

**484**

**September 2019**

# Scramble

***Dutch Heliday 2019  
The 421st FS goes "Spang"  
The Mi-25 in Peru***





DHC-8 OE-IIP flew in the past for Air Berlin and Eurowings as D-ABQS. Since November 2018 it was stored at Saarbrücken. After this she ferried to Shannon for a paintjob. On 30 July it was delivered to Cobham Aviation as VH-IYJ. (Shannon 13 July 2019, Malcom Nason)



On 14 August at Downsview Airport DHC-8-400 C-GHHR took off for the first time. It was delivered on 25 August to Ethiopian Airlines as ET-AXF. (Frederick K. Larkin)



Nepalese operator Shree Airlines took delivery of two Dash 8's in August 2019. The first to be delivered was DHC-8 9N-ANF, which made a fuel stop at Rotterdam-The Hague on 16 August. (Peter Heeneman)

## Editorial

Welcome to issue 484. It seem like a returning story this summer, but this issue was - just as the previous two - made on a sun-filled day with tropical temperatures. Again a lot of bottles of cold water and ice creams were consumed during the production of this month's issue. What did the editorial team produce on that hot sunny Saturday on the last day of August?

In addition to all the usual sections we have three articles. First we have an article about the Dutch Heliday, the second article is a review of the Mi-25 fleet and their operations in Peru and the third and last article covers the deployment of twelve F-35s from Hill AFB to Spangdahlem. All in all this has resulted in 112 pure aviation reading pleasure.

Next to that we have a Save the Date as we can announce the date of the Aviation Day 2019, which will take place on Saturday 30 November at Skydeck, Teuge airport. The Aviation Day 2019 will feature the Scramble Air Fete and the National Spotters Championships (NSK). More information about this event can be found in the advertisement in this number.

We would like to encourage you to send us your Trip- and Showreports, preferably accompanied with some pictures and a nice story to go along with it. We can use this not only for our magazine, but also to update our databases and our Airfield Guides, which are available on our website.

On behalf of the civil editorial team, we would like to request more front cover photos. The amount of suitable cover photos we receive every month is extremely limited, due to it being quite a challenge to take usable civil front cover pictures with a so-called portrait composition. The front cover is a photo at high resolution (2100x3000 pixels), which should be able to accommodate the Scramble logo and various texts above and below the subject. Give it your best 'shot'!

## Cover Photo



One of the sponsors of the World Aerobatic Championships at Chateauroux from 22 to 31 August was Top Gun Voltige based at La Roche-sur-Yon. This company was present with two of its jets; Aero L-39 Albatross ES-TGV seems to cover the nose of Canadair CT-133 Silver Star F-AYMD, which is a former CAF T-Bird, with code QR-34. (Chateauroux, 22 August 2019, Gert Jan Mentink)

## Important dates

Scramble 485  
Deadline copy: 17 September 2019  
Deadline photos: 24 September 2019  
Planned publication date: 8 October 2019

## Contents

Movements Netherlands.....	2
Movements Belgium.....	17
Paramaribo-Zanderij 2019 - Part 2 .....	24
Military Movements Elsewhere .....	26
Manufacturers News .....	33
Airliner News .....	33
Civil News .....	33
Jetliners .....	36
Propliners.....	38
Fokker News.....	39
Bizjets.....	40
Bizprops.....	41
Soviet Updates.....	41
PH register .....	46
Wrecks & Relics .....	48
Warbirds.....	53
Dustpan & Brush .....	55
Military news & updates .....	65
Showreports.....	95
Triptease.....	101
Miscellaneous	
Dutch Heliday 2019 .....	103
The Mi-25 in Peru.....	104
The 421st FS goes "Spang".....	108

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# Movements Netherlands



This Falcon 900LX was acquired by the Discount Tire Company in 2015. N95BD has been operating for the company ever since. (Amsterdam - Schiphol, 29 July 2019, Pino Tome)

## Amsterdam - Schiphol

Addition June 2019  
30.N733MA B737-86Q Miami Air arr BSK501

Arriving from Rotterdam for transfer on lease to TUI Netherlands.

July 2019			
01.4L-TGC	B737-8FH	Georgian Airways	f/v TGZ651/2
9H-TJG	B737-86J	Corendon	CAI21/20
C-GLXC	Falcon 7X	Galaxy Airways	06
D-AJET	ERJ135BJ	Air Hamburg	AHO840Z/893P
D-CAWX	Ce680	Aerowest	
D-CDAS	EMB505	DAS Private Jets	
D-CMMP	EMB505	Luxaviation Germany	LXG55MP
D-IGRO	Ce525A	ProAir	dep
D-IGRO	Ce525A	ProAir	02
D-IGWT	Ce525A	Sylt Air	dep AWU701G
D-IGWT	Ce525A	Sylt Air	02 AWU701G/702G
D-ISAR	Raytheon 390	Euroflug Frenzel	dep
D-ITRA	Ce525	Transavia Flug	
F-HFCN	ERJ145MP	Valljet	dep VLJ50DN
G-HCSA	Ce525A	Bookajet	BOO613/708
G-HCSA	Ce525A	Bookajet	10 BOO708/7
G-UZLC	A320-251N	EasyJet	f/v EZY8885
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
LX-WJB	HA-420	Flying Group	FYL31JB/82JB
N515TJ	Beech 400A	Blackburn Int'l	dep
N610CX	Falcon 900B	Cathexis Holdings	02
N858CG	G650ER	Diamond Capital Investments	f/v 04
N887MM	G550		f/v 03
N928WK	Falcon 2000LX	Jet Linx Aviation	f/v 05
N960DP	G-IV	STAjets	f/v 05
OE-GWV	Ce560XLS	Jet 24	dep
OO-XLS	Ce560XLS+	Air Service Liège	dep
OY-NDP	Ce525A	Greybird Aviation	02 GAG663B/615A
PH-EBR	Falcon 900	Exxaero	dep XRO401
SE-MJE	Beech B200	Royalair	f/v
02.9H-ILY	CL-850	VistaJet Malta	VJT630
D-ALEX	A319-115	K5 Aviation	f/v KAY53
D-CAWX	Ce680	Aerowest	
D-IGRO	Ce525A	ProAir	
EC-NDC	A320-271N	Vueling	f/v VLG8300/1
F-GFDA	Falcon 2000S	Dassault Aviation	f/v 03
I-TOPX	Beech 400A	Eurofly Service	
LX-LAB	PC-12/45	Jetfly Aviation	03 JFA90D/35E
LX-NEW	PC-12/47E	Jetfly Aviation	03 JFA91G/71C
LX-WJB	HA-420	Wijet	FYL63JB/84JB
LX-ZED	CL-605	Global Jet Luxemb.	03 SVW22ED
M-DMBP	Lj40	Ven Air	03
N77UF	Global XRS	Fertitta Entertainment	dep

N111QS	Global 5000	NetJets	03
N818TH	Falcon 900EX	The Whitewind Company	dep
OO-ACQ	Ce510	Air Service Liège	dep
PH-EBR	Falcon 900	Exxaero	07 XRO401/2
SP-OSA	Ce680	Jet Story	05 JDI91Z
TC-SOP	B737-8AS	SunExpress	f/v SXS744/5
03.9H-ALL	Ce525A	Luxwing	dep LWG101
9H-VFG	CL-605	VistaJet Malta	04 VJT545
CS-DPA	BAe125-900XP	Madjet	f/v 04 MJT1N/1P
D-AIWG	A320-214	Lufthansa	f/v DLH996/7
D-AWWW	G650ER	DC Aviation	DCS103
D-CAAA	Ce560XLS+	DC Aviation	DCS701
D-ISLT	Ce525A	Sylt Air	AWU903K
D-ITAN	Ce525	Transavia Flug	
G-JOTS	BAe146-RJ100	Jota Aviation	f/v ENZ609A/609
LX-NEW	PC-12/47E	Jetfly Aviation	04 JFA72D/76C
M-FINE	Global 5000	Noristevo Investments	
M-NTOS	Ce525C	Selementos	04
M-SPEC	Beech 350	Specsavers Aviation	SSZ9A/B
N29DE	Cirrus SF50	Deny Airlines	
N117AL	G550	Clay Lacy Aviation	05
N123FT	G-V	Franklin Templeton Travel	dep
N434EE	EMB545	Embraer Executive Aircraft	f/v
N761AJ	B777-223ER	American Airlines	f/v AAL220/1
OO-XLS	Ce560XLS+	Air Service Liège	05
RA-09006	Falcon 900EX	Gazpromavia	07 GZP9615/6
SP-ATT	Beech 400A	Smart Jet	SAH48P
T7-OCH	CL-605	Overstar Jets	f/v 05 Ocj102/1
04.D-AIWF	A320-214	Lufthansa	f/v DLH2302/3
D-AWBF	CL-650	Air Independence	f/v 05
D-BADO	CL-300	SAP Systeme	
D-CFHZ	EMB505	DAS Private Jets	05
F-GFDA	Falcon 2000S	Dassault Aviation	
G-JOTS	BAe146-RJ100	Jota Aviation	ENZ610/P
G-LSAC	B757-23A	Jet 2 Holidays	EXS205/6
LX-NMX	Ce525B	Jetfly Aviation	JFA46B/47B
LY-EWE	B737-33R	GetJet (a/w)	LOT267/8
N585GS	G650ER	Gilead Sciences	05 TWY585
OE-FGB	Ce525A	Jet Pool	05
OE-LDN	CL-650	MJet	05 MJF8D
OK-JRT	Ce680	Travel Service	05 TVS34J/82J
OM-FEX	B737-8Q8	Sun d'Or	f/v ELY5425/6
TC-SON	B737-86J	SunExpress	f/v SXS540/1
05.B-18053	B777-36NER	China Airlines	f/v CAL073/4
D-AGBH	Falcon 7X	Volkswagen	07 WGT8H
D-AINQ	A320-271N	Lufthansa	f/v DLH986/7
D-ALOA	ERJ135BJ	Air Hamburg	AHO513H
D-BOOC	Ce750	Air X Executive Jets	AXG510/1
D-CDDD	Ce560XLS+	DC Aviation	DCS713
D-CFHZ	EMB505	DAS Private Jets	06
D-CURT	Lj31A	Air Alliance Express	AYY102

D-IEKU	Ce525A	Excellent Air	ECA2C	F-HFCN	ERJ145MP	Valljet	VLJ04AN
D-ISAR	Raytheon 390	Euroflug Frenzel		F-HRGD	ERJ145LU	Aero4M	AEH392/F
D-ISLT	Ce525A	Sylt Air	AWU905K	G-XJCJ	Ce550	Xclusive Jet Charter	dep XJC788
G-FFFC	Ce510	Synergy Aviation	f/v SYG686	LX-DEA	Ce560XLS	Luxaviation	09 LXA24Y
LX-DLF	G650	Global Jet Luxemb.	f/v SVW44LF	LX-FPF	Ce525B	Flying Group Lux.	09 FYL31F/22F
LX-JET	EMB545	Global Jet Luxemb.	06 SVW35ET	LY-KIT	A319-112	GetJet (n/t)	LOT267/8
LX-VMF	Ce560XL	Luxaviation	08 LXA15P	N19H	G-V	Hubbard Broadcasting	f/v 20
N48PL	G450	Clay Lacy Aviation	f/v 08	N36GV	G-V	Gama Aviation	09
N117AL	G550	Clay Lacy Aviation	09	N624NN	G-V	Sunset Aviation	f/v TWY92
OE-FNP	Ce510	GlobeAir	GAC841W/X	OK-TSV	B737-809	Smartwings	f/v CSA618/9
OE-ITH	CL-604	Air Independence		OY-NDP	Ce525A	Greybird Aviation	GAG665P/A
OO-SDV	Beech B300	Savencia Fromage & Dairy		TC-MJB	CL-604	MNG Jet	
PR-OBE	Falcon 2000LX	DE Participacoes	09	TC-TJR	B737-82R	Corendon Airlines	f/v CAI21/20
SP-ENO	B737-8AS	Enter Air	f/v 06 TRA078/5355	09.9A-CQE	DHC-8-402Q	Croatia Airlines	CTN454/5
SP-KPG	Saab 340A	Sprint Air	07 SRN232/228	9H-OME	B737-505	Air X Charter	11 AXY901/1101
TC-SOR	B737-8AS	SunExpress	f/v SXS944/773	CS-TXB	A321-251NX	TAP Air Portugal	f/v TAP672/1
06.D-BAHB	Falcon 2000LX	MHS Aviation	11 MHV20Y	D-CMMP	EMB505	Luxaviation Germany	10 LXG55MP
HB-VPG	EMB505	ExecuJet Europe	VCN2	F-HBZA	Ce550	Valljet	VLJ05AZ
HI1050	G-IVSP	Helidosa Aviation Group	f/v 07	G-UZLD	A320-251N	easyJet	f/v EZY8871/8868
LY-FOX	A320-214	GetJet Airlines	AMC394/5	G-XJCJ	Ce550	Xclusive Jet Charter	10 XJC788
LY-NVS	A320-214	SunExpress	SXS540/1	N26FE	CL-300	FedEx Express	15
LZ-BVU	B737-3H4	BulAir (a/w)	f/v LZB461/2	N36GV	G-V	Gama Aviation	12
N2JW	CL-605	Williams-kerkher Law Firm	dep	N910RW	TBM-910	Redwood	10
OK-RLV	G280	Avcon Jet	07	OE-FFB	Ce510	GlobeAir	GAC941F/G
OO-GLM	Ce680	Air Service Liège		OE-FHK	Ce510	GlobeAir	GAC861U/750V
OO-MMT	Ce560XLS	Air Service Liège	dep	OO-ACO	Ce510	Air Service Liège	10
OO-MMT	Ce560XLS	Air Service Liège	13	PH-GOV	B737-700	Netherlands Government	del 16
SP-ENO	B737-8AS	Enter Air	TRA5356/077	VP-CKQ	A330-202	Skytrooper	f/v 16
07.9H-ALL	Ce525A	Luxwing	LWG101	10.9A-DWA	Ce525A	Winair	11
9H-OME	B737-505	Air X Charter	08 AXY704801	CN-RGA	B747-428	Royal Air Maroc	16 FRV1218
D-AIEA	A321-271NX	Lufthansa	f/v DLH998/9	D-BEEP	Ce750	Air X Executive	11 AXG21/1112
D-AWBF	CL-650	Air Independence		D-CMMP	EMB505	Luxaviation Germany	11 LXG55MP
D-BOOC	Ce750	Air X Executive Jets	08 AXG709/21	D-ISUN	Ce525A	Excellent Air	ECA5C
F-HFCN	ERJ145MP	Valljet	VLJ04AN	F-GCDP	Falcon 8X	Dassault Aviation	f/v 11
F-HRGD	ERJ145LU	Aero4M	AEH391F/391	F-GRAJ	PC-12/45	Laval Distribution	11
G-SUGR	ERJ135BJ	Air Charter Scotland	09 EDC346	G-EZAK	A319-111	easyJet	div EZY8268
LY-KIT	A319-112	GetJet (n/t)	f/v LOT265/6	G-EZBI	A319-111	easyJet	div EZY6961
OE-FZB	Ce510	GlobeAir	08 GAC636P/109J	LX-TAI	PC-12/47E	Jetfly Aviation	JFA37A/54N
OE-GWS	Ce560XLS+	Avcon Jet	AQJ29L	M-DMBP	Lj40	Ven Air	
OK-BEE	Beech 400A	JetBee Czech	JBC171B/D	M-SPEK	Beech 350	Specsavers Aviation	SSZ9A/B
OK-IMO	Beech 400A	Airstream	09 AQS590C/P	N651CH	G650ER	JP Morgan Chase Bank	11
OO-AMR	Ce525A	Air Service Liège		N333JU	Global 5000	Ruiying Yacht	f/v 13
OO-XLS	Ce560XLS+	Air Service Liège	08	OO-ACC	Ce525A	Air Service Liège	11
OY-RUE	MD-83	Danish Air Transp.	CND715P/715/6/P	OO-XLS	Ce560XLS+	Air Service Liège	15
TC-NCB	A320-251N	Pegasus Airlines	f/v PGT1253/4	YR-TYA	Ce560XLS+	Toyo Aviation	TOY122/3
TC-OBZ	A321-231	Holiday Europe	f/v OHY851/2	11.B-16725	B777-35EER	EVA Air	f/v EVA075/6
YU-SPB	Ce560XLS	Prince Aviation		CS-TFO	Lj40	Omni Air	14 OAV303
08.9A-BTD	Fokker 100	Trade Air	09 TDR578/9506	D-CHIC	EMB505	Air Hamburg	12 AHO286B/288N
9A-DWA	Ce525A	Winair		D-CTOR	EMB505	Luxaviation Germany	LXG55OR
9H-JLK	Falcon 7X	TAG Aviation Malta	f/v 19 TEU11	D-FEFY	PC-12/47E	Eurofly Charters	
9H-VCD	CL-350	VistaJet Malta	VJT432	D-IEMO	Raytheon 390	Projet	2x
9H-VCD	CL-350	VistaJet Malta	09 VJT432	D-IEMO	Raytheon 390	Projet	12
D-CEIS	Ce680	Eisele Flugdienst	EFD6S	D-IPCH	Ce525A	Jetkontor	JKH32A/B 2x
D-CSOS	Lj45	Jetcall	JCL1	D-ISAR	Raytheon 390	Euroflug Frenzel	13



Destined for AirAsia X this Airbus A330 was registered to management company Hongkong Jet in 2012 as VP-CBE. The Airbus was being used by the leadership of the Iglesia ni Cristo (INC), a Philippine religious organisation. In May 2019 the aircraft was sold to a company called Skytrooper after usage of the aircraft by INC leaders was criticised by its followership, and subsequently registered VP-CKQ. It appears however that the aircraft is still being used by INC officials. (Amsterdam - Schiphol, 13 July 2019, Ton Jochems)



Over the next four years Turkish Airlines will add up to thirty new Boeing 787-9 Dreamliners. The Turkish national flag carrier has placed 25 firm and five optional orders of which four aircraft have been delivered at this time. TC-LLB was delivered to the airline on 9 July 2019. It was exclusively being operated between Istanbul and Antalya until 26 July when it operated its first flight outside Turkey from Istanbul to Amsterdam, where Maarten Visser Sr was able to take this photo.

