675	JG-1	stored Drewitz, scrapped Dresden
23+35	MiG-21MF	966210	ex 680	JG-1	stored Drewitz, scrapped Dresden
23+36	MiG-21MF	966213	ex 683	JG-1	stored Drewitz, scrapped Dresden
23+37	MiG-21MF	966214	ex 685	JG-1	stored Drewitz, scrapped Dresden
23+38	MiG-21MF	965314	ex 658	JG-3	stored Rothenburg, to Bad Wörrishofen by dec00, preserved
23+39	MiG-21MF	966211	ex 681	JG-3	stored Rothenburg, l/n oct94, gone
23+40	MiG-21MF	966215	ex 687	JG-3	stored Rothenburg, to Oberschleissheim by 1993, preserved as 687
23+41	MiG-21MF-75 96001012		ex 767	JG-3	stored Rothenburg, to Seifertshofen by oct94, to Jesewitz oct09, to Miesitz sep10, preserved
23+42	MiG-21MF-75 96001039		ex 772	JG-3	stored Rothenburg, to Cerbaiola by may95, preserved as MG-138
23+43	MiG-21MF-75 96001091		ex 774	JG-3	stored Rothenburg, to Savigny le Beaune by jun94, preserved
23+44	MiG-21MF-75 96002003		ex 775	JG-3	stored Rothenburg, to Hermeskeil by sep94, preserved as 775
23+45	MiG-21MF-75 96002009		ex 776	JG-3	stored Rothenburg, to Trenton, ONT, by jul91, preserved as 776
23+46	MiG-21MF-75 96002045		ex 779	JG-3	stored Rothenburg, to Emlichheim by 1999, to Adorf by apr13, preserved
23+47	MiG-21MF-75 96002037		ex 781	JG-3	stored Rothenburg, to Hamburg by oct99, to Neuenkirchen by aug01, preserved as 781
23+48	MiG-21MF-75 96002112		ex 782	JG-3	stored Rothenburg, to Bad Oeynhausen by 1994, stored as 22+28
23+49	MiG-21MF-75 96002170		ex 784	JG-3	stored Rothenburg, preserved as 784 by may97
23+50	MiG-21UM	02695174	ex 167	JG-1	stored Drewitz, scrapped Dresden
23+51	MiG-21UM	05695174	ex 168	JG-1	stored Drewitz, scrapped Dresden
23+52	MiG-21UM	03695174	ex 169	JG-1	stored Drewitz, scrapped Dresden
23+53	MiG-21UM	03695165	ex 210	JG-1	stored Drewitz, scrapped Dresden
23+54	MiG-21UM	516915001	ex 232	JG-1	stored Drewitz, scrapped Dresden, cockpit to Farmingdale by jul03, preserved as 18 red.
23+55	MiG-21UM	03695156	ex 257	JG-1	stored Drewitz, scrapped Dresden
23+56	MiG-21UM	04695156	ex 259	JG-1	stored Drewitz, scrapped Dresden
23+57	MiG-21UM	05695156	ex 262	JG-1	stored Drewitz, scrapped Dresden
23+58	MiG-21UM	06695156	ex 264	JG-1	stored Drewitz, scrapped Dresden
23+59	MiG-21UM	05695168	ex 212	JG-3	stored Rothenburg, to Dessau by mar95, to Staffelde by sep12, preserved



Of the twelve MiG-21MF-75s delivered, one is preserved in Adorf, Germany. This aircraft became 23+46 with the Bundeswehr, but is repainted in its former colours as 779. (1 August 2013, Erik Kamphuis)



MiG-21US 225 flew with FAG-15 at Rothenburg. It is currently preserved at Bayreuth with East German tail markings and Bundeswehr serial 24+05. (7 May 2016, Otger van der Kooij)

23+60	MiG-21UM	516921056	ex 229	JG-3	stored Rothenburg, to Gilching by may97, to Zehdenick by oct12, preserved as 229
23+61	MiG-21UM	516915006	ex 233	JG-3	stored Rothenburg, to Finow jun94, preserved
23+62	MiG-21UM	516921051	ex 228	JG-8	stored Drewitz, scrapped Dresden
23+63	MiG-21UM	516995031	ex 243	JG-8	stored Drewitz, scrapped Dresden
23+64	MiG-21UM	516996036	ex 245	JG-8	stored Drewitz, scrapped Dresden
23+65	MiG-21UM	516995041	ex 249	JG-8	stored Drewitz, scrapped Dresden, cockpit to Pensacola, FL, by aug03, preserved as 26 black
23+66	MiG-21UM	516931001	ex 267	JG-8	stored Drewitz, scrapped Dresden
23+67	MiG-21UM	516931041	ex 269	JG-8	stored Drewitz, scrapped Dresden
23+68	MiG-21UM	516931046	ex 270	JG-8	stored Drewitz, scrapped Dresden
23+69	MiG-21UM	516931051	ex 272	JG-8	stored Drewitz, scrapped Dresden
23+70	MiG-21UM	06695165	ex 211	JG-2	stored Drewitz, scrapped Dresden
23+71	MiG-21UM	516915071	ex 226	JG-2	stored Drewitz, scrapped Dresden
23+72	MiG-21UM	516915076	ex 227	JG-2	stored Drewitz, scrapped Dresden
23+73	MiG-21UM	516915021	ex 234	JG-2	stored Drewitz, scrapped Dresden
23+74	MiG-21UM	09695155	ex 252	JG-2	stored Drewitz, scrapped Dresden
23+75	MiG-21UM	10695155	ex 253	JG-2	stored Drewitz, scrapped Dresden
23+76	MiG-21UM	01695156	ex 254	JG-2	stored Drewitz, scrapped Dresden
23+77	MiG-21UM	02695156	ex 256	JG-2	stored Neubrandenburg, to Berlin Gatow oct94, preserved as 256
23+78	MiG-21UM	02695163	ex 204	FAG-15	stored Rothenburg, to Bad Ischl mar98, preserved
23+79	MiG-21UM	03695163	ex 205	FAG-15	stored Rothenburg, to Hermeskeil nov04, cockpit stored
23+80	MiG-21UM	04695163	ex 206	FAG-15	stored Rothenburg, to Baschutz by may97, to Würzburg in 1997, to Memmingen oct08, preserved as 206
23+81	MiG-21UM	10695162	ex 207	TFAS-47	stored Rothenburg, to Diepensee by feb94, to Bensheim Auerbach by oct02, preserved
23+82	MiG-21UM	516915011	ex 231	TFAS-47	stored Rothenburg, to Cerbaiola jun94, preserved
23+83	MiG-21UM	07695156	ex 266	TFAS-47	stored Rothenburg, to Bad Oeyenhausen by nov94, to Niedersfeld by may07, stored
23+84	MiG-21UM	01695163	ex 203	TFAS-87	stored Drewitz, scrapped Dresden
23+85	MiG-21UM	07695168	ex 213	TFAS-87	stored Drewitz, scrapped Dresden
23+86	MiG-21U-400	661119	ex 237	FAG-15	stored Rothenburg, to Bad Ischl aug95, preserved
23+87	MiG-21U-400	661017	ex 244	FAG-15	stored Rothenburg, preserved by may97 as 244, to Southern Germany by 2005
23+88	MiG-21U-400	661016	ex 251	FAG-15	stored Rothenburg, to Dermsdorf dec94, preserved
23+89	MiG-21U-400	661118	ex 258	FAG-15	stored Rothenburg, to Dessau oct93, preserved as 258
23+90	MiG-21U-600	662617	ex 265	FAG-15	stored Rothenburg, to Ankum nov94, stored off site
23+91	MiG-21U-600	662619	ex 272	FAG-15	stored Rothenburg, to Bad Oeyenhausen by nov94, to Aachen by jan05, for sale
23+92	MiG-21U-600	663219	ex 275	FAG-15	stored Rothenburg, to Stammheim jun99, preserved
23+93	MiG-21U-600	663220	ex 276	FAG-15	stored Rothenburg, to Lintel sep97, preserved
23+94	MiG-21U-600	663820	ex 281	FAG-15	stored Rothenburg, to Montelimar nov94, preserved as 281
23+95	MiG-21U-600	664620	ex 289	FAG-15	stored Rothenburg, to Dermsdorf nov94, to Stendal by sep12, preserved
23+96	MiG-21U-600	664719	ex 292	FAG-15	stored Rothenburg, to Halle, to Rechlin Lärz jul02, preserved
23+97	MiG-21U-600	664817	ex 295	FAG-15	stored Rothenburg, to Soltau by 1996, preserved as USAF 337
23+98	MiG-21U-600	664818	ex 296	FAG-15	stored Rothenburg, preserved as 296 by may97
23+99	MiG-21US	01685134	ex 215	FAG-15	stored Rothenburg, to Cottbus nov93, preserved as 215

24+01	MiG-21US	07685145	ex 217	FAG-15	stored Rothenburg, to Ankum aug94, stored
24+02	MiG-21US	08685145	ex 218	FAG-15	stored Rothenburg, to Dresden Klotzsche sep94, preserved as 218
24+03	MiG-21US	09685145	ex 219	FAG-15	stored Rothenburg, to Dresden by aug96, to Oyten by aug01, preserved
24+04	MiG-21US	07685147	ex 221	FAG-15	stored Rothenburg, to Fichtelberg apr94, preserved
24+05	MiG-21US	02685134	ex 225	FAG-15	stored Rothenburg, to Bayreuth apr94, preserved
24+06	MiG-21US	04685134	ex 230	FAG-15	stored Rothenburg, to Peenemünde by feb00, preserved
24+07	MiG-21US	05685134	ex 236	FAG-15	stored Rothenburg, preserved as 236 by may97
24+08	MiG-21US	02685139	ex 238	FAG-15	stored Rothenburg, to Hermeskeil jul94, preserved
24+09	MiG-21US	04685139	ex 242	FAG-15	stored Rothenburg, to Ankum by 1995, stored off site
24+10	MiG-21US	05685139	ex 246	FAG-15	stored Rothenburg, to Dessau by mar95, to Stendal by aug99, preserved as 241
24+11	MiG-21US	06685139	ex 248	FAG-15	stored Rothenburg, to Seifertshofen by jul91, to Baarlo by jan98, preserved
24+12	MiG-21US	01685148	ex 250	FAG-15	stored Rothenburg, to Seifertshofen by oct94, to Bolsward by jun00, to Hengelo by jun10, to Enschede by nov10, preserved as 707
24+13	MiG-21bis	75051035	ex 792	JG-8	stored Drewitz, cockpit to Allstedt by may15, preserved
24+14	MiG-21bis	75051108	ex 794	JG-8	stored Drewitz, scrapped Dresden
24+15	MiG-21bis	75051121	ex 797	JG-8	stored Drewitz, scrapped Dresden
24+16	MiG-21bis	75051345	ex 835	JG-8	stored Drewitz, scrapped Dresden
24+17	MiG-21bis	75051347	ex 837	JG-8	stored Drewitz, scrapped Dresden
24+18	MiG-21bis	75051378	ex 838	JG-8	stored Drewitz, to Rothenburg by may97, preserved as 838
24+19	MiG-21bis	75051384	ex 840	JG-8	stored Drewitz, scrapped Dresden
24+20	MiG-21bis	75051402	ex 846	JG-8	to WTD61 by may91, coded 2, to Koblenz by oct94, preserved coded 2
24+21	MiG-21bis	75051407	ex 848	JG-8	stored Drewitz, to Cottbus by jun93, preserved as 848
24+22	MiG-21bis	75051426	ex 849	JG-8	stored Drewitz, scrapped Dresden
24+23	MiG-21bis	75058003	ex 850	JG-8	stored Drewitz, scrapped Dresden
24+24	MiG-21bis	75058015	ex 853	JG-8	stored Drewitz, to Hermeskeil by oct97, preserved as 853
24+25	MiG-21bis	75058087	ex 856	JG-8	stored Drewitz, to Rothenburg by may97, to Schweinfurt, to Alten Buseck by 2006, preserved
24+26	MiG-21bis	75033148	ex 871	JG-8	stored Drewitz, scrapped Dresden
24+27	MiG-21bis	75033151	ex 872	JG-8	stored Drewitz, scrapped Dresden
24+28	MiG-21bis	75033169	ex 873	JG-8	stored Drewitz, to Tannheim by jul94, to Ruppichteroth by oct01, preserved, for sale sep16
24+29	MiG-21bis	75033205	ex 874	JG-8	stored Dresden, to Geel, to Evere, to Weelde by apr96, to Brussel by jun99, to Beauvechain by feb04, preserved
24+30	MiG-21bis	75033211	ex 875	JG-8	stored Drewitz, to Dessau by aug94, to Staffelde by may04, preserved



MiG-21bis 916 of JG-8 seen outside its shelter at Marxwalde. (George Kamp)



