

477

February 2019

Scramble

***Iran Air Tour 2018
Spanhoe photocall
Osan AB
Flying for Peace***





Jim Walg visited Taiwan in December 2018. The Air Force Academy T-34C, serial 3411, was photographed at its homebase Gangshan. (6 December 2018)



This 33rd squadron P-3C Orion, serial 3309, was captured while landing at Pingtung North. (14 December 2018, Jim Walg)



Nice banking shot of F-5F 5377 from TT&DC landing at Taitung/Jhihhang. This airbase is the home airfield of the 7th TFW plus the TT&DC unit. (2 December 2018, Andrew Binks)

Editorial

Four articles in issue 477! A Triptease-style report of a visit to the Iran Airshow 2018, the ninth edition, held at the airport of Kish Island. Last month we had some teaser photos, this time the full report. It was attended by three of Scramble's editors and contains useful information about spotting in Iran. A base visit to Osan AB is also included, with Robbert Snijders enjoying the South Korean hospitality. The unique, worlds only Reid & Sigrist R.S.4 Bobsleigh is back in the air, and our expert Warbirds editor Gert-Jan Mentink produced a fine article on it. Lastly is another article by Wim and Erwin on UNIFIL, or UN Interim Force In Lebanon. This ties in with their previous article on Lebanon at 75, published last month.

The computer problems were fixed so a large edition of Dustpan & Brush awaits you. The Showreports and regular Triptease are absent, but all other sections are present as usual. Also the quarterly overview of Paramaribo features again.

This year we will have another few publications, the SWAF and SMS Europe. For these we are looking for suitable pictures, especially for the cover. The front cover is a 'portrait' photo at high resolution, which should be able to accommodate the Scramble logo and various texts above and below the subject. This leads to a minimum size requirement of 2100 pixels wide and 3000 pixels high, and special demands for composition. We would love to see suitable pictures at civupload@scramble.nl or milupload@scramble.nl, with the subject SWAF or SMS.

Since it has been forty (40!) years since the F-16 Fighting Falcon deliveries started to take off, we intend to come back with our famous F-16 serial review book, version 6.0. At the moment we are intending to publish it later in the year, and work has already begun to collect all the data. Watch this space for more information!

Cover Photo



On a height of approximately 3,500 metres René Verschuur made this picture near the Jungfrau in Switzerland. The helicopters are the following from front to rear; AS350 HB-ZKS operated by Swiss Helicopter, AS350 HB-ZMI operated by Heli Bernina and EC120 HB-ZLR operated by Heli Swiss. (12 October 2018)

Important dates

Scramble 478
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Scramble World Airline Fleets 2018	242 pages
Scramble Military Transports 2017	87 pages
SMS Europe 2018	145 pages
SMS North America 2017-2018	191 pages
EMOOS 2018	783 pages

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Movements Netherlands



PP-IZB was added to the Brazilian register in September 2018. The Gulfstream G650ER is registered to Caoo Montadora de Veiculos. Grupo Caoo is the distributor of the Ford, Subaru, Hyundai and Chery brands in Brazil. (Amsterdam - Schiphol, 31 December 2018, Robert Eikelenboom)

Amsterdam

December 2018			
01. 9H-SUN	A340-313X	Hi Fly Malta (a/w)	NAX7700/1
9H-YOU	CL-850	Air X Charter	02 AXY102/208
B-LXF	A350-1041	Cathay Pacific	f/v CPA271/0
D-CRON	Ce560XLS	Silver Cloud Air	SCR762
D-CSUN	Ce560XLS+	Air Hamburg	AHO823B
F-HSFJ	Ce680A	Astonjet	ASJ242
G-FXDM	Beech 400XT	Flexjet	dep FLJ51
G-HCSA	Ce525A	Bookajet	dep
N29DE	Cirrus SF50	Deny Airlines	f/v 10
OE-HOP	G200	Avcon Jet	AOJ78P
OK-PBS	Ce525	Queen Air	dep TTV52P
OO-ABE	A340-313E	Air Belgium (a/w)	02 SLM994/3
OO-MMT	Ce560XLS	Air Service Liège	dep
OO-XLS	Ce560XLS+	Air Service Liège	
02. 9H-TOO	Falcon 7X	Skyfast	KFE481
9H-VCO	CL-350	VistaJet Malta	03 VJT449
B-LRC	A350-941	Cathay Pacific	f/v CPA271/0
C-GFMX	DHC-8-314	PAL Aerosp./EASP	f/v 06 SPR111
D-ISUN	Ce525A	Excellent Air	03 ECA5C/57D
G-DRTF	B737-85P	Jet 2	f/v EXS205/6
LX-VMF	Ce560XL	Luxaviation	03 LXA15P
M-IFFY	Ce510	Xead Aviation	dep
N93VP	G-V	Varde Flygplan	f/v 03
N510MD	Ce510	Michel Delauzun	04
N716CK	B747-4B5F	Kalitta Air	f/v CKS205/6
OK-PHM	EMB505	CTR Group	f/v
OK-TSS	B737-8Q8	Smartwings	CSA618/9
OO-GMJ	Beech 350	Air Service Liège	03
PH-BFB	B747-406	KLM	dep KLM9871
UR-WRS	BAe125-850XP	Windrose Aviation	dep WRC7752
03. V-11	G-IV	334sq	NAF11
9H-SUN	A340-313X	HiFly Malta (a/w)	NAX7700/1
B-LXE	A350-1041	Cathay Pacific	f/v CPA271/0
D-CHIP	Ce525B	E-Aviation	2x EFD3P/3A
D-CHMD	EMB505	Herrenknecht	f/v 04
D-IEKU	Ce525A	Excellent Air	ECA2C
D-IIVA	P180	AirGo	07 XGO1AM/1PB
EI-SIH	A320-251N	Scandinavian	f/v SAS821/2
F-HATV	Ce680A	Astonjet	ASJ242
G-FXPR	Beech 400XT	Flexjet	FLJ51/2
G-HCSA	Ce525A	Bookajet	07
G-MATO	Falcon 7X	Air Charter Scotland	EDC859R
N515TJ	Beech 400A	Blackburn Int'l	dep
N910RW	TBM-910	Redwood	05
N1955M	Global 6000	McDonalds	
N8800E	Falcon 7X	Emerson Electric	f/v 06
OK-PMP	PC-12/47E	T-air	
OK-TSE	B737-81D	Travel Service	CSA618/9
OK-TVV	B737-86N	SmartWings	CSA616/7
OO-ABE	A340-313E	Air Belgium (a/w)	05 SLM994/3
OO-FFE	Falcon 900EX	Luxaviation Belgium	AAB22P
OO-GMJ	Beech 350	Air Service Liège	05
OO-MMT	Ce560XLS	Air Service Liège	06
OO-XLS	Ce560XLS+	Air Service Liège	07
OY-NEW	Falcon 8X	Air Alsie	f/v MMD500
T7-ARC	G650	Sorens Aero	f/v
VH-PPJ	Do328-110	AeroRescue	05
04. MM62203	P180AM	CAE Multi Crew	06 IAM2860
9H-MAG	EMB505	Luxwing	f/v 05 LWG602/1
9H-SUN	A340-313X	HiFly Malta (a/w)	NAX7700/1
B-LRI	A350-941	Cathay Pacific	f/v CPA271/0
D-ALMD	A330-243F	EAT Leipzig (DHL c/s)	f/v BCS1238/9
D-CITY	Lj35A	Air Alliance Express	AYY116
D-CRON	Ce560XLS	Silver Cloud Air	05 SCR762
D-ILAP	EMB500	Liebherr Aerospace	LHB4
D-ISUN	Ce525A	Excellent Air	ECA5C
LX-VMF	Ce560XL	Luxaviation	06 LXA15P
N560GT	Ce560 Encore	Jet Plane Corp.	f/v 05
N613LF	G550	LFG Services	f/v 06
N726RW	G-IV	Pegasus Elite Aviation	06 PEG26
N820EC	Falcon 2000LX	Emerson Electric	f/v 06
N904TS	G450	DSWA	06
N907PH	Global XRS	Post Foods	f/v 05
N5950E	CL-650	New Era Cap Company	f/v 07
N8000E	Falcon 7X	Emerson Electric	05
N8100E	Falcon 900EX	Emerson Electric	05
OE-FNP	Ce510	GlobeAir	GAC224M/N
OK-PMI	Beech 400A	Queen Air	AQS971
OK-TVV	B737-86N	Smartwings	CSA616/7/8/9
OY-NEW	Falcon 8X	Air Alsie	MMD500
05. MM62210	Falcon 900EX	93° Gruppo	IAM3147
9A-DWA	Ce525A	Winair	06
9H-VJI	Global 6000	VistaJet Malta	VJT813
EI-GXM	B737-8AS	Ryanair	f/v RYR3102/3
EI-OZM	A300B4-622RF	ASL Airl. Irel. (DHL c/s)	f/v BCS1238/9
G-HARG	EMB550	Centreline Air Charter	06 CLF674
G-SHUI	Ce680A	Air Charter Scotland	EDC326R
N272BG	G550	Berwind	dep
N527EF	G450	The Whitewave Foods Comp.	f/v 06
N8000E	Falcon 7X	Emerson Electric	06
N8100E	Falcon 900EX	Emerson Electric	06
OE-IND	A320-214	easyJet	f/v EZY1831/2
OK-TSR	B737-82R	Travel Service	CSA618/9
OK-TVV	B737-8FH	Travel Service	CSA616/7
VH-PPJ	Do328-110	AeroRescue	06
YU-MPC	Ce525	MPC Holding	06
06. 9H-FAM	EMB500	Luxwing	09 LWG302/1
A6-DDF	B777-FFX	Etiihad Cargo (a/w)	f/v ETD904/918
B-LXD	A350-1041	Cathay Pacific	f/v CPA271/0

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D-AHOI	ERJ135BJ	Air Hamburg	07 AHO896F/112L	D-INOB	Ce525A	Atlas Air Service	ATL3Z
D-AHOX	ERJ135BJ	Air Hamburg	07 AHO112L/847Y	EC-MTU	A330-223	Wamos Air	f/v 11 TFL072P/367
D-CAPB	Ce560	Aerowest	07	EC-NAE	A320-271N	Vueling	f/v VLG8322/3
D-CQAA	Lj45	Quick Air	f/v QAJ1297	EI-FYG	B737-8	Norwegian	f/v IBK476/7
D-IFIS	Ce525A	Luxaviation Germany	LXG22S	G-DRTC	B737-808	Jet 2 Holidays	f/v EXS205/6
D-IOHL	Ce525A	Excellent Air	07 ECA3C	G-VYGM	A330-243	Air Tanker (a/w)	10 TFL074P/301
D-IPCH	Ce525A	Jet Kontor	07 JKH32A	LX-VMF	Ce560XL	Luxaviation	11 LXA15P
EC-MIG	B787-8	Air Europa	AEA1091/8	M-AAAL	G650	ALM New Jet	f/v
N805TM	G650ER	Toyota Motor Sales USA	15	M-SETT	Global 5000	Lodging 2020	11
OE-FZD	Ce510	GlobeAir	GAC886W/963M	OK-TVT	B737-86N	Travel Service	CSA618/9
OK-TSM	B737-9GJER	Travel Service	CSA616/7	OM-IEX	B737-8BK	AirExplore	ELY5425/6
OK-TSR	B737-82R	Travel Service	CSA618/9	OO-THD	B747-4HAERF	ASL Airl. Belgium	11 TAY913E/913
OM-IEX	B737-8BK	AirExplore	ELY5425/6	OO-XLS	Ce560XLS+	Air Service Liège	10
OO-ABE	A340-313E	Air Belgium (a/w)	07 SLM994/3	PK-GII	B777-3U3ER	Garuda Indonesia	10 GIA088/089D
OO-DFG	Falcon 2000LX	Luxaviation Belgium	AA299	TC-CCK	B737-82R	Pegasus Airlines	f/v PGT1253/4
OO-MMT	Ce560XLS	Air Service Liège	10	10.4X-CPX	G-IVSP	Arkia	11
07.9H-VJI	Global 6000	VistaJet Malta	VJT813	B-LXA	A350-1041	Cathay Pacific	f/v CPA271/0
9H-VJW	Global 6000	VistaJet Malta	VJT947	D-ABHA	A320-214	Eurowings (BER c/s)	f/v EWG2180/1
A6-BLV	B787-9	Etihad Airw. (spec. c/s)	f/v ETD77/8	D-CDTZ	EMB505	Dietz Aviation	
D-AZFR	BAe146-200A	WDL Aviation	AFR1336/7/1436/7	D-IADV	Ce551	MCH Holdings	12
D-BEEP	Ce750	Air X Executive	10 AXG22	D-IIVA	P180	AirGo	XGO2AM/2TK
D-CANG	Ce560XLS+	Air Hamburg	08 AHO122V/299F	D-INOB	Ce525A	Atlas Air Service	ATL3Z
D-CFAZ	Lj60	FAI rent-a-jet	f/v IFA2877	G-HCSA	Ce525A	Bookajet	
D-CHLR	EMB505	Atlas Air Service	09 ATL9K	G-KLNE	BAe125-900XP	Saxonair	11 SXN90E
EC-NAX	A320-271N	Vueling	f/v VLG8322/3	G-RSXP	Ce560XLS+	Catreus	f/v VCG2XP/3XP
G-JZBO	B737-8MG	Jet 2 Holidays	EXS205/6	M-DMBP	Lj40	Ven Air	
OE-FAT	Ce510	GlobeAir	GAC008U/886X	M-FROG	Raytheon 390	Sam Sports & Marketing	
OK-PBT	Ce525A	Queen Air	QNR25A	N910RW	TBM-910	Redwood	11
OK-TSR	B737-82R	Travel Service	CSA616/7	N10522	PA-46-350P		
OK-TVT	B737-86N	Travel Service	CSA618/9	OE-FWF	Ce510	GlobeAir	11 GAC249W/138X
YL-CSM	A220-300	Air Baltic	f/v BTI619/20	OK-PBT	Ce525A	Queen Air	QNR25A
YU-BTN	Ce525B	Air Pink	10	OK-TSD	B737-8Q8	Travel Service	CSA616/7
08.D-AAAY	CL-604	Air Independence	f/v	OK-TVVV	B737-86Q	SmartWings	CSA618/9
D-AZUR	ERJ135BJ	Air Hamburg	09 AHO896F	OO-ABE	A340-313E	Air Belgium (a/w)	12 SLM994/3
D-BUBI	CL-300	Windrose Air	QGA050R/051R	SP-KCS	Ce560XLS	Jet Story	JDI30C
OE-FNP	Ce510	GlobeAir	09 GAC020R/S	11. B-LRN	A350-941	Cathay Pacific	f/v CPA271/0
OK-TVT	B737-86N	Travel Service	CSA616/7	D-AAHB	Global Express	MHS Aviation	MHV1B
OO-ABE	A340-313E	Air Belgium (a/w)	09 SLM994/3	D-AIXJ	A350-941	Lufthansa	f/v DLH2570/1
OY-NPG	SA227DC	North Flying	f/v 10 NFA106/101	D-ALMC	A330-243F	EAT Leipzig (DHL c/s)	f/v BCS1238/9
PH-CDH	B737-86J	Corendon	dep CND1001	D-CASH	EMB505	Air Hamburg	AHO125Y/654S
09.9H-VJK	Global 6000	VistaJet Malta	11 VJT836	D-CELI	Ce550	Euro Link	
B-LRE	A350-941	Cathay Pacific	f/v CPA271/0	D-IAAB	EMB500	Arcus Air	12 AZE11CQ/12CQ
D-ATUL	B737-8K5	TUIfly	f/v EWG7184/5	G-HCSA	Ce525A	Bookajet	13
D-CRON	Ce560XLS	Silver Cloud Air	15 SCR762	G-LEGC	ERJ135BJ	Luxaviation UK Avn	LNx55GC



In 1996 this Dash-8 was delivered to Rheintalflug. It was converted by Bombardier from a series 311 to 314 in 2000 and subsequently delivered to Caribbean Star Airlines as V2-LFF. That airline merged with LIAT mid 2007. The aircraft was acquired by PAL Aerospace in 2016 and registered as C-GFMX. PAL Aerospace is an international aerospace and defence company headquartered in Canada. The Dash-8 has received specialized modifications by PAL Aerospace for use in their 'Force Multiplier' program. The aircraft attended the 2nd NL EASP AIR Static Maritime Surveillance and ISR Display 2018. The FMX was demonstrated in the intelligence, surveillance and reconnaissance (ISR) configuration at Schiphol-east. PAL Aerospace and EASP AIR have announced their shared intention to collaborate going forward to capture commercial opportunities in both maritime surveillance and ISR service provision. (Amsterdam - Schiphol, 5 December 2018, Kevin Regterink)

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This Qatar Airways Boeing 777 was delivered to the airline in August 2012. In July 2018 additional FIFA 2022 stickers were added to the fuselage of A7-BAX. The 2022 FIFA World Cup is scheduled to be the 22nd edition of the event and will take place in Qatar. (Amsterdam - Schiphol, 27 December 2018, Frank Doornbos)

G-TWIY	BAe125-750	Saxonair	12 SXN75W	OE-ICF	A320-214	easyJet	f/v EZY8877/2160
G-VYGM	A330-243	Air Tanker (a/w)	12 TFL302/BOS8018	OK-TVX	B737-8Z9	Travel Service	CSA616/7
N5MV	Falcon 900EX	Bloomberg Services	12	OO-MMT	Ce560XLS	Air Service Liège	16
N29DE	Cirrus SF50	Deny Airlines	12	PH-BFB	B747-406	ex KLM (Corendon c/s) arr	KLM9872
OE-FWF	Ce510	GlobeAir	12 GAC138Y/763Q	15. V-11	G-IV	334sq	NAF11
OK-TSC	B737-8FH	SmartWings	CSA618/9	9H-FAM	EMB500	Luxwing	16 LWG391/301
OK-TVR	B737-86N	SmartWings	CSA616/7	D-IADV	Ce551	MCH Holdings	
OO-GPP	Falcon 7X	Luxaviation Belgium	12 AAB27C	D-ISLT	Ce525A	Sylt Air	19 AWU916/19
OO-DFG	Falcon 2000LX	Luxaviation Belgium	12 AAB415	EC-MQK	B747-4H6	Wamos Air	16 SLM3004/993
RA-09006	Falcon 900EX	Gazpromavia	12 GZP9619/20	G-FLCN	Falcon 900	Xclusive Jets	16 XJC303/4
RA-09600	Falcon 900LX	Gazpromavia	12 GZP9617/8	OE-FDT	Ce510	GlobeAir	GAC035Q/585W
12. 9H-CLG	CL-850	Air X Charter	14 AXY1204/1404	OE-FDT	Ce510	GlobeAir	17 GAC474X/158A
B-LXB	A350-1041	Cathay Pacific	f/v CPA271/0	OK-TSI	B737-9GJER	Travel Service	CSA616/7
D-BEAR	Ce750	Air X Executive	13 AXG23	OO-ABE	A340-313E	Air Belgium (a/w)	SLM994/994P
D-IADV	Ce551	MCH Holdings		PP-NOB	Falcon 50EX	Nobre Empr. e Part. Eireli	25
D-ISLT	Ce525A	Sylt Air	13 AWU912/13	SP-TAT	Beech 400A	Smart Jet	SAH26P
EC-MTU	A330-223	Wamos Air	TFL368/1	16. B-LRS	A350-941	Cathay Pacific	f/v CPA271/0
F-GLLM	Falcon 8X	Dassault Aviation	f/v DSO12LM	EC-MTU	A330-223	Wamos Air	19 TFL370/075P
LX-VMF	Ce560XL	Luxaviation	14 LXA15P	EI-GXN	B737-8AS	Ryanair	f/v RYR3102/3
N29DE	Cirrus SF50	Deny Airlines	19	G-DRTC	B737-808	Jet 2 Holidays	EXS205/6
OE-IFD	B747-4B5ERF	ASL Airlines Belgium	14 TAY915E	G-LATE	Falcon 2000EX	Executive Jet Charter	17 EXJ01
OE-IQA	A320-214	Eurowings	f/v EWG1834/5	G-VYGM	A330-243	Air Tanker (a/w)	17 TFL074P/301
OK-TVO	B737-8CX	Travel Service	CSA616/7	OE-ICV	A320-214	easyJet	f/v EZY8879/8882
OK-TVW	B737-86Q	SmartWings	CSA618/9	OK-SWF	B737-8	SmartWings	CSA618/9
OO-ACC	Ce525A	Air Service Liège	13 2x	OO-THA	B747-4HAERF	ASL Airl. Belg. (TNT c/s)	17 TAY910E
OO-MMT	Ce560XLS	Air Service Liège	13	17. 9H-VCF	CL-350	VistaJet Malta	18 VJT498
SP-KCS	Ce560XLS	Jet Story	JDI30C	9H-VCG	CL-350	VistaJet Malta	18 VJT448
XA-FEM	G550	Servicios Aereos	14	9H-VJW	Global 6000	VistaJet Malta	VJT947
13. 9H-DDJ	Lj75	Kermas	14 KER807	B-LXC	A350-1041	Cathay Pacific	f/v CPA271/0
9H-VCG	CL-350	VistaJet Malta	14 VJT448	D-AZFR	BAe146-200A	WDL Avn	AFR1692/3/1892/3
9H-VCO	CL-350	VistaJet Malta	14 VJT449	D-BANN	CL-300	SAP Systeme	
D-AIXJ	A350-941	Lufthansa	DLH2570/1	D-CJUG	Ce560XLS+	Atlas Air Service	ATL6G
D-BUBI	CL-300	Windrose Air	14 QGA055R/056R	D-IPVD	Ce525A	Transavia Flug	
D-CMMP	EMB505	Luxaviation Germany	LXG55MP	EC-MQK	B747-4H6	Wamos Air	20 SLM994/3
D-ISUN	Ce525A	Excellent Air	14 ECA5C	EC-NAY	A320-271N	Vueling	f/v VLG8322/3
D-ITAN	Ce525	Transavia Flug		F-HVYC	Ce560XLS+	Lyreco	f/v
D-IUVH	Ce510	Haacke LTIF		G-RNFR	CL-605	TAG Aviation (UK)	19
EC-MLT	B787-8	Air Europa	AEA1091/8	G-UZHP	A320-251N	easyJet	f/v EZY2157/8
EC-MTU	A330-223	Wamos Air	TFL362/5	LX-JFU	PC-12/47E	Jetfly Aviation	18 JFA85F/86G
N757PL	G550	Prime Jet	f/v	LX-VMF	Ce560XL	Luxaviation	21 LXA15P
N836BA	B737-7BC	Boeing Exec.Flight Ops	14 RDN450	M-NTOS	Ce525C	Selementos	19
OK-TVX	B737-8Z9	Travel Service	CSA616/7	M-YSAI	Global 5000	Capital Aviation	
OM-IEX	B737-8BK	AirExplore	ELY5425/6	N260Z	G550	Nissan North America	18
OO-ABE	A340-313E	Air Belgium (a/w)	14 SLM994/3	OE-FZB	Ce510	GlobeAir	19 GAC411Q/468F
OO-JAD	B737-8K5	TUI Belgium	JAF027/TFL927	OK-TVW	B737-86Q	SmartWings	CSA618/9
OO-JAD	B737-8K5	TUI Belgium	14 TFL928/JAF555	OO-ACC	Ce525A	Air Service Liège	
PH-HXC	B737-8K2	Sun Country	dep TRA051	OO-MMT	Ce560XLS	Air Service Liège	19
SE-ROM	A320-251N	Scandinavian	f/v SAS1553/556	OO-XLS	Ce560XLS+	Air Service Liège	27
14. A6-EPU	B777-31HER	Emirates	f/v UAE145/6	18. 9H-IDB	ERJ135BJ	Blue Square Aviation	
A6-EVF	A380-842	Emirates	f/v UAE147/8	B-LRU	A350-941	Cathay Pacific	f/v CPA271/0
D-IADV	Ce551	MCH Holdings		CN-NMI	A320-214	Air Arabia Maroc	23 MAC122/8
D-IPVD	Ce525A	Transavia Flug		CS-TSU	B767-34PER	Euroatlantic	f/v 19 TFL031/361
D-ISUN	Ce525A	Excellent Air	ECA5C	D-CNNN	Ce560XLS+	DC Aviation	19 DCS705
EC-MTU	A330-223	Wamos Air	15 TFL366/9	EC-LNH	A330-243	Wamos Air	f/v TFL072P/367
G-HCSA	Ce525A	Bookajet	20	EC-MPN	Ce525	Air Taxi & Charter Int'l	IBJ818A/B

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Wide body Lufthansa aircraft are rare at Amsterdam Airport. Airbus A350 D-AIXJ was added to the Lufthansa fleet in June 2018. The aircraft was used twice to transport Bayern Munich for their Champions League match against Ajax. A good example for other teams to follow. (Amsterdam - Schiphol, 13 December 2018, Robert Eikelenboom)

G-STMT	Falcon 7X	TAG Aviation (UK)	19	OO-TUV	B737-86J	TUI Belgium	f/v 22 TFL092P/511
G-VYGM	A330-243	Air Tanker (a/w)	TFL302/073P	TC-LJD	B777-3F2ER	Turkish Airlines	f/v THY1953/4
OK-TSH	B737-804	SmartWings	CSA618/9	22.B-LXG	A350-1041	Cathay Pacific	f/v CPA271/0
OK-TVO	B737-8CX	Travel Service	CSA616/7	CS-LPA	EMB505	EJME (Portugal)	24 JME306A
YU-SCJ	Ce525	Prince Aviation	PNC9CJ	D-CHRB	Ce525C	Hahn Air	HHN20B
19.9H-FAM	EMB500	Luxwing	LWG301/392	D-CMDH	Ce680	Eisele Flugdienst	EFD6H
D-BOOK	Falcon 2000LX	Bertelsmann	BFD19K	D-IGWT	Ce525A	Sylt Air	AWU722
D-CZZZ	Ce560XLS+	DC Aviation	DCS707	D-IADV	Ce551	MCH Holdings	
D-IAAW	EMB500	Arcus Air	AZE19QQ/11QQ	D-ITMA	Ce525A	Luxaviation Germany	LXG22A
D-IADV	Ce551	MCH Holdings	3x	EC-HDS	B757-256	Privilege Style	VLG8300/1
D-IGWT	Ce525A	Sylt Air	20 AWU719/20	EC-MQK	B747-4H6	Wamos Air	23 SLM994/3
D-ITAN	Ce525	Transavia Flug		EC-MTI	B787-9	Air Europa	AEA1091/8
JY-BAB	B787-8	Royal Jordanian	f/v RJA151/2	G-NEOR	A321-251NX	British Airways	f/v BAW430/1
OE-FDT	Ce510	GlobeAir	20 GAC579E/216K	G-NEOR	A321-251NX	British Airways	23 BAW438/9272
OK-TVV	B737-86Q	SmartWings	CSA616/7/8/9	G-SUEJ	EMB550	Saxonair	SXN50J
OO-MMT	Ce560XLS	Air Service Liège	21	OK-TVT	B737-86N	Travel Service	CSA616/7
OY-NCW	Do328-300	Sun-Air (BAW c/s)	f/v SUS9030/830	OO-MMT	Ce560XLS	Air Service Liège	26
OY-RSE	PC-12/47E	Air Alsie	20	OO-TUV	B737-86J	TUI Belgium	TFL512/093P
PH-TFN	B737-8	TUI Netherlands	del 20 TFL062F/3F	SP-LVC	B737-8	LOT	f/v LOT265/6
20.9H-AMY	CL-850	Air X Charter	21 AXY2009/2105	SU-GCF	A330-243	Egypt Air	MSR757/8
9H-VCK	CL-350	VistaJet Malta	21 VJT405	23.B-LRB	A350-941	Cathay Pacific	f/v CPA271/0
D-BOOK	Falcon 2000LX	Bertelsmann	BFD20K	D-CXLS	Ce560XLS+	Air Hamburg	AHO885W/267P
D-CHLR	EMB505	Atlas Air Service	21 ATL9K	HB-JCR	A220-300	Swiss	f/v SWR734/5
D-CMMP	EMB505	Luxaviation Germany	21 LXG55MP	OE-FWF	Ce510	GlobeAir	24 GAC430W/549S
D-CSUN	Ce560XLS+	Air Hamburg	21 AHO962D	OK-TSC	B737-8FH	Smartwings	CSA618/9
D-IEKU	Ce525A	Excellent Air	21 ECA2C	OM-IEX	B737-8BK	AirExplore	ELY5425/6
EC-LNH	A330-243	Wamos Air	TFL368/073P	OO-JUK	Falcon 7X	Flying Group	FYG43K/121
G-LFBD	Ce525A	Centreline Air Charter	CLF360	SU-GCG	A330-243	Egypt Air	MSR757/8
G-STBC	B777-36NER	British Airways	f/v BAW440/1	TC-JJG	B777-3F2ER	Turkish Airlines	THY1955/6
G-VIIF	B777-236ER	British Airw. div	f/v 21 BAW2232/9152	24.9H-ILZ	CL-850	VistaJet Malta	VJT683
LN-NGT	B737-8JP	Norwegian	div IBK2859/8652	9H-VJO	Global 6000	Global 6000	27 VJT889
LX-JFC	PC-12/47E	Jetfly Aviation	21 JFA19B/64R	9H-VJS	Global 6000	VistaJet Malta	25 VJT929
N910RW	TBM-910	Redwood	21	D-CCCA	Lj35A	Jet Executive	JEI212
OE-FDT	Ce510	GlobeAir	22 GAC216L/430V	EC-MQK	B747-4H6	Wamos Air	SLM994/3005
OE-FIT	Ce510	GlobeAir	GAC863A/752B	B737-8	B737-8	SmartWings	f/v CSA616/7
OK-SWA	B737-8	SmartWings	f/v CSA616/7	OK-SWB	B737-8FH	SmartWings	CSA618/9
OM-IEX	B737-8BK	AirExplore	ELY5425/6	SE-RIL	Ce560XLS	H-Bird Aviation	27 ETZ826Z/827Z
21.9H-OWL	CL-605	Comlux Aviation Malta	MLM101	SU-GCH	A330-243	Egypt Air	MSR757/8
A6-EUR	A380-842	Emirates	f/v UAE147/8	25.B-LRT	A350-941	Cathay Pacific	f/v CPA271/0
CS-TSU	B767-34PER	Euroatlantic	TFL362A/032P	CS-TJK	A321-251N	TAP Air Portugal	f/v TAP672/1
D-CFHZ	EMB505	DAS Private Jets		D-BAHB	Falcon 2000LX	MHS Aviation	27 MHV20Y
D-CHRB	Ce525C	Hahn Air	HHN20B	D-CUGF	Ce525B	Stuttgarter Flugdienst	FFD525
D-CSCB	Ce560XLS+	Silver Cloud Air	22 SCR187	OK-SWD	B737-8	SmartWings	f/v CSA616/7
EC-HDS	B757-256	Privilege Style	VLG8300/1	26.A6-EPL	B777-31HER	Emirates	f/v UAE145/6
EC-MQK	B747-4H6	Wamos Air	SLM994/3	CS-LAU	Ce680A	NetJets Europe	02 NJE7TV
EC-MSZ	B787-9	Air Europa	AEA1091/8	EC-NAV	A320-271N	Vueling	f/v VLG8322/3
G-HCSA	Ce525A	Bookajet	arr	HB-JCQ	A220-300	Swiss	f/v SWR724/5
LX-VMF	Ce560XL	Luxaviation	26 LXA15P	HB-JKK	Falcon 8X	Lions Air Skymedia	f/v
N29DE	Cirrus SF50	Deny Airlines	14	JY-BAC	B787-8	Royal Jordanian	RJA151/2
N79MA	G550	Meadow Air	24	LX-VMF	Ce560XL	Luxaviation	arr LXA15P
N515TJ	Beech 400A	Blackburn Int'l		N167TV	G400	Executive Jet Mgmt	28 EJM167
N805TM	G650ER	Toyota Motor Sales USA	arr	N445MC	B747-4B5ERF	Atlas Air (a/w)	f/v 27 MPH6122/41
OK-SWA	B737-8	SmartWings	CSA616/7	N989PR	TBM-850	Fabio Rory	f/v
OK-TVV	B737-86Q	SmartWings	CSA618/9	OE-GBE	IAI1125SPX	Tyrol Air Ambulance	27 TYW315/6
OO-MMT	Ce560XLS	Air Service Liège	22	OO-MMT	Ce560XLS	Air Service Liège	27

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This Cessna Citation Excel SP-KCS was delivered to Jet Service in 2006. In 2016 the company name was changed to Jet Story. (Rotterdam - The Hague, 12 December 2018, Kees Harteveld)

	OY-NCT	Do328-310	Sun-Air (n/t)	SUS830/9130
	TC-KHG	G550	Korvez	28
	VP-BTO	A320-214	Aeroflot	f/v AFL2192/3
27.	9H-VFB	CL-605	VistaJet Malta	VJT592
	D-IGWT	Ce525A	Sylt Air	28 AWU727/8
	G-UZHT	A320-251N	easyJet	f/v EZY1831/2
	LN-BKC	B737-8	Norwegian	f/v NAX1258/9
	OE-FLG	Ce525	Smartline	
	OE-INM	A320-214	easyJet	f/v EZY8877/80
	OK-TSC	B737-8FH	Smartwings	CSA616/7
	OM-JEX	B737-8AS	Sun d'Or	f/v ELY5425/6
	OO-MMT	Ce560XLS	Air Service Liège	30
28.	9H-YOU	CL-850	Air X Charter	AXY2804/5
	D-CAMB	Lj31A	Jetcall	JCL4
	D-CSCB	Ce560XLS+	Silver Cloud Air	29 SCR187
	D-IGWT	Ce525A	Sylt Air	29 AWU728/9
	EC-LXR	A330-343E	Air Europa	f/v AEA1091/8
	LX-RSQ	Lj45	Luxembourg Air Amb	DUK5AMB
	M-OBIL	Ce525C	Ulla Popken Fashion	
	OE-FLG	Ce525	Smartline	
	OE-FPP	Ce510	GlobeAir	GAC661B/249F
	OH-LZK	A321-231	Finnair	div FIN8921
	OK-TVX	B737-8Z9	Travel Service	CSA618/9
	OO-GMJ	Beech 350	Air Service Liège	04
	PH-RLG	Ce680+	Cartier Europe	
	TC-TAV	BAe125-800XP	TAV Aviation	
29.	4O-MNE	Lj45	Montenegro Government	
	A6-EUB	A380-861	Emirates	UAE147/8
	D-AFUN	ERJ135BJ	Air Hamburg	AHO698Y
	D-CMDH	Ce680	Eisele Flugdienst	EFD6H
	D-IADV	Ce551	MCH Holdings	
	D-ISUN	Ce525A	Excellent Air	arr ECA5C
	EC-MSZ	B787-9	Air Europa	AEA1091/8
	F-GPGK	Falcon 900	Luxaviation France	f/v LEA593A
	HB-JKK	Falcon 8X	Lions Air Skymedia	30
	OE-FIT	Ce510	GlobeAir	30 GAC782F/553A
	OE-FPP	Ce510	GlobeAir	01 GAC249G/371R
	OK-TVO	B737-8CX	Travel Service	CSA616/7
	PH-TFN	B737-8	TUI Netherlands	arr TFL064
30.	9H-VCK	CL-350	VistaJet Malta	31 VJT405
	B-LRK	A350-941	Cathay Pacific	f/v CPA271/0
	EC-MMX	B787-8	Air Europa	AEA1091/8
	OE-INF	A320-214	easyJet	f/v EZY2159/60
	OK-TVX	B737-8Z9	Travel Service	CSA618/9
	OO-MMT	Ce560XLS	Air Service Liège	01
	YU-SCJ	Ce525	Prince Aviation	31 2x PNC9CJ
31.	CS-LAU	Ce680A	NetJets Europe	tst NJE7TV
	OK-SWF	B737-8	Smartwings	CSA66/7
	PH-MRO	Ce421C	Q-Flights	01
	PP-IZB	G650ER	Caoa Montadora de Veiculos	f/v 02

Air Belgium operated some flights for SLM from the 1st. The Dash-8 on the 2nd visited EASP at Schiphol-east. The

KLM jumbo on the same day departed to Rome for paint into Corendon colours. An AeroRescue Dornier arrived the next day. Although we have seen one before they are very regular at Schiphol(-east). Both the Dornier and the previously mentioned Dash-8 composed a small static on the 5th. The Etihad Cargo Boeing on the 6th was all white except for a small ETIHAD Airways sticker under the cockpit windows on the left-side of the plane only. The next day Etihad paid a first visit with a Dreamliner in Formule 1 colours. On the 8th a Corendon Boeing 737 departed for Curaçao. A photo of the aircraft with extra FlyDivi.com titles was published last month on page 53. FC Bayern München arrived for a Champions League match against Ajax on the 11th using a Lufthansa Airbus A350-900. The same aircraft picked the team up two days later. Also on the 13th a Transavia Boeing departing for winter lease. An aircraftchange for SLM. The leased Air Belgium Airbus was replace by a Wamos aircraft on the 15th. The well known Brazilian Falcon with Air Pork One titles also arrived on the 15th. Air Arabia Maroc on the 18th returned after departure due to a birdstrike causing engine vibration. The first TUI Netherlands Boeing 737 MAX 8 arrived on the 19th on delivery. the aircraft continued the next day to Brussels for some post-delivery modifications before entering service. On the 20th some London Gatwick diversions due to drone activity. That was most probably also the reason for a British Airways Boeing 777 on the route to London Heathrow. A first visit of type on the 22nd by a British Airways Airbus A321-200NX. If you want to read more on this type, have a look at Scramble #464, page 34. With Boeing 747 PH-CKD receiving a D-check, Atlas Air Boeing 747 N445MC has been leased to fill in the gap. Arriving on the 26th unfortunately the aircraft is all white. A NetJets Citation arrived from Hannover on the 26th. The aircraft departed back to Hannover on the 31st but returned to Schiphol mid-flight. The Finnair on the 28th was a Woensdrecht diversion. The Airbus continued to Woensdrecht a few hours later. The previously mentioned TUI Boeing 737 MAX 8 returned from Brussels on the 29th. The Emirates return flight on the 29th was operated via Milan due to a canceled flight in Milan.

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

Rotterdam - The Hague

				December 2018
01.	D-FKAI	PC-12/47	Kaiser	dep
	PH-TCN	P180	JetNetherlands	02
	PH-TXA	Ce510	JetNetherlands	dep
02.	CS-DXX	Ce560XLS	NetJets Europe	dep NJE9CF
	N2194	G450	Richmor Aviation	dep

	OY-VIP	Ce550	Benair	BDI311/2	SP-ENT	B737-8AS	Enter Air	ENT521/521P
	PH-VBG	Falcon 2000EX	JetNetherlands	03	11. V-11	G-IV	334sq	NAF11
03.	EI-GHK	ERJ190AR	Stobart Air (a/w)	CFE4455/6	ZE701	BAe146 CC2	32(TR)sq	RRF17/KRF17
	G-BJNZ	PA-23-250	John A. D. Richardson	06	CS-DRY	BAe125-800XPi	NetJets Europe	NJE007N/792D
	OE-FRS	Ce525A	Salzburg Jet Aviation	MOZ29	CS-LTA	Ce680A	NetJets Europe	NJE299F/126T
	OE-FUX	Ce525A	Bairline		D-EHPL	PA-46-350P	Bavaria Flight Service	
	OO-ACO	Ce510	Air Service Liège	04 2x	M-JCBB	G650	JC Bamford Excavators	JCB1
	OO-HCY	R44	Heli & Co	04	M-PIRA	ERJ135BJ	Empira	
	OO-NHU	AS365N3	Netherlands Coastguard		OK-BII	Beech 400A	JetBee Czech	13 JBC563E/B
04.	N421XL	Ce421C	Locaero Services		PH-ANO	Ce560XLS	JetNetherlands	
	N666CP	PA-46-310P			PH-HHJ	AS355F2	Heli Holland Holding	
	OO-HCY	R44	Heli & Co	05	PH-LAU	Falcon 900EX	Exxaero	XRO563/7
	PH-VBG	Falcon 2000EX	JetNetherlands	07	PH-MFA	DA42NG	Martinair Lelystad	MPH-151
05.	9H-BOO	CL-850	Air X Charter	AXY0505/6	PH-MRO	Ce421C	Q-Flights	dep
	G-FXAR	Beech 400XT	Flexjet	FLJ53/4	PH-SEJ	P68B	CNE Air	
	OO-GMJ	Beech 350	Air Service Liège	22	PH-TSN	DA42	Twin Star Netherlands	dep
	PH-TCN	P180	JetNetherlands	06	SP-KCS	Ce560XLS	Jet Story	12 JDI30C
06.	H38	A109BA	17sq/1w	BAF317	12. D-IAIB	Ce525	AIB Assets	13
	L-02	PC-7	131EMVosq	*Diamond04	F-GLLM	Falcon 8X	Xstream	DSO12LM
	V-11	G-IV	334sq	07 NAF11	N29DE	SF-50	Deny Airlines	
	CS-DRZ	BAe125-800XPi	NetJets Europe	NJE698K/633F	N700QT	TBM-700C2	Euroaviation	
	CS-GLH	Global 6000	NetJets Europe	NJE9MD/633F	OE-FXM	Ce525A	Speedwings	13 SPG129
	CS-LTI	Ce680A	NetJets Europe	NJE160R/942M	OO-GLM	Ce680	Air Service Liège	
	D-IABE	PA-42-720	Finow Air Service		PH-LAU	Falcon 900EX	Exxaero	XRO587/06
	D-IFIS	Ce525A	Luxaviation Germany	LXG22S	PH-TCN	P180	JetNetherlands	19
	G-CUKB	Ce560XLS+	Catreus	VCG1UB/2UB	PH-TSN	DA42	Twin Star Netherlands	20
	G-ZENJ	Lj75	Zenith Aviation	07 BZE01A	PH-VBG	Falcon 2000EX	JetNetherlands	17
	OE-FPP	Ce510	GlobeAir	GAC503X/804K	TC-ARB	CL-300	Arkasair	
	OE-FRS	Ce525A	Salzburg Jet Aviation	MOZ29	13. 14+03	Global 5000	FBS BMVg	GAF677
	OE-GHB	Ce560XLS	Bertsch-Aviation		V-11	G-IV	334sq	NAF11
	OE-HED	G200	Avcon Jet	AOJ73D	CS-CHB	CL-350	NetJets Europe	14 NJE892T/075E
	OO-JCV	PC-12/47E	NextGen Aviation		D-IAIB	Ce525	AIB Assets	14
	TC-TJJ	B737-8S3	Corendon (Detur c/s)	CXI8841/2	HA-JEP	Ce650	Jet Stream	JSH652/3
07.	D-CJET	Ce525B	Air Hamburg	AHO633E	M-PTGG	Falcon 8X	Hawker Pac. Aircr. Man'mnt	f/v 14
	OO-JCV	PC-12/47E	NextGen Aviation		PH-FIS	Ce525	JetNetherlands	15
	PH-CJM	Ce680	ASL		PH-RIS	EC130B4	KNSF Flight Services	
	PH-TCN	P180	JetNetherlands	08	14. CS-DQA	Ce560XLS	NetJets Europe	NJE6JH
08.	CS-PHI	EMB505	NetJets Europe	NJE8GX/876G	CS-LTI	Ce680A	NetJets Europe	17 NJE507K/6XK
	D-ASEE	A320-214	Sundair	SDR8860/863F	D-AZFR	BAe146-200A	WDL Aviation	CFE4455/6
	D-CRON	Ce560XLS	Silver Cloud Air	SCR762	HB-VLX	PC-24	Premium Jet	f/v
	N888RK	Ce525C	KOM Activity		N100MC	Ce525 (M2)	Eolo Aviation	
	PH-CJM	Ce680	ASL		OE-FZA	Ce510	GlobeAir	GAC516L/M
	PH-HVB	EC135T2+	ANWB - MAA	LIFELN1	OK-PBT	Ce525A	Queen Air	QNR25A
	PH-VBG	Falcon 2000EX	JetNetherlands	10	OO-WEG	CL-350	Luxaviation Belgium	f/v AAB475
09.	9H-BOO	CL-850	Air X Charter	11 AXY0903/1110	PH-DTS	DA42	Wings over Holland	*
	G-LGNT	Saab 2000	Loganair	LOG841/2	PH-HVB	EC135T2+	ANWB - MAA	LIFELN1
	PH-TXA	Ce510	JetNetherlands	11	15. CS-LTA	Ce680A	NetJets Europe	16 NJE2NS
10.	ZE701	BAe146 CC2	32(TR)sq	KRF17/RRR1117	OK-RLV	G280	Avcon Jet	16
	CS-CHG	CL-350	NetJets Europe	11 NJE035D/280H	OO-SXX	Ce680	Stephex Stables	22
	M-KRAF	Ce550 Bravo	Patagonia Assets	11	PH-LAU	Falcon 900EX	Exxaero	16 XRO524/69
	N492B	TBM-850	2B Airborne		PH-TXA	Ce510	JetNetherlands	
	OO-GLM	Ce680	Air Service Liège		16. G-THFC	ERJ135BJ	Luxaviation UK	LNx69TC/X
	PH-LBR	Ce208B	Skydive Rotterdam	dep	PH-EZN	ERJ190STD	KLM Cityhopper	div KLM1926/50V



End November 2018 this Cirrus Vision began its journey to Europe via stops at Goose Bay, Narsarsuaq, Reykjavik and Wick. Looking at the tracked flights it appears that this SF50 is based at Amsterdam Airport. The operator for N29DE is listed as Deny Airlines. (Rotterdam - The Hague, 12 December 2018, Kees van Boven)

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SKA International Group is a supplier of fuel, aviation and logistics services operating throughout the Middle East and Africa with a Group Head Office based in Dubai. Gulf Wings started operation in December of 2009 in the United Arab Emirates as a subsidiary of Arab Wings. Bombardier Challenger CL-605 A6-MVD is being operated by the company for the SKA Group since its delivery in May 2012. The president & CEO of SKA Group is Mr. Mike Douglas. (Maastricht - Aachen, 23 December 2018, Danny Versteegen)

17. CS-PHD	EMB505	NetJets Europe	18 NJE9LB/291Q	TC-NBH	A320-251N	Pegasus Airlines	PGT1261/2
OH-SWJ	Ce525A	Scanwings	ABF2C/D	27. CS-LTI	Ce680A	NetJets Europe	28 NJE6XK
OY-LGI	Global 6000	ExecuJet Scandinavia	VMP933	D-IGWT	Ce525A	Sylt Air	28 AWU727/8
PH-MAA	EC135T2+	ANWB - MAA	LIFELN1	PH-ULP	EC135T2	ANWB - MAA	LIFELN3
TC-NBG	A320-251N	Pegasus Airlines	f/v PGT1261/2	28. OK-EMA	Ce680	Travel Service	TVS23J/24J
18. 9H-VJM	Global 6000	VistaJet Malta	19 VJT857	TC-NBF	A320-251N	Pegasus Airlines	PGT1261/2
D-FNAH	PC-12/47	Fresena Flug	19	29. CS-CHF	CL-350	NetJets Europe	NJE4PZ
OO-OCA	Beech 350	Air Service Liège	dep	D-CHDJ	Ce560XLS	Excellent Air	30 ECA6C
PH-VBG	Falcon 2000EX	JetNetherlands	23	PH-TCN	P180	JetNetherlands	arr
PH-WRW	EC120B	Heli Holland Holding		30. OO-NHU	AS365N3	Netherlands Coastguard	31 NCG12
19. V-11	G-IV	334sq	20 NAF11	PH-TXA	Ce510	JetNetherlands	2x
9H-VFI	CL-605	VistaJet Malta	21 VTJ525	TC-NBM	A320-251N	Pegasus Airlines	PGT1261/2
G-XJCI	Ce550 Bravo	Xclusivjets	20 XJC307/8	31. D-ASTF	A319-112	Germania	GMI1050/0105
OE-FHA	Ce510	GlobeAir	20 GAC944F/833G	OO-NHV	AS365N3	Netherlands Coastguard	NCG10
PH-HRK	P180	JetNetherlands	dep	TC-NBR	A320-251N	Pegasus Airlines	PGT1261/2
PH-TCN	P180	JetNetherlands	29				
TC-NBV	A320-251N	Pegasus Airlines	PGT1261/2				
20. CS-CHB	CL-350	NetJets Europe	21 NJE6RA/992P				
D-ABEY	CL-605	ImperialJet Europe	JT1251/2				
D-CANG	Ce560XLS+	Air Hamburg	21 AHO169A/546L				
D-IRWR	Ce525	Proair Aviation					
G-IPLY	Ce550 Bravo	Xclusivjets	21 XJC3				
G-OOEG	CL-350	Catreus	VCG1EG/2EG				
OE-FZD	Ce510	GlobeAir	21 GAC833H/208C				
PH-TSN	DA42	Twin Star Netherlands	arr				
SP-AST	Ce525	AMC Aviation	21				
21. CS-DXS	Ce560XLS	NetJets Europe	26 NJE5CM/554Q				
CS-LAS	Ce680A	NetJets Europe	22 NJE197C/5UC				
D-CDOC	Lj45	Jetcal	JCL2				
PH-HRK	P180	JetNetherlands	arr				
PH-MFA	DA42NG	Martinair Lelystad	MPH151				
TC-NBK	A320-251N	Pegasus Airlines	PGT1261/2				
22. CS-DXW	Ce560XLS	NetJets Europe	NJE101C/114K				
D-BIKA	Falcon 2000EX	ACM Air Charter	BVR777				
G-IPLY	Ce550 Bravo	Xclusivjets	23 XJC3				
OE-FPK	Ce525A	Salzburg Jet Aviation	MOZ437				
OK-EMA	Ce680	Travel Service	TVS19J/20J				
OO-GMJ	Beech 350	Air Service Liège					
TC-JVL	B737-8F2	Turkish Airlines	THY3918/9				
VQ-BOV	CL-850	Sirius-Aero	CIG1501/2				
23. HB-GPH	Beech B200	Pinkerton					
OE-FZD	Ce510	GlobeAir	24 GAC208D/620E				
PH-DTS	DA42	Wings over Holland	*				
PH-VBG	Falcon 2000EX	JetNetherlands	24				
TC-JHF	B737-8F2	Turkish Airlines	THY3920/1				
TC-NBU	A320-251N	Pegasus Airlines	PGT1261/2				
24. V-11	G-IV	334sq	25 NAF11				
OE-FHA	Ce510	GlobeAir	GAC470U/306X				
OE-FXM	Ce525A	Speedwings	26 SPG915				
TC-NBL	A320-251N	Pegasus Airlines	PGT1261/2				
YU-PZM	Ce560XLS+	Air Pink	26				
25. CS-CHG	CL-350	NetJets Europe	NJE2BX/385A				
D-CASH	EMB505	Air Hamburg	AHO489U				
D-INKY	P180	AirGo Flugservice	XGO3RD/3MV				
SP-TBM	TBM-930	PLEK2	29				
26. OO-GMJ	Beech 350	Air Service Liège					

Sundair operated a charter from Friedrichshafen on the 8th. Loganair operated a round trip from and to Aberdeen on the 9th. On the 10th Enter Air operated a charter from Katowic. The Falcon 8X on the 13th was on a delivery flight to Singapore when it spent the night at the airport. Premium Jet had the honour of being a first visit with the PC-24 on the 14th. On that same day WDL operated a service for Cityflyer. The KLM Cityhopper on the 16th was an Amsterdam diversion. Pegasus was scheduled to operated their first regular service to Istanbul on the 16th, but this flight had to divert to Brussels. On the 17th the first flight with Airbus A320NEO equipment did take place. Turkish Airlines operated two Mekka-charters on the 22nd and 23rd. Germania operated a charter from Budapest on the last day of 2018.

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

Maastricht - Aachen

December 2018			
01. 4K-SW888	B747-4R7F	Silk Way West Airlines	AZG259/260
SP-SPE	ATR72-202	SprintAir	SRN257/8
02. G-FFFC	Ce510	Synergy Aviation	SYG489
PH-TCN	P180	JetNetherlands	03
SP-SPE	ATR72-202	SprintAir	SRN259/271
03. D-GVCC	DA42	Rent-A-Plane	
D-IAWG	Ce425	Aerwest	
LX-VMF	Ce560XL	Luxaviation	LXA15P
N8100E	Falcon 900EX	Emerson Electric	N8100E
OO-ACC	Ce525A	Air Service Liège	
04. HB-FVZ	PC-12/45	Happy Lines	
I-SWIA	B747-4R7F	Silk Way Italia	AZG7978/9
LX-GCL	B747-467F	Cargolux	UAE9988
N705CK	B747-4B5F	Kalitta Air	THY6747/8
OO-ACC	Ce525A	Air Service Liège	
PH-TCN	P180	JetNetherlands	
05. D-IDAZ	Ce525	Donau Air Service	
PH-TCN	P180	JetNetherlands	
06. ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/1

LN-WDF	DHC-8-402	Widerøe	WIF8539/7539	LX-GCL	B747-467F	Cargolux	UAE9962
LX-GCL	B747-467F	Cargolux	UAE9962	OO-JWB	PC-12/47E	Nextgen Aviation	23
N705CK	B747-4B5F	Kalitta Air	THY6319	PH-HRK	P180	JetNetherlands	
07.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG257/8	22.LN-WIV	DHC-8-103	Widerøe	dep WIF9019
LX-RCV	B747-4R7F	Cargolux	08 CLX7135	LN-WSA	DHC-8-202	Widerøe	arr WIF9024
OE-FNP	Ce510	GlobeAir	08 GAC020Q/R	23.A6-MVD	CL-605	Gulf Wings	25
08.ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/1	ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4480/1
09.D-IANA	Beech B200	Euro Link		F-HTTO	Global 5000	Flying Group	tst FYG12T/12T
ES-PVR	Lj60	Panaviatic	10 VPC9	LN-WDL	DHC-8-402	Widerøe	WIF7544/8544
LN-WDL	DHC-8-402	Widerøe	WIF7540/8540	24.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG7978/9
M-GETS	PC-12/47E	3FS Aviation		D-ABQE	DHC-8-402	Eurowings	dep GWI6900
10.D-CKNA	Ce525C	Star Wings Dortmund	STQ444	YU-SCJ	Ce525	Prince Aviation	25 PNC9CJ
D-IDAS	EMB500	Donau Air Service		26.D-BLUE	Falcon 2000LX	ACM Air Charter	BVR222
M-GETS	PC-12/47E	3FS Aviation		29.9H-ILV	CL-850	VistaJet	VJT624
11.OY-RJC	CRJ100LR	Global Reach Aviation	PAV5166	D2-EUO	DHC-8-402	HM - Heli Malongo Airways	tst
G-MEDZ	Beech B200	Zeusch Aviation	12 MDI02	D-ITRA	Ce525	Transavia Flug	
LN-WDK	DHC-8-402	Widerøe	12 WIF8565/7541	30.D2-EUO	DHC-8-402	HM - Heli Malongo Airways	dep
OO-ACO	Ce510	Air Service Liège		N705CK	B747-4B5F	Kalitta Air	THY6319
12.CS-LAS	Ce680A	NetJets Europe	NJE426N/219H	31.OE-FHK	Ce510	GlobeAir	01 GAC096G/H
G-MEDZ	Beech B200	Zeusch Aviation	13 MDI02				
I-SWIA	B747-4R7F	Silk Way Italia	AZG7978/9				
N8800E	Falcon 7X	Emerson Electric	14				
OO-ACO	Ce510	Air Service Liège	14				
SP-KPC	Saab 340A	SprintAir	SRN056/7				
13.D-IMAH	Ce525A	Mahle International					
LX-GCL	B747-467F	Cargolux	UAE9962				
N705CK	B747-4B5F	Kalitta Air	THY6319				
N8000E	Falcon 7X	Emerson Electric					
OO-WGW	AS350B3	Heli & Co					
SP-CEZ	Lj60XR	AMC Aviation	AMQ3Z				
SP-MRB	Saab 340A	Skytaxi (a/w)	IGA512/3				
15.4K-SW008	B747-4R7F	Silk Way West Airlines	AZG259/260				
D-ISAR	Raytheon 390	Euroflug Frenzel	16				
16.D-BLUE	Falcon 2000LX	ACM Air Charter	BVR222				
HA-LPZ	A320-232	Wizzair	div WZZ1641/2				
HA-LWD	A320-232	Wizzair	div WZZ3659/60				
HA-LWX	A320-232	Wizzair	div WZZ1825/6				
HA-LXS	A321-231	Wizzair	div WZZ1371/2				
LN-WDJ	DHC-8-402	Widerøe	WIF7542/8542				
PH-EZP	ERJ190STD	KLM Cityhopper	div KLM1954				
PH-EZZ	ERJ190STD	KLM Cityhopper	div KLM1767				
PH-HZD	B737-8K2	Transavia	div 17 TRA6216/051				
17.I-GEFD	Falcon 2000	Sirio	SIO741				
OO-ACO	Ce510	Air Service Liège					
18.CS-DXQ	Ce560XLS	NetJets Europe	NJE795F/517Y				
19.D-ABQM	DHC-8-402	Eurowings	arr GWI6900				
D-IATE	CeF406	Air Taxi Europe	TWG266/167				
LN-RDV	DHC-8-402	Widerøe	WIF8542/7543				
LX-GCL	B747-467F	Cargolux	UAE9988				
PH-HRK	P180	JetNetherlands					
PH-TXA	Ce510	JetNetherlands					
20.4K-SW888	B747-4R7F	Silk Way West Airlines	AZG7978/9				
9H-DDJ	Lj75	Kermas International	KER888				
N705CK	B747-4B5F	Kalitta Air	THY6319				
21.D-ISAR	Raytheon 390	Euroflug Frenzel					

On the 16th several Wizzair diversions from Eindhoven. The two KLM on that day were Schiphol diversions and the Transavia was also an Eindhoven diversion. The Eurowings Dash-8 on the 19th was a maintenance visitor. The Widerøe on that same day operated a charter for Andre Rieu. On the 22nd an aircraft maintenance change by Widerøe. Flying Group operated a training flight on the 23rd while Widerøe operated a charter for Andre Rieu again. On the 24th an Eurowings Dash-8 departed after maintenance. The Heli Malongo Airways Dash-8 on the 29th operated a local test flight before departing back home the next day.