G-LFBD	Ce525A	Centreline Air Charter	CLF968/923	SP-LNO	ERJ195LR	LOT	f/v 15 LOT269/70
G-SOVB	Lj45	Zenith Aviation	BZE02A/B	15.ZZ386	Wildcat AH1	847NAS	f/v 16
LX-MCL	B747-4HAERF	Cargolux	f/v CLX7613	ZZ399	Wildcat AH1	847NAS	f/v 16
LX-VMF	Ce560XL	Luxaviation	14 LXA15P	4X-ECF	B777-258ER	EI AI	ELY337/8
N2FE	Global 6000	FedEx Express	16	CS-TVC	A320-251N	TAP Air Portugal	f/v 16 TAP668/9
N35FE	CL-300	FedEx Express	f/v 15	D-BFIL	EMB545	Atlas Air Service	17 ATL8F
N47TR	G650	Avwest	14	D-CAAA	Ce560XLS+	DC Aviation	16 DCS701
N777XA	TBM-850	TLP Aviation	f/v	D-FEAG	TBM-930		
N888XY	G-V	Clay Lacy Aviation	12	D-ICBA	Ce525A	ProAir	
N988GG	Global Express	Amy's Kitchen	14	D-IUVH	Ce510	Haacke LTIF	16
OE-FLG	Ce525	Smartline		LX-ZED	CL-605	Global Jet Lux.	SVW22ED
OK-HDJ	HA-420	Aero Partner	14 DFC429K	M-AVIR	Global 6000	TAG Aviation (UK)	
OO-JAU	B737-8K5	TUI Belgium	TFL094P/41B	N35FE	CL-300	FedEx Express	16
OO-JAU	B737-8K5	TUI Belgium	TFL186/093P	N421SC	Falcon 2000LX	Stryker	f/v 17
OY-NDP	Ce525A	Greybird Aviation	GAG665B/P	N930SA	TBM-930	Spectrum Medical Aviation	
12.FAE-052	Falcon 7X	Ecuador Gvmt	f/v 14 FAE052/001	OK-OBR	Ce510	Aero Partner	DFC847K
9A-BTD	Fokker 100	Trade Air	13 TDR9399/313	OK-PTV	Ce510	Aero Partner	f/v 16 DFC399K
9H-VCK	CL-350	VistaJet Malta	VJT405	OO-AMR	Ce525A	Air Service Liège	
C-GAXX	Ce750	Air Partners	f/v 14 SDE750	OO-NEY	EMB545	Air Service Liège	
D-CHLR	EMB505	Atlas Air Service	13 ATL9K	OY-HJL	AW139	Bel Air Aviation	f/v
F-HEXR	Falcon 7X	Exair	DSO8XR	SP-LNN	ERJ195AR	LOT	f/v 16 LOT269/70
HB-FVD	PC-12/47E	Air-Corviglia		YR-IGP	ERJ135BJ	Toyo Aviation	16 TOY414/5
LX-JFQ	PC-12/47	Jetfly Aviation	JFA80Y/88Y	ZS-GAR	A320-231	Corendon Airlines	f/v CAI021/20
M-IFFY	Ce510	Xead Aviation	13	16.4X-CPX	G-IVSP	Arkia	17
N3FE	CL-605	FedEx Express	15	4X-ECB	B777-258ER	EI AI	ELY337/8
N55LC	Falcon 7X	Lowes Companies	15	9H-VCC	CL-350	VistaJet Malta	VJT425
N275M	G450	RBM Venture Company	f/v	9H-VFJ	CL-605	VistaJet Malta	VJT516
N432HC	G-IVSP	Clay Lacy Aviation	f/v	D-AVIB	ERJ135BJ	Air Hamburg	AHO518E
N515TJ	Beech 400A	Blackburn Int'l	28	D-CMMP	EMB505	Luxaviation Germany	LXG55MP
N754MM	Falcon 900EX	Reliant Aviation	f/v 14	D-CEEE	Ce560XLS	HTM Jet Service	17 HTM017
OO-ACO	Ce510	Air Service Liège		D-CEHM	Ce560XLS+	Silver Cloud Air	17 SCR021
OO-AMR	Ce525A	Air Service Liège	13	D-CGRC	Lj35A	Jet Executive	JEI323
13.9H-VCO	CL-350	VistaJet Malta	VJT449	D-CSOS	Lj45	Jetcall	JCL1
D-BEAM	CL-300	Jet Pool	14	F-HEVL	EMB505	Evolem Aviation	EVL161/2
D-CHRD	Ce680	Hahn Air	HHN909/707	HB-VPR	EMB505	Family Airline	
D-IEMO	Raytheon 390	Projet		LX-ONE	Lj45	Lux. Air Ambulance	LRQ400
D-ISAR	Raytheon 390	Euroflug Frenzel	14	LZ-LVK	B737-3H4	ALK Airlines - Air Luba	f/v LZB461/2
G-UZLA	A320-251N	EasyJet	f/v EZY2153/4	M-AVIR	Global 6000	TAG Aviation (UK)	
HB-FVC	PC-12/47E	Lakeside Aviation	14	N910RW	TBM-910	Redwood	17
N1FE	Global 6000	FedEx Express	16	OK-SLX	Ce560XL	Silesia Air	17 SUA661/671
N805TM	G650ER	Toyota Motor Sales USA	dep	OO-DOB	Falcon 900LX	Flying Service	FYG82B/53B
OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW315/6	OO-MMT	Ce560XLS	Air Service Liège	17
OO-ACC	Ce525A	Air Service Liège		OY-VAY	CL-605	ExecuJet Scandinavia	18 VMP689
OO-MMT	Ce560XLS	Air Service Liège	15	17.4X-ECE	B777-258ER	EI AI	ELY337/8
PH-EBR	Falcon 900	Exxaero	16 XRO402/437	9H-CBB	Ce340A	Piltz Praezisionswerkzeuge	f/v 19
14.9H-VCA	CL-350	VistaJet Malta	15 VJT401	D-AGBA	Falcon 8X	Volkswagen	22 WGT1A
D-ASAP	ERJ135BJ	Air Hamburg	15 AHO624S/860J	D-ISAR	Raytheon 390	Euroflug Frenzel	18
D-CITA	Lj60	FAI rent-a-jet	IFA1327	EC-MLR	G650	Gestair	GES191R
G-HCSA	Ce525A	Bookajet	19 BOO707/711	F-HGLG	Lj75	Ixair	
LX-JFU	PC-12/47E	Jetfly Aviation	JFA49T/89K	HB-JTA	Falcon 900EX	Air Sarina	19
LY-FSK	BAe125-900XP	Classic Jet	15 LLT981/2	N233LT	G550	Honeyflower International	f/v 18
OE-FGC	Ce525	ABC Bedarfsflug	FTY6	OE-EMG	TBM-930	Goldeck Textil	18
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3	OO-MMT	Ce560XLS	Air Service Liège	18
OH-LTM	A330-302	Finnair	FIN1305/6	P4-SUN	ERJ135BJ	Hyperion Aviation	
PH-WRW	EC-120B	Heli Holland Holding		PH-EBR	Falcon 900	Exxaero	18 XRO437/416

SP-OSA	Ce680	Jet Story	JDI91Z	D-IDAZ	Ce525	DAS Private Jets	
TC-ODE	A320-232	Onur Air	f/v OHY851/2	G-HCSA	Ce525A	Bookajet	29 BOO711/4
18.016	C295M	8.BLTr	PLF034	M-NTOS	Ce525C	Selementos	22
9H-VCA	CL-350	VistaJet Malta	VJT401	OE-FKF	Ce525A	Fly Tyrol	f/v 22 FTY9
A6-FLO	ERJ135BJ	Falcon Avn Services	f/v 19	OO-JBG	B737-8K5	TUI Belgium	TFL590/245
D-CMMP	EMB505	Luxaviation Germany	19 LXG55MP	SE-RNR	CL-350	EFS	22 EUW4107
D-CXLS	Ce560XLS+	Air Hamburg	19 AHO397H	TC-AGD	A330-203	Atlas Global	KKK6725/4
D-ITRA	Ce525	Transavia Flug		YR-FKA	Fokker 100	Carpatair	LOT265/6
F-HALG	Falcon 2000LX	AH Fleet Services	19	22.4X-ECF	B777-258ER	EI AI	ELY337/8
G-CKWT	B787-9	Norwegian	f/v NAX7700/1	D-CGBR	Lj55	Jet Executive	JEI111
HB-FWA	PC-12/47E	Schweiz. Eidgenossenschaft	f/v	D-CTWO	Lj35A	Air Alliance Express	AYY108
LX-VMF	Ce560XL	Luxaviation	19 LXA15P	G-POWD	B767-36NER	Titan Airways	TFL092P/231/2/093P
LZ-DEO	MD-82	ALK Airlines	f/v LZB461/2	LX-LAA	Lj45	Lux. Air Ambulance	LRQ408
N29DE	Cirrus SF50	Deny Airlines		LZ-ADV	MD-82	ALK Airlines - Air Luba	LZB461/2
N127GG	G-V	Exec Jet Management	EJM127	N531MB	IAI1126	Caleah Acquisitions	f/v 24
N355EE	EMB505	Embraer Executive	f/v 19	OE-FDT	Ce510	GlobeAir	23 GAC850N/749N
N900FH	TBM-900	HTG	f/v	OE-FRS	Ce525A	Pink Sparrow	SOW3A/B
OE-FOA	Ce525A	Avcon Jet	AOJ46D	OO-JBG	B737-8K5	TUI Belgium	TFL246/34H
OK-BET	Ce525	Queen Air	f/v QNR25M	OO-XLS	Ce560XLS+	Air Service Liège	
OO-MMT	Ce560XLS	Air Service Liège	26	RA-09006	Falcon 900EX	Gazpromavia	23 GZP9637/8
OO-NEY	EMB545	Air Service Liège		RA-09600	Falcon 900LX	Gazpromavia	GZP9619/20
PH-EBR	Falcon 900	Exxaero	arr XRO416	23.111	TBM-700A	ET00.043	f/v 24 CTM1308 'XM'
TC-AGD	A330-203	Atlas Global	f/v KKK6725/4	4X-ECC	B777-258ER	EI AI	ELY337/8
19.4X-ECD	B777-258ER	EI AI	ELY337/8	D-CFLY	Ce560XLS+	Air Hamburg	24 AHO419D/412F
9A-BTD	Fokker 100	Trade Air	TDR314/9314	D-CTOR	EMB505	Luxaviation Germany	24 LXG55OR
9H-GKM	Ce560XLS	Avcon Jet Malta	f/v VJG50M	EJ-SAID	Global 5000	Gain Jet Ireland	f/v 24 GJI68X
9H-JLK	Falcon 7X	TAG Aviation Malta	21 TEU11	LZ-BHAL	A320-232	BH Air	f/v BGH2503/4
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187	N604BA	CL-604	B&A Constructor	f/v
F-GUOC	B777-F28	Air France Cargo	AFR6746	OE-FDT	Ce510	GlobeAir	24 GAC749P/488L
HB-FWA	PC-12/47E	Schweiz. Eidgenossenschaft		OE-GKW	G100	Tyrol Air Ambulance	24 TYW758/7
LX-VMF	Ce560XL	Luxaviation	arr LXA15P	OY-JTS	B737-7K2	Jet Time	TFL097F/1612/098F
LZ-ADV	MD-82	ALK Airlines - Air Luba	f/v LZB461/2	SP-CHE	HA-420	Jet Story	JDI42H
M-SPEC	Beech 350	Specsavers Aviation	SS29A/B	SP-LNP	ERJ195LR	LOT	f/v 24 LOT269/70
N802CB	Global Express	Sunset Aviation	TWY101	24.4X-ECE	B777-258ER	EI AI	ELY337/8
N805TM	G650ER	Toyota Motor Sales USA	arr	C-GORD	CL-601-3A	Chartright Air	f/v 28
N930SA	TBM-930	Spectrum Medical Aviation		D-CAGA	EMB505	Luxaviation Germany	LXG55GA
OE-GBC	Ce525B	Airlink	JAR21	D-IDBA	Raytheon 390	Alpha Exec	BFX821H
OK-IMO	Beech 400A	Airstream	21 AQS584A/B	D-IBJJ	Ce525A	Air Hamburg	AHO199F
OO-KIN	Ce680	Flying Service	FYG82N/31N	D-ISHF	PA-31T1	Heli-Flight	
20.9H-CGH	Falcon 50EX	Elit'Avia Malta	KFE544	N1RP	G550	Penske Jet	
9H-VCB	CL-350	VistaJet Malta	VJT453	N625GN	G-V	Fertitta Entertainment	
B-16729	B777-35EER	EVA Air	f/v EVA075/6	SE-RMR	Ce560XLS	Bluelink Jets	25 BLJ54Z/64A
D-CAMB	Lj31A	Jetcall	21 JCL4	25.CS-TFO	Lj40	Omni	26 OAV303
D-CNOC	Ce560XLS	Ohlair	ECA91D	D-CFLY	Ce560XLS+	Air Hamburg	26 AHO389T/418Z
D-IEMO	Raytheon 390	Projet		D-CTWO	Lj35A	Air Alliance Express	AYY108
D-IMCJ	Ce525	Heron Luftfahrt	f/v HRN121	G-SIRS	Ce560XL	London Executive Aviation	LNx26RS
LY-VTA	CRJ200LR	KlasJet	KLJ2152/0	LX-DLF	G650	Global Jet Lux.	SVW44LF
LZ-ADV	MD-82	ALK Airlines - Air Luba	LZB461/2	LY-JAY	A319-112	GetJet (a/w)	f/v LOT265/6
N129NS	G-IVSP	Global Air Charters	23 GJE1209	M-AVIR	Global 6000	TAG Aviation (UK)	26
ZS-GAS	A320-231	Corendon Airlines	f/v CAI026/020	M-IFFY	Ce510	Xead Aviation	27
21.9H-JLK	Falcon 7X	TAG Aviation Malta	22 TEU11	N11GW	G-V	Greg Wyler	f/v
9H-VCG	CL-350	VistaJet Malta	22 VJT448	OE-HRS	CL-350	Avcon Jet	AOJ78R
D-CHIP	Ce525B	Eisele Flugdienst	EFD3P	OK-ROM	ERJ135BJ	ABS Jets	27 ABP741
D-ICBA	Ce525A	ProAir		OO-JEF	B737-8K5	TUI Belgium	TFL092P/911



This Global Express came off the production line in 1998, and was registered until late 2004 in the US. It then moved to Switzerland for five years before returning to the United States. The Global was acquired by the Fortescue Metals Group in 2011 and until 27 February 2019 the aircraft was operated by Avwest. Currently FMG Air is listed as operator although VH-FMG is still owned by the Fortescue Metals Group. (Amsterdam-Schiphol, 29 July 2019, Pino Tome)





D-CDCM	Ce560XLS+	Air Hamburg	AHO429B	N212WQ	Global 7500	Standard Industries Management f/v 09
D-GVCC	DA42	Rent-A-Plane		OO-HCY	R44	Heli & Co 09
N777QX	CL-605	Flexjet	LXJ777	OY-NPF	SA227DC	North Flying NFA117/117P
OY-NPF	SA227DC	North Flying	NFA112P/112	PH-BGO	B737-7K2	KLM tdy arr TRA5054
PH-SEJ	P68B	CNE Air		PH-SEJ	P68B	CNE Air
PH-TAK	DA42	Happy Landings	tst	SE-RMR	Ce560XLS	Bluelink Jets 09 BLJ54H/J
PH-VBG	Falcon 2000EX	JetNetherlands	31	09.OE-FWF	Ce510	GlobeAir GAC344D/233D
03.CS-DLD	Falcon 2000EX	NetJets Europe	04 NJE317R/442M	OO-HCY	R44	Heli & Co
D-GVCC	DA42	Rent-A-Plane		PH-CMW	Ce525	Uniwest arr
OE-FTP	EMB500	Mustang Charter	04	PH-ECD	EC120B	Heli Holland Holding
OE-GIE	Ce525B	Airlink	04 JAR31	PH-SEJ	P68B	CNE Air
OO-CEJ	Ce525	Air Service Liège	06	PH-STB	Falcon 900C	Exxaero 12 XRO419/31
04.9H-SKI	P180	Kemmunnett	05	10.9H-BBJ	B737-7BC	Privajet PVJ258
N733MA	B737-81Q	TUI Netherlands	TFL248P/247	CS-DXQ	Ce560XLS	NetJets Europe 11 NJE789E/706Y
OE-FXM	Ce525A	Speedwings	SPG301	D-INGI	Ce340A	MSR Flugcharter 14
OO-PRM	Ce510	Air Service Liege	dep	F-HEVL	EMB505	Evolem Aviation 11 EVL103/12
PH-SEJ	P68B	CNE Air		N581D	G-550	DowDuPont Aviation 11
PH-ULP	EC135T2	ANWB - MAA	Lifeline1	OO-AMR	Ce525A	Air Service Liège
RA-67233	CL-850	Tulpar Air	05	OO-CEJ	Ce525	Air Service Liège 11
TC-TJR	B737-82R	Corendon Airlines f/v CAI32AB/19VA		PH-DAM	P180	JetNetherlands 12
YU-MTU	Ce525	Infinity Aviation	05	PH-PKF	Falcon 2000LXS	JetNetherlands dep
05.9H-ILZ	CL-850	VistaJet Malta	VJT683	11.9H-BBJ	B737-7BC	Privajet PVJ258
CS-CHB	CL-350	NetJets Europe	NJE206W/620N	D-AZEM	Falcon 900EX	Zeman Flugtechnik JTS824
CS-CHH	CL-350	NetJets Europe	NJE6XJ/616G	D-IBET	Ce525A	ProAir Aviation
D-IAWG	Ce425	Aerowest		LX-EVM	Falcon 2000LX	Global Jet Luxembourg SVW29VM
D-ISAR	Raytheon 390	Euroflug Frenzel		LY-OWL	A320-232	TUI Netherlands f/v TFL270/269
EI-GHK	ERJ190AR	Stobart Air (a/w) CFE4455/BAW9752P		N61AJ	Ce421C	Coco Air dep
G-MEDZ	Beech B200	Zeusch aviation	dep	N620CM	Ce510	Erik Vandefonteyne 2x
M-PIRE	P180	Northside Aviation	dep	OE-FZA	Ce510	GlobeAir GAC233E/355E
M-PIRE	P180	Northside Aviation	07	OK-KLM	PA-46R-350T	Blue Sky Service 14
OE-GIE	Ce525B	Airlink	JAR31	PH-DTS	DA42	Wings over Holland
OO-AMR	Ce525A	Air Service Liège		PH-TSN	DA42	Twin Star Netherlands 13
PH-SHO	EC155B1	Heli Holland Offshore	2x HHE77A	PH-UNN	EC120B	HeliCentre
PH-TAK	DA42	Happy Landings	tst	YU-MTU	Ce525	Infinity Aviation 13
PH-TSN	DA42	Twin Star Netherlands	dep	12.9H-YES	B737-5Q8	Air X Charter 13 AXY1205/1308
06.D-ISMC	CeT303			CS-CHI	CL-350	NetJets Europe NJE7QF
N305KN	G650ER	McAfee & Taft		D-CDOC	Lj45	Jetcall JCL2
N36JE	G-IV	Lion Aviation	07	G-IPLY	Ce550 Bravo	International Plywood (Avn) XJC3
OO-ACO	Ce510	Air Service Liège	07	LX-EVM	Falcon 2000LX	Global Jet Luxemb. 13 SVW29VM
OO-CEJ	Ce525	Air Service Liège	10	M-INER	Global 6000	ICC Aviation 14
YU-MTU	Ce525	Infinity Aviation	08	N61AJ	Ce421C	Coco Air 22
07.D-ASAP	ERJ135BJ	Air Hamburg	AHO762Y/869F	N719EL	Beech 400A	Donington Aviation 13
D-IEMO	Raytheon 390	Pro Jet	08	PH-DWS	ERJ135LR	Air Charters Europe JNL003
EI-GOZ	ERJ190LR	CDB Aviation (BAW c/s)	08	13.D-AJOY	CL-850	Air X Charter 14 AXG1326/AXY1417
HB-JUF	G650	Swiss Jet	SJT971/2	D-ANSK	CRJ200	Global Reach Aviation PAV5263
M-PIRE	P180	Northside Aviation	arr	D-CAPB	Ce560 Encore+	Aerowest
N36JE	G-IV	Lion Aviation	12	D-IEKU	Ce525A	Excellent Air 15 ECA2C
N650HF	G650	Harbor Freight Tools USA		LN-AGR	Falcon 7X	Sundt Air 14 AKK7
OO-AMR	Ce525A	Air Service Liège	08	PH-TSN	DA42	Twin Star Netherlands 16
PH-FIS	Ce525	JetNetherlands	dep	PH-TXA	Ce510	JetNetherlands
PH-RIS	EC130B4	KNSF Flight Services		VH-TGG	Global XRS	Gandel Investments 14
PH-TSN	DA42	Twin Star Netherlands	11	YU-MTU	Ce525	Infinity Aviation 14
08.D-ABMW	G550	BMW Flugdienst	09 BMW77	14.C-FEMF	Lj40	Fox Flight
D-ANSK	CRJ200	Global Reach Aviation	PAV5265/3	D-AJOY	CL-850	Air X Charter 15 AXY1418/515
D-BTLT	CL-300	MHS Aviation	09 MHV30T	N416EL	G-IV	Pegasus Elite Aviation PEG16
D-ISCH	Ce525B	Gerhard Schubert		PH-PKF	Falcon 2000LXS	JetNetherlands
LX-LAR	Lj45	Luxembourg Air Ambul.	09 LRQ385	15.D-IHKW	Ce525	ProAir Aviation