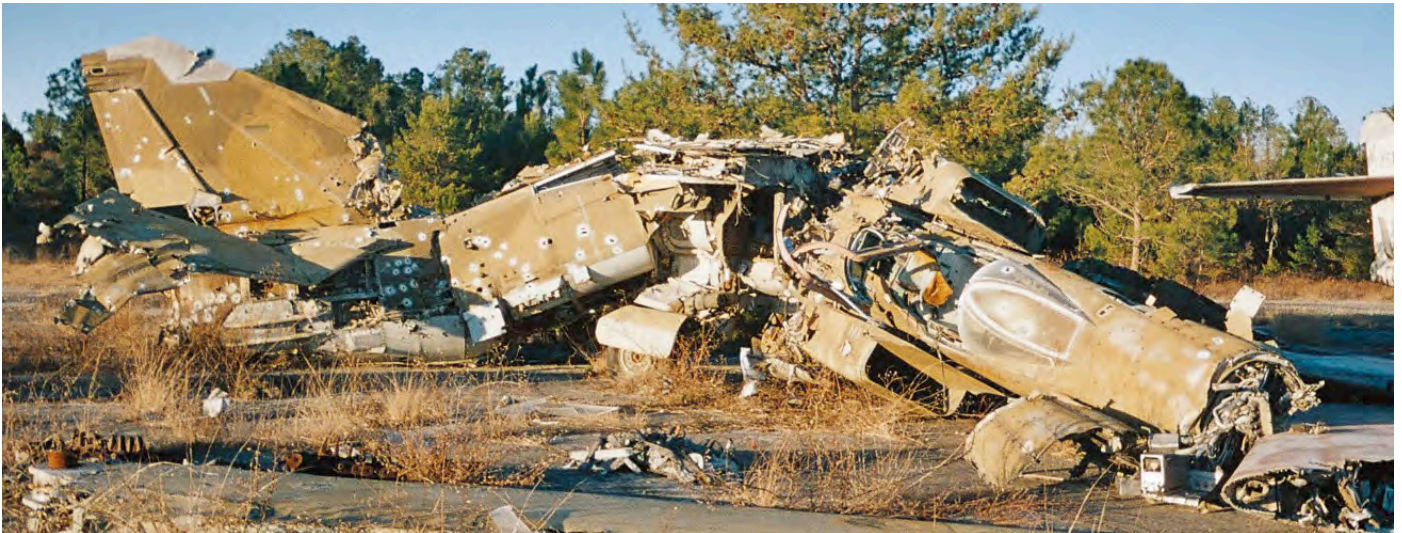
MiG-21F-13 688 in a dramatic pose outside the museum at Laatzten (6 March 2017, Erwin Alexander)

24+31	MiG-21bis	75033213	ex 876	JG-8	stored Drewitz, scrapped Dresden
24+32	MiG-21bis	75033219	ex 879	JG-8	stored Drewitz, scrapped Dresden, cockpit to Mendig apr13
24+33	MiG-21bis	75033305	ex 881	JG-8	stored Drewitz, scrapped Dresden
24+34	MiG-21bis	75033397	ex 882	JG-8	stored Drewitz, scrapped Dresden
24+35	MiG-21bis	75033419	ex 886	JG-8	stored Drewitz, scrapped Dresden
24+36	MiG-21bis	75035190	ex 887	JG-8	stored Drewitz, scrapped Dresden
24+37	MiG-21bis	75033445	ex 892	JG-8	stored Drewitz, scrapped Dresden
24+38	MiG-21bis	75033507	ex 893	JG-8	stored Drewitz, scrapped Dresden
24+39	MiG-21bis	75033515	ex 895	JG-8	stored Drewitz, scrapped Dresden
24+40	MiG-21bis	75033522	ex 899	JG-8	stored Drewitz, scrapped Dresden
24+41	MiG-21bis	75035201	ex 900	JG-8	stored Drewitz, scrapped Dresden
24+42	MiG-21bis	75035213	ex 904	JG-8	stored Drewitz, scrapped Dresden
24+43	MiG-21bis	75035284	ex 916	JG-8	stored Drewitz, scrapped Dresden
24+44	MiG-21bis	75035289	ex 917	JG-8	stored Drewitz, scrapped Dresden
24+45	MiG-21bis	75035291	ex 920	JG-8	stored Drewitz, scrapped Dresden
24+46	MiG-21bis	75035304	ex 933	JG-8	stored Drewitz, scrapped Dresden
24+47	MiG-21bis	75035374	ex 936	JG-8	stored Drewitz, scrapped Dresden
24+48	MiG-21bis	75035399	ex 946	JG-8	stored Drewitz, scrapped Dresden
24+49	MiG-21bis	75035407	ex 951	JG-8	stored Drewitz, scrapped Dresden
24+50	MiG-21bis	75035422	ex 954	JG-8	stored Drewitz, scrapped Dresden
24+51	MiG-21bis	75035445	ex 956	JG-8	stored Drewitz, scrapped Dresden
24+52	MiG-21bis	75035502	ex 987	JG-8	stored Drewitz, scrapped Dresden
24+53	MiG-21bis	75035841	ex 990	JG-8	stored Drewitz, to Berlin Gatow by apr96, to Neuhardenberg oct13, preserved
235	MiG-21U-400	660818	stored	Rothenburg	fuselage only, scrapped
239	MiG-21U-400	660917	stored	Rothenburg	fuselage only, scrapped
247	MiG-21U-400	661020	stored	Rothenburg	fuselage only, scrapped
260	MiG-21U-400	660819	stored	Kamenz	scrapped
261	MiG-21U-600	662420	stored	Rothenburg	fuselage only, scrapped
274	MiG-21U-600	663218	stored	Rothenburg	fuselage only, scrapped
282	MiG-21U-600	663916	stored	Rothenburg	fuselage only, scrapped
284	MiG-21U-600	664519	stored	Rothenburg	fuselage only, scrapped
291	MiG-21U-600	664718	stored	Dresden	to Landshut by 1990, to N121TJ, to Fort Myers sep08, to Lakeland, preserved as 299
293	MiG-21U-600	664720	stored	Rothenburg	fuselage only, scrapped
294	MiG-21U-600	664816	stored	Kamenz	scrapped
297	MiG-21U-600	664819	instructional	Kamenz	to Rothenburg by aug96, to Elsey by mar03, to Soest by jul09, preserved, gone
449	MiG-21SPS	94A6712	instructional	Kamenz	to Drewitz nov99, to Cottbus by jun00, Cämmerswalde by apr03, preserved
472	MiG-21SPS-K	94A7005	instructional	Kamenz	cockpit to Berlin Gatow by apr96, stored

473	MiG-21SPS-K	94A7006	instructional	Kamenz	to Twenthe by jul96, to Schiphol by may01, to Lelystad may03, preserved
474	MiG-21SPS-K	94A7007	stored	Dresden	intended for Iraq, ntu, scrapped
529	MiG-21MF	969008	instructional	Bad Dübén	to Anklam by mar93, to Prora by aug00, preserved
560	MiG-21M	960410	instructional	Kamenz	to Dermsdorf jan05, preserved
596	MiG-21M	960708	instructional	Kamenz	to Berlin Gatow by apr96, stored
605	MiG-21F-13	741009	stored	Kamenz	scrapped
619	MiG-21F-13	741004	preserved	Preschen	as 335, to Laage by oct94, to Neuhardenberg by may05, preserved
622	MiG-21F-13	740902	decoy	Holzendorf	scrapped
623	MiG-21F-13	741916	preserved	Forst	to Laage by 1994, to Rothenburg sep94, preserved
629	MiG-21F-13	741917	dumped	Dresden	scrapped
635	MiG-21F-13	741524	stored	Kamenz	scrapped
642	MiG-21F-13	741923	decoy	Neuhardenberg	scrapped
645	MiG-21F-13	741924	preserved	Bautzen	to Uetersen by oct91, to Berlin Gatow by apr96, preserved
653	MiG-21MF	965311	instructional	Kamenz	to Cottbus by aug93, preserved
661	MiG-21F-13	742001	decoy	Neuhardenberg	as 049, scrapped
670	MiG-21MF	966206	instructional	Bad Dübén	to Dessau by jun93, to Merseburg jun98, preserved
671	MiG-21F-13	741620	preserved	Dresden	as 268, still at Dresden, stored
673	MiG-21MF	966207	instructional	Bad Dübén	to Dessau by jun93, to Merseburg by sep99, preserved
677	MiG-21F-13	741619	decoy	Peenemünde	to Ribnitz Damgarten by 2003, preserved
678	MiG-21F-13	741615	decoy	Holzendorf	gone
679	MiG-21F-13	740901	decoy	Neuhardenberg	as 696, to Uetersen, to Anklam, stored off site
685	MiG-21F-13	741003	stored	Kamenz	scrapped
686	MiG-21MF	966301	instructional	Kamenz	to Berlin Gatow by 1994 stored
688	MiG-21F-13	741006	decoy	Preschen	to Laatzen 1991, preserved
693	MiG-21F-13	740815	decoy	Peenemünde	to Ribnitz Damgarten by 2003, preserved
698	MiG-21SPS	94A4503	stored	Kamenz	to Diepensee by may95, to Hatten by mar01, preserved as 869
701	MiG-21F-13	741706	preserved	Rothenburg	as 7011, scrapped
705	MiG-21F-13	741707	preserved	Dresden	to Welzow by 1999, preserved
708	MiG-21F-13	741611	decoy	Holzendorf	to Finow by jul94, preserved
713	MiG-21F-13	740915	decoy	Preschen	to Lehnin by oct94, instructional
716	MiG-21F-13	740911	decoy	Neuhardenberg	scrapped
725	MiG-21SPS	94A4212	instructional	Bad Dübén	to Dessau by jul93, to Merseburg by sep99, preserved
726	MiG-21F-13	741606	decoy	Preschen	to Lehnin by oct94, instructional
736	MiG-21F-13	741607	decoy	Preschen	to Lehnin by oct94, instructional
737	MiG-21F-13	741608	preserved	Morgenröthe Rautenkranz	still at Morgenröthe Rautenkranz, preserved
741	MiG-21F-13	741612	decoy	Holzendorf	scrapped
745	MiG-21F-13	741921	decoy	Neuhardenberg	as 555, scrapped
756	MiG-21SPS	94A4307	decoy	Waldsieversdorf	to Berlin by 1992, scrapped
763	MiG-21SPS	94A4313	decoy	Waldsieversdorf	to Berlin by 1992, scrapped
764	MiG-21SPS	94A4314	preserved	Dresden	cockpit, to Butzweilerhof, to Bonn Hangelar by may98, to Wycombe, to Lower Stow Bedon by mar12, preserved as 764
770	MiG-21SPS	94A4509	instructional	Bad Dübén	to Toulouse Blagnac by oct93
779	MiG-21SPS	94A4502	instructional	Bad Dübén	to Berlin Gatow by 1995, to Merseburg jan99, preserved
791	MiG-21SPS	94A4613	instructional	Kamenz	to Nordholz by aug95, to Putlos by jan05, instructional



MiG-21F-13 736 was a former Preschen decoy and is now in use as an instructional airframe at the truppenübungsplatz Lehnin, which is situated south west of Potsdam. (16 September 2012, Ronny Jansen)



In the 1990s several East German aircraft went to the USA for evaluation and tests. Those not preserved or going to museums after this evaluation, have all gone. MiG-23BN 20+52 ended its life at Eglin AFB Auxilliary Field #4 in 2009. It has been scrapped. (C. Mark Sublette)

812	MiG-21PFM	760514	stored	Rothenburg	scrapped
821	MiG-21PFM	760604	decoy	Peenemünde	as 992, to Cottbus by sep10, preserved
823	MiG-21PFM	760605	decoy	Neubrandenburg	scrapped
825	MiG-21PFM	760606	decoy	Neubrandenburg	still at Neubrandenburg, preserved
829	MiG-21SPS	94A4705	preserved	Bautzen	to Uetersen, to Butzweilerhof by oct91, to Bonn Hangelar by may98, to Merseburg aug02, preserved
836	MiG-21SPS	94A4706	preserved	Großröhrsdorf	cockpit, to Finsterwalde?
843	MiG-21PFM	761005	stored	Neubrandenburg	scrapped
851	MiG-21PFM	761008	stored	Dresden	scrapped
862	MiG-21PFM	760811	dumped	Dresden	scrapped
868	MiG-21PFM	761103	preserved	Dresden	still at Dresden, stored
870	MiG-21PFM	760914	stored	Dresden	to Cerbaiola by aug94, preserved as 3-0914
877	MiG-21PFM	761012	preserved	Holzdorf	as 1982, still at Holzdorf, preserved as 23+82
882	MiG-21SPS	94A5207	instructional	Bad Dübén	to Nancy Essey by jun95, Albert by aug03
885	MiG-21PFM	761106	stored	Neubrandenburg	scrapped
890	MiG-21PFM	761107	stored	Neubrandenburg	scrapped
896	MiG-21PFM	761110	stored	Neubrandenburg	scrapped
908	MiG-21PFM	761113	stored	Neubrandenburg	scrapped
918	MiG-21PFM	761115	dumped	Drewitz	scrapped
934	MiG-21PFM	761205	decoy	Peenemünde	to Ribnitz Damgarten by sep03, preserved
935	MiG-21SPS	94A5601	dumped	Rothenburg	scrapped
947	MiG-21PFM	761211	stored	Neubrandenburg	scrapped
950	MiG-21PFM	761402	instructional	Kamenz	to Fassberg by oct92, to Berlin Gatow by apr96, to Rechlin by apr17, preserved
959	MiG-21SPS-K	94A6503	instructional	Kamenz	to Uetersen, to Duxford by jul97, to Coventry by jun01
969	MiG-21SPS-K	94A6501	preserved	Bautzen	to Uetersen, to Anklam by feb95, to Usedom area
979	MiG-21SPS-K	94A6505	stored	Dresden	cockpit to Hermeskeil by may00, preserved
981	MiG-21SPS-K	94A6704	stored	Cottbus	still at Cottbus, preserved
986	MiG-21SPS-K	94A6715	preserved	Cottbus	to Kamenz may06, preserved

Mikoyan Gurevich MiG-23

The LSK/LV had a significant boost to its capability in the 1970s when it received the Mach 2.3 capable swing wing Mikoyan Gurevich MiG-23 Flogger B/C/G fighters to supplement the older MiG-21 Fishbed fighters and replace older MiG-17 Fresco aircraft (the MiG-21 was still more cost-effective to run and also often more reliable and maneuverable so it remained in greater numbers as a frontline fighter). As with the MiG-21 the LSK/LV received more advanced versions of the MiG-23 that were similar to those operated by the Soviets and could carry both Vympel R-60/AA-8 Aphid heat-seeking short-range missiles and Vympel R-23/AA-7 Apex radar guided medium range missiles along with air to ground ordnance. 46 MiG-23 were still being operated in 1989, serving with JG-9 at Peenemünde for air defence (Nine MiG-23MF, 28 of the more maneuverable MiG-23ML with improved avionics and radar along with nine MiG-23UB two-seat trainers). These combat aircraft were a huge advancement in capability on types such as the ageing and limited MiG-17 Fresco which was being used in the fighter-bomber role. Eighteen MiG-23BN were operated by the LSK/LV in 1989, serving with JBG-37 at Drewitz. Last flight of JG-9 was on 26 September 1990 at Peenemünde. After that all MiG-23s were moved to Laage for storage. Last flight of the MiG-23s from JBG-37 was on 25 September 1990. On 31 December 1990 the unit was officially disbanded. After having been stored quite a lot of MiG-23s found their way to museums, while some remained active in the United States where the USAF tested them.