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

Groningen - Eelde

				December 2018			
01.N188J	Global 5000	Executive Jet Management	arr				
N305KN	G650ER	AFO	arr				
OO-SKW	DA42	Skywings Flight Training					
03.L-01	PC-7	131EMVosq					
N576MA	TBM-850	HTG Trading	04				
04.L-01	PC-7	131EMVosq					
L-02	PC-7	131EMVosq					
L-05	PC-7	131EMVosq					
06.D-IPCH	Ce525A	Jetkontor	JKH32A				
OY-EDP	Ce650	North Flying	NFA74P/74				
10.L-11	PC-7	131EMVosq	Diamond07				
N576MA	TBM-850	HTG Trading	11				
11.L-11	PC-7	131EMVosq					
EI-DMG	Ce441	Dawn Meats Group					
G-RVNE	P68B	Ravenair	tdy 15 RVR8NE				
OY-MIS	P68C	Bio Flight	tdy 15 BIO03				
12.G-FXDM	Beech 400XT	Flexjet	13 FLJ51				
N8689G	Ce340A	Adamas					
PH-DFD	DA42	Belgian Flight School					



This Challenger CL-605 was initially delivered to TAG Aviation (UK) in February 2012 as G-LTSK. In August 2018 the bizjet was transferred to the San Marino register as T7-VAS. It is being operated by Execujet Middle East, since 2015 part of the Luxaviation Group. (Groningen - Eelde, 26 December 2018, Hendrik Cazemier)

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Pobeda Airlines is a Russian low-cost airline and a wholly owned subsidiary of Aeroflot. Its Russian name Победа translates in English to Victory. The airline commenced its first flight in 2014. Boeing 737 VP-BPK was delivered to the airline in November 2017 as part of a ten year-long lease via BOC Aviation. (Eindhoven, 24 December 2018, Michiel van Herten)

				Eindhoven		December 2018	
13.D-CEMS	Ce525B	Meyer Werft	14				
G-FXKR	Beech 400XT	Flexjet	FLJ51/4				
OE-FHA	Ce510	GlobeAir	14 GAC392A/281B				
14.D-CSOS	Lj45	Jetcall	JCL1	01.PH-FHB	PA-46-500TP	Faber Halbertsma	dep
OE-FHA	Ce510	GlobeAir	15 GAC281C/703D	PH-MDG	Ce680+	Exxaero	10 - /XRO656
PH-DFD	DA42	Belgian Flight School		SP-RSC	B737-800	Ryanair Sun	f/v RYR63AW/5891
15.D-CAPO	Lj35A	Jet Executive International Charter		02.D-CASH	EMB505	Air Hamburg	03 AHO682C
16.PH-EZE	ERJ190STD	KLM Cityhopper	div KLM1352	PH-FJK	Ce525B	JetNetherlands	08
17.N576MA	TBM-850	HTG Trading	18	03.FB17	F-16BM	10w/OCU	*
18.D-CDDD	Ce560XLS+	DC Aviation	DCS714/3	L-01	PC-7	131EMVOsq	*Diamond09
D-HHXH	AW139	HeliService International	*	D-CASH	EMB505	Air Hamburg	04 AHO682V/365J
19.OE-FWF	Ce510	GlobeAir	GAC332P/221Q	G-SPRE	Ce550 Bravo	Xclusive Jet Charter	XJC2
OE-FWF	Ce510	GlobeAir	20 GAC221R/S	N1955M	Global 6000	McDonalds	05
PH-HOW	H145	RAV Fryslân – MAA		PH-HWM	CL-605	ASL	dep
PH-TXA	Ce510	JetNetherlands	2x	04.L-01	PC-7	131EMVOsq	Lucky44
20.OE-FWF	Ce510	GlobeAir	GAC221T/234U	L-02	PC-7	131EMVOsq	Lucky45
PH-RWY	Bo105DBS4	Rotor & Wings		L-05	PC-7	131EMVOsq	Lucky41
22.PH-CGC	Do228-212	Kustwacht	NCG01	L-11	PC-7	131EMVOsq	Lucky42
24.N576MA	TBM-850	HTG Trading	25	D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	TYW211F/213F
26.LX-LAA	Lj45	Ducair – LAR	DUK7AMB	D-IMRB	Beech C90GTI	E-Aviation	EFD1B
T7-VAS	CL-605	ExecuJet Middle East		OE-LFB	B757-23APF	ASL Airlines Belgium	TAY430P/1585
27.D-IPCH	Ce525A	Jetkontor	28 JKH32A	OO-PKX	Ce750	Air Service Liège	dep
				PH-HWM	CL-605	ASL	11
				PH-NDK	Falcon 900B	Exxaero	05 XRO605
				SP-RSK	B737-800	Ryanair Sun	f/v RYR63AW/5891
				05.J-368	F-16BM	312/313sq	*5x Metal21
				OO-IDE	Ce525	Air Service Liège	
				SP-RSR	B737-800	Ryanair Sun	f/v RYR783K/3MK
				07.D-COMO	Lj60	Imperial Jet Europe	JT1170/1
				D-ISLT	Ce525A	Sylt Air	AWU907
				F-HVYC	Ce560XLS+	Lyreco	
				PH-CJM	Ce680	ASL	dep
				PH-HGT	Ce680+	Exxaero	dep XRO642
				08.PH-CJM	Ce680	ASL	11
				PH-FJK	Ce525B	JetNetherlands	
				UR-CEZ	An-12BP	Cavok Air	09 CVK7036/7
				09.N387SL	Ce750	Schweitzer Eng. Laboratories	10
				OO-PKX	Ce750	Air Service Liège	11
				PH-FJK	Ce525B	JetNetherlands	
				SE-DZZ	Ce525B	JetNetherlands	16
				10.L-11	Lj35A	Scand. AirAmbulance	f/v DFL05
				Q-05	PC-7	131EMVOsq	Diamond07
				D-COMO	AH-64DN	301sq	Redskin13
				EC-MUB	Lj60	Imperial Jet Europe	20 JT1173/205
				M-ORIS	B737-86J	AlbaStar	LAV911P/5785
				OO-JLO	EMB550	Flightassist (NW)	
				PH-ANO	B737-8K5	TUI fly Belgium	JAF911/9121
				PH-CDE	EMB550	Flightassist (NW)	
				12.Q3	Ce560XLS	JetNetherlands	2x
				D-ISLT	B737-8KN	Corendon Dutch Airl.	CND291P/9291
				EC-MTV	C-17A	HAW	13
				OO-IDE	Ce525A	Sylt Air	AWU912
				OO-JLO	B737-8K5	AlbaStar	LAV5786/912P
				OO-NEY	Ce525	Air Service Liège	
				PH-CJM	B737-8K5	TUI fly Belgium	JAF9363/935F
					EMB545	Air Service Liège	
					Ce680	ASL	arr

On the 16th an Amsterdam diversion.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

		December 2018	
02.F-HDAE	PC-12/47E	SGBO	dep
03.F-GOBA	R44	Poly Commerce	dep
M-BETS	RC695A	Aldersey Aviation	dep
OE-EMG	TBM-930	Goldeck Textil	
PH-SAE	PA-44-180	Stella Aviation International	11
04.F-GOBA	R44	Poly Commerce	05
PH-RWY	Bo105DBS4	Rotor & Wings	dep
SE-MBJ	PA-34-220T		
05.F-GOBA	R44	Poly Commerce	10
PH-DTS	DA42	Wings over Holland	
PH-HGB	R44	HeliAir	
10.F-GOBA	R44	Poly Commerce	11
OO-PXL	P68C-TC	Aerodata International Surveys	arr
PH-LBR	Ce208B	Skydive Rotterdam	arr
11.F-GOBA	R44	Poly Commerce	tdy 13
M-BETS	RC695A	Aldersey Aviation	13
PH-HGT	Ce680+	Exxaero	19 XRO658/80
PH-PXB	EC135P2+	Nationale Politie	ZXP02
14.N2648X	Ce501	T.S. Aviation	15
17.OE-XXY	R44	Heli & Co	arr
18.PH-ECE	EC120B	Heli Holland Holding	
19.PH-BSU	Ce208B	Paracentrum Texel	dep
PH-JAS	Ce208	Paracentrum Texel	arr
20.PH-ENK	R44	Bear Helicopters	
22.PH-HGT	Ce680+	Exxaero	29 XRO613/6
27.D-IBWA	Ce525	S & S	tst

Credit: Teuge Airport.

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PH-HWM	CL-605	ASL	13	27.D-BEEP	Ce750	Air X Charter (Germany)	AXG22
PH-MDG	Ce680+	Exxaero	13 XRO656/633	D-CTRI	Lj35A	Air Alliance Express	AYY112
UR-82073	An-124-100	Ant. Des. Bureau	13 ADB2670/273F	PH-FJK	Ce525B	JetNetherlands	30
UR-CKL	An-12BK	Cavok Air	arr CVK7035	28.D-CFAF	Lj60	FAI Rent-A-Jet	IFA2950
13.D-101	CH-47D	298sq	*Grizzly4	UR-CEZ	An-12BP	Cavok Air	dep CVK7021
D-661	CH-47D	298sq	*Grizzly4	VQ-BWG	B737-8LJ	Pobeda	f/v PBD913/4
S-444	AS532U2	300sq	*Wildcat5	30.PH-FJK	Ce525B	JetNetherlands	arr
S-453	AS532U2	300sq	*Wildcat6	VP-BPT	B737-800	Pobeda	f/v PBD913/4
14.J-882	F-16BM	312/313sq	*Bulldog01	31.OO-GEE	PC-12/47E	Blue Sky Aviation	arr
CS-LTF	Ce680A	NetJets Europe	NJE492K/336F	VQ-BTD	B737-8MA	Pobeda	f/v PBD913/4
G-LEAX	Ce56XLS	Luxaviation UK	LNx63AX				
PH-HWM	CL-605	ASL	19				
15.G-781	C-130H	336sq	arr NAF24				
G-988	C-130H	336sq	arr NAF22				
G-GILB	Ce510	Catreus	16 VCG1LB				
N341AP	Falcon 2000EX	Southern Air Systems	17				
PH-MDG	Ce680+	Exxaero	18 XRO633/663				
SP-RSH	B737-800	Ryanair Sun	f/v RYR783K/3MK				
17.D-AFAN	CL-850	FAI Rent-A-Jet	f/v IFA6483				
OO-PKX	Ce750	Air Service Liège	21				
OY-GEF	Beech B200GT	Lars Thrane					
PH-CGC	Do228-212	Kustwacht	*NCG03				
18.S-447	AS532U2	300sq	*Wildcat03				
D-CWIT	Ce525C	Witron Logistic	19				
D-INMA	Beech C90B	Makra					
PH-DAM	P180	JetNetherlands					

On the 4th a cargo charter operated by ASL Airlines Belgium. AlbaStar and TUI Belgium both operated a charter for PSV Eindhoven to Milan Malpensa on the 10th. On the 11th Corendon operated a military charter. The PSV charters returned on the 12th. On the 15th both 336sq C-130H returned from Yuma after their deployment there, training with special forces from The Netherlands. The Ryanair Sun on the 18th diverted with a medical emergency while on its way from Kraków to Belfast. Pobeda started their regular service from Vnukovo on the 21st.

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

Credits: EWAS, Oscar Sannen, Scramble MB.



The 757-200PF, also known as package freighter, entered service with UPS Airlines in 1987. The aircraft on the photo entered service with Challenge Air Cargo in 1980. It was added to the TNT Airways fleet in 2015 as OE-LFB. During August 2018 the aircraft was repainted in the new corporate colours of ASL Airlines Belgium and with the departure of OO-TFA the sole Boeing 757 currently in the fleet. (Eindhoven, 4 December 2018, Michiel van Herten)

PH-FJK	Ce525B	JetNetherlands	22	<u>Hilversum</u>			
SP-RSC	B737-800	Ryanair Sun	div RYR1BT	November 2018			
19.D-CWIT	Ce525C	Witron Logistic	20	03.D-HGVB	R44	Rotavisie	
PH-HGT	Ce680+	Exxaero	22 XRO680/613	10.PH-RIS	EC130B4	KNSF Flight Services	
PH-HWM	CL-605	ASL	21	19.F-GOBA	R44	Heli & Co	
UR-CBG	An-12BP	Cavok Air	CVK7021/-	OO-HCP	R44	Heli & Co	tdy 20
20.PH-DWS	ERJ135LR	Air Charters Europe	27 JNL854/313	24.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
21.03	C-17A	HAW	dep Bartok69	27.PH-MAA	EC135T2+	ANWB - MAA	Lifeline01
PH-FHB	PA-46-500TP	Faber Halbertsma	2x				December 2018
PH-HWM	CL-605	ASL	arr	04.OO-HCY	R44	Heli & Co	
UR-CJN	An-12B	Cavok Air	CVK7033/-	08.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
VP-BPJ	B737-800	Pobeda	f/v PBD913/4	09.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
22.03	C-17A	HAW	Bartok69	10.OO-HCP	R44	Heli & Co	
PH-FJK	Ce525B	JetNetherlands	23 2x	15.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
UR-CBG	An-12BP	Cavok Air	CVK7039/41	PH-PXB	EC135P2+	Nationale Politie	ZXP02
UR-CJN	An-12B	Cavok Air	CVK7035/37	PH-PXC	EC135P2+	Nationale Politie	ZXP03
23.OO-GEE	PC-12/47E	Blue Sky Aviation		22.PH-HGB	R44	HeliAir	*
PH-FJK	Ce525B	JetNetherlands	27	24.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
VQ-BWH	B737-8LJ	Pobeda	f/v PBD913/4	27.PH-HGB	R44	HeliAir	*
24.PH-TXA	Ce510	JetNetherlands		30.PH-HVB	EC135T2+	ANWB - MAA	Lifeline01
VP-BPK	B737-800	Pobeda	f/v PBD913/4				
YU-FNR	Ce525	Eagle Express	25 EES324A/325A				
25.OE-FMI	Ce525	FlyTyrol	FTY2				
26.VP-BPX	B737-800	Pobeda	f/v PBD913/4				

Police and medics attended the airfield on the 15th due to a fatal crash.

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The second NH90-ASW for the Luftforsvaret (Royal Norwegian Air Force) was delivered on 3 December 2018. The helicopter with serial 353 passed through Den Helder - De Kooy for a short refuel stop. The 334 skv helicopter is based at a new built helicopter base at the Naval facility at Haakonsværn near Bergen. (Den Helder, 3 December 2018, Edwin Daalder)

Credits: Ernesto Bauer, Hilversum Airport (Facebook), Kees van Aggelen, Scramble MB.

Gilze-Rijen

December 2018			
05. <u>H46</u>	A109BA	17sq/1w	<u>BAF317</u>
<u>L-02</u>	PC-7	131EMVOsq	* <u>Razor02</u>
<u>L-11</u>	PC-7	131EMVOsq	* <u>Razor11</u>
10. 271	EC135P2+	302sq	IRL271
11. <u>L-05</u>	PC-7	131EMVOsq	* <u>Diamond13</u>
<u>L-12</u>	PC-7	131EMVOsq	* <u>Diamond05</u>
12. <u>FB22</u>	F-16BM	2w	* <u>BAF245</u>
13. <u>L-02</u>	PC-7	131EMVOsq	* <u>Diamond09</u>
<u>L-08</u>	PC-7	131EMVOsq	* <u>Diamond12</u>
14. <u>L-02</u>	PC-7	131EMVOsq	* <u>Diamond05</u>
<u>L-12</u>	PC-7	131EMVOsq	* <u>Diamond17</u>
<u>L-13</u>	PC-7	131EMVOsq	* <u>Diamond20</u>
17. PH-ULP	EC135T2	ANWB-MAA	Lifeline3
18. <u>L-02</u>	PC-7	131EMVOsq	* <u>NAF132</u>
<u>L-06</u>	PC-7	131EMVOsq	* <u>Diamond09</u>
<u>L-13</u>	PC-7	131EMVOsq	* <u>NAF131</u>
19. <u>D-106</u>	CH-47D	298sq	arr <u>Grizzly92</u>
<u>L-02</u>	PC-7	131EMVOsq	* <u>Diamond05</u>
<u>L-08</u>	PC-7	131EMVOsq	* <u>Diamond18</u>
20. <u>L-02</u>	PC-7	131EMVOsq	* <u>Diamond07</u>

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

December 2018			
03. 353	NH90-ASW	334Skv	delivery
04. L-11	PC-7	131EMVOsq	
OO-NSQ	AW139	NHV	f/v

06. G-CCGS	Do328-110	Loganair	
10. 0453	C295M	242.tsl	CEF6026
14. 0453	C295M	242.tsl	
20. G-CCGS	Do328-110	Loganair	LGL061

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

Leeuwarden

December 2018			
03. 0453	C295M	242.tsl	CEF6021
L-01	PC-7	131EMVOsq	* <u>Diamond09</u>
Q-01	AH-64DN	301sq	arr Redskin33
Q-13	AH-64DN	301sq	arr Redskin34
Q-14	AH-64DN	301sq	arr Redskin44
Q-23	AH-64DN	301sq	arr Redskin43
05. FA104	F-16AM	10w	* <u>BAF501</u>
06. FB22	F-16BM	2w	* <u>BAF271</u>
17. J-021	F-16AM	322sq	arr NAF91
L-11	PC-7	131EMVOsq	Diamon09

As part of exercise Purple Windmill four 301sq Redskin Apaches visited Leeuwarden. Unfortunately it is not recorded when they left again.

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

Lelystad

December 2018			
01. D-GLBA	DA42	European Flight Training Centre	12
03. D-664	CH-47D	298sq	Shadow5
Q-14	AH-64D	301sq	* <u>Redskin44 Form.</u>
Q-23	AH-64D	301sq	* <u>Redskin44 Form.</u>
D-AOLH	Fokker 100	Avanti Air	17
04. OO-ATO	Cabri G2	Air Technology Belgium	tdy 20



This Global Express was delivered to Oakley in May 2002. From that time it changed operators seven times. Its last operator was Global Jet Luxembourg and it carried registration LX-NYO. From May 2018 FAI Rent-A-Jet became the next operator. Erwin Stam was at Lelystad Airport on 17 December 2018 when the bizjet arrived for paintwork, already with its future registration D-ACEV.

05.D-COLO	Ce525C	Jetkontor	07 JKH32C
08.PH-HGB	R44	HeliAir	*
10.PH-HGB	R44	HeliAir	*
12.S-444	AS532U2	300sq	*Wildcat63
14.PH-PXC	EC135P2+	Nationale Politie	2x *ZXP03
PH-PXZ	AW139	Nationale Politie	*ZXP26
17.D-ACEV	Global Express	FAI Rent-A-Jet	10 IFA100/200
PH-HVB	EC135T2+	ANWB - MAA	23 - /Lifeline1
PH-PXZ	AW139	Nationale Politie	*ZXP26
23.PH-MAA	EC135T2+	ANWB - MAA	arr Lifeline1

On their way from Leeuwarden to Gilze-Rijen two Apache helicopters performed a low approach on the 3rd. On that same day the Chinook developed a technical issue and made a tech-stop at the airport. The Fokker on the 3rd arrived in Bek Air colours for a repaint. The aircraft departed all white on the days its replacement arrived. The Global Express is a new addition for FAI. The helicopter on the 4th was most probably on temporarily duty with HeliCentre.

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

Volkel

				December 2018
03.CH03	C-130H	20sq	*BAF673	
FA56	F-16AM	10w	*BAF434	
FA95	F-16AM	10w	*BAF431	
04.J-014	F-16AM	1(NLD)ATF ME	dep NAF91	
05.FB23	F-16BM	10w/OCU	*BAF521	
L-11	PC-7	131EMVosq	*Razor11	
L-13	PC-7	131EMVosq	*Razor03	
14.J-512	F-16AM	312/313sq	arr Bulldog01	

December movements for Volkel end in a tie between The Netherlands and Belgium. J-014 was the last 'new supply' F-16AM for the Air Task Force Middle East deployment as they would return homebound early Januari 2019. J-512 returned from Woensdrecht after attending LCW for maintenance.

Credits: SGVolkel Message Board, Scramble MB

Woensdrecht

				December 2018
03.PH-ELP	EC135T2	ANWB - MAA	Lifeline2	
04.D-106	CH-47D	298sq	tst Grizzly92	
05.J-368	F-16BM	312/313sq	*Metal21	
5B-DDB	Fokker 70	TUS Airways	dep CYF124	
06.H38	A109BA	17sq/1w	*BAF317	
D-106	CH-47D	298sq	tst Grizzly92	
J-061	F-16AM	322sq	arr Killer	
10.J-362	F-16AM	322sq	dep Blade1	
11.VQ-BGX	A321-231	Ural Airlines	dep SVR3901	

12.D-106	CH-47D	298sq	tst Grizzly92
OH-LZN	A321-231	Finnair	dep FIN8922
OH-LZT	A321-231	Finnair	28 FIN8921/2
14.J-514	F-16AM	312/313sq	dep Bulldog02
17.D-106	CH-47D	298sq	tst Grizzly92
18.EI-EPG	B737-8AS	Ryanair	dep
19.D-106	CH-47D	298sq	tst + dep Grizzly91
ES-SAM	A320-232	Smartlynx Estonia	arr MYX9590
9A-BTD	Fokker 100	Trade Air	20 TDR9351/9100F
20.D-663	CH-47D	298sq	arr Ghost2
J-021	F-16AM	322sq	arr Blade
21.EI-EPE	B737-8AS	Ryanair	dep
28.OH-LZK	A321-231	Finnair	arr FIN8921
YL-LCP	A320-232	Smartlynx	dep MYX9425
4O-AOM	Fokker 100	Montenegro Airlines	dep MGX999

In December Woensdrecht slowed down for the season holidays, as can be seen in the movements. Two specials on the civil side that stand out are both Ryanair B737-800s. After leaving Fokker Aircraft Services both jets arrived at Montpellier and entered storage there.

Credits: J. Havelaar, Scramble MB.

Texel

				December 2018
05.F-GOBA	R44	Heli & Co		
10.N748D	Beech 76	Ö. Sati		
11.PH-HCE	R66	HeliCentre		
PH-WRW	EC120B	Heli Holland Holding		
13.PH-DTS	DA42	Wings over Holland		
17.L-08	PC-7	131EMVosq	Diamond08	
24.PH-DKI	P68C	Zeeland Air		
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart		
27.PH-MBO	DA62	M. Boers		
29.PH-SWN	Ce414A	PARC Air		

Credit: Texel Airport.

Twente

				December 2018
01.D-AHXF	B737-7K5	TUIfly	arr TUI100	
03.D-IMRB	Beech C90	E-Aviation	EFD1B	
04.M-EGGA	Beech 200		05	
12.CS-DXO	C560XLS	NetJets Europe	NJE681G/439E	
19.PH-MDG	Ce680+	Exxaero	21 XRO663/614	
20.M-IFFY	Ce510	XEAD aviation		

On the 1st the second of two TUIfly Boeing 737s arrived from Hannover. The aircraft will be scrapped by AELS after all usable parts have been removed.

Credit: EHTW spotters.



Boeing 737 D-AHXF was delivered to TUIfly in December 2007. From October 2009 it was operated for Air Berlin. When Air Berlin collapsed the aircraft was returned to TUIfly. The aircraft was photographed when it arrived for scrapping. (Twente, 1 December 2018, Rene Liebe)

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Movements Belgium



Pilatus OO-PCN is a recent addition for the European Aircraft Private Club. European Aircraft Private Club is a cooperative company managing, for its Shareholders, a fleet of aircraft. The Pilatus PC-12 was delivered on 18 December 2018 from the factory via Paris Le Bourget to Brussels South Charleroi. (Antwerp, 25 December 2018, Paul Soons)

Antwerp

December 2018				OO-PCM	PC-12/47E	EAPC	
01. PH-DFD	DA42	BFS		08. D-CEFO	Ce560XLS+	Air Hamburg	
02. D-IBJJ	Ce525A	Air Hamburg	03	LX-JFW	PC-12/47E	Jetfly Aviation	09
F-HGIO	Ce510	Astonjet		OO-STR	AS350B3	Stephex Stables	
G-MSPT	EC135T2	S.J. Golding	03	09. D-CEFE	Ce525C	E-Aviation	
OO-ACC	Ce525A	Air Service Liège	03	N850BG	TBM-850	Wren Aviation	f/v
OO-STR	AS350B3	Stephex Stables		OO-ACC	Ce525A	Air Service Liège	12
PH-TXA	Ce510	ASL	04 2x	PH-LAU	Falcon 900EX	Exxaero	
03. CS-LTF	Ce680A	NetJets Europe		10. CS-PHM	EMB505	NetJets Europe	f/v
CS-PHB	EMB505	NetJets Europe		D-FABS	PC-12/47E	Schumacher Packaging	
D-CQAB	Lj45	Quick Air Jet Service		HB-IGV	Falcon 50EX	VF International	
F-HATV	Ce680A	Astonjet	f/v	OO-IDE	Ce525	Air Service Liège	12
G-LUBB	Ce525	Centreline		OO-NEY	EMB545	Air Service Liège	12
HB-IGV	Falcon 50EX	VF International	2x	OY-MIS	P68C	Bio Flight	
OY-MIS	P68C	Bio Flight	11	11. D-CEHM	Ce560XLS+	Stuttgarter Flugdienst	
04. D-IBJJ	Ce525A	Air Hamburg	06	D-HBWH	Bo105S	Air Lloyd	12
G-LUBB	Ce525	Centreline		D-IFFF	CeF406	Air Taxi Europe	13
OE-FPP	Ce510	GlobeAir	05	F-HFMC	TBM-850	Voyag'Air	f/v
OE-FWF	Ce510	GlobeAir		G-FXDM	Nextant 400XT	Flexjet	f/v 12
OO-ACC	Ce525A	Air Service Liège	06	G-LUBB	Ce525	Centreline	12
OO-ACO	Ce510	Air Service Liège	08	HB-IGV	Falcon 50EX	VF International	
OO-VLS	Fokker 50	Amapola Flyg (VLM c/s)	dep	OO-KBT	Bell 206L	Airborne	
PH-CGC	Do228-212	Kustwacht	2x *	PH-TXA	Ce510	ASL	12
PH-LAW	CeT310R	AFOC Germany		12. HB-IGV	Falcon 50EX	VF International	
PH-SEJ	P68B	CNE Air		OO-IDE	Ce525	Air Service Liège	15
05. D-AAAY	CL-604	Air Independence	f/v 08	OO-PCK	PC-12/47E	EAPC	
M-ARTY	PC-12/47E	Creston (UK)	06	PH-TXA	Ce510	ASL	13
N127QR	Beech 300LW	A. Ruijgrok	18	13. D-HBWH	Bo105S	Air Lloyd	14
OK-AST	Ce560XL	Air Bohemia	07	D-IFFF	CeF406	Air Taxi Europe	
OO-IDE	Ce525	Air Service Liège	08	F-HGOD	P180	Oyonnair	
OO-PCM	PC-12/47E	EAPC		G-PURL	PA-32R-301	E. & A. Hay	29
PH-LAU	Falcon 900EX	Exxaero		OO-ACC	Ce525A	Air Service Liège	
PH-TXA	Ce510	ASL	09	OO-NEY	EMB545	Air Service Liège	17
06. D-CEFO	Ce560XLS+	Air Hamburg		OO-STR	AS350B3	Stephex Stables	
F-HJBR	EMB505	CASAM		PH-DAM	P180	JetNetherlands	14
F-HJSB	Ce525 (M2)	Flybox One		14. CS-PHD	EMB505	NetJets Europe	
F-HPEB	Lj40	ADD		M-GETS	PC-12/47E	3FS Aviation	
OE-GKW	G100	Tyrol Air Ambulance		N127QR	Beech 300LW	A. Ruijgrok	tst
OO-ACC	Ce525A	Air Service Liège	09	N750GF	Cessna 750	Sporter Air	15
OO-GEE	PC-12/47E	Blue Sky Aviation	10	OO-VMF	Ce560XLS+	Air Service Liège	
OO-PCK	PC-12/47E	EAPC	07	PP-MXM	Falcon 2000LX	MXM Holdings	f/v 16
06. ST46	SF260D	CC Air		15. D-IUNQ	Ce510	Luxaviation Germany	
07. CS-PHK	EMB505	NetJets Europe		F-GCDP	Falcon 8X	Dassault Aviation	f/v
F-HCJE	EMB500	Compagnie de Phalsbourg		LX-JFN	PC-12/45	Jetfly Aviation	16
M-ARTY	PC-12/47E	Creston (UK)		OO-IDE	Ce525	Air Service Liège	16
OE-FAT	Ce510	GlobeAir	08	OY-MIS	P68C	Bio Flight	
				PH-SEJ	P68B	CNE Air	
				PH-TXA	Ce510	ASL	16

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16. M-GETS	PC-12/47E	3FS Aviation		24. CS-PHG	EMB505	NetJets Europe	25
OE-FZE	Ce510	GlobeAir		N127QR	Beech 300LW	A. Ruijgrok	26
OO-ACC	Ce525A	Air Service Liège	17	OO-GEE	PC-12/47E	Blue Sky Aviation	27
OO-IDE	Ce525	Air Service Liège	20	OO-STR	AS350B3	Stephex Stables	
PH-DWS	ERJ135LR	Air Charters Europe	17	PH-TXA	Ce510	ASL	27
PH-LAU	Falcon 900EX	Exxaero	18	YU-MTU	Ce525	Infinity Aviation	
PH-TXA	Ce510	ASL	19	25. D-CSCA	Ce525B	Silver Cloud Air	26
17. CS-CHE	CL-350	NetJets Europe	18	N63DR	Kodiak 100	E. Rossillon	30
D-CHLR	EMB505	Atlas Air Service	f/v	OO-PCN	PC-12/47E	EAPC	f/v 26
D-CSCA	Ce525B	Silver Cloud Air	18	OO-STR	AS350B3	Stephex Stables	
D-HBWH	Bo105S	Air Lloyd	19	27. D-IRUP	Ce551	AAA Aviation	
D-ITAN	Ce525	Transavia Flug		M-ARTY	PC-12/47E	Creston (UK)	
I-VICC	P68B	Aeronike	f/v	OO-GEE	PC-12/47E	Blue Sky Aviation	30
OK-PTT	PC-12/47E	Air Bohemia	18	OO-HCY	R44	Heli & Co	
OO-ACC	Ce525A	Air Service Liège	19	PH-TXA	Ce510	ASL	29
OO-ACO	Ce510	Air Service Liège	07	28. N215SD	PA-46-500TP	Stefan Rattunde	01
18. D-CEHM	Ce560XLS+	Stuttgarter Flugdienst	22	OO-ACC	Ce525A	Air Service Liège	04
D-CSCA	Ce525B	Silver Cloud Air	22	29. 9A-JSC	Ce525A	Jung Sky	
D-HBWH	Bo105S	Air Lloyd	tst	CS-LTF	Ce680A	NetJets Europe	
F-GCDP	Falcon 8X	Dassault Aviation		N69WY	R44	Heli Support	arr
G-LUBB	Ce525	Centreline	19	PH-TXA	Ce510	ASL	30
OO-JOE	R44	J & G		30. D-IPCG	Ce425	PGS Holding	
PH-DFD	DA42	BFS		G-MSPT	EC135T2	S.J. Golding	
19. CS-LTB	Ce680A	NetJets Europe	20	OO-CEJ	Ce525	Air Service Liège	
D-HBWH	Bo105S	Air Lloyd	20	PH-TXA	Ce510	ASL	11
D-IADV	Ce551	MCH Holdings		31. D-BOOM	CL-300	Windrose Air	01
D-INCS	Ce525	Bizair Flug		N284SE	G280	Sea Air	
OO-VMF	Ce560XLS+	Air Service Liège	28 2x	OO-ACC	Ce525A	Air Service Liège	tst
20. D-IAAT	EMB500	Arcus Air	21	OO-RZA	R44	Diatrans	f/v
D-ITAN	Ce525	Transavia Flug					
ES-NSA	Saab 340B	NyxAir	21				
PH-DAM	P180	JetNetherlands	21				
PH-TSN	DA42	Twin Star Netherlands					
PH-TXA	Ce510	ASL	21				
21. EC-GXJ	SA226TC	Flightline					
EC-JIP	SA226TC	Flightline					
M-ARTY	PC-12/47E	Creston (UK)					
OK-AST	Ce560XL	Air Bohemia	22				
OO-ACC	Ce525A	Air Service Liège	22 2x				
OO-GEE	PC-12/47E	Blue Sky Aviation	23				
PH-DIX	PC-12/45	Din-Air					
PH-TXA	Ce510	ASL	24				
22. 9H-ILZ	CL-850	VistaJet Malta	f/v				
CS-DXT	Ce560XLS	NetJets Europe	23				
CS-DXU	Ce560XLS	NetJets Europe	23				
N127QR	Beech 300LW	A. Ruijgrok					
OK-AST	Ce560XL	Air Bohemia	24				
OO-ACC	Ce525A	Air Service Liège	26				
23. D-IIPN	PA-34-220T	P. Nagel					
F-HTTO	Global 5000	Flying Group					
M-ARTY	PC-12/47E	Creston (UK)	2x				
OO-STR	AS350B3	Stephex Stables					
OO-VMV	Falcon 900LX	Flying Group	del				
SP-KPG	Saab 340A	Sprintair	25				

The last of the many Fokkers that had Antwerp as a home-base for more than 25 years OO-VLS 'Freddy Van Gaever' left Antwerp for good on the 4th. Flying Group took delivery of a new addition to the fleet on the 23rd. The Falcon arrived from Little Rock (AR) on delivery. The Pilatus on the 25th was delivered to the European Aircraft Private Club on 18 December 2018. The aircraft was ferried to its new base Charleroi via Le Bourget on that date. On the 29th new local arrived. The Robinson R44 carries a US registration.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

			December 2018
01.03	C-17A	HAW	dep BRK77
EC-MTU	A330-223	Wamos Air	02 JAF019F/177
OH-LWC	A350-941	Finnair	FIN1541/2
03.0453	C295M	242.tsl	
14+03	Global 5000	FBS BMVg	arr
15+02	A319-115X	FBS BMVg	arr
T.18-3/45-42	Falcon 900B	451 Esc	arr
102004	Tp102C	TSFE	arr
5A-LAT	A330-202	Libyan Airlines	04 LAA666
D-ALIL	Falcon 7X	Aero-Dienst	arr



Walter Van Brempt was able to catch the latest fleet addition for Flying Group on camera shortly after its arrival from Little Rock. The Falcon 900LX has been registered as OO-VMV. (Antwerp, 23 December 2018)

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OO-SRO is one of many aircraft venturing across the ocean to spend the winter in North America. As can be seen by its titles, this aircraft has been leased to Sunwing Airlines in Canada. Unlike most other leased aircraft this Boeing 737 has retained its Belgian registration while on lease. (Brussels, 10 December 2018, Emmanuel Hernandez Santana)

EC-MTU	A330-223	Wamos Air	JAF178/351	D-CHLR	EMB505	Atlas Air Service	
EI-FWD	RRJ-95B	CityJet	dep BCY41P	F-HRAV	ERJ145LU	Aero4M	13 AEH251/251F
LX-JFD	PC-12/47E	Jetfly Aviation	arr	G-SVRN	EMB500	Sovereign Business Jets	
OE-FOA	Ce525A	Avcon Jet	04	LX-NEW	PC-12/47E	Jetfly Aviation	
OE-FWF	Ce510	GlobeAir	04 GAC608V/580M	13.2801	A319-115X	241.sdl	arr
OE-FZB	Ce510	GlobeAir		68/F-RAFA	Falcon 7X	ET00.060	arr
OM-BYB	Fokker 100	Government of Slovakia	04 SSG4	605	A319-112	MH 59. Sz.D. R	arr
SE-DJL	Falcon 7X	Svenskt Industriflyg	09 JET2	606	Falcon 7x	MH 59. Sz.D. R	
04.605	A319-112	MH 59. Sz.D. R	arr HUAF866	9A-CRO	CL-604	Government of Croatia	arr
B-1119	B787-9	Hainan Airlines	f/v CHH759/60	9H-BCP	Lj45	Skyfree	dep
EC-MTU	A330-223	Wamos Air	JAF352/251	9H-VCM	CL-350	VistaJet Malta	14
N450CE	G450	Cresair	06 EJM45	9H-VFF	CL-605	VistaJet Malta	arr
YL-CSM	A220-300	airBaltic	f/v BTI601/2	9H-VJT	Global 6000	VistaJet Malta	dep
05.EC-MTU	A330-223	Wamos Air	JAF252/111	CS-DXO	Ce560XLS	NetJets Europe	
F-HBDX	EMB505	JetKey	06 KBD216	CS-PHI	EMB505	NetJets Europe	dep
OM-BYA	A319-115X	Government of Slovakia	06 SSG4	CS-TQW	A330-223	Hi Fly	BAF630/HFY341P
06.14+03	Global 5000	FBS BMVg	2x	D-CQAB	Lj45	Quick Air	arr
T-785	Falcon 900EX	LTDB		F-HFRA	Ce501	Airlec Air Espace	ARL505
ZM418	Atlas C1	24/70sq		F-HRAV	ERJ145LU	Aero4M	AEH252/252F
166376	C-37B	VR-1	dep	LX-PCA	PC-24	Jetfly Aviation	
9H-VJQ	Global 6000	VistaJet Malta	arr	LZ-OOI	Falcon 2000	Republic of Bulgaria	arr
CS-CHA	CL-350	NetJets Europe	arr	OE-FFB	Ce510	GlobeAir	GAC322W/211X
D-CQAB	Lj45	Quick Air	dep	OE-GTS	Ce560XLS+	Porsche Air Service	
EC-MII	A330-343E	Evelop Airlines	07 JAF443F/351	OM-BYB	Fokker 100	Government of Slovakia	14 SSG2
EC-MTU	A330-223	Wamos Air	JAF112/071P	PH-TXA	Ce510	JetNetherlands	
F-HLRX	Falcon 2000S	Michelin Air Services		T7-EAA	CL-604	Jet Airlines	
G-TUMB	B737-8	TUI Airlines UK	12 TOM833/9234	YR-IGP	ERJ135BJ	Toyo Aviation	14 TOY1
N534QS	G550	NetJets	08	YU-SRB	ERJ135BJ	Government of Serbia	
OE-FDT	Ce510	GlobeAir	GAC413F/G	14.9H-CLG	CL-850	Air X Charter	15 AXY1404/5
OE-GDF	EMB505	Speedwings	SPG76	HB-IJW	A320-214	Edelweiss Air	SWR788/9
SE-RNR	CL-350	EFS European Flight Service	dep	PH-TXA	Ce510	JetNetherlands	15
07.F-HNAV	Beech 250	DGAC	tdy 09 Calibra	16.EI-IMS	A319-111	Alitalia	div AZA120/8007
08.EC-MII	A330-343E	Evelop Airlines	JAF352/161	F-HLVL	A330-202	LEVEL	div 17 BOS19/0
ET-AVT	B777-F	Ethiopian Airlines	f/v ETH3725/3	I-BIKD	A320-214	Alitalia	div AZA108/8009
G-FXDM	Beech 400XT	Flexjet	FLJ52/1	OM-IEX	B737-8BK	AirExplore	div 17 ELY5425/6
OO-SBA	A321-231	VLM Airl. (Brussels)	dep TCW961F	PH-EXB	ERJ190STD	KLM Cityhopper	div KLM1866
09.EC-MII	A330-343E	Evelop Airlines	JAF162/177	PH-EZP	ERJ190STD	KLM Cityhopper	div KLM1954
F-HOLY	A109SP	Skycam Helicopteres		PH-TFF	B737-86N	TUI Netherlands	div 17 TFL596/951
OM-BYB	Fokker 100	Government of Slovakia	10 SSG4	TC-NBS	A320-251N	Pegasus Airlines	div PGT1261
10.A6-EQP	B777-300ER	Emirates	f/v UAE183/4	UR-PSJ	B737-9KVER	Ukraine Int'l Airlines	div AUI101
EC-MII	A330-343E	Evelop Airlines	JAF178/414F	VP-BES	A321-211	Aeroflot	div AFL2550
OO-SRO	B737-86N	Sunwing Airlines	dep JAF111	17.G-DAYP	Shadow R2	Royal Air Force	18
PH-DAM	P180	JetNetherlands	11	18.678	G-V	352 MMYP	arr
11.147/XS	TBM-700A	ET00.060		9H-YOU	CL-850	Air X Charter	arr
0218	M-28B/PT	8.BLTr (12.el)	arr	CS-DXR	Ce560XLS	NetJets Europe	arr
ZE701	BAe146 CC2	32(TR)sq		F-HLRY	EMB500	Mustang	
2-RNWL	Ce525 (M2)	Norbert Blue Skies	ORT110	F-HSFJ	Ce680A	SFJ Aviation	ASJ238
CS-PHC	EMB505	NetJets Europe	dep	G-KLNE	BAe125-900XP	Saxonair	
F-HPUR	BAe125-800XP	Valljet	VLJ885R	OO-JAU	B737-8K5	TUI Airlines Belgium	dep JAF17
M-AABG	Global 5000	ExecuJet Middle East	arr	OO-JEF	B737-8K5	TUI Airlines Belgium	dep JAF16
OE-FAT	Ce510	GlobeAir	GAC625M/403P	YU-SRB	ERJ135BJ	Government of Serbia	19
VQ-BNZ	G650ER	Government of Jordan	arr	19.144617	CC-144C	412sq	arr
12.9H-ALL	Ce525A	Luxwing		40-MNE	Lj45	Vlada Crne Gore	
9H-DUV	Falcon 2000EX	Skyfirst		A7-AAH	A340-313X	Government of Qatar	20
CS-TQW	A330-223	Hi Fly	dep BAF630	EC-MXU	A320-251N	Iberia	IBE3206/3

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OH-LWL	A350-941	Finnair	FIN1541/2
OO-NGI	ERJ190BJ	Flying Group	arr
Z3-MKD	Lj60	Government of Macedonia	
20.G-YMMC	B777-236ER	British Airways	div BAW2068
PH-TFN	B737-8	TUI fly Netherlands	29 TFL063F/4F
21.9XR-WP	A330-343E	RwandAir	div RWD700
N330QT	A330-243F	AVIANCA Cargo	f/v TPA4047/6
OO-JAV	B737-8K5	TUI Airlines Belgium	dep JAF17
22.CS-DXI	Ce560XLS	NetJets Europe	dep
CS-TJL	A321-251N	TAP Air Portugal	f/v TAP646/3
D-CFTG	Lj35A	Quick Air	dep
F-HBMR	Ce550	Valljet	
F-HSFJ	Ce680A	SFJ Aviation	ASJ62
LX-LAR	Lj45	Luxemb. Air Rescue	arr
OE-FHA	Ce510	GlobeAir	23 GAC812B/982C
OE-FWF	Ce510	GlobeAir	GAC589Y/478Z
23.CS-CHD	CL-350	NetJets Europe	arr
D-CHIC	EMB505	Air Hamburg	24
UR-WRJ	A321-231	Windrose Airlines	
24.9H-CGH	Falcon 50EX	Elit'Avia Malta	
F-HECD	Falcon 7X	Colisee	arr
26.F-HSFJ	Ce680A	SFJ Aviation	ASJ786
OE-FWF	Ce510	GlobeAir	27 GAC652L/541L
TC-MLA	EMB550	Bonair	28
TS-IOP	B737-6H3	Tunisair (spec. c/s)	f/v TAR782/3
27.D-ISAR	Raytheon 390	Euroflug Frenzel	dep
LX-DIO	B737-97YER	Global Jet Luxembourg	
UR-CQX	B737-4B7	YanAir	f/v MLD801/2
28.D-AIXB	A350-941	Lufthansa	div DLH520
OO-JAY	B737-8K5	TUI Airlines Belgium	dep JAF18
OO-TEA	ERJ190STD	TUI fly Belgium	div JAF2062/2691
29.9H-AGU	A330-322	Hi Fly Malta (a/w)	JAF061F/161

Gatwick on the 20th resulted in a British Airways diversion on the 20th. The RwandAir on the 21st departed for Gatwick on the 21st but had to return due to more drone reports at Gatwick. It was able to make the trip later that day. On the 21st and 28th the next two TUI aircraft departed for lease to Miami Air in basic colours. On the 28th also a TUI Embraer diverted from Antwerp.

Credits: Luchtzak forum, planespotters@BRU Facebook group, Scramble forum.

Kleine Brogel

			December 2018
05.CH11	C-130H	20sq	*
06.CD01	Falcon 900B	21sq	*
07.CH04	C-130H	20sq	*
	CH11	20sq	*
10.ST40	SF260D	CC Air	*
	10-0217	C-17A	62nd AW
11.CH11	C-130H	20sq	*
	FB22	F-16BM	2w
12.FA72	F-16AM	2w	13
	FA101	F-16AM	2w (demo c/s)
	FA135	F-16AM	2w
14.CH04	C-130H	20sq	
18.FA72	F-16AM	2w	
	FA101	F-16AM	2w (demo c/s)
	FA133	F-16AM	2w
20.CH11	C-130H	20sq	*

Credit: Toon Cox, Andrew Timmerman, Tim Van den Boer.



Libyan Airlines took delivery of 5A-LAT in December 2014. In Europe the Airbus A330 is mostly seen at Istanbul Airport. The aircraft operated a governmental flight when it visited Brussels. The aircraft arrived from Amman and departed to Kuwait. (Brussels, 4 December 2018, Ellen Wuyts)

A7-BFN	B777-F	Qatar Airways	QTR8245/6
OH-LTM	A330-302E	Finnair	FIN1541/2
PH-TXA	Ce510	JetNetherlands	
30.EC-KXN	B747-4H6	Wamos Air	JAF17F/177
UR-CQX	B737-4B7	YanAir	MLD801/2
31.CS-LTE	Ce680A	NetJets Europe	
CS-PHI	EMB505	NetJets Europe	
OE-GDF	EMB505	Speedwings	
OK-BII	Beech 400A	JetBee Czech	

On the 3rd an RRJ-95B departed to Shannon for storage after its lease to Brussels Airlines. The second Boeing 737 MAX of TUI Airways was delivery to Brussels on the 6th for post delivery maintenance. It continued its delivery flight to Manchester on the 12th. The sole VLM Airlines (Brussels) Airbus A321 was ferried to Montpellier on the 8th. Ten days later the company was declared bankrupt. The first TUI winter lease of this month departed on the 10th in mixed Sunwing colours. On the 16th several diversions from Amsterdam. The Pegasus was a Rotterdam diversion and the TUI was an Eindhoven diversion. The LEVEL Airbus on that same day was an Orly diversion. Two more TUI aircraft departed on the 18th in basic colours for lease to Miami Air. Drone sightings near

Koksijde

			December 2018
04.CH13	C-130H	20sq	2x *
06.OO-MMM	BN-2B	MUMM	
07.OO-MMM	BN-2B	MUMM	
10.CH13	C-130H	20sq	*
11.1x	Mirage 2000	AdIA	*
	FA103	F-16AM	10w
12.3x	F-16AM	2w	*
	FA72	F-16AM	2w
13.FA127	F-16AM	10w	*
	FA131	F-16AM	10w
18.1x	F-16AM	10w	*
	FA104	F-16AM	10w
	FA114	F-16AM	10w
	FA134	F-16AM	10w
	E163/705-RB	Alpha Jet E	EAC00.314
	E166/705-RW	Alpha Jet E	EAC00.314
19.FA104	F-16AM	10w	*
	H24	A109BA	17sq/1w (demo c/s)

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

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YU-SRB was ferried from Le Bourget to Belgrade airport on 7 October 2018. On 5 September 2018 it had arrived at Paris-Le Bourget, likely for further work to be carried out by the based Embraer Executive Jets. The Embraer sports 'Republic of Serbia' on the right side of the fuselage and the same in Cyrillic on the left side. (Brussels, 13 December 2018, Yannick van Praag)

Liège

December 2018			
04. OE-IMD	B737-83N(F)	ASL Airlines Belgium	del
05. F-HNAV	Beech 250	DGAC	06 Calibra
06. F-HNAV	Beech 250	DGAC	07 Calibra
	SP-KPC	Saab 340A/QC	SprintAir arr
07. UR-82007	An-124-100	Ant. Des. Bureau	ADB5755/556F
	SP-KPR	Saab 340A/QC	SprintAir arr
	UR-CQD	An-26B	Vulkan Air arr
10. ER-BAJ	B747-412BDSF	Uni-Top Airlines	UTP8001/2
11. F-HPGA	Beech 350i	PGA Motors	
	HB-FXC	PC-12/47E	TAG Aviation
	I-REDY	AW139	Inaer arr
	UR-82007	An-124-100	Ant. Des. Bureau 12 ADB5756/557
	SP-KPC	Saab 340A/QC	SprintAir dep
16. ET-AVT	B777-F	Ethiopian Airlines	f/v ETH3517/11
18. 701	AW139	460 MED	arr
	9H-CLG	CL-850	Air X Charter 19 - /AXY1907
	ES-PWC	AW139	Piirivalve Lennusalk arr
	F-HMML	EMB505	Synair
19. SP-KPC	Saab 340A/QC	SprintAir	arr
23. F-HIMA	P180	Investairs	
27. PH-TXA	Ce510	JetNetherlands	
28. A6-GGP	B747-412F	Dubai Air Wing	29 DUB8
	EI-DYO	B737-8AS	Ryanair div RYR3746/0374

A delivery for ASL Airlines on the 4th. Jumbo ER-BAJ on the 10th was first seen with Uni-Top Airlines titles on that day. It is not known when the titles have been applied although the aircraft had been operating using the UTP call sign since the third week of November 2018. The helicopter on the 11th went to the Leonardo facility at the airport, as did both heli-

copters on the 18th. The Ryanair on the 28th was a Brussels diversion.