Eastern Airways operated this Embraer ERJ145MP from July 2011 till February 2019 registered as G-CGWV. It was transferred to Valljet as F-HFCN that same month but it retained the full Eastern Airways colours for unknown reasons. (Rotterdam - The Hague, 23 July 2019, Kees Hartevelde)



Avion Express added this Airbus to its fleet in April 2019. LY-NVU was leased to Thomas Cook for two weeks before it was leased to Onur Air, one of the previous operators of this A321. (Rotterdam - The Hague, 24 July 2019, Cor Mout)

D-IKOE	Ce510	Reederei Köpping		24. 4X-AGN	A321-251NX	Arkia	div 25 AIZ511
EC-LAE	G200	Gestair	17 GES231E/13E	CS-GLH	Global 6000	NetJets Europe	NJE879U/029G
N709EL	Beech 400A	Donington Aviation		CS-TFR	Lj45XR	Omni Aviation	25 OAV304/304P
OE-GKW	G100	Tyrol Air Ambulance	TYW758/9	D-CFLY	Ce560XLS+	Air Hamburg	AHO412F/Y
OO-ACC	Ce525A	Air Service Liège		LY-NVU	A321-231	Onur Air	f/v div OHY852
OO-XLS	Ce560XLS+	Air Service Liège	22	N625GN	G-V	Summit Seafood Supply	25
OY-GSA	PC-12/47E	TWings		PH-HSJ	B737-8K2	Transavia (Sunweb c/s)	div TRA1626/0072
SE-RIL	Ce560XLS	H-Bird Aviation	16 JET7	PH-HZX	B737-8K2	Transavia	div TRA5630/0071
16. CS-EFF	Ce560XLS+	Luxaviation Portugal	LMJ324F	PH-TFA	B737-8K5	Arkefly	div 25 TFL700/098P
D-IAAB	EMB500	Arcus Air	AZE21DI/9DI	PH-TSN	DA42	Twin Star Netherlands	30
D-IHKW	Ce525	ProAir Aviation	17	PH-WIK	AS350B3	HeliAir	2x
N887WM	G650ER	Bill Gates		25. CS-LTI	Ce680A	NetJets Europe	NJE124F/6XK
OE-FIT	Ce510	GlobeAir	17 GAC824B/062Z	CS-PHC	EMB505	NetJets Europe	26 NJE2SD
OO-DOB	Falcon 900LX	Flying Group	FYG82B/53B	D-CLMS	Lj45XR	Aero-Dienst	ADN84K
PH-ECD	EC120B	Heli Holland Holding		G-CIFE	Beech B200	2 Excel Aviation	BRO30P/30
PH-TSN	DA42	Twin Star Netherlands	23, tst	G-LCAB	ERJ190LR	British Airways	f/v CFE4457/8
17. F-HVYC	Ce560XLS+	Lyreco	2x	N812AM	BAe125-800A	Airmed International	
HB-JTA	Falcon 900LX	Air Sarina		OE-FNP	Ce510	GlobeAir	GAC795C/008G
PH-TAK	DA42	Happy Landings	dep	OO-CEJ	Ce525	Air Service Liège	
PH-TAK	DA42	Happy Landings	29	OO-GEE	PC-12/47E	Blue Sky Aviation	
PH-TSN	DA42	Twin Star Netherlands	tst	OO-GPE	Falcon 900LX	Luxaviation Belgium	AAB681
18. CS-DXF	Ce560XLS	NetJets Europe	JME512F	PH-CTH	Falcon 2000LX	Flying Group	26 XRO118/422
CS-DXK	Ce560XLS	NetJets Europe	arr NJE226G	PH-DWS	ERJ135LR	Air Charters Europe	26 JNL043
D-AIRV	ERJ135BJ	Air Hamburg	AHO742U	26. CS-DXP	Ce560XLS	NetJets Europe	NJE8YR
D-CQAJ	Lj35A	Quick Air Jet Charter	QAJ3525	PH-TCN	P180	JetNetherlands	dep
D-CQQQ	Ce560XLS+	DC Aviation	DCS709	PH-TCN	P180	JetNetherlands	01 2x
D-ICBA	Ce525A	ProAir Aviation	19	27. D-CSCE	EMB505	Luxaviation Germany	28 LXG55CE
N892CH	G550	Crown Cork & Seal Company		G-JOTR	BAe146-RJ85	JOTA Aviation	28 ENZ438/9
OE-FAR	DA42NG		19	OE-FZB	Ce510	GlobeAir	GAC393V/W
PH-FIS	Ce525	JetNetherlands	25	OO-JCV	PC-12/47E	Nextgen Aviation	
PH-RIS	EC130B4	KNSF Flight Services		PH-STB	Falcon 900C	Exxaero	XRO252
19. B-95959	Global XRS	Ruentex Group		PH-STB	Falcon 900C	Exxaero	28 XRO252
C-GEJD	Lj45	Skyservice Business Aviation	20	T7-MBH	ERJ135BJ	Empire Aviation Group	29
D-IDAZ	Ce525	Donau Air Service		YU-PZM	Ce560XLS+	Air Pink	28
N908FL	ERJ135BJ	Flight Options		28. D-IAIB	Ce525	AIB Asset	30
N977GS	Falcon 7X	Gilead Sciences	TWY977	OY-APM	G450	Maersk Aviation	
OE-FZA	Ce510	GlobeAir	GAC185L/074L	PH-FIS	Ce525	JetNetherlands	arr
PH-FJK	Ce525B	JetNetherlands	2x	29. CS-DXV	Ce560XLS	NetJets Europe	NJE8HL/119H
20. D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	TYW524P/5P	CS-LTC	Ce680A	NetJets Europe	30 NJE4XQ/428G
21. CS-LAU	Ce680A	NetJets Europe	NJE7TV/640M	LX-JFA	PC-12/47E	Jetfly Aviation	30 JFA61S/76A
D-IKOE	Ce510	Reederei Köpping		LY-NVS	A320-214	SunExpress	f/v SXS5340/1
F-GSLZ	Falcon 100	Harmony Jets	22 HMJ208	OE-FFB	Ce510	GlobeAir	GAC744Y/434S
OO-JCV	PC-12/47E	Nextgen Aviation		OO-EUR	Ce525	Europjets	2x
22. N-325	NH90-NFH	860sq	*	OO-HCY	R44	Heli & Co	30
9H-OWL	CL-605	TAG Aviation Malta	MLM101	PH-DAM	P180	JetNetherlands	arr
9H-VCF	CL-350	VistaJet Malta	VJT498	30. CS-DUC	BAe125-750	NetJets Europe	NJE943G/868A
D-CMMP	EMB505	Luxaviation Germany	LXG55MP	OE-FKF	Ce525A	Fly Tyrol	FTY9
N2PG	G650ER	Procter & Gamble	23	OO-HCY	R44	Heli & Co	
OO-CEJ	Ce525	Air Service Liège	25	OO-JWB	PC-12/47E	Nextgen Aviation	2x
SU-TCF	A320-232	Almasria Universal Airlines	FHY953/4	OY-APM	G450	Maersk Aviation	
23. EC-KPB	Ce560XLS	Boluda Corporación Marítima	25	PH-TAK	DA42	Happy Landings	arr
F-HFCN	ERJ145MP	VallJet (EZE c/s)	VLJ02AN	31. CS-DXJ	Ce560XLS	NetJets Europe	NJE847T
G-SMLA	BAe146-200	JOTA Aviation	CFE4455/6	D-IPPY	P180	AirGo	XGO6RD/MD
G-SMLA	BAe146-200	JOTA Aviation	CFE4457/8	G-EUNB	A318-112	Titan Airways (a/w)	AWC381Y/3811
OE-FCB	Ce510	GlobeAir	GAC806Z/795A	N651WE	G650ER	Eric L. Smidt	01
PH-TSN	DA42	Twin Star Netherlands	24	PH-MYX	Ce650	JetNetherlands	
ZS-GAR	A320-231	Corendon Airlines	f/v CAI1285/6	PH-TSN	DA42	Twin Star Netherlands	arr

An Embraer destined for Cityflyer made a stop at Rotterdam on the 7th. The aircraft was already in British Airways colours. Global Reach operated a football charter on the 8th. On that same day a second KLM Boeing arrived from Alicante for lease to Transavia. The Miami Air Boeing 737 previously operating for Transavia from Rotterdam has been transferred to TUI Netherlands for the remainder of its summer lease. It positioned from Rhodes to Rotterdam on the 4st. The Embraer on the 19th was on its way to Sirio on delivery. The Valljet Embraer on the 23rd was a football charter. Fueling problems at Amsterdam resulted in some diversions on the 24th. The previously mentioned Cityflyer Embraer visited the airport for the first time operating for British Airways on the 25th.

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

## Maastricht - Aachen

July 2019			
01. I-SWIA	B747-4R7F	SW Italia	AZG1261/2
N433DC	Global XRS	Copart Equipment	03 2x
SX-KAT	A320-232	Orange2fly	OTF1310/1
VP-BNT	A320-214	Aeroflot	10 AFL7722/3
02. D-CDCM	Ce560XLS+	Air Hamburg	03 AHO332S/359N
D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	TYW523P/524P
F-HJMA	ERJ135BJ	Madar Aviation	VLJ02AA
LZ-BHI	A320-232	BH Air (a/w)	BGH2501/2
03. D-AVZL	A321-271N	Airbus Industrie	09 AIB849B/C
D-CAPB	Ce560 Encore+	Aerowest	
D-CJMK	Ce560XLS+	Air Hamburg	AHO365A
D-ISAR	Raytheon 390	Euroflug Frenzel	04
OK-BEE	Beech 400A	JetBee Czech	05 JBC439G/H
PH-TXA	Ce510	JetNetherlands	
TC-TJR	B737-82R	Corendon Airlines	f/v CAI7A/2B
04. D-IDAZ	Ce525	Donau Air Service	
05. 4K-SW008	B747-4R7F	Silk Way West	AZG1259/60
LX-OCV	B747-4R7F	Cargolux	UAE9962
LX-RCV	B747-4R7F	Cargolux	CLX7135
OO-GLM	Ce680	Air Service Liège	tst
SX-KAT	A320-232	Orange2fly	OTF5312/3
06. LX-TCV	B747-4R7F	Cargolux	CLX8855
OE-FCO	Ce510	GlobeAir	07 GAC723U/898M
OO-GLM	Ce680	Air Service Liège	dep
OO-GLM	Ce680	Air Service Liège	08
PH-BBJ	Ce560XLS+	ASL	
ZS-GAR	A320-231	Corendon Airlines	CAI1683/4
07. 4K-SW008	B747-4R7F	Silk Way West	AZG257/8
G-JOTR	BAe146-RJ85	JOTA Aviation	ENZ408/408F
LX-JCV	B747-4EVERF	Cargolux	CLX7656
LX-RCV	B747-4R7F	Cargolux	CLX7156
OO-XLS	Ce560XLS+	Air Service Liège	
PH-DWS	ERJ135LR	Air Charters Europe	09 JNL824/537
TC-AGL	A330-203	AtlasGlobal	KKK6255/6
08. C-PPX	Global 6000	Skyservice Business Aviation	09

I-SWIA	B747-4R7F	SW Italia	09 AZG1261/2
N893KB	MU-2B-40	Sky West Aviation	11
SX-KAT	A320-232	Orange2fly	OTF1310/1
09. CS-PHE	EMB505	NetJets Europe	NJE4EB
D-FABS	PC-12/47E	Schumacher Packaging	
D-IBJJ	Ce525A	Air Hamburg	AHO146Z/456K
D-IMPO	Beech C90B		
D-ITIP	Ce525	Star Wings Dortmund	STQ222
LZ-BHI	A320-232	BH Air (a/w)	BGH2501/2
PH-DWS	ERJ135LR	Air Charters Europe	12 JNL537/003
SX-KAT	A320-232	Orange2fly	OTF2312/3
10. D-CUBA	Ce525B	Air Service	
G-JMBO	EMB505	Catreus	
LY-BGS	B737-3L9	KlasJet (BRU c/s)	21 KLJ0004
LZ-BHM	A320-232	BH Air	BGH5925/6
OM-GTH	B737-8BK	Corendon Airlines	CAI1383/4
11. C-GNCB	Global Express	AIC Global Holdings	12
D-ITIP	Ce525	Star Wings Dortmund	STQ222
LX-OCV	B747-4R7F	Cargolux	UAE9962
OO-GLM	Ce680	Air Service Liège	12
SX-SOF	A320-232	Corendon Airlines	CAI1483/4
12. CS-DXM	Ce560XLS	NetJets Europe	NJE5EC/5EC
G-ISLL	ATR72-212A	Flybe	BCI526/102P
LX-YCV	B747-4R7F	Cargolux	CLX7135
OO-CEJ	Ce525	Air Service Liège	13
SX-KAT	A320-232	Orange2fly	OTF5312/3
13. 4K-SW888	B747-4R7F	Silk Way West	AZG257/8
OO-GLM	Ce680	Air Service Liège	15
PH-DWS	ERJ135LR	Air Charters Europe	16 JNL428/002
14. D-ITEM	PA-31T2	Aerotours	15 ATU100
LX-YCV	B747-4R7F	Cargolux	CLX7156
TC-ETV	A321-231	AtlasGlobal	KKK6255/6
15. 9H-MBJ	B737-7HE	Jet Aviation	16 JML300
CS-DUA	BAe125-750	NetJets Europe	16 NJE797B/865Y
G-ISLL	ATR72-212A	Flybe	BCI104P/527
N80QJ	G-IVSP	Alaska Finance Holdings	16
OO-GLM	Ce680	Air Service Liège	arr
SX-KAT	A320-232	Orange2fly	OTF1310/1
16. D-CHLR	EMB505	Atlas Air Service	17 ATL9K
D-IAWG	Ce425	Aerowest	
LZ-BHI	A320-232	BH Air (a/w)	BGH2501/2
OY-CKK	Falcon 2000LXS	Air Alsie	MMD44
PH-DWS	ERJ135LR	Air Charters Europe	17 JNL002/722
SX-KAT	A320-232	Orange2fly	OTF2312/3
SX-SOF	A320-232	Corendon Airlines	CAI1283/4
17. G-NOAH	A319-115X	Acropolis Aviation	21 CRV1
LZ-BHM	A320-232	BH Air	BGH5925/6
N215RE	Falcon 2000	Compton Kincaid	20
OY-SKK	Falcon 8X	Air Alsie	MMD22
18. 9H-ALL	Ce525A	Luxwing	21 LWG102/1
CS-DXR	Ce560XLS	NetJets Europe	NJE795K/907U
D-CAGA	EMB505	Luxaviation Germany	LXG55A
D-CHRE	Ce680	Hahn Air	HHN909
D-IHKW	Ce525	ProAir Aviation	
D-ISAR	Raytheon 390	Euroflug Frenzel	
N260AM	Ce525	Bay Air	



From August 2001 onwards this Global Express has been owned by AIC or a company it is related too. C-GNCB is currently registered to AIC Global Holdings, a privately held company. The jet was photographed in these stunning colours at Maastricht - Aachen Airport on 12 July 2019 by Mark Remmel.



A first visit for the most northern civil airport in the Netherlands. EMB550 F-HJLP operated by Air TNB is the first Praetor 600 being delivered to a company on mainland Europe. (Groningen - Eelde, 9 July 2019, Simen Doorschman)

OM-GTH	B737-8BK	Corendon Airlines	CAI1483/4	LX-RCV	B747-4R7F	Cargolux	CLX7156
19. CS-DXR	Ce560XLS	NetJets Europe	20 NJE4VN/299C	OY-FHA	BN-2A-21	CAE Aviation	FHV01
CS-PHE	EMB505	NetJets Europe	21 NJE133R/4EB	PH-DWS	ERJ135LR	Air Charters Europe	31 JNL748/226
EI-REL	ATR72-212A	Stobart Air	26 STK71P/701P	TC-AGF	A330-203	AtlasGlobal	KKK6255/6
N100MC	Ce525 (M2)	Eolo Aviation		29. CS-DXL	Ce560XLS	NetJets Europe	NJE552G/036A
N999YY	G650ER	Solairus Aviation	21 TWY501	I-SWIA	B747-4R7F	SW Italia	AZG251/2
OE-FPK	Ce525A	Salzburg Jet Aviation	21 MOZ437	LX-LGE	DHC-8-402	Luxair	arr LGL11
OY-SKK	Falcon 8X	Air Alsie	MMD22	SX-KAT	A320-232	Orange2fly	OTF1310/1
SX-KAT	A320-232	Orange2fly	OTF5312/3	SX-SOF	A320-232	Corendon Airlines	CAI1183/4
20. 4K-SW888	B747-4R7F	Silk Way West	AZG257/8	30. LZ-BHL	A320-232	BH Air	BGH2501/2
CS-PHJ	EMB505	NetJets Europe	NJE9FF/696K	SX-KAT	A320-232	Orange2fly	OTF2312/3
LN-RDV	DHC-8-402	Widerøe	arr WIF9084	ZS-GAR	A320-231	Corendon Airlines	CAI1283/4
LN-WDI	DHC-8-402	Widerøe	dep WIF9085	31. HB-AMC	ATR42-320	Zimex Aviation	arr IMX9100
OE-FWF	Ce510	GlobeAir	GAC126Y/014N	LZ-BHM	A320-232	BH Air	BGH5925/6
SX-SOF	A320-232	Corendon Airlines	CAI1683/4	OO-HCE	AS355N	Heli & Co	
TC-MCT	B747-412F	Saudia	20 SVA3943				
21. 9H-SFK	Falcon 7X	TAG Aviation Malta	TEU7				
9H-VCL	CL-350	VistaJet Malta	VJT417				
D-CTOR	EMB505	Luxaviation Germany	LXG55OR				
D-ETAO	PA-46-350P						
D-IHKW	Ce525	ProAir Aviation					
LX-RCV	B747-4R7F	Cargolux	CLX7156				
N100MC	Ce525 (M2)	Eolo Aviation					
N260AM	Ce525	Bay Air					
N887WM	G650ER	Bill Gates					
OO-PCJ	PC-12/47E	European Aircraft Private Club					
OY-CKK	Falcon 2000LXS	Air Alsie	MMD44				
OY-EKC	Falcon 7X	Air Alsie	MMD11				
PH-DWS	ERJ135LR	Air Charters Europe	arr JNL819				
TC-AGF	A330-203	AtlasGlobal	f/v KKK6255/6				
22. I-SWIA	B747-4R7F	SW Italia	AZG1261/2				
OO-CEJ	Ce525	Air Service Liège					
SX-KAT	A320-232	Orange2fly	OTF1310/1				
SX-SOF	A320-232	Corendon Airlines	CAI1183/4				
23. 4K-SW888	B747-4R7F	Silk Way West	AZG251/9831				
LZ-BHL	A320-232	BH Air	BGH2501/2				
SX-KAT	A320-232	Orange2fly	OTF2312/3				
SX-SOF	A320-232	Corendon Airlines	CAI1283/4				
24. LZ-BHM	A320-232	BH Air	BGH5925/6				
25. D-CBBS	EMB505	German Privat Jet Group					
D-ISAR	Raytheon 390	Euroflug Frenzel					
LX-GCL	B747-467F	Cargolux	UAE9962				
OM-GTH	B737-8BK	Corendon Airlines	CAI1483/4				
26. D-CNNN	Ce560XLS+	DC Aviation	DCS705				
I-AFOI	Raytheon 390	Italfly	ITL201				
N79AY	Global Express	Thunderbolt Marine	27				
SX-KAT	A320-232	Orange2fly	OTF5312/3				
VP-CEF	HA-420	Seif Aviation					
27. I-SWIA	B747-4R7F	SW Italia	AZG257/8				
OO-GLM	Ce680	Air Service Liège	29				
PH-RBC	EC120B	HeliAir	31 tdy				
TC-ACG	B747-481(F)	Saudia	SVA915/6				
28. CS-CHG	CL-350	NetJets Europe	29 NJE339H/2BX				

The Airbus on the 3rd arrived for painting. It departed in Sichuan Airlines colours and is scheduled to become B-309C. On the 10th a Klasjet Boeing 737 arrived in Belavia colours for a repaint. The Stobart ATR on the 19th departed all white.