20+01	MiG-23MF	0390213095	ex 568	JG-9	stored Laage, to Hermeskeil by may93, preserved
20+02	MiG-23MF	0390213299	ex 577	JG-9	stored Laage, to Berlin Gatow by apr96, stored as 577
20+03	MiG-23MF	0390213097	ex 582	JG-9	stored Laage, to Manching by may91, coded 6, to Montelimar jul96, preserved as 582
20+04	MiG-23MF	0390213098	ex 584	JG-9	stored Laage, to Peenemünde by dec04, to Cottbus by sep10,

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20+05	MiG-23MF	0390213100	ex 585	JG-9	preserved as 584
20+06	MiG-23MF	0390213096	ex 586	JG-9	stored Laage, to Dessau by aug94, preserved
20+07	MiG-23MF	0390213300	ex 591	JG-9	stored Laage, to Hermeskeil by mar95, to Wernigerode by apr01, preserved as 586
20+08	MiG-23MF	0390213351	ex 592	JG-9	stored Laage, to Rothenburg by mar95, l/n sep97, gone
20+09	MiG-23MF	0390213352	ex 593	JG-9	stored Laage, to Seifershofen by mar95, to Baarlo by nov06, to Karelis Koropiou in 2011, to Koropi Kalivia by apr12, stored
20+10	MiG-23ML	0390324623	ex 329	JG-9	stored Laage, to Rothenburg by mar95, to Halle by feb98, to Rothenburg by may04, to Kessel aug06, to Baarlo by jun08, preserved
20+11	MiG-23ML	0390324619	ex 330	JG-9	stored Laage, to Peenemünde by oct97, to Neuenkirchen by oct02, preserved
20+12	MiG-23ML	0390324621	ex 331	JG-9	stored Laage, preserved as 330 by jun06
20+13	MiG-23ML	0390324624	ex 333	JG-9	stored Laage, to Cuatro Vientos sep94, preserved
20+14	MiG-23ML	0390324627	ex 336	JG-9	stored Laage, to Berlin Gatow by apr96, preserved
20+15	MiG-23ML	0390324630	ex 338	JG-9	stored Laage, to Bad Ischl by apr95, stored
20+16	MiG-23ML	0390324635	ex 339	JG-9	stored Laage, to United States mar91, to Wright Patterson AFB by may03, stored
20+17	MiG-23ML	0390324636	ex 340	JG-9	stored Laage, to United States mar91, to McMinnville, OR, preserved as 339
20+18	MiG-23ML	0390324637	ex 341	JG-9	stored Laage, to Rothenburg by mar95, to Schweinfurt by sep06, preserved as 340
20+19	MiG-23ML	0390324617	ex 343	JG-9	stored Laage, to United States jan93, fate?
20+20	MiG-23ML	0390324618	ex 345	JG-9	stored Laage, to Hermeskeil by sep94, preserved
20+21	MiG-23ML	0390324638	ex 349	JG-9	stored Laage, to United States jan93, to Goodfellow AFB, TX, by jul98, preserved as 138 red
20+22	MiG-23ML	0390324639	ex 350	JG-9	stored Laage, to Brasschaat by bjan93, to Weelde by jun96, to Vissenaken by feb02, to Landen, stored
20+23	MiG-23ML	0390324640	ex 353	JG-9	stored Laage, to United States aug93, fate?
20+24	MiG-23ML	0390324250	ex 471	JG-9	stored Laage, to United States aug93, to NAS Fallon, NV, by oct99, preserved as 353 red
20+25	MiG-23ML	0390324254	ex 475	JG-9	stored Laage, to United States jan95, to Tyndall AFB, FL, by mar01, to Baker Holt, FL, by apr08, stored as 53 red
20+26	MiG-23ML	0390324255	ex 488	JG-9	stored Laage, to United States jan93, to Nellis AFB, NV, by apr97, preserved in Iraqi marks
20+27	MiG-23ML	0390324018	ex 550	JG-9	stored Laage, to Bissen by nov94, preserved
20+28	MiG-23ML	0390324019	ex 551	JG-9	stored Laage, to Sinsheim by apr94, preserved
20+29	MiG-23ML	0390324027	ex 554	JG-9	stored Laage, to United States mar91, fate?
20+30	MiG-23ML	0390324028	ex 558	JG-9	stored Laage, to Neubrandenburg by may94, stored as 554
20+31	MiG-23ML	0390324031	ex 563	JG-9	stored Dresden, to Manching by may91, coded 3, to Le Bourget by sep99, preserved as 26 red
20+32	MiG-23ML	0390324033	ex 567	JG-9	stored Laage, to Zülpich by apr00, preserved unmarked
20+33	MiG-23ML	0390324038	ex 569	JG-9	stored Laage, to United States mar91, fate?
20+34	MiG-23ML	0390324040	ex 593	JG-9	stored Laage, to Ankum by jan02, stored
20+35	MiG-23ML	0390324050	ex 601	JG-9	stored Laage, to United States jan93, fate?
20+36	MiG-23ML	0390324051	ex 606	JG-9	stored Laage, to Dresden Klotzsche sep94, preserved as 601
20+37	MiG-23ML	0390324249	ex 610	JG-9	stored Laage, to United States mar91, fate?
					stored Laage, to Faßberg by apr94, stored, gone



In the last year of LSK/LV operations limited application of unit badges was allowed on the aircraft, as can be seen on MiG-23ML 551 of JG-9. This aircraft went to the USA, Its fate is unknown. (Peenemünde, 1 October 1990, Otger van der Kooij)



One of the four MiG-29UBs in service at the flightline of JG-3 at Preschen is 181. It became 29+24 with the Bundeswehr and in 2003 it was sold to Poland as 4105. It is still operational (George Kamp)

20+38	MiG-23BN	0393211085	ex 689	JBG-37	stored Drewitz, to Rothenburg mar95, preserved as 689
20+39	MiG-23BN	0393211087	ex 690	JBG-37	stored Drewitz, to Speyer may93, preserved as 22+02
20+40	MiG-23BN	0393211088	ex 691	JBG-37	stored Drewitz, scrapped
20+41	MiG-23BN	0393214101	ex 692	JBG-37	stored Drewitz, to United States sep93, fate?
20+42	MiG-23BN	0393214210	ex 694	JBG-37	stored Drewitz, to Seifertshofen aug93, stored
20+43	MiG-23BN	0393214211	ex 695	JBG-37	stored Drewitz, to Rothenburg by mar95, to Pendine range, to Stock by apr03, cockpit to Vik by aug93, preserved as 695
20+44	MiG-23BN	0393214212	ex 696	JBG-37	stored Drewitz, to Fichtelberg oct93, to Cottbus sep11, preserved
20+45	MiG-23BN	0393214213	ex 697	JBG-37	stored Drewitz, to Manching by may91, to Farnborough in 1992, gone
20+46	MiG-23BN	0393214214	ex 698	JBG-37	stored Drewitz, to Hermeskeil may93, preserved as 698
20+47	MiG-23BN	0393214217	ex 701	JBG-37	stored Drewitz, to Oberschleissheim may93, preserved as 701 and as 20+47
20+48	MiG-23BN	0393214218	ex 702	JBG-37	stored Drewitz, to Maching by may91, coded 7, to Koblenz by sep96, preserved as 7
20+49	MiG-23BN	2963222830	ex 705	JBG-37	stored Drewitz, to Speyer may93, preserved as 9825
20+50	MiG-23BN	0393214220	ex 707	JBG-37	stored Drewitz, to Seifertshofen aug93, to Baarlo by apr97, to Hoek van Holland sep97, to 's Gravenzande by dec08, preserved as 707
20+51	MiG-23BN	0393214225	ex 710	JBG-37	stored Drewitz, to Berlin Gatow nov94, preserved
20+52	MiG-23BN	0393215600	ex 712	JBG-37	stored Drewitz, to Manching by may91, coded 4, to United States by 1993, to Eglin AFB Auxilliary Field #4 by feb09, scrapped
20+53	MiG-23BN	0393215721	ex 715	JBG-37	stored Drewitz, to United States sep93, fate?
20+54	MiG-23BN	0393215729	ex 718	JBG-37	stored Drewitz, to Cerbaiola jun93, preserved as 718
20+55	MiG-23BN	0393215732	ex 720	JBG-37	stored Drewitz, to Finow aug93, preserved as 720
20+56	MiG-23UB	A1038504	ex 100	JG-9	stored Laage, to Seifershofen by mar95, to Nieuw Loosdrecht by feb97, to Hilversum by jun97, to Bree by nov98, to Maas tricht by nov98, to Kessel by apr07, stored as 23 white outline
20+57	MiG-23UB	A1038506	ex 103	JG-9	stored Laage, to Finow by mar95, preserved
20+58	MiG-23UB	A1038034	ex 106	JG-9	stored Laage, to Bad Oeynhausen by nov94, to Zehdenick by apr17, preserved
20+59	MiG-23UB	A1038221	ex 107	JG-9	stored Laage, to Seifertshofen by mar95, to Baarlo by feb97, to Bessemer by mar00, preserved
20+60	MiG-23UB	A1038280	ex 109	JG-9	stored Laage, to Fichtelberg by sep95, preserved
20+61	MiG-23UB	A1037826	ex 102	JBG-37	stored Drewitz, to Stade jun94, to Bensheim Auerbach in 2000, preserved
20+62	MiG-23UB	A1037901	ex 104	JBG-37	stored Drewitz, to Cottbus by mar95, preserved
20+63	MiG-23UB	A1037902	ex 105	JBG-37	stored Drewitz, to Berlin Gatow by apr96, stored
332	MiG-23ML	0390324625	preserved	Peenemünde	to Rechlin by sep10, preserved
564	MiG-23MF	0390213089	instructional	Kamenz	to Butzweilerhof by feb94, to Bonn Hangelar by may98, to Kall by apr08, preserved
574	MiG-23MF	0390213294	instructional	Kamenz	to Finow by mar95, to Berlin Gatow by 1997, stored
596	MiG-23MF	0390213354	dumped	Dresden	as 1596, scrapped

Mikoyan Gurevich MiG-29

From 1988 to 1989 the LSK/LV received the then cutting edge Mikoyan Gurevich MiG-29 Fulcrum multi-role fighter. It was primarily used for air defence. It featured a helmet mounted weapons sight (not available in western jets until around 2003), advanced targeting equipment (the Archer system was able to lock-on to targets 45° off-boresight) and high maneuverability which when

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all combined in close range combat made the fighter more or less an equal of any combat aircraft they would potentially face flying in NATO nations. They were armed with a 30m GSh-30-1 cannon and could carry up to 6 air to air missiles including heat-seeking short-range Vympel R-73/AA-11 "Archer" missiles and heat-seeking/radar-homing medium-range Vympel R-27/AA-10 "Alamo" missiles, along with air to ground ordnance. 24 MiG-29s were delivered, serving with JG-3 at Preschen (twenty MiG-29As and four MiG-29UB two-seat trainers). The downside of the LSK/LV MiG-29s was that unlike earlier fighters they had operated, these MiG-29As were not the most advanced Soviet variants. Issues included an inferior radar, limited navigation and communications equipment and a limited internal fuel range with no air-to-air refuelling capability. MiG-29 604 was last NVA-aircraft ever to fly. This happened on 27 September 1990. After reunification the MiG-29s were modified to MiG-29G and MiG-29GT and were incorporated in the Luftwaffe, where they flew with EG29 and JG73 subsequently. Later on they were sold to the Polish Air Force.