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

Ostend-Bruges

December 2018			
01. ER-BBJ	B747-412F	Aerotrans Cargo	dep ATG6663
	ER-BBJ	B747-412F	Aerotrans Cargo 02 ATG6664/70
02. OO-SKW	DA42	Skywings Flight Training	
03. OO-CFW	PC-12/47E	NextGen Partners	dep
	OO-CFW	PC-12/47E	NextGen Partners 05
04. G-JOTA	BAe146-300QT	Jota Aviation	ENZ240P/240
05. D-AJAM	BAe146-300QT	WDL Aviation	f/v WDL430F/430
	OO-CFW	PC-12/47E	NextGen Partners
06. D-ATOP	ERJ135BJ	Air Hamburg	07 AHO965L/984H
08. 9H-VJF	Global 6000	VistaJet Malta	tst VJT762
	N88EL	Raytheon 390	SCL Security
	N716CK	B747-4B5F	Kalitta Air
10. EC-LVR	B737-85P	Air Europa	12 AEA1903/2003
	M-ARTY	PC-12/47E	Creston (UK)
	OO-JAF	B737-8K5	TUI Airlines Belgium
11. G-FLXI	PC-12/47E	FlexiFly Aircraft Hire	tst JAF688
	OO-JWB	PC-12/47E	NextGen Partners 12
	OO-SCT	Ce525C	Luxaviation Belgium
	OO-SSS	A319-111	Brussels Airlines
12. D-IADV	Ce551	MCH Holdings	tst BEL9951
	OO-JWB	PC-12/47E	NextGen Partners 2x
13. ER-BBJ	B747-412F	Aerotrans Cargo	ATG6671/2
	ER-BBJ	B747-412F	Aerotrans Cargo 14 ATG6680/1
	OO-SSS	A319-111	Brussels Airlines
15. ER-BBJ	B747-412F	Aerotrans Cargo	div BEL3604
			ATG6682/3



TAMPA Colombia commenced operations on 11 March 1973 with piston-engine aircraft as part of the initial fleet. In 2008 Colombian airline Avianca acquired a 100% stake in Tampa Cargo. Airbus A330 N330QT was delivered in December 2012 in the colours of the former airline before the airline was re-branded as Avianca Cargo in May 2013. (Brussels, 21 December 2018, Paul Sanders)



Delivered to USAir in 1990 this Boeing 737 was delivered to Nigerian Aero Contractors mid 2009. In June 2018 it was acquired by YanAir Airlines and registered as UR-CQX. The aircraft was photographed while operating a flight for Air Moldova. (Brussels, 27 December 2018, Yves Deliens)

16.HA-TAG	Saab 340B	Fleet Air International	18 FRF300	29.D-CEIS	Ce680	E-Aviation	EDF6S
OM-ACB	B747-433F	Air Cargo Global	CCC741/2	LX-LQJ	DHC-8-402	Luxair	LGL031/032
OO-JWB	PC-12/47E	NextGen Partners	17	30.4K-AZ100	Il-76TD-90VD	Silk Way Airlines	31 AZQ4331/2
17.HA-TVJ	Saab 340F	Fleet Air Int'	f/v 19 FRF400	31.LX-LGE	DHC-8-402	Luxair	LGL031/032
UR-CKL	An-12BK	Cavok Air	f/v CVK7083/64	N701CK	B747-4B5F	Kalitta Air	CKS9166
18.M-CLAB	CL-300	Shamrock Trading	dep	<u>EgyptAir Cargo:</u>			
OO-JWB	PC-12/47E	NextGen Partners	19	SU-GAS	01, 02, 04 ² , 05/06, 07, 09 ² , 12, 13/14, 14, 16, 17, 18, 19, 19/20,		
OE-GKW	IAI1125A	Tyrol Air Ambulance	TYW758/9		20, 21, 21/22, 24, 25, 26, 26/27, 28 ² , 29, 30, 31		
RA-42445	Yak-42D	Sirius Aero	f/v 21 CIG1803/4	SU-GAY	02, 03, 04, 05, 06, 08, 10 ² , 11, 12, 13, 14, 15, 16, 18 ² , 20/21,		
19.9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)	tst		22 ² , 23, 24, 26, 27		
G-OSRA	B727-2S2F	Oil Spill Response	20 BRO27A	SU-GCE	01, 02, 04, 05, 06, 07 ² , 08, 09, 11, 13, 15, 17, 18/19, 19, 20,		
OO-JWB	PC-12/47E	NextGen Partners	20		21, 24, 25, 27, 29 ² , 31		
OM-ACB	B747-433F	Air Cargo Global	21 CCC723/721	<u>TUI Belgium:</u>			
20.D-CFLY	Ce560XLS+	Air Hamburg	AHO131E	OO-JAF	10	OO-JVA	25-31 daily
D-IBJJ	Ce525A	Air Hamburg	21 AHO496T/588F	OO-JAH	06-13,20-27 daily	OO-TEA	11/12
OO-JWB	PC-12/47E	NextGen Partners	21	OO-JEB	18-25 daily	OO-TMA	01-06 daily
21.D-CEIS	Ce680	E-Aviation	22 EFD6S/601	OO-JEM	01,03-18 daily	OO-TMB	13-20 daily
G-HARG	EMB550	Centreline Air Charter	22 CLF551	OO-JLO	02,02/04	OO-TMY	27-31 daily
OO-ACC	Ce525A	ASL Air Service Liège	dep	VistaJet operated a training flight on the 8th. On the 10th			
OO-JWB	PC-12/47E	NextGen Partners		Air Europa operated a Atletico Madrid - Club Brugge related			
OO-SCT	Ce525C	Luxaviation Belgium	AAB186	charter. The TUI on the same day operated a training flight.			
22.OO-ABD	A340-313	Air Belgium	tst ABB340P/341P	Brussels Airlines used the airport for a training flight on			
UR-82029	An-124-100	Ant. Des. Bureau	24 ADB370F/286F	the 11th. On the 13th Brussels Airlines diverted to Ostend.			
23.ER-BBJ	B747-412F	Aerotrans Cargo	ATG6692/3	The Yak on the 18th is most probably the highlight for this			
F-HTTO	Global 5000	Flying Group	FYG11T/12T,15T/16T	month. Another training flight on the 19th. This time by the			
OO-JWB	PC-12/47E	NextGen Partners	arr	Maltese registered NextGen Aviation Cessna. The Air Belgium			
OO-SKS	Ce560XL	Luxaviation Belgium	AAB401	on the 22nd also used Ostend for some training flights. Luxair			
25.D-CAWB	Ce680	Aerowest	arr	operated the final training flights for 2018 on the 28th , 29th			
26.D-IADV	Ce551	MCH Holdings	27	and the 31st.			
N701CK	B747-4B5F	Kalitta Air	CKS9164	<u>Credits:</u> Replo.be, Nik Deblauwe, Andre Deblauwe.			
27.2-RNWL	Ce525 (M2)	Norbert Blue Skies	ORT121				
D-IADV	Ce551	MCH Holdings					
ER-BAM	B747-409F	Aerotrans Cargo	ATG6696/7				
28.LX-LGV	B737-8C9	Luxair	tst LGL031/032				



Initially registered as B-2756 and delivered to China General Aviation this Yak-42D was sold to Tulpar late 2002. It was leased for a few years to Karat as RA-42455. Via Tulpar and Grozny Avia the aircraft ended up with Sirius Aero in September 2018 and is still registered as RA-42445. (Ostend, 20 December 2018, Bart Massart)

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Fleet Air International was founded in 2007 and started operations in the same year. Currently the airline has four Saab 340 aircraft in its fleet. HA-TAG was previously in service with Central Connect Airlines and added to the Fleet Air fleet in December 2012. The aircraft was recently painted white with titles. (Ostend, 16 December 2018, Stefaan Eerebout)

Book review: Luchtvaart 2019

Ruud Vos has published the 2019 edition of his well known 'Luchtvaart' books. The 'Luchtvaart' series is being published since 1976. The full colour paperback covers first flights in the August 2017 - September 2018 time frame. It also contains information about various (proposed) new aircraft. The biggest part is related to the most recent developments in aviation, ranging from the small Breezer Sport to the mighty Ilyushin Il-78M-90A and the Beluga XXL, including helicopters. It also contains a listing of orders and deliveries and a summary of the Dutch civil aircraft register till 1 September 2018. One word of warning, the publication is in Dutch !

Size: 15 x 22 cm
 Writer: Ruud Vos
 Pages: 192
 Price: €18,50
 ISBN: 978 90 5961 214 3

Publishing house: Alk -> www.alk.nl

Biography:

Ruud Vos has been working on the 'Luchtvaart' series since 2004. He is also the writer of the 'Alle Motoren' books. Ruud Vos is the Chief editor at the 'Pilot en Vliegtuig' magazine and also a teacher 'Journalism' at the Christelijke Hogeschool in the town of Ede.



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Paramaribo-Zanderij 2018 - Part 4



Initially delivered to Sterling European in April 2004 this Boeing 737 was delivered to Norwegian in 2009. In 2012 the aircraft was delivered to Sunwing Airlines. Its first appearance in Czechia was in 2016 while on lease to SmartWings. In April 2018 AirExpore acquired the aircraft and it was registered OM-KEX. The aircraft has been leased to Fly All Ways since December 2018. (Paramaribo, 20 December 2018, Andrew Muller)

Johan Adolf Pengel (Paramaribo, Surinam)

			October 2018
01.N880GP	IAI1125SPX	Shop Smart Ventures	03
02.N441VA	R44	Vortex Aviation	
03.F-GIJQ	AS350BA	Helicojyp	
04.5536/WK	AS555AN	EH03.067	
05.129/62-IL	CN235M-200	ET01.062	
137/62-IN	CN235M-200	ET01.062	06
YV3071	ERJ190AR	Conviasa	
06.HK-4758	BAe125-900XP	Helistar	
PZ-TBS	Ce208B	Gum Air	
YV622T	B737-4H6	Turpial Airlines	07
08.PR-CHO	S-76C	BHS Taxi Aereo	09
09.N379CX	B767-323ER(F)	Northern Air Cargo	
11.PZ-TBN	DHC-6-310	Gum Air	
YV2565	Lj45XR	Petróleos de Venezuela	
YV562T	A300B4-203	Transcarga	
12.EC-KXN	B747-4H6	Wamos Air	
F-OSBE	PC-12/47E	St. Barth Executive	
YV622T	B737-4H6	Turpial Airlines	14
YV3071	ERJ190AR	Conviasa	
13.EC-KXN	B747-4H6	Wamos Air	
14.EC-KXN	B747-4H6	Wamos Air	
F-OSBE	PC-12/47E	St. Barth Executive	
J8-OCL	Beech 1900D	One Caribbean	
15.129/62-IL	CN235M-200	ET01.062	
137/62-IN	CN235M-200	ET01.062	
F-GIJQ	AS350BA	Helicojyp	
F-OPCD	AS350B3	Helicojyp	
16.N351CM	B767-323ER(F)	StratAir	
17.EC-MJS	A330-243	Wamos Air	
N379CX	B767-323ER(F)	Northern Air Cargo	
18.PZ-HDF	R44	Pegasus	
PZ-TBN	DHC-6-310	Gum Air	
19.EC-MJS	A330-243	Wamos Air	
UR-82009	An-124-100	Ant. Des. Bureau	
YV2911	ERJ190AR	Conviasa	
19.YV622T	B737-4H6	Turpial Airlines	21
20.HI1040	G-IVSP	Helidos	
22.F-OPCD	AS350B3	Helicojyp	
23.F-GIJQ	AS350BA	Helicojyp	
N351CM	B767-323ER(F)	StratAir	
24.1x	Y-8F-200	Venezuelan Air Force	
25.PZ-TBN	DHC-6-310	Gum Air	
26.F-GZSD	AS350B1	Helicojyp	
YV622T	B737-4H6	Turpial Airlines	28
YV3071	ERJ190AR	Conviasa	
28.PZ-TBS	Ce208B	Gum Air	
YV2567	Lj45XR	Petróleos de Venezuela	
30.N379CX	B767-323ER(F)	Northern Air Cargo	

ABX Air:

N767AX 02

Amerijet International:

N316CM 12, 24, 26 N378CX 19
N373CM 05

Caribbean Airlines:

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

GOL:

PR-GGD 06 PR-GTM 20
PR-GGE 27 PR-GUN 13

TUI Airlines Netherlands:

PH-TFK 08 PH-TFM 15, 22, 29
PH-TFL 01

In October Conviasa kept on operating on behalf of Insel Air and Turpial operated again for Fly Allways. Surinam Airways used Wamos Air equipment from the 12th to the 19th for the flight to Amsterdam. The freighter flights for Surinam Airways are more and more operated by other carriers than ABX Air, nice to see some different frames. A lot of French military traffic, but also a Venezuelan Y8 from and to El Libertador AB. Unfortunately it remained unidentified. Some nice props too, not seen before, like the nicely colored PC-12 and the J8 registered Beech from Georgetown to Saint Lucia. Biggest visitor was the Antonov on the 19th from LAPZ to Santiago de Chili. So we had a little a bit of everything.

November 2018

01.PZ-TBY	DHC-6-310	Gum Air	
02.PZ-HWJ	BK117	Hi-Jet Helicopter Services	
03.YV622T	B737-4H6	Turpial Airlines	04
04.YV2887	Beech 95		05
06.N300EU	CL-300	Grupo De Invers. Suramericana	08
N740KD	Lj40	SOL Petroleum - ITC-CS	
07.N745KD	Lj45XR	SOL Petroleum - ITC-CS	
09.F-OPCD	AS350B3	Helicojyp	
N922RV	Ce550	REVA Air Ambulance	
YV622T	B737-4H6	Turpial Airlines	11
11.YV1118	Lj45XR	Petróleos de Venezuela	
YV2887	Beech 95		
12.141/62-IO	CN235M-200	ET01.062	
8R-EAR	Beech 1900D	Trans Guyana Airways	13
8R-GAQ	Beech 1900D	Trans Guyana Airways	13
N82ML	Ce550	Bohlke International Airways	13
YV2567	Lj45XR	Petróleos de Venezuela	
13.141/62-IO	CN235M-200	ET01.062	
14.8P-EAL	Beech 200	EA Airlines	16

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						December 2018	
PZ-HDF	R44	Pegasus					
PZ-TBY	DHC-6-310	Gum Air	15	01.YV613T	B737-4S3	Turpial Airlines	02
17.YV621T	B737-4H6	Turpial Airlines	18	ZS-NEX	B767-35DER	Aeronexus	ARN419/29
18.02-1107	C-17A	62nd AW		02.OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4
21.PH-PNG	PC-12/47E	H.J. Heijst	23	05.N876DG	CL-300	Digicell	
PZ-HDF	R44	Pegasus		PZ-HDF	R44	Pegasus	
22.9H-VJR	Global 6000	VistaJet Malta	26	06.PZ-TBY	DHC-6-310	Gum Air	
PZ-TBN	DHC-6-310	Gum Air		PZ-TLV	Ce206	Blue Wing Airlines	07
PZ-TBT	Ce208B	Gum Air		07.OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4
23.137/62-IN	CN235M-200	ET01.062		UR-82027	An-124-100	Ant. Des. Bureau	08 ADB2664
YV613T	B737-4S3	Turpial Airlines	25	YV621T	B737-4H6	Turpial Airlines	09
25.5397/VE	AS555AN	EH05.067		08.PR-MCB	A109E	Mauricio Ferreira Frizzarin	
YV2567	Lj45XR	Petróleos de Venezuela		PZ-TBS	Ce208B	Gum Air	
26.1x	CN235M-200	French Air Force		VQ-BZE	Falcon 50	Flying Lion	09
28.OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4	09.N876BB	Ce550 Bravo	Continental Baking	11
PZ-HDF	R44	Pegasus		OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4
29.1x	C-17A	USAF	RCH801	10.F-GZSD	AS350B1	Helicojyp	
10-3077	C-146A	524th SOS		G-VYGM	A330-243	AirTanker	11 TFL301/2
PZ-TBN	DHC-6-310	Gum Air		PZ-TSH	DHC-6-200	Blue Wing Airlines	
<u>Amerijet International:</u>				11.PZ-TBK	Ce208B	Gum Air	
N373CM 09, 16				PZ-TBN	DHC-6-310	Gum Air	
<u>Caribbean Airlines:</u>				PZ-TBS	Ce208B	Gum Air	
9Y-ANU 13		9Y-JMF 17		PZ-TBY	DHC-6-310	Gum Air	
9Y-BGI 15		9Y-KIN 03, 06, 20		PZ-TSL	Ce208B	Blue Wing Airlines	
				12.OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4



MAF Suriname was founded in 1964 by Mission Aviation Fellowship (MAF) in the United States and is one of the oldest airlines in Suriname. Since 1982 it is an independent Surinamese organization with mainly staff from its own country. For a number of years it had been called the Surinaamse Zendingen Vliegdiens, but the name MAF was so well established that since November 2013 it is been called MAF Suriname. In 2014 this GippsAero GA8 Airvan was delivered to MAF Suriname. Then registered as N686GA it took up its current registration PZ-NMA soon after. The aircraft is based at Zorg en Hoop airfield. (Zorg en Hoop, 24 November 2018, Ronald Huizer)

9Y-GEO 22	9Y-MBJ 29	PZ-HGA	R44	Gum Air	
9Y-JMC 10	9Y-POS 01	YV2887	Beech 55		13
9Y-JME 27	9Y-SXM 08, 24	14.2581	VC-99B	GTE	
<u>GOL:</u>		F-GIJQ	AS350BA	Helicojyp	
PR-GGL 03	PR-GGT 24	OO-ABE	A340-313E	Air Belgium (a/w)	SLM993/4
PR-GGQ 17	PR-GGZ 10	YV621T	B737-4H6	Turpial Airlines	16
<u>Northern Air Cargo:</u>		15.PR-OCJ	A330-243	Avianca	16
N379CX 06, 13, 14, 21, 22		16.EC-MQK	B747-4H6	Wamos Air	17 SLM993/4
<u>StratAir:</u>		PZ-TBY	DHC-6-310	Gum Air	
N351CM 06, 27, 28		17.G-VYGM	A330-243	AirTanker	18 TFL301/2
<u>TUI Airlines Netherlands:</u>		18.OM-KEX	B737-8BK	Fly Allways	del AXE100P
PH-TFK 12	PH-TFM 05, 19, 26	19.F-GIJQ	AS350BA	Helicojyp	20
		20.EC-MQK	B747-4H6	Wamos Air	21 SLM993/4
		21.PH-CDH	B737-86J	Divi-Divi Air	f/v INC701/2
		22.PZ-HDF	R44	Pegasus	
		PZ-TBY	DHC-6-310	Gum Air	
		23.EC-MQK	B747-4H6	Wamos Air	24 SLM993/4
		PZ-TCQ	B737-3Q8	SLM	dep SLM3001
		PZ-TCT	B737-700	SLM	del
		UR-82027	An-124-100	Ant. Des. Bureau	24 ADB2680
		26.PR-SBK	Bell 429		
		27.LV-IUQ	Bell 505	Frigorifico Rioplatense	f/v
		PZ-HDF	R44	Pegasus	
		PZ-HGA	R44	Pegasus	

From the 12th it got going this month in Suriname with French military visits and Trans Guyana Beeches. The foreign minister of Barbados visited from the 14th. A USAF C-17 came in from Sioux Falls on the 18th and departed to St Croix. The example on the 29th remained unidentified, it operated as Reach 801 from the US Virgin Islands to St Croix. No more Conviaas's this month for Insel, all flights to Curaçao operated by Fly Allways and SLM using own aircraft and the Turpial Boeings.

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This former American Airlines Boeing 767 was acquired by Cargo Aircraft Management, converted to freighter and leased to StratAir still registered as N374AA. StratAir is a subsidiary of Saltchuk, the parent of Northern Air Cargo. StratAir, previously Strategic Air Services, aircraft are operated by Northern Air Cargo under the NAC AOC. The aircraft was re-registered to N351CM in July 2018. (Paramaribo, 16 October 2018, Andrew Muller)

PZ-HVG	R44	Pegasus	
PZ-HWJ	BK117	Hi-Jet Helicopter Services	
PZ-TBN	DHC-6-310	Gum Air	
PZ-TBT	Ce208B	Gum Air	
31.9H-VFJ	CL-605	VistaJet Malta	<u>01 VJT516</u>

Amerijet International:

N316CM	07	N396CM	21
N319CM	14		

Caribbean Airlines:

9Y-ANU	25	9Y-JMF	06
9Y-BGI	18	9Y-KIN	08, 20
9Y-GEO	27	9Y-POS	01
9Y-JMC	04, 22	9Y-SXM	11, 13
9Y-JME	29	9Y-TAB	15

GOL:

PR-GGD	26	PR-GGT	22
PR-GGG	08	PR-GGW	29
PR-GGP	19	PR-GTQ	15
PR-GGQ	12	PR-GUM	01

Northern Air Cargo:

N379CX 04-05, 11, 18, 19

StratAir:

N351CM 05, 11-12

TUI Airlines Netherlands:

PH-TFK 31 PH-TFM 03, 24

Left out were KLM (B747), Surinam Airways (B737 and A340) and the Fly Allways F70's. Dornier PZ-TVE was parked most



Cessna 208 PZ-TSL was bought second hand in 2015. It is one of two Grand Caravans being operated by Blue Wing Airlines and the latest addition to the Blue Wing Airlines fleet. Blue Wing Airlines is based at Zorg en Hoop Airport and operates both scheduled and charter flights. (Zorg en Hoop, 24 November 2018, Ronald Huizer)

of these months.

A big bizzer during the night to start the month, arriving from Johannesburg, uplifting some fuel and onwards to LAX. Turpial kept on operating for FlyAlways, besides their own Fokkers until the 18th when another aircraft arrived in full FlyAllways colours to operate the Santiago de Cuba route (from now direct i.s.o. with a technical stop in Porlamar). SLM used everything they could find, being Air Belgium and Wamos, whilst TUI Netherlands used AirTanker A330s for some flights. The Brazilian heli on the 8th came for fuel enroute from Cayenne to Georgetown, just like the great choppers on the 26th and 27th although they went the other way. On the same day a nice Falcon 50 from Recife, overnighing and continuing to Miami. Many movements on the 11th due bad weather over the city. The only military visitor this month was Brazilian and could be seen on the 14th. Due to financial problems at Avianca Brasil they had to phase out some aircraft and one A330 left via Paramaribo to San Bernardino on the 15th. Out of the blue Insel Air suddenly operated a flight again to Curaçao with a Corendon aircraft that is actually leased to DiviDivi. On the 23rd Boeing 737 PZ-TCQ left the SLM fleet and was ferried to Orlando-Sanford, but fortunately the new -700 model arrived from Tucson that same day.

Credits: Danny de Kiewit, Andrew Muller, Aviation Lovers Suriname / Surinameaviation.com (Facebook).

Military Movements Elsewhere



CASA C295M 1193/SU-BRU is one of the 24 aircraft of the type used by the Egyptian Air Force. It was produced in Seville, Spain, and delivered to Egypt in November 2012. The transport is seen here during a visit to Prague on 21 January 2019. (Vaclav Kudela)

Germany

Geilenkirchen		December 2018	
03.84-00165	C-12U-3	US Army	Duke94
10-20311	UH-60M	1-214th AVN	Duke66
04.053	Falcon 20ECM	717Skv	NOW717A
07 bl	C-27J	Lithuanian AF	07 LYF277
07.016	C295M	13.Eltr	PLF040
57-1419	KC-135R	133rd ARS NH ANG	21 RCH183
58-0122	KC-135R	117th ARS KS ANG	dep RCH150
62-3547	KC-135R	117th ARS KS ANG	dep RCH226
10.57-1435	KC-135R	191st ARS UT ANG	21 RCH982
63-8026	KC-135R	191st ARS UT ANG	21 RCH472
OO-TFA	B757-28C	ASL Airlines Belgium	TAY502P/5013
UR-CEZ	An-12B	Cavok Air	CVK7039/7040
11.59-1448	KC-135R	153rd ARS MS ANG	dep RCH186
12.D-HEGY	AS332L1	Bundespolizei	BPO22
UR-82027	An-124-100	ADB	ADB2668/268F
13.D-CGFG	Lj35A	GFD	GFD01
OO-TFA	B757-28C	ASL Airlines Belgium	TAY502P
14.D-HEGY	AS332L1	Bundespolizei	BPO22
OO-TFA	B757-28C	ASL Airlines Belgium	TAY5014/678P
17.09-0678	MC-12W	185th SOS OK ANG	Bedlam21
UR-82027	An-124-100	ADB	ADB269F/2669
18.60+07	P-3C	MFG5	GNV4521
21.D-HEGY	AS332L1	Bundespolizei	BPO6

Credits: Rolf Flinzner, Scramble messageboard.

Nürnberg		December 2018	
01.15-5831/RS	C-130J-30	37th AS	Herky716
03.30+42	EF2000(T)	TLG74	04 Zapata
04.14+03	Global 5000	FBS BMVg	GAF642
14+04	Global 5000	FBS BMVg	GAF671
16-20843	UH-60M	3-4th AVN	Army20843
06.84-00157	C-12U-3	E/1-214th AVN	07 Duke69
07.84-00156	C-12U-3	E/1-214th AVN	Duke60
MM62167	P-180E	21°Gr AVES	
08.84-00165	C-12U-3	E/1-214th AVN	Duke96
11.73-1217	C-12C	USE Budapest	Duna95
84-00165	C-12U-3	E/1-214th AVN	Duke62
11.54+10	A400M	LTG62	GAF052
54+17	A400M	LTG62	GAF631
12.95-00123	UC-35A	E/1-214th AVN	Duke82
15.07-7187	C-17A	437th AW	16 RCH155
18.073	AH-64D	UAE Army	arr for a/f Army66484
84-00162	C-12U-3	E/1-214th AVN	Duke62
19.54+21	A400M	LTG62	GAF661
20.54+03	A400M	LTG62	GAF043
97-00105	UC-35A	E/1-214th AVN	Duke60

Credits: MAR, Scramble messageboard.

Ramstein		December 2018	
01.84-0060	C-5M	60th AMW	dep RCH185
87-0029	C-5M	60th AMW	dep RCH424
87-0043	C-5M	337th AS AFRC	02 RCH260
01-0192	C-17A	137th AS NY ANG	03 RCH136
02-1100	C-17A	155th AS TN ANG	02 RCH109
03-3120	C-17A	62nd AW	04 RCH264/317
06-6164	C-17A	60th AMW	dep RCH464
08-8204	C-17A	437th AW	dep RCH303
08-8204	C-17A	437th AW	03 RCH303
10-0221	C-17A	437th AW	dep RCH192
61-2670/OF	OC-135B	55th Wg	05 OSY12T
164442/NY	KC-130T	VMGR-452	02 Bronco45
02.87-0029	C-5M	60th AMW	03 RCH424
08-8191	C-17A	437th AW	dep RCH264
N842BA	KC-46A	USAF/Boeing	f/v 05 BOE465
166376	C-37B	VR-1	dep VV500
03.86-0020	C-5M	436th AW	04 RCH271
86-0022	C-5M	60th AMW	06 RCH410/546
73-1217	C-12C	USE Budapest	04 Duna95
96-0002	C-17A	437th AW	dep RCH723
96-0002	C-17A	437th AW	06 RCH723
02-1100	C-17A	155th AS TN ANG	04 RCH109
60-0355/D	KC-135R	351st ARS	04 Quid11
168205	UC-12W	VMR-4	Atila04
900528	C-26D	AOD Sigonella	04 CNV6361
04.5847/61-PP	C-130J-30	ET02.061	CTM2040
6026/BJZ	Tigre HAD	ALAT	* FMY8184
0218	M-28B/PT	8.BLTr	PLF114
50+57	C-160D	LTG63	* GAF333
73-1217	C-12C	USE Budapest	dep Duna95
96-0006	C-17A	167th AS WV ANG	dep RCH545
03-3118	C-17A	183rd AS MS ANG	dep RCH653
04-4132	C-17A	305th AMW	05 RCH265
08-8191	C-17A	437th AW	07 RCH264/712
10-0213	C-17A	437th AW	06 RCH413
60-0355/D	KC-135R	351st ARS	06 Quid11
12-3085	C-146A	524th SOS	Magma40
90-0813/SP	F-16CM	480th FS	*
91-0351/SP	F-16CM	480th FS	*
05.86-0025	C-5M	436th AW	RCH912
93-0603	C-17A	89th AS AFRC	RCH423
01-0192	C-17A	137th AS NY ANG	06 Bndge35/RCH136
02-1110	C-17A	62nd AW	06 RCH267
04-4132	C-17A	305th AMW	06 RCH265
06-6168	C-17A	436th AW	06 RCH830
08-8204	C-17A	437th AW	06 RCH303
11-5745	C-130J-30	19th AW	06 Lion151/Jump51
06.5847/61-PP	C-130J-30	ET02.061	Cotam2044
86-0017	C-5M	436th AW	09 RCH699/450
86-0025	C-5M	436th AW	07 RCH912

87-0035	C-5M	436th AW	dep RCH138	08-8204	C-17A	437th AW	13 RCH175
93-0603	C-17A	89th AS AFRC	07 RCH423	10-0216	C-17A	62nd AW	12 RCH966
98-0057	C-17A	137th AS NY ANG	07 RCH425	10-0221	C-17A	437th AW	12 RCH192
03-3124	C-17A	437th AW	07 RCH230	91-0343/SP	F-16CM	480th FS	* Dagger02
07-7169	C-17A	436th AW	11 RCH340	91-0418/SP	F-16CM	480th FS	* Dagger01
07-7189	C-17A	437th AW	07 RCH1815	12.84-00156	C-12U-3	E/1-214th AVN	Duke74
10-0213	C-17A	437th AW	08 RCH413	03-3117	C-17A	183rd AS MS ANG	14 RCH150/236
73-1594/DM	EC130H	55th ECG	22 Axis22	09-9206	C-17A	437th AW	13 RCH044
11-5737	MC-130J	67th SOS	Hurly41	10-0213	C-17A	437th AW	14 RCH413
11-5745	C-130J-30	19th AW	07 Jump51/Lion437	13.86-0035	KC-10A	305th AMW	14 Blue11
61-0315	KC-135R	6th AMW	07 RCH181	00-0177	C-17A	137th AS NY ANG	14 RCH225
61-0323	KC-135R	6th AMW	07 RCH630	02-1105	C-17A	62nd AW	14 RCH339/324
63-7979	KC-135R	6th AMW	07 RCH239	03-3119	C-17A	183rd AS MS ANG	14 RCH288
166378	C-37B	VR-1	VV200	04-4133	C-17A	305th AMW	14 RCH101
07.0218	M-28B/PT	8.BLTr	PLF114	07-7170	C-17A	436th AW	14 RCH293
85-0001	C-5M	436th AW	dep RCH699	08-8191	C-17A	437th AW	15 RCH296/410
85-0002	C-5M	436th AW	08 RCH182	14.H27	A109BA	17sq/1w	BAF317
96-0002	C-17A	437th AW	09 RCH723	H38	A109BA	17sq/1w	BAF318
02-1099	C-17A	758th AS AFRC	08 RCH437	87-0034	C-5M	60th AMW	16 RCH557
02-1101	C-17A	758th AS AFRC	12 RCH685	02-1105	C-17A	62nd AW	15 RCH324/420
58-0001/D	KC-135R	351st ARS	Evac10E2	03-3117	C-17A	183rd AS MS ANG	18 RCH236/315
61-0313	KC-135R	77th ARS AFRC	08 RCH972	06-6164	C-17A	60th AMW	15 RCH040
61-2670/OF	OC-135B	55th Wg	08 OSY12T	07-7189	C-17A	437th AW	RCH1815
166376	C-37B	VR-1	VV500	09-9206	C-17A	437th AW	15 RCH044
08 84-0061	C-5M	436th AW	RCH219	61-0288/D	KC-135R	351st ARS	Quid52
94-0067	C-17A	137th AS NY ANG	09 RCH149	04-01778	C-37B	OSACOM/PATD	15 PAT78
98-0057	C-17A	137th AS NY ANG	10 RCH425/329	15.85-0008	C-5M	436th AW	17 RCH775
07-7180	C-17A	437th AW	10 RCH435	86-0012	C-5M	337th AS AFRC	19 RCH612
58-0001/D	KC-135R	351st ARS	Evac10E2	86-0024	C-5M	60th AMW	17 RCH325/444
09.C-172	CL-604	Esk721	DAF5507	83-0081	KC-10A	305th AMW	18 RCH916
85-0002	C-5M	436th AW	10 RCH182/410	89-1192	C-17A	437th AW	18 RCH137
09.86-0025	C-5M	436th AW	13 RCH912	93-0603	C-17A	89th AS AFRC	16 RCH698/554
02-1099	C-17A	758th AS AFRC	11 RCH437	02-1100	C-17A	155th AS TN ANG	16 RCH537
06-6165	C-17A	436th AW	10 RCH225	04-4132	C-17A	305th AMW	16 RCH732
06-6168	C-17A	436th AW	10 RCH727/533	07-7169	C-17A	436th AW	RCH438
08-8191	C-17A	437th AW	11 RCH712/296	07-7178	C-17A	305th AMW	21 RCH415/193
10-0216	C-17A	62nd AW	RCH966	08-8204	C-17A	437th AW	16 RCH175
11-5745	C-130J-30	19th AW	10 Lion437/433	09-9212	C-17A	437th AW	16 RCH559/415
10.84-0061	C-5M	436th AW	11 RCH219	10-0213	C-17A	437th AW	16 RCH413/526
87-0034	C-5M	60th AMW	12 RCH557	16.00-0177	C-17A	137th AS NY ANG	17 RCH225/560
94-0067	C-17A	137th AS NY ANG	12 RCH149	11-5745	C-130J-30	19th AW	17 Lion433/Herky72
98-0057	C-17A	137th AS NY ANG	12 RCH329	17.02-1100	C-17A	155th AS TN ANG	18 RCH537
02-1105	C-17A	62nd AW	11 RCH405	07-7169	C-17A	436th AW	18 RCH438
06-6168	C-17A	436th AW	11 RCH533/727	11-5745	C-130J-30	19th AW	18 Herky72/83
08-8194	C-17A	62nd AW	11 RCH465	165162/NY	KC-130T	VMGR-452	20 Bronco50
900528	C-26D	AOD Sigonella	11 CNV6661	18.ZE708	BAe146 C3	32(TR)sq	19 RRR1918
12-5768/FT	HC-130J	79th RQS	11 RCH5768	87-0035	C-5M	436th AW	19 RCH145
11.50+49	C-160D	LTG63	12 GAF007	00-0177	C-17A	137th AS NY ANG	RCH560
86-0020	C-5M	436th AW	14 RCH295	00-0177	C-17A	137th AS NY ANG	20 Bndge37/RCH560
04-4132	C-17A	305th AMW	12 RCH178	06-6164	C-17A	60th AMW	19 Bndge38/RCH980
07-7180	C-17A	437th AW	12 RCH435	08-8191	C-17A	437th AW	20 RCH410/114



Normally, spotters at Kleine Brogel do not pick up their cameras when a Belgian C-130H comes in to land, unless this Hercules carries United Nations titles. CH-03 is flown in support of MINUSMA, the UN-operation in Mali. It is a part of the Belgian detachment at Bamako. It is thanks to Toon Cox that we can show you this photo, taken on 2 January 2019.

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Distribution to a third party is not allowed



The Beech MC-12W Liberty is an intelligence, surveillance and reconnaissance (ISR) aircraft of the USAF acquired for Project Liberty. Project Liberty includes Operations Enduring Freedom (OEF) and Enduring Iraqi Freedom (OIF). OEF is the official name designated by the US government for its war in Afghanistan, while OIF is the official name for its war in Iraq. 09-0678 Is seen here arriving for a fuel stop at Geilenkirchen while en route from Romania to Mildenhall. (17 December 2018, Rolf Flinzner)

08-8197	C-17A	62nd AW	19 RCH316	09-0015	C-32A	1st AS	SAM927
04-01778	C-37B	OSACOM/PATD	PAT78	07-4637	C-130J-30	19th AW	dep Lion150
01-0040	C-40B	1st AS	SAM868	28.01-0187	C-17A	62nd AW	29 RCH291
11-5745	C-130J-30	19th AW	19 Herky83/71	04-4131	C-17A	305th AMW	29 RCH346
61-0315	KC-135R	6th AMW	19 RCH204	04-4134	C-17A	305th AMW	29 RCH163
165833	C-40A	VR-59	CNV6685	06-6154	C-17A	60th AMW	29 RCH685
19.5847/61-PP	C-130J-30	ET2.061	Cotam2036	29.86-0025	C-5M	436th AW	01 RCH156
87-0034	C-5M	60th AMW	20 RCH424	01-0189	C-17A	155th AS TN ANG	31 RCH405/551
86-0029	KC-10A	60th AMW	20 RCH635	08-8191	C-17A	437th AW	01 RCH550/812
01-0186	C-17A	436th AW	RCH143	10-0213	C-17A	437th AW	31 RCH141
07-7172	C-17A	60th AMW	20 RCH409/904	30.04-4131	C-17A	305th AMW	31 RCH346
09-9212	C-17A	437th AW	20 RCH415	31.08-8203	C-17A	62nd AW	arr RCH556
11-5745	C-130J-30	19th AW	Herky71/81	07-4637	C-130J-30	19th AW	arr Lion150
20.02	C-17A	HAW	21 Bartok50	<u>Credits: MAR, Scramble messageboard.</u>			
87-0030	C-5M	60th AMW	21 RCH552	Spangdahlem			
89-1191	C-17A	137th AS NY ANG	21 RCH220	December 2018			
90-0535	C-17A	89th AS AFRC	21 RCH148	01.84-0061	C-5M	436th AW	02 RCH190
98-0057	C-17A	137th AS NY ANG	21 RCH164	86-0017	C-5M	436th AW	06 RCH699
01-0186	C-17A	436th AW	21 RCH143	86-0020	C-5M	436th AW	dep RCH271
164442/NY	KC-130T	VMGR-452	23 Bronco51	03.97-0048	C-17A	89th AS AFRC	04 RCH445
21.90-0535	C-17A	89th AS AFRC	22 RCH148	05-5141	C-17A	729th AS AFRC	04 RCH139
93-0603	C-17A	89th AS AFRC	22 RCH554	04.90-0534	C-17A	437th AW	05 RCH230
97-0047	C-17A	437th AW	22 RCH252	05.86-0038	KC-10A	60th AMW	06 RCH106
00-0175	C-17A	305th AMW	RCH981	63-8002	KC-135R	22nd ARW	06 RCH619
02-1108	C-17A	62nd AW	22 RCH979	06.96-0006	C-17A	167th AS WV ANG	07 RCH695
08-8191	C-17A	437th AW	23 RCH551/627	05-5141	C-17A	729th AS AFRC	RCH158
09-9206	C-17A	437th AW	22 RCH044	08.10-0217	C-17A	62nd AW	10 RCH476/235
09-9207	C-17A	437th AW	22 RCH102/903	09.04-4132	C-17A	305th AMW	10 RCH178
09-9209	C-17A	62nd AW	22 RCH540	10.10-0217	C-17A	62nd AW	11 RCH235
61-0323	KC-135R	22nd ARW	22 RCH984	63-8002	KC-135R	22nd ARW	11 RCH555
22.87-0035	C-5M	436th AW	23 RCH463	11.86-0017	C-5M	436th AW	15 RCH450
89-1191	C-17A	137th AS NY ANG	24 RCH220	12.93-0603	C-17A	89th AS AFRC	14 RCH698
98-0057	C-17A	137th AS NY ANG	24 Bndge35RCH317	06-6163	C-17A	60th AMW	14 RCH439
03-3127	C-17A	62nd AW	23 RCH902	13.02-1110	C-17A	62nd AW	14 RCH306
07-7170	C-17A	436th AW	23 RCH696	06-6160	C-17A	60th AMW	15 RCH345
07-7172	C-17A	60th AMW	23 RCH904	09-9212	C-17A	437th AW	14 RCH559
23.06-6166	C-17A	436th AW	RCH551	60-0331	KC-135R	314th ARS AFRC	14 RCH911
08-8204	C-17A	437th AW	24 RCH354	63-8008	KC-135R	92/141nd ARW	15 RCH783
24.89-1191	C-17A	137th AS NY ANG	01 RCH220	14.02-1098	C-17A	305th AMW	RCH240
03-3126	C-17A	305th AMW	RCH333	06-6158	C-17A	60th AMW	15 RCH679
08-8191	C-17A	437th AW	27 RCH627/550	07-7177	C-17A	436th AW	15 RCH394
10-0216	C-17A	62nd AW	25 RCH407	08-8201	C-17A	62nd AW	03 RCH551/261
25.98-0057	C-17A	137th AS NY ANG	26 RCH317	16.06-6160	C-17A	60th AMW	17 RCH047
26.09-0015	C-32A	1st AS	SAM927	17.92-3288	C-130H	96th AS AFRC	19 RCH605
27.96-0003	C-17A	62nd AW	28 RCH539	18.1x	E-3A	NAEW&CF	*
01-0189	C-17A	155th AS TN ANG	28 RCH405	<u>Credits: MAR, Scramble messageboard.</u>			
02-1098	C-17A	305th AMW	28 RCH699	Wiesbaden			
04-4134	C-17A	305th AMW	28 RCH163	December 2018			
06-6154	C-17A	60th AMW	28 RCH685	10.73-1217	C-12C	USE Budapest	12
08-8204	C-17A	437th AW	RCH354	18.94-26569	UH-60L	A/2-4th AVN	
92-9000	VC-25A	1st AS	RCH358/41	20.90-26297	UH-60L	A/2-4th AVN	

Ireland

Shannon			December 2018
02.169036	C-40A	VR-61	
03.166378	C-37B	VR-1	
04.95-0123	UC-35A	E/1-214th AVN	
98-0002	C-32A	1st AS	
07.01-0040	C-40B	1st AS	
08.169036	C-40A	VR-61	
09.165833	C-40A	VR-59	
164598/RU	C-130T-30	VR-55	
13.07-7180	C-17A	437th AW	
14.84-0165	C-12U	E/1-214th AVN	
166694	C-40	VR-56	
16.05-4613	C-40C	73rd AS AFRC	
18.166694	C-40	VR-56	
19.92-3288	C-130H	96th AS AFRC	
20.01-0040	C-40B	1st AS	
22.01-0040	C-40B	1st AS	
23.166377	C-37B	VR-1	
25.06-0500	C-37B	99th AS	

Credits: MAR, Scramble messageboard.

United Kingdom

Brize Norton			December 2018
03.177702	CC-177	429sq	05 CFC4956
XW212	Puma HC2	Benson Wg	dep
ZK558	Chinook HC6	7sq	* SHF509
ZZ530	Wildcat HMA2	nn	dep
04.ZM333	Phenom T1	45sq	* CWL33
ZJ705	Griffin HAR2	QinetiQ	* Gauntlet37
05 E114	Alpha Jet E	EAC00.314	* FAF6441/2
E158/705-RF	Alpha Jet E	EAC00.314	* FAF6441/2
06.ZJ780	AS365N3	658sq	Titan23
UR-82037	An-124-100	ADB	07 ADB264F/2664
XW212	Puma HC2	Benson Wg	* SHF231/395
10.ZM302	Prefect T1	3 FTS	dep BKH71
ZJ215	Apache AH1	4Regt	a/f out AA440-442
ZJ220	Apache AH1	4Regt	a/f out AA440-442

ZJ224	Apache AH1	4Regt	a/f out AA440-442
11.ZA707	Chinook HC6A	Odiham Wg	* SHF404
UR-82027	An-124-100	ADB	12 ADB2665/268F
12.ZA677	Chinook HC6A	28sq	* SHF261
ZK561	Chinook HC6A	Odiham Wg	* SHF404
13.54+23	A400M	LTG62	* GAF099
ZD575	Chinook HC6A	Odiham Wg	*
ZH891	Chinook HC6A	Odiham Wg	
14.ZH816	Bell 212 AH1	AA001	a/f out 03
ZA766	Gazelle AH1	AA744	
13-5786	MC-130J	67th SOS	* Strix30
19.ZE700	BAe146 CC2	32(TR)sq	20 NOH99
WA638	Meteor T7	Martin Baker	* MBE01
21.91-0605/LN	F-15E	48th FW	* Bolar31
98-0135/LN	F-15E	48th FW	* Bolar31

Credits: MAR, Scramble messageboard.

Cambridge			December 2018
04.02-0042	C-40B	76th AS	Spar70
84008/848	Tp84	TSFE	
05.84004/844	Tp84	TSFE	arr
06.84008/848	Tp84	TSFE	dep
14.ZH868/868	Hercules C4	24/47sq	RRR227
ZH870/870	Hercules C4	24/47sq	arr RRR228
ZH871/871	Hercules C4	24/47sq	t/f MCE04
17.ZH871/871	Hercules C4	24/47sq	dep
18.ZH874/874	Hercules C4	24/47sq	arr MCE03
19.B-537	C-130J-30	Esk 721	dep DAF5428
C-080	CL-604	Esk 721	DAF5443
21.ZH879/879	Hercules C4	24/47sq	dep MCE01

Credits: MAR, Scramble messageboard.

Coningsby			December 2018
04.ZM418	Atlas C1	70sq	* RRR477
XX278	Hawk T1A	RAFAT	* Red3
11.ZK345/345	Typhoon FGR4	del to Lossie Wg	Typhoon12
ZZ418	Shadow R1	14sq	13 Widget48
12.ZK436	Typhoon FGR4	for Coningsby Wg	del fit Tarnish10
13.G-BYWB	Tutor T1	EMUAS	* UAH80
14.91-0335/LN	F-15E	48th FW	* Dude61/62



What looks like a gigantic traffic jam on board USS Kearsarge is actually the result of well orchestrated parking. The carrier paid a visit to the harbour of Valetta, Malta on 13 January 2019, while en route to the Gulf of Aden. In the foreground is Bell AH-1W 165366, flying with VMM-264. (Shaun Psaila)

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96-0201/LN	F-15E	48th FW	* Dude61/62
17 01-2000/LN	F-15E	48th FW	* Shifty61/62
01-2003/LN	F-15E	48th FW	* Shifty61/62
18.ZF205/205	Tucano T1	72sq	* LOP51
19.91-0331/LN	F-15E	48th FW	* Bolar51/52
97-0221/LN	F-15E	48th FW	* Bolar51/52
20.ZK319/319	Typhoon FGR4	1sq	RRR9811
ZK362/362	Typhoon FGR4	6sq	RRR9812
ZK351/351	Typhoon FGR4	6sq	RRR9813
ZK372/372	Typhoon FGR4	2sq	RRR9814

Credits: MAR, Scramble messageboard.

Farnborough			December 2018
03.A6-HRS	B737-7E0	Gvmt of Dubai	04 DUB4
04.A7-MHH	A319-115X	Gvmt of Qatar	
05.253	CN235M-100	101sq	IRL253
07.A4O-AJ	A319-115	Gvmt of Oman	10 ORF6
12.A6-MRM	B737-8EC	Gvmt of Dubai	13 DUB5
13.GZ100	AW109SP	32(TR)sq	RRR1285
A4O-AA	A320-233	Gvmt of Qatar	15 ORF5
A7-MHH	A319-115X	Gvmt of Qatar	A7MHH
13.A9C-BRN	G550	Gvmt of Bahrain	14 BAH5
14.A6-HRS	B737-7E0	Gvmt of Dubai	15 DUB4
17.A6-HHH	G650ER	Gvmt of Dubai	19 DUB9
19.A6-MRM	B737-8EC	Gvmt of Dubai	22 DUB5
23.A9C-BHR	G450	Gvmt of Bahrain	24 BAH4
27.A9C-BRN	G550	Gvmt of Bahrain	28 BAH5
28.A6-SHJ	A320-232X	Gvmt of Sharjah	10 SHJ01
A6-HRS	B737-7E0	Gvmt of Dubai	29 DUB4

Credits: MAR, Scramble messageboard.

Lakenheath			December 2018
04.E114	Alpha Jet E	EAC00.314	05 FAF6441
E158	Alpha Jet E	EAC00.314	05 FAF6442
57-1440	KC-135R	351st ARS	dep Quid03
06.10-0218	C-17A	62nd AW	07 RCH475
10.12-1013	F-15SA	del RSaudiAF	13 Retro61-64
12-1014	F-15SA	del RSaudiAF	13 Retro61-64
12-1015	F-15SA	del RSaudiAF	13 Retro61-64
12-1019	F-15SA	del RSaudiAF	13 Retro61-64
11.84-0085	C-21A	76th AS	Falcon01
13.1x	F-35B	617sq	* MRH91
14 08-8603/RS	C-130J-30	37th AS	Herky624
19 N88	CL-604	FAA	* FLC88

Credits: MAR, Scramble messageboard.

Lossiemouth			November 2018
01.168764/LK	P-8A	VP-26	02
08.ZH868/868	Hercules C4	24/47sq	* Omen2
ZH883/883	Hercules C5	24/47sq	* Omen1
G-MCGI	S-92	HMCG	CG951
09.168857/LK	P-8A	VP-26	15 Trident45
12.XX332/CD	Hawk T1A	100sq	+13/14/15/22
J-5001	F/A-18C	Swiss AF	dep
15.169319	UC-12W	USMC	
19.T-729	Beech 1900D	LTDB	20
XX191/CC	Hawk T1A	100sq	20
23.XX191/CC	Hawk T1A	100sq	
HB-JVE	Fokker 100	Helvetica	
26.10+23	A310-304MRTT	FBS BMVg	27
29.163591/RU	C-130T	VR-55	30

			December 2018
03.T-729	Beech 1900	LTDB	SUI562
85-0034	KC-10A	nn	06 RCH646
163591/RU	C-130T	VR-55	
05.169324/LK	P-8A	VP-26	07 Trident76
07.J-5009	F/A-18C	Swiss AF	dep
J-5010	F/A-18C	Swiss AF	dep
J-5014	F/A-18C	Swiss AF	dep
J-5018	F/A-18C	Swiss AF	dep
J-5020	F/A-18C	Swiss AF	dep
J-5021	F/A-18C	Swiss AF	dep
J-5026	F/A-18C	Swiss AF	dep
J-5233	F/A-18D	Swiss AF	dep
J-5236	F/A-18D	Swiss AF	dep
00-0218	C-17A	RCH475	08

10.FA107	F-16AM	10w	BAF431/2
FA131	F-16AM	10w	BAF431/2
11.E90/8-TH	Alpha Jet E	ET00.008	12 FAF6821
E124/8-RN	Alpha Jet E	ET00.008	12 FAF6822
12.J-5232	FA/18D	Swiss AF	dep
84-00162	C-12U-3	E/1-214th AVN	Duke31
13.AT01	Alpha Jet 1B+	11sq	14 BAF122/3
AT11	Alpha Jet 1B+	11sq	14 BAF122/3
FB22	F-16BM	nn	BAF241
15.R217/64-GQ	C-160R	ET00.064	CTM2048
16.18	Atlantic NG	FrN	22 FNY5112
17.01-2004/LN	F-15E	48th FW	Harley23/24
96-0204	F-15E	48th FW	Harley23/24
20.082/YG	EMB121AA	EAT00.318	FrN5021

Credits: MAR, Scramble messageboard.

Mildenhall			December 2018
01 13-5790	HC-130J	71st RQS	03 RCH5790
02.91-1235	C-130H	165th AS KY ANG	08 RCH163
159887	EP-3E	VQ-1	PR887
03.84-00165	C-12U-3	E/1-214th AVN	Duke94
04.08-6204	MC-130J	27th SOW	06 RCH1032
05.ZZ171/171	C-17A	99sq	* RRR830
60-0320	KC-135R	22nd ARW	06 RCH428
60-0337	KC-135T	22nd ARW	06 RCH552
06.ZD716	Tornado GR4	31sq	* Monster3
87-0035	C-5M	436th AW	RCH138
84-0189	KC-10A	305th AMW	07 Blue31
07.ZH870/870	Hercules C4	24/47sq	* RRR201
84-0061	C-5M	436th AW	08 RCH219
86-0031	KC-10A	60th AMW	RCH347
88-1307	AC-130W	27th SOW	13 RCH1038
09.64-14841/OF	RC-135V	55th Wg	14 Olive56
10.ZM337	Phenom T1	45sq	* Cranwell31
86-0035	KC-10A	305th AMW	13 Blue11
91-0309/LN	F-15E	494th FS	* Jungle61
91-0604/LN	F-15E	494th FS	* Jungle62
97-00102	UC-35A	E/1-214th AVN	Duke11
11.ZZ666	Airseeker R1	51sq	12 RRR7206/Dragnet31
07-7169	C-17A	436th AW	RCH340/330
91-0306/LN	F-15E	492nd FS	* Dawg92
12.62-3512	KC-135R	126th ARS WI ANG	13 Blue12
63-8885	KC-135R	6th AMW	13 RCH776
13.ZM337	Phenom T1	45sq	* Cranwell36
57-1473	KC-135R	106th ARS AL ANG	21 RCH553
64-14844/OF	RC-135V	55th Wg	arr Snoop55
14.58-0073	KC-135R	106th ARS AL ANG	15 RCH331
10-0052	CV-22B	7th SOS	del fit Honda81-83
11-0059	CV-22B	7th SOS	del fit Honda81-83
11-0060	CV-22B	7th SOS	del fit Honda81-83
15.64-14846/OF	RC-135V	55th Wg	dep Snoop55
168438	P-8A	VP-26	16 Trident85
168848	P-8A	VP-26	16 Trident86
16.62-3547	KC-135R	117th ARS KS ANG	17 RCH199
58-0035	KC-135R	92nd/141st ARW	17 RCH920
17.58-0071	KC-135T	6th AMW	18 RCH041
09-0678	MC-12W	185th SOS OK ANG 21	Bedlum21/22
84-00165	C-12U-3	E/1-214th AVN	Duke89
18.63-7979	KC-135R	22nd ARW	19 RCH598
168848	P-8A	VP-26	
19.ZZ177	C-17A	99sq	* RRR811
ZM334	Phenom T1	45sq	Cranwell38
86-0012	C-5M	337th AS	arr RCH612
63-7995	KC-135R	22nd ARW	20 RCH426
20.90-0535	C-17A	89th AS AFRC	RCH148
168848	P-8A	VP-26	Trident21
168438	P-8A	VP-26	Trident26
21.07-7178	C-17A	305th AMW	RCH193
26.01-0040	C-40B	1st AS	27 SAM301
27.04-4135	C-17A	305th AMW	RCH163

Credits: MAR, Scramble messageboard.

Northolt			November 2018
01.ZZ500	Avenger T1	750NAS	NAVY805
08.ZJ135/T	Merlin HC3	846NAS	Commando513
ZZ533	Wildcat AH1	1Regt	Rascal381
09.168205	UC-12W	VMR-4	12 Atila05

14.CD01 T.18-5/45-05 ZH874/874 ZG996	Falcon 900 Falcon 900 Hercules C4 Defender AL1	21sq 451 Esc 24/47sq 651sq	15 BAF600 AME4513 RRR5714 AAC515	ZH847/CU-66 ZH857 N789LL	Merlin HM2 Merlin HM2 Beech 350	814NAS 814NAS US SOC	Tiger70 Redclaw01 19 JM61
16.99-0402 20.ZJ131/P 24.ZH874/874	C-37A Merlin HC4 Hercules C4	76th AS 845NAS 24/47sq	* Spar80 Jungly410 RRR5715	19.ZM417/417 21.ZH888/888 26.60-0343 28.ZH857	Atlas C1 Hercules C5 KC-135T Merlin HM2	70sq 24/47sq 22nd ARW 814NAS	* RRR482 * RRR5503 27 RCH401 Redclaw01
			December 2018	29.165833 31.15005 ZH857	C-40A CC-150T Merlin HM2	VR-59 437sq 814NAS	CNV6843 03 CFC4380 Redclaw01
02.C-172 04.14+01 ZG997	CL-604 Global 5000 Defender AL2	Esk 7210 FBS BMVg 651sq	DAF001 GAF671 AAC501				
06.ZH874/874 11.ZH874/874 18.T-784	Hercules C4 Hercules C4 Ce560	24/47sq 24/47sq LTDB	RRR5810 RRR5811 SUI008				
<u>Credits:</u> MAR, Scramble messageboard.							
Prestwick			December 2018				
01.KAF343 02.15004 91-1235 163591/RU	C-17A CC-150T C-130H C-130T	41sq 437sq 165th AS KY ANG VR-55	dep KAF3230 dep CFC4379 RCH163 03 CNV6301	09.MAB MAO 13.135L-484 15.MAB	C-17A C-17A ERJ135BJ C-17A	HeavyTransportsq HeavyTransportsq 352Mira HeavyTransportsq	LHOB245 LHOB240 HAF352H LHOB241
03.240/F-RARF 04.02-1110 84-0087 07.85-0027 08.59-1504 09.KAF343 58-0066 10.84-00157 11.ZH002 09-5707/FT 12.144615 231/F-RAFC 01-0040 58-0077 ZH847/CU-66	A330-223 C-17A C-21A KC-10A KC-135T C-17A KC-135R C-12U-3 Defender AL2 HC-130J CC-144B Falcon 2000LX C-40B KC-135T Merlin HM2	ET00.060 62nd AW 76th AS 305th AMW 171st ARW PA ANG 41sq 133rd ARS NH ANG E/1-214th AVN 651sq 79th RQS 412sq ET00.060 1st AS 171st ARW PA ANG 814NAS	05 RCH267 Falcon99 08 RCH411 09 RCH534 RCH3216 10 RCH457 Duke89 * AAC531 14 King05 CFC3895 * CTM1281 SAM918 13 RCH697 dep Tiger70	21.F-ZBMD/74 23.A6-HRM 24.1302 A40-AE	Dash8-402Q B747-422 A330MRTT G550	Securite Civile Gvmt of Dubai UAE AF Gvmt of Oman	ORF4 PLF102 Uniforce1300 LOT702 DUB1 Uniforce1300 ORF4
<u>Credits:</u> MAR, Scramble messageboard.							
13.05-0419 08-0790 G-CGKE/KE G-CGKR/KR 14.58-0121 165833 18.130609 130612	U-28A U-28A Tutor T1 Tutor T1 KC-135R C-40A CC-130J-30 CC-130J-30	319th SOS 319th SOS UGSAS/(4AEF) UGSAS/(4AEF) 465th ARS AFRC VR-59 436sq 436sq	14 RCH1018 14 RCH1016 * UAJ42 * UAJ50 17 RCH157 15 CNV6621 19 CFC2504 19 CFC2503	12.ZM141 13.ZF374/374 2x 17.58-0094/D 2x 18.ZM401/401 ZJ802/802 60-0344/D 19 2x 20 ZK562 ZF205/205 19 ZK311/311 ZJ802/802 20 ZK034	F-35B Tucano T1 F-15E KC-135R F-15E Atlas C1 Typhoon T3 KC-135R F-15E Chinook HC6 Tucano T1 Typhoon FGR4 Typhoon T3 Hawk T2	617sq 72sq 494th FS 351st ARS 494th FS 70sq 3sq 351st ARS 492nd FS 7sq 72sq 3sq 3sq 4sq	December 2018 * MRH90 * LOP50 * Ginis61/62 * Quid16 * Harley21/22 * RRR466 * Chaos43 * Quid24 * Jungle61/62 SHF566 * LOP46 * Rampage * Rampage
<u>Credits:</u> MAR, Scramble messageboard.							