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

### Groningen - Eelde

July 2019			
01. LY-OWL	A320-232	TUI Netherlands	f/v TFL608/7
02. D-IHAG	Ce551	Dr. Schenk Flugbetrieb	arr
03. ZJ132/Q	Merlin HC3i	846NAS	04
SE-MLR	DA42NG	M Lab	
SP-TTA	Beech 400A	Smart Jet	
05. N2673D	Ce340A	Kees Meijer - Meijer Beheer	
OK-RLV	G280	Avcon Jet	arr
PH-KFB	DA42NG	KLM Flight Academy	del
06. D-COLO	Ce525C	Jetkontor	JKH32C
07. OK-PVG	PC-12/47E	Gumarny Zubri	
08. D-CKHG	Ce560XLS	Windrose Air	QGA634H/702H
N576MA	TBM-850	HTG Trading	09
09. D-IPCG	Ce425	PGS Holding	
F-HJLP	EMB454	Air TNB	14 LWG1573/1
G-OSRB	B727-2S2F	T2 Aviation	f/v
10. D-INCS	Ce525	Jetkontor	JKH321
D-IPCG	Ce425	PGS Holding	
PH-DTS	DA42NG	Wings over Holland	
11. G-FLXI	PC-12/47E	Flexifly Aircraft Hire	
LN-AGR	Falcon 7X	Sundt Air	arr AKK7
OK-PVG	PC-12/47E	Gumarny Zubri	13
13. D-CKHG	Ce560XLS	Windrose Air	QGA703H/635H
OO-NHX	AS365N3	NHV (SAR titles)	
14. LN-AGR	Falcon 7X	Sundt Air	AKK7
15. ZZ386	Wildcat AH1	847NAS	NVY750
ZZ399	Wildcat AH1	847NAS	NVY750
D-HNHD	EC155	Northern Helicopters	*
N421WE	Ce421C	Intl. Air Services	

PH-DTS	DA42NG	Wings over Holland		PH-RIW	R44	Riwald Recycling	
16.SP-TBM	TBM-930	PLEK2	19	13.PH-HCC	Cabri G2	HeliCentre	
19.D-CMMP	EMB505	Luxaviation Germany	20 LXG55MP	PH-PXB	EC135P2+	Nationale Politie	
D-FABT	TBM-900	Star Work Sky	21	14.PH-FVD	R44	Rotarywings	
HB-FWI	PC-12/47E	AF Assets	arr	15.OO-SEX	Ce208B	Skydive Center Spa	19
OE-FGC	Ce525 (M2)	Fly Tyrol	20 FTY6	16.D-HGVB	R44	Rotavisie	17
20.D-IHKW	Ce525	ProAir Aviation	21	OO-KNM	R44	Noël Keyers	
D-HHHE	EC120B	Heli AG		17.D-HORI	AW109SP	Heli Transair	
21.OE-FGC	Ce525 (M2)	Fly Tyrol		OO-VBA	Bell 206B3	R. Clements	
OE-FRS	Ce525A	Salzburg Jet Aviation		OO-VBA	Bell 206B3	R. Clements	
23.090/ZF	EMB121AN	EAT00.319	CTM1756	PH-WIK	AS350B3	HeliAir	
D-CAMB	Lj31A	Jetcall		18.PH-ECD	EC120B	Heli Holland Holding	
24.CS-PHD	EMB505	NetJets Europe	NJE694Y/758Q	21.D-FIBE	PC-6/B2-H4	KIAS Airlines	25
D-FLBW	PA-46-600TP			PH-LBR	Ce208B	Skydive Rotterdam	26
N123GZ	SF-50	Cirrus Design Corp.	arr	22.PH-HHK	Bell 206L1	Heli Holland Holding	
N542MP	HA-420		f/v 27	23.LX-JFR	PC-12/47E	Jetfly Aviation	
OO-GEE	PC-12/47E	Blue Sky Aviation	25	N2648X	Ce501	T.S. Aviation	
25.D-CAMB	Lj31A	Jetcall		PH-ELP	EC135T2	ANWB - MAA	
OE-FOG	Ce510	GlobeAir	arr GAC839N	24.OO-SPA	Ce208B	Skydive Center Spa	dep
SP-IAF	EMB500	Jet Story		26.LX-JFS	PC-12/47E	Jetfly Aviation	27
26.PH-TCN	P180	JetNetherlands	tst	30.D-HEOY	EC35	Heliventure FTO	Medic1
PH-TCN	P180	JetNetherlands	27				
28.D-HTMH	EC135P2+	Helicopter Travel Munich	2x *				
30.D-CGFJ	Lj35A	GFD	GFD75				
31.D-CGFJ	Lj35A	GFD	GFD75				
N480CH	B737-72T	Crescent Heights of America	01				

The second Diamond 42 for the KLM Flight Academy was delivered via Lelystad on the 5th.

Credits: GEAS, FlyGRQ.

### Deventer-Teuge

				July 2019			
01.D-CPDA	M-28	PD Air Operations	03	01.D-INOB	Ce525A	Atlas Air Service	July 2019
N195JR	Beech 95	Buddy Management	dep	F-HLRS	EMB505	Luxwing	ATL3Z
OO-SEX	Ce208B	Skydive Center Spa		G-JOTS	BAe146-RJ100	JOTA Aviation	02 LWG1403/91
PH-PXC	EC135P2+	Nationale Politie		PH-CJM	Ce680	ASL	ENZ407P/407
02.LN-PNB	PA-31	Blom Geomatics	arr	PH-FJK	Ce525B	JetNetherlands	dep
PH-PXE	EC135P2+	Nationale Politie		PH-FJK	Ce525B	JetNetherlands	05
03.PH-ENK	R44	Bear Helicopters	05	02.OK-ESC	Beech 400XT	Time Air	TIE432S
PH-KIO	P2006T	Kavel 10	dep	PH-HWM	CL-605	JetNetherlands	dep
04.D-FLIZ	Ce208	Skydive Center Spa	12	03.FA107	F-16AM	10w	*Basic41
05.D-IHSI	RC695	Egon Evertz	arr	ST43	SF260D	CC Air (spec mks)	*BAF195
08.PH-ENK	R44	Bear Helicopters		<u>15+01</u>	A319-133X	FBS BMVg	*GAF824
PH-LBR	Ce208B	Skydive Rotterdam	10	<u>LX-N90448</u>	E-3A	NAEW&CF	*Nato40
09.N22SY	PA-46-350P	Sijben Wooncenter		D-665	CH-47D	298sq	*Grizzly1
10.N22SY	PA-46-350P	Sijben Wooncenter		J-017	F-16AM	312/313sq	*Snake01
11.PH-AVV	R44	A. F. C. van Westerop		J-635	F-16AM	312/313sq	*Metal01
				M-ODEL	G450	Hampshire Aviation	
				N887MM	G550	Masimo	
				PH-CJM	Ce680	ASL	04
				PH-HRK	P180	JetNetherlands	04
				ZS-GAR	A320-231	Corendon Airlines	f/v CAI41/0
				04.M-ABGV	Lj45XR	Ryanair	RYR2
				OE-FZE	Ce510	GlobeAir	GAC834S/723T
				OO-PKX	Ce750	Air Service Liège	dep



MM62221/46-85 is one of two EC-27J aircraft in service with 98° Gruppo TM. Both Spartans have been converted to EC-27J "Jedi" (= Jamming and Electronic Defence Instrumentation programme) for electronic warfare purposes. This is a modular system, that is why both aircraft are mostly used for passenger transport within Italy. (Eindhoven, 17 July 2019, Luca Neggers)



Out with the old and in with the new is something we will say many times in the future. F-35 F-001 with special tail markings has not been published by us yet. The aircraft broke down on its first flying attempt during the Dutch Air Forces days. It departed Volkel Air Base on 17 July 2019 back to the States when Mark Broekhans caught it on camera.

OY-OLD	Falcon 8X	Air Alsie	MMD400	D-ISAR	Raytheon 390	Euroflug Frenzel	19
05. D-IFHD	Ce525 (M2)	E-Aviation	EFD2D	19. T.19B-16	CN235-100M	744 Esc	20 AME7415
OO-XLS	Ce560XLS+	Air Service Liège	06	F-HIMA	P180	Investairs	dep
PH-CJM	Ce680	ASL	09	PH-FJK	Ce525B	JetNetherlands	20
PH-HRK	P180	JetNetherlands		PH-HRK	P180	JetNetherlands	
PH-HWM	CL-605	JetNetherlands	11	SP-ESE	B737-8Q8	Enter Air	ENT58JM/59TZ
06.02	C-17A	HAW		20. PH-FJK	Ce525B	JetNetherlands	21
D-CTOR	EMB505	Luxaviation Germany	LXG55OR	21. 15002	CC-150	sq	22 CFC3109
D-IMHA	Ce525A	MHS Aviation	MHV52A	02	C-17A	HAW	Barok73/53
OE-HII	CL-300	LaudaMotion Executive		N387SL	Ce750	Schweitzer Engin. Laboratories	23
PH-MDG	Ce680	Exxaero	07 XRO281	OO-CEJ	Ce525	Air Service Liège	
ZS-GAS	A320-231	Corendon Airlines	f/v CAI41/0	PH-CJM	Ce680	ASL	24
07. OO-PKX	Ce750	Air Service Liège	08	PH-HWM	CL-605	JetNetherlands	
OY-EDP	Ce650	North Flying	NFA077	22. 9H-VCL	CL-350	VistaJet Malta	VJT417
08. FB15	F-16BM	10w/OCU	*BAF451.481	D-HABT	H135	Heeresflieger	GAM010
FB22	F-16BM	2w	*BAF281	HB-JVT	ERJ190LR	Helvetic Airways	OAW8432/1433
FB23	F-16BM	10w/OCU	*BAF481	N341AP	Falcon 2000EX	Southern Air Systems	dep
EJ-CORE	ERJ135BJ	GainJet Ireland	09 GJ165R	PH-FJK	Ce525B	JetNetherlands	25
OO-PKX	Ce750	Air Service Liège	11	PH-HWM	CL-605	JetNetherlands	25
09. FB22	F-16BM	2w	*BAF235	23. D-CCCB	Lj35A	DRF	AMB296
J-146	F-16AM	312/313sq	*Bulldog01	LX-ONE	Lj45	Luxembourg Air Rescue	LRQ416
L-09	PC-7	131EMVosq	*Diamond06	24. HB-JVV	ERJ190LR	Helvetic Airways	OAW1434/8435
PH-CJM	Ce680	ASL	20	PH-CJM	Ce680	ASL	26
10. 79+16	NH90-TTH	THR10	*GAM7916	25. HB-JWC	CL-650	Swiss Air Ambulance	SAZ71/2
D-INCS	Ce525	Jetkontor	JKH321	OO-PKX	Ce750	Air Service Liège	
OO-CEJ	Ce525	Air Service Liège		PH-FJK	Ce525B	JetNetherlands	26
UR-CEZ	An-12BP	Cavok Air		26. D-106	CH-47D	298sq	*Grizzly55
11. D-CFTG	Lj35A	Quick Air Jet Charter	QAJ4638	27. HA-LVE	A321- 271NX	Wizz Air	f/v WZZ2273/4
D-CMMP	EMB505	Luxaviation Germany	12 LXG55MP	28. N341AP	Falcon 2000EX	Southern Air Systems	
OO-PKX	Ce750	Air Service Liège	22	OO-PKX	Ce750	Air Service Liège	31
12. J-368	F-16BM	312/313sq (313sq mks)	*Judge01	PH-CJM	Ce680	ASL	arr
J-509	F-16AM	322sq	*Blade01	PH-FJK	Ce525B	JetNetherlands	arr
F-HGET	PC-12/47E	Getonejet	13	29. 03	C-17A	HAW	Bartok75
13. D-IAAD	EMB500	Arcus Executive Avn	AZE11MI/19MI	L-04	PC-7	131EMVosq	*Diamond11
PH-HWM	CL-605	JetNetherlands		HB-JVT	ERJ190LR	Helvetic Airways	OAW1442/8443
14. PH-HWM	CL-605	JetNetherlands	20	PH-HWM	CL-605	JetNetherlands	
PH-PXD	EC135P2+	Nationale Politie	ZXP04	PH-HWM	CL-605	JetNetherlands	31
15. T.19B-16	CN235-100M	744 Esc	16 AME7415	30. LX-LAA	Lj45	Luxemb. Air Rescue	31 LRQ435/40
D-CTOR	EMB505	Luxaviation Germany	16 LXG55OR	31. HB-JVT	ERJ190LR	Helvetic Airways	OAW8444/1445
OO-XLS	Ce560XLS+	Air Service Liège		OY-CVV	Beech 350	Semler Gruppen	
PH-FJK	Ce525B	JetNetherlands	17	UR-CJN	An-12B	Cavok Air	01 CVK7023/ -
SP-ESG	B737-8Q8	Enter Air	ENT53RD/59UT				
16. LY-COM	A320-212	SunExpress (a/w)	SXS5MH/91A				
N233LT	G550	Honeyflower International	17				
17. MM62221	EC-27J	98° Gruppo TM	IAM4673				
D-COSY	Do328-110	Private Wings	PWF328A/B				
D-CREW	Do328-110	Private Wings	PWF215A/B				
PH-ANO	Ce560XLS	JetNetherlands					
PH-FJK	Ce525B	JetNetherlands	18				
SP-ESE	B737-8Q8	Enter Air	ENT52PD/523				
SP-ESE	B737-8Q8	Enter Air	ENT523/52PD				
18. D-CTOR	EMB505	Luxaviation Germany	19 LXG55OR				

Eindhoven' special this month has to be the Italian EC-27J version of their Spartan transporter. Despite being used as a passenger transport the subversion of the C-27J is rarely seen outside Italy. JOTA Aviation operated a charter for PSV on the 1st. Helvetic Airways operated a charter for FC Basel on the 22nd and on the 24th.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

## Gilze-Rijen

July 2019			
01. <u>D-103</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>D-663</u>	CH-47D	298sq	tst <u>Grizzly92</u>
N-318	NH90-NFH	860sq	<u>Guardian26</u>
02. <u>D-663</u>	CH-47D	298sq	tst <u>Grizzly92</u>
<u>L-03</u>	PC-7	131EMVOsq	* <u>Diamond06</u>
03. <u>G-275</u>	C-130H-30	336sq	* <u>Bull31</u>
04. <u>D-666</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>G-275</u>	C-130H-30	336sq	<u>Bull31</u>
05. L-03	PC-7	131EMVOsq	*
08. <u>D-106</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>D-665</u>	CH-47D	298sq	tst <u>Grizzly91</u>
09. 78+17	NH90-TTH	THR10	GAMG15
79+16	NH90-TTH	THR10	10 GAM7916
<u>D-106</u>	CH-47D	298sq	tst <u>Grizzly91</u>
G-781	C-130H	336sq	*NAF31
J-146	F-16AM	312/313sq	*Bulldog01
<u>N-227</u>	NH90-NFH	860sq	<u>Guardian24</u>
10. L-06	PC-7	131EMVOsq	* <u>Diamond08</u>
L-07	PC-7	131EMVOsq	* <u>Diamond09</u>
N-227	NH90-NFH	860sq	Fiber06
11. <u>D-103</u>	CH-47D	298sq	tst <u>Grizzly95</u>
<u>D-666</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>L-10</u>	PC-7	131EMVOsq	* <u>Diamond10</u>
12. <u>D-102</u>	CH-47D	298sq	tst <u>Grizzly92</u>
J-368	F-16BM	312/313sq (313sq mks)	* <u>Judge01</u>
J-635	F-16AM	312/313sq	* <u>Beaver</u>
PH-PXY	AW139	Nationale Politie	ZXP25
22. <u>N-195</u>	NH90-NFH	860sq	<u>Guardian24</u>
23. <u>H29</u>	A109bA	17sq/1w	* <u>BAF318</u>
<u>D-662</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>D-666</u>	CH-47D	298sq	tst <u>Grizzly91</u>
24. <u>D-662</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>D-666</u>	CH-47D	298sq	tst <u>Grizzly91</u>
25. <u>D-662</u>	CH-47D	298sq	tst <u>Grizzly91</u>
<u>D-666</u>	CH-47D	298sq	tst <u>Grizzly91</u>
29. H46	A109BA	17sq/1w	* <u>BAF317</u>
30. FA134	F-16AM	10w	* <u>Basic51</u>

At the Gilze-Rijen movements of July the two German Army NH90-TTHs stand out, again training with local Chinooks and Cougars. Some local traffic from nearby airbases like C-130Hs from Eindhoven, F-16s from Volkel and PC-7 trainers from Woensdrecht. Majority of the movements were gathered by local test flying activities.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

## De Kooy

July 2019			July 2019
01. <u>H27</u>	A109BA	17sq/1w	*
03. N-324	NH90-NFH	860sq	arr
06. ZJ135	Merlin HC3i	846NAS	NAVY511
G-MCGV	AW169	HM Coast Guard	CG164
09. CH07	C-130H	20sq	2x Monster2
ZZ512	Wildcat AH1	847NAS	NAVY750
10. ZJ131/P	Merlin HC4	845NAS	NAVY753
11. H27	A109BA	17sq/1w	BAF317
14. <u>G-ERBA</u>	AW189	CHC Scotia	arr tdy
<u>OY-HHV</u>	H175	NHV	27 tdy - /NHX610
17. CH07	C-130H	20sq	
83+10	S.Lynx Mk88A	MFG5	GNV4680
S-442	AS532U2	300sq (camo c/s)	
18. CH07	C-130H	20sq	
H46	A109BA	17sq/1w	
G-275	C-130H-30	336sq	
<u>G-781</u>	C-130H	336sq	<u>Devil01</u>
23. 83+10	S.Lynx Mk88A	MFG5	
27. OO-NSI	H175	NHV	tdy arr NHX601
30. G-EMEC	H175	CHC Scotia/v 31	HKS306A/HNL12A
31. G-EMEC	H175	CHC Scotia	HNL12A/HKS30A

The Dutch NH90 on the 3rd arrived by road. The Belgian and Dutch C-130H stand out as largest visitors in July for De Kooy. The Coast Guard helicopter on the 6th arrived for fuel after it had participated in the SAR Katwijk event. Wildcat ZZ512 was heading for Wattisham after its refuel, Merlin ZJ131 was doing the same and headed for Upavon. The German Super Lynx was visiting en route towards and from the RIAT.