29+01	MiG-29	2960525106	ex 604	JG-3	to JG3, to EG29, to JG73, to Poland as 4116 aug04
29+02	MiG-29	2960525108	ex 607	JG-3	to JG3, to EG29, to JG73, to Poland as 4117 apr04, ntu, to Bydgoszcz apr04, stored
29+03	MiG-29	2960525110	ex 615	JG-3	to JG3, to EG29, to JG73, stored Laage apr04, to Berlin Gatow by mar04, preserved
29+04	MiG-29	2960525111	ex 628	JG-3	to JG3, to EG29, to JG73, to Poland as 4111 aug04, to Warszawa by may08, preserved
29+05	MiG-29	2960525113	ex 635	JG-3	to JG3, to EG29, to JG73, to Poland as 4118 aug04, to Deblin by may08, instructional
29+06	MiG-29	2960525114	ex 661	JG-3	to JG3, to EG29, to JG73, to Poland as 4107 dec03, to Chelm by apr09, preserved as 2001
29+07	MiG-29	2960525115	ex 668	JG-3	to JG3, to EG29, to JG73, to Poland as 4101 sep03
29+08	MiG-29	2960525118	ex 669	JG-3	to JG3, to EG29, to JG73, to Poland as 4112 apr04, to Lask by jul09, preserved
29+09	MiG-29	2960525121	ex 670	JG-3	to JG3, to EG29, to JG73, crashed 25jun96
29+10	MiG-29	2960525124	ex 676	JG-3	to JG3, to EG29, to JG73, to Poland as 4119 aug04, ntu, to Bydgoszcz aug04, instructional
29+11	MiG-29	2960525128	ex 677	JG-3	to JG3, to EG29, to JG73, to Poland as 4102 sep03, ntu, to Bydgoszcz sep03, instructional as 107
29+12	MiG-29	2960525132	ex 679	JG-3	to JG3, to EG29, to JG73, to Poland as 4113 aug04
29+14	MiG-29	2960525800	ex 684	JG-3	to JG3, to EG29, to JG73, to Poland as 4114 apr04, to Bemowo by mar08, instructional
29+15	MiG-29	2960526300	ex 693	JG-3	to JG3, to EG29, to JG73 jun93, to Poland as 4108 dec03, ntu, to Bydgoszcz dec03, to Wroclaw by apr11, instructional
29+16	MiG-29	2960526301	ex 699	JG-3	to JG3, to EG29, to JG73, to Poland as 4103 sep03
29+17	MiG-29	2960526302	ex 745	JG-3	to JG3, to EG29, to JG73, to Poland as 4104 sep03
29+18	MiG-29	2960526310	ex 777	JG-3	to JG3, to EG29, to JG73, to Poland as 4120 aug04
29+19	MiG-29	2960526314	ex 778	JG-3	to JG3, to WTD61 as 98+08, to JG73 as 29+19, to Poland as 4109, ntu, Bydgoszcz dec03. to Deblin by aug11, preserved
29+20	MiG-29	2960526315	ex 785	JG-3	to JG3, to EG29, to JG73, to Poland as 4121 aug04
29+21	MiG-29	2960526319	ex 786	JG-3	to JG3, to WTD61 as 98+06, to JG73 as 29+21, to Poland as 4122 Apr04
29+22	MiG-29UB	50903006448	ex 148	JG-3	to JG3, to EG29, to JG73, to Poland as 4110 dec03
29+23	MiG-29UB	50903006526	ex 179	JG-3	to JG3, to EG29, to JG73, to Poland as 4115 aug04, to Krakow by apr08, preserved
29+24	MiG-29UB	50903006604	ex 181	JG-3	to JG3, to EG29, to JG73, to Poland as 4105 sep03
29+25	MiG-29UB	50903011408	ex 185	JG-3	to JG3, to EG29, to JG73, to Poland as 4123 aug04
98+06	MiG-29	2960526319	ex 29+21	JG-3	to WDT61, to JG73 by jun94 as 29+21
98+08	MiG-29	2960526314	ex 29+19	JG-3	to WDT61, to JG73 by jan96 as 29+19



MiG-29 693 of JG-3 seen taxiing out at its homebase of Preschen. Like so many Fulcrums it went to Poland in 2003. It never became operational though.(George Kamp)

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At the time of the German reunification Mi-2 380 was in use as instructional airframe at the Militärtechnische Schule at Bad Dübén. Nowadays it is preserved at Cottbus. (10 August 2013, Frits Jongerman)

Mil Mi-1 / PZL SM-1

The first helicopter of the NVA was the multipurpose Mil Mi-1/PZL SM-1. It served from 1958 until August 1972. Of the 22 helicopters four were Mil Mi-1s manufactured in Kiev and the other were licensed built at PZL in Poland; twelve SM-1s and six SM-1Us. The helicopters were operated by Fliegerschule Dessau, TAG-4 and Grenzketten. After being resigned eventually all Mi-1s were scrapped.

506	SM-1S/600	S1A01002	preserved	Bautzen	as 001, to Kamenz, to Rothenburg, to Diepensee, scrapped
507	SM-1S/300	05010	stored	Rothenburg	scrapped

Mil Mi-2

The Mil Mi-2 Hoplite served as a multipurpose and training helicopter. Delivery of 44 Hoplites began in April 1972. It was operated by THG-34, HAG-35, HSFA-3, HSFA-5 and HS-16. The Mi-2 could be armed with machine guns, rocket launchers or bombs. The last Mi-2 flight was on 15 December 2003. On that day the Polizei Mi-2 D-HZPI wore a special colour scheme for that special occasion. Nowadays quite a lot Mi-2s are preserved, some in The Netherlands - Baarlo (301), Mill (303), Schaijk (347), Biddinghuizen (381) and Kessel (501).

94+50	Mi-2	563401044	ex 301	HAG-35	to LTG65, stored Briest by may94, to Seifershofen by oct94, to Baarlo by oct09, preserved
94+51	Mi-2	563403034	ex 303	HAG-35	to LTG65, stored Briest by may94, to Arcen by jan96, to Hoorn sterzwaag by apr97, to Zegveld by nov98, to Mill sep03, preserved
94+52	Mi-2	563405044	ex 305	HAG-35	to LTG65, stored Briest by apr93, to Well by nov95, to Zwiin drecht by may00, to Oosterhout by dec11, to Delfzijl by feb14, preserved
94+53	Mi-2	563820114	ex 306	HAG-35	to LTG65, stored Briest, to D-HVAC apr92, to HA-BCL dec96
94+54	Mi-2	563822114	ex 308	HAG-35	to LTG65, stored Briest by apr93, to Drewitz by apr94, to Freiburg by sep94, gone
94+55	Mi-2	563823114	ex 309	HAG-35	to LTG65, stored Briest by oct93, to Rothenburg by mar95, to Schweinfurt by may06, to Reichertshofen by jul08, gone
94+56	Mi-2	563824114	ex 310	HAG-35	to LTG65, stored Briest by apr93, to RA-3314K by 2007
94+57	Mi-2	564411105	ex 348	HAG-35	to LTG65, stored Briest by apr93, to Peenemünde by mar95, to Neuenkirchen by dec09, preserved with 348
94+58	Mi-2	564413105	ex 352	HAG-35	to LTG65, stored Briest by apr93, to Rothenburg by oct93, to S9-TAL by sep94, stored Rothenburg
94+59	Mi-2	562632112	ex 382	HAG-35	to LTG65, stored Briest by apr93, to Rothenburg by mar95, to Seisenegg by mar97, preserved
94+60	Mi-2	562633122	ex 383	HAG-35	to LTG65, stored Briest by apr93, to Rothenburg by mar95, preserved as 383
94+61	Mi-2	562635112	ex 385	HAG-35	to LTG65, stored Briest by oct93, to Rothenburg by mar95, to Schweinfurt by may06, to Leer by aug06, to Gräfendorf may07, preserved, gone
94+62	Mi-2	563147103	ex 392	HAG-35	to LTG65, stored Briest by apr93, to Drewitz by apr96, to Oost

94+63	Mi-2	563148103	ex 393	HAG-35	voorne by jul07, preserved to LTG65, stored Briest by jul92, to Berlin Gatow by jun94, stored as 393
94+64	Mi-2F	562818043	ex 423	HAG-35	to LTG65, stored Briest by jul91, to D-HVAA apr92, to HA-BCJ nov93, stored Tököl, to Szigethalom by aug10, to Dunavarsany by feb14, preserved
94+65	Mi-2F	562944063	ex 503	HAG-35	to LTG65, stored Briest by jul91, to D-HVAB apr92, HA-BCM ntu, to Szeged by feb14, preserved
94+66	Mi-2F	562946063	ex 506	HAG-35	to LTG65, stored Briest by aug91, to D-HAVE apr92, to HA-BCK sep93
94+70	Mi-2F	514416125	ex 335	HSFA-5	to LTG65, stored Briest by apr93, to Rothenburg by mar95, to Darmstadt by 1997, to Michelstadt by jan07, preserved
94+71	Mi-2	564410105	ex 347	HSFA-5	to LTG65, stored Briest by apr93, to Rothenburg by mar95, to Schaijk by may09, preserved
94+72	Mi-2	562248032	ex 379	HSFA-5	to LTG65, stored Briest by apr93, to Rothenburg mar95, to Schweinfurt nov98, preserved as D-HZPL
94+73	Mi-2See	552701122	ex 388	HSFA-5	to LTG65, stored Briest by oct92, to Kaltwasser by mar95, preserved
94+80	Mi-2F	514415125	ex 328	HSFA-3	to LTG65, stored Briest by oct92, to Rothenburg by mar95, to Sebnitz by dec97, to Neugersdorf by 2003 as HE-IDI, to Rechlin by jul15, preserved
94+81	Mi-2	562247032	ex 377	HSFA-3	to LTG65, stored Briest by apr92, to D-HAVD apr92, to HA-BCI sep93, to Grimmen by may11, preserved
94+82	Mi-2	562250032	ex 381	HSFA-3	to LTG65, stored Briest by apr93, to Schaijk by dec96, to Amsterdam by dec03 (boom from 94+56), to Biddinghuizen aug16, preserved upside down
94+83	Mi-2See	552649122	ex 386	HSFA-3	to LTG65, stored Briest by apr93, to Rothenburg by mar95, to Strehla by aug96, to Zeithain by mar04, stored
302	Mi-2	563402034		HS-16	DDR-VGA ntu, stored Berlin Schönefeld by dec90, to D-HZPF oct92, to Rothenburg by sep94, to YV-2029 by may07
304	Mi-2	563404044		HS-16	DDR-VGB ntu, stored Berlin Schönefeld by dec90, to D-HZPG oct92, to N567RD dec97, to YV-1088C by jan92, to YV-1065CP by 2002, to YV-1201 sep05
307	Mi-2	563821114		HS-16	to DDR-VGC, to D-HZPH dec92, to Dessau by aug94, to Bad Sooden in 1995, preserved as 386
311	Mi-2	568837104		HS-16	DDR-VGD ntu, stored Berlin Schönefeld by dec90, to D-HZPI jun92, sold to Turkey jun04
312	Mi-2	568838104		HS-16	to DDR-VGE, to D-HZPJ sep92, to Dresden Klotzsche by jun08, preserved, gone
314	Mi-2	569341085		HS-16	to DDR-VGF, to D-HZPK may91, stored Berlin Schönefeld by sep03, to TN-659 (Congo Police) by oct09
322	Mi-2	569342085		HS-16	DDR-VGH, to D-HZPL sep92, preserved Berlin Schönefeld by feb01, to Finow by dec04, preserved
380	Mi-2	562249032	instructional	Bad Dübren	to Diepensee jun93, to Cottbus aug93, preserved



Mi-2 301 from HAG-35 at Briest continued its flying career with the Bundeswehr as 94+50 until 1994. It can now be found with the aircraft collection at Baarlo, the Netherlands. (George Kamp)



Mi-4A 569 is one of the few surviving Mi-4s. It is now part of the museum at Berlin Gatow. (7 August 2015, Remco de Wit)

401	Mi-2	563150103	HS-16	DDR-VGI ntu, stored Berlin Schonefeld by oct90, to D-HZPM dec92, to Borkum by sep93, to Cottbus sep07, to Altenburg Nobitz by feb09, preserved
420	Mi-2	562817043	HS-16	DDR-VGJ ntu, stored Berlin Schonefeld by dec90, to D-HZPN sep92, to TC-HNL by feb05, to HL9494 jan11
500	Mi-2	543048083	HS-16	DDR-VGK ntu, stored Berlin Schonefeld by oct90, to D-HZPO sep92, to Rothenburg by oct94, stored
501	Mi-2	562819043	HS-16	DDR-VGL ntu, D-HZPP ntu, stored Berlin Schonefeld by dec90, to Diepensee by jul93, to Hatten by 1999, to Kessel by jan09, to Baarlo by mar15, to Weert by jan15, preserved
502	Mi-2	562820043	HAG-35	crashed 27jun90, scrapped
504	Mi-2F	562945053	HS-16	DDR-VGM ntu, stored Berlin Schonefeld by dec90, to D-HZPQ dec92, to Hermeskeil by may95, preserved
555	Mi-2	563620072	HS-16	DDR-VGN ntu, stored Berlin Schönefeld by sep90, to Dessau, to Hermeskeil by may93, to Wernigerode feb02, preserved
556	Mi-2	563624074	HS-16	DDR-VGO ntu, stored Berlin Schönefeld to Bückeburg by nov90, preserved
557	Mi-2	563625074	HS-16	DDR-VGP ntu, stored Berlin Schonefeld by dec90, to D-HZPR nov92, to Merseburg by jan98, to YV-1087C jan02, to YV-1067CP, to YV-1206 aug95

Mil Mi-4

In 1956 delivery began of 32 Mil Mi-4A/S Hound multipurpose helicopters. These were kept in service until 1978. The following units had them in their inventory: Fliegerschule Dessau, HG-31, HG-34, TAG-4, THG-34 and Seefliegerstaffel. The Mi-4A/S carried one 12,7 mm machine gun that was operated by the co-pilot and had a hardpoint for a gun in the side window. From 1965 on four Mil Mi-4MÄs were delivered. This version of the Hound, which served with MHG-18 until April 1977, was used to hunt submarines. For that task it could carry four 250 kg bombs, six 100 kg bombs, eight 50 kg bombs or some smaller bombs in the cargo space. On external hardpoints the Mi-4MÄ also carried orientation bombs. Most Mi-4s were scrapped after their service. Of the remaining one three of them were preserved, one is stored and one is presumably scrapped.

534	Mi-4A	04146	preserved	Szolnok	as 13, still at Szolnok (arrived dec79), preserved as 27
538	Mi-4A	07142	stored	Cottbus	still at Cottbus, stored
569	Mi-4A	13146	preserved	Bautzen	to Uetersen by dec91, to Berlin Gatow by apr96, stored
571	Mi-4A	09142	instructional	Lehnin	still Lehnin, instructional, scrapped?
792	Mi-4A	0251	preserved	Dresden	as 785, to Cottbus by may00, preserved

Mil Mi-8

The two engined Mil-8T Hip was introduced in 1968. From August of that year 52 Mi-8Ts were delivered to THG-34. The Hip served as an armed transport helicopter. It could carry rocket launchers with air-to-surface missiles and a door mounted machine gun. On September 30th 1990 there were still 49 Mi-8Ts active. The Mi-8S entered service from 1969 onwards. The passenger version of the Hip was operated by HAG-35 and TG-44. There were 26 Mi-8Ts operational. After having served for the Regierungsgeschwader thirteen of these were adjusted with standard Mi-8T equipment. They were denoted Mi-8(PS). All thirteen were active on September 30th 1990, as were eleven Mi-8S helicopters. In 1977 the battle version Mi-8TB was introduced. KHG-3, KHG-5 and MFG-18 flew with this version. The NVA took on 39 Mi-8TBs, of which 36 still were operational on September 30th 1990. The Mi-8TB was

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equipped with a 12,7 mm machine gun and had six hardpoints to carry anti tank missiles, air-to-ground missiles or bombs. There have been two Mi-8s with the same serial. After 911 (c/n 10527) was withdrawn from service in 1976 it was replaced by another 911 (c/n 10733). After reunification some Mi-8s were taken up by the Luftwaffe and others got a civil career. Nowadays quite a lot are preserved in museums.