The Eagle Eye 18-2 air defense exercise was held in the Spanish southeast from December 11 to 14. José Damian González sent us this picture of Sea King HS.9-15 which he took at San Javier AB on 12 December. The helo is one of ten examples of the type that are flown by the Spanish Navy in the transport and AEW role. The Sea Kings will be phased out in 2020.

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Civil News



In January 2019 Aer Lingus introduced a new colour scheme. The characteristic half-green fuselage is gone and replaced by a cleaner white design. The shamrock still features on the tail, but with an updated design. The flowers are now formed as hearts. The new logo also appears as part of the Aer Lingus titles on the forward fuselage, with the airline's name in a new font. The tail and rear are painted in green. The engines, which were white in the old colour scheme, are also painted in the Irish national colour. Aer Lingus plans to have the whole fleet repainted in the new livery by 2021. (Dusseldorf, 19 January 2019, Bill de Koning)

Manufacturers News

Bombardier

In 2018 the backlog for the CRJ-series revealed one undisclosed customer for a CRJ700, fifty CRJ900s and five CRJ1000s. The latter are destined for Air Nostrum. For the CRJ900 the orders are spread between American Airlines, Delta Air Lines, China Express, CIB Leasing (also for the Chinese market) and Uganda Airlines. Mid 2020 the final CRJ900 deliveries are expected, based on the current backlog status.

Global 7500

As stated in Scramble 475, the first entry-into-service of the Global 7500 was late December 2018, to be precise 20 December. During a well-organised presentation the first delivery of former prototype C-FXAI (**70006**) was celebrated with staff, media and new owners Jetcraft and Stonebriar Commercial Finance. For the purpose of promotional tours Bombardier will lease the airplane back for various months in 2019, sporting the Global 7500 decorations from its prototype era for the time being.

Cirrus

SF50G2

The Cirrus Vision Jet, also known as SF50, has received FAA approval for their modified Generation 2 version of the Vision Jet. Based on the early version of the SF50 improvements have been made to the flight deck and interior. The SF50G2 also flies higher, reaching FL310 (31,000ft), improved range increased towards 1,200nm and top cruise speed increased beyond 300kts. At this moment Cirrus is preparing c/n **94**, registered N865EW, to be the first G2 to be delivered in Q1 2019. For just \$2.75 million you can become owner of a new Vision Jet if you have some savings to spend.

At this moment there are 88 Vision Jets delivered, 63 of them have been delivered in 2018. The outlook for 2019 is 80 deliveries and increasing to 100 in 2020. The overall backlog currently comprises 540 orders, making this single engine very-light jet rather promising in its class.

COMAC

C919

Comac C919 number three, 103, completed its first flight successfully at Shanghai Pudong International on 28 December 2018 just after noon.

CR929

Another celebration at COMAC took place two days before the third C919 took to the skies as the first forward fuselage section of the CR929 was unveiled on 26 December 2018. This composite structure is the first step towards completion of the Chinese/Russian answer to the B777/B787 and A330/A350 market domination, stepping in the market for global minded airlines without the means to purchase the expensive Western airliners. Late Q3 2019 the unveiling of the first CR929 is expected to take place.

Embraer

After the first E-jet delivery to LOT Polish Airlines in June 2004 (EMB170 SP-LDE **1700029**) it took Embraer 14.5 years to reach the delivery milestone of number 1,500. On 26 November 2018 Alaska Airlines subsidiary Horizon Air received EMB175 N643QX **17000763**, also wearing a small decoration just behind the passenger entry door. With a filled backlog it is a matter of time before the next milestone of 2,000 E-jets is reached.

Gulfstream

G500

On 17 December 2018 Gulfstream delivered their first Gulfstream 500 to foreign customers. The international honour went to Qatar Airways Executive who received two G500s at once. First one being A7-CGP (**72011**, ex N511GD) and the second one being A7-CGQ (**72015**, ex N515GD). After their hand over ceremony held at Savannah both jets flew to Doha with a refuel stop at Farnborough.

Piaggio Aerospace

Dark clouds form over Italy as early December 2018 the Italian government gained control over Piaggio Aerospace as their former owner Mubadala, an UAE based investment fund, asked for receivership due to the state of insolvency of the company. The troubled P.180 programme did not find a spark to revive orders for the turboprop. The UAV excursion with the P.1HH Hammerhead stranded in midterm as the order of the UAE AF for eight Hammerheads was cancelled. In the meantime the Italian government requested an upgraded model for their longer range purposes, launching the P2.HH programme with a forecast of twenty UAVs on order. Given

the local and national interests for this upgrade and order, worth €766 million, Italy is up for a difficult challenge as they also participate in various other UAV programmes. Another option that the curator is assessing is a partial takeover from employees at the maintenance facilities and Hammerhead programme.

Sukhoi Civil Aircraft

SCAC announced that in 2018 a total of 23 SSJ100s have been built, eleven short of their 2017 total. Main reason for the decreased number of deliveries is shortages on their PowerJet SaM146 engines. In total 22 of these build SSJ100s have been delivered as follows; four SSJ100s were delivered to Severstal Airlines, four to Azimuth Airlines, thirteen to Aeroflot and

one sole VIP model to the Thai Air Force. For the outlook on 2019 another 23 Superjets are expected to be built.

Textron

Ce700 Longitude

On 20 December 2018 Textron was pleased to announce that their Cessna model 700, also known as Citation Longitude, gained its Provisional Type Certificate (PTC) from the Federal Aviation Administration. With the then government shutdown their timing was fortunate as the PTC qualification allows future operators of the Cessna 700 to start flight training. This also allows launch customer NetJets to receive their first Longitude in Q2 2019, as they are expecting a total of 175 Longitudes.

Airliner News



The Hertz Corporation was founded in October 1918. To celebrate their 100th anniversary, together with one of their partners Eurowings, one of the A320s in Eurowings' fleet was painted in this special colour scheme. Airbus A320 D-ABDU is an aircraft inherited from Air Berlin and it flew in the special Air Belin/Etihad scheme before being painted in these yellow Hertz colours in January 2019. (Dusseldorf, 19 January 2019, Bill de Koning)

Europe

Austria

The International Airline Group is planning to reshuffle its strategy at Amsterdam. As of April, Anisec Luftfahrt, the airline's group Austrian-based subsidiary will base at least three A320s at the airport. Anisec is operating under the LEVEL-brand. At first, they will take-over the non-Spanish routes that are currently being operated out of Amsterdam by Vueling. These are Florence, Lisbon, London-Luton and Rome-Fiumicino. Later, LEVEL will also take over the Spanish-routes that aren't a Vueling-hub. Anisec/LEVEL will also operate flights out of Amsterdam using Vienna-based A321s. Anisec was founded in 2018 to take-over Niki, but that deal didn't proceed. Since then Anisec is flying under the LEVEL-brand and is currently operating four A321s. At least six A320s are set to join the fleet this year.

The board of Austrian Airlines has approved a new strategic plan called #DriveTo25. The airline wants to grow in the coming years to become a network carrier, connecting destinations in Europe, Asia and North-America via Vienna. Most notable of the plan is the retirement of the company's 18 DHC-8-400s by 2021 and the acquisition of ten additional A320s. If these A320s will be new or used is currently not known. No news has been announced regarding the replacement of their ageing longhaul-fleet.

Belgium

According to an article in the Belgian newspaper La Libre Belgique, the Brussels Airlines-brand maybe replaced by the Eurowings-brand on European-flights soon. Discussions about the branding of longhaul-flights are still ongoing. The CEO of Brussels Airlines says that the Lufthansa Group wants to create a broad European-platform and wants to reduce the number of brands. She also stresses that the rebranding will not cost any jobs and that the airline is actually planning to recruit up to 200 new co-workers. Despite losing the Brussels Airlines-branding, the airline will keep part of its Belgian-heritage like the four "Belgian Icons" A320s. The CEO also disclosed that a fifth Belgian Icon will be unveiled in May.

France

A month ago we reported that the new CEO of Air France-KLM was planning to discontinue Joon. The Group quickly denied this, but on 10 January the news became official that Joon will disappear. The airline only started flying in December 2017 and operated a fleet of thirteen planes.

French travel industry newssite Tourmag is reported that XL Airways France has ordered two Airbus A330-900s. Both planes are expected to be delivered in 2020. Currently the airline operates a fleet of three A330-200s and one A330-300.

Greece

There is a new start-up in Greece; [Athens Spirit Airlines](#). This new company has filed for its AOC and is planning to start operations in April. The airline is being run by a former executive of Olympic Airways. Athens Spirit is planning to fly scheduled services out of Athens, using four Airbus A319-100s and two A340s. No details about the source of the planes or things like destinations are currently available.

Iceland

The new CEO of [Air Atlanta Icelandic](#) has said that the airline plans to replace their twelve Boeing 747-400s in the coming years. At first the company is to phase out their seven passenger-configured B747-400s, which are currently all operated for Saudi Arabian Airlines. This will be done between 2020 and 2025. As a replacement Air Atlanta Icelandic is looking at used B777s or A330s. After the replacement of the passenger-aircraft, the focus will shift to the five B747-400Fs.

Ireland

On 17 January, [Aer Lingus](#) unveiled their new corporate image, including a new livery. There is distinctively less green as the fuselage is now mainly white. The first aircraft to wear the livery are A330 EI-EDY and A320 EI-CVA.

Lessor [SMBC Aviation Capital](#) and Airbus announced that they have signed an order for 50 A320neos and 15 A321neos. The company also changed earlier placed orders for 15 A320neos into the larger A321neo. The deal was booked by Airbus in December under an unidentified customer.

Italy

The Italian subsidiary of the Lufthansa Group, [Air Dolomiti](#), has introduced a new livery. We think it's not very inspiring. Nevertheless, something to look out for at an airport near you. The airline will also take-over five ERJ195s from Lufthansa in the coming years and may also add nine more ERJ190s from Lufthansa until 2024. A final decision about these nine will be taken later this year. In the meantime Air Dolomiti is also looking to the future and will start evaluating a successor for the ERJs and will look at either the A220 or the ERJ195-E2.

According to Italian newspaper LaStampa, the Italian government is in the final stage of defining the new structure for troubled [Alitalia](#) and it seems Delta Air Lines is the preferred candidate to become Alitalia's new partner. The negotiations are being led by the Italian state-owned railway carrier Ferrovie dello Stato, which is reported to become the majority owner of Alitalia. In the coming weeks negotiations will be

held in Atlanta (GA) with Delta to see if they can come to an agreement. A deal with the American carrier is preferred above a deal with European rivals like Lufthansa and easyJet as they would likely insist on a heavier (cost) cutting at Alitalia. Delegates of Air France-KLM will also be attending the meeting in Atlanta (GA) to see if they can also assist or invest in the Italian airline.

Fleetwise, Alitalia has decided not to add three former Primera Air A321neos. The move comes after the airline got a new bankruptcy administrator in December.

Sweden

[SAS](#) has signed a lease-agreement with Air Lease Corporation for three Airbus A321neoLRs. The airline has decided to add the type in order to open more intercontinental routes to smaller markets. SAS will announce which routes they will use the A321neoLRs on in spring this year and is expecting to take delivery of the first plane in the first half of 2020.

Switzerland

[Helvetic Airways](#) is bringing the retirement of their last Fokker 100s forward with a year and now plans to phase them out in July this year. To be able to do so, Helvetic Airways signed a lease agreement with Nordic Aviation Capital for four additional Embraer ERJ190s. The first of these is due later this month. All four will be leased for a rather short term as the airline is due to take delivery of their first of twelve new ERJ190-E2s in September.

Turkey

It has now been confirmed by [Turkish Airlines](#) that they are going to start full-scale operations out of the new Istanbul Airport on 3 March. Originally the opening of the new airport was planned for October 2018, but later moved to 31 December. However, ongoing construction works prevented a full opening. Currently Turkish Airlines is operating around 100 weekly flights out of the new airport.

United Kingdom

This year, [British Airways](#) is celebrating its centenary and the airline will also do this by painting several aircraft in the livery of the predecessors of British Airways. The first plane with a retro-livery will be Boeing B747-400 G-BYGC, which is scheduled to arrive at London-Heathrow from the paintshop in Dublin at 18 February. She will wear this iconic BOAC-livery until her planned retirement in 2023. There were also rumours that British Airways was going to introduce an all new livery with the delivery of their first A350 later this year, but the airline has denied this. All new planes arriving into the



This former Ryanair aircraft spent time with Orenair and Rossiya before it was acquired by AirExplore in 2017. Recently OM-JEX was leased to Sun d'Or International Airlines and caught on camera adorned with the appropriate stickers. (Amsterdam - Schiphol, 27 December 2018, Frank Doornbos)

fleet will wear the current “Chatham Dockyard” union flag design. Which airplanes and which retro liveries will follow the BOAC one is currently not announced by the airline.

Connect Airways has reached an agreement with [Flybe](#) to buy all the shares in the troubled regional carrier. Connect Airways is a consortium of Virgin Atlantic, Stobart Group and Cyrus Capital. Virgin and Stobart will both own 30% of the shares in Connect, while Cyrus Capital will own the remaining 40%. The aircraft-operations of the Stobart Group, Stobart Air and Propius Leasing will also be part of the new Connect Airways. Flybe will continue to operate as a separate carrier, with its own AOC. However, the aircraft will fly under the [Virgin Atlantic](#)-brand. The airline will mainly transform into a feeder airline into London-Heathrow and Manchester, both Virgin Atlantic-hubs. They will also explore the possibilities to transform London-Southend into a regional hub later on.

Africa

Angola

The President of Angola has given authorization to the Ministers of Transport and Finance to, together with the board of [TAAG](#) to start negotiations with Boeing and Bombardier for fleet renewal. The plan is to start the renewal from 2020 onwards. Earlier it became known that TAAG is interested in the DHC-8, B737MAX and B787.

Madagascar

[Air Madagascar](#) is planning to accelerate the phase out of their two Airbus A340-300s. Earlier we reported that the airline would be adding two A330s to operate next to their A340s, but this plan has now changed. The A340s are planned to be out of the fleet by June. The move comes as the airline thinks the A340s operating costs are too high. It also doesn't help Air Madagascar is in a legal conflict about the lease rates of the pair of planes with Air France, the owner of the aircraft.

Tanzania

The last year the government has been modernizing the fleet of [Air Tanzania](#) with new B787-8s, A220-300s and DHC-8-400s. Now the government is thinking about adding two dedicated freighters to the fleet in order to boost the export of fresh products. No further details or timeline is currently known about the plan.

Asia

Bangladesh

[Biman Bangladesh Airlines](#) has issued a RFP in which it seeks the lease of two additional The Boeing Company B777-300ERs. The lease agreement would be for at least five years. The government and owner of the airline is also exploring the possibilities of adding dedicated cargo aircraft to the airline's fleet. This comes as the authorities noticed that there are more than 30 cargo flights a week being operated into the country, all by foreign carriers. A decision is expected within a few months.

Japan

The LCC of All Nippon Airways, [Peach Aviation](#), is thinking about expanding its fleet with widebody aircraft. As the middle class in Asia is expanding, the airline thinks widebody aircraft would increase the comfort and capacity on its Asian-routes. If Peach is to expand the fleet with larger aircraft than the A321neos that will join in 2020, they will go head-to-head with the longhaul LCC Japan Airlines is planning with B787-8s. This unnamed airline is set to start in 2020 and will fly to destinations in Asia, Europe and the US.

Singapore

Lessor [Avation](#) has decided to exercise options for eight ATR72-600s into firm orders. The aircraft will be delivered between 2020 and 2022 to various customers of the leasing company. Avation also secured purchase rights and price protection for 25 additional ATRs until December 2025 and also has the possibility to convert orders into other variants of ATRs.

Tajikistan

State-owned [Tajik Air](#) has suspended all operations indefinitely and all co-workers have been sent on unpaid leave. A special commission under leadership by the Prime Minister will now see which options there are for the company. Tajik Air operated a fleet of five aircraft, one B757-200, one B737-300, two An-28s and a single Mi-8MTV.

Thailand

Newcomer [Kom Airlines](#) has signed a Letter of Intent for six Sukhoi Superjets. Once the deal is expected to be firmed up within the coming months, the aircraft are to be delivered in 2019 and 2020.



As of January 2019, only five airlines still operate 37 active Boeing 737-600s. WestJet is with a fleet of thirteen aircraft the biggest operator, followed by Tunis Air with seven. SAS and EG&G Special Projects (the famous Janet Boeings at Las Vegas), both operate six 737-600s, while Air Algerié operates five 737-600s. To celebrate its 70th anniversary Tunis Air painted this Boeing 737-600 TS-IOP in a retro colour scheme in December 2018. This event was newsworthy enough to justify a picture of a 737-600 in Scramble's Civil News section. (Brussels-Zaventem, 26 December 2018, Jochem Jottier)



Varesh Airlines is a new Iranian start-up airline based at Sari Airport in the Mazandaran province. The airline launched its first scheduled passenger services on 9 October 2018 with a flight from Sari to Tehran-Mehrabad. Their current fleet consists of one Boeing 737-500 and two Boeing 737-300s. EP-VAI is one the two 737-300s in their fleet and was caught on camera by Jan Swart during take-off at Kish Island on 29 November 2018.

Latin America

Ecuador

At the end of this month, TAME will cease its route between Quito and New York-JFK (NY) and return its sole Airbus A330-200, HC-COH. The airline was leasing the plane since 2013. In the meantime TAME wants to simplify its fleet and base it around two types. Currently, the airline operates a fleet of eleven planes; three ATR42s, one A319, three A320s, three ERJ190s and the mentioned A330-200. TAME has opened talks with Airbus, The Boeing Company, ATR and Embraer to see if they can fulfill the need of the airline. The next planes slated for a phase out are their three ERJ190s and TAME hopes to do so before the end of this year

Middle East

Iran

On 13 January, Iran Aseman Airlines, ceased operating the B727. Their last aircraft, EP-ASB, flew between Zahedan and Tehran-Mehrabad. Officially, there is now one commercial operator left for the B727, Mahfooz Aviation from Gambia. The status of their last B727 is, however, not known.

The German Civil Aviation Authorities have revoked the landing rights of Mahan Air and as a result the airline has stopped flying to Düsseldorf and München. The move comes after pressure by the US Government, which suspects that Mahan Air is linked to Iran's Revolutionary Guard Corps, a military entity which has been on the US terror list since 2017. It is said that the airline is transporting weapons, soldiers and other military equipment from Iran to Syria, supporting the regime of President Assad.

North America

Canada

On 28 December, Cargojet Airways ended all operations with their B727Fs. The airline operated a fleet of eleven aircraft of the type. The last flight was operated by C-GCJZ.

Central Mountain Air acquired four ex-Piedmont Airlines Dash 8-100s to double its Dash 8 fleet.

17 January was a happy day for WestJet as the airline took delivery of their first B787-9. From 20 February the aircraft will be deployed domestically between Calgary and Toronto.

From 28 April the Dreamliner will be used for the first time on an international destination, which will be London-Gatwick. WestJet expects to take delivery of their second and third B787-9 later this month and next month.

United States of America

Airbus and Delta Air Lines announced that the airline has ordered fifteen additional A220s, bringing the total number of ordered A220s to ninety. The deal was signed in December. Delta has also decided to upgauge fifty of those ninety into orders for the larger A220-300. The first A220-300 is expected to arrive in 2020 and will be built at the Airbus-plant in Mobile (AL). At the same time, the official introduction of A220-100s and A330-900s to be delivered, is being delayed due to the government shutdown in the United States, as the FAA cannot operate as usual.

On 7 January, Hawaiian Airlines said goodbye to its last B767. The last service was flown by N594HA between Sacramento (CA) and Honolulu (HI). The airline operated a total of 18 B767-300ERs and did so since 2001.

Also at the end of December, Airbus finalized two previously announced orders for the A220. Start-up Moxy from the US has firmed their order for 60 A220-300s, which was previously announced during the Farnborough Airshow. The other firmed order is, also, for 60 A220-300s by JetBlue. This order was announced at the renaming ceremony of the C-Series into the A220. Both orders will be built at the new A220-production facility at Mobile (AL).

In December, United has placed an order at Boeing for four more B777-300ERs and 24 B737MAXs. The order has been booked under an undisclosed customer. The airline revealed the order in their 4Q earnings release, but has refused to give further details about the exact type of MAXs they ordered or when the aircraft will be delivered.

Oceania

Samoa

Samoa Airways has signed a MOU with lessor Air Lease Corporation for the lease of a new B737MAX9. The aircraft is due for delivery in March and will replace their from NEOS leased B737-800. Samoa Airways is also planning to add a second aircraft in June, but no details about the type has been given.

Aircraft orders

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

Airbus 2018 firm orders

Aegean Airlines	20	A320neo	
	10	A321neo	
Airbus Defence and Space	4	A330-200	
Air New Zealand	2	A321neo	
Allegiant Air	1	A320	
Avolon	<u>75</u>	<u>A320neo</u>	
	<u>25</u>	<u>A321neo</u>	
CALC	15	A320neo	
<u>Delta Air Lines</u>	<u>15</u>	<u>A220-300</u>	
	10	A330-900	
Druk Air	1	A320neo	
easyJet	17	A320neo	
Emirates	20	A380-800	
Goshawk Aviation	20	A320neo	
IAG (for LEVEL)	2	A330-200	
<u>Jetblue Airways</u>	<u>60</u>	<u>A220-300</u>	
Kuwait Airways	8	A330-800	
Lufthansa	9	A320	
	23	A320neo	
Macquarie Financial Holdings	20	A320neo	
<u>Moxy</u>	<u>60</u>	<u>A220-300</u>	
Private	1	ACJ320	
Salamair	1	A320neo	
SaudiGulf Airlines	10	A320neo	
Scandinavian Airlines	35	A320neo	
	1	A330-300	
Sichuan Airlines	10	A350-900	
Spirit Airlines	5	A320	
Swiss	7	A320neo	
	3	A321neo	
Turkish Airlines	25	A350-900	
<u>Undisclosed</u>	5	A319	
	22	A319neo	
	<u>20</u>	<u>A320</u>	(+17)
	<u>136</u>	<u>A320neo</u>	(+130)
	4	A321neo	
	3	A330-300	
	10	A330-900	
	<u>26</u>	<u>A350-900</u>	(+3)
	1	<u>A350-1000</u>	
Vietjet Air	2	A321	
	50	A321neo	
Vistara	13	A320neo	
Viva Aerobus	25	A321neo	
Total	831		(+392)
ATR 2019 firm orders			
<u>Avation</u>	8	<u>ATR72-600</u>	
Total	8		

Boeing 2018 firm orders

Air Lease Corporation	38	B737MAX	
	3	B787-9	
Air Peace	10	B737MAX8	
American Airlines	25	B787-9	
ANA Holdings Inc.	2	B777F	
Aviation Capital Group	23	B737MAX	
<u>BOC Aviation Limited</u>	<u>11</u>	<u>B737MAX8</u>	
	3	<u>B777-300ER</u>	
	9	B787-9	
<u>Boeing Capital Corporation</u>	75	B737MAX8	
	1	B777F	
	1	<u>B777-300ER</u>	
	<u>30</u>	<u>B787</u>	(+1)
DHL	10	B777F	
FedEx Express	11	B767-300F	
	12	B777F	
GOL	15	B737MAX8	
Goshawk Aviation Limited	20	B737MAX8	
Hawaiian Airlines	10	B787-9	
Jackson Square Aviation	30	B737MAX8	
<u>Japan Air Self Defence Force</u>	2	<u>B767-2C</u>	(+1)
Jeju Air	40	B737MAX8	
Jet Airways	150	B737MAX8	
Lufthansa Cargo	2	B777F	
<u>Novus Aviation Capital</u>	4	<u>B777-300ER</u>	(+1)
Private	4	BBJ	
Qantas Airways	6	B787-9	
Qatar Airways	5	B777F	
Royal Air Force	3	P-8A	
Ryanair	25	B737MAX200	
SkyUp Airlines	3	B737MAX8	
	3	B737MAX10	
Southwest Airlines	40	B737MAX8	
Swiss International Air Lines	2	B777-300ER	
TAROM	5	B737MAX8	
TUI Travel PLC	2	B737MAX8	
Turkish Airlines	3	B777F	
	25	B787-9	
Turkmenistan Airlines	3	B737MAX7	
<u>Unidentified</u>	<u>297</u>	<u>B737</u>	(+183)
	4	<u>B747-8F</u>	
	1	B777-200LR	
	<u>13</u>	<u>B777</u>	
	8	B787	
United Airlines	13	B787-9	
United States Air Force	18	KC-46	
United States Navy	10	P-8A	
UPS	14	B747-8F	
	9	B767-300F	
UTair Aviation	30	B737MAX8	
Uzbekistan Airways	1	B787-8	
Vistara	6	B787-9	
Total	1090		(+218)

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

Jetliners

A300	B4-605RF	739	TC-MCG	Libyan Airlines, ex MNG Airlines. Delivered on lease in January. Aircraft wears Libyan Airlines titles in a MNG colour scheme.
A319	-112	2905	5A-WLC	Libyan Wings, ex LZ-AWQ of DAE Capital. Delivered on 30 December. Former B-6159 of Shenzhen Airlines.
	-112	2935	5A-WLD	Libyan Wings, ex LZ-AWR of DAE Capital. Delivered on 30 December. Former B-6165 of Shenzhen Airlines.
	-112	3436	OK-NEN	Eurowings, ex Czech Airlines. Delivered on lease on 31 December. Aircraft has Eurowings titles in a standard Czech Airlines colour scheme.
	-112	3452	OK-NEO	Eurowings, ex Czech Airlines. Delivered on lease on 1 January. Aircraft has Eurowings titles in a standard Czech Airlines colour scheme.
	-112	3660	OK-NEP	Eurowings, ex Czech Airlines. Delivered on lease on 1 January. Aircraft has small Eurowings titles in a special Czech Airlines "City of Prague" colour scheme.
	-132	3685	HS-PPU	Bangkok Airways, ex JY-AYM of Royal Jordanian. Delivered on 17 January.
	-112	4713	OK-REQ	Eurowings, ex Czech Airlines. Delivered on lease on 1 January. Aircraft has Eurowings titles in a standard Czech Airlines colour scheme.
A320	-214	879	LZ-MDO	Alpeflyet, ex Via Airways. Delivered on lease on 29 December.
	-232	1183	ES-SAP	VietJetAir, ex SmartLynx Estonia. Delivered on lease on 18 January.
	-214	1725	ES-SAS	VietJetAir, ex SmartLynx Estonia. Delivered on lease on 23 January.

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The Airbus A319 is the final Air Canada aircraft type to receive the new red, black and white livery, introduced in February 2017. The first A319 airframe painted was C-GARG, which returned from the paint shop in Roswell (NM) to Toronto Lester B. Pearson International on 22 November 2018. The introduction of the Boeing 737MAX, which entered service at the end of 2017 (eighteen aircraft already in service), and the forthcoming addition of the Airbus A220-300, deliveries starting in January 2020, will gradually see the A319/A320 fleet diminish as they are returned to lessors or sold. This will take several years yet, so aircraft ready for scheduled refurbishing will receive the new livery. The only aircraft currently in service with Air Canada which will not receive the new livery are the Boeing 767-300ER and the Embraer E190, since they will soon be retired from the mainline fleet. (Toronto-Lester B. Pearson International (Ont.), 9 December 2018, Andrew Cline)

	-214	1762	YL-LCU	VietJetAir, ex SmartLynx. Delivered on lease on 18 January.
	-232	1823	YL-LCP	VietJetAir, ex SmartLynx. Delivered on lease on 20 January.
	-214	1949	F-GKXI	Joon, ex Air France. Painted in Joon colours early December.
	-232	2724	SX-ODS	SalamAir, ex Orange2Fly. Delivered on lease on 20 January.
	-232	2922	TC-FHG	Freebird Airlines, ex VN-A558 of Jetstar Pacific Airlines. Delivered on 24 January.
	-232	2934	VN-A	Bamboo Airways, ex TC-JPD of Turkish Airlines. Delivered on 21 December. Registered in between as EI-GHY of Pembroke.
	-232	2984	OE-LOM	LaudaMotion, ex TC-JPF of Turkish Airlines. Delivered on 18 January.
	-232	3270	OE-IHD	LaudaMotion, ex AerCap. Delivered on 9 January. Former AP-BLN of Shaheen Air International.
	-232	3581	ER-00001	VietJetAir, ex FlyOne. Delivered on lease on 19 January.
	-214	4161	D-AEUE	Eurowings, ex OE-LOC of LaudaMotion. Delivered on 9 January.
	-214	4207	TC-FBH	Bamboo Airways, ex Freebird Airlines. Delivered on lease on 12 January.
	-214	4658	TC-FBV	Bamboo Airways, ex Freebird Airlines. Delivered on lease on 12 January.
	-214	5096	TC-FBO	Bamboo Airways, ex Freebird Airlines. Delivered on lease on 12 January.
	-251N	8489	G-TTNH	British Airways. Delivered on 17 January. Test registration was D-AXAY.
	-271N	8622	D-AINP	Lufthansa. Delivered on 4 January. Test registration was D-AUAK.
	-271N	8665	EC-NBA	Vueling Airlines. Delivered on 24 January. Test registration was F-WWIE.
	-214	8667	D-AIWC	Lufthansa. Delivered on 3 January. Test registration was D-AUAS.
	-214	8672	D-AIWD	Lufthansa. Delivered on 3 January. Test registration was D-AUAU.
	-214	8680	D-AIWE	Lufthansa. Delivered on 18 January. Test registration was D-AUAW.
	-251N	8681	G-UZHU	easyJet. Delivered on 28 December. Test registration was D-AUAX.
A321	-211	808	OE-IIT	Apollo Aviation Group, ex D-ASPD of Small Planet Airlines Germany. Registered on behalf of the lessor on 4 January. Aircraft has been stored at Paderborn since 31 October 2018.
	-211	823	OE-IIR	Apollo Aviation Group, ex D-ASPC of Small Planet Airlines Germany. Registered on behalf of the lessor on 4 January. Aircraft has been stored at Paderborn since 31 October 2018.
	-231	1015	SX-ACP	VietJetAir, ex Olympus Airways. Delivered on lease on 21 January.
	-212	2115	LY-VEG	Onur Air, ex Avion Express. Delivered on lease on 7 January.
	-231	2211	YL-LCQ	VietJetAir, ex SmartLynx. Delivered on lease on 22 January.
	-231	2730	EI-GIN	AerCap, ex OO-SBA of VLM Airlines. Registered on behalf of the lessor on 21 December. Aircraft has been stored at Montpellier since 8 December 2018.
	-251NX	8454	G-UZME	easyJet. Delivered on 18 January. Test registration was D-AZAW.
A330	-243	345	TC-OCG	Onur Air, ex Saudia – Saudi Arabian Airlines. Returned from lease on 2 January.
	-343E	791	HS-XTJ	Thai AirAsia X, ex M-ABLL of CDB Aviation. Delivered on 10 January. Former B-6129 of China Eastern Airlines.
	-941N	1850	CS-TUC	TAP Air Portugal. Delivered on 10 January. Test registration was F-WWYO.
	-343E	1860	B-1097	Hainan Airlines. Delivered on 12 January. Test registration was F-WWYH and B-005C.
	-343E	1889	B-303N	Shenzhen Airlines. Delivered on 18 January. Test registration was F-WWYS and B-005E.
	-941N	1892	CS-TUD	TAP Air Portugal. Delivered on 10 January. Test registration was F-WWKE.
	-343E	1893	B-304L	Hainan Airlines. Delivered on 21 December. Test registration were F-WWCO and B-005D.
	-343E	1896	B-303C	Hainan Airlines. Delivered on 20 December. Test registration was F-WWCR.
A350	-941	226	B-304Z	Hainan Airlines. Delivered on 24 January. Test registration was F-WZFG.
	-941	245	B-305A	Hainan Airlines. Delivered on 22 January. Test registration was F-WZNX.
	-941	268	B-307A	Air China. Delivered on 23 January. Test registration was F-WZFS.
B737	-46JSF	28867	D-ACLG	CargoLogic Germany, ex N468VX of VX Capital Partners. This former AirExplore (OM-DEX) was delivered on 16 January.



WestJet's first brand new Boeing 787-9 Dreamliner C-GUDH is seen arriving at Toronto-Lester B. Pearson International Airport (Ont.) on 18 January. It is the first of ten firm Dreamliner orders and ten options. The Dreamliners will commence international operations to Europe at the end of April. (Andrew Cline)

	-86Q	30296	OY-JZK	Jet Time, ex TC-SBF of AnadoluJet. Delivered on 20 December.
	-82R	30658	OY-JZJ	Jet Time, ex HL8263 of Jeju Air. Delivered on 24 January.
	-83NBCF	32615	G-NPTD	West Atlantic, ex N835DM of Bank of Utah. Delivered on 15 January. Is in FedEx Express colours.
	-83NBCF	32616	VQ-BFS	ATRAN-Aviatrans Cargo Airlines, ex N453SR of GECAS. Delivered on 9 January.
	-8BK	33828	G-DRTH	Jet2, ex B-5187 of Shenzhen Airlines. Delivered on 25 January.
	-8K5	35134	HL8321	Jeju Air, ex G-FDZA of TUI Airways. Registered EI-GIA in between. Delivered on 29 December.
	-76J	36114	SU-TML	FlyEgypt, ex D-ABLA of Germania. Delivered on 23 January.
	-86J	36120	C-FTVI	Air Transat, ex F-GZHI of Transavia France. Delivered on winter lease 8 January.
	-75G (BBJ1)	36852	N213EM	Altitude 51 Inc., ex HL7787 of Hyundai Motor. Registered on 15 January.
	-86J	36883	OO-TUV	Miami Air International, ex TUI fly Belgium. Delivered on winter lease 24 January.
	-8K5	37247	N758MA	Miami Air International, ex D-ATUB of TUI fly Germany. Delivered on 25 January.
	-86N	38018	C-GNVR	Sunwing Airlines, ex OK-TVVR of Smartwings. Delivered on winter lease 13 January.
	-86N	39404	C-GPVS	Sunwing Airlines, ex OK-TVVS of Travel Service. Delivered on winter lease 6 January.
	-8KN	40239	HL8329	T'Way Air, ex A6-FDL of FlyDubai. Delivered on 12 January.
	-8K5	40944	OO-JAY	Miami Air International, ex TUI fly Belgium. Delivered on winter lease 28 December.
	-800	42087	LV-ITK	Norwegian Air Argentina, ex EI-FVS of Norwegian. Transferred on 3 January.
	-8	44594	SE-RNB	TUI fly Nordic. Delivered on 28 December. Line # 7240.
	-800	44835	SP-RSS	Ryanair Sun, ex EI-GJR of Ryanair. Transferred on 21 December.
	-8	60979	A6-FMH	FlyDubai. Delivered on 31 December. Line # 7296.
	-8	60980	A6-FMJ	FlyDubai. Delivered on 24 January. Line # 7340.
	-800	63623	PH-HXN	Transavia Airlines. Delivered on 17 January. Line # 7347.
	-8	64296	SP-EXB	Enter Air. Delivered on 9 January. Line # 7310.
	-800	64442	G-JZBS	Jet2. Delivered on 22 January. Line # 7357.
	-800	64866	VP-BQH	Pobeda. Delivered on 17 January. Line # 7349.
B747	-4B5	26404	N785CK	Kalitta Air, ex HL7460 of Korean Air. Delivered at Oscoda (MI) on 19 December. Will be parted out and used for spares by Kalitta.
B757	-28AC	25622	N757AS	Bank of Utah, ex OO-TFA of NATO / ASL Airlines Belgium. Ferried to Singapore-Seletar on 17 January and registered on the 22th.
	-223PCF	29428	G-DHKT	DHL Air, ex N678AN of American Airlines. Delivered on 15 January.
	-236	29941	N496SR	Bank of Utah, ex G-CPEU of TUI Airways. Arrived at Goodyear (AZ) on 22 January and registered the following day. Will be converted to freighter for SF Airlines.
	-3CQ	32242	D-ABOR	Condor Flugdienst, ex G-JMAB of Thomas Cook Airlines. Delivered on 8 January.
B767	-323ERBDSF	25449	C-GAAJ	Cargojet Airways, ex N380AN of American Airlines. Delivered after freighter conversion on 30 December.
	-316ER	29227	LV-IQW	LATAM Airlines Argentina, ex PT-MOG of LATAM Airlines Brasil. Transferred to the Argentinian division on 28 December.
	-316ERBCF	34628	N538LA	LATAM Cargo Colombia, ex LV-CKU of LATAM Airlines Argentina. Delivered after freighter conversion on 14 December.
B777	-367ER	35299	VP-BJP	Nordwind Airlines, ex B-KPB of Cathay Pacific. Delivered on 10 January.
B787	-9	38800	4X-EDI	El Al Israel Airlines. Delivered on 15 January. Line # 794.
	-9	40656	N840AN	American Airlines. Delivered on 18 January. Line # 791.
	-9	42116	F-ONUI	Air Tahiti Nui. Delivered on 17 January. Line # 796.
	-9	64969	B-207U	Hainan Airlines. Delivered on 29 December. Line # 784.
	-9	64974	C-GUDH	WestJet. Delivered on 17 January. First Dreamliner for WestJet. Line # 792.
BAe146	-RJ100	E3381	5A-FLF	Air Libya, ex M-ABKZ of Mohamed Ahmed Eloheid. Delivered on 29 December. This is former Swiss HB-IYS.
CS	A220-300	55046	HB-JCT	Swiss. Delivered on 10 January.
ERJ	145LR	145701	RA-02781	Komiaviatrans, ex VQ-BWU. Re-registered 6 December.
	145LR	145781	RA-02782	Komiaviatrans, ex VQ-BWP. Re-registered 6 December.
	145LR	14500815	RA-02784	Komiaviatrans, ex VQ-BWO. Re-registered 8 November.
	145LR	14500823	RA-02785	Komiaviatrans, ex VQ-BWM. Re-registered 12 November.

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

Commuters

ATR72	-212A	699	SX-SEF	Sky Express, ex M-ABKM of Elix Assets 12 Ltd. Delivered on 25 January.
	-212A	1040	EC-NCC	Air Nostrum, ex 2-RPDC of NAC Aviation 29 Ltd. Delivered on 21 January.
	-212A	1059	EC-NBG	Air Nostrum, ex 2-RPDI of NAC Aviation 27 Ltd. Delivered on 28 December.
BN-2	T	2139	G-BJYT	Islander Aircraft Ltd, ex F-HFIT of FIT Conseil SA. Registered on 21 December.
DHC-8	-311	505	N505CL	TVPX Aircraft Solutions, ex OE-LIA of Intersky Luftfahrt. Registered on 2 January. Stored at Friedrichshafen since 17 November 2015.
	-402	4539	OE-IIP	Celestial Aviation Trading 12 Ltd, ex D-ABQS of LGW. Registered on 11 January. Stored at Saarbrücken since 20 November.

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

Propliners

Convair	440	353	N912AL	Restaurant Los Aviones, Barranquitas, Puerto Rico. We had not seen reports of this restaurant after the terrible hurricane Irma in September 2017. We can now confirm the restaurant has been closed and the planes are abandoned in the trees, damaged beyond repair. We better document this well, as future archaeologists will be utterly confused when they find a couple of propliners up in a tree in the jungle.
DHC	2T	1636TB20	C-GXUT	Buckley Holding, removed from Canadian register. Reported as exported to USA 7 January 2019.
	2T	1689TB57	N32GW	Great Western Aviation, correction Scramble 475, this rebuild was done by Kenmore.
Douglas	DC-3C	4306	N781T	Restaurant Los Aviones, Barranquitas, Puerto Rico. Also abandoned after hurricane Irma in September 2017. See the Convair story above.
	C-47	4463	N150D	Basler is restoring this WWII project, but not with their normal Turbo conversion but it will stay original, and made its first test flight on 21 December from Oshkosh (WI). The project ferried from Oshkosh to Muskoka (Ont.) on 17 January, probably for painting. Basler frequently uses a paint facility at this airfield, just across the border.
	C47	6055	N4550J	Former project Al Sib and N12BA (10035) still both with N numbers applied, found on Flickr photos made on 25 November 2018 at Oreshkovo Aerodrome near Kaluga-Vorotynsk. Both N numbers have been cancelled, and entered in the Russian register, however clearly not applied yet. We are looking forward to seeing these two at the D-Day memorial events in June this year.
	DC-3C	9040	N84KB	Basler Turbo Conversions, registered in August and noted in Oshkosh (WI) 15 December 2018, with engines and several control surfaces already removed.
	C-47A	9186	HK-3293	Air Colombia. The long way home for this airframe was completed on 1 December 2018, when the airplane arrived in the airlines' hangar at Villavicencio La Vanguardia Airport. The airplane suffered a landing accident in June 2018, and was transported by river barges for 2,000km to Villavicencio. It will be a while before the airplane returns to the sky.
	C-47A	12253	C-FDTD	Buffalo Airways. This ex Department of Transportation aircraft was offered for sale in an auction, the plan of Aerovision Quebec to preserve it had not succeeded. The airplane is not in a very good state and has not flown since the early 90s. The authorities at Montreal St-Hubert Airport were going to scrap the airplane if it was not sold. Buffalo has taken up this airframe because of its WWII history. They are trying to get the airplane back in the air for the 75th anniversary of D-Day, although not for the central celebrations around the English Channel. They are using parts from sister ship C-FTDH they have in their storage at Red Deer (AB). Progress can be followed in the YouTube Vlog "Plane Savers", by Mikey McBrian of Buffalo Airways.
	C-47A	13541	N353MM	Martin Aviation, registered in New Jersey on 28 December 2018, by Martin Balk. Ex Springbok Air Service ZS-CAI and was delivered to the USA in October 2018.
	65-TP	20175	N467KS	Priority Air Charter, crashed on a local flight from the private airport of Priority Air Charter in Kidron (OH)



BAe146-300QT D-AJAM is the first and still the sole cargo aircraft in WDL Aviation's fleet. The aircraft is former EC-LOF of ASL Airlines Spain and was delivered to the German BAe146 operator in August 2018. WDL Aviation used to operate ACMI (aircraft, crew, maintenance and insurance) leasing services to various European airlines. Late October 2017, WDL Aviation was purchased by Berlin-based logistics company Zeitfracht Group. Its new owners plan to establish a European express package delivery network, so D-AJAM will get some company from more cargo aircraft. In the very near future two more ex ASL Airlines Spain BAe146-300QT aircraft (D-AWDL, ex EC-LMR & D-AHWS, ex EC-MCK) will be added to WDL's fleet. For passenger services, WDL Aviation will replace the BAe146s with four ex Copa Airlines Colombia E190s. The first of them will be delivered in the course of 2019. (Ostend, 5 December 2018, Nik Deblauwe)

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	C-47B	20865	N780T	on 21 January 2019. It was a South African Turbo Conversion. Priority now has a conversion line for this type certificate at Kidron.
Junkers	Ju-52/3M	130714	D-CDLH	Restaurant Los Aviones, Barranquitas, Puerto Rico. Also abandoned after hurricane Irma in September 2017.
Lockheed	L-1049G	4581	N11SR	Lufthansa Berlin Stiftung, painted as D-AQUI, has announced that "corporate" Lufthansa will terminate its sponsorship. This will mean an immediate end of pleasure flights in the 1936 Junkers. The summer schedule was already presented for the 2019 season, but cannot be operated without the funding of the prime sponsor.
	L-1649A	1018	N7316C	Derelict Connie at the Ahmed Al Jaber Airbase in Kuwait. Qantas Founders Museum first inspected this airframe back in 1981, in search of a restoration project. Back then the airframe was already in too poor of a condition. In 1991 during the first Gulf war, the airframe sustained even more serious damage. In November 2018 a team of QFM returned to the Kuwaiti Desert, and salvaged several items from the airplane, which will be put on display at the museum.
NAMC	YS-11-607F	2071	N775GS	Lufthansa, an update on the project. By spring 2019 it is expected to travel across the Atlantic onboard an Antonov transport plane. Most likely scenario now it will see the Starliner being preserved somewhere around Lufthansa property at Frankfurt Airport.
Shorts	SH-7			Conquest Air is looking at fleet renewal or growth, several types of airplanes have been considered, but on 28 December 2018 ex Aero JBR YS-11 XA-UFJ was ferried from Texas to Miami-Opa Locka (FL). Still in full colours and with Mexican registration. It suffered a landing accident in late 2016, but has been repaired since. On 14 January it was entered in the US register as N775GS. The airplane had been on sale for a while, with a large stock of spare parts. We hope Conquest will find more YS-11 airframes to bring to southern Florida.

Credits: Aad van der Voet, Michael Prophet, Neil Aird (DHC-2.com), Ralph Pettersen (Conniesurvivors), online propliner and photo communities.

Fokker News

F27	-100	10149	(N32180)	Malaysian Airways Engineering Training College, seen at Kuala Lumpur-Subang in very good condition in November last year. Used to be C-2 of the Royal Netherlands Air Force and still has a roundel on the top of the left wing!
	-050	20109	SE-MFY	Amapola Flyg, ex OO-VLS VLM Airlines. Registered 14 December 2018 and leased from Largus Aviation.
	-050	20159	SE-MFZ	Amapola Flyg, ex OO-VLQ VLM Airlines. Registered 14 December 2018 and leased from Largus Aviation.
	-050	20226	SE-LTR	Amapola Flyg, ex OO-VLI VLM Airlines. Registered 14 December 2018 and leased from Largus Aviation.
	-050	20264	SE-MFR	BRA Braathens Regional Airlines, ex Amapola Flyg. Started operating for BRA on 3 December 2018 in full colours.
F28	-1000	11047	TU-TGW	Grupo Sociedad Ecuatoguineana de España. Almost six years has this executive Fellowship been stored at Dinard, where it arrived 21 March 2013. It is now active again, as it flew from Valencia to Tamanrasset (Algeria) on 23 December. Any more info on this would be highly appreciated!
	-0100	11324	HB-JVH	Helvetic Airways. Last service 9 November as LX1177, from Stuttgart to Zurich. Ferried 18 January from Zurich to Bratislava as 2L9560.
	-0100	11404	VH-UQY	Alliance Airlines. Broken up at Brisbane in December 2018.
	-0100	11459	HB-JVE	Helvetic Airways. Last service 28 December as LX755, from Luxembourg back to Zurich. Ferried 17 January as 2L9560 from Zurich to Bratislava.



Former VLM Airlines Fokker 50 OO-VLO (20127) is seen here leaving Antwerp-Deurne on 8 January 2019, by Walter Van Brempt, heading towards a new career as training object for the Neerhespen Police's dog training programme. It is the end of a 31-year flying career (first flight was 13 July 1988), operating for Maersk Air, Estonian Air, VLM, CityJet and lastly Vizion Air (leased from VLM).

-0100	11484	VH-FNY	SkyWest Airlines. Ferried 24 October 2018 to Singapore-Seletar for maintenance and repaint into Virgin Australia Regional Airlines colours but was recalled back to Australia to cover SkyWest's normal scheduled services. Hence it has not yet been repainted which will most likely happen mid-2019.
-0100	11501	HB-JVC	Helvetic Airways. Last service 23 December as 2L7173 from Pristina to Zurich. Ferried 16 January from Zurich to Bratislava, also using 2L9560.
-0070	11532	VH-NUU	Alliance Airlines, ex OE-LFJ Austrian Airlines. Registered 2 January 2019 but still at Norwich.

Credits: Merv Crowe, Skyliner.

Bizjets



A nice coloured Global Express with registration N930EN parked on the ramp of Antwerp-Deurne. Since its delivery in August 2013 this aircraft is still in use by its first owner, namely E Management. (Antwerp, 15 November 2018, Paul Soons)

BAe	125-850XP	258670	CN-TKC	Air Ocean, ex ZS-AOT. Registered in September.
	125-800XPi	258825	N825TX	Textron Aviation, ex CS-DRV. Registered on 13 December.
Cessna	510	0067	N722LL	Kenfred Enterprises LLC, ex G-FBNK. Registered on 14 December.
	510	0421	ES-MCA	Noted at Wichita (KS) on 3 December, ex N891NY.
	525	0347	M-DATA	MyWorld.Aero, ex D-IARI. Registered on 19 December.
	525	0415	D-IHUB	Sylt Air, ex OE-FHC which was cancelled in September.
	680	0213	N817TV	Bank of America, ex SP-EAR. Registered on 11 December.
	680A	0165	CS-LTJ	NetJets Europe, delivered on 14 December.
Challenger	350	20549	N800NY	Spectrum Communications Indemnity, ex C-FFBC. Registered on 19 December.
	350	20762	N757CC	Bombardier Aerospace, ex C-GFOF. Registered on 18 December.
	350	20764	N591FX	Flexjet, ex C-GUGV. Registered on 20 December.
	350	20773	N773QS	NetJets, ex C-GUGS. Registered on 19 December.
	350	20776	N26SM	Bombardier Aerospace, ex C-GOWO. Registered on 13 December.
	350	20777	N350EJ	Bombardier Aerospace, ex C-GOXM. Registered on 13 December.
	350	20778	N350TN	Bombardier Aerospace, ex C-GOXN. Registered on 18 December.
	650	6106	B-602U	N8895U was cancelled to China on 20 November.
	650	6114	HB-JWC	Swiss Air Ambulance, ex C-FYWQ. Registered on 11 December.
Cirrus	SF50	0085	N29DE	Deny Airlines, arrived at Amsterdam-Schiphol on 1 December and seems to be based there.
Embraer	505	50500491	OE-GGO	This brand new Phenom 300 of the Embraer factory was sold to MJet GmbH.
	550	55000091	G-WLKR	This brand new ex PR-LFD was delivered to Air Charter Scotland.
Falcon	7X	111	N1838S	Stephens Investments Holdings, re-registered from N71FJ on 13 December.
	8X	445	M-PTGG	Hawker Pacific Aircraft Management, registered on 13 December.
	50	227	PP-OPC	Ex N365DF, departed Battle Creek (MI) on 13 December.
	900LX	313	OO-VMV	Flying Group, ex F-WWFP. Registered on 6 December.
	2000LXS	276	PH-JWL	Cartier Europe, ex OE-HTR. Delivered to Paris-Le Bourget on 8 January.
Global	Express	9070	N319GG	Ex N191WH, registered on 16 November.
	XRS	9287	M-LOLA	Ex HB-JGE, still with TAG Aviation, registered on 11 January.
	5000	9212	N436AB	Ex C-GWPF, registered to Bank of America on 2 January.
	5000	9862	C-GEXB	Delivered to Bombardier on 9 January.
	6000	9450	CS-DOM	Ex M-NALE, which was cancelled on 11 December, exported to Portugal.
	6000	9596	C-FWPF	Correction to Scramble 476.
	6000	9720	N63KK	Ex N163GF, registered on 8 January.
	6000	9828	G-OUEG	Delivered to Catreus on 2 January, ex C-FYEM.
	6000	9838	N188HS	Delivered to Bombardier, ex C-FZKW.
	6000	9861	C-GDRX	Delivered to Bombardier on 7 January.
	7500	70012	C-FXAP	Delivered to Bombardier on 11 January.
	7500	70019	C-FZKU	Delivered to Bombardier on 11 January.
Gulfstream	IVSP	1242	N16DJ	GIVSP, re-registered from N407GC on 13 December.
	G550	5153	N550GP	Avpro, ex M-ABCD. Registered on 14 December.
	G550	5283	C-GMCR	Sunwest Aviation, ex N332MM. Registered on 20 December.
	G550	5572	M-OPHS	Global Jet Isle of Man, ex N572GA. Registered on 10 December.
	G550	5575	N333MB	Wilmington Trust, ex N575GA. Registered on 13 December.
	G650	6327	OE-LTF	Avcon Jet, ex N627GA. Registered in December.

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This is the new demonstrator for Pilatus for the next couple of months, showing a nice edelweiss design and some extra titles. In November 2019 this HB-VVV will be delivered to NextGen Aviation Group in Belgium but without the titles and flower stickers. (Stans-Buochs, 11 January 2019, Stephan Widmer)

IAI	G650	6336	N235DX	EWS III, ex N636GA. Registered on 17 December.
	G500	72014	N5GG	TVPX Aircraft Solutions, ex N514GD. Registered on 17 December.
	1123	155	N707TF	Registration cancelled on 18 December, retired.
	1124A	334	N70DT	Ex N42NF, registered on 15 October.
	1124	421	N520MP	Registration cancelled on 27 December.
	1124	423	N400GP	Registered on 26 December.
	1125SP	55	N63XG	Cancelled on 8 January.
	G200	118	N192RW	Ex N620JE, reregistered on 9 January.
	G200	146	XA-GLL	Registration now known, addition to Scramble 475.
	G200	180	N991EA	After life in Spain, Bulgaria and Nigeria, since January in the USA, ex 5N-BTF.
	G280	2047	N280QA	Ex N280PF, reregistered on 27 December
	G280	2059	N59CX	Ex PP-MAO, registered on 21 December..
	G280	2143	N680WA	Ex N280GD, reregistered on 21 December.
Learjet	G280	2166	N216GA	Delivered on 17 December.
	G280	2167	N267GA	Delivered on 7 January.
	45	45-2018	9H-AGV	Former PP-ASV of Bandeirantes Companhia de Pneus SA was re-registered recently and sold to Pontair Ltd.
Pilatus	PC-24	120	N555PJ	Former HB-VSU of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in December.
	PC-24	126	N126AF	Ex HB-VUA was registered to Pilatus Business Aircraft in December.

Bizprops

Beech	B250	BY-324	LN-BSC	Norwegian operator now known as Iris Aviation Leasing Ltd.
	B250	BY-325	LN-BSD	Norwegian operator now known as Iris Aviation Leasing Ltd.
Cessna	208	0416	S5-CMK	Aviofun, ex HB-TCK. Noted at Maribor on 10 December.
	208B	0726	SE-MJA	Skydive Syd, ex D-FTDZ. Registered on 18 January 2018.
Piper	31-350	7405418	LN-TTC	Blom Geomatics, ex SE-LVF. Registered on 19 March 2018.
	31-350	8252076	OH-PAJ	Former Finnish Air Force PC-1 was registered OH-PAJ (its registration before PC-1) on 11 April 2016. Operated by Blom Geomatics.
	31-350	8252076	LN-TTA	OH-PAJ was re-registered on 18 April 2018.
	31-350	8252077	OH-PAL	Former Finnish Air Force PC-2 was also returned to the civil register on 11 April 2016 with Blom Geomatics.
	31-350	8252077	LN-TTB	OH-PAL was then re-registered to Norway on 18 April 2018.
Piaggio	46-600TP	4698094	OY-MPV	MPV Management ApS, ex N80104. Registered on 3 December.
	P180	1103	N301AR	Was wfu since last July, activated again on 27 December.
	P180	1116	D-	N977RS cancelled 11 December, sold to Germany.
Pilatus	PC-12/45	343	N11AG	Former HB-FWZ of Happy Lines SA was sold to DG + AG LLC in the US.
	PC-12/47E	1819	OO-PCN	Former HB-FQD of Pilatus Business Aircraft Ltd. was sold to European Aircraft Private Club.
	PC-12/47E	1842	G-OMSL	Former HB-FRA of Pilatus Flugzeugwerke was sold to Oriens Aviation Ltd. in December.
	PC-12/47E	1851	HB-FRJ	Registered to Pilatus Flugzeugwerke 18 December.
SOCATA	PC-12/47E	1852	HB-FRK	Registered to Pilatus Flugzeugwerke 18 December.
	TBM-900	1058	N71JS	Ex EC-MET of M. Diaz was sold to an unknown operator in the US.

Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes et cetera. To get the most from this extensive database (some 140,000 records) consider using the advanced search options.

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

Much historical data this month and much more to follow in next months. Many Russian An-2 cancellations as well, seemingly a register clean-up.

AK1-3	0085	F-PATB	Heli Flandres	rgd	01aug18	Heli Flandres Artois, Merville
Ae 45S	51 195	RA-2902G	privately owned	rgd	01mar18	in register as YeEVS.07.0093; c/n now known
An-2T	1 31 473 05	CCCP-93467	AFL/Urals	dbr	06mar73	the engine failed and the aircraft made a forced landing
An-2SKh	1 61 473 08	CCCP-43886	AFL/Krasnoyarsk	dbr	16jan79	engine flamed out due to fuel starvation, forced landed
An-2R	1G74-32	CCCP-09611	AFL/Far East	dbr	27dec74	on take off Zonalnoye with MTOW and CoG exceeded
An-2R	1G216-16	YR-DAX	S.C.Aeroserv SRL	w/o	06jun18	hit the top of truck whilst crop spraying at Baleni
Y5	---	B-8568	no titles	photo	28dec18	preserved in Yanliang Aviation Technologie Museum
An-12A	2 34 08 06	UR-CSI	Cavok Airlines	rgd	26dec18	rgd to Aeronet FZE (UAE); ex EW-427TI
An-12	---	CCCP-11289	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11508	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11678	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11762	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11808 (1)	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11829	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-12	---	CCCP-11893	Soviet AF/AFL titles	photo		in all-grey c/s with Soviet 'wavy' flag and small titles
An-24RV	6 73 107 01	CU-T1464	Aerogaviota	HAV	dec18	full colour scheme and titles
An-26	82 07	RF-90332	Russian Air Force	DYR photo	2018	coded "12" yellow
An-26B	96 08	UR-CSJ	AK Eleron	rgd	19dec18	ex LZ-ABJ, never went to Ivory Coast
An-26	137 09	TU-VMB	Ivory Coast Air Force	ABJ	03jan19	c/n correction, ex Bulgarian AF serial 075
An-26B	139 05	UR-CSK	AK Eleron	rgd	19dec18	ex LZ-ABR, never went to Ivory Coast
An-26	143 03	TU-VMA	Ivory Coast Air Force	ABJ	03jan19	c/n correction, ex Bulgarian AF serial 090
An-26	---	TN-225	Congo Air Force	photo		a poor quality photo exists
M28	AJE 001-01	AEE-208	Ecuador Army Aviation	f/n	29aug18	ex SP-DDA
M28	AJE 003-17	09-0317	USAF Special Operations		14may18	supplied under FMS programme as to Estonia
M28	AJE 003-20	09-0320	USAF Special Operations		23may18	supplied under FMS programme as to Estonia
M28	AJE 003-47	D-CPDC	PD AIR Operation	res	may18	ex SP-DGW (2)
An-158	01 02	UR-NTN	DP "Antonov"	Gos	01oct18	canx between 06nov18 and 10dec18
An-148-100	27015042017	RA-61717	MChS Rossii	res	27nov18	restored to the register this date; ex RF-32816
An-148-100	27015042035	RA-61735	Russian Air Force	h/o	nov18?	in basic Rossiya c/s with 'VKS Rossii' titles
Il-82	00534 63900	RF-93646	Russian Air Force	photo		'VKS Rossii' titles and a 'GLITs' badge on the starboard side; ex RA-76450 (1)
Il-76MD-90	01-10	not known	Russian Air Force	f/f	22dec18	
Il-96-300	74393201004	RF-96007		Voz	dec18	ex Aeroflot c/s, no titles
Mi-1M	9 68 016 17	CCCP-68137	AFL/Northern	dbr	22feb71	on landing near Umba (Murmansk region); soc 24jan72
Mi-1A	14 007	CCCP-40494	AFL/North Kavkaz	w/o	23jun64	collided with 2 steel ropes; struck off charge 25jul64
Mi-2	---	RA-1531G	privately owned		11dec18	offered for sale by 'Vlad' of Omsk
Mi-8MT	9 3359	RF-92487	Russian Air Force	Eng	09jan19	coded "08" red; t/t 1,998 hours and 4,158 cycles
Mi-8MT	9 4891	RF-91314 (2)	Russian Air Force	Eng	09jan19	coded "02" blue; t/t 1,733 hours and 3,128 cycles
Mi-8MTV	9 5353	RF-20465	Rosgvardiya	Eng	2018	coded "154" yellow
Mi-8MT	9 6048	RF-94989	Russian Air Force	Eng	09jan19	coded "62" red; c/n known now
Mi-8MTV-1	9 7290	not known	MChS Rossii	mfd	30oct18	h/o dec18; opb ASTs Severo-Zapadnovo RTs at LED
Mi-8AMT-1	AMT01643073406U	RF-94956	Russian Air Force	Eng	09jan19	coded "56" yellow; t/t 574 hours and 794 cycles
Mi-8AMT	8AMT00643177570U	RA-22829	not known	rgd	12dec18	full c/n 8AMT 00 643 17 7570U
Mi-8MSB	MSB8 430002	OB-2133-P	Aero Tecnic	dam	27dec18	when came down hard near Huancavelica
Mi-8MTV-5	---	RF-90350	Russian Air Force	Gmv	2018	coded "21" red
Mi-8MTV-5	---	RF-90354	Russian Air Force	Gmv	2018	coded "25" red
Mi-17-1V	031M07	XDMX-006	*Azerbaijani Mol	KZN	24aug09	mfd 19sep09; c/n known now
Mi-17-1V	229M02	4L-AVM	Aviaservice	rgd	24dec18	ex ER-MYM
Mi-17	---	TJ-XDO	Cameroon Air Force	NSI	20may18	with 'glass' nose and flat loading ramp
Mi-171E	---	LH921758	Chinese Army	photo	nov18	ex LH927xx; opb the Xizang Brigade
Mi-17V-5	---	LH951728	Chinese Army	photo	nov18	opb 81st Brigade at Tongxian
Mi-17V-5	---	LH971716	Chinese Army	photo	nov18	ex LH937xx; opb 76th Brigade at Wujiacqu
Mi-171E	---	LH971730	Chinese Army	photo	nov18	ex LH937xx; opb 76th Brigade at Wujiacqu
Mi-171E	---	LH971733	Chinese Army	photo	nov18	ex LH937xx; opb 76th Brigade at Wujiacqu
Mi-171E	---	LH972713	Chinese Army	photo	nov18	ex LH927xx; opb 77th Brigade
Mi-171E	---	LH972725	Chinese Army	photo	nov18	ex LH927xx; opb 77th Brigade
Mi-171E	---	LH993712	Chinese Army	photo	dec18	ex LH9107xx; opb 73rd Brigade
Mi-8T	---	1411	Egyptian Air Force	photo		in sand c/s with light grey underside
Mi-17	---	ET-2011	United Nations	photo		in full all-white UN c/s, carried code 'UNO 576P'
Mi-17V-5	---	ZP5129	Indian Air Force	photo		in grey c/s
Mi-24P	---	911	Sudanese Air Force	photo		in olive drab/khaki camo c/s with light blue underside
Mi-35M	---	00863	Venezuelan Army	photo	nov18	on Instagram; with 'FANB' titles and 'BH' in the tail
Mi-26T2	---	06820	Rostvertol	f/f	dec17	in grey c/s; for Jordan and arrived at ADJ 26dec18
L-410UVP-E3	87 19 09	EY-434	Eagle Enterprise	CRK	10dec18	ex S2-AEJ
L-410UVP-E20	31 17	no markings	white/blue c/s,	SVX	17may18	under construction, tail and wings not yet attached
L-410UVP-E20	31 18	OK-JRF	Aircraft Industries	rgd	03may18	f/n KKV 09may18; delivered 30may18 to Voronezh
L-410UVP-E20	31 19	no markings	white/blue c/s,	SVX	25jun18	under construction, tail not yet attached
L-410UVP-E20	32 04	OK-JRK	Aircraft Industries	rgd	20sep18	delivered to Voronezh 08nov18
L-410UVP-E20	32 06	OK-JRL	Zhetysu	UHE	06jan19	delivered to Taldykorgan, Kazakhstan, 10jan18

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L-410UVP-E20	32 07	OK-JRM	Zhetysu	UHE	06jan19	delivered to Taldykorgan, Kazakhstan, 10jan18
Li-2	64 05	CCCP-I1015	MAP zavod # 153	dbr	07dec54	lifted off at low speed, banked, stalled and crashed
Li-2	---	CCCP-I146	MAP Lyotny otryad	no	reports	made a forced landing in 1953
Li-2	---	CCCP-I695	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I733	MAP zavod # 39	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I743	MAP zavod # 19	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I797	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I823	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I829	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I886	MAP zavod # 126	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I947	MAP zavod # 19	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I967	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I989	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I991	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I993	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I1022	MAP Lyotny otryad	no	reports	slightly damaged in 1953
Li-2	---	CCCP-I1029	MAP Zakharkovo	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I1039	MAP zavod # 153	no	reports	on charge as of 1954/55
Li-2	---	CCCP-I1043	MAP Kazan	no	reports	on charge zavod # 22 or zavod # 387 as of 1954/55
Li-2	---	CCCP-I1047	MAP Kazan	no	reports	on charge zavod # 22 or zavod # 387 as of 1954/55
Li-2	---	CCCP-I1072	MAP Lyotny otryad	no	reports	made a forced landing at Zakharkovo 17mar54
Li-2	---	CCCP-I1073	MAP Zakharkovo	no	reports	on charge as of 1954/55
MC-21-300	0004	003	primer	r/o	25dec18	the third prototype, with PW1400G-JM engines
W-3A	37 05 09	OE-XKB	Kitz Air Gmbh.	rgd	13sep18	ex EC-KHB
RRJ-95B	95 022	97011(7)	Sukhoi Civil Aircraft	SUB	26oct18	test-flown 26oct18; ferried SUB to ZIA 01/02nov18
RRJ-95B	95 102	EI-FWA	CityJet		03jan19	returned to CityJet and ferried from BRU to DUB
RRJ-95B	95 105	EI-FWD	Brussels Airlines		03jan18	ferried from BRU to SNN; seen stored SNN 04jan19
RRJ-95B	95 108	EI-FWB	CityJet		08jan19	returned to CityJet and ferried from BRU to DUB
RRJ-95B	95 117	EI-FWE	Brussels Al c/s	DUB	17nov18	without titles; l/n stored SNN 04jan19
RRJ-95B	95 118	EI-FWF	Brussels Airlines		08jan19	returned to CityJet and ferried from BRU to DUB
RRJ-95B	95 120	EI-FWG	Brussels Airlines	BRU	09oct18	canx 06dec18 as to Malta
RRJ-95B	95 154	RA-89119	Severstal	h/o	04jan19	and ferried from ZIA to CEE the same day
RRJ-95B	95 159	RA-89117	Severstal	h/o	26dec18	and ferried from ZIA to CEE the same day
RRJ-95B	95 172	RA-89118	Severstal	h/o	03jan19	and ferried from ZIA to CEE the same day
Tu-16P	1 88 24 08	not known	Soviet Air Force		photo	of the nose with the c/n clearly readable
Tu-214LMK	423 05 007	64507	OAK	ff	28dec18	flying laboratory with the nose of a Tu-160
Tu-214PU	448 11 031	RA-64531	primer	ff	28dec18	Tu-214PU-SBUS
Yak-12	---	CCCP-I1016	MAP zavod # 21	dam	1953	details unknown
Yak-12M	---	"4"	Mongolian AF	photo	in dark green c/s with light blue underside and a Red Cross	
Yak-40	9 52 12 41	UR-DAP	Aero Charter	KBP	15apr16	canx between 06nov18 and 10dec18
Yak-40	9 54 18 43	UR-YVS	no titles		29dec18	flown underslung by Mi-26T EW-300TF from MHP
Yak-42D	452042 40 16 542	RA-42389	UTAir Cargo	OMS	09jan19	ex Saravia tail, no titles
ARJ21-700	106	B-3321	Chengdu Airlines	SHA	04oct18	stored from oct18
ARJ21-700	107	B-3386	Chengdu Airlines	ZUH	04nov18	stored from nov18
ARJ21-700	108	B-3387	Chengdu Airlines	h/o	28dec17	stored from nov18
ARJ21-700	109	B-3388	Chengdu Airlines	CTU	03sep18	stored from oct18
ARJ21-700	111	B-3328	Chengdu Airlines	ZUH	07nov18	stored from nov18
ARJ21-700	112	B-3329	Chengdu Airlines	h/o	21sep18	did not enter service by dec18
ARJ21-700	119	B-104X	Chengdu Airlines	h/o	29dec18	and ferried from NTG to CTU the same day
C919-200	10 103	B-001D	COMAC	ff	28dec18	the third prototype
Y8CH	---	9572	Chinese Navy	SYX	12oct18	subversion not confirmed

This month we added another 650 Yak-12s into the Soviet Transports database. It would take some nine Scramble pages to mention them here which is too much. But, on the new AirHistory website all Soviet Transports complete production lists are now published. Go to www.airhistory.net and select the reference page on top. This will lead you to all files of the Soviet Transports database, downloadable free of charge. You can find these 650 additional Yak-12s in the Yakovlev list.

By the way, In case we would produce a new Soviet Transports book in the same format like the latest 2004 edition, this new book would exceed 1,900 pages!

PH register

Newly registered aircraft:

PH-IAI	Airbus A320-214	6651	07dec18	Ex PR-OCP, F-WWIU.
PH-LNJ	Fokker 100	11342	21dec18	Ex CS-TPE, PH-LNJ.
PH-MLU	Socata TB-10	2114	14dec18	KLM Flight Academy / Martinair Flight Academy. Ex S5-DRV.
PH-TFN	Boeing 737-8	44596	17dec18	TUI Airlines Nederland. Ex N1786B.
PH-7N3	Nirvana Instinct	2015117	10dec18	
PH-1618	Diamond HK-36TC	36.523	11dec18	Ex RF-01057.

Change of ownership:

PH-AGP	Lindstrand LBL-120A	924	06467	12dec18
PH-ARV	ARV1 Super 2	015	03931	19dec18
PH-BRB	Cameron Z-105	10427	07308	12dec18
PH-DJM	Denney Kitfox Mk.IV	1412	07614	19dec18
PH-HBW	Cessna 172S	172S-8113	06089	20dec18
PH-HGT	Cessna 680 Sovereign	680-0530	08299	04dec18

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PH-MDG	Cessna 680 Sovereign	680-0564	08965	04dec18
PH-PDH	Lindstrand LBL-210A	1291	07538	12dec18
PH-SIR	Cessna F172M	F17201263	02970	14dec18
PH-SRN	Piper PA-28-151	28-7615053	02385	27dec18
PH-TDH	Lindstrand LBL-150A	1292	07589	12dec18
PH-TIN	Diamond DA 40D	D4.205	07192	19dec18
PH-VCC	Diamond DA 62	62.085		07dec18
PH-8J7	FlyProducts Xenit Plus	M3 478	07804	12dec18
PH-80	Göppingen Gö3 Minimoa	NVAVBP085	07823	19dec18
PH-1444	Bölkow Phoebus A1	713	07520	19dec18
PH-1498	Schempp-Hirth Arcus M	25	08214	19dec18
PH-1513	Carmam M-200	55	07989	03dec18
PH-1559	Bölkow Phoebus C	912	08569	03dec18

Cancelled from register:

PH-BGV	Europa AL Europa	264	05779	21dec18	W/o Hilversum, 15-12-2018.
PH-DND	Embraer EMB-145MP	145406	08340	13dec18	To N366DF.
PH-EJJ	Kubicek BB.40Z	920	07930	07dec18	To G-OGIN.
PH-2X8	Air Création Mild GT 582 ES	0113	20460	03dec18	To Czech Republic.
PH-396	Schleicher Ka-6E	4251	01451	07dec18	To Germany.
PH-678	Scheibe SF-25C Falke	44291	02961	12dec18	To Austria.
PH-1247	Valentin Kiwi	3004	06177	19dec18	To Germany.

Additions, corrections and news:

PH-615	Rolladen-Schneider LS-3	3085	02661	17jan18	To D-6152.
PH-762	Schleicher K-8B	547	03434	08sep17	To D-5478.
PH-830	Glaser-Dirks DG-300	3E275	03756	21aug17	To D-8309.
PH-973	Glaser-Dirks DG-500	5E75T31	04638	10jan18	To D-6973.
PH-979	Scheibe Zugvogel IIIB	1100	08101	29mar18	To OO-YZV.
PH-1211	Schempp Duo Discus T	19/273	06010	14dec17	To D-KBVI.
PH-1236	Grob G102 Astir CS Jns	2166	06082	31jan18	To D-6213.
PH-1413	SZD-9bis 1E	P-463	07302	30nov17	To OY-FVX.
PH-1463	Schempp-Hirth Janus B	108	07606	03sep18	W/o in landing incident near Curiennes, France, 26-07-2018.
PH-1485	Schempp-Hirth Nimbus-3DM	17/40	07746	05jan18	To D-KWEV.
PH-1564	Glasflügel H-401 Kestrel	85	08643	19mar18	Destroyed by fire. The trailer caught fire while being towed on the road near Deelen, 04-03-2018

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl.



A very recent addition into the Dutch civil register is this Falcon 2000, ex OE-HTR of Tupack Verpackung with registration PH-JWL. Its new owner/operator is Cartier Europe and this aircraft is almost certainly based at Paris-Le Bourget. (Amsterdam-Schiphol, 8 January 2019, Erwin Stam)



Belgian CM170 MT9, painted in Red Devils colours as MT48, is one of the several aircraft acquired by the Baarlo collector from the now closed collection at Alten Buseck, Germany. (19 January 2019, Otger van der Kooij)

Netherlands

Baarlo

MT48 CM170 (MT9), preserved **266** jan19

The Fouga came from Alten Buseck and is painted in Red Devil colours. The Sammler- und Hobbywelt company from Alten Buseck has closed down and more aircraft are expected here. Also G91R/3 32+85 painted in Frecco Tricoliri colours with code 5 came from Alten Buseck, but has already moved on to a unknown location in Belgium. Also at this yet unknown location is former Baarlo F-84F P-263.

Nieuw Vennep

MT37 CM170 preserved **312** dec18

Another Fouga movement. This one went from Teuge to the Nederlands Transport Museum.

Soesterberg

It is for more then a year in the making, but ik looks that the town will finally get its Alouette 3. It is planned to be pole-mounted on 6 February at the Veldmaarschalk Montgomeryweg.

Tilburg

On 8 February F-16A J-241 (painted as J-315) has been removed from ROC technical school, probably to Woensdrecht. Its place has been taken by civil Cessna 501 D-IABG.

Germany

Alten Buseck (HE)

The Sammler- und Hobbywelt closed officially on 31 December 2018. All remaining aircraft were sold to the Baarlo collector, with the exception of F-104F 29+14 which will go to Gatow.

Kaufbeuren (BY)

Correcting a typo from last month, the UH-1D here is 73+77.

Wurmberg (BW)

(XD602)/37 Vampire T11 stored **15541** dec18

The Vampire pod which was mounted on a wall at a building in nearby Pforzheim was noted on a trailer near N48.87203, E58.81011.

Hungary

Mi-24D

The several former German Mi-24Ds in Hungary have been closely inspected and all have slightly different colours. With this it has been concluded that 96+04 at the school at Csepel has the boom of 96+05. 96+05 privately owned at Vezprem has the boom of 96+25, while 96+25 at Dunavarsány has no boom fitted.

Italy

Améndola (FG)

MM7147/32-01 AMX preserved **IX059** nov18

The AMX has lost its special colours and in now all over grey on a pole behind the main gate.

Bari (BA)

MM53866/RB-5 T-6C preserved dec18

The Harvard is now inside te Università di Bari Aldo Moro. It used to with the aero club at the Palese airfield.

Trani (BT)

MM80604/EI-543 AB206C-1 stored **9036** dec18

The former Bracciano helicopter is at a military camp at N41.25317, E16.41350. It is visible from outside and here since at least September 2013.

Norway

Bardufoss

ZE427/K Sea King HC4 preserved **954** jan19

The Sea King has arrived on 18 January and will be displayed at the UK Clockwork training area.

Russia

Lyubertsy

101 red MiG-29 preserved **2960515389** nov18

This was noted being towed through the streets behind a tractor to N55.67600, E 37.87370 were it will be preserved. It used to be at Voronezh. Another MiG-29, a Su-24 and a Su-25 are nearby at N55.67924, E37.86808.

Spain

Guardamar del Segura

Updating last months info. There is no military Beech F33C preserved here. The aircraft on the pole is Piper PA28 EC-CYE which has been converted to look like a Beech F33. It is painted as E.24A-07/42-07.

United Kingdom

Eshott, Northumberland

Beagle Terrier 2 VF516/(G-ASMZ), last heard of at Compton Abbas, arrived here in January to take up residence.

Long Kesh, Northern Ireland

XR529/E Wessex HC2 **WA151** jan19

The Ulster Aviation Museum took delivery of a Wessex from JHC Aldergrove during January.

Credits: Phil Adkin, John Clarke, Frank Kramer, Paco Rivas, Tom Svendsen



A fully Spanish photo page this month, Beech 95-B55 E.20-6/45-63 is being abused at a paintball site to the north of El Escorial near Madrid. (7 January 2019, Paco Rivas)



Illustrating last month's update; CASA 101EB E.25-46/79-46 pole mounted at Murcia. (3 January 2019, Roberto Yáñez)



SA330L HD.19-3 was withdrawn from service on 20 April 2017. The Puma was moved late 2017 to the museum at Cuatro Vientos where it is now on display. (19 January 2019, Paco Rivas)

Warbirds



The Fairchild 24 was designed as a light civil transport, but when the USA became involved in WW II, it was soon ordered by the USAAC as the UC-61 Forwarder. The type was also delivered under Lend-Lease to the RAF as the Argus I (525 examples powered by a Warner Scrab radial engine) and the Argus III (306 examples with Ranger in-line engine) Like many aircraft of its type, this Argus III, HB737 (G-BCBH) was used by the Air Transport Auxiliary of the RAF to ferry crews during the war. (Spanhoe, 18 November 2018, Rob Skinkis)

Netherlands

The Early Birds Foundation based at Lelystad airport has announced the acquisition of a genuine Vultee BT-13A Valiant. The Vultee BT-13A is an aircraft that was essential to the training of allied pilots during World War II. In this Basic Trainer, many pilots first learned to fly a relatively heavy and more powerful airplane, after having graduated from the relatively light primary trainers. The type has a strong historic bond with Dutch aviation as many pilots were trained on it in the Royal Netherlands Military Flying School at Jackson Army Airfield (May 1942 – February 1944). The RNMFS used some 60 Valiants, which were usually nicknamed ‘Vibrators’ because of the vibrations of the canopy during flight. The new acquired BT-13A is 1943 built 42-43210 (10425), which is registered in the USA as N313BT. The trainer was sold by its former owner through Platinum Fighter Sales. It was completely restored to the highest standards in 2015 and has flown 125 hours since then. Currently, there are only two other BT-13’s left flying in Europe. N313BT has already arrived in Lelystad and will soon be freed from its container and assembled. Early Birds expects to show the new treasure in the air soon, flown by Edwin Boshoff and Arie Bogaerds Jr.

Canada

There is progress in the restoration of Canadian Warplane Heritage’ Avenger C-GCWG (53858) This is a TBM-3E version built by General Motors, Eastern Aircraft Division in 1945. It flew with the US Navy until the early 1950s, when it was phased out. Later it was converted to a spray plane and operated in California, from 1963 to 1972. In 1976, Forest Protection Ltd, New Brunswick, purchased it and the aircraft continued to fly as C-GFPR in a similar role, until it was finally retired from commercial service in 1992. In 2000, it was sold to a French aircraft preservation group headed by Didier Chable. Unfortunately they were unable to arrange transport across the Atlantic for the TBM, then registered as F-WQDN. The CWH museum then acquired the Avenger with the help of a generous donor in late 2009. It is expected that C-GCWG

will make its first flight sometime in the coming months. The Avenger will be finished as ‘86180’/‘RCN324’.

More news from Hamilton on CWH’s Dakota. It was built for the USAAF and was delivered to the Royal Air Force in February 1944 as FZ692 and the Royal Canadian Air Force 437 Squadron in September 1944. It was later renumbered as 12945 as part of the Canadian Armed Forces where it served with No. 424 Squadron for Search & Rescue at CFB Trenton. It performed JATO ignition in flight at the 1970 Canadian National Exhibition Air Show on the Toronto waterfront. After it was struck off strength by the Canadian Armed Forces in 1973, the aircraft ended up with Environment Canada, where it was used for mineral and environmental surveys as C-GRSB. It was donated to the Museum in May 2014. ‘Sierra Bravo’ will be finished in its original 437 squadron livery.

The Jet Aircraft Museum in London (ONT) successfully flew their CT-133 Silver Star (serial 133052) on 11 January 2019, after a lengthy restoration. The T-Bird’s 45-minute test flight (with registration C-FUPJ) was flown by Canadian astronaut and test pilot, Bjarni Tryggvason, along with retired RCAF CT-133 pilot, Ken Kennedy. Two days later, the new owner, Bill Culberson, flew the T-bird from London to Detroit Metro Airport (USA) to clear customs on the first leg of the delivery flight to his facility in Mobile (AL). 133052 entered RCAF service on 3 September 1953 as 21052. It was reserialled to 133052 on 11 November 1970. The aircraft was a familiar sight in Europe when it was assigned to the No.1 Canadian Air Division at Baden-Sollingen (Germany) from the mid-eighties. From the early nineties the T-bird returned to Canada and flew with 417sq and 434sq. The Jet Aircraft Museum was formed in 2007 and the following year acquired six surplus CT-133 Silver Stars from the Canadian military. T-Bird 133052 is the second T-33 to be returned to flight by JAM in the last year. Serial 133573, adorned in the markings of the legendary ‘Red Knight’, flew in late August 2018.

Thanks to the intervention of Buffalo Airways another DC-3 will be saved. The Dakota project is former Transport Canada

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CF-TER, which was advertised on E-bay by Avialogs. Rather stripped out and engineless the Saint Hubert (QUE) resident was offered for USD12,500. Despite the fact that this Gooney Bird has not flown in 30 years, Buffalo Airways is confident that they can bring her back to life. It is worldwide known that this company has a vast experience in restoring and maintaining Dakotas and have access to large amounts of spare parts. Of course it is important to save any DC-3, but CF-TER is a special one: It is flew in the D-Day invasion! Delivered as C-47 42-92451 to the USAAF on 24 January 1944, the transport was soon taken on charge by the Royal Air Force (RAF) 271 Squadron as FZ668. The Dak is said to have even acted as a "D-Day bomber" that dropped twelve 20 pound bombs as she flew to her drop site that morning. This aircraft also flew five missions during the operation Market-Garden. After the war, she was purchased by Canadair, converted as DC-3C and flew for Trans-Canada Airlines as CF-TER. During the Seventies she was acquired by Transport Canada who flew her until the early 90's. And although the 2019 commemoration of D-Day in Normandy is too soon, Buffalo Airways is determined to restore and fly this veteran to France in 2024.

France

In Morlaix, the Armor Aéro Passion foundation is working to bring a second Morane Saulnier MS760 back in the air. This Paris, former Adla '85' will be a nice companion for the foundation's other aircraft of the type, F-AZLT, former '32'. Although '85' already arrived in Morlaix as long ago as in 2003, restoration has seen considerable progress in recent times.

Germany

On 5 January, Meier Motors of Bremgarten announced that Douglas A-26B N500MR (44-34769/'K') has been sold to a German owner, the Tina Fly GmbH of Eschbach. The Invader (28048) was imported in Greece from the USA in 1995, by Minos Kyriakou of the Athenian Aviators Collection. It is said to have been infrequently flown from its base Tanagra. N500MR is in fact an On Mark Marketeer, a rare post-war conversion of the A-26. It is finished in USAF colours and adorned with a nice 'TAZ, the Tasmanian Devil' nose art. The Meier Motors team has performed the pre buy inspection, and found the aircraft worth importing! So as soon as the weather clears, N500MR will leave Greece for Germany.

Latvia

It is something that you do not read very often: the export of a Douglas A-20 Boston. And its destination is even more exotic: Latvia. On 4 December, A-20B N99385 (23243) was cancelled from the US register. This rare warbird has the following history: USAAF 44-0020, N5066N, Nicaragua AF FAN50, and N99385. We will let you know when we find out more on this story.

New Zealand

Another Avspecs rebuilt De Havilland Mosquito made its first flight from Ardmore aerodrome, New Zealand, on 13 January. It was flown by a crew of Steve Hinton and Warren Denholm. A second successful flight was made mid-afternoon on that same day. This Mossie, PZ474, is a FB.VI fighter-bomber, which was originally built for the RAF as PZ474, but later became NZ2384 when it was sold to the RNZAF. The aircraft is now restored and was test-flown as ZK-BCV, as, currently, the third flying Mosquito in the world. The test-flying was completed on 17 January and PZ474 was then dis-assembled for shipment to the USA, just like the first two flyers. The latest airworthy Mosquito has been rebuilt for the Rod Lewis owned Lewis Air Legends collection in San Antonio (TX). Once arrived in the USA the Mossie will be registered as N9099F.

Now the hangar floors have been cleared it is time for the

next Mosquito to be completed at Avspecs. That will be NZ2308, for the British Mosquito Pathfinder Trust, which has a goal of having it completed and flying at Duxford as early as 2020. NZ2308 was originally laid down at Bankstown as an early production De Havilland Australia built FB40 and allocated the RAAF serial number A52-20 but was later modified to T43 configuration and re-serialised as A52-1054. It is one of four T43s that were sold to the RNZAF.

A new Bell Airacobra project was registered as ZK-COB on 14 December. The fighter is a P-39F, 41-7215 (15-554) in the final stages of restoration to flying condition. It made a forced landing at Weipa (QLD) on 1 May 1942 and was left abandoned. The wreck was salvaged by the Cairns Aircraft Recovery Group in 1972 and restored to static display condition. Although its restoration to flying condition started at Precision Aerospace Productions at Wangaratta in 2000, it is now registered to Pioneer Aero in Ardmore, New Zealand.

United Kingdom

Last year, we reported on a daring expedition by two British aviation enthusiasts, Matt Jones and Steve Brooks. They, the founders of the Boulton Flight Academy, have initiated the restoration of (former Dutch) Spitfire Mk.IX MJ271. The fighter has flown in the Royal Netherlands Air Force as H-8 (later 3W-8) It then became a decoy, and after that, it was displayed in the war museum of Delfzijl. After restoration, the aircraft became a static exhibit in fake colours as 'MH424'/'H-53', initially in the Aviodome at Schiphol and later in the Aviodrome in Lelystad. In 2006 it was swapped with Historic Flying Limited against a Fairey Firefly restoration project. Now Brooks and Jones, want to completely circumnavigate the globe in this WW II fighter! In preparation for this enterprise a full restoration is undertaken by ARCo of Duxford. To emphasize the non-military aspect of this undertaking, the Spitfire is devoid of its paint and highly polished: therefore 'the Silver Spitfire'. Its registration G-IRTY was booked in September 2016. The expedition is sponsored by well-known watch manufacturer IWC of Schaffhausen, Switzerland. Their sponsorship was publically shown during the Salon International de la haute Horlogerie, where a Silver Spitfire was presented as 'G-IRTY' But the visitors of the Salon were fooled, as this aircraft was in fact Spitfire RR232 (G-BRSF) in disguise. The actual G-IRTY is still in the restoration hangar. RR232 was presented to the press in its Silver Spitfire livery at Goodwood, in November last year.

United States

On 31 December 2018, the XP-82 Twin Mustang Prototype Project (44-83887) flew for the first time since 14 December 1949. Although it wasn't supposed to fly yet, it actually did. All that was planned to do was the last FAA required runway high-speed taxi test, lift off for a second or two and then back down, deploy full flaps and brake to a stop. But the plane accelerated so fast after the planned lift off that the test pilot, Ray Fowler, realized that getting it back down and stopping it in the remaining runway would be marginal. So he pushed the power back up and flew for about five minutes. The very short gear-down flight showed zero airframe squawks, hands-off no trim required, with all engine temps and pressures normal. The unexpected and dramatic acceleration of the XP-82 occurred because it has almost three times the horsepower of a single engine Mustang and one and a half times the weight. The XP-82 has 1860 hp on each side so a total of 3720 hp, compared to the 1500 hp for the standard P-51. On top of that, the XP-82 weighs approximately only 1 1/2 times more than a P-51 - 14,700 lbs. compared to 9500 lbs. for the P-51. This successful test flight came after a 10.5 year restoration encompassing 207,000 labour hours!

Credits: Flypast, Skiesmag, WIX.

Dustpan & Brush



Three Antonov 24/26 mishaps in the space of five days in December... First it was An-26B 9S-AGB, then An-24RV RA-47315 and the last this Antonov An-26B 9T-TAB of the Air Force of the Democratic Republic of the Congo. It crashed on Christmas Eve day, 24 December, while attempting to land at Beni Airport, D.R. Congo. Photos from the scene suggest that the aircraft overran the runway and went down a slope and broke upon impact. All occupants are said to have survived. Stephan de Bruijn was lucky to capture it on 28 January 2007 at Goma, devoid of any markings bar an eagle emblem on the nose.

Additions & Corrections:

23oct18 N7969C SNJ-5 88-16316 w/o
See Scramble 474.

New Accidents:

13sep17 323 Typhoon F2 344/CS019 w/o

Only recently did the serial of this Royal Saudi Air Force Typhoon become known, while it crashed already over a year ago! Sadly, the pilot did not survive the crash, the cause of which is unknown.

15apr18 C-GTWK Saab 340B 340B-190 w/o

Several planes, including this Saab, were destroyed as a fire burnt down a Transwest Air maintenance hangar at Prince Albert Municipal Airport (Sask.), Canada.

22nov18 N124ML EC120B 1262 w/o

An Airbus Helicopters EC120B crashed towards the end of a flight from Hotel Amanera, Rio San Juan to Casa de Campo, La Romana, Dominican Republic, killing all five persons onboard. The accident site, which happened in darkness, is believed to be some 25 miles short of the flight's destination.

23nov18 54006 Il-18Grm 187009802 dam

An Il-18Grm of NPP Mir suffered a runway excursion after landing at Naryan-Mar Airport, Russia, after a flight that started in Syktyvkar Airport. The aircraft came to rest in the snow, a few dozen metres past the end of the runway. The propeller blades suffered damage during the overrun the incident, the cause of which is to be determined.

24nov18 Mi-17 w/o

An Afghan National Army helicopter, most likely a Mi-17, crashed in southern Kandahar province, killing at least two, and caught fire. Two more were wounded in the crash which happened in Maruf district. The crash happened due to tech-

nical failure as it was landing. Taliban, however, said that the helicopter was shot down by the group's fighters.

24nov18 AP-BKW ATR72-212A 1036 dam

An ATR72-500 of PIA Pakistan International Airlines hit a parked Shaheen Airlines Boeing 737-4H6 (AP-BJU, msn 26465) at Karachi-Jinnah International Airport, Pakistan. The fuel tank, as well as the no.1 engine (left hand) of the aircraft, were damaged. The ATR had undergone maintenance and was likely performing an engine run-up when the incident happened.

24nov18 PT-FPS AW109SP 22358 w/o

An Agusta AW109SP of Cristália Prod. Quím. Farmacêuticos was destroyed when it crashed on a wooded hillside in the Serra da Mantiqueira towards the end of a flight from Pico do Itapeva to Campos do Jordão, São Paulo, Brazil. The two crew and four passengers on board died in the crash. The accident happened in daylight but in poor weather conditions with strong winds, low clouds and reduced visibility in rain and fog. The passengers included Katia Stevanatto Sampaio, a shareholder and vice president of the company.

26nov18 H-3. Bell 206B-3 w/o

Around 10:40 in the morning local time, a student pilot, who was on a solo flight, managed to find an open field in Portmore, St Catherine, to crash land his Bell 206B-3 that developed problems during the training mission. The pilot was injured, the eleven-year old helicopter was a write-off. According to Major Basil Jarrett, Media Affairs Officer at the Jamaica Defence Force (JDF), the student pilot followed executed a text book emergency landing by finding an open field to crash land, then quickly scrambling out of the aircraft to escape the possibility of it going up in flames.

26nov18 11075? UH-1H w/o
 A Turkish Army 4ncü Kara Havacılık Alayı Komutanlığı UH-1H Huey crashed in a residential area in the Sancaktepe district of Istanbul. The helicopter crashed between two apartment buildings and broke in several parts. Unfortunately, four military people have lost their lives while one got injured. It was carrying out a training flight from Istanbul-Amandira air base.

26nov18 PP-OEG Ce525M2 **525-0849** w/o
 A Cessna Citation M2 of ARG was destroyed by impact and post impact fire when it crashed during landing at a farm near Fazenda Santa Terezinha, Jequitai, Minas Gerais, Brazil, which has a single 1,200m long asphalt runway (02/20). The two crew members and two passengers died in the accident. The aircraft was operating a flight from Belo Horizonte-Pampulha Airport. According to press reports, amongst those killed were Adolfo Geo, a partner in ARG, and his wife.

28nov18 PK-OCL DHC-6-300 **689** dam
 An Airfast Indonesia DHC-6 Twin Otter blocked a taxiway at Surabaya Airport after the right-hand main wheel apparently broke away. It received substantial damage as a result, but none of the five onboard were injured.

28nov18 HJT-16 w/o
 An Indian Air Force (IAF) HJT-16 crashed near Yadgirigutta in the Hyderabad city outskirts, while the pilot parachuted to the ground safely albeit receiving a leg fracture. According to the police, the incident happened at 11.30 am in Bahupeta village near Alair in Yadgirigutta. The Kiran crashed in an open field next to the village.

28nov18 RA-06029 Mi-26T **34001212405** w/o
Tass announced a sad crash of a civil Mi-26T owned by UTAir in the Nenets Autonomous District. The helicopter made a hard landing during take-off due to icy conditions and rolled on one side. As result one person died and five were injured. The helicopter attempted to take-off from the Pijma Airfield.

28nov18 3361 Mi-35 **203361** w/o
 A Mi-35 of the Czech Air Force crashed near Námestí nad Oslavou in the Třebíč region, due to an engine malfunction. At a height off just several metres, serious engine trouble occurred that resulted in the crash. Parts of the engine blades scattered around and the helicopter was a write-off. Luckily, the pilots could escape without injuries.

28nov18 N909CA PA-60-601P **61-0281-107** dam
 After landing at Rock Hill-York County Airport (SC), the P&M Truck Sale Piper Aerostar veered off the runway and struck an embankment. The aircraft sustained substantial damage, but there were no reported injuries.

29nov18 VN-A653 A321-271n **8199** dam
 A VietJetAir Airbus A321neo, operating flight VJ356 from Ho Chi Minh City to Buon Ma Thuot Airport, received substantial damage to its nose gear in a hard landing on runway 09. Both wheels broke off which prompted an emergency evacuation. Among 207 passengers, six were hospitalized due to broken bones. The runway had to close down temporarily. The airline reported the aircraft suffered technical problems after landing, a few passengers needed to be taken to a hospital for examination and have already been discharged. The aircraft had been acquired only two weeks ago. Authorities have opened an investigation.

29nov18 N7751Y PA-30-160 **30-839** w/o
 The private Piper Twin Comanche impacted open field terrain in Grant County near Marion Municipal Airport (IN). It was partially consumed by the post-impact fire and the sole pilot onboard received fatal injuries.

30nov18 N525EG Ce525CJ2+ **525-0449** w/o
 A few minutes after take-off from Jeffersonville-Clark Airport's runway 36 (IN), while in the initial climb, the EstoAir Citation CJ2+ went out of control, entered a dive and crashed in a wooded area, located 2,5 miles south-west of Memphis, some 6,5 miles north-west of the airport. The aircraft disintegrated on impact and all three occupants were killed.

30nov18 N941JM Ce550 **550-0146** dam
 The Slice of the 406 Citation II experienced a loss of directional control and subsequent runway excursion upon landing at Faro-Hector International Airport (ND). It received substantial damage and there were no reported injuries to the occupant(s) onboard.

30nov18 VH-TFD Beech A60 **P-244** w/o
 A private Aussie Beech Duke experienced a left main gear unlocked emergency landing at Maitland Airport-Russell Field, Rutherford (NSW). The airplane sustained substantial damage and the sole pilot onboard was not injured during the incident.



3361, a Mi-35 of the Czech Air Force, crashed near Námestí nad Oslavou in the Třebíč region, due to an engine malfunction. Engine troubles were to blame for the crash, resulting in a write-off of the Hind. Luckily, the pilots could escape without injuries. (Volkel, 28 November 2018, Stephan de Bruijn)



Condor Squadron Officers and Airmans Association lost its North American SNJ-5 Texan on 23 October 2018, when it impacted the median barrier during a forced landing on the 101 Freeway in Agoura Hills (CA). The Texan made a test run from Van Nuys Airport (CA), did a loop around the Warner Center and then started to have engine trouble. Apparently, the pilot had no other option to land his plane on the highway. It was former USAAF 42-84535, and painted in Luftwaffe colours with 1+1 as serial. This month we have an update on its msn! (Van Nuys, 3 February 2013, Mark Ollier)

01dec18 HL9419 Ka-32T **9605** w/o

The firefighting helicopter of Korea Forest Service crashed in the Han river as it tried to take in water. The two pilots survived the crash, but a mechanic died. The news states that the accident helicopter was produced in 1997. In ATIS KOREA, it indicated that the only Ka-32T helicopter operated by Korea Forest Service, based in Gimpo airport and produced in 1997 is HL9419. Also, the Korea Joongang Daily news article shows code 613 which belongs to HL9419.

01dec18 N79HP Cessna **335-0047** w/o

Both occupants of the private Cessna 335 died after it impacted a building, a therapy centre for children with autism, and burst into flames while attempting to carry out an emergency landing at Fort Lauderdale-Executive Airport (FL). The aircraft previously contacted FXE tower reporting that they had a no.1 engine fire (left hand). The controller cleared the flight to land on any runway. There were five children and eight adults inside the building, one teacher was slightly injured. CCTV footage shows the aircraft sliding at high speed through the parking lot before impacting the building head-on.

03dec18 HB-ZCM AS350B3 **3306** dam

During an emergency landing at Castione, Switzerland, the Heli Rezia Écureuil most likely impacted high voltage cables, which caused quite some damage to the chopper.

04dec18 3237/80rd Su-25UBK **38220113237** w/o

A Sukhoi Su-25 Frogfoot B of the Armenian Air Force crashed in the mountains near Maralik, killing both pilots. The Su-25 twin seater performed a training flight from home base Gyumri air base when things went wrong fifteen minutes after take-off.

06dec18 167981/QD-981 KC-130J **5617** w/o

06dec18 F/A-18D w/o

On this day, around 02:00 hrs local time, a United States Marine Corps KC-130J (callsign SUMO41) and an F/A-18D Hornet crashed off the coast of Japan. Search and rescue operations were underway for the crews of both aircraft. Two of the seven crew members have been rescued after the mishap. The cause of the incident is not known yet, but the Hornet and Hercules collided mid-air and crashed into the Pacific Ocean, about sixty miles south of Muroto Cape on Shikoku Island, Japan. The first rescued crew member, who reportedly came from the Hornet, was picked up and evacuated to Iwakuni in stable condition. At 12:13 hrs local time,

the Japan Marine Self Defense Force (JMSDF) ship JS Setoyuki found and rescued a second crew member. Condition of the crew member and if the aviator was from the Hornet or Hercules are both unknown. The aircraft involved in the mishap had launched from MCAS Iwakuni and were conducting regularly scheduled training when the mishap occurred. Japanese search and rescue aircraft immediately responded to aid in the recovery. The circumstances of the mishap are currently under investigation. Marine All-Weather Fighter Attack Squadron VMFA(AW) 225 Vikings ('CE-xx'), operating the F/A-18D, is deployed as part of the regular Unit Deployment Programme (UDP) to Iwakuni since 2 October 2018. VMFA(AW)-242 Bats ('DT-xx'), also equipped with the F/A-18D. Likely, the Hornet belonged to one of these two squadrons. The KC-130J was assigned to Marine Aerial Refueler Transport Squadron (VMGR) 152 Sumos ('QD-xx') flying the KC-130J. The Bats and Sumos are both based at Iwakuni.

07dec18 SA330H dam

A SAR Puma of the Armée de l'Air, squadron EH.1/44 "Solenzaza", made a hard landing during a training flight at Ghisonaccia Alzitone, Corsica. Two pilots were onboard, a flight engineer and two passengers, none of whom were injured. The aircraft was brought back by truck to Solenzara airbase 126.

07dec18 (PT-WNW) Beech C90A dam

The aircraft was found abandoned near Aeroclub de Río Dulce, Izabal, Guatemala and had been used for transporting drugs. Apparently, the pilot had to make an unplanned emergency landing. The registration is a false one. The crashed King Air has "small bulbs/inlets" added under the engine intake. Only the Beech 90 and C90 series have it. It also has four side windows and the C90A in pictures on the www has five. So, it is definitely not Beech C90A PT-WNW!

08dec18 F-AZIK DH-100 **700** dam

08dec18 F-AZOP DH-100 **701** w/o

According to our colleagues of the French 'Le Fana de l'Aviation' magazine, the AMPAA organisation (Site de l'Association des Mécaniciens Pilotes d'Aéronefs Anciens) at Melun-Villaroche lost one of their hangars in a fire that started early in the morning. Despite the efforts of the local fire brigade the entire hangar and a privately owned airworthy De Havilland Vampire were completely destroyed. A second Vampire, F-AZIK (msn 700), was severely damaged as the rudders and the rear end of both tail booms were touched

by the fire. Located in the hangar were F-AZOO, F-AZOP or F-AZHH and according to our Scramble Facebook News page it may well be F-AZOP that was the unlucky one.

08dec18 VH-OBL BN-2A-20 2035 w/o

A Britten-Norman Islander of Par-Avion impacted mountainous terrain in Southwest National Park, Tasmania, Australia. The pilot, who was the sole occupant, sadly did not survive the impact. The aircraft departed Hobart Cambridge Airport in Tasmania at 07:48 hours local time on a repositioning flight to Bathurst Harbour Airport to pick up passengers. En route he encountered poor weather conditions and limited visibility when the airplane struck the slope of a mountain located in the Southwest National Park, some 32 kilometres north-east of the destination airport. The wreckage was found a few hours later in West Portal, about 100 metres below the summit.

08dec18 VH-ODI Beech 200 BB-634 dam

The pilot of the Desert-Air Safaris King Air reported experiencing difficulties landing at Mount Gambier (S.A.). After a heavy landing, the pilot was unable to stop the aircraft on the runway and decided to conduct a go-around, which he did. The post-flight inspection of the aircraft revealed substantial damage to both propellers. No one was injured.

08dec18 Beech 200 w/o

The Guatemalan Army found the smouldering wreckage of a Beech King Air, at Corozo, Sarstún, along with empty fuel containers. The aircraft had likely been used for clandestine drug trafficking. Because the wreckage had been burnt there was nothing left to get a proper ID.

09dec18 Mi-? w/o

Five people got wounded after an Afghan National Army Mi-8/-17 (most likely) crashed in Kandahar, southern Afghanistan. The chopper, assigned to the 205th Corps, crashed just after a night take-off from Kandahar air base around 22:00 local time for a training flight. The commander of the 205th said that the helicopter went down due to a technical

problem. At Kandahar the Kandahar Air Wing is based with an assigned Rotary Wing Squadron operating Mi-8MTV-1, Mi-17 and Mi-17V-5s.

09dec18 Mi-? w/o

A Sudan Air Force helicopter crashed in the eastern region of Al-Qadarif state, near the Ethiopian border. It is reported that the helicopter crashed when it hit a communication tower during its landing. Local sources report that there are seven to eleven people killed, and several survived the incident badly injured. Because of this number of occupants, it is most likely that the helicopter involved can be a Mi-8 or -17. The SAF reported that among the dead are government officials, a governor and some high-ranking military and intelligence officers.

10dec18 PR-SDA Beech C90GT LJ-1770 dam

The right gear of the Cooxupé Beech King Air collapsed during the touch down at Guaxupé and the airplane veered off the runway and crashed into a ravine. The five occupants were shaken but uninjured.

10dec18 XA-MRC A300B4-203F 247 dam

An AeroUnion Airbus A300 suffered a nose gear collapse while being towed across the ramp in the maintenance area of Mexico City-Benito Juárez International Airport.

11dec18 C-FITW B777-333ER 35298 dam

Air Canada flight AC15, a Boeing 777-300ER, suffered a tail strike while landing on runway 07R at Hong Kong-Chek Lap Kok International Airport. The aircraft was able to taxi to the gate normally but the return flight was cancelled, as the aircraft sustained structural damage requiring a major repair. According to FlightRadar24 it has not flown since, so definitely a big repair job!

12dec18 Mi-17 w/o

The second mishap in three days involving a helicopter of the Afghan National Army. This time it was a Mi-17 that failed to take-off and caught fire, at Sar-e-Hawz, Faryab, Afghanistan.



In Stara Hut near Dobříš in district Příbram, before 5:00am in the morning, the Policie (Czech Police) Eurocopter crashed during landing at a local football field. At the time the chopper was transporting a seriously wounded patient, with only the crew onboard. It suffered a damaged main rotor, and a tail part was also partially broken. The helicopter apparently had to hit the protective net of the football field. (Praha-Václav Havel Airport, 12 May 2017, Michiel van Herten)

12dec18 PK-ASE Ce208 **20800571** dam
 Upon landing, the Alfa Trans Dirgantara Cessna Caravan veered off the runway at the Kasonaweja Airstrip, Central Mamberamo Regency, Papua and came to a stop on a downslope. None of the eight occupants were injured but the Caravan received quite some damage.

13dec18 556 Mi-17 dam
 A Sudan Air Force Mi-17 skidded on the runway and got damaged while taking off from Zalingei Airport in the city of Zalingei, Central Darfur region. It is unknown how many crew were onboard at the time.

14dec18 LN-OAN AS350B3 **3199** dam
 The Heli-Team Écureuil was used for demounting of an old communications mast. During the long line HESLO (helicopter external sling load operations) operation, the main rotor blades hit the new mast which was built a few metres away, resulting in vibration. The pilot immediately stopped the operation and made an emergency landing at Svanvik, Finnmark, Norway.

15dec18 OK-BYB EC135T2+ **0340** w/o
 In Stara Hut near Dobříš in district Příbram, before 5:00am in the morning, the Policie Eurocopter crashed during landing at a local football field. At the time the chopper was transporting a seriously wounded patient, with only the crew onboard. It suffered a damaged main rotor, and a tail part was also partially broken. The helicopter apparently had to hit the protective net of the football field.

15dec18 55bl Su-27 **36911021308** w/o
 A Ukrainian Air Force Su-27, of 39 ISTA, crashed on final approach about two kilometres from Ozerne Airfield, Zhytomyr Region, after performing a training flight. The pilot was killed in the crash.

15dec18 I-EITC A109S **22007** w/o
 The Instituto Nacional de Emergência Médica Agusta Grand was returning to its base Macedo de Cavaleiros in the district of Braganca, with a technical stop for refuelling at Paredes Baltar in the district of Porto, when it crashed at Serra da Santa Justa, Valong, after hitting an antenna in bad weather. The helicopter was reported missing around 20:55hrs local time and was found around 01:30 the following morning. Sadly, the two pilots, a nurse and a doctor didn't survive the crash.

16dec18 RA-22649 Mi-8T **8096** dam
 A Yeltsovka Airlines Mi-8 rolled over after landing at Kedrovyy City Industrial Zone, Tomsk Oblast and the helo received quite some damage. None of the 25 persons onboard were injured.

16dec18 N50JE G1159D **567** dam
 While parked at Newark-Liberty International Airport (NJ) the IN50JE Gulfstream V's right winglet struck the nose of Boeing BBJ N324CH (**33010**), with the Gulfstream receiving quite some damage.

17dec18 PT-KIL Beech 95-B55 **TC-1715** w/o
 This private Beech Baron, with an unfortunate registration, crashed in the municipality of Tabatinga, Amazon, Brazil. It had taken off from Eirunepé and disappeared on the night of 17 December near the border with Peru. The FAB (Força Aérea Brasileira) located its three occupants and a dog a day later. The reason for the crash is unknown.

17dec18 PK-VVW PC-6/B2-H4 **982** dam
 Upon landing at Binuang Airport, Krayan Selatan District, Nunukan Regency, Kalimantan, Indonesia, the Susi Air Turbo Porter veered off the runway, causing one of the wings to break off. What caused the Pilatus to veer off is unknown.

19dec18 C-FOER DHC-2T **1671TB41** dam
 A Turbo Beaver operated by the Ministry of Natural Resources of the Province of Ontario, was conducting touch and go's

on runway 28 at Timmins (Ont.). The pilot advised that they would come to a full stop prior to the intersection of runway 03/21, in order to accommodate other traffic. During the landing roll, the aircraft nosed over momentarily and the propeller contacted the runway several times. As the aircraft dropped back onto its tail wheel, the impact was sufficient enough to activate the ELT (Emergency Locator Transmitter). The pilot was not injured, and requested to be towed to the ramp. The ELT was manually turned off. The operator's maintenance reported serious damage to the propeller, engine and empennage.

20dec18 N188CW Ce560 **560-0148** w/o
 A Chen Aircrafts Cessna Citation V, with four persons onboard, impacted English Park, Atlanta (GA) shortly after take-off from Fulton County Airport-Brown Field. The bizjet was destroyed during the accident sequence and a post-impact fire completely destroyed it. The Citation was cleared for take-off from runway 08 at 12:10 hours local time. After take-off the flight was instructed to turn left heading 310.

20dec18 N307JM PA-46-350P **4636253** w/o
 Initially reported missing over the Atlantic Ocean off Ponte Vedra Beach, St Johns County (FL), the private Piper Malibu had crashed into the sea, killing both occupants. Multiple search parties were conducted but sadly to no avail. Both occupants are deemed to have died.

20dec18 9S-AGB An-26B **13402** w/o
 An Antonov An-26B, operated by Gomair, crashed while descending towards Kinshasa-N'Djili Airport, D.R. Congo, while on the approach to runway 06. The aircraft was returning from Tshikapa where it had delivered election materials for the national electoral commission (CENI).

On 21 December CENI confirmed that the aircraft had crashed and that all seven occupants had died.

20dec18 LDF-19 H125 **8454** w/o
 A newly acquired H125 of the Lesotho Defence Force crashed late December in Sehlabathebe in the Qacha's Nek district, Lesotho. There was one fatality and three injuries. This is the second crash involving LDF aircraft after another LDF helicopter crashed in Thaba Putsoa in the Maseru district, killing four soldiers in April last year.