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

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

## Leeuwarden

July 2019			July 2019
01. SE-DHP	Lj35A	SAAB Nyge Aero	TGT02
02. N-227	NH90-NFH	860sq	* <u>Neptune03</u>
04. S-419	AS532U2	300sq	Demon2
05. FA109	F-16AM	2w	19 BAF211/283
FA133	F-16AM	2w	19 BAF212/282
08. CH07	C-130H	20sq	19 BAF643
09. G-275	C-130H-30	336sq	NAF71
10. J-020	F-16AM	312/313sq (322sq mks)	Burst04
11. 30+24	EF2000T	TLG74	GAFN74
16801	C-130H-30	Esq501	AFP91
12. CH03	C-130H	20sq	BAF650



In March 2017 this AW189 was registered to Leonardo MW, a wholly owned subsidiary of Leonardo. In February 2018 the helicopter was delivered to Bristow Helicopters. G-MCGV is being operated in HM Coastguard colours and it is based at Lydd. (Den Helder - De Kooy, 6 July 2019, Menno Teunisse)



This Falcon 2000 was delivered to the Hinduja Group in 2007 as VT-HGL, and was later transferred to subsidiary Ashok Leyland in March 2012. The aircraft is being operated by Ashley Aviation, which is a subsidiary of Ashok Leyland. The jet was photographed after it had received a fresh coat of paint. (Lelystad, 27 July 2019, Berend Jan Floor)

16703	C295M	Esq502	AFP01
15. G-781	C-130H	336sq	19 NAF71
17. M-519	EH101 Mk512	Esk 722	DAF3179
G-275	C-130H-30	336sq	18 NAF75
19. CH05	C-130H	20sq	BAF655
16801	C-130H-30	Esq501	AFP45
22. M-519	EH101 Mk512	Esk 722	DAF3179
23. J-063	F-16AM	312/313sq (313sq mks)	02 Fist01/03
J-197	F-16AM	312/313sq (311sq mks)	Fist02
24. FB22	F-16BM	2w	BAF221
D-102	CH-47D	298sq	Grizzly53
31. N-233	NH90-NFH	860sq	*Fiber02

Fightertown Leeuwarden saw various FWIT 2019 related movements in the first half of July 2019. From a Swedish SAAB Learjet for target towing to Portuguese C-130H and CASA 295 transporters. The Danish Merlin visited twice to refuel while heading for the RIAT.

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

### Lelystad

July 2019			
02. OE-FOE	Ce510	GlobeAir	arr GAC713J
03. VT-HGL	Falcon 2000	Ashley Aviation	27
04. OE-FZC	Ce510	GlobeAir	05 GAC602K/579E
OO-STX	EC120B	lpam	
PH-KFB	DA42NG	KLM Flight Academy	05
08. N3935Y	PA-46-350P		
09. PH-PNX	PA-31-350	Slagboom & Peeters	
11. D-CAPB	Ce560 Encore+	Aerowest	
PH-KTM	R44	HeliAir	
PH-PXA	EC135P2+	Nationale Politie	ZXP01
PH-WMO	DA62	Witte van Moort	
12. N125DE	Eclipse 500	Blueprint Automation	
14. ZH847	Merlin HM2	814NAS	NVY814
19. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
21. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
22. D-ISCH	Ce525A	G. Schubert	
23. G-INVN	Sea Fury T Mk.20	Norwegian Spitfire Foundation	
24. D-FSPG	Ce208	BSF Swissphoto	
25. D-ILAT	Eclipse 550	Liebherr Aerospace Lindenberg	
26. PH-ENK	R44	Bear Helicopters	
OY-GPS	P68TC	Bio Flight	tdy
OY-TNS	P68C	Bio Flight	
27. D-HGVB	R44	Rotavisie	
29. OE-ICA	Global 5000	Avcon Jet	07 OAJ99A
30. N41518	PA-46-350P		31

The Falcon on the 3rd paid a visit to the local paint shop. It was replaced after its departure by the Global that arrived on the 29th. The second DA42 for the KLM Flight Academy

arrived on the 4th. It continued the next day to its new home base Groningen.

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

### Volkel

July 2019			
03. LX-N90448	E-3A	NAEW&CF	*Nato40
J-509	F-16AM	322sq	*
L-03	PC-7	131EMOsq	*Diamond02
L-07	PC-7	131EMVOsq	*Diamond20
09. 78+17	NH90-TTH	THR10	*GAMG15
10. FB15	F-16BM	10w/OCU	*BAF471
30. FB14	F-16BM	10w/OCU	*BAF451

The summer season usually means low visitor activities at Volkel as this month's list confirms. The AWACS came to practise some approaches, the German NH90 was heading for Gilze-Rijen and crossed the airfield low level and two Belgian dual seat F-16s closed July.

Credits: SGVolkel Message Board, Scramble MB.

### Woensdrecht

July 2019			
01. 2-BTTC	B737-85R	BBAM (JAI c/s)	arr
03. MM62214	C-27J	98° Gruppo TM	IAM4673
G-275	C-130H-30	336sq	Bull21,31
T.21-06/35-44	C295M	353 Esc	AME3548
CS-TFY	A320-232X	Masterjet	dep LMJ313Y
04. G-275	C-130H-30	336sq	Bull11,31
VP-BQS	B737-8HX	ACG (AUI c/s)	arr
05. G-275	C-130H-30	336sq	Bull11,21
09. PH-GOV	B737-700	Netherlands Government	dep
10. D-102	CH-47D	298sq	tst Grizzly92
11. H27	A109BA	17sq/1w	*BAF317
D-102	CH-47D	298sq	tst Grizzly92
12. D-102	CH-47D	298sq	dep Grizzly92
PH-LAB	Ce550	NLR - TU Delft	*
17. D-102	CH-47D	298sq	*Shadow2
18. H46	A109BA	17sq/1w	*BAF317
N-325	NH90-NFH	860sq	tst Fiber09
22. N-325	NH90-NFH	860sq	tst + dep Fiber10
29. H46	A109BA	17sq/1w	*BAF317
D-102	CH-47D	298sq	*Viking3

The holidays affected Woensdrecht on her July movements as can be seen above. Nevertheless some interesting visitors made it onto the list. On the military side the Italian Spartan stands out, dropping people and support for CIS (Communication and Information Systems) exercise VOLCANEX 2019 and the Spanish CASA 295 doing the same thing. Various





Still in full Ukraine International Airlines colours this Boeing 737 is destined for Malaysian start-up "Love To Fly". Until then VP-BQS is registered to its owner Aviation Capital Group. (Woensdrecht, 4 July 2019, Johan Havelaar)

Eindhoven based 336sq C-130H-30 visits due to an exercise. The new Netherlands Government B737-700 BBJ was finally delivered on 9 July. On the civil side the first exotic arrival started on the first of July, being a former Jet Airways VT-JTB, ending a 4.5 year duty in India following the demise of the airline. The airplane is currently stored at FAS, on behalf of its American lessor, awaiting a new lease contract. Three days later a former Ukraine International B737 arrived, this time ex UR-PSA, and this narrow body will follow the lead of UR-PSB, also heading for Malaysian start-up Love2Fly.

Credits: Johan Havelaar, Scramble MB.

Twente

July 2019			
01. G-275	C-130H-30	336sq	Bull21, Bull31
CS-DLF	Falcon 2000EX	NetJets Europe	02 NJE068Q/783K
PH-HGT	Ce680+	Exxaero	dep XRO117
02. G-275	C-130H-30	336sq	Bull11, Bull21
03. D-IFHD	Ce525 (M2)	E-Aviation	EFD2D
05. CS-PHD	EMB505	NetJets Europe	NJE282K/582W
07. CS-LTB	Ce680A	NetJets Europe	NJE776Q/992G
09. J-646	F-16AM	312sq	*COBRA
CS-DQB	Ce560XLS	NetJets Europe	NJE926D/235Q
CS-PHD	EMB505	NetJets Europe	10 NJE756P/146H
PH-ELP	EC135P2	ANWB – MAA	Lifeliner3
11. CS-DXJ	Ce560XLS	NetJets Europe	12 NJE667H/483W
12. PH-MDG	Ce680+	Exxaero	13 XRO375/321

13. PH-MDG	Ce680+	Exxaero	14 XRO321/398
14. CS-PHH	EMB505	NetJets Europe	15 NJE617N/211L
15. CS-DXL	Ce560XLS	NetJets Europe	NJE688M/765U
19. PH-MDG	Ce680+	Exxaero	XRO398/178
23. D-IBCT	Ce525	ProAir Aviation	
25. CS-DXT	Ce560XLS	NetJets Europe	NJE251M/733N
CS-PHF	EMB505	NetJets Europe	NJE474W/242D
PH-HGT	Ce680+	Exxaero	07 XRO117/336
27. F-HGPG	Ce525	Valljet	VLJ10AP
OO-HMW	EC120B	Helimo	28
29. F-GFDA	Falcon 2000S	Dassault Aviation	
30. CS-TOI	A330-223	TAP Air Portugal	arr TAP9757
31. CS-DXY	Ce560XLS	NetJets Europe	NJE669T / NJE405E
G-MAKN	PC-12/47E	RavenAir	02

The helicopter on the 27th landed on event-terrain. The TAP Airbus on the 30th arrived for disposal by AELS.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

July 2019			
01. HK-4973	EMB120RT	SARPA	02
N1863H	PA-34-200T	Air South	20
N31ZV	Lj31A	Ezair International	tdy
YV3100	PA-31T1		03
03. HK-4973	EMB120RT	SARPA	04
04. N2333K	CeU206G		05
PH-FBH	AW139	DCCG	
05. HI1007	Beech 1900D	Sky High Aviation	



Initially delivered to Austrian Airlines in 1999 this Airbus A330 was added to the TAP Air Portugal fleet in 2007 as CS-TOI. The second A330-200 prototype was flown to Twente for part out by AELS on the day this photo was taken. (Twente, 30 July 2019, Tim Volmer)

HI1017	Beech 1900D	Sky High Aviation	
HK-4411	BAe3201	SARPA	06
HK-4973	EMB120RT	SARPA	
N777SJ	Falcon 7X	Jon L. Stryker	
PR-LRJ	Lj31A	Águia Sistemas de Armazenagem	
06.HK-5013	EMB120RT	SARPA	08
09.HI1052	ERJ145ER	Sky High Aviation	
HK-5013	EMB120RT	SARPA	
N876BB	Ce550 Bravo	Continental Baking	
SE-KXM	Beech 200	Jula	
XA-UTG	Ce525		
10.HK-5255	Lj45	SARPA	
PJ-JAC	Fokker 70	JetAir Caribbean	f/v JAC003/004
PR-LRJ	Lj31A	Águia Sistemas de Armazenagem	
12.HI1017	Beech 1900D	Sky High Aviation	
HI1052	ERJ145ER	Sky High Aviation	
13.HK-5013	EMB120RT	SARPA	14
15.HK-5013	EMB120RT	SARPA	
16.HK-5013	EMB120RT	SARPA	17
17.N777SJ	Falcon 7X	Jon L. Stryker	19
18.HK-4411	BAe3201	SARPA	19
HK-5013	EMB120RT	SARPA	
19.HI1052	ERJ145ER	Sky High Aviation	
HK-5255	Lj45	SARPA	
20.HK-5013	EMB120RT	SARPA	21
N901AM	PA-31	Dove One	31
YV2673	PA-31T2		21
22.HK-5255	Lj45	SARPA	
23.HK-5255	Lj45	SARPA	
25.N264C	Falcon 900LX	International Aviation Holdings	
N876RA	Ce560XL	Parminter Investments	26
PP-BBV	Lj31A	Brasil Vida Taxi Aereo	
26.HI1052	ERJ145ER	Sky High Aviation	
27.HK-4973	EMB120RT	SARPA	28
N208GY	Ce208B	Air Services International Charters	28
29.YV2673	PA-31T2		
30.F-GPYF	ATR42-500	Air Antilles Express	f/v 31
31.HK-5255	Lj45	SARPA	

Air Antilles Express:

F-GPYF	30 <sup>2</sup>	F-OIXH	24 <sup>2</sup> , 26 <sup>2</sup> , 28 <sup>2</sup>
F-OIXD	01, 02 <sup>2</sup> , 03 <sup>2</sup> , 05 <sup>2</sup> , 07 <sup>2</sup> , 09 <sup>2</sup> , 11 <sup>2</sup> , 13 <sup>-2</sup>		
F-OIXD	15 <sup>2</sup> , 19 <sup>2</sup> , 21 <sup>2</sup>	F-OIXO	04 <sup>2</sup> , 06 <sup>2</sup> , 14 <sup>2</sup>
F-OIXE	17 <sup>2</sup> , 23 <sup>2</sup> , 25 <sup>2</sup> , 27 <sup>2</sup> , 29 <sup>2</sup>	F-OMYN	04
F-OIXH	08 <sup>2</sup> , 10 <sup>2</sup> , 12 <sup>2</sup> , 16 <sup>2</sup> , 18 <sup>2</sup> , 20 <sup>2</sup> , 22 <sup>2</sup>		

American:

N3014R	24	N9019F	19, 20
N8031M	08	N9021H	01

N9008U	13	N9025B	17, 27
N9010R	10, 31	N9029F	22
N9011P	03, 06, 12	N12028	29
N9015D	15	N93003	26
N9017P	05		

Aruba Airlines:

C-FXLH 02, 04, 06, 07, 09, 11, 13, 14, 16, 18, 20, 21, 23, 25, 27, 28, 30

Delta:

N690DL	13	N914DU	21
N804DN	14	N6708D	20
N873DN	07	N6712B	27
N902DN	28	N6716C	06

TUI Airlines:PH-TFK 19, 23, 25, 27 PH-TFM 04, 06, 09, 11, 13, 30  
PH-TFL 05, 12, 16, 18, 20, 26United:

N12216	27 <sup>2</sup>	N73283	06 <sup>2</sup>
N33209	13	N77510	20
N37290	20 <sup>2</sup>	N78524	13 <sup>2</sup>
N37293	27	N87513	06

Left out were KLM, Divi Divi Air (BN-2 and DHC-6) and EZ Air (BN-2 and Beech 1900) unless operating on a non-scheduled flight.

SARPA is back on Bonaire with many ambulance flights. There is a hospital on the island, but for the complicated issues patients are brought to Colombia. The locally based Learjet N31ZV is also used for this. The Brazilian Learjet on the 5th was on the way to the States and stopped for fuel, just as it did on the return flight on the 10th. The 9th was a nice day with a bigger than usual Sky High aircraft, a Mexican bizzer island hopping from Curacao to Aruba and a Beech far from home on its way from Ft Lauderdale to Manaus, for delivery to a Argentine customer. The next day was also noteworthy with a new local airline visiting for the first time on a scheduled service to Curacao. It was probably still a trial or training flight as the rest of the month it was not seen anymore. On the 25th another Brazilian guest for fuel from Palm Beach to Brazil. A Caravan on delivery to Guyana on the 27th arriving from Jamaica and continuing to Georgetown-Ogle. On the 31st Air Antilles Express used their newly acquired ATR F-GPYF, but it is unknown in which colours it operated.

Credit: Danny de Kiewit.



Photos from Bonaire are rare in our magazine. Jeandre Cicilia was able to send us this photograph of Falcon 7X N777SJ. This is the chariot of Jon Stryker; an architect, philanthropist and activist. Mr. Stryker is the founder and president of Arcus Foundation.

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<https://forum.scramble.nl/>

# Movements Belgium



HTG Trading has traded in TBM-850 N576MA for a newer TBM-900. N576MA departed to the USA via Iceland on the 12 July while replacement N900FH arrived at its new home on 18 July. (Antwerp, 20 July 2019, Paul Soons)

## Antwerp

			July 2019				
			31 tdy	F-HFTV	Beech 200	Aero Sotravia	tst
				OE-IKT	ERJ135BJ	Intl Jet Management	f/v 09
01.D-GGWB	DA42	Rhein Main Avn		OO-ACO	Ce510	Air Service Liège	09
D-IKBO	Ce525A	Silver Cloud Air		PH-KFA	DA42NG	KLM Flight Academy	
G-ZNTH	Lj75	Zenith Aviation	f/v	PH-STB	Falcon 900C	Exxaero	08
HB-LZR	DA42	Fliegerschule St Gallen		08.M-SAIL	PC-12/47E	G. Gordon	09
OO-HSM	AS355F1	Heli Service Belgium	tst	OE-FXM	Ce525A	Speedwings	09
PH-PXB	EC135P2+	Nationale Politie		OO-HSM	AS355F1	Heli Service Belgium	tst
PH-TXA	Ce510	ASL	02	OO-SAF	R44	SB Logistic	
02.OO-NEY	EMB545	Air Service Liège		PH-KFA	DA42NG	KLM Flight Academy	
PH-PXC	EC135P2+	Nationale Politie		PH-LAW	CeT310R	AFOC Germany	11
PH-TXA	Ce510	ASL	03	09.D-CQAA	Lj45	Quick Air Jet Charter	
SE-MBJ	PA-34-220T	Akrus		D-HBWH	Bo105S	Air Lloyd	12
SE-RIL	Ce560XLS	H-Bird Aviation		D-IFFF	CeF406	Air Taxi Europe	10
SE-RNR	CL-350	European Flight Service		HB-IGV	Falcon 50EX	VF International	10
03.H31	A109BA	17sq/1w		I-VICC	P68B	Aeronike	14
CS-DGW	Ce525B	Valair	04	OK-EJH	Raytheon 390	Erwin Junker Grinding Technology	f/v
D-IIPN	PA-34-220T	P. Nagel	04	10.ST41	SF260D	CC Air	
F-GYPQ	PA-46-350P	Courant		D-HBWH	Bo105S	Air Lloyd	tst
HB-IGV	Falcon 50EX	VF International	04	F-HFMC	TBM-850	Voyag'Air	
HB-LZR	DA42	Fliegerschule St Gallen		HB-IGV	Falcon 50EX	VF International	
OE-FFB	Ce510	GlobeAir		OE-XFG	AS355F1	Sky Heli	f/v 11
OO-ACO	Ce510	Air Service Liège	03	OK-PCC	PC-12/47E	T-Air	
OO-NEY	EMB545	Air Service Liège		OO-ATO	Cabri G2	Diatrans	
PH-HRK	P180	JetNetherlands		OO-GEE	PC-12/47E	Blue Sky Aviation	
04.ST46	SF260D	CC Air		OO-PCI	PC-12/47E	E.A.P.C.	
F-GJFA	Beech B200	Aero Sotravia	08	PH-TXA	Ce510	ASL	11
F-HFTV	Beech 200	Aero Sotravia	08	11.H27	A109BA	17sq/1w	
N66ZG	G650ER	Feldham Enterprises	f/v	CS-LTE	Ce680A	NetJets Europe	
OK-PCC	PC-12/47E	T-Air	05	D-BOOM	CL-300	Windrose Air	12
OO-ACO	Ce510	Air Service Liège	05	D-ICCC	CeF406	Air Taxi Europe	12
OO-GEE	PC-12/47E	Blue Sky Aviation	10	N1440L	R44	EDP Net	tst
PH-CJM	Ce680	ASL	05	N893KB	MU-2B-40	Sky West Aviation	f/v
PH-HHJ	AS355F2	Heli Holland Holding	2x	OO-ACC	Ce525A	Air Service Liège	13
05.D-BETI	Falcon 50EX	Adolf Würth		PH-CGC	Do228-212	Kustwacht	
D-HBWH	Bo105S	Air Lloyd	06	PH-TSN	DA42	Twin Star Netherlands	
F-GJFA	Beech B200	Aero Sotravia	tst	12.D-ASSY	Falcon 7X	Adolf Würth	f/v
F-HFTV	Beech 200	Aero Sotravia	tst	N127QR	Beech 300LW	A. Ruijgrok	26
HB-IGV	Falcon 50EX	VF International		N353CE	AS350B3	De Hondert Margen	13
I-ARFX	ERJ135BJ	Sirio	f/v	N576MA	TBM-850	HTG Trading	dep
OO-ACO	Ce510	Air Service Liège	06	OO-HSA	AS355N	Heli Service Belgium	23
06.D-CHIP	Ce525B	E-Aviation		13.D-IMVC	Beech B200	Starwings	
D-CRON	Ce560XLS	Silvercloud		N353CE	AS350B3	De Hondert Margen	20
F-GJFA	Beech B200	Aero Sotravia	tst	NC14999	L-12A	L. Hellings	2x
F-HFTV	Beech 200	Aero Sotravia	tst	OO-ACC	Ce525A	Air Service Liège	15
N127QR	Beech 300LW	A. Ruijgrok	12	OO-GLM	Ce680	Air Service Liège	
N505YY	Bell 505	Bell Textron		PH-TSN	DA42	Twin Star Netherlands	
OK-PCC	PC-12/47E	T-Air		PH-TXA	Ce510	ASL	14
PH-STB	Falcon 900C	Exxaero	07	14.CS-LTJ	Ce680A	NetJets Europe	
07.D-CMHB	Do328-130	Rheina-Neckar Air	f/v 08 2x	D-IEMO	Raytheon 390	Pro Jet	15
F-GJFA	Beech B200	Aero Sotravia	tst	F-HEET	DA42	Thenavigation	f/v 15
				15.D-IEAH	Beech C90A	Fuchs & Partner	