93+01	Mi-8T	031233	ex 398	THG-34	to LTG65, stored Briest by apr93, to Berlin Gatow jun94, stored as 398
93+02	Mi-8T	021333	ex 399	THG-34	to LTG65, stored Briest by sep92, scrapped Friedrichsthal
93+03	Mi-8T	10511	ex 400	THG-34	to LTG65, to LTG62, to Wunstorf jun94, preserved
93+04	Mi-8T	10512	ex 626	THG-34	to LTG65, to LTG62, to Drewitz by jan95, to Hoyerswerda, stored, gone
93+05	Mi-8T	10515	ex 631	THG-34	to LTG65, stored Briest by jul91, scrapped Friedrichsthal
93+06	Mi-8T	10518	ex 634	THG-34	to LTG65, stored Briest by jul91, scrapped Friedrichsthal
93+07	Mi-8T	10537	ex 921	THG-34	to LTG65, to LTG62, to Drewitz by jan95, to Hoyerswerda, gone
93+08	Mi-8T	10538	ex 922	THG-34	to LTG65, stored Briest by jul91, to Bad Ischl by oct94, stored
93+09	Mi-8T	10539	ex 923	THG-34	to LTG65, to LTG62, to OK-FXA by sep97, to Zruc by jul00, to Baarlo dec00, to Kraggenburg by may08, preserved
93+10	Mi-8T	10540	ex 924	THG-34	to LTG65, to LTG62, stored Drewitz by jan95, to Hoyerswerda, gone
93+11	Mi-8T	10542	ex 925	THG-34	to LTG65, stored Briest by aug91, to Diepensee by sep94, to Mannheim by 1999, to Halten by jun01, to Kessel by nov09, to Baarlo by mar11, to Karellis Koropiou by sep11, to Koropi by apr12, stored
93+12	Mi-8T	10541	ex 926	THG-34	to LTG65, stored Briest by aug91, scrapped Friedrichsthal
93+14	Mi-8T	10543	ex 927	THG-34	to LTG65, stored Briest by apr93, to Berlin Gatow jun05, preserved as 927
93+15	Mi-8T	10544	ex 928	THG-34	to LTG65, stored Briest by aug91, scrapped Friedrichsthal
93+16	Mi-8T	10545	ex 930	THG-34	to LTG65, stored Briest by jul91, scrapped Friedrichsthal
93+17	Mi-8T	10546	ex 931	THG-34	to LTG65, to LTG62, stored Drewitz by apr96, to OK-FXE, to Vyškov by jun01, preserved
93+18	Mi-8T	10547	ex 932	THG-34	to LTG65, stored Briest by jul91, to Friedrichsthal by apr95, to Ribnitz Damgarten by 2007, preserved
93+19	Mi-8PS	10552	ex 970	THG-34	to LTG65, stored Briest by aug91, to Bad Oeyenhausen aug94, to Zehdenick by 2017, stored as 970
93+20	Mi-8PS	10522	ex 973	THG-34	to LTG65, stored Briest by may94, to Pergau by nov97, preserved
93+30	Mi-8T	10510	ex 389	HAG-35	to LTG65, stored Briest by aug91, scrapped Friedrichsthal
93+31	Mi-8T	10514	ex 630	HAG-35	to LTG65, to LTG62, stored Drewitz by jan95, to Hoyerswerda, to Großenhain by jan03, preserved
93+32	Mi-8T	10516	ex 632	HAG-35	to LTG65, stored Briest by aug91, scrapped Friedrichsthal, tail boom was at Diepensee sep94/jun98
93+33	Mi-8T	10517	ex 633	HAG-35	to LTG65, stored Briest by aug91, scrapped Friedrichsthal
93+34	Mi-8T	10530	ex 902	HAG-35	to LTG65, stored Briest by aug91, to Stade by may94, to Rechlin sep00, preserved



Mi-8T 93+03 received special colours during the Fly-out at Briest in May 1994. The aircraft is now on display at the museum at Wunstorf. (24 June 2000, Otger van der Kooij)



Although flying in Estonia, Mi-8PS ES-PMA clearly shows its German origin. The colours are still the same and even NVA serial 976 is visible on the tail. (28 July 2013, Tartu, Gerrit van de Veen)

93+35	Mi-8T	10531	ex 903	HAG-35	to LTG65, stored Briest by jul91, scrapped Friedrichsthal
93+36	Mi-8PS	10548	ex 960	HAG-35	to LTG65, to LTG62, stored Drewitz by jan95, scrapped
93+37	Mi-8PS	10549	ex 961	HAG-35	to LTG65, stored Cottbus by mar92, stored Basepohl by feb95, to S9-TAH mar95, to Kaunas Aleksotas by sep03, stored
93+38	Mi-8PS	10550	ex 962	HAG-35	to LTG65, stored Bierst, to Bad Ischl sep94, stored
93+39	Mi-8PS	10551	ex 966	HAG-35	to LTG65, stored Basepohl by mar95, to Bad Oeynhausien apr96, to Zehdenick by 2017, stored
93+40	Mi-8PS	10523	ex 974	HAG-35	to LTG65, to LTG62, stored Drewitz by jan95, scrapped
93+41	Mi-8PS	10524	ex 975	HAG-35	to LTG65, scrapped
93+42	Mi-8PS	10532	ex 976	HAG-35	to LTG65, stored Cottbus by jun93, to Berlin Schönefeld by 1994, to ES-PMA nov95, to Tartu by jun03, preserved
93+43	Mi-8PS	10533	ex 977	HAG-35	to LTG65, stored Briest by aug91, to Rothenburg by mar95 stored, gone
93+44	Mi-8PS	10585	ex 990	HAG-35	to LTG65, stored Briest by aug91, to Bad Ischl by oct92, to Sankt Johann im Pongau by jun00, to Probstdorf by jan11, preserved
93+45	Mi-8PS	10586	ex 993	HAG-35	to LTG65, to LTG62, stored Drewitz by jan95, scrapped
93+46	Mi-8PS	10584	ex 998	HAG-35	to LTG65, to LTG62, stored Drewitz by jan95, scrapped
93+50	Mi-8PS	10733	ex 911	TG-44	to LTG65, to FBS, to Dresden by 1996, to Merseburg by jan98, to LY-HBB nov98, to ST-BDR by jun06
93+51	Mi-8PS	105104	ex 914	TG-44	to LTG65, to FBS, to Berlin Gatow jul97, preserved
93+52	Mi-8PS	105107	ex 945	TG-44	to LTG65, to FBS, stored Dresden by 1996, to LY-HAX, to 5R-MVF by may06
93+53	Mi-8PS	105108	ex 950	TG-44	to LTG65, to FBS, to LY-HAY, to 5R-MVX?, crashed 20oct02
93+54	Mi-8PS	105106	ex 915	TG-44	to LTG65, to FBS, to Dresden by 1996, to Kaunas Aleksotas by sep03, stored, gone
93+55	Mi-8PS	10598	ex 735	TG-44	to LTG65, to FBS, to LY-HBP, to Sharjah by nov03, stored
93+60	Mi-8PS	10599	ex 739	HFSA-3	to HFS70, stored Cottbus by oct92, to Fichtelberg may95, preserved
93+61	Mi-8TB	10553	ex 124	KHG-3	to HFS70, stored Cottbus by mar93, to Mödareuth by apr01, to Neustadt an der Orla by aug10, preserved
93+62	Mi-8TB	10554	ex 125	KHG-3	to HFS70, stored Cottbus by mar93, to Münster by jan95, to Soltau by aug07, preserved as D-HRCI
93+63	Mi-8TB	10555	ex 126	KHG-3	to HFS70, stored Cottbus by apr94, stored Berlin Schönefeld by jul95, to Peenemünde by jun00, preserved
93+64	Mi-8TB	10556	ex 128	KHG-3	to HFS70, stored Cottbus by feb94, to Münster by dec94, gone
93+65	Mi-8TB	10557	ex 129	KHG-3	to HFS70, stored Cottbus by may92, to Münster by dec94, gone
93+66	Mi-8TB	10558	ex 130	KHG-3	to HFS70, stored Cottbus by feb94, to Münster by jan95, gone
93+67	Mi-8TB	10559	ex 131	KHG-3	to HFS70, stored Cottbus by jul93, to Münster by jan95, gone
93+68	Mi-8TB	10560	ex 132	KHG-3	to HFS70, stored Cottbus mar95, preserved as 132
93+69	Mi-8TB	10562	ex 134	KHG-3	to HFS70, stored Cottbus by aug93, to Münster by dec94, gone
93+70	Mi-8TB	10577	ex 751	KHG-3	to HFS70, stored Cottbus by feb94, preserved by may97, as 93+60 by jun00
93+71	Mi-8TB	10579	ex 755	KHG-3	to HFS70, stored Drewitz by jan95, to ES-PMC nov95, to Muraste by sep06, instructional
93+72	Mi-8TB	10587	ex 933	KHG-3	to HFS70, stored Cottbus by feb94, scrapped Fridrichsthal
93+73	Mi-8TB	10589	ex 935	KHG-3	to HFS70, stored Cottbus by feb94, scrapped Fridrichsthal
93+74	Mi-8TB	10590	ex 936	KHG-3	to HFS70, stored Cottbus by oct91, scrapped Fridrichsthal
93+75	Mi-8TB	10592	ex 938	KHG-3	to HFS70, stored Cottbus by oct91, to Fürstenwalde by aug96,

93+76	Mi-8TB	10594	ex 940	KHG-3	to Borkheide by may14, preserved
93+80	Mi-8PS	10597	ex 732	HFS-5	to HFS70, stored Cottbus by feb94, to Münster by dec94, destroyed during fire tests
93+81	Mi-8TB	10561	ex 133	KHG-5	to HFS80, stored Basepohl by apr93, to Bückeburg oct94, preserved
93+82	Mi-8TB	10563	ex 135	KHG-5	to HFS80, stored Basepohl by apr94, to Münster by dec94, gone
93+83	Mi-8TB	10576	ex 750	KHG-5	to HFS80, stored Basepohl by apr93, to Fassberg by feb92, instructional, gone
93+84	Mi-8TB	10578	ex 752	KHG-5	to HFS80, stored Basepohl by may94, to Münster by nov94, gone
93+85	Mi-8TB	10580	ex 763	KHG-5	to HFS80, stored Basepohl by apr94, scrapped Fridrichsthal
93+86	Mi-8TB	10581	ex 764	KHG-5	to HFS80, stored Basepohl by apr93, to Diepensee by may96, to Berlin Schönefeld by sep97, to Neuenkirchen by aug01, preserved
93+87	Mi-8TB	10582	ex 768	KHG-5	to HFS80, stored Basepohl by apr94, scrapped Fridrichsthal
93+88	Mi-8TB	10588	ex 934	KHG-5	to HFS80, stored Drewitz by jan95, to ES-PMB by aug95, to Pärnu by jul05, stored
93+89	Mi-8TB	10591	ex 937	KHG-5	to HFS80, stored Basepohl by apr94, to Münster by dec94, gone
93+90	Mi-8TB	10593	ex 939	KHG-5	to HFS80, stored Basepohl by may94, to Münster by dec94, scrapped Nienburg
94+01	Mi-8PS	105100	ex 773	MHG-18	stored Parow, to MFHG, to Nordholz oct94, preserved
94+02	Mi-8T	10535	ex 906	MHG-18	stored Parow, to MFHG, to D-HOWA jun91, scrapped
94+03	Mi-8T	10536	ex 907	MHG-18	stored Parow, to MFHG, to D-HOWB jun91, scrapped
94+04	Mi-8TB	10564	ex 807	MHG-18	stored Parow, to MFHG, to Drewitz by jan95, to Münster by feb95, gone
94+05	Mi-8TB	10565	ex 808	MHG-18	stored Parow, to MFHG, to Münster by feb95, gone
94+06	Mi-8TB	10566	ex 810	MHG-18	stored Parow, to MFHG, to Münster by feb95, gone
94+07	Mi-8TB	10567	ex 812	MHG-18	stored Parow, to MFHG, to Münster by feb95, destroyed by test, remains to Nienburg by mar99, scrapped
94+08	Mi-8TB	10568	ex 814	MHG-18	stored Parow, to MFHG, to Dax by apr96, preserved
94+09	Mi-8TB	10569	ex 818	MHG-18	stored Parow, to MFHG, to Münster by feb95, scrapped
94+10	Mi-8TB	10572	ex 827	MHG-18	stored Parow, to MFHG, to Nordholz oct94, Rechlin Lärz aug94
94+11	Mi-8TB	10573	ex 830	MHG-18	stored Parow, to MFHG, stored Drewitz by jan95, to Oberjettenberg by may95, scrapped
94+12	Mi-8TB	10574	ex 831	MHG-18	stored Parow, to MFHG, to Dänholm dec94, preserved
94+14	Mi-8TB	10575	ex 834	MHG-18	stored Parow, to MFHG, to Nordholz dec94, preserved
94+15	Mi-8PS	0826	ex 397	HS-16	D-HOZI ntu, stored Briest by sep90, to Rothenburg by mar95, stored, gone
94+16	Mi-8PS	10520	ex 971	HS-16	D-HOZJ ntu, stored Briest by aug91, to Rothenburg jul95, stored, gone
94+17	Mi-8T	105101	ex 391	HS-16	to LTG65, crashed 25mar91, stored Briest mar91, scrapped
94+18	Mi-8T	0323	ex 394	HAG-35	D-HOZB ntu, to LTG65, to Sinsheim apr93, preserved
94+19	Mi-8T	10513	ex 627	HAG-35	to LTG65, to D-HOZC nov92, stored Berlin Schönefeld by may98, to Schlotheim sep98, preserved
94+20	Mi-8T	10525	ex 909	THG-34	D-HOZD ntu, to LTG65, stored Briest by aug91, to Hermeskeil mar93, preserved as 909
94+21	Mi-8T	10526	ex 910	THG-34	D-HOZE ntu, to LTG65, stored Briest may94, to Seifertshofen by oct94, to Baarlo by oct07, to Braamt oct14, preserved as 1234