22dec18 CC-CCA EC135T1 **0122** w/o
 During external cargo operations at Isla Picton, Magallanes province, Chile, the DAP Helicopteros Eurocopter fell into the water. As a result, the pilot managed to get out of the aircraft, was rescued by a boat but the chopper sank.

22dec18 GNB-96107 M28-02 **AJE001-05** dam
 The M28 Skytruck of the Guardia Nacional Bolivariana de Venezuela suffered a runway excursion and subsequent nose landing gear collapse after landing at the indigenous community of Kamarata, located in the Canaima National Park in Venezuela.

23dec18 RA-47315 An-24RV **67310502** dam
 A RusLine Antonov An-24 was seriously damaged when its left wingtip struck a pole after veering off the unpaved runway on landing at Badaybo Airport, Siberia, Russia. None of the 24 passengers onboard the flight from Ust-Kut were hurt.

24dec18 HP-983 PA-34-220T **34-** dam
 The pilot of this private Panamanian Seneca III lost control over the light aircraft and veered off the runway at Playón Chico, in Guna Yala. There were no fatalities among the three onboard.

24dec18 9T-TAB An-26B w/o
 Fifth day in a row an Antonov 24/26 mishap, can't be good for business...

This time it concerned an Antonov operated by the Air Force of the Democratic Republic of the Congo, while attempting to land at Beni Airport, D.R. Congo. Photos from the scene

suggest that the aircraft overran the runway at Beni. It went down a slope and broke upon impact. The left-hand wing broke away outside of the no.1 (left hand) engine. The remaining wing with the engines attached tilted down, causing the propellers to strike the ground. A post-impact fire erupted, but was contained by fire services. All occupants are said to have survived. The aircraft carried troops that were being deployed to the Beni region.

24dec18 XA-BON A109S **22174** w/o

The Agusta Grand of Servicios Aereos del Altiplano impacted a cornfield in the Santa Maria Coronango municipality of Puebla, Mexico. The helicopter was partially consumed by the post-impact fire and the five occupants (including the Puebla governor) received fatal injuries. The reason for the impact is still unknown.

25dec18 N6745V Beech 58P **TJ-272** w/o

A Beechcraft 58P Pressurized Baron impacted residential terrain and a post-impact fire ensued, south-east of MC Kennan Hospital Airport (SD). The airplane was destroyed during the accident sequence and both occupants onboard were fatally injured. Four residential structures were involved, two with exterior damage.

27dec18 UR-..... Mi-8 w/o

An Aero Tecnic Mi-8 crashed under unknown circumstances at Huancavelica, Castrovirreyna province, Peru. Three occupants were rescued on the crash site, the two Ukrainian crew members were found the next day. No serious injuries were reported.

29dec18 SE3130 dam

An Alouette III of the Zimbabwe Air Force had to make a forced landing in the Mchakazi area in Gutu Central, near Ranga school, after it developed a fault while airborne. The chopper was travelling to Gutu from Harare.

29dec18 AW139 w/o

The AgustaWestland of the National Search and Rescue Center crashed while on a mission to airlift an injured man from Jebel Jais in the Emirate of Ras Al Khaimah, UAE. The helicopter reportedly crashed after hitting a 2.8-kilometre-long zip line cable. Sadly, none of the four persons onboard survived the impact.

30dec18 RA-01908 AW119Ke **14742** w/o

A private Russian Koala crashed eighteen kilometres north-east of Ulan-Ude and was destroyed by fire, killing all four occupants.

02jan19 Mi-35M w/o

A Nigerian Air Force Mi-35M was lost in battle while providing direct air support to the troops of the 145th battalion in Damasak, in the state of North Borno. The Nigerian Air Task Force, supporting Operation Lafiya Dole, is very active at the beginning of 2019. On 1 January an ATF Alpha Jet attacked buildings in use with the Islamic State of West Africa Province (ISWAP) fighters near Baga in Northern Borno State. At the same time, Nigerian Air Force attack helicopters gave Close Air Support (CAS) to ground troops that were involved in a counterinsurgency operation. During these fights, the Mi-35 was lost near Damasak in Northern Borno at 19:45 hrs local time. It is not known yet if the helicopter crashed due to hostile fire.

06jan19 SF260 w/o

A Libyan Air Force SF260 crashed shortly after take-off from Brak al-Shati air base, in the southern part of the country. The trainer came down near Hamada. The pilot and co-pilot survived the crash.

07jan19 F-GKMQ AS350B3 **4847** w/o

The Air Plus Hélicoptère Écureuil crashed at Puylaurens, Tarn, France, while trying to install a telephone communication mast. The pilot died in the crash.

09jan19 667/3-JZ Mirage 2000D **541** w/o

The Armée de l'Air Mirage went missing on a routine training exercise at low altitude. According to the local firefighters, the debris of the fighter covers the ground over several hundred square metres at the crash site at Bonnevaux-Mignovillard-Frasne area, Jura. There was still no trace of the two occupants. The Gendarmerie deployed more than a hundred soldiers on site to look for them. None of the beacons were heard at the time or since the crash despite the deployment of radio amateurs and specialized services: neither the seats, nor the individual survival radios of the pilot and the navigator (who were from EC01.003) seem to have been triggered. They were later found having not survived the impact.



Wednesday 9 January 2019 Mirage 2000D 667/3-JZ, belonging to French Air Force EC1/3 Navarre, crashed in the eastern part of France, in the Jura region. The fighter jet took off from its home base Nancy-Ochey (BA133) for a low-level training mission in the mountains of the Jura when it vanished from radar around 11:00 local time, shortly after take-off. A search and rescue mission was started and soon the wreckage was found close to the city of Mignovillard, at an altitude of 3,280 feet. Unfortunately the pilot and the female navigator/weapons system officer did not survive the crash. (Nantes Atlantique, 4 July 2004, Dino van Doorn)



The Priority Air Charter Douglas DC-3-65TP Turbo Dakota struck power lines, trees and impacted open field terrain under unknown circumstances to the south-east of Kidron-Stoltzfus Airfield, at 11145 Hackett Road in Kidron, Wayne County (OH). Onboard were six persons, four of whom escaped alive but unfortunately the crew did not. The Turbo Dak is seen here at Shannon on 1 April 2015 by Adrian Kissane, with Samaritan's Purse titles.

10jan19 N828KB Bell 230 **23014** dam

A ground maintenance engineer received fatal injuries upon contact with the main rotors of Bell 230 of American Business Aircraft at Brooksville-Tampa Bay Regional Airport (FL). The person who called it in said he and another person were using a power cart to jumpstart a helicopter when for an unknown reason, said helicopter suddenly jerked up then came down. Blades of the main rotor were severely damaged.

11jan19 N346AE AS350B2 **2946** dam

The Air Evac Lifeteam Écureuil crashed at Ponca City Regional Airport (OK) and came to rest on its right-hand side, resulting in substantial damage. Luckily both occupants escaped without serious injuries.

11jan19 N88HC Bell 206B-II **1576** w/o

Tri-Rotor Spray & Chemical lost one of their JetRanger IIs when the crop-duster came down near County 14th Street and Highway 95, Yuma (AZ), under unknown circumstances. The sole person onboard survived and was taken to hospital.

12jan19 HK-4327 Bell 206L-3 **51445** w/o

The Aerocharter Andina LongRanger III was carrying 1 billion pesos when it was attacked and forced to land, after which it was burnt down. The whereabouts of the three crew members is unknown after they were kidnapped by armed groups.

12jan19 D-GINA P68B **59** w/o

The private Partenavia Victor took off from Strausberg at 11:00hrs local time but later crashed between Prötzel and Predikow, under unknown circumstances. Both male occupants died.

13jan19 N813WT CL-601 **3016** dam

The TW 601-C Investment Challenger 601 experienced a runway excursion following a landing gear failure after landing at runway 35 at Ox Ranch Airport, about 26 miles north-west of Uvalde (TX). The bizjet sustained substantial damage but all nine occupants escaped with minor injuries (six passengers, two pilots and one flight attendant).

14jan19 EP-CPP/5-8312 B707-3J9C **21128** w/o

An IRIAF (Islamic Republic of Iran Air Force) Boeing 707, operated by Saha Air (wholly owned by the IRIAF) was destroyed when it overran the end of runway 31 at Fat'h air base, Karaj. It continued through the airport perimeter wall, across a road and eventually came to rest after impacting an empty building about 100m beyond the runway. A fire broke out and the aircraft was destroyed. Fifteen out of the sixteen people onboard were killed, while the sole survivor, the flight engineer, was seriously injured. The accident happened in daylight amidst challenging weather conditions. The Boeing was operating a flight from Bishkek-Manas International Airport, Kyrgyzstan to Payam Airport, Karaj with a cargo of meat but apparently landed at Fat'h, which is about 2.5 kilometres north-east of Payam, in error. Runway 31 at Fat'h appears to be about 1,200m long, not long enough for this 707 to land on.

14jan19 PP-ECF HB350BA **3062** w/o

Fenix08, this Helibras Esquilo (licence built AS350) of the Polícia Militar do Estado do Rio de Janeiro, encountered problems and the pilot made an emergency landing. One of the occupants died, the three others had minor injuries.

16jan19 8R-YAC Ce208B **208B0647** dam

During loading at Ogle Airport, Guyana, the passengers were already in the Air Services Limited Grand Caravan when it sustained a left-hand main landing gear collapse and received a lot of damage. It was due to leave for Imbaimadai Airport, Guyana.

17jan19 UP-EC038 EC130T2 **8311** w/o

Sky Service lost their pilot and its chopper after it impacted the ground of a sanatorium in Almaty, Kazakhstan.

18jan19 RF-81253/33rd Su-34 **09-02** w/o

18jan19 RF-...../03rd Su-34 **07-07** w/o

18jan19 Su-34 dam

Two Su-34 Fullbacks of the Russian Federation - Aerospace Forces (RF VKS) collided in mid-air over the Tatory Strait, Japan Sea, in Russia's far eastern Khabarovsk region. According to preliminary data, both Sukhoi's started their mission in a formation of eight aircraft, including some Su-35S as

well. One aircraft, reported as a Su-35S, returned directly after take-off due to engine problems. The mission continued with seven aircraft when most probably a wingman flew into the rear of the lead Su-34, leading to both aircraft disappearing from radar screens. It is also reported that a third aircraft was damaged due to debris coming from the mid-air collision. This damaged aircraft managed to return safely to its base. The formation flew at that time close to the inhabited community of Nelma in the Sovetsko-Gavansky District. One pilot, a navigator, was found alive, two other crew were found dead although they ejected their aircraft. A fourth aviator is still missing. The three crew members that were found were lifted by rescue Mi-8s to a nearby hospital. The formation Su-34s is assigned to the RF VKS Eastern Military District, 11th Red Banner Air and Air Defence Army force at Komsomolsk-na-Amure-Khurba air base. The aircraft belonged to the 303rd Composite Aviation Division, 277th Red Banner Bomber Aviation Regiment (277 BAP).

18jan19 EP-TBG BAe146-RJ85 **E2289** dam

Taban Air's RJ85 was hit by a catering truck at Tehran-Mehrabad, Iran, which resulted in damage to the flaps, fuel tanks, wing surface and perhaps the wing spar.

19jan19 TZ-31H? Z-9A **0185** w/o

A Harbin Z-9A from the Force Aérienne de la République du Mali rolled over during a hard landing at Kati and was subsequently written off. Kati is located twenty kilometres north of the capital Bamako. The Harbin Z-9 is a license-built variant of the French Eurocopter AS365 Dauphin. According to our information, the FARM received two Z-9As of which one crashed in September 2001 (TZ-393). The other one, serial TZ-394, was reported stored at Bamako-Sénou (seen December 2014). We assume this one was made operational again as we have not heard of another delivery of a Z-9 to Mali. The Z-9s are/were operated by the Escadrille d'Hélicoptères bases at Sénou (Base Aérienne BA101).

Here is a video of the hard landing: www.youtube.com/watch?v=90pF6ueAVi4

19jan19 VH-YHS EC130B4 **4080** w/o

The Microflite EC130B4 (or H130 after Airbus Helicopters took over Eurocopter) experienced a loss of control and crashed during take-off from a property in Howqua, in Victoria's High Country. It happened at the Howqua Inlet on the edge of Lake Eildon, south of Mansfield. There was no fire but the chopper ended up on its side. The four occupants survived the crash.

21jan19 N467KS DC-3-65TP **20175** w/o

The Priority Air Charter Douglas DC-3-65TP Dakota struck power lines, trees and impacted open field terrain under unknown circumstances to the south-east of Kidron-Stoltzfus Airfield, at 11145 Hackett Road in Kidron, Wayne County (OH). It was destroyed during the accident sequence and two occupants were fatally injured while four others survived. Priority Air Charter's website showed that the aircraft was offered for sale. The Dak was heading to Akron-Canton Regional Airport (OH).

21jan19 159 Mirage F1EH **159** w/o

The Royal Moroccan Air Force lost one of its Mirage F1 fighters when it crashed at Taounate due to a technical malfunction. The pilot was able to eject safely.

21jan19 N264DB PA-46-310P **46-8408037** w/o

The private Piper Malibu with two occupants onboard was reported missing over the waters of the English Channel at the Channel Islands north of Alderney, near the Casquets lighthouse. It was flying at 5,000ft, then requested 2,300ft to ATC, and following severe weather such as snow and ice issued across France. All contact was lost after this last communication. One of the passengers was Premier League footballer Emiliano Sala, who was on his way from Nantes to Cardiff City. Sadly, both occupants did not survive the ordeal.

21jan19 9S-AHJ B737-330QC **24283** dam

The main undercarriage of this Serve Air Boeing 737 failed and collapsed during landing on runway 24 at Kinshasa-N'Djili Airport, DR Congo. There were no reported injuries.

22jan19 RF-94159/35RD Tu-22M3 w/o

A Russian Federation - Aerospace Forces (RF VKS) Tu-22M3 Backfire crashed at Olenegorsk-Vysokiy around 13:40hrs local time. Preliminary reports explain that the strategic bomber came down during a landing attempt at its home base Olenegorsk (Russia) and that two pilots survived the crash. The Tu-22 has usually a crew of four. The weather at the time was a cloud base at 90 metres, -10°C (50 F°) snow and mist, or very poor. The Tu-22 belongs to - breath in - the Supreme Command of the Air Force, Long-range Aviation (DA) 6950th Guards Air Base, Guards Kyiv Red Banner Order of Suvorov, 2nd degree, 6950th Naval Missile-carrying Aviation Group (6950 MRAvG) - breath out -.

The Backfire was on a training mission with another Tu-22M3, both without military load but with weight mock-ups. The first one landed normally but immediately after that the weather deteriorated quickly, not uncommon in the polar region. Backfire number two could already not be seen anymore by the tower due to the low clouds and heavy snow fall. It crash-landed, broke in half and eventually came to rest between the number three and four taxiways on the airfield. The front of the cockpit was destroyed, killing both pilots instantly. The rear part, where the navigator was sitting, got severely damaged but he was able to open the emergency escape hatch, albeit with multiple fractures including ribs and internal bleedings. Sadly, he died while enroute to the hospital. The Tu-22M3 Backfire landed at Olenya with a speed of 300km/h (or about 163kts, which one can expect for that type of Russian aircraft) on a southerly course. The bomber landed most probably past the runway threshold due to the adverse weather conditions, which could have altered their situational awareness.

23jan19 F-7PG w/o

A Pakistan Air Force pilot died when his F-7PG crashed during a routine training mission the Khad Koocha area of Mustang, Balochistan. The mishap aircraft was from 23(AS) squadron at Quetta. The Chengdu F-7PG Skybolt, which is built in China, is based on the Soviet era MiG-21. The aircraft type has been involved in the majority of recent crashes, according to media reports. The PAF is to replace its entire F-7 fleet with China-built JF-17 Thunder fighter aircraft.

23jan19 N8227J Bell 206L-3 **51313** w/o

A Bell LongRanger III of Erickson went missing shortly after taking off on what was described as a "routine training flight". The wreckage was located about six hours later in a heavily wooded area near exit 6 off Interstate 5, Jackson County, Siskiyou Summit south-east of Ashland (OR). The pilot was fatally injured. So far, the registration is unconfirmed.

24jan19 F-OFML AS350B3e **7984** dam

A firefighter Écureuil of Helilagon Helicopters had to make an emergency landing at Grand-Brûlé, Sainte-Rose, Reunion, after the bambi bucket got entangled in the tail rotor, which got damaged. The pilot was uninjured.

25jan19 ZK-ILT Bell 206L-3 **51574** w/o

The pilot of this T&P Williams Bell LongRanger III was found walking around conscious with moderate injuries after the chopper clipped high tension power lines then crashed near Maroa Road at Atiamuri, north of Taupo, northern island, New Zealand. He was taken to hospital. The Transport Accident Investigation Commission has decided not to investigate, which seems a bit odd for a mishap involving a write off.

Credits: ASN, Aviation Herald, JACDEC, B3A, Humberside Aviation Society, Laurent Desmarest, The Sun, FlightGlobal.

Military News & Updates



Between 15 and 17 January 2019, Spanish Air Force A400Ms were visiting Manching on a daily base, supporting transport from Madrid-Torrejón. Dietmar Fenners captured TK.23-03/31-23 on short final on 16 January.

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

Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

The story concerning the purchase of Israeli F-16s by Croatia is definitely over. On 9 January 2019, the Croatian Prime Minister Andrej Plenković said in Zagreb that a meeting with representatives of the Israeli Ministry of Defence on the delivery of twelve former Israeli Air Force (IAF) F-16C/D Baraks was scheduled for 10 January, and after the Israeli side notified Croatia about its position, the latter would make pertinent decisions on the matter that eventually resulted in a cancellation of the whole deal on 11 January. Plenković told the press about a realistic probability for advertising a new USD 500 million tender for a renewed procurement programme of fighter jets. As Croatia did not suffer from the deal, the country is still open to co-operation with Israel.

The cancellation of the sale of the Baraks was due to involvement of the USA. They disagreed with the sale as the Baraks were equipped with too much modifications (Israeli know-how) that should not be available for Croatia in the end-user-agreement and the Third-Party-Transfer process between the USA and Israel. The Israeli bid on the original tender was one of four. All four bids are for the procurement of multi-purpose combat aircraft, to replace the Hrvatske Zračne Snage (HZS, Croatian Air Force) MiG-21s that have been in use since the early nineties. The bids were presented by representatives of Greece (F-16), Israel (F-16), Sweden (new JAS39) and the United States (new or second-hand F-16s). Rumours now suggest that the USA will donate twelve second-hand F-16C/D Block 40s and that Croatia would only pay for the Service Life Extension Programme (SLEP) for the aircraft.

France

Armée de l'Air (AF)
LFQE = Étain-Rouvres

C-160R
R205/64-GE ET00-064 wfu dec19 **206** jun18

Mirage 2000D
667/3-JZ EC02.003 w/o 09jan19 **541**

The EC02.003 aircraft was flown by an EC01.003 crew at the time of the crash.

PC-21
02/709-FD EPAA00.315 ex Pilatus **294** jan19
10/709-FL EPAA00.315 ex Pilatus **302** jan19

With these last two all seventeen PC-21s ordered have now been delivered.

Armée de Terre (AR)

NH90-TTH
1404/EBH ABH as F-ZKBZ **1404** dec18
1432/EBJ ABH as F-ZKBC **1432** dec18

SA330B
1130/DCK 3RHC ex 5RHC **1130** aug18
1189/MNR pres LFQE ex DAT/BSS **1189** aug18
1222/DDG 3RHC ex BSS **1222** aug18
1231/DDK 3RHC ex 5RHC **1231** aug18
1417/DBF 3RHC ex det Tchad **1417** aug18
1447/DDW 3RHC ex BSS **1447** aug18
1510/DBJ 3RHC ex 1RHC **1510** aug18
1654/DBP 3RHC ex 5RHC **1654** aug18

SA342L1
4220/GEO 3RHC ex 1RHC **2220** aug18

SA342M
3476/GAB 3RHC ex 5RHC **1476** aug18
3615 to G-CLBC ex 1RHC **1615** sep18
4053/GBE 3RHC ex 1RHC **2053** aug18
4144/GBX 3RHC ex 1RHC **2144** aug18

Greece

Elliniko Polemiki Aeroporia (AF)

The long decision process concerning the follow on support (FOS) of the Mirage 2000-5BG/EG seems to have reached

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the final stage. On 27 December 2018 the Hellenic General Directorate of Armaments and Defence (GDAEE) proceeded with the approval of the 7th amendment of contract nr 28/00 submitted by Dassault, Snecma and Thales. The decision was posted on the Diageia public system.

The Director of GDAEE signed the approval of the plan and it is expected that the actual amendment will soon be signed as well. The approval of the plan will mean that the Mirages within the Polemoiki Aeroporia (Hellenic Air Force) will receive their heavily needed FOS, a pandemic that has plagued the Air Force since early 2010. The Mirage 2000-5 performs specialized tasks within the Air Force utilizing either Exocet or SCALP-EG. In addition it carries the MICA IR which can seriously hinder the adversary without giving early warning to the latter. The Polemiki Aeroporia Mirage 2000 aircraft are currently assigned to 331 Mira and 332 Mira as well as 114 SMET, all based at Tanagra Air Force base.

The first Tecnam P2002PJ aircraft have actually been delivered to 360 MEA based at Dekelia-Tatoi. The first batch comprised two aircraft delivered on 10 November 2018. Another batch has been delivered in the course of January 2019. So far two serial numbers have been noted.

P2002JF

I-PDVf	360 MEA	d/d 10nov18	dec18
336	360 MEA	f/n	jan19

Elliniko Polemiko Naftiko (NY)

On 23 April 2018 the Hellenic Navy stated their interest in acquiring two new MH-60R helicopters. As a result a budget of 180 million Euro has been reserved for the future purchase of two MH-60R helicopters equipped with a top of the line radar, FLIR and rhythmic sonar. Simultaneously a Follow On Support requirement was drafted for the eleven S-70B and S-70B-6 helicopters currently operational within the Hellenic Navy. It is expected that the actual contract for the delivery of the two new MH-60R helicopters will be signed In January 2019.

The Hellenic Navy stated its desire to withdraw the aging AB-212ASW helicopters from use and the delivery of the MH-60R will initiate this. The plans as stated by the Hellenic Navy comprise a requirement of two plus two MH-60R helicopters. The program is considered to be of great importance for the Hellenic Navy, as the new frigates also

require helicopters with enhanced capabilities.

On 18 December 2018 the Hellenic MoD announced that the modernization program for the P-3B LW Orion will be continued despite the delay in delivery of the first aircraft. The contract comprised the modernization of five P-3B LWs and delivery of the four additional aircraft is planned from end 2022 until end 2023.

The initial aircraft with serial number 152744 has been with Hellenic Aerospace Industry (HAI) and Lockheed Martin for the modernization program to P-3B HN standard since July 2016. A ceremony was hosted by the Hellenic Navy, HAI and Lockheed Martin on 25 July 2016 at the HAI facility at Tanagra to initiate the official launch of the program. This aircraft is planned to be delivered in March 2019, four months later than planned as a result of a leak in the external fuel tank detected in September 2018.

Russia

Voyenno Vozdushnyye Sily (AF)

On 16 January 2019, Russian press reported about the second contract to manufacture thirteen United Aircraft Corporation (UAC) Sukhoi Su-57 Frazors for the Russian Federation - Aerospace Forces (RF VKS, Russian Air Force). A contract is expected to be signed in 2020, with expected deliveries to the RF VKS by 2025. The first contract, signed in 2018, envisages the delivery of two fifth-generation Frazors - equipped with the first-stage engine, the Saturn AL-41F - in the 2019-2020 timeframe. Some nine years ago, the Su-57 took to the air for the first time. On 29 January 2010 the T-50 PAK-FA, as it was called back then, made its first flight and Russia revealed its 5th generation aircraft. The country announced its plan to buy and commission a large fleet of Su-57s, but mass production was postponed several times due to technology, engine, as well as budget problems. The 2020 contract likely involves several Su-57s equipped with the second-stage engine, the more powerful Izdeliye 30.

On 28 December 2018, the prototype of the Ilyushin Il-112V with serial 41400 (c/n 01-01) started taxi trials at the Voronezh Aviation Plant (VASO). The maiden flight of the Russian transporter is scheduled for January 2019. After two to three flights, the aircraft will be transferred to Zhukovsky (near Moscow) for further flight tests. The second prototype (c/n 01-02) will only be used for ground tests. These tests



Six days after its first flight, Jacob Rimmel captured this Konkljike Luchtmacht F-35A F-004 during a photogenic turn. (JRB Fort Worth (TX), 14 January 2019)



Behold the first A330MRTT for the Multinational Multi Role Tanker Transport Fleet (MRRTTF) arriving at Manchester on a flight from Getafe for painting. Marked EC-340/MRTT054 this A330 will be delivered to Eindhoven as M-001 in 2020. (Rob Skinkis)

are performed by the Central Aerohydrodynamic Institute (TsAGI, Zhukovsky). This aircraft has been transported in three sections from Voronezh to Zhukovsky. The ground tests include static and fatigue strength tests plus a 5,000 flight cycle simulation. The Ilyushin Il-112V is a high-wing light military transport aircraft being developed by Ilyushin Aviation Complex (JSC IL) for airdrops and transport of military air cargoes, equipment and personnel. It is designed to accommodate 44 armed soldiers and will replace the aging Antonov An-26 transport aircraft. In April 2018, the Russian MoD announced that they have ordered 100 aircraft.

The 3rd Guards Fighter Aviation Regiment (3 GviAP) of the Russian Federation - Aerospace Forces (RF VKS) at Krymsk (near Krasnodar) received an additional three upgraded Su-27SM3 Flankers. The three (coded 73-75 red) were noted at Novosibirsk on their transfer flight from KnAAZ at Komsomolsk-na-Amur on 26 December. Scramble is aware of at least nine Su-27SM3 delivered to Krymsk in 2014. The unit still operates the legacy Su-27P and new Su-30M2. The three newly upgraded Su-27SM3s are part of an order from 2015 for 36 Su-27SM3s; we assume it was planned to deliver twelve to Krymsk and 24 for the 38 IAP at Belbek (Crimea).

On 28 December 2018, the first flight of the first upgraded Tu-22M3M Backfire bomber took place. The flight from the Kazan Aviation Plant airfield (Russia) lasted 37 minutes. The upgraded Tu-22M3M involved carries serial RF-94267 and bort number 42 blue. The Backfire was officially rolled out on 16 August 2018. PJSC "Tupolev" expects an initial order for the upgrade of thirty Tu-22M3s out of the around 100 Backfires in service. The upgrade consists of new avionics, a new navigation target acquisition system and other on-board radio-electronic equipment, comparable with the Tu-160M2 version. The upgraded aircraft is also equipped with a new information management system (IMS) and digital screens as part of the new digital flight control system. As a radar system the Novella-45 radar system was selected, which was tested as early as 2008. Late start tests of an electronically scanned array radar failed, so the Novella-45 system was chosen again. The Tu-22M3M is able to carry the Rhaduga Kh-15 aero-ballistic missiles. The bomber will be capable of carrying up to three Kh-32 (upgraded version of the Raguda Kh-22 long-range anti-ship missile, specifically designed to attack (US Navy) carrier strike groups) or twelve Kh-15 missiles. Both the Kh-15 and Kh-32 can alternatively be fitted with conventional or nuclear warheads.

Our friends of Defence Blog published this news item about the first flight of a highly modified commercial aircraft, called the Tu-214LMK flying laboratory on 29 December 2018. The aircraft with registration number 64507, construction number **42305007**, was once owned by a commercial company named Dalavia from December 2003 until it went bankrupt in 2009. The whereabouts of the Tu-214 since then are unclear to us. Now the aircraft completed its first test flight after an upgrade at the Gorbunov Kazan Aviation Plant (Russia). The aircraft is now in use as a new avionics and testbed sensors for the Russian next-generation strategic bomber. According to the official PJSC Tupolev comment, "the purpose of the upgrade of the Tu-214LMK testbed is to create a flying laboratory for testing in-flight onboard equipment of the Tu-160 and in the future the PAK DA bombers".

The Tu-214LMK flying testbed has been retrofitted in order to perform flight-tests for the highly advanced integrated avionics developed for the upgraded and next-generation strategic bombers. The modifications include installation of a Tu-160M2 radar (PAK DA radar in future) housed in the nose of the plane. The testbed will reduce risk as well as future flight test hours by enabling extensive in-flight testing, evaluation and troubleshooting before much of the avionics are installed on the new bombers. The upgraded Tupolev Tu-160M2 strategic bombers will start arriving for Russia's long-range aviation soon.

Russia's Ministry of Defence (MoD) has ordered the first ten Tu-160M2 strategic bombers from United Aircraft Corporation (UAC), in a deal worth USD 2,7 billion (RUB 160 billion), the ministry said on 25 January 2018. The signing ceremony took place during a visit by President Vladimir Putin to the Gorbunov Kazan Aviation Plant. In the process of its upgrade, the bomber will get a new avionics suite and an on-board integrated data control system. The Tu-160M2 will amongst others also feature satellite navigation systems, short-range radio-technical navigation systems, air signal systems, defensive aids suite and electronic warfare suite.

GTK Rossiya (GV)

On 28 December 2018, a Tu-214PU special purpose control centre aircraft took to the air for the first time. The Tupolev is built by Kazan Aviation Plant (KAZ). The aircraft, construction number **44811031** with registration number RA-64531 is the first of three aircraft being built for the Special Flight Unit (SLO) "Russia" of the Administration of the President of the Russian Federation.

Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

On 18 January 2019, TASS reported that Russia will supply four Mi-35 and three Mi-17 helicopters to the Serbian Air Force and Air Defence. Serbian President Aleksandar Vucic confirmed the upcoming deal to his nation after a visit of Russian President Vladimir Putin to Serbia's capital Belgrade. Putin stressed that Russia will continue their military support to the Serbian leadership to strengthening Serbia's defence capabilities, and develop cooperation with defence companies and continue the practice of joint military exercises.

Late December 2018, the Serbian Ministry of Defence announced that they continue with Soko G-4 Super Galeb upgrades. The advanced training and light attack aircraft will be modified to G-4MD and among other things, the Super Galeb will be equipped with new and upgraded avionics that can work with improved weapons (air-to-air and air-to-ground). Modifications also focus on reducing the pilot's workload. The long grain G-4MD modification programmes are ones that were announced several times before, they were on and off each time. In these programmes, some of the G-4s are already modified with a service life extension so they can continue operations for up to some twenty years. The Serbian Air Force and Air Defence operates around seventeen G-4s, all based at Batajnica. The Super Galeb is assigned to 204. VB, 252. shtae and the Technical Test Center.

Ministarstvo Unutrasnjih Poslova (PO)

Next to the Ministry of Interior's camouflaged H145 YU-ICE, two other H145s were noted in Germany with the Airbus factory. Both wear more civilian style white/blue colours. At least two H145Ms should have been delivered to the Ministry of Interior. One is used for crew training with Airbus at Manching.

H145M

YU-MED

Airbus Manching as D-HADO

20233 jan19

YU-SAR

Airbus, o/o as D-HCBV

20245 jan19

Spain

On 2 January 2019, the Spanish Ministry of Defense confirmed signing a contract for the purchase of 23 additional Airbus NH90 helicopters, to be divided over the Spanish Army, Navy and Air Force. Adding to the first batch of 22 tactical transport (GSPA) variants that are currently in the process of delivery to the Army (16x) and later to the Air Force (6x), this will complete the required fleet of 45 Spanish NH90s as ordered in 2006. This order was later reduced to the above-mentioned batch of 22, but apparently is now restored to its original size. The second batch of 23 helicopters will include sixteen more GSPA tactical transport machines, ten for the Army and six for the Air Force, and seven naval (MSPT) variants for the Navy. The latter will replace the Navy's SH-3D Sea Kings, relieving the recently ordered SH-60Fs Seahawks that will temporarily take over the Sea Kings' duties until the MSPT machines become available. The NH90 deliveries should be completed by 2028.

Ejército del Aire (AF)

EF2000

C.16-53/11-53	Ala 11	#10002, ex 11-23	SS034 dec18
C.16-57/11-57	Ala 11	#10012, ex 11-27	SS039 dec18
C.16-60/14-19	Ala 14	#10040, ex uncoded	SS040 sep18

Falcon 20E

TM.11-04/472-04	472 Esc	ex 47-24	332 dec18
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Switzerland

Schweizer Luftwaffe (AF)

On 9 January 2019, Rüstungs Unternehmen Aktiengesellschaft (RUAG) announced the contract to upgrade eight of the remaining ten Aerospatiale AS532UL Cougar helicopters of the Schweizer Luftwaffe. Twelve Cougars were procured in 1998



As part of the Falcon Autumn exercise, various German Army NH90-TTHs trained with DHC Chinooks, Cougars and Apaches. Hans Heemskerk provided us this scenic picture of a German NH90 with a 298sq CH-47D landing behind at a training ground at Assen on 10 October 2018.



This unfortunate Bulgarian Air Force PC-9 suffered a forced landing on 29 November 2010 and was stored afterwards. The trainer was moved to Pilatus for repairs and on 7 January 2019 665 came out, revived for its first engine run. On 22 January the first flight took place. (Stans, 7 January 2019, Stephan Widmer)

(two crashed, one on 30 March 2011 and one on 28 September 2016), and currently the helicopters' electronic flight control, navigation and communication systems require extensive modernization. The full scope of the upgrade includes new flight management computers, a precision navigation system for instrument flights, a collision avoidance system, which alerts pilots to aircraft in critical proximity, and a system developed by RUAG which emits an audible signal when the rotorcraft leaves a defined flight level. The package also features helmet-mounted displays.

The Cougar specialists at RUAG plan to disassemble the transport helicopters at Emmen (Switzerland), check the relevant parts for wear and damages and repair or replace parts as necessary. The intent is that the helicopters will be returned to the Schweizer Luftwaffe as good as – or even better than – new. All ten AS532ULs will be upgraded by mid-2022. The Swiss AS532 fleet is based at three locations, Alpnach, Dübendorf and Payerne air bases. Besides the ten remaining AS532ULs, the Schweizer Luftwaffe operates fifteen Aerospatiale AS332M-1 Super Pumas, which were procured at the end of the 1980s. These older helicopters have already been modernized by RUAG between 2011 and 2014.

Ukraine

Sukhoputni Viys'ka (AR)

Viys'kovo Mors'ki Sili (NY) The Ukraine Marine Aviation Brigade has flown their Kamov Ka-226 multirole helicopter. The Ka-226 in question was acquired for the Ministry of Emergency Situation (since 2012 State Emergency Service) from the OOO Gelaksis company in 2007, who in their turn purchased a Ka-226 from Cantek Trading Inc. (Canada). In September 2008, the Ka-226 was accepted at Kumertau Aviation Plant (Russia) and transferred to Vilnius (Latvia) in January 2009. As Gelaksis did not pay for custom procedures and declared bankruptcy in 2011, the Ka-226 remained in Latvia until around 2013. In that year the helicopter was transported to the Lviv Aircraft Repair Plant (Ukraine). At the beginning of 2015, it was planned to transfer the Ka-226 to the Dnjepropetrovsk regional state administration for further use in the ATO area, in particular for transporting the wounded to medical facilities. However, this idea did not materialize, and ultimately it was decided to transfer the Ka-226 to the Ukrainian Navy. But this was followed by protests from the Ukraine Ministry of Interior, accusing their colleagues of the Ministry of Defence of illegal seizure of the helicopter.

United Kingdom

Ministry of Defence (GV)

As previously announced, the QinetiQ Air Fleet (QAF) became fully civil as of 1 January 2019. The name of the organization was officially changed to QinetiQ Civil Flying Organization (QCFO). The last military registered aircraft were either re-registered or withdrawn from use by that time. On 18 and 19 December 2018, two three-ship formations fly-passes were conducted over QinetiQ Boscombe Down. The first one was made up out of Gazelle AH1s XX449 and XX453, together with long-time Boscombe Down-resident Gazelle HT3 XZ939. The next day, Hawk T1s XX154, XX162 and XX327 flew over the airfield.

The organization will continue to use military registered aircraft on loan from the British service branches. Actually, on 24 October 2018, 744NAS was activated at QinetiQ Boscombe Down to replace the Mission Systems & Armament Test and Evaluation Squadron. One of their first tasks for this squadron is Chinook HC5 and HC6/HC6A trials.

An overview of the more recent (military registered) aircraft and of the current (civil registered) aircraft:

Military Registered Aircraft

XX154	Hawk T1	std EGDM	312001/001	dec18
XX341/1	Hawk T1 ASTRA	std EGDM	312165/190	aug13
XX342/2	Hawk T1	std EGDM	312166/191	aug17
XX449	Gazelle AH1	std EGDM	1443	dec18
XX453	Gazelle AH1	std EGDM	1454	dec18
XZ936/6	Gazelle HT3	std EGDM (w/o 02jun14)	1743	
XZ939/9	Gazelle HT3	std EGDM	1750	dec18
QQ100	A109E	to become G-ETPI	11131	dec18
QQ101	BAe146-RJ100	to G-ETPL (28sep18)	E3368	
QQ102	BAe146-RJ70	to become G-ETPK	E1254	dec18
QQ103	DA42M-NG	to G-ETPM (20sep18)	42-255	
ZB625	Gazelle HT3	std EGDM	1905	dec18
ZE416	A109E	to become G-ETPJ	11173	dec18
ZF510/510	Tucano T1	std EGDM	S154/T125	dec18
ZF511/511	Tucano T1	std EGDM	S155/T126	dec18
ZJ645/45	Alpha Jet	std EGDM	0162	aug17
ZJ646/46	Alpha Jet	std EGDM	0155	jan18
ZJ647/47	Alpha Jet	std EGDM	0171	jan18
ZJ648/48	Alpha Jet	std EGDM	0009	nov09
ZJ649/49	Alpha Jet	std EGDM	0173	sep15
ZJ650	Alpha Jet	std EGDM	0135	sep04
ZJ651/51	Alpha Jet	std EGDM	0142	apr17
ZJ652/52	Alpha Jet	std EGDM (spares only)	0109	
ZJ653	Alpha Jet	std EGDM (spares only)	0022	
ZJ654	Alpha Jet	std EGDM (spares only)	0102	
ZJ655	Alpha Jet	std EGDM (spares only)	0119	

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ZJ656 Alpha Jet std EGDM (spares only) **0140**
 ZJ705 Griffin HAR2 std EGDM **36306** dec18

For the aircraft listed as stored Boscombe Down, the month mentioned is actually the month in which the aircraft was withdrawn from use. At least some of the Alpha Jets have been sold and will be shipped to Canada in the near future. For the sake of completeness, the RAF Centre for Aviation Medicine from RAF Henlow still operates two Hawk T1 aircraft from QinetiQ Boscombe Down. These are expected to remain in service for at least two more years.

XX162 Hawk T1 CAM **312009/009** dec18
 XX327 Hawk T1 CAM **312152/172** dec18

Also present at QinetiQ Boscombe Down is one Hercules C4. The aircraft was modified to Hercules C6 prototype. When this modification project was cancelled, this designation was dropped. It is now officially designated as Hercules C4 (Block 7). End-March 2019, the aircraft will be returned to the RAF but its faith is not yet known. Given the upcoming retirement of the RAF Hercules fleet, and the fact that this aircraft does not match the standard of the remainder of the operational fleet, most likely it will be withdrawn from use.

ZH866/866 Hercules C4 206sq **5414** jan19

Civil Registered Aircraft

G-ETPA	PC-21	QCFO	310	jan19
G-ETPB	PC-21	QCFO	311	jan19
G-ETPC	Grob 120TP-A	QCFO	11125	jan19
G-ETPD	Grob 120TP-A	QCFO	11126	jan19
G-ETPE	H125	QCFO	8462	jan19
G-ETPF	H125	QCFO	8464	jan19
G-ETPG	H125	QCFO	8476	jan19
G-ETPH	H125	QCFO	8485	jan19
G-ETPI	A109E	QCFO (ex QQ100)	11131	dec18
G-ETPJ	A109E	QCFO (ex ZE416)	11173	dec18
G-ETPK	BAe146-RJ70	QCFO (ex QQ102)	E1254	dec18
G-ETPL	BAe146-RJ100	QCFO (ex QQ101)	E3368	jan19
G-ETPM	DA42M-NG	QCFO (ex QQ103)	42-255	jan19

Here mentioned G-ETPE has been undergoing modifications with Airbus Helicopters at Kidlington since 28 October 2018. It was delivered to QinetiQ Boscombe Down on 7 December 2018, only to return again to Airbus Helicopters for additional modification work on 14 December 2018.

Registrations G-ETPI, G-ETPJ and G-ETPK have not yet been taken up in the British Civil Aviation Authority register, but are reserved since 28 December 2018. All three are currently undergoing maintenance. Once completed they will take up their civilian registrations.

Royal Air Force (AF)

In March 2019, IX(B)sq will stand down as Tornado GR4 squadron. Not long after that, it is expected to be re-activated again as Typhoon FGR4 squadron at RAF Lossiemouth. MAR reports that the following four aircraft are slated to become the first IX(B)sq Typhoons: ZJ913, ZJ919, ZJ921 and ZJ935. All four are currently allocated to 6sq.

It has been reported previously that the RAF is planning to upgrade its fleet of Shadow R1 aircraft to R2 standard. One aircraft has already undergone partial modifications as interim solution, while two others are being upgraded to the same interim standard. This work is carried out by Raytheon UK Ltd at Hawarden. So far, it was believed that the type designation for the interim upgraded aircraft was R1A. Recently, it has been confirmed that the correct designation is Shadow R1+. For the record, ZZ419 is the aircraft which already underwent these interim upgrades, while ZZ417 and ZZ507 are currently being modified. The latter is expected back at RAF Waddington early 2019.

With 25(F)sq being re-activated at RAF Valley, it is expected that Hawk T2 aircraft ZK025 and higher will be allocated to this squadron. While these words are being written, only few aircraft have been reported in 25(F)sq markings (ZK026/FB, ZK029/FE and ZK032/FH). It is believed that their allocation will be ZK025/FA until ZK037/FM.

With all Texan T1 aircraft delivered to RAF Valley, the days of the Tucano T1 at RAF Linton-on-Ouse are numbered. The planned out of service date for the Tucano is set at 31 October 2019. Currently the Texan aircraft are used to train instructor pilots. The first student class is expected to commence in autumn. After the Tucano has been retired, 72sq will move from RAF Linton-on-Ouse to RAF Valley to take control of the Texan T1 aircraft.

The last operational deployment of the Tornado GR4 is nearing its end. In December 2018, 31sq took over control of the aircraft deployed to RAF Akrotiri (Cyprus) for Operation Shader from IX(B)sq. In February 2019, this deployment is planned to end and the aircraft will return to RAF Marham. On 31 March 2019, all Tornado GR4 operations will come to an end when this aircraft will be withdrawn from use.

The current demand for new pilots cannot be fully met by IV(AC)sq and 25(F)sq at RAF Valley. These units are equipped with Hawk T2 aircraft. In order to increase the capacity, the RAF has decided to start a temporary training course at RAF Leeming using older Hawk T1 aircraft from



Stephan Widmer photographed French Air Force PC-21 04 (296) on 7 December 2018 on arrival after a test flight. Eleven days later this PC-21 was delivered to Cognac together with 09 (301).

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Seen here is WTD61 Tornado IDS 98+60 inbound homebase Manching. Aside from the standard IDS-configuration the GBU-24 Paveway III on the centerline station is hard to miss. (19 January 2019, Dietmar Fenners)

100sq. The increase in pilot training demand is triggered by the re-activation of IX(B)sq as additional Typhoon squadron, while also pilot training for the P-8A Poseidon needs to commence. L3 Commercial Training Solutions at Bournemouth has been contracted to provide additional multi-engine training capacity and also a number of RAF pilots is being trained under the NATO Joint Jet Pilot Training programme at Sheppard AFB (TX).

EGDM = Boscombe Down EGQS = Lossiemouth
EGHH = Bournemouth Airport EGUB = Benson
EGNO = Warton EGXE = Leeming

3/4Regt Joint 3/4 Regiment pool at Watisham
ADSU Apache Depth Support Unit at Wattisham
Airbus Military Airbus Military at Madrid-Getafe (Spain)
BAE EGNO British Aerospace at Warton
EGUB Pool 28sq, 33sq and 230sq pool at RAF Benson
CMF Chinook Maintenance Unit at RAF Odiham
GMS Glider Maintenance School at RAF Syerston
Leonardo Leonardo Finmeccanica at Yeovil
LMTAS Lockheed-Martin at Fort Worth (TX)
MDMF Merlin Depth Maintenance Facility at RNAS Culdrose
Membury Southern Sailplanes at Membury
P2MF Puma HC2 Maintenance Flight at RAF Benson
StandardAero StandardAero at Fleetlands
TMU Typhoon Maintenance Unit at RAF Coningsby
TST Tornado Servicing Team at RAF Marham
QAT QinetiQ Air Fleet at QinetiQ Boscombe Down
QCFO QinetiQ Civil Flying Organization at QinetiQ Boscombe Down
WCM (652sq) Wildcat Contract Maintenance (652sq) at RNAS Yeovilton
WST Wildcat Storage at RNAS Yeovilton

Atlas C1
ZM408 Airbus Military ex 24/70sq **027** oct18

Chinook HC4
ZA671 StandardAero ex 18(B)sq **M7007** dec18
ZA707 18(B)sq ex StandardAero **M7025** dec18
ZA711 18(B)sq ex 28sq **M7026** nov18
ZA712 EGDM ex StandardAero **M7016** dec18
ZA711 StandardAero ex 18(B)sq **M7026** dec18

Chinook HC5
ZH900 27sq ex CMF **M4479** nov18
ZH901 CMF ex 18(B)sq **M4480** dec18
ZH905 27sq ex CMF **M4483** nov18

Chinook HC6
ZK551 CMF ex 7sq **M7702** dec18
ZK563 7sq ex CMF **M7714** nov18

Chinook HC6A

ZA674	StandardAero	ex EGDM	M7004	nov18
ZA677	28sq	ex CMF	M7012	dec18
ZA684	CMF	ex 28sq	M7011	dec18
ZD575	28sq	ex EGDM	M7023	dec18
ZD982	StandardAero	ex 18(B)sq	M7019	dec18
ZD983	StandardAero	ex 27sq	M7022	dec18
ZH775	CMF	ex 27sq	M4451	nov18
ZH776	StandardAero	ex 7sq	M4452	nov18
ZH892	CMF	ex 7sq	M4455	dec18
ZH893	27sq	ex 7sq	M4456	nov18
ZH895	CMF	ex 7sq	M4458	dec18

Hawk T2

ZK032/FH	25(F)sq	ex 4sq/W	RT023	jan19
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Griffin HT1

ZJ234	to G-BWZR	ex std EGHH	36144	nov18
ZJ236	to G-BXBE	ex std EGHH	36145	nov18
ZJ237	to G-BXFF	ex std EGHH	36156	nov18
ZJ238	to G-BXHC	ex std EGHH	36162	nov18
ZJ239	to G-BXFH	ex std EGHH	36125	nov18
ZJ240	to MoD as ZJ240, ex G-BXIR		36163	dec18
ZJ707	to G-CBUB	ex std EGHH	36297	nov18
ZJ708	to G-CBVP	ex std EGHH	36301	nov18

Griffin ZJ240 is used by Cobham Helicopter Academy which provides helicopter pilot training at Bournemouth and Newquay.

F-35B Lightning

ZM151	del nov18	ex LMTAS	BK-17	nov18
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This F-35B was delivered to MCAS Beaufort (SC) where it is used for the work-up of 207sq.

Puma HC2

XW213	EGUB Pool	see note	1116	nov18
XW214	P2MF	ex EGUB Pool	1120	dec18
XW220/K	EGUB Pool	ex P2MF	1148	nov18
XW232	EGUB Pool	see note	1199	dec18
ZA939	P2MF	ex EGYB Pool	1653	nov18

On 1 November 2016, XW213 left RAF Benson by road to Airbus Helicopters at Brasov (Romania). It was returned via Airbus Helicopters UK at Kidlington to RAF Benson on 15 November 2018. Also, XW232 followed the same route, leaving RAF Benson on 31 October 2016, and returning via Kidlington on 14 December 2018.

Late-2018, several Puma HC2s were reported with one letter codes: XW216/G, XW217/H, XW220/K, ZJ955/X and ZJ956/Y.

Texan T1

Similar to all the other Texans, also the last aircraft has been entered into the British civil aviation register. G-CKVU was allocated to ZM332 (PM-130) on 11 December 2018.

Tornado GR4

ZA449	TST	ex IX(B)sq/020	240	dec18
ZA543	std EGXE	ex 31sq/(036)	052	dec18
ZA554	std TST	ex IX(B)sq/046	071	nov18
ZA556	std TST	ex IX(B)sq/047	075	nov18
ZA587/055	31sq	ex TST	096	nov18
ZA598/063	31sq	ex TST	116	nov18
ZA601	TST	ex IX(B)sq/066	124	nov18
ZA601/066	31sq	ex TST	124	dec18
ZA612/074	IX(B)sq	ex TST	150	dec18
ZA613	TST	ex 31sq/075	152	dec18

Typhoon T3

ZJ812	std TMU	ex 6sq/812	BT013	nov18
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Another Typhoon T3 has been withdrawn from use on 14 November 2018 (ZJ812). This leaves only two dual-seat Typhoons active from the first batch (ZJ802 and ZJ807).

Typhoon FGR4

ZJ919/919	6sq	ex 1(F)sq/919	BS010	nov18
ZJ924/924	1(F)sq	ex 6sq/924	BS015	dec18
ZJ929/929	XI(F)sq	ex 3(F)sq/929	BS020	nov18
ZJ935/935	6sq	ex 1(F)sq/935	BS026	dec18
ZJ947/947	1(F)sq	ex II(AC)sq/947	BS040	nov18
ZJ950/950	6sq	ex 1(F)sq/950	BS047	nov18
ZK300	TMU	ex XI(F)sq/300	BS052	nov18
ZK306/306	1(F)sq	ex i/a EGQS	BS057	nov18
ZK308/308	3(F)sq	ex XI(F)sq/308	BS059	nov18
ZK310/310	1(F)sq	ex II(AC)sq/310	BS063	nov18
ZK312/312	II(AC)sq	ex 1(F)sq/312	BS067	nov18
ZK312/312	6sq	ex II(AC)sq/312	BS067	dec18
ZK313/313	II(AC)sq	ex 1(F)sq/313	BS070	nov18
ZK314/314	II(AC)sq	ex 6sq/314	BS071	dec18
ZK315/315	6sq	ex TMU	BS074	nov18
ZK318	TMU	ex 29(F)sq/(318)	BS079	nov18
ZK319/319	29(F)sq	ex II(AC)sq/319	BS080	nov18
ZK320/320	1(F)sq	ex II(AC)sq/320	BS081	nov18
ZK321/321	1(F)sq	ex i/a EGQS	BS082	dec18
ZK322	TMU	ex 29(F)sq/322	BS083	dec18
ZK323/323	6sq	ex 1(F)sq/323	BS084	dec18
ZK324/324	II(AC)sq	ex TMU	BS085	nov18
ZK325/325	XI(F)sq	ex 3(F)sq/325	BS086	nov18
ZK328/328	II(AC)sq	ex 29(F)sq/328	BS089	dec18
ZK329/329	6sq	ex 1(F)sq/329	BS090	nov18
ZK329	TMU	ex 6sq/329	BS090	dec18

ZK330/330	3(F)sq	ex XI(F)sq/330	BS091	nov18
ZK332/332	1(F)sq	ex 6sq/332	BS093	dec18
ZK334/334	6sq	ex 1(F)sq/334	BS095	nov18
ZK334/334	II(AC)sq	ex 6sq/334	BS095	dec18
ZK337/337	II(AC)sq	ex 1(F)sq/337	BS098	nov18
ZK342/342	29(F)sq	ex TMU	BS103	dec18
ZK343/343	II(AC)sq	ex TMU	BS104	dec18
ZK344/344	1(F)sq	ex II(AC)sq/344	BS105	nov18
ZK345/345	II(AC)sq	ex TMU	BS106	dec18
ZK347/347	3(F)sq	ex XI(F)sq/347	BS109	nov18
ZK349/349	6sq	ex 1(F)sq/349	BS110	nov18
ZK351/351	1(F)sq	ex II(AC)sq/351	BS112	nov18
ZK351/351	29(F)sq	ex 1(F)sq/351	BS112	dec18
ZK358/358	XI(F)sq	ex 3(F)sq/-	BS119	nov18
ZK360/360	1(F)sq	ex 6sq/360	BS121	dec18
ZK362/362	1(F)sq	ex II(AC)sq/362	BS123	nov18
ZK362/362	29(F)sq	ex 1(F)sq/362	BS123	dec18
ZK368	i/a EGQS	ex 6sq/368	BS129	nov18
ZK369/369	II(AC)sq	ex 6sq/369	BS130	nov18
ZK372/372	1(F)sq	ex II(AC)sq/372	BS133	nov18
ZK372/372	29(F)sq	ex 1(F)sq/372	BS133	dec18
ZK374/374	II(AC)sq	ex 6sq/374	BS135	dec18
ZK424/424	6sq	ex II(AC)sq/424	BS140	dec18
ZK425/425	II(AC)sq	ex 1(F)sq/425	BS141	nov18
ZK432/432	29(F)sq	ex TMU	BS148	dec18
ZK435	TMU	ex BAE EGNO	BS151	nov18
ZK436	TMU	ex BAE EGNO	BS152	dec18

After being used for Weapons Loading Training, ZK306 was used for a short while by 6sq in November 2018. Later in the same month it transferred to 1(F)sq.

Viking TX1

ZE526	GMS	ex Membury	33895	dec18
ZE555/WC	661VGS	ex 644VGS/WC	33914	dec18
ZE559/WG	644VGS	ex 661VGS/WG	33923	dec18
ZE560/WH	644VGS	ex GMS	33924	dec18
ZE586	GMS	ex 644VGS/WR	33933	dec18
ZE584/WP	644VGS	ex GMS	33931	dec18
ZE595	GMS	ex Membury	33943	dec18
ZE605/XE	644VGS	ex GMS	33949	dec18
ZE632/XW	621/637VGS	ex 644VGS/XW	33979	dec18
ZE685/YV	632VGS	ex 644VGS/YV	34034	nov18
ZE684	GMS	ex 632VGS/YV	34034	dec18

Voyager KC3

ZZ333	1312Flt	ex 10/101sq	1312	nov18
ZZ338	10/101sq	ex 1312Flt	1419	nov18

Army Air Corps (AR)

All fifteen Apache AH1 helicopters which were stored at



With a broken C295M on the Schiphol tarmac, the Portuguese Air Force brought in technical support with this Falcon 50 17402. Pieter Bes stood by the fences at Schiphol on 15 November 2018 capturing this Falcon in wonderful light conditions.



As part of the Linton-on-Ouse graduation day, the RAF participated with this Prefect T1 ZM304, part of the 3 Flight Training Squadron, on static display. (30 November 2018, Rob Skinkis)

Wattisham have all been shipped to the Boeing facility at Mesa (AZ). This includes the pattern aircraft (ZJ202) which was already shipped in November 2017. They will be stripped for useful parts in support of the British order for fifty new AH-64E Apache helicopters. Of these, thirty-eight have actually already been ordered, with the remaining twelve to follow soon as part of a US Army follow-on order.

The Apache AH1 is expected to soldier on until March 2024. Leonardo has been awarded a maintenance contract of £293 million to support the Apache AH1 fleet. The maintenance work will be conducted at their Yeovil facility.