D-ISTP	EMB500	MHS Aviation		PH-STB	Falcon 900C	Exxaero	22
OO-ACC	Ce525A	Air Service Liège	17	SX-GAB	G450	GainJet	f/v
16.EI-LCM	TBM-850	Geo Power	17	22.D-BETI	Falcon 50EX	Adolf Würth	
I-GAUS	P68	AFOC Germany	18	D-CAWX	Ce680+	Aerowest	
OK-PVG	PC-12/47E	Gumárny Zubří	18	F-GZJX	DA42	Aeroplano	
OO-ACO	Ce510	Air Service Liège	17	F-HGET	PC-12/47E	Get1Jet	f/v 23
PH-NDK	Falcon 900B	Exxaero		HB-LUN	P68C	Swiss Flight Services	23
PH-TXA	Ce510	ASL	17	OO-ACC	Ce525A	Air Service Liège	26
SP-NEO	PA-46-350P	MRX Global		OO-IDE	Ce525	Air Service Liège	30
17.D-CAWU	Ce560XLS	Adolf Würth		PH-TXA	Ce510	ASL	24
EC-JIP	SA226TC	Flightline	18	T7-FOZ	Ce525 (M2)	Open Sky Aviation	29
I-ARFX	ERJ135BJ	Sirio	18	23.H46	A109BA	17sq/1w	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance		CS-CHD	CL-350	NetJets Europe	24
OO-HCZ	AS355N	Heli & Co	19	D-CSCB	Ce560XLS+	Silver Cloud Air	
OO-ISS	Hawk. Fury FB.10	Vintage Fighter Aircraft	f/f dep	HB-GLA	Beech B200	Swiss Flight Services	
PH-NDK	Falcon 900B	Exxaero		M-ARTY	PC-12/47E	Creston (UK)	
PH-STB	Falcon 900C	Exxaero		N134EC	P180	Air Limouzain	f/v
PH-TXA	Ce510	ASL	22	OO-GLM	Ce680	Air Service Liège	
18.H29	A109BA	17sq/1w		OO-HCZ	AS355N	Heli & Co	24
H46	A109BA	17sq/1w		OO-HSM	AS355F1	Heli Service Belgium	12
CS-LTD	Ce680A	NetJets Europe		PH-TSN	DA42	Twin Star Netherlands	
D-CTOR	EMB505	Luxaviation Germany	f/v	24.D-FABS	PC-12/47E	Schumacher Packaging	
D-IABE	PA-42-720	Finow Air Service		M-GETS	PC-12/47E	3FS Aviation	
HS-TOM	PA-46-350P	Nok Flying Club	f/v 23	OK-PMP	PC-12/47E	T-Air	25
I-ARFX	ERJ135BJ	Sirio	19	PH-LAW	CeT310R	AFOC Germany	02
N900FH	TBM-900	Holland Trading Group	del	PH-TSN	DA42	Twin Star Netherlands	
OE-FML	Ce500	Mali Air	f/v 19	25.CS-CHI	CL-350	NetJets Europe	f/v
OO-ACO	Ce510	Air Service Liège	20	CS-DXF	Ce560XLS	NetJets Europe	26
OO-EYP	EC120B	Heli W.S.	2x	I-VICC	P68B	Aeronike	31
OO-HCZ	AS355N	Heli & Co	tst	OO-HSM	AS355F1	Heli Service Belgium	tst
OO-HSA	AS355N	Heli Service Belgium		PH-BBJ	Ce560XLS+	ASL	26
OO-PCK	PC-12/47E	E.A.P.C.		26.CS-GLD	Global Express	NetJets Europe	
19.CH04	C-130H	20sq		D-CDCM	Ce560XLS+	Air Hamburg	f/v
9H-VCG	CL-350	VistaJet Malta		G-YAKG	Yak-18T	G. van Eeckhoudt	del
CS-DVZ	Ce550	Taespejo Portugal		HS-TOM	PA-46-350P	Nok Flying Club	30
D-CAWX	Ce680+	Aerowest		I-GAUS	P68	AFOC Germany	02
D-CHDJ	Ce560XLS	Ohlair		M-GETS	PC-12/47E	3FS Aviation	
HB-FWC	PC-12/47E	TAG Aviation	f/v	N127QR	Beech 300LW	A. Ruijgrok	30
OO-ACC	Ce525A	Air Service Liège	20	OO-ACC	Ce525A	Air Service Liège	27
PH-LAU	Falcon 900EX	Exxaero	20	OO-GEE	PC-12/47E	Blue Sky Aviation	27
PH-MYX	Ce650	JetNetherlands	27	PH-CJM	Ce680	ASL	27
SE-DJK	Falcon 7X	Svenskt Industriflyg	f/v 21	27.D-CHDJ	Ce560XLS	Ohlair	28
SP-KPC	Saab 340A	Sprintair	f/v 20	D-IJOA	Ce525A	Excellent Air	28
20.D-CEFE	Ce525C	E-Aviation	21	G-RORA	EMB550	Centreline Air Charter	28
LX-JFH	PC-12/45	Jetfly Aviation		OO-ACC	Ce525A	Air Service Liège	01
M-ARTY	PC-12/47E	Creston (UK)		OO-GLM	Ce680	Air Service Liège	
OK-ESC	Nextant 400XT	Time Air		OO-VLS	Fokker 50	Air Antwerp	del
OO-STR	AS350B3	Stephex Stables		OY-JJK	Raytheon 4000	Sun-Air of Scandinavia	f/v
21.CS-DVZ	Ce550	Taespejo Portugal		28.CS-DRZ	BAe125-800XPi	NetJets Europe	29
D-CNOC	Ce560XLS	Atlas Air Service	22	CS-DXL	Ce560XLS	NetJets Europe	29
LX-JFE	PC-12/47E	Jetfly Aviation	f/v	M-TSRI	Beech C90GTi	Timpson	f/v 29
OE-FDT	Ce510	GlobeAir		PH-BBJ	Ce560XLS+	ASL	29
OO-IDE	Ce525	Air Service Liège	22	PH-JTJ	Ce680	Exxaero	
OO-STR	AS350B3	Stephex Stables		PH-VTK	PC-12/45	VeTeKa	f/v



The Mitsubishi MU-2 is a rare breed within Europe. MU-2B-40 N893KB was recently listed for sale but in February 2019 the registered owner was changed to a trust. In May 2019 it was photographed in Finland, apparently its new home. 57 Solitaires have been built between 1979 and 1985. (Antwerp, 11 July 2019, Walter Van Brempt)



Active with the Tunisian Air Force since 2014, this Lockheed Martin C-130J-30 was caught on camera arriving at Brussels. The transporter is being operated by 21 squadron, based at Bizerte-Sidi Ahmed according to our Tunisian OrBat. Besides its civilian registration TS-MTL it also carries military serial Z21122 on its tail. (Brussels, 1 July 2019, Jochem Jottier)

YU-BTB	Ce550 Bravo	Air Pink		07. D-CJMK	Ce560XLS+	Air Hamburg	08 AHO479F/332P
29.ST41	SF260D	CC Air		N743CK	B747-446(F)	Kalitta Air	08 CKS244
CS-DLJ	Falcon 2000EX	NetJets Europe	f/v	08. G-ZAPX	B757-256	Titan Airways	JAF551/2KC
D-AIRV	ERJ135BJ	Air Hamburg	f/v	G-ZAPX	B757-256	Titan Airways	JAF96K/552
F-HMAU	EMB500	Lei Moa	f/v	SP-LRF	B787-8	LOT	LOT235/6
PH-CTH	Falcon 2000LX	Exxaero		TC-AGD	A330-203	AtlasGlobal	09 TWI461/4
SE-RNR	CL-350	European Flight Service		10. D-CKHG	Ce560XLS	Windrose Air	11 QGA110F/973K
30.D-CSCE	EMB505	Luxaviation Germany	f/v 31	11. 2-RNWL	Ce525 (M2)	Ortac	ORT168
N127QR	Beech 300LW	A. Ruijgrok		D-BOBI	Falcon 2000LX	BASF	
OO-HSM	AS355F1	Heli Service Belgium	tst	D-CAPB	Ce560 Encore+	Aerowest	dep
OO-IDE	Ce525	Air Service Liège	01	D-CJPG	Lj35A	Quick Air	
PH-MBO	DA62	M. de Boer	f/v	D-FAFM	TBM-910	Volatus	12
31. ST41	SF260D	CC Air		HB-JGQ	CL-300	Premium Jet	12
CS-LTI	Ce680A	NetJets Europe	01	LX-JFD	PC-12/47E	Jetfly Aviation	
D-IFGU	Ce425	Air 7		LX-JFQ	PC-12/47	Jetfly Aviation	
I-ARFX	ERJ135BJ	Sirio		N48FB	Falcon 2000	WKC Corp.	dep
N25GJ	TBM-700	G. de Jong	dep	VQ-BSO	Falcon 7X	Shell Aircraft	
OK-PCC	PC-12/47E	T-Air	01	12. D-CEMS	Ce525B	Meyer Werft	
OO-STR	AS350B3	Stephex Stables		D-CQAA	Lj45	Quick Air	QAJ3469
PH-MYX	Ce650	JetNetherlands	arr	F-HEXR	Falcon 7X	Exair	13 DSO12XR
PH-TXA	Ce510	ASL		HB-JSF	CL-650	Robert Bosch	
PH-VBG	Falcon 2000EX	JetNetherlands	01	N743CK	B747-446(F)	Kalitta Air	CKS977/8
				13. G-TGPG	B737-3Y0	2Excel Aviation	15 BRO37A
				SX-SOF	A320-232	Corendon Airlines	
				14. ES-SAT	A320-214	TUI Belgium (a/w)	arr
				HI1040	G-IVSP	Helidosa	
				N432HC	G-IVSP	Clay Lacy Aviation	
				15. D-CQAA	Lj45	Quick Air	arr QAJ1437
				17. SU-TCH	A330-203	Almasria Universal	
				18. D-COLO	Ce525C	Jetkontor	JKH32C
				EI-RJU	BAe146-RJ85	CityJet	19 DLH1024/CLH2271
				HB-FWC	PC-12/47E	TAG Aviation	19
				VP-BWR	B737-79T	Bel Air	
				19. 9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)	
				CS-LAU	Ce680A	NetJets Europe	NJE835Y/681Y
				D-ASAP	ERJ135BJ	Air Hamburg	20 AHO843Q
				F-HEXR	Falcon 7X	Exair	DSO19XR
				F-HFCN	ERJ145MP	VallJet (EZE c/s)	
				G-FLCN	Falcon 900B	Xclusive Jet Charter	20
				G-FXMR	Beech 400XT	Flexjet	20 FLJ52/3
				G-ZNTJ	Lj75	Zenith Aviation	BZE3A/B
				LX-JFY	PC-12/47E	Jetfly Aviation	dep
				LX-PCA	PC-24	Jetfly Aviation	JFA98S/48A
				N333GW	G650ER	Goldenway Investments	arr
				N63108	G550	Sincere Property Investments	22
				20. CS-LAU	Ce680A	NetJets Europe	NJE771F/021N
				D-AHER	Falcon 900EX	Heron Aviation	21 HRN511
				G-AOLH	Fokker 100	Avanti Air	ATV101H/PEV910
				F-FXCR	Beech 400XT	Flexjet	FLJ52/6
				I-MOFI	Falcon 2000LX	Sirio	21 SIO618

Last month a Boeing 737 was listed on the 8th. That movement should have been included in the Brussels list. The Diamond on the 1st was based at Antwerp all month. The R44 on the 11th operating a local test flight had previously arrived registered as G-CKBI. HTG Trading has sold its TBM-850. The aircraft departed to its new home in the USA via Wick on the 12th. On the 17th the Hawker Fury FB.10 performed its first flight, departing from Antwerp to Brustem. The TBM-900 on the 18th is reportedly a new local. The Holland Trading Group (aka HTG Trading) is listed as the owner. The Yak-18T on the 26th is also a new based aircraft. The first Fokker 50 for Air Antwerp arrived on delivery on the 27th. Mr. de Jong has sold his TBM-700. The aircraft departed to Le Touquet on the 31st.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

Correction			June 2019
08. CS-TQU	B737-8K2	TUI Netherlands	09 TFL61F/62F
			July 2019
01. TS-MTL/22	C-130J-30	21sq	arr
02. N743CK	B747-446(F)	Kalitta Air	CKS977/8
04. LY-NVZ	A320-214	SunExpress	SXS550/1
05. 9H-YES	B737-5Q8	Air X Charter	06 AXY502/611
D-CQAA	Lj45	Quick Air	QAJ4304
G-SUGR	ERJ135BJ	Air Charter Scotland	07 EDC346
06. 3A-MGA	Falcon 8X	Government of Monaco	arr



SmartLynx added this former Aeroflot/Small Planet Airlines Poland Airbus to its fleet early July 2019. YL-LDB was delivered from Erfurt to its summer base Charleroi on 20 July 2019 and operated its first service for TUI Belgium the next day. The A321 diverted to Brussels on 28 July 2019 with a technical issue. (Brussels, 31 July 2019, Yves Deliens)

N604GF	CL-604	TVPX ARS	arr
SE-DJG	ERJ135BJ	European Flight Service	dep
YU-TBA	Ce560XLS+	Swisslion	21
21. D-IMVC	Beech B200	Star Wings Dortmund	
D-IPVD	Ce525A	Prominent Gruppe	
G-FLCN	Falcon 900B	Xclusive Jet Charter	
G-ZNTJ	Lj75	Zenith Aviation	BZE3A/B
LX-JFY	PC-12/47E	Jetfly Aviation	arr
OO-NGI	ERJ190BJ	Flying Group	
YU-TBA	Ce560XLS+	Swisslion	
22. 9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)	
23. OO-SFF	A330-343E	Brussels Airlines	del BEL9902
24. LY-OWL	A320-232	TUI Netherlands	div TFL243
PH-OYI	B767-304ER	TUI Netherlands	div TFL569
TC-JJS	B777-3F2ER	Turkish Airlines	div 25 THY1953
TC-LOF	A330-343E	Turkish Airlines	div THY1958
UR-PSI	B737-9KVER	Ukraine International	div AU1102
25. 63-13188	C-130E	222 Filo	26
B-3999	B737-79L	Beijing Airlines	29 BJN99
27. D-AHER	Falcon 900EX	Heron Aviation	HRN511
EI-GEH	CRJ900	CityJet (a/w)	arr BCY41P
28. YL-LDB	A321-211	TUI Belgium	div 01 JAF3401/340P
N743CK	B747-446(F)	Kalitta Air	29 CKS244
30. F-HEXR	Falcon 7X	Exair	DSO30XR
31. EC-MJE	CRJ200ER	Air Nostrum	
OO-SFF	A330-343E	Brussels Airlines	tst

SmartLynx Estonia took delivery of a new fleet addition on the 14th and leased the aircraft to TUI Belgium on arrival at Brussels. CityJet operated for Lufthansa from 18 till 26 July and was an almost daily visitor during that time frame. Brussels Airlines took delivery of a former Singapore Airbus

A330 which arrived at its new home on the 23rd. On the 24th several fuel diversions from Amsterdam went to Brussels. On the 27th a CityJet CRJ positioned to Brussels after paint into all white at Norwich for wet-lease to Brussels Airlines. The Airbus on the 28th diverted to Brussels with a technical issue while enroute from Charleroi to Algiers. Air Nostrum operated a charter with CRJ200 equipment on the 31st.