In its final year of Volksmarine operations Mi-8T 906 was converted to the SAR role. On the outside it received orange markings and the serial was outlined in white, making identification easier. The helicopter became D-HOWA in 1991 and was scrapped in 1996. (Parow, George Kamp)

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If you do not like James Bond movies this is another good reason; Mi-9 407 of HFS A-9 became 93+97 of HFS 70 and went to the UK in 2001, only to be blown up for the Bond movie "Die Another Day". (Cottbus, 12 September 1990, Otger van der Kooij)

94+22	Mi-8T	10528	ex 912	THG-34	D-HOZF ntu, to LTG65, stored Briest by oct93, scrapped Friedrichsthal
94+23	Mi-8T	10529	ex 913	THG-34	D-HOZG ntu, to LTG65, to LTG62, stored Drewitz by jan95, to Hoyerswerda, gone
94+24	Mi-8T	10534	ex 985	THG-34	to LTG65, to D-HOZH by 1992, stored Berlin Schönefeld by feb98, to OK-SFB apr12, to Rothenburg by aug15, stored to Dessau by jun93, to Merseburg sep98, preserved
390	Mi-8T	0223	instructional	Bad Düben	to Finow jun93, stored
395	Mi-8T	0423	instructional	Bad Düben	to Diepensee by sep94, to Hatten by mar01, preserved
396	Mi-8PS	0726	instructional	Brandenburg	to Butzweilerhof by apr93, to Bonn Hangelar by may98, to Kall 2002, preserved
636	Mi-8T	10519	instructional	Bad Düben	to Peenemünde by jun95, to Neuhardenberg by may14, preserved
911	Mi-8T	10527	instructional	Kamenz	

Mil Mi-9

In 1984 the Mil Mi-9 Hip G was introduced, a flying command centre. The Mi-9 was a development of the Mi-8T/S. The units that operated the eight Mi-9s were KHG-3 and KHG-5. The helicopter was equipped with a communication compartment, a table to put maps on and extra means to communicate. At the reunification all eight Mi-9s were still operational, but they have been seldomly flown. Of the eight Mi-9s that flew for the NVA four are still preserved.

93+91	Mi-9	340005	ex 409	HFS A-5	to HFS80, stored Basephol by may94, sold 1995, gone
93+92	Mi-9	340006	ex 411	HFS A-5	to HFS80, stored Basephol by mar91, to Berlin Gatow nov95, stored
93+93	Mi-9	340007	ex 416	HFS A-5	to HFS80, stored Basephol by jul91, to Fattigau mar95, preserved, gone
93+94	Mi-9	340008	ex 426	HFS A-5	to HFS80, stored Basephol by jun91, to Überlingen as 93+09 by aug96, to Zürich aug10, to Lutry by oct16, preserved
93+95	Mi-9	340002	ex 402	HFS A-3	to HFS70, stored Cottbus by apr95, to Hermeskeil apr95, preserved as 402
93+96	Mi-9	340003	ex 405	HFS A-3	to HFS70, stored Cottbus by apr95, to Cerbaiola may95, preserved
93+97	Mi-9	340004	ex 407	HFS A-3	to HFS70, stored Cottbus by jul91, preserved by may97, to United Kingdom for James Bond movie in 2001 and blown up, remains scrapped
93+98	Mi-9	340001	ex 482	HFS A-3	to HFS70, stored Cottbus by jul91, preserved as 482 by jun93

Mil Mi-14

The Mil Mi-14PL Haze A, which was introduced in October 1979, was a submarine hunter. MHG-18 had nine Mi-14PLs in its inventory. The Haze A could carry water bombs and torpedos. PL is a Russian abbreviation for submarine defence. On September 30 1990 eight Mi-14PLs were still active. From February 1986 on MHG-18 received six Mi-14TB Haze B helicopters. This version, of which all six were still there at the reunification, was used to hunt mines. Although reregistered by the Luftwaffe it was never used. Two of them (640 and 643) went to the US Army. Of the first one, it is known that it was tested at Nellis.

95+01	Mi-14PL	B4001	ex 617	MHG-18	stored Parow, to Uetersen by nov90, to Berlin Gatow in 1995 stored
95+02	Mi-14PL	B4002	ex 618	MHG-18	stored Parow, to Hermeskeil ju91, preserved as 618
95+03	Mi-14PL	B4003	ex 619	MHG-18	stored Parow, to Rothenburg by apr94, to Tata by may11, stored
95+04	Mi-14PL	B4004	ex 620	MHG-18	stored Parow, to Rothenburg by apr94, to Tata by may11,

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95+05	Mi-14PL	B4005	ex 625	MHG-18	stored stored Parow, to Rothenburg by apr94, to Peenemünde 1999, preserved
95+06	Mi-14PL	B4006	ex 637	MHG-18	stored Parow, to Speyer aug91, preserved as 637
95+07	Mi-14PL	B4008	ex 640	MHG-18	stored Parow, to US Army as 91-03790, to Nellis AFB, NV, by oct00, preserved
95+08	Mi-14PL	B4009	ex 643	MHG-18	stored Parow, to US Army, to Fort Bliss Biggs AAF, TX, instructional
95+09	Mi-14BT	B4010	ex 646	MHG-18	stored Parow, to Rothenburg by apr94, to S9-TAJ, to Tata by may11, stored
95+10	Mi-14BT	B4011	ex 647	MHG-18	stored Parow, to Rothenburg by apr94, to S9-TAF, to Tata by may11, stored
95+11	Mi-14BT	B4012	ex 648	MHG-18	stored Parow, to Rothenburg by apr94, to S9-TAG, to Tata by may11, stored
95+12	Mi-14BT	B4013	ex 653	MHG-18	stored Parow, to Rothenburg by apr94, to S9-TAI, to Tata by may11, stored
95+14	Mi-14BT	B4014	ex 654	MHG-18	stored Parow, to Rothenburg by apr94, to Tata by may11, stored
95+15	Mi-14BT	B4015	ex 655	MHG-18	stored Parow, to Rothenburg by apr94, to Tata by may11, stored

Mil Mi-24

The most famous of all Warsaw Pact helicopters is without a doubt the Mil Mi-24 Hind. The East German Army obtained 54 of these battle helicopters, to be operated by KHG-3 and KHG-5. From 1978 on there were 42 Mi-24Ds active. They were equipped with a four barrel 12,7 mm machine gun and could carry four anti tank missiles, 128 57 mm air-to-ground-missiles or bombs. The Mil-24P - of which twelve were in service - was introduced in December 1978 and flew with KHG-5. It had a bigger range than the D-version and stronger interference possibilities. It was armed with a 30mm twin barrel canon and could carry four anti tank missiles, up to 32 air-to-ground-missiles or bombs. At the end of the NVA 39 Mil-24Ds and all twelve Mi-24Ps were still operational. After October 1990 some Mi-24s were taken up by the Luftwaffe. Most of them were sold to the Polish Air Force and the Hungarian Air Force.

96+01	Mi-24D	110156	ex 390	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 156
96+02	Mi-24D	110157	ex 396	KHG-3	to HFS70, stored Cottbus by mar91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Mezöfalva aug05, to Bunavarsány by feb14, preserved
96+03	Mi-24D	B4069	ex 414	KHG-3	to HFS70, stored Cottbus by nov90, to Polish AF in 1996 for spares, to Pruszcz by 1997, stored
96+04	Mi-24D	110160	ex 424	KHG-3	to HFS70, stored Cottbus by mar91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by sep00, to Mezöfalva aug05, to Bunavarsány by feb14, preserved
96+05	Mi-24D	110161	ex 433	KHG-3	to HFS70, stored Cottbus by mar91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by feb96, to Mezöfalva by jun06, to Csepel by apr13, stored
96+06	Mi-24D	110163	ex 446	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 163
96+07	Mi-24D	110165	ex 487	KHG-3	to HFS70, stored Cottbus by mar91, to Hungarian AF in 1996 for



The Volksmarine used fifteen Mi-14s in two variations. After its operational service Mi-14PL 619 was stored at Parow and later Rothenburg. In 2011 it went to Hungary, together with seven other ex Volksmarine Mi-14s. (George Kamp)

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Mi-24D 532 from Basepohl was one of the several Mi-24s which were sold to Hungary. It did not fly in Hungary but was used for spares at Szentkirályszabadja. (Basepohl, George Kamp)

96+08	Mi-24D	110170	ex 498	KHG-3	spares, stored Szentkirályszabadja by apr96, to Mezőfalva aug05, to Csepel by apr13, stored, gone
96+09	Mi-24D	110169	ex 520	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 170, to Kielce by aug08, preserved
96+10	Mi-24D	110172	ex 522	KHG-3	to HFS70, stored Cottbus by aug91, to Polish AF in 1996 as 169 to HFS70, stored Cottbus by mar91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Mezőfalva by jun06, to Csepel by apr13, stored, gone
96+11	Mi-24D	110173	ex 523	KHG-3	to HFS70, stored Cottbus by apr91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by feb96, to Mezőfalva by jun06, to Csepel by apr13, stored, gone
96+12	Mi-24D	340269	ex 524	KHG-3	to HFS70, stored Cottbus by aug91, to Polish AF in 1996 as 269, w/o 04apr03
96+13	Mi-24D	340270	ex 525	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 270
96+14	Mi-24D	730209	ex 534	KHG-3	to HFS70, stored Cottbus by nov90, to Polish AF in 1996 as 209
96+15	Mi-24D	730210	ex 536	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 210, tail stored Buk by aug11
96+16	Mi-24D	730208	ex 538	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 208
96+17	Mi-24D	730211	ex 539	KHG-3	to HFS70, stored Cottbus by jul91, to Polish AF in 1996 as 211
96+18	Mi-24D	730212	ex 540	KHG-3	to HFS70, stored Cottbus by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by feb96, to Mezőfalva by jun06, to Szigethalom by feb14, to Csepel by 2013, to Kolarovo by jul17, preserved as 540
96+19	Mi-24D	730213	ex 543	KHG-3	to HFS70, stored Cottbus by mar91, to Polish AF in 1996 as 213, scrapped
96+20	Mi-24D	B4001	ex 403	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Mezőfalva by jun06, to Berekfürdő may13, preserved
96+21	Mi-24D	B4002	ex 406	KHG-5	to HFS80, stored Basepohl by jul91, to Duxford mar96, preserved
96+22	Mi-24D	110158	ex 408	KHG-5	to WTD61 by mar91 as to 98+31
96+23	Mi-24D	B4004	ex 412	KHG-5	to HFS80, stored Basepohl by jul91, to Polish AF in 1996 for spares, to Olesnica, to Radom by sep02, to Deblin by aug12, preserved as 4004
96+24	Mi-24D	B4071	ex 414	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Mezőfalva by jun06, to Tata by feb14, stored,
96+25	Mi-24D	B4072	ex 418	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Mezőfalva by jun06, to Csepel by apr13, stored, gone
96+26	Mi-24D	110159	ex 421	KHG-5	to HFS80, stored Basepohl by mar91, Weston-super-Mare by sep97, preserved
96+27	Mi-24D	110162	ex 434	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Mezőfalva by jun06, to Csepel by apr13, stored, gone
96+28	Mi-24D	110164	ex 447	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Mezőfalva by jun06, to Csepel by apr13, stored, gone
96+29	Mi-24D	340272	ex 485	KHG-5	to HFS80, stored Basepohl by jul91, to Polish AF in 1996 as 272
96+30	Mi-24D	110166	ex 494	KHG-5	to HFS80, to United States apr91, to US Army as 91-08606
96+31	Mi-24D	110167	ex 495	KHG-5	to HFS80, stored Basepohl by apr91, to Polish AF in 1996 as 167,

96+32	Mi-24D	110168	ex 496	KHG-5	to Inwroclowa town by jan08, preserved as 007, later preserved as 056
96+33	Mi-24D	340273	ex 528	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Budapest by feb06, to Szolnok by jan10, to Zánka by jul10, preserved as 168
96+34	Mi-24D	340271	ex 529	KHG-5	to HFS80, stored Basepohl by jul91, to Brussel sep95, preserved
96+35	Mi-24D	340274	ex 530	KHG-5	to HFS80, stored Basepohl by mar91, to Polish AF in 1996 as 271
96+36	Mi-24D	340275	ex 532	KHG-5	to HFS80, stored Basepohl by jul91, to Weelde sep95, to Vis-senaken by mar04, to Landen, stored
96+37	Mi-24D	340276	ex 533	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Szolnok by aug07, stored
96+38	Mi-24D	340277	ex 544	KHG-5	to HFS80, stored Basepohl by jul91, to Polish AF in 1996 as 276
96+39	Mi-24D	340278	ex 547	KHG-5	to HFS80, stored Basepohl by jul91, to Polish AF in 1996 as 277, to Leznica by sep07, stored
96+40	Mi-24P	340330	ex 357	KHG-5	to WTD61 by may91 as 98+32
96+41	Mi-24P	340331	ex 358	KHG-5	to WTD61 by may91 as 98+33
96+42	Mi-24P	340332	ex 361	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Szolnok by aug07, stored
96+43	Mi-24P	340333	ex 387	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Szolnok by aug07, stored
96+44	Mi-24P	340334	ex 415	KHG-5	to HFS80, stored Basepohl by jul91, to Berlin Gatow nov95, preserved
96+45	Mi-24P	340335	ex 422	KHG-5	to HFS80, stored Basepohl by may91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Szolnok by aug07, stored
96+46	Mi-24P	340336	ex 439	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by jul95, to Tököl by nov03 for overhaul, to Hungarian AF as 335 jul04, stored by 2013
96+47	Mi-24P	340337	ex 442	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 or spares, stored Szentkirályszabadja by apr96, to Tököl by aug05 for overhaul, to Hungarian AF as 336 by aug07, to Szolnok by jan10, stored
96+48	Mi-24P	340338	ex 444	KHG-5	to WTD61 by may91 as 98+34
96+49	Mi-24P	340339	ex 464	KHG-5	to HFS80, stored Basepohl by jul91, to Hungarian AF in 1996 for spares, stored Szentkirályszabadja by apr96, to Szolnok by aug07, stored
96+50	Mi-24P	340340	ex 480	KHG-5	to HFS80, stored Basepohl by jul91, to Bückeburg aug94, preserved
96+51	Mi-24P	340341	ex 512	KHG-5	to HFS80, stored Basepohl by jul91, to Hermeskeil dec94, preserved
98+31	Mi-24D	110158	ex 96+22	WTD61	to HFS80, to United States apr91, to USArmy as 91-22270
98+32	Mi-24D	340278	ex 96+39	WTD61	to Holzdorf by nov97, preserved as 408
98+33	Mi-24P	340330	ex 96+40	WTD61	to Fritzlar by may98, to Cottbus by jun00, preserved
					to Koblenz by jul97, preserved