Not reported by us previously, AAC squadron number plates have been allocated to maintenance units at AAC Wattisham and RNAS Yeovilton. Apache AH1 helicopters undergoing regular maintenance are assigned to 653sq at AAC Wattisham, while the Wildcat Contract Maintenance (WCM) is conducted under control of 652sq at RNAS Yeovilton.

Apache AH1

ZJ168	Boeing	ex std ADSU	WAH3	mar18
ZJ169	Boeing	ex std ADSU	WAH4	mar18
ZJ174	Boeing	ex std ADSU	WAH9	dec18
ZJ183	656sq	ex 664sq	WAH18	dec18
ZJ185	664sq	ex 653sq	WAH20	dec18
ZJ187	ADSU	ex 673(AHTU)sq	WAH22	dec18
ZJ191	662sq	ex 3/4Regt	WAH26	dec18
ZJ197	664sq	ex 656sq	WAH32	dec18
ZJ204	673(AHTU)sq	ex ADSU	WAH38	dec18
ZJ206	Boeing	ex std ADSU	WAH40	dec18
ZJ208	664sq	ex 653sq	WAH42	dec18
ZJ217	ADSU	ex 673(AHTU)sq	WAH51	nov18
ZJ221	664sq	ex 653sq	WAH55	dec18
ZJ226	664sq	ex 653sq	WAH60	dec18

Bell 212 AH1

ZH816	7Flt	ex EGVF	30549	dec18
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After undergoing maintenance at AAC Middle Wallop, ZH816 left for Seria (Brunei) again on 14 December 2018.

Gazelle AH1

XZ320	StandardAero	ex 665sq	1613	oct18
XZ326	665sq	ex 667(D&T)sq	1644	dec18
ZB674	StandardAero	ex 667(D&T)sq	1967	dec18
ZB678	StandardAero	ex 665sq	1979	dec18
ZB689	665sq	ex StandardAero	2002	nov18

Wildcat AH1

ZZ388	Leonardo	ex WST	486	nov18
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ZZ394	WCM (652sq)	ex WST	492	dec18
ZZ409	WZM	ex WST	479	nov18
ZZ521	Leonardo	ex WZM	528	dec18
ZZ525	WZM	ex WCM (652sq)	532	dec18

Fleet Air Arm (NY)

Hawk T1A

XX256/CU-846	736NAS	ex 100sq/256	312096	nov18
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Merlin HM2

ZH841	MDMF	ex 814NAS	50087	nov18
ZH857	814NAS	ex MDMF	50151	nov18

Merlin HC3A

ZJ998/AE	845NAS	ex MDMF	50148	dec18
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Merlin HC3i

ZJ118	Leonardo	ex 846NAS/B	50049	dec18
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Wildcat HMA2

ZZ522	Leonardo	ex 825NAS	529	dec18
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Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-28NE

SC-17	f/n DB, YouTube	oct18
SC-25	f/n DB, YouTube	oct18

Angola

Força Aérea Nacional de Angola (AF)

Su-30KN

C-128	f/n DB, YouTube	jan19
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Cameroon

Armée de l'Air du Cameroun (AF)

LILN = Varese-Venegono, Italy

AW109E

...	o/o	as CSX81936, f/n LILN 11843	jan19
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Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

An-26

TU-VMA	ex BLG 090	c/n corr., not	9608	14303
TU-VMB	ex BLG 075	c/n corr., not	13905	13709

TU-VMA was first reported, unfortunately also by us in Scramble 471, as former LZ-ABJ with construction number 9608 and TU-VMB as former LZ-ABR with construction

number 13905. This information was incorrect and both aircraft are now confirmed by the Antonov Design Bureau as former Bulgarian Air Force 090 and 075.

Djibouti

Force Aérienne du Djibouti
LRBG = Brasov-Ghimbav

AS365N			
...	ex HZ-MS15	6153	jan19
J2-MBP	ex HZ-MS18	6156	jan19
...	ex HZ-MS20	6158	jan19
...	ex HZ-MS21	6161	jan19
J2-MBO	f/n LRBG		jan19
J2-MBS	f/n LRBG		jan19

These former Saudi Medical machines were already noted in July 2016 inside a hangar in Djibouti. Until a few weeks ago no additional information about these helicopters was known, not even what the current status of these machines was. But on 10 January photos of four camouflaged AS365s were published on several Romanian websites, with some additional information. According to one of the websites the helicopters were overhauled and modified at Airbus IAR Ghimbav at Brasov, Romania for an amount of 5 million euros. Two of the Dauphins were transformed for passenger transport, one became a VIP version (for the President of Djibouti) and one stayed in its original, medical, configuration.

On 16 January 2019 a photo of four enwrapped helicopters, waiting on a platform of Bucharest-Otopeni, Romania, to be loaded onto an An-124, was published on Twitter and so we can conclude that the helicopters will soon be handed over to the Government of Djibouti.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

SA342L			
3452	c/n update	2082	aug11

Su-7BKM			
7195	f/n DB, photo		

Exact version needs confirmation.

Lesotho

Lesotho Defence Force-Air Wing (AF)

H125			
LDF-19	Air Wing	w/o 20dec18	8454

Mali

Force Aérienne de la République du Mali (AF)

Z-9A			
...	w/o 19jan19	ex TZ-394	Z9-0185

Mali had two Z-9As delivered in December 2000. TZ-393 crashed already on 10 September 2001, so it is almost sure this must be the former TZ-394 that crashed. TZ-394 was last noted in December 2014, stored inside one of the military hangars at Bamako-Sénou. At the end of 2016 the Mali Air Force started re-serialling their active fleet, so most likely the Z-9 should also have had a new serial, which is unfortunately unknown to us for the moment. According to Aviation Safety Networks the serial should be TZ-31H but if this is photoproof or assumed we don't know.

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

Mirage F1M			
159	w/o 21jan19		

Mozambique

Força Aérea Moçambique (AF)
FQNC = Nacala

MiG-21UM			
...	std FQNC	c/n update	516999433

Nigeria

Nigerian Air Force [AF]

Mi-35M			
...	115th SOG	w/o 02jan19	

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

A-5C			
405		f/n DB, photo	

K-8S			
819		f/n DB, photo	

Tunisia

al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

UH-60M			
L82-301		f/n DB, photo	2018
Peter Weinert found a very clear picture of this Black Hawk,			



Philip Stevens caught RAF Tornado GR4 ZA612/074 flying low through Cumbria in Low Flying Area 17 (LFA 17) late on 9 January 2019. It had arrived direct from mid-Wales (LFA 7). The following day the Tornado GR Force (TGRF) Commander announced his decision to end all Tornado low flying in the UK prior to the types retirement on 29 March 2019.

Personal copy



Next to the visiting Prefect T1, this local based camouflaged Tucano ZF378 actively participated in the Linton-on-Ouse graduation day. (30 November 2018, Ron Skinkis)

however the serial surprised us a little bit because a few months ago a photo was found of a Black Hawk with serial L83-301.

Asia

Afghanistan

Afghan Air Force (AF)

On 8 January 2019 it was announced that India will provide the Afghan Air Force (AAF) with four more Mil Mi-24/35 attack helicopters this year. Two are claimed to be delivered in March 2019 and the other two in July 2019. Afghanistan's National Security Advisor (NSA) Hamdullah Mohib arrived in New Delhi on 4 January 2019 where he has held talks with his Indian counterpart Ajit Doval and other officials. The security situation in Afghanistan, peace talks with the Taliban and the presidential election were the main subjects he discussed with Indian officials.

In November 2015, Afghanistan's NSA Hanif Atmar discussed the transfer of attack helicopters from India to Afghanistan. This resulted in the delivery of four former Indian Air Force Mi-35s. These four were delivered in December 2015 and February 2016. In March 2018, Afghanistan, Belarus and India inked a trilateral pact for refurbished Mi-24/Mi-35 helicopters. According to the Afghan ambassador, Shaida Abdali, in an interview on Monday 23 March 2018, India will be paying for the four Mi-24/Mi-35 helicopters. Looking at the current information, these must be the four helicopters that will be delivered in March and July 2019.

We do not think that the attack helicopters are ex-Indian Air Force as all remaining Mi-35s have been upgraded to Mi-35E. On the other hand, with the delivery of the first AH-64E Apache helicopters starting in March 2019, Mi-35E attack helicopters will become available.

The Afghan Air Force (AAF) Cayuse Warriors will be upgraded to improve their safety, range, and endurance. The programme, that will run under control of the US Army, will see an upgrade of the helicopter's fuel systems. On 16 January 2019, the US Army disclosed that it is seeking vendors to supply and install crashworthy (Robertson Crashworthy Fuel System - CWFS) and auxiliary fuel tanks (Little Bird Auxiliary Tank System - LBATS) in 25 of the MD530Fs delivered to the AAF so far.

The AAF currently fields thirty MD530F helicopters, and will receive a further 25 before the end of the year. The first 25 helicopters received have been fitted with the Enhanced Mission Equipment Package (EMEP) that includes the baseline Robertson Fuel System, while the initial five of the thirty follow-on helicopters were delivered with the Ballistic Tolerant Crashworthy Fuel System (BTCWFS) developed by Robertson (this will be fitted to the remaining 25 helicopters also).

While the Afghan helicopters are adapted for "hot and high" operations with an uprated 650-shp Rolls-Royce 250-C30 turbine engine and longer main and tail rotor blades, when operating at altitude with a full weapon load they currently lack the range to venture too far beyond their operating base or the endurance to remain on station for any significant length of time. The removable LBATS provides an additional 38 US gallons (144 litres) of fuel to increase the helicopter's range and endurance by 64%. With the LBATS, the Cayuse Warrior's range will increase to 656km, while its endurance will be 3.6 hours. The Afghan Cayuse Warriors are based with the Strike Squadrons of the Kabul Air Wing, Kandahar Air Wing and Mazar-e-Sharif Air Wing.

A-29

YA1406	Kandahar Air Wg	ex Kabul Air Wg	31400206	mar18
YA1518	Kabul Air Wg	f/n, ex 13-2018	31400218	feb18

Mi-17V-5

704	reported w/o summer 2013, l/n jul13	784M18
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UH-60A+

23416	BEST	f/n	70-174	sep18
23748	BEST	f/n	70-571	oct18

China

People's Liberation Army Air Force (AF)

J-7G

66138	52nd Brigade	jan18
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The sighting of this aircraft confirms that the J-7G (with JJ-7A?) has replaced the J-7II within the unit and that the Regiment has changed into a Brigade with serial numbers 20x9x replaced by 66x3x.

J-10C

74628	131st Brigade	jan19
78087	177th Brigade	dec18

J-10S
74014 130th Brigade jan19

J-11B
61022 1st Brigade jan18
61222 1st Brigade jan18
70102 89th Brigade **0211** jan18

J-11BS
70302 89th Brigade jan18

J-16
78631 172nd Brigade dec18
78633 172nd Brigade dec18
The J-16s were noted on a flight line that also included two J-16s in light grey colours. Unfortunately these could not be identified, but rumour has it that these might be J-16Hs destined for the Navy. To be continued!

JH-7A
73071 126th Brigade dec18
73074 126th Brigade dec18
73076 126th Brigade dec18
73177 126th Brigade dec18

JJ-7A
3218 Xi'an FA/1st Brig jan19
3316 Xi'an FA/1st Brig **A0718** jan19

JL-9
1539 Harbin FA/3rd Br jan19
1x3x Harbin FA/3rd Br **JL90640** jan19

Su-30MKK
62500 9th Brigade dec18
62601 9th Brigade dec18

Both Sukhois were photographed during a ceremony which was believed to be the farewell ceremony for the Su-30MKK within the 9th Brigade. Rumours from April 2018 said that 9th Brigade would become the first front line unit operating the J-20.

Su-35s
61179 6th Brigade dec18
61279 6th Brigade dec18

Z-10K
6229 15th Airborne Army jan19
People's Liberation Army (AR)

Mi-171
LH951705 81st Brigade jan19

Mi-171E
LH911783 Xinjiang Brigade jan19

Z-8G
LH911816 Xinjiang Brigade jan19
LH911836 Xinjiang Brigade jan19
LH971871 76th Brigade jan19

Z-9WZ
LH911908 Xinjiang Brigade jan19
LH911918 Xinjiang Brigade jan19
LH911951 Xinjiang Brigade jan19

Z-10
LH911126 Xinjiang Brigade jan19
LH911191 Xinjiang Brigade jan19
LH993150 73rd Brigade jan19
LH993193 73rd Brigade jan19

Z-19
LH952501 82nd Brigade jan19
LH952521 82nd Brigade jan19
LH982515 121st Brigade jan19
LH982527 121st Brigade jan19

People's Liberation Army Navy (NY)

J-11BSH
83287/27 8th Div/24th Reg **0309** jan18

Z-9D
9514 4th Div/11th Reg jan18

The sighting of this second Z-9D within the unit suggests that the unit is quickly adding to or replacing its Kamov Ka-28/Ka-31 helicopters.

Manufacturers

JL-10
437 CFTE jan19

Compared to JL-10s 433 and 434 this aircraft has a PESA radar behind the nose cone, equivalent to the aircraft delivered to Zambia. Also some PESA radar-equipped JL-10s were noted at Hongdu flight test centre at Nanchang/Yaohu in grey c/s with Chinese roundel, fuelling rumours the PLAAF is going to use the aircraft in a new role. Another unconfirmed rumour says the PLAAF took delivery of at least two JL-10A aircraft in light attack role.

India

Bharatiya Vayu Sena (AF)

On 7 January 2019, the Spanish Foreign Minister Josep Borrell travelled to India with important commercial offers in the portfolio. One of them would be to promote the definitive signature of the contract for the sale of 56 Airbus Military



Operating with 111 Kokutai, under command of the 31 Kokugun, are eleven MCH-101 naval helicopters. Ian French visited Iwakuni MCAS, homebase of this unit and saw 8659 flying around on 27 November 2018.



Since January 2018 this former Pakistan Air Force F-7P 89-525/525 is preserved near the parade ground at Raisalpur Air Base. This base is also home to the Pakistan Air Force Academy. (Raisalpur, 25 March 2018, Ahsan Farooq)

C295M transport aircraft, which are manufactured in Seville/San Pablo (Spain). The minister emphasized that the contract was granted to the European manufacturer but not yet signed. The value of this contract would be around 1,570 million euros. The replacement of the Indian Air Force's ageing fleet of BAe748 transport aircraft is closer towards finalising.

In June 2015 (Scramble 433 - Page 84) we already reported on this big ticket. The Defence Acquisition Council (DAC) cleared the deal on 13 May 2015 with the lone bid of the Airbus-Tata consortium to replace the current fleet of BAe748 aircraft with 56 CASA C295M transport aircraft. The programme is reported to be the first major 'Make in India' programme in the defence sector under which 56 Airbus Military C295M transport aircraft are to be produced in partnership with the Tata Advanced Systems Ltd (TASL). Sixteen aircraft would be bought off-the-shelf and forty will be manufactured in India.

Do228-201
HM688 ex FWTF **4045** jan19

G-III mod
G2962 ARC R&AW ex K2962 **495** jan19

This Gulfstream was noted at Palam AFS on 4 January 2019. However, we still find this odd as the current re-registrations within the Indian Air Force are changing from one letter to two letters. The letter G for Gulfstream sounds logical, but the pattern is not logical. The other type of aircraft in this same sort of role is the Global 5000. These are registered as GB8001 and GB8002.

SA315B (HAL)
Z2436 114HU jun90

Tejas LCA Mk1
LA5012 45sq d/d dec18 **SP-12** dec18
LA5014 HAL f/f 20jan19 **SP-14** jan19

LA5012 made its first flight from HAL Bangalore on 28 November 2018.

Indian Army Aviation Corps (AR)

Dhruv
IA1144 203 AA sq damaged jan18 **DS108** jul18

This 203 AA sq Dhruv was stuck in the snow at an altitude of 18,000 feet at Siachen Glacier (Jammu & Kashmir). The helicopter was successfully recovered and brought back to the Siachen base camp with the help of infantry troops deployed there. The incident at the Siachen Glacier already occurred in January 2018, but the recovery finally succeeded in July

2018. The Dhruv was on an air maintenance sortie from Leh AFS somewhere over the 74 km long Siachen Glacier when it developed a snag and had to make a precautionary landing in the soft snow as the crew was unable to reach the helipad. The Dhruv landed safely, but in the end the overnight snow resulted in the helicopter falling sideways.

Bharatiya Nau Sena (NY)

On Friday 18 January 2019, the Indian Government approved setting up three new naval air squadrons in the states of Gujarat and Tamil Nadu. The new squadrons will be equipped with the Do228, of which twelve aircraft were ordered with Hindustan Aeronautics Ltd (HAL) on 29 December 2016. HAL will start delivery of the aircraft from January 2019.

In the state of Tamil Nadu, the new squadrons will be commissioned at Meenambakkam (Chennai Intl) and Ramnad. The airfield in the state of Gujarat has not been named yet. Additional to the new naval air squadrons, the Indian Government also approved more manpower for manning additional Do228 aircraft for INAS550 'Flying Fish' at Cochin (INS Garuda) in the state of Kerala and for INAS318 'Hawks' at Port Blair AFS/Andaman Islands.

Do228-201
IN233 INAS311 ex INAS318/PBR **4061** jan19

Bharatiya Thatrakshak (CG)

Dhruv Mk.I
CG852 CGEU ex MNDF CG852, returned jan19
CG853 to Maldives as CG853 **DW26**

Do228-101
CG755 Mumbai area, ex CGAS700 **2013** jan19

Do228-201
CG772 Mumbai area, ex CGAS744 **4067** jan19

Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)
WIHH = Jakarta/Halim Perdana Kusuma

Although financially strung, the Indonesian government has paid an instalment to KAI Aerospace towards the K-FX program. It is hoped that in the end eighty aircraft can be acquired.

More solid is the acquisition of eight H225Ms for the Air Force and nine Bell 412EPis for the Army. This contract was signed on 4 January and will enable the extra Super Cougar squadron we mentioned in last month's edition.

Personal copy

Distribution to a third party is not allowed

CN235-100MA-2306 Stored WIHH ex SKU2 **N025** jan19

Tentara Nasional Indonesia - Angkatan Darat (AR)

WAHS = Semarang/Achmad Yani

Bell 412EP/Nurtanio Bell 412EP

HA-5127 o/h WAHS f/n mar18

H300C

HL-4193 o/h WAHS f/n mar18

Tentara Nasional Indonesia - Angkatan Laut (NY)

GAF N22B

'P-806' pres Lamongan not P-809

P-809 i/a SMK Juanda not pres Lamongan

Confusingly, the N22B at Gentasari is also marked P-806, there is a photo of that one in the original white/grey colour scheme but it is now freshly painted gloss grey. The instructional airframe at the technical school just Northwest of Juanda airport, Surabaya, sits under its own shed. It is in the old white/grey colour scheme and has finally been identified after many years. Although P-809 was previously reported as being the one at Lamongan, as you can read above, that one is marked 'P-806'.

Japan

RJNA = Nagoya/Komaki

RJNG = Gifu

RJTU = Utsunomiya

ADTW = Hiko Kaihatsu Jikkendan

ATS = Kyoiku Kokutai

AWSG = HikoKeikaiKanshigun

FCG = Hiko Tenkentai

FTS = Kyoiku Hikotai

FTW = Hiko Kyoikudan

Nihon Koku-Jieitai (AF)

As electronic warfare becomes more and more important, Japan is seeking electronic warfare (EW) aircraft for future procurement. Japanese media are reporting plans to adapt the Kawasaki C-2 for this purpose. As reported earlier, one C-2 is already converted into an electronic intelligence gathering platform (EC/RC-2 18-1202) so Kawasaki has experience in modifying aircraft. Another Kawasaki product, the P-1, might also become a platform for electronic warfare.

B777-3SB(ER)80-1112 701 Hikotai? ex Boeing **62440/1464** jan19

Indeed inducted into the JASDF just before the end of December.

C-298-1210 Kawasaki HI f/n , test Gifu **10** jan19**E-2C**

54-3456 AWSG at Kawasaki/Gifu nov18

54-3457 AWSG at Kawasaki/Gifu nov18

Three E-2Cs were reported as stored at Gifu, probably in for overhaul. One remained unidentified.

F-2A63-8501 ADTW ex IRAN **1001** jan1993-8549 ADTW ex IRAN **1049** jan19**F-15DJ**22-8055 23 Hikotai ex nb/203 Hikotai **718?** jan19

82-8093 o/h RJNA nb/test, ex 204 Hikotai jan19

As we suspected, F-15DJ 055 traded the cold of Chitose for the relative warmth of Nyutabaru.

F-15J22-8812 305 Hikotai ex nb/IRAN **012** dec1852-8850 303 Hikotai ex 201 Hikotai **050** jan1952-8854 305 Hikotai ex IRAN **054** jan1992-8911 306 Hikotai ex nb, unit now known **111** jan1922-8939 o/h RJNA nb, ex 304 Hikotai **139** jan1942-8948 204/304 Hik? nb, ex IRAN **148** jan1952-8957 304 Hikotai unit now known **157** jan19

F-15J 948 was seen departing Nyutabaru, next stop probably Naha.

T-476-5752 o/h RJNG? nb, ex 32 FTS **1152** jan19

Previous last note was December 2017, so has this T-4 been in storage for the whole of 2018? Seen landing with a marked 32 FTS aircraft, acting as ferry for the return trip.

T-746-5920 o/h RJTU nb/test, ex 11 FTW **20** dec1856-5928 11 FTW opb 12FTW? **28** dec18

T-7 928 may be operating with the local 12 FTW from Hofu but it still has the 11 FTW badge, correcting Scramble 476 - page 75.

YS-11FC52-1151 FCG? Still active? **2008** nov18

We presumed this one was withdrawn from use, however it seems it is still active.

Rikujo Jieitai (AR)

AH-1S73462 IIIATH ex IATH (nov15) **62** dec18**CH-47J**52910 HGPV converted to CH-47JA **5015** jan19

Balcony views can provide nice sightings as Robbert Snijders found out while being in Sri Lanka on 23 January 2019. He countered with SUH-522, one of the VVIP Bell 412EPs operating from Colombo-Ratmalana, from Mortuwa area where his hotel was. This is a little south of the homebase.

Personal copy



Hsinchu is home to the RoCAF Mirage 2000-5 fleet. on 7 December 2018 Jim Walg captured Mirage 2000-5Di 2056 prior to landing near Hsinchu, slightly showing its special tail decorations.

52933 HGPVI ex IRAN **5048** nov18

CH-47JA

52910 HGPV ex Kawasaki **5015** jan19

Kaijo Jieitai (NY)

SH-60K

8422 212 ATS ex IRAN **5022** dec18

US-2

9903 71 Kokutai o/h ShinMaywa/Konan **4003** jan19

Kaijō Ho'an-chō (CG)

EC225LP

JA692A/MH692 3rd Region f/n, ex AirbusHel. Japan **3015** dec18
Delivered to Haneda, name Inuwashi.

Kazakhstan

Kazakhstan Border Guard (GV)

Following our report in Scramble 473, where we reported the acceptance of the first Y8F-200W, we can now confirm the arrival of the aircraft in Kazakhstan. It is reported that Kazakhstan has ordered four Y8F-200Ws of which three will see service with the Kazakhstan Air Defence Force (KADF) and one with the Kazakhstan Border Guard. The Y8F that has now been delivered - coded 01 yellow - will be used with the Border Guard.

Laos

Laos People's Liberation Army Air Force (AF)

Yak-130

046 Fighter sq jan19

047 Fighter sq jan19

In January these aircraft were reassembled at Vientiane where they also performed a pre-delivery test flight. News from Russia is that a total of ten Yak-130s were ordered on 26 August 2017 at a total cost of USD 300 million. Four aircraft are reported to have been delivered (044-047).

Maldives

Dhruv Mk I

CG852 returned to India

CG853 del 12oct19 **DW26**

On Saturday 12 January 2019, India delivered CG853 Dhruv

Mk.I Advanced Light Helicopter (ALH) as a replacement for Dhruv Mk.I CG852 that was returned after relations had deteriorated in 2018.

Democratic People's Republic of Korea Air Force (AF)

Pakistan

Pakistan Fiza'ya (AF)

OPPS = Peshawar AB

OPQT = Quetta/Samungli AB

OPRS = Risalpur/PAF Academy Asghar Khan

OPSR = Mushaf AB

A-5III

3W-104 pres Spinkai, KPI/n 16sq 2008 dec18

3W-153 pres Walton f/n 10feb17 oct18

The 153 is at the GA airfield of Lahore, Walton, at 31.49924°, 74.34323°. At Spinkai Cadet College, it sits on their lawn at 32.36739, 70.10029. It has been there since at least April 2018.

It is still too early to make a 'Whatever happened to...' article. However, on the A-5III (or A-5C) the current situation is as follows:

The 60-strong fleet

15 preserved, locations known:

104, 105, 106, 108, 111, 112, 117, 118, 121, 124, 130, 143, 150, 153, 154

3 stored, serial known:

128 (Kamra feb11), 157 (Peshawar, sep18), 158 (Kamra, oct17)

24 unknown but still operational in the nineties and zeroes:

101, 102, 103, 110, 113, 114, 115, 116, 119, 120, 122, 123, 126, 127, 134, 135, 136, 139, 145, 146, 149, 151, 156, 160

18 unknown not reported/confirmed or l/n a long time ago (*):

107, 109, 125, 129, 131, 132, 133, 137*, 138, 140*, 141, 142, 144, 147, 148, 152, 155, 159

The unidentified ones

1 preserved, serial unknown:

... PAC Kamra, on base (f/n feb13)

18 stored, serials unknown:

... Peshawar (by jul18, the 19th is 157)

4 write-offs, serials unknown:

15mar92, 17oct92, 14oct93, 30aug94

The one at PAC Kamra's "celebrity row" is most likely 128 that was on overhaul when the type was withdrawn. We think that it is highly likely that the 18 unidentified stored Fantans at Peshawar come from the 23 aircraft that made it (nearly) to this century. On the other hand, many were never seen or confirmed and more crashes must have occurred, probably mixed up with F/FT-6 crashes. As you can see, quite a bunch have not been reported, or at least we are not aware of any proof, so in the end they could have had gaps in the serial batch as well; although that seems unlikely.

F-6

7637 pres OPQT l/n 2008, still there oct18
This is now joined by '623' (suspected to be 8925 really) that was down the road to the East. They are guarding the entrance of the base's housing area.

FT-6

10902 std OPPS ex 25sq, l/n nov04 2018
Last month we made a remark about the aircraft stored at Peshawar, well we found a photograph showing some of them! From the photo the FT-6 can be identified and it also shows F-86F 55-4998 that all of a sudden appeared at Faisalabad last May, see Scramble 469 - Page 73. So, that did not come from Risawala after all... In fact, it was parked next to the FT-6, at 33.99776°, 71.50747°, and was last visible on GE 7 March 2018. Indeed, it has vanished from the next GE shot taken 24 September 2018. For good measure, that means the FT-6 above is at 33.99764°, 71.50766°. At that shot nineteen A-5s (only 3W-157 identified), two Y-12s, eight F/FT-6s and one F-86 are visible too. So, the number of A-5s increased, having migrated here from open storage in front of some shelters on the east side.

F-7P

89-525 pres OPRS l/n Kamra nov03 aug18
89-536 pres Wah Cantt ex 18(OCU)sq, l/n jun14 sep18
90-563 pres OPSR ex 19(OCU)sq, l/n mar04 may18
90-570 pres Malikwal ex 14sq, l/n sep06 dec18
F-7Ps keep popping up! The PAF Academy at Risalpur gained one for its base collection by January 2018, 34.06220°, 71.98175°. At Wah Cantonment, 536 is at the Ordnance Club. You know, opposite the Post Graduate College for Women. At the cross road of Quad Avenue and Gadwaal Road. If that still does not ring a bell, try this: 33.76938, 72.76211, but not

immediately as it is not yet visible on GE. Number 563 sits on the premises of the PAF College at Sargodha/Mushaf AB, 32.06445, 72.67075. Lastly, 570 is at the Government High School in Malikwal, PB. Its approximate position is 32.55230, 73.20371.

JF-17 (Block-II)

15-202	nm	f/n in fcs	jan19
16-208	26(MR)sq	not FY15-	jan19
16-220	14(AS)sq	f/n	apr18
17-244	nm	f/n dec17	jan19

The Fiscal year of 208 corrects last month's entry. It was just one bad photograph of '15-', we have better shots before and after clearly showing '16-'

According to some sources, the FY18 production numbers twelve JF-17 Block-IIs, followed by thirteen in FY19 and another ten in FY20. If the yearly budgets are approved, these 35 extra JF-17 Block-IIs will bring their total to 85. In total, 135 Thunders would then have been delivered to PAF. We do not know if this includes two-seaters. The first Block-III is not expected to enter PAF service before 2022.

Mirage 3EP

(67-)117 i/a OPRS f/n sep18
Seen inside the hangar of the Aerospace Engineering department of the Air Force Academy at Risalpur. The colour scheme is non-standard, so the serial could be spurious too.

Stemme S6T

09-001	PAF College	f/n OPSR	2015
09-002	PAF College	f/n OPSR	2014

FT-5

55-1203 pres ex 1(FCU)sq, l/n jan12 jan19
It is preserved in a parking lot in a built-up area. It is not the as yet unidentified one at PAC Kamra nor the one at Mianwali! We think it may be at Sargodha/Mushaf AB.

T-37B

67-14745 Basic FTW f/n OPSR, not scr! **41000** sep18
Thanks to footage from Risalpur showing the 'aircraft location board', we can clearly see '745' as one of the 23 former USAF aircraft on that board. However, we only have twenty allocations to begin with. In the past aircraft that were allocated did not turn out to be part of the deal, whereas aircraft gone from AMARG and presumed scrapped turned up



The RoCAF currently operates a fleet of eleven Beech 1900C-1 propliners out of Taipei-Songshan. Jim Walg photographed colourful 1911 landing at Hsinchu on 15 December 2018, wearing a Special Transport Squadron marking in the tail.



Amongst lengthy embargoes Iran developed their own version of the F-5, designated Saegheh. Jan Swart visited the Kish Island 2018 airshow and captured this formation of 3-7367 and 3-7368 on 29 November 2018.

in Pakistan. In any case '745' is alive and well!

Pakistan Fauj (AR)

FCKP = Frontier Corps, Kyber Pakhtunkhwa

H125

2842	FCKP	f/n	sep17
2843	FCKP	f/n Airbus Helic.	8642 photo

Pakistan Bharia (NY)

Sea King HC4+

18	111sq	w/o 31aug18	WA963
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As suspected, last year's crash victim was one of the recently inducted former RAF examples. Meanwhile, the six remaining legacy Sea King Mk45s are being retrofitted with the Leonardo Seaspray 5300E radar.

Philippines

Pilipinas Hukbong Dagat (NY)

AW159 Wildcat 220

ZZ550	o/o	f/f 13dec18
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Singapore

Republic of Singapore Air Force (AF)

WSAP = Paya Lebar

SF260MC

122	pres WSAP	with AFTC, ex i/a	127/13-03	jan19
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To celebrate the tenth anniversary of the Air Force Training Command (AFTC), this former instructional airframe was placed on display in front of the AFTC Headquarters at Paya Lebar (at 001°20'57.00"N 103°53'57.50"E). The Marchetti had a mishap in 1974 when it was flown by a cadet from #10 course. The engine quit on final and they touched down just short of the runway, resulting in a Category 5 write off. Both student and instructor walked away luckily. The Board of Inquiry concluded that the fuel selector wasn't fully in its detent causing fuel starvation. The selector had probably been moved during pre-landing checks. The student subsequently washed out of training.

The SF260 is repainted and is also wearing the 'new' lions head roundel, however at the time of the mishap she carried the Ying-yang in red and white.

South Korea

South Korea changed hands within the Scramble editorial team. We hope to provide you with more regular updates,

however information from South Korea is hard to get. We hope to get in contact with some Korean spotters or photographers because it seems our OrBat is no longer fully up-to-date.

Han Guk Gong Gun (AF)

F-35A

The first F-35As will arrive at their home-base Cheongju in March, probably under 17 Fighter Wing. This wing used to have three Fighter Squadrons (152, 153 and 156 FS) flying the F-4E Phantom. In September 2017, all operational F-4Es were transferred to Suwon under 10 FW.

F-4E

60-494	ex 17 FW	status unknown	4967	sep04
60-502	ex 17 FW	status unknown	4975	nov03
60-505	ex 17 FW	status unknown	4978	oct15

About 27 F-4Es are operational and are operated by 153 FS only, all are from the Peace Pheasant I and II FMS programme. Some of these might still be flying from Cheongju but on loan to the 29th Tactical Fighter Weapons Group. According to info on the web, 156 FS was deactivated prior to the move to Suwon, suggesting 152 FS was deactivated much earlier. Our database gives 26 active Phantoms, all seen after the move, three more with unknown status.

Han Guk Yuk Gun (AR)

UH-1H

16706	Preserved	Pohang University	8900	dec18
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Thailand

Royal Thai Air Force (AF)

T-50TH

KhF2-3/61/40103	401sq	jan19
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Although the serial is not painted on the aircraft as usual with fighter jets, publications on the Children's Day confirmed the jet is officially known as KhF-2 with Kh for Khoh=fighter and F for Foh=trainer. With the sighting of this aircraft, it can be assumed also the final and fourth T-50TH has been delivered by now.

Royal Thai Army (AR)

Mi-17

6406	d/d	dec18
6407	d/d	dec18

On December the Army received two more Mi-17 helicopters as was confirmed by their first test flight after delivery at

U-Tapao on 26 December. Although the arrival had evaded the eyes of the local spotters, special cargo hauler Aviacon Zitotrans Il-76TD RA-76842 visited U-Tapao on 15 and 17 December, giving a solid indication of the delivery dates.

Latin America

Brazil

Comando da Força Aeronaval (NY)

We have not reported progress on the KC-2 Turbo Trader for a while. Well, Elbit Systems of America ran engine tests on the first one on 15 November 2018. It is slated to make its first flight in September 2019.

UH-15A

N-7203 HU-2 h/o 28dec18 dec18
 Nearly there! This is the third Combat Search- and Rescue version (N-7201 to N-7203). Originally eight were intended as Anti-Surface Warfare variants, but that was brought back to five, with three being retrofitted as UH-15A CSAR versions. Meanwhile, the Exocet-equipped ASuWs were designated AH-15B and received serials in the N-41xx range. Three of the five are delivered, although we only have one sighting yet (of N-4101).

Polícia Federal (PO)

Heron 1

PP-XXL	DPF	to FAB	110917	dec18
PP-XXM	DPF	to FAB	130615	dec18

These were obtained in 2011 but hardly used. On 27 December, an agreement with FAB was signed so they can operate them. They will likely be based at Santa Maria were the other drones are and will probably receive serials in the 78xx-range.

Chile

Fuerza Aérea de Chile (AF)

Q900 (Hermes 900)

603 nm f/n 04jan18 jan18
 Three were ordered in 2011 and handed over by 2014. This is the first report we received of one of them. It was exhibited at Quintero during a demonstration of aerial firefighting. The Hermes 900 is also used for spotting fires. We can assume the other two are 601 and 602, we can, but we will not. :-)

Peru

Fuerza Aérea del Perú (AF)

In November last year, Peru was negotiating a contract for two more C-27Js. Total requirement is twelve airframes. Also, a successor to the C-130 is sought. Although the C-130J would be high on their wish list, there is no official shortlist yet.

Mirage 5DP

197 (2)	Esc 611	w/o 04aug94
198	Esc 611	w/o 02jul80

Mirage 5P

182	Esc 611	w/o 19mar85
184	Esc 611	w/o 21jul75
193	Esc 611	w/o 29aug70
194	Esc 611	w/o 01aug72

Mirage 5P3

114	Esc 611	w/o 13mar85
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Some additions to their final fates...

Ejército del Perú (AR)

Enstrom 280FX

EP-919	EAE	w/o 22jan19
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Venezuela

Aviación Militar Nacional Bolivariana (AF)

Recently, a photograph surfaced of what appears to be Venezuelan pilots receiving instruction in China on the L-15. As you may recall, there was said to be a quantity of these ordered in 2014 for delivery in 2016. Obviously, that failed to materialise at that point in time, but the deal may have been rekindled somehow.

Armada Nacional Bolivariana (NY)

SVPC = Puerto Cabello

Ce310R

ARV-0208	to YV-2947	ex dump SVPC	310R-2124
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It was last noted in 2004, so a miraculous revival indeed!

Middle East

Kuwait

Al-Quwwat al-Jawwiya al-Kuwaitiyya (AF)

Boeing published video footage showing the final assembly of the first F/A-18E Super Hornet in final assembly at the Boeing



Both al-Quwwat al-Jawwiya al-Kuwaitiyya (Kuwaiti Air Force) KC-130Js arrived at Malta on 6 January 2019 and departed next morning. Both Hercules', operating with 41 Transport squadron based at Kuwait International Airport, flew from Luqa to nearby Tunis-Carthage (Tunisia) and returned to Luqa in the afternoon of 7 January for another night stop. (Luqa, 7 January 2019, Shaun Psaila)



Thanks to Maciej Swiderski we can show you the colours on a Qatari Rafale DQ. Dual seat QA202 is seen here blasting out of Bordeaux on 22 January 2019. Compared to all basic grey versions this two-tone pattern is a nice change of sight.

plant at St. Louis-Lambert International Airport (MO) on 22 January 2019. The aircraft is referred to as KAF1. It is expected to fly in 2019 with initial deliveries to follow in 2020. Boeing was awarded a USD 1.16 billion contract for the 22 F/A-18E and six F/A-18F Super Hornets for the Kuwait Air Force (KAF) on 30 March 2018.

Qatar

Qatar Emiri Air Force (AF)

The first appearance of a Qatar Emiri Air Force AH-64E Guardian helicopter at Boeing Mesa (AZ) has revealed an attractive two tone sand camouflage as seen on a video on Twitter dated 18 January 2019. It is expected that the Qatar Emiri Air Force will receive the first batch of 24 Boeing AH-64E Apache Guardian attack helicopters before the end of 2019. Deliveries should be complete by the end of 2020. The contract has still the provision with an option for 24 more. In December a support contract was finalized by the US Army Contracting Command with Boeing for Maintenance Augmentation Team services for the Qatari Air Force AH-64E attack helicopters.

Qatar has already received the first Airbus H125 helicopters late 2018 or early January 2019. During a recent graduation ceremony at the Qatar Emiri Air Force (QEAF) Al Zaeem Air Academy an Airbus H125 helicopters appeared in the background between two Pilatus PC-21s. The H125 is similar painted as the PC-21, white and maroon from the national colours. When Qatar signed the contract with Airbus for the purchase of 28 NH90 military helicopters on 14 March 2018, it also mentioned the acquisition of sixteen H125 light single-engine training helicopters. The sixteen H125s for the Air Academy Qatar at Doha International Air Base will replace the Gazelle helicopters to train next generation helicopter pilots. Airbus Helicopters H125 is the current designation for the Eurocopter AS350B3e Écureuil (Squirrel in English).

Rafale DQ

QA202	Dassault	f/n, first flight 22jan19	DQ02	jan19
QA204	Dassault	f/n inside hangar	DQ04	jan19

Rafale EQ

QA216	Dassault	f/n outside 17jan19	EQ..	jan19
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All these beauties have been noted at Bordeaux-Mérignac, France.

Saudi Arabia

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

As we noted some time earlier, the second batch of a further

22 (not 16) Hawk Mk165s final assembly line is in Saudi Arabia. The aircraft are in fact almost completely built at BAE Warton, United Kingdom. They are airlifted in parts by Boeing 747 freighters for final assembly in Saudi Arabia. First deliveries from the Saudi Hawk final production line should have taken place by now but we wait for the first reports. The shipped sets of crates with fuselage, wing sets, tails and fins are normally marked with the BAE Systems Hawk serial numbers on the outside of the plastic shipping covers. On 21 December ST037 and ST038 have been noted during loading on Silk Way West Airlines B747-4R7(F) 4K-SW888. It departed as AZG5832 to Dhahran, Saudi Arabia. The batch of the follow-on order for the 22 additional Hawks runs from ST023 through ST044.

F-15SA

12-1021	ex Boeing via EGUL	14may18	Huron61	may18
12-1029	Boeing	f/n St. Louis		apr15
12-1033	Boeing	f/n St. Louis		sep15
12-1034	Boeing	f/n St. Louis		sep15
12-1035	Boeing	f/n St. Louis		sep15
12-1040	Boeing	f/n St. Louis		oct16
12-1044	Boeing	f/n St. Louis		mar17
12-1046	Boeing	f/n St. Louis		mar17
12-1048	Boeing	f/n St. Louis		mar17
12-1049	Boeing	f/n St. Louis		mar17
12-1050	Boeing	f/n St. Louis		sep17
12-1051	Boeing	f/n St. Louis		sep17
12-1052	Boeing	f/n St. Louis		sep17
12-1060	ex Boeing via EGUL	14may18	Huron62	may18
12-1061	ex Boeing via EGUL	29sep18	Retro61	sep18
12-1062	Boeing	f/n St. Louis		mar18
12-1063	ex Boeing via EGUL	14may18	Huron63	may18
12-1064	ex Boeing via EGUL	14may18	Huron64	may18
12-1065	Boeing	f/n St. Louis		sep18
12-1067	ex Boeing via EGUL	29sep18	Retro62	jul18
12-1069	ex Boeing via EGUL	29sep18	Retro63	sep18
12-1070	ex Boeing via EGUL	29sep18	Retro64	sep18

In the overview last month we missed two sets of four Saudi Eagles during delivery via RAF Lakenheath. Also many more in fact had been noted already at the Boeing plant at St. Louis-Lambert International Airport (MO) some time ago.

Saudi Arabian National Guard (AR)

UH-60M

27346	Sikorsky	correction, not 27356		feb16
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Saudi Arabian Government (GV)

H145T2

PSS-54	MOI	ex MOI-54	20130	jul18
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We had this construction number as MOI-53 ex D-HADD. But the above is from the construction plate.

S-92A

PSS-17 MOI ex MOI-17 **92-0100** jan19
It seems the Ministry of Interior (MOI) is starting to apply new serials. PSS must be the abbreviation of Presidency of State Security. The MOI of Saudi Arabia is the responsible authority for national security, naturalization, immigration and customs in Saudi Arabia. It was founded in 1951 after the combined ministerial body covering financial and interior affairs was separated. The Presidency of State Security however is a new Saudi Arabian security body created in 2017 by combining the counterterrorism and domestic intelligence services under one roof.

United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

Global 6000

1325 10sq ex Marshall Aerospace **9494** aug18
SE-RMZ Saab AB test flight 01jan19 **9743** jan19
Marshall Aerospace and Defence Group at Cambridge, United Kingdom, delivered the first advanced electronics and signals intelligence-gathering ELINT/SIGINT platform on 30 August 2018. Former M-AFBQ left Cambridge for Doncaster Airport to take on some more fuel before it departed to the United Arab Emirates. Besides the 1325 serial, UAE Air Force titles in English and Arabic and a small UAE flag, the aircraft was gloss off-white.

GlobalEye SE-RMZ made the first flight after modifications, but still in primer, from Linköping, Sweden, early January 2019. This is the second GlobalEye after SE-RMY.

North America

United States

United States Air Force (AF)

A-10A

77-0240/NO std DM AFB, AZ ex 706th FS **A10-0165** dec18

A-29

13-2010 to Afghan AF as YA-1510 **31400210**

B-1B

86-0122/DY 9th BS ex 337th TES **82** dec18

86-0123/DY	9th BS	ex 28th BS	83	jun17
B-52H				
61-0021	340th WPS	ex 93rd BS	464448	dec18
C-130				
08-5715	317th AW	ex 39th AS	382-5715	nov18
16-5855	53rd AS	new delivery	382-5855	nov18
16-5861	LM Marietta	new delivery	382-5861	nov18
16-5862	LM Marietta	new delivery	382-5862	nov18
17-5867/MAA	19th AW	new delivery	382-5867	jan19
C-146A				
12-3085	919th SOW	ex 524th SOS	3085	dec18
C-17A				
02-1099	758th AS	ex 58th AS	50107/F106/P99	dec18
03-3122	58th AS	ex 437th AW	50130/F129/P122	apr18
C-27A				
91-0105/HW	Russel Museum	ex Tuscon-ARM	4104	jan19
C-5M				
87-0033	68th AS	ex Marietta-LMTAS	500-119	jan19
CV-22B				
11-0061	7th SOS	ex 8th SOS	D1041	dec18
F-15C				
78-0521	123rd FS	OR ANG	508/C054	dec18
F-15E				
86-0186/ET	40th FLTS	ex 333rd FS	1015/E004	aug18
F-22A				
91-4006/ED	411th FLTS	ex mod program	645-4006	jul17
09-4179/FF	149th FS	ex 94th FS	645-4179	nov18
F-35A-4				
15-5195/HL	388th FW	new delivery	AF-170	nov18
15-5198/LF	56th FW	new delivery	AF-173	nov18
17-5239/HL	4th FS	new delivery		jan19
F-86				
53-1235	pres Otis ANGB	ex unknown	203-7	dec18
GC-130E				
62-1812	363rd TRS	rebuilt to GC-130E	382-3774	nov18
HC-130H				
88-2102	309th AMARG	ex 102nd RQS	382-5210	nov18
HC-130J				
15-5827	unknown	new delivery	382-5827	sep17
15-5830	unknown	new delivery	382-5830	oct17



The final assembly line for the second batch of Saudi Hawk Mk165s is in Saudi Arabia. The aircraft are in fact completely built by BAE. They are airlifted in parts by Boeing 747 freighters for final assembly in Saudi Arabia. On 21 December 2018, ST037 and ST038 have been noted during loading on Silk Way West Airlines B747-4R7F 4K-SW888, prior to departure for Dhahran. (Warton, 21 December 2018, Martin Greenman)



Great angle on this 36th FS F-16CM, serial 88-0494/OS. The photographer was in the opportunity to visit this airbase in South Korea. See the article this month with more photos. (Osan AB, 20 November 2018, Robbert Snijders)

HH-60G

88-26113	102nd RQS	NY ANG	70-1315	oct18
89-26196	34th WPS	ex 55th RQS	70-1415	dec18
89-26212/AV	56th RQS	ex LN/56th RQS	70-1452	jan19
91-26352	34th WPS	ex 66th RQS	70-1653	dec18

KC-135R

59-1482	328th ARS	ex 336th ARS	17970/T0385	nov18
59-1492/ZZ	909h ARS	ex 22nd ARW	17980/T0395	dec18
61-0295	97th AMW	ex 22nd ARW	18202/T0517	jul18
62-3498/ZZ	909th ARS	ex 22nd ARW	18481/T0549	jun18
62-3505	92nd ARW	ex 91st ARS	18488/T0556	jan19
63-7978/ZZ	909th ARS	ex 22nd ARW	18595/T0634	nov18
63-8021	92nd ARW	ex 351st ARS	18638/T0677	nov18

KC-135T

59-1513/D	351st ARS	ex 92nd ARW	18001/T0416	jan19
60-0342	92nd ARW	ex 91st ARS	18117/T0456	nov28

MQ-9A-1

03-4008	to N387HK	ex 42nd ATKS	PB-008	jan19
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T-34A

53-3394	to N2969C		G-155	jan19
55-0269	to N2042Y		G-826	jun64

T-38A

63-8215/FF	71st FTS	ex 27th FS	N5562	aug18
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T-38C

68-8112/RA	39th FTS	ex 560th FTS	T6117	jan19
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T-6A

04-3750/VN	33rd FTS	ex 8th FTS	PT-302	jan19
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United States Army (AR)

With thanks to the Apache research group, we can report that 1-1st AVN and 1-6th CAV recently completed conversion from the AH-64D to the AH-64E. Both units are part of 1st CAB at Fort Riley (KS), and this unit is slated to deploy to Europe in February 2019. The next units to convert to the AH-64E are 1-10th AVN and 6-6th CAV. Both are part of 10th CAB at Fort Drum (NY).

The United States Army announced that it will shortly award a Low Rate Initial Production (LRIP) contract to Boeing for four to fourteen CH-47F Block II Chinook helicopters. They are slated to be delivered in fiscal year 2021 and 2022. The prototype of the Block II version has not yet performed its maiden flight. Three prototypes are on order, with the first one being in final assembly.

Units

3-1st AVN	Marshall AAF, Fort Riley (KS)
B/2-3rd AVN	Hunter AAF, Fort Stewart (GA)
4-3rd AVN	Hunter AAF, Fort Stewart (GA)
C/3-82nd AVN	Simmons AAF, Fort Bragg (NC)
5-101st AVN	Sabre AHP, Fort Campbell (KY)
A(-)/1-114th AVN	AR ARNG, AASF Camp Robinson (AR)
1-137th AVN	OH ARNG, AASF Rickenbacker IAP (OH)
1-223rd AVN	Cairns AAF, Fort Rucker (AL)
AATD	Aviation Applied Technologies Directorate at Felker AAF, Fort Eustis (VA)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
USAAAD Flatiron	Cairns AAF, Fort Rucker (AL)

CH-47F

14-08454	B/2-3rd AVN	f/n	M8454	aug18
14-08458	B/2-3rd AVN	f/n	M8458	nov18
14-08459	B/2-3rd AVN	f/n	M8459	nov18

OH-58A+

71-20645 std Franklin (TN), ex Colombia (54) **41506** jan19
Both this one and 71-20519 were offered for sale as scrap via the General Services Administration (GSA) web site. Closing date for bids was 22 January 2019.

OH-58A+r

71-20519 std Franklin (TN), ex Colombia (61) **41380** jan19

OH-58C

69-16194 to N9240D ex 1-223rd AVN/91G **40415** nov18
71-20443 std Montgomery (AL), for sale **41304** jan19

Also 71-20443 has been offered for sale as scrap by the GSA with a closing date of 22 January 2019.

EH-60A

85-24466	to N606DS	ex std BEST	70-1000	nov18
87-24661	to N61AA	ex std BEST	70-1203	dec18
87-24666	to N666AA	ex std BEST	70-1231	nov18

UH-60A+

79-23300 to Afghanistan as 23300 **70-117**
80-23450 to Afghanistan as 23450 **70-208**
86-24518 to Afghanistan as 24518 **70-1018**
Both 23300 and 24518 were seen in full Afghan c/s with SES at Huntsville (AL) in September 2018, while 80-23450 was confirmed as delivered to Afghanistan by May 2018.

HH-60L

86-24560	to N260MW	ex std BEST	70-1084	nov18
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02-26964	std BEST	ex C(-)/1-168th AVN	dec18
UH-60L			
93-26475	USAAAD Flatiron, ex nb		oct18
93-26493	USAAAD Flatiron, ex nb		oct18
HH-60M			
..-20381	C/3-82nd AVN	f/n	dec18
UH-60M			
..-20364	4-3rd AVN	ex 5-101st AVN	oct18
..-20365	4-3rd AVN	ex nb	nov18
..-20387	4-3rd AVN	f/n	aug18
..-20388	4-3rd AVN	f/n	aug18
..-20391	AATD?	f/n	nov18
..-20450	4-3rd AVN	ex 3-1st AVN	aug18
..-20893	1-137th AVN	f/n	nov18
..-20898	1-137th AVN	f/n	nov18
..-20899	1-137th AVN	f/n	nov18
..-20918	1-137th AVN	f/n	nov18
..-20922	1-137th AVN	f/n	nov18
..-20925	1-137th AVN	f/n	nov18
..-20953	1-137th AVN	f/n	nov18
..-20954	1-137th AVN	f/n	nov18
..-20956	1-137th AVN	f/n	nov18
..-20957	1-137th AVN	f/n	nov18
AH-64E			
14-01002	AATD	f/n	NB002 nov18
UH-72A			
11-72184	A(-)/1-114th AVN, c/n confirmed		9440 oct18
..-72400	Airbus as N419AH, coded 00G		9782 oct18
..-72401	Airbus as N422AH, coded 01L		9783 oct18
..-72413	Airbus as N464AH, coded 13G		9797 oct18
..-72415	Airbus as N401AH, coded 15M		9799 oct18

The helicopters listed as with Airbus were present at their Columbus (MS) location.

United States Navy (NY)

FRCSW = Fleet Readiness Center South West, North Island (CA)

C-2A			
162172	VRC-30	ex FRCSW	52 jan19
E-2C+			
164355/601	NAWDC	ex 624/VAW-120	A148 oct18
F/A-18C			
164660/26	NAWDC	ex FRCSW	1087/C282 oct18
164877	NAWDC	ex NA-201/VMFA-312	1209/C344 oct18
F/A-18E			
166955/AG-305	VFA-86	ex AC-205/VFA-86	E197 jan19

F/A-18F			
166977/NH-406	VFA-94	ex NJ-160/VFA-122	F252 jan19
168890/AG-207	VFA-103	ex NJ-157/VFA-122	F271 oct18
MH-53E			
164770/BJ-545	HM-14	ex TB-03/HM-15	65-613 nov18
MH-60S			
167868/HW-23	HSC-26	ex AJ-613/HSC-9	70- oct18
P-8A			
169347/347	VP-	del 08jan19	63197/6941 jan19
169348/348	VP-	del 10jan19	63198/6974 jan19

United States Marine Corps (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)

FRCSW = Fleet Readiness Center South West, North Island (CA)

KNHK = Patuxent River (MD)

LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

F-35B			
169594	LMTAS	f/n	BF-69 nov18
169595	LMTAS	f/n	BF-70 nov18
AH-1W			
164578/EH-40	VMM-264	ex HF/HMLA-269	26297/29160 jan19
165282/EH-41	VMM-264	ex HF-74/HMLA-269	26330 jan19
165331/EH-42	VMM-264		26355 jan19
165366/EH-43	VMM-264	ex HF-55/HMLA-269	26366 jan19

UH-1Y			
168508/EH-30	VMM-264	ex HF-91/HMLA-269	55172 jan19
169239/EH-3.	VMM-264	ex HF-83/HMLA-269	55230 jan19

United States Coast Guard (CG)

MH-60T			
6025	Sitka	ex Mobile	70-1784 jul18
6036	Sitka	ex Clearwater	70-1957 jul18

MH-65D			
6518	Houston	ex Port Angeles	6135 oct18

Credits:

Danny Bonny, Ian Carroll, André Carvalho, Edwin de Greeuw, Joris Heeren, Rafael Hernandez, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Jeff Rankin, Jos Stevens, Peter Weinert

Abbreviations

AF = Air Force	GV = Government
AG = Agricultural Aviation	JF = Joint Forces
AR = Army	NY = Navy
CG = Coast Guard	PO = Police
DF = Defence Forces	SV = Survey



This former Qantas A330-200 has been in storage since 2015. In the meantime, Airbus Military purchased the Airbus and started conversion to KC-30A for the Royal Australian Air Force. MRTT040 arrived in all white livery at Manchester on 14 December 2018 for paint into the grey outfit with future serial A39-007. (Rob Skinkis)

Iran Air Tour 2018

To the Kish airshow via Tehran



Erik Sleutelberg
Stephan de Bruijn
Jan Swart

The most unexpected highlight at the Iran Airshow 2018 were these immaculate flying Su-22s of the Revolutionary Guard Corps Air Force. Three different ones, two duals and a single-seater, were noted in the air over Kish Island during the show. (28 November 2018, Erik Sleutelberg)

When opportunity knocks, grab it. This was our mindset while preparing for a trip to the Iran Airshow 2018. The 9th edition of this show was once again held at the airport of Kish Island, a resort island just fifteen kilometres long, on the southern coast of Iran. Our group traveled via the huge country's capital Tehran and its two main airports. While an iconic Asian-camouflaged F-14 was our 'best wish not come true', the gamble to make the trip paid off very well.