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

### Kleine Brogel

			July 2019
01. CH11	C-130H	20sq (special c/s)	*
02. CH01	C-130H	20sq	*
03. CE01	ERJ135LR	21sq	*
H31	A109BA	17sq/1w	*
04. CH01	C-130H	20sq	*
CH04	C-130H	20sq	*
L-04	PC-7	131EMVOsq	*
05. CH01	C-130H	20sq	*
CH07	C-130H	20sq	*
FA72	F-16AM	2w	*
09. CH01	C-130H	20sq	*
10. ST41	SF260D	CC Air (grey c/s)	
OO-XVI	Spitfire LF16E	Vintage Fighter Aircraft	
11. FA81	F-16AM	10w	arr
12. CE03	ERJ145LR	21sq	*
CH05	C-130H	20sq	*
15. CH01	C-130H	20sq	*
H31	A109BA	17sq/1w	*
16. CH03	C-130H	20sq	*



Brussels Airlines is changing its long haul fleet by adding some 'newer' frames to its fleet, replacing the older aircraft. OO-SFF is a former Singapore Airlines aircraft. It arrived at its new home on the day this photo was taken. If you look closely you can see its colours are slightly different than what you are used to. Its lower fuselage is not light blue but white. It is speculated that this will be the new uniformly white livery for Brussels Airlines now that the airline will not be fully integrated into Eurowings. (Brussels, 23 July 2019, Bart Massart)

ST41	SF260D	CC Air (grey c/s)	*	09.FA124	F-16AM	10w (D-Day mks)	*
18.CH05	C-130H	20sq	*	G01	Ce182RG	Federal Police	*
CH11	C-130H	20sq (special c/s)	*	273	B-Hunter	80UAVsq	*
FA70	F-16AM	2w	*	10.CH03	C-130H	20sq	*
FA91	F-16AM	2w	*	FA69	F-16AM	10w	*
H29	A109BA	17sq/1w (demo c/s)	*	FA95	F-16AM	10w	*
ST41	SF260D	CC Air (grey c/s)	*	11.ST02	SF260M+	CC Air (Red Devils c/s)	*
19.ST41	SF260D	CC Air (grey c/s)	*	273	B-Hunter	80UAVsq	*
21.OO-XVI	Spitfire LF16E	Vintage Fighter Aircraft	*	12.ST02	SF260M+	CC Air (Red Devils c/s)	*
22.ZJ190	Apache AH1	663sq	*	ST26	SF260M+	CC Air (yellow c/s)	*
ZJ230	Apache AH1	663sq	*	15.FA104	F-16AM	10w	*
23.CH07	C-130H	20sq	*	FA114	F-16AM	10w	2x *
ST41	SF260D	CC Air (grey c/s)	*	FB23	F-16BM	10w/OCU	*
26.FA72	F-16AM	2w	*	16.ZZ386	Wildcat AH1	847NAS	*
N216DM	CM170R	Stampe & Vertongen Museum	*	ZZ399	Wildcat AH1	847NAS	*
29.CH03	C-130H	20sq	*	17.FA114	F-16AM	10w	*
CH05	C-130H	20sq	*	FB15	F-16BM	10w/OCU	*
30.CH11	C-130H	20sq (special c/s)	*	18.FA114	F-16AM	10w	*
ST41	SF260D	CC Air (grey c/s)	*	D-661	CH-47D	298sq	*
31.CH01	C-130H	20sq	*	19.CH05	C-130H	20sq	*
				FA102	F-16AM	10w	*



Originally delivered to American Trans Air in 2002 this Boeing 737 was added to the China Southern Airlines fleet in 2006. After being withdrawn from use the aircraft was converted to freighter and delivered to West Atlantic in these modern colours in August 2018 as G-NPTB. (Liège, 30 June 2019, Ton Jochems)

On the 11th local F-16AM FA81 came back from an extensive overhaul at SABCA Charleroi, it was one of the planes that went in to long-term storage. Last flight of FA81 was somewhere around April/May 2012, so nice to see this one flying after so many years. During the national holiday flyby above Brussels, Spitfire OO-XVI was seen flying together with local F-16AM FA124 (349 Squadron D-Day markings) and FA57 (350 Squadron D-Day markings). It flew out of Kleine Brogel during the national holiday, and during the rehearsal on 10 July.

Credits: Rik Brebels, Toon Cox, Tom Dolders.

## Koksijde

July 2019			
01.FA56	F-16AM	10w	*
H27	A109BA	17sq/1w	*
274	B-Hunter	80UAVsq	*
02.H35	A109BA	17sq/1w	*
274	B-Hunter	80UAVsq	*
03.FA124	F-16AM	10w (D-Day mks)	*
RN07	NH90-TTH	18sq/1w	*
ST41	SF260D	CC Air	*
274	B-Hunter	80UAVsq	*
04.H26	A109BA	17sq/1w	*
274	B-Hunter	80UAVsq	*
05.H26	A109BA	17sq/1w	*
ST06	SF260M+	CC Air (Red Devils c/s)	08
ST16	SF260M+	CC Air (Red Devils c/s)	08
ST31	SF260M+	CC Air (Red Devils c/s)	08
ST34	SF260M+	CC Air (Red Devils c/s)	08
ST35	SF260M+	CC Air (Red Devils c/s)	08
274	B-Hunter	80UAVsq	*

FA110	F-16AM	10w	*
FB18	F-16BM	2w	2x *
ST02	SF260M+	CC Air (Red Devils c/s)	*
S-453	AS532U2	300sq	*
21.G11	MD902	Federal Police	*
22.FA124	F-16AM	10w (D-Day mks)	*
MM81865	HH-101A	81°Centro AE	*
MM81796	HH-139A	81°Centro AE	*
D-661	CH-47D	298sq	*
S-453	AS532U2	300sq	*
ZJ190	Apache AH1	663sq	*
ZJ230	Apache AH1	663sq	*
23.FA130	F-16AM	2w	*
FA133	F-16AM	2w	*
ST41	SF260D	CC Air (grey c/s)	*
24.CH11	C-130H	20sq (D-Day mks)	*
FA134	F-16AM	10w	*
ST04	SF260M+	CC Air	*
25.CH03	C-130H	20sq	*
26.ST41	SF260D	CC Air (grey c/s)	*
L-04	PC-7	131EMVosq	3x *
30.H21	A109BA	17sq/1w	2x
MM81871	HH-101A	81°Centro AE	*

The Dutch and Italian movements on 18 and 19 July were heading towards the RIAT, returning on 22 July. Small exception are the two AAC Apaches. On 30 July another HH-101A Caesar stopped at Koksijde for some fuel, this time arriving from Yeovilton.

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



Legal steps made by a Ukrainian law firm on behalf of Antonov now prevent Volga-Dnepr to operate their An-124 fleet outside their Russian home turf. To solve this some aircraft are now being operated by Aviacon Zitotrans in these attractive white colours. (Liège, 31 July 2019, Bjorn Van Der Velpen)

## Liège

July 2019			
01.2-JBMF	EMB500	JBFeggair	03
02.OK-RLV	G280	Avcon Jet	03
03.702	AW139	460 MED	tst
UR-CAK	An-12BP	Ukraine Air Alliance	arr UKL4040
UR-CQD	An-26B	Vulkan Air	arr VKA147
05.UR-CNT	An-12BK	Cargo Air Chartering	07 UKL5023/ -
06.UR-CAK	An-12BP	Ukraine Air Alliance	07 UKL4023/ -
07.UR-CNT	An-12BK	Cargo Air Chartering	arr UKL5023
08.D-CJMK	Ce560XLS+	Air Hamburg	AHO332P
SP-SPE	ATR72-202	SprintAir	arr
11.2-JBMF	EMB500	JBFeggair	14
D-CFIV	Lj35A	Air Alliance	AYY118
F-GZTB	B737-33V(QC)	ASL Airlines France	dep
13.A7-CEB	CL-605	Qatar Executive	arr QQE735
D-AGRA	CRJ200LR	Global Reach Aviation	PAV5266
RA-76511	Il-76TD-90	Volga-Dnepr	14 VDA2037/2134
17.N701CK	B747-4B5F	Kalitta Air	CMB543
18.C-GAXX	Ce750	Air Partners	arr
D-CNUE	Lj60	FAI Rent-a-Jet	dep
D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	
D-HBWH	Bo105CBS5	Air Lloyd	
N450RX	G450	Roux Investm. Managem. Comp.	arr
N701CK	B747-4B5F	Kalitta Air	19 CKS9563
UR-CEZ	An-12BP	Cavok Air	arr CVK7061
19.2-JBMF	EMB500	JBFeggair	21
B-95959	Global XRS	Ruentex Group	

CS-DXK	Ce560XLS	NetJets Europe	
CS-DXR	Ce560XLS	NetJets Europe	
D-CHDJ	Ce560XLS	Excellent Air	arr
N234RG	PC-12/45		21
N701CK	B747-4B5F	Kalitta Air	CMB563
N734CK	B747-446(F)	Kalitta Air	CMB557
SP-SPE	ATR72-202	SprintAir	arr
20.D-CHDJ	Ce560XLS	Excellent Air	
F-HRAP	ERJ145LI	Aero4M	arr
21.CS-DXG	Ce560XLS	NetJets Europe	JME523G
LX-FDI	PC-12/47E	Jetfly Aviation	JFA83L/81N
OO-SLM	Ce560XLS	Luxaviation Belgium	arr AAB611
22.C-GAXX	Ce750	Air Partners	dep
24.A7-BFA	B777-FDZ	Qatar Airways	div QTR8101
A7-BGB	B747-8F	Qatar Airways	div QTR8201
OO-JAF	B767-304ER	TUI Belgium	div TFL786
31.RA-82042	An-124-100	Aviacon Zitotrans	01 VDA2121/2182

On the 24th several fuel diversions from Amsterdam went to Liège.

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

## Ostend-Bruges

July 2019			
01.D-ASBG	Falcon 900EX	Airservices Bremgarten	
M-ARTY	PC-12/47E	Creston (UK)	
03.CS-TQU	B737-8K2	TUI Netherlands	JAF073F/074F
ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4482/3
N33VM	PA-46-350P	PGS Holding	05



This Airbus was delivered to Lufthansa in December 1990. D-AIPW was transferred by the parent company to Germanwings in April 2015. On the day this photo was taken the A320 has been flown to Belgium for disposal. (Ostend, 9 July 2019, Nik Deblauwe)



N290BC	P180	Wolf Expert	04	D-FLOC	Ce208B	Fallschirmsport Sky-Fun	24
04. M-CLAB	CL-300	Shamrock Trading	arr	ER-JAI	B747-412(F)	Aerotrans Cargo	23 ATG4487/8
N290BC	P180	Wolf Expert	05	23. C-GUNH	Ce340A	Ulf Hermansson	
05. D-ASBG	Falcon 900EX	Airservices Bremgarten		EC-GPS	SA227AC	Flightline	FTL723
D-ILHE	Ce525	European Flight Academy		24. CH11	C-130H	20sq	
F-HBTV	Ce525 (M2)	Astonjet	ASJ52	9H-JDV	Ce525 (M2)	Nextgen Partners	26
LX-WJA	HA-420	Wijet	FYL53JB/ -	EC-GPS	SA227AC	Flightline	25 FTL724/741
N290BC	P180	Wolf Expert		LX-JFA	PC-12/47E	Jetfly Aviation	25
S5-ACJ	ERJ145LU	Aero4M	07 AEH881/2	25. LX-LQA	DHC-8-402	Luxair	div LGL4597
06. LX-JFR	PC-12/47E	Jetfly Aviation	07	N170EH	ERJ170	Honeywell Int'	N170EHA/B
08. G-RXTV	A109E	Aena Aviation		26. 9H-JDV	Ce525 (M2)	Nextgen Partners	
N290BC	P180	Wolf Expert	10	N290BC	P180	Wolf Expert	29
OK-OBR	C510	Aeropartner		N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
09. D-AIPW	A320-211	Germanwings	arr GWI6950	27. D-BFIL	EMB545	Atlas Air Service	ATL8F
N525L	Ce525B	Morgran Management		N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
OO-CFW	PC-12/47E	Nextgen Partners	10 2x	28. N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
10. D-INFO	PA-31T2			N290BC	P180	Wolf Expert	29
D-IPCG	Ce425	PGS Holding		OY-RUT	MD-82	DAT	JAF171F/1171,1172/172F
N290BC	P180	Wolf Expert	tst	29. 9H-JDV	Ce525 (M2)	Nextgen Partners	
N290BC	P180	Wolf Expert	26	N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
OO-ACC	Ce525A	Air Service Liège		30. 9H-JDV	Ce525 (M2)	Nextgen Partners	31
OO-CFW	PC-12/47E	Nextgen Partners	arr	D-ASBG	Falcon 900EX	Airservices Bremgarten	
12. 9H-NYC	ERJ190BJ	Air X Charter	13 AXY1128/1429	D-CQAB	Lj45XR	Quick Air Jet Charter	
N33VM	PA-46-350P		15	ER-JAI	B747-412(F)	Aerotrans Cargo	ATG4401/2
N500J	G550	Johnson & Johnson	14	HB-VPR	EMB505	Family Airline	
13. C-GGPM	G550	Barrick Gold Corporation		N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
13. ER-JAI	B747-412(F)	Aerotrans Cargo	14 ATG4486/7	31. D-AOLG	Fokker 100	Avanti Air	ATV003H/801H
14. D-CGGG	Lj31A	Jetcall	JCL3	D-AOLH	Fokker 100	Avanti Air	HOP8205/ATV801H
F-HMXL	Ce550	Airlec Air Espace		N170EH	ERJ170LR	Honeywell Int'l	N170EHA/B
N75KH	CL-604	Sun Energy		OK-MJA	L-39ZA	Delta-System Air	
OE-FIS	PA-31T1A	Red Wings Aviation					
16. CH01	C-130H	20sq	17 BAF641	<u>EgyptAir Cargo:</u>			
D-IABE	PA-42-720	Finow Air Service		SU-GCE	02,11,18,21,23,28	SU-GCJ	07,14
F-HMAU	EMB500	Lei Moa		<u>TUI Belgium:</u>			
LX-LAR	Lj45XR	Luxembourg Air Rescue	LRQ185	OO-JAF	01-06 daily	OO-TEA	15, 22
M-BELL	PC-12/47E	B.L. Bell		OO-JAQ	09-20 daily	OO-TNB	27-31 daily
17. CH01	C-130H	20sq	BAF641	OO-JAV	13-27 daily	OO-TUP	01-13,20-31 daily
D-CWAY	Lj55ER	Quick Air Jet Charter	QAJ4539	OO-JEB	01	OO-TUV	01-08 dally
D-IFFF	CeF406	Air Taxi Europe	18 TWG221/144	OO-JVA	08, 29	OO-TUX	06-31 daily
G-SUGR	ERJ135BJ	Air Charter Scotland	18 EDC610/698				
18. EC-GJM	SA227BC	Flightline	FTL932/951A				
19. CH04	C-130H	20sq					
OO-SVG	SV-4B	Johan de Block					
PH-HRK	P180	JetNetherlands					
YR-FKA	Fokker 100	Carpatair	20 KRP3043/4				
20. N33VM	PA-46-350P		arr				
OO-PCJ	PC-12/47E	European Aircraft Private Club					
UR-82008	An-124-100	Ant. Des. Bur.	21 ADB274F/2777				
21. PH-HRK	P180	Jet Netherlands					
22. 9H-JDV	Ce525 (M2)	Nextgen Partners	23				



This Albatros was constructed as a L-39ZA and delivered to the Bulgarian Air Force. From 2004 till 2013 the aircraft was registered in the USA. The Mayzus Aviation Company acquired it in September 2013 as OK-MJA. In 2015 it was purchased by Delta System-Air (dba DSA Aviation Company). (Ostend, 31 July 2019, Nik Deblauwe)

Credits: Replo.be., Nik Deblauwe, Andre Deblauwe.

# Paramaribo-Zanderij 2019 - Part 2



This former Etihad Airbus was flown to Bournemouth early January 2018. The aircraft was registered to European Aviation Group as 2-FIXP later that month. The A340-600 was registered to Maleth-Aero as 9H-PGS in March 2019. After a positioning flight to Stansted it operated its first charter on 28 May 2019. Although the company is legally based in Malta the aircraft still calls Bournemouth home. That is also were the Airbus departed to after having arrived from Amsterdam. (Paramaribo, 29 June 2019, Raoul de Miranda)

## Johan Adolf Pengel (Paramaribo, Surinam)

			April 2019	
01. PZ-HCK	BK177	United Aviation Services		
PZ-HDF	R44	Pegasus Air Services		
RA-76951	Il-76TD-90	Volga-Dnepr	dep VDA1881	
YV621T	B737-4H6	Turpial Airlines		12
04. PZ-TBS	Ce208B	Gum Air		
05. N226G	B757-23A	Comco Coporation		
09. N745KD	Lj45XR	SOL Petroleum - ITC-CS		10
PZ-HCK	BK177	United Aviation Services		
YV3409	Ce560XL	Veserca		10
11. PZ-TBK	Ce208B	Gum Air		
PZ-TBN	DHC-6-310	Gum Air		
PZ-TSK	Ce208B	Blue Wing		
15. YV2887	Beech 58			16
18. N168CE	G-V	Caesar's Entertainment		
PZ-TBK	Ce208B	Gum Air		
PZ-TSK	Ce208B	Blue Wing		
19. HK-4891	Lj31A	Fund. Cardiovascular de Colombia		
23. N168CE	G-V	Caesar's Entertainment		24
YV622T	B737-4H6	Turpial Airlines		30
24. F-GKMA	AS350B2	Hélicoptère de France		
25. N811TJ	B737-306(F)	Swift Air Cargo	SWQ800/1	
PZ-TBY	DHC-6-310	Gum Air		
27. F-OIXG	L-410UVP-E20	Air Guyana Express		
N960DF	Ce414A	Air Services International		
PZ-TBT	Ce208B	Gum Air		
29. F-GIJQ	AS350BA	Helicojyp		
HI1050	G-IVSP	Helidosa		
30. PZ-TBN	DHC-6-310	Gum Air		

### Amerijet International:

N347CM	08, 10, 12	N378CX	26
N373CM	05		

### Caribbean Airlines:

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

### GOL:

PR-GGT	10	PR-VBO	06
PR-GTJ	20	PR-VBQ	17
PR-VBG	03	PR-VBU	24
PR-VBI	27	PR-VBW	13

### Northern Air Cargo:

N379CX	02, 09, 16, 17, 25, 30
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### StratAir:

N351CM	03, 23
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### TUI Netherlands:

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

FlyAllways used B737-400 YV621T of Turpial until the 12th after which it was replaced by Boeing YV622T from the 23rd for their flights to Cuba. Although not listed Air Belgium operated flights for SLM with Airbus A340s OO-ABE and ABA on the 3rd, 5th, 7th, 10th, 12th, 14th, 17th, 19th, 21st, 24th, 26th and 28th, as their sole A340 was still in maintenance. The Volga-Dnepr Il-76 mentioned in March 2019 departed on the 1st. The Boeing 757 on the 5th operated for the US Air Force from Port au Prince to Miami. The Gulfstream on the 18th departed to Accra, Ghana with a delegation of the Surinam Government to return a couple of days later. The cargo Boeing 737 on the 25th operated for SLM.