Mi-24D 408 continued flying after 1990. It did receive serial 96+22, but this was only short lived as it became 98+31 with WTD61 at Manching. The Hind is currently on display inside the Holzdorf airfield. It has its old NVA serial again. (26 May 2014, Other van der Kooij)

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Besides the Yak-11, Yak-18 and MiG-15 the Zlin Z-43 was the only other type which carried 2 digit serials. The Bundeswehr had no interest in the Zlin and they all became civil. (George Kamp)

98+34	Mi-24P	340337	ex 96+47	WTD61	stored Manching by jul97, coded 13, to Speyer by oct98, preserved
521	Mi-24D	110171	instructional	Bad Düben	as 5211, to Berlin Gatow by 1995, preserved

Moravan Zlin Z-43

The Moravan Z-43 was operated from 1973 until 1990. It was a courier and liaison aircraft. TAS-45, VFK-31, VFK-33 and VS-14 used twelve of these single engined aircraft. After the reunification all but one Z-43s were bought by the Sächsische Luftfahrt-Service. The one remaining ended up stored in the Militärhistorisches Museum Flugplatz Berlin-Gatow.

16	Z-43	0022	TAS-45	to D-EKGN, based Leipzig Halle
17	Z-43	0023	VFK-33	to D-ENVA, to Berlin Gatow by may06, preserved
18	Z-43	0024	VS-14	to D-EKMP, to HA-FBG, based Budaörs
19	Z-43	0025	VFK-33	to D-EKMX, based Altenburg Nobitz, to Jahnsdorf?
20	Z-43	0026	VFK-31	to D-EKMQ, based Schönhagen
21	Z-43	0027	VFK-31	to D-EKMJ, based Kamenz
22	Z-43	0017	TAS-45	to D-EKGC, to Kamenz by jan05, stored fuselage, to Oehna?
23	Z-43	0018	TAS-45	to D-EKMN
24	Z-43	0019	VS-14	to D-EKGD, scrapped sep93
25	Z-43	0012	TAS-45	to D-EKMO, based Görlitz
26	Z-43	0020	VS-14	to D-EKGF, crashed 06sep02, stored Jahnsdorf
27	Z-43	0021	VS-14	to D-EKMZ, based Jahnsdorf

Moravan Zlín Z-126 Trenér 2

The Zlín Z-126 Trenér 2, a single-engine two-seat trainer aircraft produced by the Czechoslovak manufacturer Moravan Otrokovice (today Zlín Aircraft Otrokovice, Czech Republic), entered service with the Volkspolizei Luft, in the spring of 1954. The Z-126, capable of aerobatics and often used to tow gliders, was used by Armeesportklub Vorwärts in Cottbus. It carried the Russian red star, in order to steer clear of the allied flying ban. After the NVA was founded in 1956 the KVP handed over thirteen of the Z-126s to the GST, where they were used as a towing aircraft for gliders.

Moravan Zlín Z-226 Trenér 6

From 1954 on The Armeesportklub "Vorwärts" in Cottbus used three Zlín Z-226T Trenér 6 aircraft for towing gliders. The aircraft with serial numbers 5004 and 5006 had a silver and blue livery, while the 5005 had ornamental stripes. Like all the aircraft of the Volkspolizei Luft it carried the Russian red star, in order to steer clear of the allied flying ban.

Mráz M-1D Sokol

The Armeesportklub "Vorwärts" at Cottbus flew with two light weight Mráz M-1D Sokol aircraft. When the Volkspolizei Luft was integrated in the LSK so did the Sokol. Like all the aircraft of the Volkspolizei Luft it carried the Russian red star, in order to steer clear of the allied flying ban.

Polikarpov Po-2

Another aircraft of the pre-LSK era was the Polikarpov Po-2, the general-purpose Soviet bi-plane. It was a reliable and uncomplicated plane which made it an ideal training aircraft. It flew with the Armeesportklub "Vorwärts" at Cottbus. Like all the aircraft of the Volkspolizei Luft it carried the Russian red star, in order to steer clear of the allied flying ban.

Sukhoi Su-22

In December 1984 the ground attack capability was further enhanced with the delivery of the first Mach 1.7 capable Sukhoi Su-22M-4 Fitter K variable swing wing fighter-bombers (22 Su-22M-4 and four Su-22UM two-seat trainers - these were an export variant of the Soviet Su-17M-4 Fitter K, the last production variant of the Fitter). The East German Navy (Volksmarine) also operated 23 SU-22M-4 and four SU-22UM two-seat trainers. The Su-22M-4 was fitted with upgraded avionics and weapons systems and could carry both short-range air to air missiles for self-defence along with a wide array of air to ground ordnance including

rockets, bombs (guided and unguided), gun pods and air to surface missiles on ten hard points. This provided the LSK/LV with an improved strike/attack aircraft with a greater payload than the MiG-23BN. All of the Su-22M-4s were still in East German service in 1989, serving with JBG-77 (LSK/LV) and MFG-28 (Volksmarine) both at Laage. Following the reunification of Germany in 1990 the Su-22, despite being a highly capable attack aircraft was not incorporated into the Luftwaffe. Most of them were stored at Laage. Nine Fitters were retained for test and evaluation by WTD61 at Manching until 1998. Eventually quite a lot of the Fitters found their way to museums.

25+01	Su-22M-4	25307	ex 360	JBG-77	stored Laage, stored Rothenburg, to Cerbaiola by oct95, preserved as 27 yellow
25+02	Su-22M-4	25509	ex 362	JBG-77	stored Laage, to Peenemünde by oct97, to Neuenkirchen by dec09, preserved as 362
25+03	Su-22M-4	25510	ex 363	JBG-77	stored Laage, scrapped
25+04	Su-22M-4	25511	ex 365	JBG-77	stored Laage, to Cottbus by Nov93, preserved as 365
25+05	Su-22M-4	25512	ex 366	JBG-77	stored Laage, to Nordholz by May94, preserved as 366
25+06	Su-22M-4	25513	ex 370	JBG-77	stored Laage, to Hermeskeil mar94, to Ahaus by nov05, to Gütersloh jan15, stored
25+07	Su-22M-4	25714	ex 546	JBG-77	stored Laage, to Ankum by sep94, stored as 546
25+08	Su-22M-4	25715	ex 574	JBG-77	stored Laage, to Ankum aug94, stored
25+09	Su-22M-4	25916	ex 600	JBG-77	stored Laage, to Dessau by aug94, preserved
25+10	Su-22M-4	25017	ex 605	JBG-77	stored Laage, scrapped
25+11	Su-22M-4	25018	ex 613	JBG-77	stored Laage, to Uetersen by aug91, to Berlin Gatow by apr96, preserved as 613
25+12	Su-22M-4	25019	ex 636	JBG-77	stored Laage, scrapped
25+13	Su-22M-4	25020	ex 641	JBG-77	stored Laage, to Seifertshofen by jun07, to Kessel by oct07, to Baarlo by apr08, to Venhorts feb16, preserved
25+14	Su-22M-4	26001	ex 644	JBG-77	stored Laage, to Speyer by jul93, preserved as 9
25+15	Su-22M-4	26102	ex 645	JBG-77	stored Laage, scrapped
25+16	Su-22M-4	26103	ex 678	JBG-77	stored Laage, to Hermeskeil by feb93, preserved as 678
25+17	Su-22M-4	26204	ex 682	JBG-77	stored Laage, to Dermsdorf by aug97, preserved as 682
25+18	Su-22M-4	26205	ex 686	JBG-77	stored Laage, to Cuatro Vientos sep94, preserved
25+19	Su-22M-4	26206	ex 700	JBG-77	stored Laage, scrapped
25+20	Su-22M-4	26307	ex 704	JBG-77	stored Laage, to Sinsheim by jul93, preserved as 798
25+21	Su-22M-4	26408	ex 711	JBG-77	stored Laage, scrapped
25+22	Su-22M-4	26409	ex 721	JBG-77	stored Laage, to USA 1993, fate?
25+23	Su-22M-4	26510	ex 723	JBG-77	stored Laage, to Bad Ischl by feb95, stored
25+24	Su-22M-4	30913	ex 378	MFG-28	stored Laage, scrapped
25+25	Su-22M-4	30914	ex 380	MFG-28	stored Laage, to USA apr91, fate?
25+26	Su-22M-4	30915	ex 537	MFG-28	to WTD61, to 98+15 dec90
25+27	Su-22M-4	30916	ex 590	MFG-28	to WTD61, to 98+09 apr91
25+28	Su-22M-4	30917	ex 598	MFG-28	stored Laage, to Stade by jan94, to Bensheim Auerbach by 2000, preserved
25+29	Su-22M-4	30918	ex 629	MFG-28	to WTD61, to 98+14 dec90
25+30	Su-22M-4	30920	ex 674	MFG-28	stored Laage, scrapped
25+31	Su-22M-4	31001	ex 706	MFG-28	to WTD61, to 98+17 dec90
25+32	Su-22M-4	31002	ex 716	MFG-28	stored Laage, scrapped
25+33	Su-22M-4	31203	ex 724	MFG-28	stored Laage, to USA apr91, to Wright Patterson AFB, OH, by may03, stored
25+34	Su-22M-4	26511	ex 725	MFG-28	stored Laage, scrapped
25+35	Su-22M-4	26512	ex 727	MFG-28	stored Laage, to Rothenburg by mar95, to Tanneberg by dec98, preserved as 727
25+36	Su-22M-4	31204	ex 728	MFG-28	stored Laage, to USA jan93, fate?
25+37	Su-22M-4	26613	ex 730	MFG-28	stored Laage, scrapped



Laage was East Germans Su-22 base with two units stationed here, JBG-77 from the air force and MFG-28 from the navy. Su-22M-4 734 was delivered in October 1986, it never left the base and is still preserved here. (23 August 2014, Frits Jongerman)



Su-22UM-3K 138 was seen at Laage on 1 July 1991 wearing its new serial 25+54. The new serial was short lived as in the same month it became 98+16 with WTD61. Nowadays you can find this aircraft in Baarlo, The Netherlands. (Otger van der Kooij)

25+38	Su-22M-4	31205	ex 734	MFG-28	stored Laage, preserved by jun96 as 734
25+39	Su-22M-4	26614	ex 737	MFG-28	stored Laage, scrapped
25+40	Su-22M-4	26715	ex 741	MFG-28	stored Laage, to Uetersen oct91, to Berlin Gatow by may08, to Finow oct09, preserved as 741
25+41	Su-22M-4	26716	ex 743	MFG-28	stored Laage, to Seifertshofen by oct94, to Baarlo apr99, preserved
25+42	Su-22M-4	26817	ex 757	MFG-28	stored Laage, to Rothenburg by mar95, preserved as 757
25+43	Su-22M-4	26818	ex 769	MFG-28	stored Laage, reduced to cockpit only, to Friedrichshafen, to Wernigerode by mar02, preserved as 769
25+44	Su-22M-4	31406	ex 798	MFG-28	stored Laage, to Berlin Gatow by sep96, preserved as 798
25+45	Su-22M-4	31407	ex 820	MFG-28	to WTD61 as 98+10 may91
25+46	Su-22M-4	31508	ex 824	MFG-28	instructional Laage, to Ankum jan02, stored
25+47	Su-22UM-3K	17532369809	ex 113	JBG-77	stored Laage, to Bad Ischl by jan95, preserved
25+48	Su-22UM-3K	17532367002	ex 119	JBG-77	stored Laage, to Rechlin by 1997, preserved
25+49	Su-22UM-3K	17532367003	ex 127	JBG-77	stored Laage, to Dessau by aug94, preserved
25+50	Su-22UM-3K	17532371002	ex 146	JBG-77	stored Laage, to Bad Oeynhausen by sep94, to Zehdenick by 2017, stored
25+51	Su-22UM-3K	17532366510	ex 111	MFG-28	stored Laage, to Fichtelberg by oct94, preserved
25+52	Su-22UM-3K	17532367001	ex 112	MFG-28	stored Laage, to Berlin Gatow by apr96, stored
25+53	Su-22UM-3K	17532370810	ex 137	MFG-28	to WTD61 as 98+11 jul91
25+54	Su-22UM-3K	17532371001	ex 138	MFG-28	to WTD61 as 98+16 jul91
98+09	Su-22M-4	30916	25+27	WTD61	to Mont de Marsan may93, to Le Bourget by jan06, stored
98+10	Su-22M-4	31407	25+45	WTD61	to Boscombe Down apr91, to Spadeadam range by dec95, target
98+11	Su-22UM-3K	17532370810	25+54	WTD61	to Cottbus jun99, preserved
98+14	Su-22M-4	30918	25+29	WTD61	to Scampton jan99, preserved
98+15	Su-22M-4	30915	25+26	WTD61	to Torgelow jul09
98+16	Su-22UM-3K	17532371001	25+54	WTD61	to Kessel by mar06, to Baarlo by apr06, preserved
98+17	Su-22M-4	31001	25+31	WTD61	instructional Manching sep98 as 14, to Cottbus jun99, to Altenburg Nobitz dec15, preserved

Tupolev Tu-124

Between 1964 and 1975 the Regierungsstaffel of TG-44 used three Tupolev Tu-124W Cookpots for ferrying passengers. In 1975 all three aircraft were sold to Aeroflot.