Spotting in Iran

An abundance of good photos made at Iranian airfields can be found online, including many military aircraft, but still we approached the matters of spotting and photography in Iran with caution. Fellow enthusiasts are also known to have been in serious trouble when very displeased undercover agents and Revolutionary Guard officers all but detained them because of their too high interest in flying assets. To our surprise, we were allowed much more spotting activities than we had hoped for - or at least we were left alone while carrying them out.

At the airshow, dozens of camera-armed members of several openly advertised Iranian spotting groups were with us. They informed us though that their fence photography is still mainly an undercover operation, as the police arrest people practising our hobby that way or at least bring them in for questioning. While they apparently feel safe enough to publish photos online, they are extremely reluctant to exchange 'numbers'. As for ourselves, we eventually did everything we wanted to get serials, registrations and photos at the few locations we visited. On Kish Island we were accredited as photographers and therefore free to shoot, with no-one keeping us from doing it even during bus rides along the perimeter past hangars and a storage area. In the Mehrabad airport terminal, one of us apparently asked the right person if we were allowed to take photos, as he said 'yes'. Other such inquiries mostly led to being ignored - which we took as an approval at the Imam Khomeini International Airport ('IKIA') before our departure.

Tehran-Imam Khomeini Intl (OIII/IKA) 24 November 2018
Like most international flights do, ours landed at IKIA, an airport that has been in regular operation since 2007 after a

few years of political struggle. South of its active twin runways and terminal complex, is a third runway with accompanying taxiway structure and large apron and has been under construction since 2010. The work has not yet been finished and saw little progress for over a year, no doubt for lack of demand and funding due to the economical sanctions. The increase in international flights since April 2016 turned out to be only temporary and ended again by September 2018. Although it was dark, we were able to log a few airliners and so our alcohol-free and veiled women only trip had begun.

EP-FQN	A300B4-605R	Qeshm Airlines
EP-IBD	A300B4-605R	Iran Air
EP-MHF	A300B-103	wfu, 'ARRF' titles
EP-MMQ	A340-642	Mahan Air
EP-MND	B747-3B3	Mahan Air
EP-MNV	A310-324ET	Mahan Air
TC-LNB	A330-223	Turkish Airlines

The Turkish Airbus in Star Alliance colours was our flight from Istanbul.

Tehran-Mehrabad Intl (OIII/THR) 25 November 2018
After a night in an airport hotel, we were driven to Mehrabad. Although this airport's two parallel runways are close together, it comprises quite some real estate with dozens of airframes scattered all around it, many of them deactivated. Domestic flights and a few international connections with specific destinations use Mehrabad, and so do the Iranian government and air force. The departure lounges of the terminal offer good views onto the runways and on part of the transport fleet of the Islamic Republic of Iran Air Force (IRIAF), parked opposite to it. East of that lie maintenance facilities for the F-14 and MiG-29 among others. Two more aprons west of the transport fleet, with more civil and military transport aircraft in different sizes, are either too far away to identify more than a few of those planes or see them at all. The latter also goes for much of the labyrinth of taxiways and aprons north of the runway, west of the terminal area. These too are mostly packed with aircraft awaiting better times - or worse if it takes too long. The far north of the airport grounds houses the Tehran Aviation Exhibition, that our schedule would not let us visit unfortunately.

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4-9422, 4-9425, 4-9436	Bell 214B	Assault sqn	
4-9439, 4-94.4, 4-94.8	Bell 214B	Assault sqn	
5-3017	RC690C	IRIAA	
5-8505, 5-8506, 5-8507	C-130E	(11 TAS)	
5-8508, 5-8520, 5-8535	C-130E	(11 TAS)	
5-8538, 5-8541, 5-8551	C-130E	(11 TAS)	
5-8552, 5-8553	C-130E	(11 TAS)	
5-3032	F27-400M	Transport sqn	
5-8801, 5-8803,	F27-400M	F27 sqn	
5-8807, 5-8808	F27-400M	F27 sqn	
5-8810	F27-600	F27 sqn	
5-8811	F27-400M	F27 sqn	
5-8812	F27-600	F27 sqn	
5-9016	Falcon 20F	Falcon Star sqn	+1
5-9304, 5-9306	CH-47C	11 Heli Transport sqn	
(5-8)309/EP-SHV	B707-3J9C	IRIAF/Saha	
(5-8)315	B707-370C	IRIAF	+1
EP-ASA	B727-228	Iran Aseman AI	std +1
EP-ATB	Fokker 100	Iran Aseman AI	std
EP-ATX	ATR72-212A	Iran Aseman Airlines	
EP-CPO	Tu-154M	Caspian Airlines	std
EP-FAA, EP-FAB	B747-281F	Qeshm Airlines	
EP-FQU, EP-FQZ	BAe146-RJ100	Qeshm Airlines	
EP-FSI	B737-33V	Sepheran Airways	
EP-ITC, EP-ITK	ATR72-212A	Iran Air	
EP-LCK	Fokker 100	Kish Air	
EP-MIS	Fokker 100	Karun Airlines	
EP-MMO	A300B4-622R	Mahan Air	
EP-MNI, EP-MNL	A300B4-603	Mahan Air	
EP-PUI	ERJ145EP	Pouya Air	
EP-SHG	B707-3J9C	Saha Air	std
EP-SIJ	B737-3Q8	Saha Air	
EP-TBD	MD-88	Taban Air	
EP-TFA	Falcon 50	Saha Air/Iran Gvmt	
EP-ZAA	MD-82	Zagros Airlines	
EP-ZAL	A320-211	Zagros Airlines	
EP-ZAM	MD-82	Zagros Airlines	
EP-ZAP, EP-ZAU	A320-211	Zagros Airlines	

As mentioned, we had lured an official into approving photography and were immediately clicking away at all flying assets we could see, with the above result. The city had been experiencing the heaviest rainfall in years we were told, but at least that gave us clear air for observations here. C-130s 5-8505 and 5-8541 had no engines. B707 315 had a green cheatline and another three IRIAF 707s with blue tails were seen. A MiG-29 at the maintenance facility also escaped identification, as did at least four air force 747s, of which one with tank boom. Among the civilian stored planes were at least one Zagros MD-80 and an A340.

Kish (OIBK/KIH)		25 November 2018
EP-CPD	MD-83	Caspian Airlines
EP-FQZ	BAe146-RJ100	Qeshm Airlines
EP-SEC	MD-82	Sahand Asia Airlines
EP-VAI	B737-31S	Varesh Airlines
EP-ZAT	A320-214	Zagros Airlines

It is a little over 1,000km in a straight line from Tehran to Kish but our flight on EP-ZAL had to take a detour when approaching the island, to avoid the worst of turbulence that was abundant in this storm front. Even so, the approach was exciting and some haste was necessary later on, to avoid being soaked by another shower while transferring from terminal to bus. With the weather forecast being reassuring for the coming days, the big remaining question was of course what we could expect to see at the show. An online video clip had shown the arrival of at least one IRIAF Tomcat but we were still relieved to see that it was present on the ramp indeed after our landing, along with several Saeghehs, Tucanos and a Hercules. At least these were in the pocket!

Kish Island		25 November 2018
EP-LBR	Tu-154M	Kish Air pres

This Tupolev stands preserved at a seaside park near the western tip of the island. We visited there to admire the jet and also had a look at the wrecked ship along the shore.

Iran Airshow 2018

Kish island and its airport also show clear signs of the heavy sanctions imposed on Iran. The island is littered with frameworks of unfinished hotels and other high buildings and the airport features a large new terminal and second runway that have not been finished either, with no sign of further construction activity. Unlike with some previous editions of the Iran Airshow, the trade fair and air show parts are separate nowadays. The exhibitors' booths were housed in a large hall not far from the operating passenger terminal while the static and flying display took place at the new facilities at the other side of the airport, thus not interfering with the ground handling of airline traffic. The trade part would open in the morning but the action outside for the general public started at 2 o'clock in the afternoon, with the gates to the static display and crowd line opening around the same time. Normal airport flying operations were halted during the entire nearly three-hour afternoon show, amounting to peaks in movements just before and after that.

The trade exhibition made clear what the main activities are in the Iranian aviation industry: parts manufacturing, air-



Saegheh 3-7368 about to be fitted with anti-FOD covers over the intakes before taxiing back to the line. (26 November 2018, Stephan de Bruijn)



Showing one of several livery variations of Qeshm Air, Fokker 100 EP-FQJ rotates for departure from Kish as the airshow is about to begin again. (27 November 2018, Erik Sleutelberg)

frame conversion and upgrading and flight training. It was here that we learned that several Su-22s were planned to participate in the flying display. The Iranian aviation industries Pars and IACI managed to overhaul some fifteen Su-22s, including two that were returned to the Iraqi Air Force. Some thirty former Iraqi Air Force Su-22s fled to Iran during the second Gulf War and were stored outside or in open shelters for many years. In that same way Iran got possession of former Iraqi Su-25s and a bunch of other types, many of which were simply taken on strength by the IRIAF and the Iranian Revolutionary Guard Corps Air Force (IRGCAF). Only by late 2014, when the Islamic State (IS) was threatening the Iranian borders from Iraq, Iran decided to return the Su-25s. After most Su-25s left home base Shiraz for Al Rasheed near Baghdad, the IRGC decided to restart the overhaul of the old Su-22s to fill the gap created by the Su-25s.

We arrived at the field by 9 o'clock in the morning already on 26 November, with the exhibitions still partly being built up. After learning our organised entry to the showgrounds would not be before 1 o'clock in the afternoon, we sought earlier access to the static display after having had a look inside. This proved unsuccessful so we ventured on a walk along the airfield perimeter to find a spot on final approach, as some show participants were still expected to arrive. This plan was abandoned too, when we got a clear view on how long the walk would be and combined that with our small chances of success anyway.

Kish (OIBK/KIH) 26-29 November 2018

Trade hall:

SN-2201	Bell 412	EMS IRIAF
P071A-021	Sadeqh	AIO
EP-1289	ELA 10 Eclipse	
RA-1279G	LA-8L	
nn	Saba 248	IHSRC
nn	Shahed 278	Iran Aaft Manuf. Ind.
nn	Sourena	IHSRC

The Eclipse is a Spanish-built light autogyro, the Sadeqh is a UAV and the LA-8 is an amphibious plane built by AeroVolga, carrying its regi only on the cockpit panel. The last three are helicopters, with the Saba 248 resembling an A109, the Shahed 278 a Bell 206 and the Sourena an R44. Close inspection for possible construction plates or other forms of identification quickly led to protests from personnel.

The organisation on this first day turned out to be nervous, with so many high-ranking officials present. We were

dropped at the static display and rushed to take some photos of it in far from optimal conditions. The adjacent flightline was better and offered some nice shots already, with some effort because it was backlit all day. Suddenly, everyone was summoned into buses to be taken to the photo spots but it was unclear which group should be on which bus. A limited number of photographers would be taken to the south side of the runway each day against a fee, and we had asked for slots on that. We ended up in a packed airport passenger mover that remained on the spot for a long time and then dropped us only a bit further along the north side, just as a pair of Su-22s came screaming overhead. Tempers flared with both public and officials, resulting in everyone being ordered back on that bus and dumped at the static display again. In the end though, this turned out not to be bad as it would result in our only day at that part of the show without sacrificing a stay on the south side - and thus risking missing good photos of flying aircraft we had not seen before.

Static:

3-6030	F14A	8th TFB
3-7182	Saegheh-2	23rd TFS
5-8513	C-130E	71st/72nd TAS
7-9912	PC-7	8th TFB Training sqn
8-2313	SH-3D	ASW sqn
15-2247	Y12-II	IRGCAF 27th only
15-2413	EMB312A	IRGCAF Training sqn
SN-2103	Mi-17i	IRGCN dep 27
EP-VAB	Ce172	Arta Pilot Trng School
EP-VHR	PA-28	Arta Pilot Trng School
EP-VHV	P2006T	Arta Pilot Trng School

The PC-7 carried out the flying display on the 29th.

The Saegheh is the twin-tailed Iranian F-5 conversion, an aircraft that brings together parts and systems from the USA, Russia and China according to insiders. Local sources indicated there are ten twin-tail F-5s in service with the IRIAF, including two two-seaters, while six 'E's and one 'F' have been known from open sources. One of the Saeghehs displayed at Kish served as the second prototype and was equipped with missile launch rails on the wingtips. Although interpreters with thorough knowledge of Farsi transliterate the aircraft type as "Sa'eqh", we use the standardised designation used in our databases in this article. The two helicopters on the static display arrived after the flying part on Monday the 26th, and the Mil departed again the next day. The static Y12 was on display only on Tuesday the 27th.

Flightline/flying:

3-7367, 3-7368	Saegheh-1	2nd TFB 24TFS
7-9913	PC-7	8th TFB Training sqn
15-2245	Y12-II	IRGCAF Support sqn
15-2403, 15-2405	EMB312A	IRGCAF Training sqn
15-2415	EMB312A	IRGCAF Training sqn
RF-78815	IL-76MD	Russian Air Force

MiG-29S of 237 TsPAT/Strizhi:

RF-91925/"32" bl, RF-91928/"30" bl, RF-91929/"29" bl, RF-91933/"31" bl, RF-92134/"34" bl

MiG-29UB of 237 TsPAT/Strizhi:

RF-91944/"07" bl, RF-91946/"02" bl

L-39C of the Baltic Bees:

YL-KSM, YL-KSZ, YL-KSH, YL-KSP, YL-KST, YL-KSL

The IL-76 was the Strizhi support of course, and these Russians arrived on Monday evening after sunset.

As of Tuesday, we were watching the flying display from the special photo spot south of the runway. Apart from some initial deviations on Monday, the flying programme was the same every day. The first engines to be started were those of the Harbin Y12, carrying parachutists for their opening demo. When they were safely on the ground, low-level smoke trails appeared on the horizon as a pair of Su-22s was crossing the Kish coastline. Seeing these green monsters indeed show up and fill the viewfinders, while making their high-speed passes with pull-ups and rolls, brought euphoria to the whole gathering of enthusiasts. These were gems we had not been expecting before arriving at Kish.

Flying only:

3-6029	F-14A	81/82/83 TFS	
3-6052	F-14A	81/82/83 TFS	
3-6535	F-4E	9th TFB	28
3-6538	F-4E	9th TFB	26,27,29
3-6665	F-4E	9th TFB	27,28,29
3-6666	F-4E	91st TFS	26
3-6673	F-4E	9th TFB	
(5-8)103/EP-CQB	B747-131F	1st TFB	28,29
(5-8)304	B707-3J9C	1st TFB	27
5-8546	C-130H	71/72 TFS	26,27
15-2460	Su-22UM-3K	Fighter sqn	28,29
15-2462	Su-22UM-3K	Fighter sqn	27,29
15-2472	Su-22M4	Fighter sqn	27,28

The dates in the last column indicate the presence, where no date means flying on *all* four days. The two Sukhois on Monday remained unidentified. After the Sukhois, there were consecutive displays by up to three Tucanos and then a sole PC-7, while the Y12 landed. Before the PC-7 would be back on the ground, jet noise broke in again as the pair of Saeghehs from the flightline took to the air. Their routine consisted of a number of spectacular passes, possibly spectacular enough to trigger a commander into explaining the pilots he needed the aircraft and them after the show as well: starting Wednesday, the whole display took place considerably higher and much less wilder. Before the modified Tigers landed again, the next smoking highlight showed up over the coastal waters: a formation of three Phantoms and two Tomcats, lead by a tanker aircraft apart from Monday. On Tuesday, the tanker was a 707-3J9C operating out of Tehran-Mehrabad and on the two remaining days even a mighty Boeing 747-131.

All three Tomcats seen at Kish were furnished in the blue-gray colour scheme and were reported to be three of just some twelve currently operational Cats. The IRIAF faces large problems to keep their F-14As and F-14AMs operational. The F-14AM is likely capable to use original US as well as Russian air-to-air missiles. As fate would have it, we would not see the Asian camouflage Tomcats we had had on our minds for so long, or the Iranian MiGs seen at previous editions, but that was of very minor importance in the sheer joy for what we did get.

Soon after the previous spectacle a Hercules appeared, for a precision drop of cargo pallets south of the runway. While these landed exactly where they should, their exit point from the C-130 was directly overhead the photographers, at rather low altitude. Someone in the organisation must have deemed this too risky as well and the demo did not return after Tuesday. Who did return were the F-4s and F-14s, with the Phantoms doing a nice formation break and the Tomcats again swooping low over the coastline in loose formation for an afterburner pass. Closing the Iranian flying display, the Saeghehs recovered to taxi back to the Kish flightline. The show was closed each day with a display by the Baltic Bees, followed by the immaculate but lengthy routine of the Strizhi. After their MiGs had touched down in golden light, daily airline operations took over the airport again.



A sight to behold: flying icons of the sixties and seventies, alive and kicking in one formation in 2018. As it turned out, the Tomcats were even better smokers than the Phantoms. (November 2018, Stephan de Bruijn)



Very smart livery on Sahand Asia MD-82 EP-SEC. (26 November 2018, Jan Swart)



EMB312 15-2405 during flying display. (29 November 2018, Erik Sleutelberg)

Movements:

26.	EP-CPU	MD-82	Caspian Airlines	+27,28
	EP-FQI	Fokker 100	Qeshm Airlines	
	EP-FSA	B737-5L9	Sepهران Airways	+27
	EP-ITB	ATR72-212A	Iran Air	
	EP-LCK	MD-82	Kish Air	+28,29
	EP-LCL	MD-82	Kish Air	+27,29
	EP-LCM	MD-83	Kish Air	+27,28
	EP-LCO	MD-83	Kish Air	+27,29
	EP-LCR	Fokker 100	Kish Air	+28,29
	EP-PUI	ERJ145EP	Pouya Air	+28
	EP-SEC	MD-82	Sahand Asia Airlines	+27,29
	EP-VAI	B737-31S	Varesh Airlines	+27,29
	EP-ZAT	A320-214	Zagros Airlines	
27.	15-2250	An74T-200	Qadr	
	EP-FQJ	Fokker 100	Qeshm Airlines	
	EP-ITC	ATR72-212A	Iran Air	
	EP-TBF	MD-88	Taban Air	
	EP-ZAM	MD-82	Zagros Airlines	
	EP-ZGB	A321-231	Zagros Airlines	+29
28.	EP-MNT	A300B4-603	Mahan Air	+29
	EP-TTA	A320-231	Iran Air Tours	
	EP-VAA	B737-3S3	Varesh Airlines	
	EP-ZAG	MD-82	Zagros Airlines	
29.	EP-1116	Eurofox		
	EP-CPD	MD-82	Caspian Airlines	
	EP-CPX	MD-82	Caspian Airlines	
	EP-FQG	Fokker 100	Qeshm Airlines	
	EP-ZAA	MD-82	Zagros Airlines	

The Eurofox was a banner towing ultralight, appearing after the last flying display. A very nice military visitor was the IRGCAF Antonov on the 27th.

Elsewhere:

EP-FQA, EP-FQC	Fokker 50	Qeshm Airlines	std
EP-HHC	Bell 212		
EP-HIR, EP-HIS	AB412	Iran Helicopter	
EP-HTN	Bell 212		
EP-LBS	Tu-154M	Kish Air	std
EP-LCG	Fokker 50	Kish Air	std
(EP-LCP)	Fokker 100	Kish Air	std
EP-PGF	Bell 212	PASCO	
EP-LCT	A321-211	Kish Air	

EP-PGC	Bo105C	PASCO	+1
(LZ-LD)D	MD-82	Bulg.Air Ch. derel a/w, n/t	

All of the above helicopters were seen west of the terminal area, some in hangars. Fokker 100 EP-LCD is white, with former Kish Air colours on the right-hand tail fin and stored between the old and new terminal areas. Close to it, under a shed, was A321 EP-LCT still in basic Aeroflot colours, with Kish air logos and titles. The other five planes, three Fokker 50s, the MD-82 and Tupolev, sit at the south-west corner of the airfield, where they are also visible from outside the field.

Tehran-Mehrabad Intl (OIII/THR) 29 November 2018

EP-APG	A320-231	Iran Aseman Airlines
EP-IDF	Fokker 100	Iran Air
EP-MDF	MD-83	Iran Air Tours
EP-MMO	A300B4-622R	Mahan Air
EP-MNI	A300B4-603	Mahan Air
EP-TAF	B737-332	Ata Airlines
EP-TAN, EP-TAQ	MD-83	Ata Airlines
EP-TAR	MD-83	Ata Airlines
EP-ZAG	MD-82	Zagros Airlines
EP-ZAL	A320-231	Zagros Airlines

On the evening of our last show day, we flew back to Tehran on Zagros Airbus EP-ZGB. During the visual approach to runway 29L, the old airfield and now helicopter training base of Ghale Morghi showed up as a dark island in the sea of light of this city of millions. The above list was bagged during taxiing and disembarkation at Mehrabad, but much more was seen hiding in the dark, including rows of Il-76s and at least two navy F27s.

Tehran city 30 November 2018

Our last morning in Iran was spent visiting historic and touristic highlights in Tehran, before heading to KIA for the flight home. While being driven around the city we passed a pole-mounted F-5 that turns out to be the gate guard of the Sattari Aerial University. This Tiger, looking so delapidated that it might even be a mock-up, can be found at coordinates 35.6744N 51.3359E. Our transport was unfortunately not stopping for a closer look.

Tehran-Imam Khomeini Intl (OIIE/IKA) 30 November 2018

Storage compound:

EK-30018	A300B-605R	Vertir Airlines
EP-IAM	B747-186B	Iran Air
EP-IBM	A310-203	Iran Air
EP-IBV	A300B2-203	Iran Air

Some seventeen jetliners have been shoved to the unpaved east edge of the airport, of which the above could be identified from our bus. There were at least two Mahan Air BAe146s among the other planes.

9K-AKK	A320-214	Kuwait Airways
EP-FQK	A300B4-605R	Caspian Airlines
EP-IBD	A300B4-605R	Iran Air
EP-IBL	A310-304	Iran Air
EP-ICD	B747-21AC	Iran Air
EP-MMF, EP-MMH	A340-642	Mahan Air
EP-MMT	A340-313X	Mahan Air
EP-MNV, EP-MNX	A310-304	Mahan Air
EP-SIF	A300B4-622R	Meraj Air
EP-TBC	MD-88	Taban Air
TC-JRT	A321-231	Turkish Airlines
UR-CPH	A321-211	Kish Air
YA-KMV	B737-3H4	Kam Air
YI-AQ.	CRJ900	Iraqi Airways
YI-ASS	B737-81Z	Iraqi Airways

While waiting for our flight we noted the above, and even managed some photos through the terminal windows. Although we tried not to act too conspicuous, we did not do it secretly either and no-one bothered us or even seemed to take interest. Thus leaving with a relaxed feeling, we boarded TC-JRT for the flight home via Istanbul, where some of us could not resist to quickly grab the celebration beer that had been out of reach in Iran. For reason to celebrate we had, as we consider this trip an outright success.



Boeing 707 tanker 5-8304, just showing the 'last three' of the serial in small print on the nose, was the lead aircraft for the formation fly-by on 27 November 2018. (Jan Swart)



The PC-7 for the flying display was 7-9913, although the one from the static stood in for it on the last day. The above one wears a small plate 'HB-HCL' under the horizontal stabilizer. (26 November 2018, Stephan de Bruijn)



The best visitor on 27 November 2018 was An-74T-200 15-2250 of the Revolutionary Guard. See Scramble 476, page 99 for another set of photos from this exciting event. (Erik Sleutelberg)

Osan AB



Robbert Snijders

The A-10s of Osan really stand out with their chequered tail markings. All photos by author.

Since I had to travel to Seoul for my work, the idea popped up to explore South Korea for flying military hardware. Due to the limited time in the country, choices had to be made. Apart from South Korean Air Force bases, Osan was on top of my list since the A-10s and F-16s of this base are seldom seen in our part of the world and the distance from Seoul is reasonably short. With the help of Scramble and the public relation lady of Osan, a base visit was arranged at the last minute.

Base tour

After spending a night in Osan near the base, the next morning it was time for the base visit. At 9 o' clock I was picked up by the public relations staff SSgt who escorted me on base. First a hurdle had to be taken, the security guys at the gate could not find me on the visitors list. A couple of phone calls followed and after 20 minutes the problem was solved.

Now we went to the guy in charge of operations. In his pick-up truck we drove on the tarmac. First thing we saw was a U-2 taxiing out! No pictures allowed, but what an experience to drive behind this sleek aircraft and the chase car. Wow! And what a sight when it took off... losing its pogo wheel(s) along the acceleration run and climbing steep afterwards.

Time to head for the check point at the beginning of the runway. In the meantime I was allowed to take a picture of a Travis KC-10. But again, two incoming South Korean Blackhawks were off limits.

Ground crew was already busy preparing the arrival of the F-16's and more and more jet engines were started. One after the other, the aircraft arrived at the checkpoint. So close you

could almost touch them. Time to move to the runway for take off shots. Perfect place, perfect weather conditions.

The promised A-10s were not in a hurry apparently...Almost 45 minutes behind schedule they showed up for the last checks. Taxi and take off shots could be taken and as a bonus two WP F-16s made an overshoot. A visit to the gate guards completed the tour on base. Time to let the intelligence guy check the pictures and after an okay, I was brought back to my car. The return trip to Seoul could be started with a lot of pictures on the memory card and vivid memories of a base so close to the demarcation line.

The base

Osan Air Base is one of two major airfields operated by the U.S. Air Force in the Republic of Korea and the only base on the peninsula entirely planned and built by the U.S. Air Force during the Korean War. The base is located 4.7 miles southwest of the town of Osan-Ni, for which the base was named, and about 20 miles south of Seoul, the capital city of the ROK. The 51st Fighter Wing (51 FW) is a wing of the United States Air Force and the host unit at Osan Air Base, South Korea. The wing has been based entirely in the Far East during its entire existence, including its combat role was as the 51st Fighter-Interceptor Wing during the Korean War.

The units

The 51st Fighter Wing is under Pacific Air Forces' Seventh Air Force. The unit is the most forward deployed wing in the world, providing combat ready forces for close air support, air strike control, counter air, interdiction, theater airlift,



The squadron commander's aircraft has the 51st hallmark chequered markings and 36th FS' nickname and squadron colours.

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Flying Fiends on last chance check before going out on another sortie.



and communications in the defense of the Republic of Korea. The wing is equipped with the General Dynamics F-16CM/DM Fighting Falcon operated by 36th Fighter Squadron 'Flying Fiends' and with the Fairchild Republic A-10C Thunderbolt II of 25th Fighter Squadron 'Assam Dragons'. Also, a myriad base support agencies conducting the full spectrum of missions providing for the defense of the Republic of Korea.

The aircraft

This is a rundown of the based aircraft as far as we have them. Those marked with an "*" were seen during this visit.

A-10C	25th FS 'OS'	gn/bk	'Assam Dragons'
78-0615	78-0632	78-0685*	78-0696* 78-0716*
79-0092	79-0106	79-0134	79-0159* 79-0183
79-0201*	79-0211	80-0153*	80-0167* 80-0245*
80-0283	81-0959*	81-0967	81-0971 81-0973
81-0979	82-0651	82-0652*	

Of these 78-0696 has '25 FS' markings and 80-0167 wears '7 AF'

Osan's A-10s taxi out to the threshold of runway 27.



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F-16CM	36th FS 'OS'	rd/bk	'Flying Fiends'	
88-0432	88-0440*	88-0494*	88-0531*	88-0536
88-0538*	88-0540*	88-0544*	88-0547	89-2014
89-2020	89-2033	89-2043*	89-2080	89-2122*
89-2127	89-2130	89-2133*	89-2136*	89-2139
89-2140	90-0710*	90-0743	90-0756	90-0774
90-0775				

Of these, 89-2043 wears 'Flying Fiends' and '100 years' and is specially marked, 89-2136 has '51 FW' markings, and 90-0710 has a 'PACAF' legend on its tail.

F-16DM	36th FS 'OS'	rd/bk	'Flying Fiends'	
90-0779	90-0780			
HH-60G	33rd RQS, Det.1 'ZZ'	rd/bk		
89-26207	+2			
U-2S	5th RS 'BB'	rd/bk	'Black Cats'	
68-10329	80-1077	80-1092		

Many thanks to Staff SSgt Rachel Maxwell, PACAF and the editors team of Scramble magazine for supporting me and making this base visit possible.



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Spanhoe photocall

The return of the Bobsleigh
Gert Jan Mentink



With only one example ever built, the Reid & Sigrist R.S.4 Bobsleigh is not an aircraft you will easily run into. Unless you happen to visit the rural environment of Spanhoe, where the world's only machine of the type, G-AGOS/VZ728 is based. (All the photos in this article were taken at Spanhoe by Rob Skinkis on 18 November 2018)

Introduction

Windmill Aviation of Spanhoe Aerodrome has done a terrific job by bringing the unique, worlds only Reid & Sigrist R.S.4 Bobsleigh back in the air. To celebrate this achievement, a (night) photocall was organised by Threshold.aero on 18 November. Thanks to our correspondent Rob Skinkis, Scramble can bring you a report on this event. And if, by any chance, you have never heard of the Reid & Sigrist R.S.4 Bobsleigh, this article will tell you everything you want to know about it. Another highlight during this photocall were surely G-TPWX (183), a 1966 built Heliopolis Gomhouria Mk.6. This is a post-war Egyptian licence built version of the wartime German Bücker Bü-181. And also worth mentioning is G-BAGT, a Helio H295 Courier (1288) which used to fly as CR-LJG. Although it has no military history, this aircraft is painted in the colours of the USAF as 66-374. It is to represent a Super Courier, the more powerful derivative, which was used by the US Air Force from 1958 onward, by the US Army Special Forces in the 1960s and 1970s and by Air America during the Vietnam War as the U-10.

Reid & Sigrist

The Reid and Sigrist Company was an important instrument manufacturer in the interwar era. It was located in Desford, Leicestershire, England. The company specialised in aircraft applications and this led to the forming of an aviation division in 1937 at a new factory site in New Malden, Surrey. The first product was a twin-engined advanced trainer, the R.S.1 Snargasher, registered G-AEOD. Flown for the first time in 1939 the type was a success. It was eventually relegated to company hack used primarily at the factory and Desford aerodrome. The follow-up design, by Charles Bower, was the R.S.3 Desford (taking its name from the company site) It was similar in size and concept to its predecessor although it was only configured for a pilot and trainee. But it featured a more pleasing and more slender fuselage than the R.S.1 and had a pair of low-set wings. The pleasant flying characteristics of the earlier machine were retained. The R.S.3 was powered by two 130 hp de Havilland Gipsy Major Series I engines, rather than the higher powered de Havilland Gipsy Six engines of the earlier R.S.1.

The R.S.3 Desford trainer

The prototype, registered as G-AGOS first flew on 9 July 1945, shortly after VE Day. It was evaluated as a private venture project by the Aeroplane and Armament Experimental Estab-

lishment (A&AEE) at RAF Boscombe Down. Several test pilots flew the aircraft, including a famed post-war flyer, Janusz Żurkowski. They all found the R.S.3 to be generally well suited as a multi-engine primary and intermediate trainer. However, given the mountains of surplus wartime training aircraft available, the RAF was not really interested in the design. The prototype appeared at the Farnborough Airshow in 1946, and was allocated to the Institute of Aviation Medicine but by May 1949; it was deregistered as a civilian aircraft, flying subsequently with RAF serial number VZ728. Further development of the type continued as the company wanted to establish itself as an aviation engineering and production concern although its post-war work primarily centred on instrument and camera production, especially in creating a copy of the German Leica.

R.S.4 Bobsleigh

In the post-war years the high G-forces encountered in manoeuvring fast jets prompted the Royal Air Force to do research in a number of prone-pilot experimental aircraft. Most famous of these was the Gloster Meteor F8 'Prone Pilot' WK935 (currently on display in the RAF Museum at RAF Cosford). To investigate low-speed applications, the R.S.4 Bobsleigh was a radical conversion of the R.S.3 reconfigured into a single pilot operation with a prone pilot station in the new rounded nose. This section was equipped with a transparent cone which covered a large section of the nose and two separate transparent ports to give minimal sideways and rearwards views. The R.S.4 was first flown in this form on 13 June 1951. Although useful data was obtained, the R.S.4's prone pilot did have difficulty with the initial control setup. Today's hang glider pilots have found the prone position an ideal means of controlling flight as well as providing a streamlined profile.

R.S.4 used by Film Aviation Services

Experimental testing was conducted by the Royal Aircraft Establishment (RAE) at Farnborough and continued until January 1956 when the R.S.4 returned to the UK civil registry, again as G-AGOS. It was used at one time as an air photo aircraft by Film Aviation Services at Croydon and remained in flyable condition until 1973. The next year, G-AGOS was acquired by Sir William Roberts for the Strathallan Collection. However, when this collection of flying historic aircraft was downsized, the R.S.4 was one of the machines that had to go. It was auctioned in 1981, and sold for a mere £ 5000.

The registration G-AGOS was then officially cancelled from the British register. The Bobsleigh was then displayed in the Snibston Discovery Park/Museum, near Coalville until this closed down in 2015. The R.S.4 was then acquired by the Leicestershire County Council who decided that the airframe be moved to Spanhoe, Northamptonshire. Since then Carl Tyers and his team at Windmill Aviation have done their utmost to bring G-AGOS back to life! And they have reached their goal, as the Bobsleigh is now airworthy again.

Spanhoe

Originally known as Wakerley, Spanhoe was built in 1943 to a standard design: a 6,000 foot runway with two shorter runways, hardstands and two T2 hangars. Accommodation and support facilities were located in the woods and farmland surrounding the site. The 315th Troop Carrier Group occupied the base in 1944, and on D-Day this unit carried troops of the 82nd Airborne into action. This unit also carried troops during Operation 'Market Garden'. In July 1945 No. 253 Maintenance Unit took over the airfield, preparing for the disposal of thousands of British military vehicles. Nearly 17,500 vehicles of various types were parked at the airfield in 1946, before many of these vehicles were sold at auction. The airfield was returned to agriculture, but in 1960 Vickers Valiant bomber XD864 crashed at the site, shortly after take-off from nearby RAF Wittering. In the 1970s, the majority of the main runway was removed along with the perimeter track and dispersal hardstands, although a small portion of the northeast (08) end of the main runway remains along with part of the perimeter road and a few loop hardstands. The 02/20 secondary runway is faintly visible in aerial photography. As of 2007, the airfield is currently active and houses various privately owned light aircraft. It is also the home of Windmill Aviation. The south-western taxiway is now runway 27, and the southeast section of the wartime 14/32 runway was reopened in 2004. Some of the wartime Nissen huts are in use and a new hangar and maintenance building was erected on the site of what was a large wartime J-type hangar.

About Threshold.aero

The organisation of the Spanhoe photocall was in the hands of Threshold.aero, a group of volunteers which has worked together since 2015. They then assisted the Gazelle Squadron and helped them out at various events. And, as aviation photographers, they developed the plan of running a (night) photography shoot to help publicise the display team

and raise some money to help support the restoration and upkeep of their aircraft. After two successful photocalls at Bourne Park the volunteers teamed up in 2017 and Threshold.aero was born. In that year a photocall was organised at the Army Air Corps (AAC) station Middle Wallop to celebrate the 50th Anniversary of the Gazelle. Later that year photocall events were organised during the Abingdon Air and Country Fair, and during visits to HMS Sultan, Hawarden Airport, City Airport Manchester, the Gatwick Aviation Museum and RNAS Yeovilton with Navy Wings and the Royal Naval Historic Flight (RNHF). With these events an amount in excess of £13,000 was raised and donated to various charities. In 2018 photocalls at Spanhoe, RAF Cosford, and, again RNAS Yeovilton and AAC Middle Wallop were organised.

D-EHJL	FWP149D	
G-AGOS	R.S.4 Bobsleigh	as VZ728
G-AHSD	Taylorcraft Plus D	as LB323
G-AJAS	Auster J1 Alpha	
G-ANHS	Auster AOP4	as MT197
G-ANHX	Auster AOP5	as TW519
G-AOTF	DHC-1	ex WB563
G-ARMF	DHC-1	ex WG322
G-AROY	Stearman	ex 42-16612
G-AWSW	Beagle D5-180 Husky	as XW635
G-AXHP	J-3C	as '480636/58-A'
G-AYDX	Beagle Terrier	ex VX121
G-AZBU	Auster AOP9	as XR246
G-BAGT	Helio H295 Courier	as '66-374'
G-BCBH	UC-61	as HB737
G-BEPV	Fokker S-11	as RNethNav174
G-BKGL	Beech18	as USAAC '1164'
G-BUDL	Auster 3	as NX534
G-CEHR	AusterAOP9	asXP241
G-CERD	DHC-1	as 'WK640' (ex PAF 1317)
G-CGWR	NC.856	as ALAT 54
G-ITAF	SF260	as M.M.54532
G-MSAL	MS733	as FN 143
G-TPWX	Gomhouria	as Lw 'TP+WX'

And, in case you want to personally experience a night photocall: the coming event is the Abingdon Air and Country Show Nightshoot 2019, on Saturday 4 May. Tickets available from March.

Acknowledgment: Scramble would like to thank Rob Skinkis for his log and photographs!



More than 3,400 examples of the Bücker Bü181 Bestmann were built during WW II. Not strange, considering the fact that the type was the basic Luftwaffe trainer. During the war, Bestmanns were produced by Fokker, Hagglund and Zlin. After the war, licence production was taken up by Heliopolis in Egypt as the Gomhouria. This G-TPWX is one of those Egyptian survivors.

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Another rare bird in Europe is the Helio H295, an American STOL design, of which more than 500 examples were built. These are/were mainly used in the USA and Canada as the (Super) Courier. Even a twin engined version, the Twin Courier, and turboprop versions, the (Twin) Stallion were built. (Spanhoe, 18 November, Rob Skinkis)



The challenging weather conditions during the Spanhoe photocall provided a dramatic background in the photo of De Havilland Canada DHC-1 Chipmunk G-CERD. Although dressed up as RAF WK640, this Chippie is actually former Portugese 1317.



The Auster AOP9 (Air Observation Post) was a further development of the wartime AOP6. The prototype made its first flight in 1954 and in total 182 examples were built, serving Royal Army, Royal Air Force, Indian and South African Air Force. XR246 (G-AZBU) is owned by the Auster Nine Group.

Flying for Peace

UNIFIL at 40



Erwin van Dijkman
Wim Sonneveld

Naqoura, Lebanon, UNIFIL main base, 19 November 2018, 14:28 local time. An Italian army AB212 with UN-code 282 takes off for a patrol mission along the Blue Line between Israel and Lebanon. The stunning location on Green Hill allows for great views, with the city of Tyre clearly visible about eighteen kilometres to the north. (all photos by authors)

Lebanon, land of cedar trees, filled news headlines often during the last decades. Long ago Phoenician inhabitants who lived in ancient cities like Sidon and Tyre, sailed Mediterranean waters for trade and founded new colonies along the way. Invasions by Persians and Greeks, the rise of Christianity, and later, Islam, invasions by Ottoman Turks, crusades and the French mandate, it all ended with Lebanese independence in November 1943. A long and tumultuous history that needs to be taken into account to only begin to comprehend and appreciate today's Lebanon.

Post-Independence

Since independence, Lebanon has known alternating periods of political stability and internal turmoil. Its capital Beirut grew to become a mundane city, known for its institutions of trade, commerce and finance; it earned the city the reputation of the *Paris of the Middle East*, until the Lebanese Civil War broke out in the mid-70s. With Christians, Shia and Sunni Muslims making up the population, a large influx of Palestinian refugees, and more recently, Syrians fleeing the civil war in their country, the political and social situation in Lebanon is complicated to say the least.

Armed forces have entered Lebanon on numerous occasions, sometimes at the request of the government, but unfortunately, more often with their own intentions. After the Jordanian crackdown on the Palestine Liberation Organization (PLO) in the early 70s, many of its fighters went to Lebanon, battled the Lebanese army and effectively founded a mini-state in Southern Lebanon to conduct operations against Israel. When the conflict erupted into the Lebanese Civil War, in 1976, Syria sent troops into the country to restore its interests and contain PLO presence. In 1978, Israel, fed up with PLO-guerrilla intrusions along its northern border started Operation Litani, sending its troops into Lebanon as well, with the goal to oust the PLO.

UNIFIL – the mandate

Following these last events, the United Nations set up its Peacekeeping operation in the south of the country. In response to the Israeli invasion, the United Nations adopted

Resolutions 425 and 426, which called for the withdrawal of Israeli troops from Lebanon. The UN Interim Force in Lebanon (UNIFIL) was created to enforce the UN-mandate “for the purpose of confirming the withdrawal of Israeli forces, restoring international peace and security and assisting the Government of Lebanon in ensuring the return of its effective authority in the area”. The first peacekeepers arrived in Lebanon, on 23 March 1978 and set up their Headquarters in Naqoura, its troops being deployed along the *Blue Line* – a line of withdrawal drawn by the United Nations between Lebanon and Israel, to determine Israeli troop withdrawals. An official borderline has never been agreed to by the two countries.

Basically, the original mandate of UNIFIL has not changed much over time, although it has been adjusted a few times over the forty years of its existence. The first adjustment took place after the Israeli invasion in Lebanon in 1982, which drove the PLO out of (southern) Lebanon, and for a second time after the Israeli withdrawal was completed in 2000.

The mandate stayed the same, but the players changed. Hezbollah, a Shia political party in Lebanon, filled the vacuum left by the PLO and effectively founded a mini-state in South-

ITALAIR helicopters have been deployed with UNIFIL from 3 July 1979. Over time the following types have been used, within the timeframe mentioned:

1979 – 1982	AB204B	4
1982 – 2008	AB205A	4, later 6
2007 – 2009	AB412	2
2008 - today	AB212	4, later 6

In 1979, the first Italian helicopters replaced a Royal Norwegian Air Force detachment, operating UH-1B helicopters for UNIFIL. On 15 December 1984, the number of AB205 deployed was increased from 4 to 6. Following the renewed mandate after the war in 2006, two AB412 were added. In January 2008, the AB205 was replaced by 4 AB212 and in 2009 the two AB412s were withdrawn from service in Lebanon to standardize the fleet on 6 AB212.

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ern Lebanon, whilst conducting military-style operations against Northern Israel. Guerilla-attacks and the firing of dozens of rockets and Israeli incursions led to the 2006 Lebanon War.

UNIFIL's mandate was enhanced once again, and subsequently troop levels significantly increased. The mandate includes monitoring the end of hostilities, to accompany and support the deployment of the Lebanese Army in Southern Lebanon and to secure the *Blue Line*. Interestingly, UNIFIL's mandates never mentioned the PLO and Hezbollah by name...

The road to Naqoura

Against this backdrop, Scramble requested permission to visit UNIFIL's aviation component in Naqoura, Southern Lebanon. A previous visit to the United Nations' stabilization force in Haiti led to interesting insight in the organization, the cooperation of countries under the United Nations banner, and aerial operations in a post-conflict zone (refer Scramble 373). The United Nations' permission was quickly granted through a smooth process, after discussing our intentions and questions we wanted to ask to

On 3 February 1979, the Norwegian helicopter detachment with UNIFIL (NORAIR) suffered a tragic loss. UH-1B 2086 crashed on a MEDEVAC flight, killing its two Norwegian pilots and two passengers. 6 August 1997 was another black day for UNIFIL's aviation community. ITALAIR AB205 MM80533, with code UN-281 had an accident during a night flight in which the Italian crew of three and two passengers (one Irish, one Italian) were killed. Both the Norwegian and Italian crews are commemorated with a plaque on Green Hill. The nose panel of the AB205, with its code UN-281, is displayed at the ITALAIR compound.



Commemorating two helicopter crews who lost their lives over the 40 years of UNIFIL's existence, a monument for the Norwegian and Italian crews has been erected at Naqoura.

managers of UNIFIL's aviation section and aircrews.

Approval of the Lebanese army, however, to not only travel to Naqoura, which is situated in the army security zone, just over 2 kilometres from the *Blue Line*, but also to bring camera-equipment in the zone and to actually use it, was also required. A few days before our scheduled flight to Beirut, this final approval came with an Arabic-written letter, of which we could only make out our own names and the name of your favourite magazine. After arriving in Beirut, we quickly informed the Lebanese army we had landed safely and would travel into the zone by rental car the following day.

Just after dawn, leaving Beirut to the south, we soon realized we had entered Hezbollah territory. Yellow flags with the organization's stylized "fist-with-a-gun" and portraits of its bearded leader lined the streets of villages along the way. First stop: Sayda (Sidon), Lebanese army regional intelligence office. With directions given by our hosts, the barracks were easily found. After enjoying our breakfast under the watchful eye of an army road block, we reported at the gate of the barracks again and were



Three ITALAIR AB212 helicopters stand ready for duty. Each of them can be in the air within thirty minutes after notification.

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guided into the office. A less-than-smooth-process ended with us receiving two handwritten cards in exchange for our personal details. Next stop: Sour (Tyre), army intelligence office, just twenty kilometres before reaching the *Blue Line*. After asking at another army road block and a bit of searching, we found the army base in Sour, where we explained the purpose of our visit. Without even entering an office, permission was granted to follow the beautiful coastal road into the security zone and on to Naqoura, where we arrived around noon, to a warm welcome by our Italian hosts. In the process, we had lost count of Lebanese army road blocks...

Aviation section

The aviation section is UNIFIL's aerial support unit. Its home base is just outside Naqoura on a hill overlooking the blue Mediterranean Sea, and just north of the *Blue Line*. The section moved from its old base at the seaside to this new location up on Green Hill, with much better weather conditions, due to a nice cool breeze and the absence of sea fog. The mission of the aviation section is to provide continuous uninterrupted aviation services to UNIFIL, responsive to the mission's needs, in an effective and efficient manner, and flexible to operational requirements, the Chief Aviation



A single Mi-8MTV-1 is operated by Konvers Avia for UNIFIL. It is seen here against a Mediterranean backdrop at Naqoura.

Beside the Italian army, another contractor has been contracted to support UNIFIL's mission is Konvers Avia. The Tver, Russia based company contributed to the excellent reputation the Mi-8MTV-1 has earned in United Nations service, and its service to UNIFIL is no exception. Konvers Avia provides mainly charter services within mother Russia to remote areas, and is contracted to provide shuttle services for UNIFIL with one of its Mi-8MTV-1 for 500 flying hours per annum. Equipped with additional fuel tanks, attached to the upper side of the cabin, RA-25183 (95522) is a welcome addition to the fleet of AB212. Its long range and large cargo hold, and the ability to cross Lebanon's mountain range make it a valuable asset for UNIFIL. The single helicopter received code UNO-271 with UNIFIL.

UNIFIL 2018

UNIFIL was established on 19 March 1978, so last year marked the 40th anniversary of the mission. No less than 10,500 military and 800 civilian personnel make up the peacekeeping force, with 43 contributing countries. The largest contingent is that of Indonesia, with 1,300 personnel, and the smallest contribution.... is of The Netherlands, with only 1 person, just like Colombia and Nigeria. UNIFIL's troops perform about 450 operational activities per day, and its assets include six naval ships and seven helicopters in support of the mission. Patrolling the 120km *Blue Line* is one of those daily activities, as is the detection and clearing of land mines and unexploded ammunition. Less known, UNIFIL also runs fifteen hospitals in Southern Lebanon to support local communities.

Italian army Major General Stefano Del Col is the current Head of the Mission and acts as the Force Commander, UNIFIL being the only UN mission where the Head of the Mission and Force Commander position are held by the same person. UNIFIL's mandate is renewed by the United Nations Council annually, until the Lebanese Armed Forces are fully deployed and execute effective control over the area to guarantee peace along the *Blue Line*.

Officer (CAO) – a position currently held by a former Belgian Air Force F-16 pilot – explains. Risk management is one of the aspects discussed with the CAO during Scramble's visit, and the implementation with the aviation section. Planning, management of change before flight and safety assurances are three steps in the risk management chain which have been implemented with the aviation section.

The planning of flights of the aviation section is based on the needs of the customer, the force commander. The main tasks of the aviation section include medical evacuation (medevac), observation and reconnaissance, transportation of senior United Nations management, Search- and Rescue (SAR), aircrew night flight training and providing a shuttle service between Naqoura and cities like Beirut.

Asked for the main operational challenge of the aviation section the CAO mentions observation, for which the deployment of Unmanned Aerial Vehicles (UAVs) would be a real game changer, however, their use has not been approved by all parties. With so many troops operating in a relatively small land area with winding and unpaved roads, road accidents involving UNIFIL troops are of major concern for UNIFIL staff. As the CAO explains, on



The ITALAIR badge, an AB212 superimposed on the UN logo.

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The Maritime Task Force (MTF) is the naval component of UNIFIL. It is tasked with monitoring waters, securing the coast-line and preventing smuggle of arms by sea. Six naval vessels are operated under United Nations flag, of which three were seen in the port of Beirut during Scramble's visit. Two helicopters are currently operated under the command of MTF, Brazilian navy AH-11A Lynx N-4011 and Indonesian navy AS365N3+ HR-3601, seen here on KRI Sultan Hasanuddin (F-366).



average about one and a half casualty evacuation (casevac) flight for UNIFIL troops alone is flown by the aviation section per month...

ITALAIR

The Italian Army Aviation (AVES) is the military contributor of helicopters to UNIFIL. The detachment is called ITALAIR and operates six Agusta-Bell AB212 helicopters from the eastern side of Naqoura heliport. About 65 Italian personnel, with 18 pilots mostly from the army, but some of the air force and navy, are included on the roster. As for navy and air force pilots, they quickly adapt to Italian army procedures, and their knowledge and experience is much welcomed in the unit. Together, pilots and maintenance crew assure about 900 flying hours can be flown for UNIFIL each year, as Italian Task Force Commander, Colonel Luca Piperni explains. Some personnel with ITALAIR have seen multiple rotations with UNIFIL, as does the Task Force Commander, who has been appointed for one year and is now commanding the second of three Task Groups in its term. The regular rotation schedule for personnel however is six months, after which they return to Italy to be reunited with their families and retake operational duties at their home base. For most of the pilots and maintenance crew of ITALAIR, as well as their Com-

mander LTC Alessandro Vicari, their home base is Lamezia Terme in Calabria, Southern Italy, where AB212 helicopters of the army are operated by parent unit, 2° Reggimento AVES "Sirio". Being the parent unit of the AB212 in the Italian army, the unit is heavily involved to continuously support ITALAIR with crews and helicopters and a lot of personnel have done five or six UNIFIL rotations already. Obviously, Naqoura base is like a second home for these motivated crews.

ITALAIR's task is to provide UNIFIL with at least three helicopters per day, two of them ready for flying 24/7. Of these, one helicopter is stand-by for medical evacuation (MEDEVAC), one for multi-tasks (including MEDEVAC), and the third being for pre-planned missions. The MEDEVAC helicopter is on 30-minute notice to move 24/7, whilst the multi-task helicopter has a notice to move of 30 minutes in daytime, and 60 minutes during night time. With these high operational availability demands, the helicopter crews are on alert for 3 or 4 days and maintenance crews are working to keep half of the fleet of six AB212 helicopters ready for flying at any time. The day usually starts with a briefing about the weather, which may seem OK at the coastal location of Green Hill. However, the UNIFIL area of operations may be limited area size, at about 1,060 square kilometres, it also includes high moun-



By tradition, every ITALAIR Rotation leaves its mark at Naqoura for its successors. From left to right, TG48 and TG49 worked together on a genuine pizza oven 'forna a legna', TG50 left a pole with types flown and distances to the major Italian Army Airfields and TG51 left its mark with a swing door to the operational area.

Personal copy



Most maintenance is done at ITALAIR, an airframe is swapped with one from Italy only occasionally.

tains, like the summit of 9,232 ft high Mount Hermon. Conditions can be very challenging in winter and as somewhat grim reminder on this beautiful November day at Naqoura, five sets of skids could be seen in the hangar, to enable the AB212 to land in deep snow.... Scheduled flights include one morning and one afternoon flight, which includes training flight for newly arrived air crew.

As for the helicopters, several modifications have been made to operate safely in the UNIFIL area of operations. Apart from the white UN-colours and codes, national markings have been completely removed. GPS and radio equipment has been updated. For self-protection the AB212 is equipped with ECM-protection as well as a ballistic shield, an electromagnetic shield to detect small arms fire. To enable night flights, not only crews are trained at home in night flying with night-vision goggles (NVG) but the cockpits have been adapted as well. Armoured pilot's seats are part of the modifications to allow crews to return safely from their flights.

Maintenance on the AB212 is largely done at Naqoura, which means some of the helicopters have not been in Italy in many years. Even the 300 hour maintenance is done locally in Lebanon. Provided the helicopter exceeds 540 flying hours,

the rotation back to Italy falls within the United Nations contract, and is paid for by the United Nations. If these hours are not reached, the contractor, Italy, has to pay for the transportation of the replacement helicopter. No doubt, the United Nations is keen to make sure the operational demands and pace of operations will be met!

AB212 ITALAIR November 2018

MM81120	UN-280	E.I.404	c/n checked	5640
MM81121	UN-274	E.I.405	c/n checked	5641
MM81125	UN-276	E.I.409	c/n checked	5645
MM81127	UN-282	E.I.411		5647
MM81128	UN-278	E.I.412	c/n checked	5648
MM81130	UN-283	E.I.414	c/n checked	5650

These six AB212s are operated by ITALAIR, their E.I.-codes are not externally carried. The United Nations uses distinctive code range for each mission. UNIFIL's code range appears to be 270 and up and differs from the E.I.-codes given by the Italian Army.

The authors would like to thank Mr. Tilak Pokharel for making this visit possible. Mille grazie a COL Luca Piperni e LTCOL Alessandro Vicari per la calorosa benvenuto durante la nostra visita ad ITALAIR. È stato un privilegio espere tuoi ospiti. Mantenere il buon lavoro!



Italian air crew in the front, and Indian peacekeepers in the back of the cabin work closely together as they prepare for take-off.

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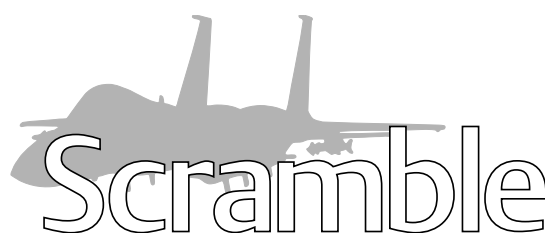
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This Cessna 680A was delivered in September 2018 as F-HATV to Valmair and is operated by AstonJet. (Antwerp, 3 December 2018, Walter van Brempt)



German company Atlas Air Service owns this Legacy 450 also known as the Embraer EMB545. D-BFIL was delivered to the operator in September 2016 and seen at Munich on 6 October 2018. The company is based at Bremen.



Embraer ERJ135BJ Legacy 650 T7-IVM is operated by VipJet and based at Shannon in Ireland. It was delivered in 2011 as M-IMAK and re-registered in November 2017. (Amsterdam-Schiphol, 12 October 2018, Robert Eikelenboom)



Our correspondent Dietmar Fenners was on board of a Media-Flight during the exercise 'CRUZEX 2018' on 20 November 2018. In his shot Chile AF F-16A 745 operated by Grupo 7 is seen while flying over the Natal area.



Transport and support duties during CRUZEX were undertaken by Brazil AF C-105s. Aircraft 2806 is the number one in the row. (Jurgen van Toor, Natal, 27 November 2018)



Laid down as USAF 72-1400, this Northrop F-5E was delivered to Brazil as F-5EM 4865 in 2000. You can almost smell the burning rubber on this photo by Henk de Vries (Natal, 28 November 2018)