Tupolev Tu-134

The Tupolev Tu-134 Crusty was part of the Regierungsstaffel of TG-44. The four early Tu-134s served from 1969 to 1974. The aircraft went to Interflug after they were withdrawn from use. TG-44 operated 21 Tu-134As from 1971 onwards. At the reunification a dozen were still active with TG-44. Most were in Interflug colours and markings. Six were sold in the summer of 1990 (DDR-SDK, DDR-SDL, DDR-SDM, DDR-SDN, DDR-SDO and DDR-SDP). For the three that made it into the Luftwaffe, DDR-SDR had serial 176 allocated and for DDR-SDU serial 193. For Tu-134 184 it was the other way around, it had DDR-SDS allocated. These three Luftwaffe Tu-134s should have gone to Croatia in 1992, but the deal fell through and they went to Aeroflot the next year. Note that there have been some double, not worn, serials allocated.

11+10	Tu-134AK	63967	ex DDR-SDR	TG-44	to LTG65, to 9A-ADP ntu, to RA-65567 sep93, scrapped
11+11	Tu-134AK	63952	ex 184	TG-44	to LTG65, to 9A-ADL ntu, to RA-65566 sep93
11+12	Tu-134AK	66135	ex DDR-SDU	TG-44	to LTG65, to 9A-ADR ntu, to RA-65568 aug93, stored
(115)	Tu-134AK	60108	DDR-SDL	TG-44	serial 115 allocated, not worn, to VN-A124 by jun90, scrapped
(116)	Tu-134AK	60435	DDR-SDM	TG-44	serial 116 allocated, not worn, to VN-A126 by jun90, scrapped
(117)	Tu-134AK	60612	DDR-SDN	TG-44	serial 117 allocated, not worn, to VN-A128 by jun90, scrapped
(118)	Tu-134AK	62259	DDR-SDO	TG-44	serial 118 allocated, not worn, to VN-A130 by jun90, scrapped
(119)	Tu-134AK	63260	DDR-SDP	TG-44	serial 119 allocated, not worn, to VN-A132 by jun90, stored
(123)	Tu-134AK	49900	DDR-SDK	TG-44	Saigon serial 123 allocated, not worn, to VN-A122 by jun90, scrapped
(170)	Tu-134AK	3352102	DDR-SCN	TG-44	serial 170 allocated, not worn, to D-AOBC by oct90, to

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(171)	Tu-134AK	3352016	DDR-SCO	TG-44	CCCP-65612 by sep91, to RA-65612 by aug93, scrapped serial 171 allocated, not worn, to D-AOBD by oct90, to CCCP-65613 by oct91, to RA-65613 by 1993, scrapped
(175)	Tu-134AK	4352205	DDR-SCP	TG-44	serial 175 allocated, not worn, to D-AOBE by oct90, to CCCP-65615 by sep91, to RA-65615 by 1993, scrapped
176	Tu-134AK	4352206	DDR-SCR	TG-44	to D-AOBF by oct90, to CCCP-65616 by sep91, to RA-65613 by aug92, scrapped
(176)	Tu-134K	9350905	DDR-SCF	TG-44	serial 176 allocated, not worn, wfu 1986, preserved Leipzig Halle by mar90, scrapped aug13
177	Tu-134K	9350913	DDR-SCZ	TG-44	preserved Bernsdorf by may86, to Merseburg jun01, preserved
(178)	Tu-134AK	4352207	DDR-SCS	TG-44	serial 178 allocated, not worn, to D-AOBG by oct90, to CCCP-65614 by jul91, to RA-65615 by oct92, scrapped
(179)	Tu-134AK	31218	DDR-SCW	TG-44	serial 179 allocated, not worn, to D-AOBK by oct90, to CCCP-65619 by jul91, to RA-65619 by dec95, to UN-65619 by feb02, to UP-T3405 by oct08
(180)	Tu-134AK	1351304	DDR-SCK	TG-44	serial 180 allocated, not worn, to Augsburg sep90, to Hermeskeil 1994, preserved
181	Tu-134AK	35180	DDR-SDC	TG-44	to D-AOBN by oct90, to CCCP-65620 by jul91, to RA-65620 by may94, scrapped
182	Tu-134AK	1351305	DDR-SCL	TG-44	to Lahr jan90, to Biberach by sep92, preserved
(183)	Tu-134AK	38040	DDR-SDE	TG-44	serial 183 allocated, not worn, to CCCP-65565 by jul93, to EW-65565 by sep93, to RA-65565 by aug95, stored
(183)	Tu-134AK	63998	DDR-SDT	TG-44	serial 183 allocated, not worn, to D-AOBO by oct90, to CCCP-65608 by sep91, to RA-65620 by jun94, scrapped
(185)	Tu-134AK	40150	DDR-SDF	TG-44	serial 185 allocated, not worn, to D-AOBP by oct90, to CCCP-65610 by sep91, to RA-65620 by oct92, to UN-65620 by nov00, to UP-T3406 by oct08, stored
186	Tu-134AK	46155	DDR-SDG	TG-44	to D-AOBQ by oct90, to CCCP-65609 by aug91, to RA-65620 by 1993, scrapped

Tupolev Tu-154

TG-44 operated two Tupolev Tu-154 Careless aircraft from April 1989. These Tu-154s were used for middle and long distance passenger flights. Both aircraft went on to have a career after the reunification; In the first year they were part of LTG65, but in 1992 the aircraft were transferred to the FBS. 11+02 was fitted out for Open Sky duties, sadly crashing in 1997. For the DDR-SFA NVA serial 114 was allocated, but not worn. For DDR-SFB this was serial 121.

11+01	Tu-154M	89A799	ex DDR-SFA	TG-44	to LTG65, to FBS, to RA-85092 sep00, to EP-MBL sep00, to EP-MCE jun05, to EP-EKC may08, stored Tehran by jan12
11+02	Tu-154M	89A813	ex DDR-SFB	TG-44	to LTG65, to FBS, mid-air collision with C-141B 65-9405 on 13sep97, crashed into the ocean some 65 miles west of Namibia coast

Yakovlev Yak-11

The Yakovlev Yak-11 Moose started its service in 1953 at the KVP and from 1956 on it served for the LSK/LV. In total 99 Yak-11s were active for all the Jagdgeschwaders in the East German Air Force. The Yak-11 served until 1963. It was able to carry two 50 kg bombs, while it was armed with a 12,7 mm machine gun. At least part of the Yak-11 fleet was licence built in Czechoslovakia (as C-11); it is not known how many exactly. Nowadays one Yak-11 is preserved in Berlin (225) and one is at Cottbus (98).

98	Yak-11	68210	stored	Cottbus	still at Cottbus, preserved
214	Yak-11	67206	stored	Zwönitz	to Mannheim by jun09, gone
225	Yak-11	68203	preserved	Bauzten	to Kamenz, to Uetersen, to Berlin Gatow by apr96, preserved

Yakovlev Yak-18

Another aircraft that was first used by the KVP was the Yakovlev Yak-18 Max. From October 1952 fifty Yak-18s were delivered. It



Tu-134AK 184 was used for a short time by the Bundeswehr as 11+11. It was intended to become 9A-ADL in 1992, but the deal fell through and it went to Aeroflot a year later. (Neuhardenberg, 2 July 1991, Otger van der Kooij)



This picture shows that not all aircraft did receive the love and care they should deserve. The museum at Bad Oeynhausen has been closed nearly a decade ago and Mi-8PS 870 was left to the elements. It recently moved to Zehdenick (6 March 2017, Erwin Alexander)

flew with the first Jagdgeschwader until 1958 and was used for elementary pilot training. From 1957 to 1961 33 of these aircraft were passed on to the Gesellschaft für Sport und Technik (GST). The Yak-18U was a further development of the Yak-18. Main difference was that it had a nose wheel. Around 40 Yak-18Us served from 1957 to 1965 at the Fliegerschule. Of these aircraft thirty were given to the GST in 1958 and 1959. In between 1959 and 1973 around 50 Yak-18As were used by the Fliegerschule and Verbindungsketten. This was a further development of the Yak-18U (among other things it had another engine). After it was succeeded by the Aero L-29 Maya it was used for liaison operations and for target positioning. In between 1960 and 1973 48 Yak-18As were delivered to the GST. Some Yak-18s are currently preserved in German museums.

25	Yak-18A	1160516	preserved	Bautzen	as 42, to Uetersen, to Berlin Gatow by apr96, stored
29	Yak-18A	1166015	preserved	Dresden	as 13, still at Dresden (arrived jul67)
72	Yak-18A	1160527	stored	Jahsdorf	to D-EJGF, based Jahsdorf

Airbus A310

The odd ones out on this list are the three A310s. They had not previously flown by the LSK/LV and are from a West European manufacturer. The A310s were placed out of service by Interflug in April 1991. A few months later they were transferred to the Luftwaffe.

10+21	A310-304ET	498	ex DDR-ABA	Interflug	to D-AOAA oct90, to FBS aug91, to F-WNOV jul14
10+22	A310-304ET	499	ex DDR-ABB	Interflug	to D-AOAB oct90, to FBS aug91, to EP-VIP nov11, to EP-MMX mar14, to EP-THR nov15
10+23	A310-304ET	503	ex DDR-ABC	Interflug	to D-AOAC oct90, to FBS aug91, still operational

Abbreviations

AFS	Aufklärungsstaffel	LTG	Lufttransportgeschwader
ASK	Armeesportklub	LVD	Luftverteidigungsdivision
EG	Erprobungsgeschwader	MFG	Marinefliegergeschwader
FAG	Fliegenerausbildungsgeschwader	MFHG	Marinefliegerhubschraubergruppe
FBS	Flugbereitschaft	MHG	Marinehubschraubergeschwader
FG	Fliegergeschwader	RFS	Regierungsfliegerstaffel
FGD	Fliegerdivision	STS	Selbstständige Transportfliegerstaffel
FGR	Fliegerregiment	TAG	Transportfliegerausbildungsgeschwader
GST	Gesellschaft für Sport und Technik	TAFS	Taktische Aufklärungsfliegerstaffel
HAG	Hubschrauberausbildungsgeschwader	TAS	Transportfliegerausbildungsstaffel
HAS	Hubschrauberausbildungsstaffel	TFAG	Transportfliegerausbildungsgeschwader
HFS	Heeresfliegerstaffel	TFAS	Transportfliegerausbildungsstaffel
HG	Hubschraubergeschwader	TFG	Transportfliegergeschwader
HK	Hubschrauberstaffel	TFS	Transportfliegerstaffel
HS	Hubschrauberstaffel	TG	Transportfliegergeschwader
HSFA	Hubschrauberstaffel zur Führung und Aufklärung	THG	Transporthubschraubergeschwader
JAG	Jagdfliegerausbildungsgeschwader	TS	Transportfliegerstaffel
JAS	Jagdfliegerausbildungsstaffel	UJHS	U-Boot-Jagdhubschrauberstaffel
JBG	Jagdbombenfliegergeschwader	VFK	Verbindungsfliegerkette
JFG	Jagdfliegergeschwader	VS	Verbindungsfliegerstaffel
JG	Jagdfliegergeschwader	WDT	Wehrtechnische Dienststelle
KHG	Kampfhubschraubergeschwader	ZDK	Zieldarstellungskette
KVP	Kasernierte Volkspolizei	ZDS	Zieldarstellungsstaffel
KVP-D	Kasernierte Volkspolizei-Dienststelle		

Credits: Dick Lohuis, Wilfried Kopenhagen (Die Andere Deutsche Luftwaffe), Dean Shaw (Aces Flying High), Lutz Freundt (MiG, Mi, Su & Co.), home.snafu.de/veith, www.flugzeugforum.de, www.mig-21-online.de, transportflieger.eu, luroko.de

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For most European spotters this aircraft is well known as it flew around as D-AVRG for Lufthansa. Since 2015 Aero Flite is the owner and it converted the Avro into a tanker version and it became N374AC. (Redmond (OR), 5 August 2017, Geurt van den Berg)



This DC-7 was built in 1957 and delivered to United Airlines as N6331C. In 1964 it was re-registered to N401US and has flown for several other companies. Erickson Aero Tanker owns it since 2012. (Castle (CA), 26 July 2017, Geurt van den Berg)



Jetstream 41 F-HAVF was delivered in 1994 to Atlantic Coast Airlines and was flying for United Express. Since 2009 the French company AVDEF is the owner, which explains the radome under the fuselage. (Auch Lamothe, 7 September, Nik Deblauwe)

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Another page because of festive reasons, as the Spanish Navy celebrated 100 year of Naval Air Service at Rota. Noted on the static show while basking in sunshine was AB212 HA.18-3. (15 September 2017, Ian French)



Of course the show was attended by other branches of the Spanish military. This CN235M VIGMA is one of two examples operated by the Guardia Civil for maritime patrol duties. (15 September 2017, Ian French)



Looking immaculate is SH-60F HT.23-13. Note that it carries code 01-1014 as 01-1013 was skipped. It was delivered on 10 August and is one of two ex US Navy SH-60Fs that the Armada will use to augment the SH-60B fleet. (15 September 2017)