			May 2019	
01. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
PR-GCR	EMB505	Contil		
YV622T	B737-4H6	Turpial Airlines		05
03. EC-MFA	A340-313X	Plus Ultra Lin. Aéreas	04 SLM993/4	
F-GZSD	AS350B1	Helicojyp		
N81EX	ERJ145ER	Exodus Aircraft		05
04. HI1050	G-IVSP	Helidosa		f/v
N960DF	Ce414A	Air Services International		
PZ-TBS	Ce208B	Gum Air		
05. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
07. 1x	AS555	AdIA	CTM1186	
YV613T	B737-4S3	Turpial Airlines		19
08. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
N32PA	Lj36A	Phoenix Air Group		
PZ-NAU	CeU206F	MAF Suriname		
09. TG-COC	Beech B200	COCESNA		tdy 16
YV3166	Beech 58			
10. EC-MFA	A340-313X	Plus Ultra Lin. Aéreas	11 SLM993/4	
11. F-OIXT	L-410UVP-E20	Air Guyane Express		
HI1040	G-IVSP	Helidosa		
12. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
15. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
PZ-NAU	CeU206F	MAF Suriname		
16. FAC1215	ERJ135BJ	ESCVE 821		
PZ-TBN	DHC-6-310	Gum Air		
17. EC-MFA	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
18. F-OIXG	L-410UVP-E20	Air Guyane Express		
PZ-TBN	DHC-6-310	Gum Air		
19. EC-MQM	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
N316VB	G-IVSP	Living Word Christian Center		21
PZ-TBS	Ce208B	Gum Air		
22. EC-MQM	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
23. HK-4891	Lj31A	Fund. Cardiovascular de Colombia		
YV613T	B737-4S3	Turpial Airlines		31
24. C-GKTO	CL-604	Execaire		25
EC-MQM	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4	
26. EC-MQM	A340-313X	Plus Ultra Lin. Aéreas	27 SLM993/4	
28. N200JB	CL-300	Flightworks		29

PZ-TBN	DHC-6-310	Gum Air	
29.EC-MFB	A340-313X	Plus Ultra Líneas Aéreas	SLM993/4
30.PZ-TBS	Ce208B	Gum Air	
31.RA-82079	An-124-100	Volga-Dnepr	07 VDA1953

Amerijet International:

N316CM	31	N373CM	05, 17
N347CM	10, 24		

Caribbean Airlines:

9Y-ANU	18, 25	9Y-MBJ	02
9Y-JMC	04, 07, 30	9Y-POS	09
9Y-JMD	16, 23	9Y-SXM	14
9Y-JMF	11	9Y-TAB	28
9Y-KIN	21		

GOL:

PR-GEJ	29	PR-VBH	01, 04
PR-GEK	11	PR-VBO	22
PR-GOR	15, 18	PR-VBU	08
PR-GTV	25		

Northern Air Cargo:

N379CX 01, 08, 21

StratAir:

N351CM 07, 14, 22, 28, 30

TUI Netherlands:

PH-TFL 06, 13                      PH-TFM 20, 27

FlyAllways used B737 YV622T of Turpial until the 5th after which it was replaced by the YV613T from the 7th for their flights to Cuba. This month Plus Ultra operated most flights for SLM to Amsterdam fortunately with different aircraft. The Beech on the 9th performed calibration flights during the week it was based at the airport. Great they use different companies from different nations every time for this important job. Two military visitors this month, unfortunately the French helicopter could not be identified on the 7th, but the Colombian on the 16th could. The Antonov on the 31st arrived from Cayenne and stayed till 7 June.

June 2019

01.F-OIXI	L-410UVP-E20	Air Guyane Express	
PZ-TLV	Ce206	Blue Wing Airlines	
YV613T	B737-4S3	Turpial Airlines	02
02.YV622T	B737-4H6	Turpial Airlines	09
05.PP-JNJ	Bell 429	NJN Participacoes	06
06.8R-GAD	Ce208B	Trans Guyana Airways	div
PZ-NMA	GA-8	MAF Suriname	div
PZ-TSK	Ce208B	Blue Wing Airlines	div
07.RA-82079	An-124-100	Volga-Dnepr	dep
08.PZ-TBN	DHC-6-310	Gum Air	
09.YV613T	B737-4S3	Turpial Airlines	30
11.CN-GMT	G450	Nomad Aviation	12
13.PZ-TBY	DHC-6-310	Gum Air	

14.12-3047	C-146A	524th SOS	
15.F-OIXT	Let 410	Air Guyane Express	
18.N541QS	Ce680A	NetJets	19
PZ-TBY	DHC-6-310	Gum Air	
19.N706RM	Beech 400A	United Teleports	20
PZ-TBY	DHC-6-310	Gum Air	
20.PZ-TBT	Ce208B	Gum Air	
22.F-OIXT	Let 410	Air Guyane Express	
N876BB	Ce550 Bravo	Continental Baking	25
24.12-3047	C-146A	524th SOS	
27.PR-PJS	Bell 407GXi		
PZ-TBS	Ce208B	Gum Air	
PZ-TBY	DHC-6-310	Gum Air	
28.9H-PGS	A340-642	Maleth-Aero (a/w)	29 SLM993/3003

Amerijet International:

N319CM 14                      N378CX 08, 21, 28

Caribbean Airlines:

9Y-BGI	01, 22	9Y-MBJ	04, 06, 08, 15
9Y-JMC	18, 20	9Y-SXM	13, 27
9Y-JMD	11, 29	9Y-TAB	25

GOL:

PR-GEH	20	PR-GIG	05
PR-GEI	15, 26	PR-VBH	08, 12, 29
PR-GEK	22	PR-VBQ	01

Northern Air Cargo:

N379CX 04, 20, 25

StratAir:

N351CM 04, 11, 18, 26

TUI Netherlands:

PH-TFK 10                      PH-TFM 17, 24  
PH-TFL 03

FlyAllways used Boeing 737s YV613T and YV622T of Turpial this month for their flights to Cuba. The Antonov that had arrived in May departed on the 7th. A brand new Brazilian Bell came for fuel on the 5th after having visited Dominica and Trinidad and Tobago before, it continued to Cayenne. The 6th brought diversions from Zorg en Hoop due to bad weather in town. The Moroccan minister of foreign affairs visited Suriname on the 11th. A nice visitor for the US embassy on the 14th (Port of Spain v.v.) and 24th (San Juan v.v.). Another Bell delivery on the 27th. This is the first Bell 407GXi for Brazil. This month SLM was able to operate almost all flights to Amsterdam with their own A340, except on the 28th when help was needed.

Left out were KLM (B747), Surinam Airways (B737 and A340) and the Fly Allways F70s.

Credits: Danny de Kiewit, Andrew Muller.



COCESNA is the acronym for Corporación Centroamericana de Servicios de Navegación Aérea or in English "Central American Corporation for Air Navigation Services". This Beech B200 has been in service with the Air Navigation Services provider since August 2001 when it was registered YS-111-N. The aircraft was reregistered to TG-COC in April 2019. Although mostly working in the Central American Region it also performs work for third parties in non-member states. (Paramaribo, 14 May 2019, Andrew Muller)

# Military Movements Elsewhere



The V-22 is a type based at RAF Mildenhall, and therefore usually not mentioned in the Military Movements Elsewhere section of our magazine. But when you consider that the prototype made its first flight in 1989, the Osprey today still is a remarkable futuristic design. This photo of 07-0033 by Patrick Vercauteren, taken on 31 July 2019 at Mildenhall, does justice to this 'beast'.

## Germany

### Ramstein

				July 2019			
01. ZZ177	C-17A	99sq	RRR6488/6708	03.03-3117	C-17A	183rd AS MS ANG	04 RCH112
84-0061	C-5M	436th AW	02 RCH795	07-7181	C-17A	437th AW	04 RCH627
02-1098	C-17A	305th AMW	02 RCH342	166514/BH	KC-130J	VMGR-252	04 Bronco35
03-3117	C-17A	183rd AS MS ANG	02 RCH313/112	04.90-0535	C-17A	89th AS AFRC	05 RCH555
03-3119	C-17A	183rd AS MS ANG	RCH471	99-0169	C-17A	437th AW	05 RCH349
05-5145	C-17A	729th AS AFRC	dep RCH203	04-4133	C-17A	305th AMW	05 RCH681
06-6167	C-17A	436th AW	dep RCH715	06-6156	C-17A	60th AMW	05 RCH114
08-8202	C-17A	62nd AW	02 RCH262	07-7186	C-17A	437th AW	RCH292
09-9208	C-17A	437th AW	dep RCH235	09-9211	C-17A	62nd AW	06 RCH111/448
09-9211	C-17A	62nd AW	dep RCH111	10-0223	C-17A	437th AW	07 RCH153/627
10-0215	C-17A	437th AW	02 RCH263	05. H27	A109BA	17sq/1w	BAF317
73-1581/DM	EC-130H	355th Wg	dep Batt43	85-0003	C-5M	436th AW	06 RCH553
89-1056	AC-130U	1st SOW	03 RCH1008	90-0535	C-17A	89th AS AFRC	07 RCH555
89-9103	C-130H	357th AS AFRC	dep Herky764	06-6166	C-17A	436th AW	06 RCH255
89-9103	C-130H	357th AS AFRC	03 HKY764/RCH160	06-6167	C-17A	436th AW	06 RCH154
90-0167	AC-130U	1st SOW	03 RCH1004	07-7181	C-17A	437th AW	06 RCH627/153
91-9144	C-130H	357th AS AFRC	dep Hky05/RCH155	58-0088	KC-135T	171st ARS MI ANG	dep RCH416
61-2670/OF	OC-135B	55th Wg	02 OSY12T	06. ZH889/889	Hercules C5	24sq/47sq	RRR5611
2x	F-35A	388th FW	*	87-0039	C-5M	337th AS AFRC	11 RCH338
13-08437	CH-47F	B/1-214th AVN	Grit96	99-0169	C-17A	437th AW	RCH448/219
2x	UH-60	US Army	Lord10Flight	02-1098	C-17A	305th AMW	07 RCH183
165151	C-20G	CFLSW Det Sigonella	Catbird1	03-3115	C-17A	183rd AS MS ANG	07 RCH328
166514/BH	KC-130J	VMGR-252	02 Bronco35	06-6166	C-17A	436th AW	07 RCH328
02. MM7019/6-02	Tornado ECR	155°Gr	* Rocket03	09-9209	C-17A	62nd AW	RCH308
MM7030/6-73	Tornado ECR	155°Gr	* Rocket04	61-2670/OF	OC-135B	55th WG	07 OSY12T
95-0104	C-17A	155th AS TN ANG	03 RCH531/243	07.86-0029	KC-10A	60th AMW	08 RCH248
00-0182	C-17A	167th AS WV ANG	dep RCH243	02-1110	C-17A	62nd AW	08 RCH231
00-0182	C-17A	167th AS WV ANG	11 RCH243/531	03-3115	C-17A	183rd AS MS ANG	08 RCH328/330
04-4134	C-17A	305th AMW	03 RCH563	06-6166	C-17A	436th AW	08 RCH255
07-7174	C-17A	436th AW	RCH245	06-6167	C-17A	436th AW	RCH154
07-7186	C-17A	437th AW	03 RCH287/292	07-7181	C-17A	437th AW	08 RCH153/698
08-8191	C-17A	437th AW	07 RCH110	10-0215	C-17A	437th AW	08 RCH533
10-0215	C-17A	437th AW	RCH263	08.99-0169	C-17A	437th AW	10 RCH219/878
165151	C-20G	CFLSW Det Sigonella	Catbird1	01-0188	C-17A	137th AS NY ANG	09 RCH566
900528	C-26D	AOD Sigonella	03 CNV6202	95-6710	C-130H	130th AS WV ANG	09 Herky784
09-0540	C-40C	73rd SOS AFRC	03 Spar20	09. C-215	CL-604	Esk721	DAF6445
166514/BH	KC-130J	VMGR-252	03 Bronco35	02	C-17A	HAW	Bartok50
95-6710	C-130H	130th AS WV ANG	06 RCH547/HKY784	84-0061	C-5M	436th AW	10 RCH700
15-5195/HL	F-35A	4th FS	* Wrath01	98-0057	C-17A	137th AS NY ANG	10 RCH346
17-5251/HL	F-35A	421st FS	* Wrath02	03-3115	C-17A	183rd AS MS ANG	11 RCH330
90-26266	UH-60L	A/2-1st AVN	Army26266	07-7181	C-17A	437th AW	10 RCH657/744
				09-9212	C-17A	437th AW	10 RCH151
				95-6710	C-130H	130th AS WV ANG	10 Herky784/04
				09-72097	UH-72A	JMRC	Army72097
				09-72108	UH-72A	JMRC	Army72108



87-0171/SJ	F-15E	335th FS	26 Trend52/Rocket11	06-3171	C-130J-30	317th AW	23 Herky782/781
87-0197/SJ	F-15E	334th FS	26 Trend53/41	07-8608/RS	C-130J-30	37th AS	23 Herky782
88-1682/SJ	F-15E	336th FS	26 Trend51/44	08-3179	C-130J-30	317th AW	23 Herky782/780
89-0485/SJ	F-15E	333rd FS	26 Trend54/52	08-8602/RS	C-130J-30	37th AS	23 Herky782/783
97-00105	UC-35A	E/1-214th AVN	* Duke33	23.1504	C-130E	13.ELTr	PLF254
09.06-6167	C-17A	436th AW	11 RCH492/488	78-0641/MI	A-10C	107th FS MI ANG	24 Tabor82
88-1683/SJ	F-15E	335th FS	26 Trend41/51	78-0693/MD	A-10C	104th FS MD ANG	24 Tabor84
88-1684/SJ	F-15E	333rd FS	26 Trend44/43	79-0082/MD	A-10C	104th FS MD ANG	24 Tabor85
89-0499/SJ	F-15E	334th FS	26 Trend43/42	80-0222/MI	A-10C	107th FS MI ANG	24 Tabor81
90-0230/SJ	F-15E	333rd FS	26 Trend42/53	80-0262/MI	A-10C	107th FS MI ANG	24 Tabor83
10.85-0004	C-5M	436th AW	11 RCH518	81-0975/MI	A-10C	107th FS MI ANG	24 Tabor86
84-00165	C-12U-3	E/1-214th AVN	Duke31	87-0044	C-5M	60th AMW	25 RCH555
06-6158	C-17A	60th AMW	11 RCH256	86-0034	KC-10A	60th AMW	24 Blue41
11.44+72	Tornado IDS	TLG33	* Bomber	07-7174	C-17A	436th AW	24 RCH263
06-6159	C-17A	60th AMW	13 RCH327	24.02	C-17A	HAW	Bartok25
06-6167	C-17A	436th AW	12 RCH488	78-0719/MD	A-10C	104th FS MD ANG	25 Tabor93
12.07-7178	C-17A	305th AMW	13 RCH470	79-0640/MD	A-10C	104th FS MD ANG	25 Tabor92
13.95-0104	C-17A	155th AS TN ANG	14 RCH409	80-0221/MI	A-10C	107th FS MI ANG	25 Tabor91
14.78+38	NH-90TTH	IHAZ	* GAM G15	81-0998/MI	A-10C	107th FS MI ANG	25 Tabor94
15.FB23	F-16BM	10w	* BAF451	79-1712	KC-10A	305th AMW	25 Blue31
87-0030	C-5M	60th AMW	16 RCH456	96-0004	C-17A	62nd AW	25 RCH486
97-0047	C-17A	437th AW	16 RCH618	97-00105	UC-35A	E/1-214th AVN	* Duke36
08-8196	C-17A	62nd AW	17 RCH450	25.02	C-17A	HAW	Bartok25
06-3171	C-130J-30	317th AW	16 Herky760/761	98-0053	C-17A	62nd AW	26 RCH393
06-8611/RS	C-130J-30	37th AS	16 Herky760/763	06-6155	C-17A	60th AMW	26 RCH431
08-3179	C-130J-30	317th AW	16 Herky760	06-3171	C-130J-30	317th AW	Herky780
08-8602/RS	C-130J-30	37th AS	16 Herky760762	08-3179	C-130J-30	317th AW	Herky781
16.LX-N90448	E-3A	NAEW&CF	* Nato41	08-8602/RS	C-130J-30	37th AS	Herky782
07-7181	C-17A	437th AW	17 RCH537	97-00102	UC-35A	E/1-214th AVN	* Duke36
09-9212	C-17A	437th AW	17 RCH451	26.07-7169	C-17A	436th AW	RCH167
17.06-8611/RS	C-130J-30	37th AS	Herky795	07-7178	C-17A	305th AMW	RCH324
64-14836	KC-135R	108th ARS IL ANG	18 RCH207	27.02	C-17A	HAW	Bartok25
85-1412/TX	F-16C	457th FS AFRC	Spad62/Spad92	95-0104	C-17A	155th AS TN ANG	28 RCH425
85-1472/TX	F-16C	457th FS AFRC	Spad61/Spad91	97-0046	C-17A	437th AW	28 RCH534
18.06-6167	C-17A	436th AW	19 RCH429	06-6155	C-17A	60th AMW	28 RCH255
07-7181	C-17A	437th AW	19 RCH537	57-1441	KC-135R	174th ARS IA ANG	28 RCH195
06-8611/RS	C-130J-30	37th AS	Herky763	62-3553	KC-135R	6th AMW	28 Blue45
19.07-7174	C-17A	436th AW	20 RCH234	28.02	C-17A	HAW	Bartok25
84-0085	C-21A	76th AS	Falcon01	06-6161	C-17A	60th AMW	29 RCH458
02-0203	C-40C	201st AS DC ANG	Boxer40	07-7169	C-17A	436th AW	29 RCH663
06-3171	C-130J-30	317th AW	Herky761	58-0124	KC-135R	22nd ARW	29 RCH416
08-3179	C-130J-30	317th AW	Herky760	29.44+06	Tornado IDS	TLG33	* BU24T
20.96-0005	C-17A	137th AS NY ANG	21 RCH320	78-0682/MD	A-10C	104th FS MD ANG	30 Tabor96
04-4132	C-17A	305th AMW	21 RCH141	80-0163/MI	A-10C	107th FS MI ANG	30 Tabor95
21.58-0098	KC-135R	132nd ARS ME ANG	22 RCH553	08-8199	C-17A	62nd AW	30 RCH625
22.LX-N90443	E-3A	NAEW&CF	* Nato40	62-3578	KC-135R	141st ARS NJ ANG	30 Blue46
88-0266	C-17A	437th AW	24 RCH270	15-5166/HL	F-35A	4th FS	dep Mazda12
99-0062	C-17A	437th AW	RCH846	15-5173/HL	F-35A	4th FS	dep Mazda13
06-6157	C-17A	60th AMW	23 RCH208	15-5183/HL	F-35A	4th FS	dep Mazda14



The Belgian Air Force has not hesitated to follow other airforces in the commemoration of the 75th Anniversary of the D-Day Invasion. For the occasion F-16AM FA-57 was painted in this very special livery, with Invasion stripes and 350 Squadron Spitfire drawing on its tail. RAF 350 (Belgian) squadron with its Spitfires Mk.Vs was heavily involved in Operation Overlord on 6 June 1944. The Fighting Falcon was photographed by Ruud van den Berg during the RIAT on 18 July 2019.

15-5202/HL	F-35A	421st FS	dep Mazda11	130615	CC-130J-30	412sq	19 CFC4261
17-5237/HL	F-35A	421st FS	dep Mazda16	17.05-3146	C-130J-30	19th AW	RCH473
17-5252/HL	F-35A	421st FS	dep Mazda15	08-5686	C-130J-30	317th AW	18 RCH403
30.609/3-IF	Mirage 2000D	EC01.003	* FAF7230	15-5822/RS	C-130J-30	37th AS	E10E3
LX-N90453	E-3A	NAEW&CF	* Nato40	15-5826	C-130J-30	317th AW	RCH156
87-0029	C-5M	60th AMW	arr RCH332	19.59-1513/D	KC-135R	351st ARS	Quid52
06-6161	C-17A	60th AMW	31 RCH231	21.1285/SU-BAR	C-130H	4sq/16sq	22 EGY1114
10-0215	C-17A	437th AW	31 RCH524/319	63-8023	KC-135R	126th ARS WI ANG	22 RCH185
31.84-00165	C-12U-3	E/1-214th AVN	* Duke89	22.164182/NY	KC-130T	VMGR-452	23 Yanky97
93-0601	C-17A	758th AS AFRC	RCH685	23.168071/BH	KC-130J	VMGR-252	* Bronco31
97-00102	UC-35A	E/1-214th AVN	Duke24	24.130606	CC-130J-30	436sq	25 CFC2572
92-3914	F-16CM	157th FS SC ANG	arr Mace01	27.1285/SU-BAR	C-130H	4sq/16sq	28 EGY1114
93-0537	F-16CM	157th FS SC ANG	arr Mace02	28.165151	C-20G	CFLSW	Catbird1
15-5203/HL	F-35A	421st FS	dep Mazda21	29.168071/BH	KC-130J	VMGR-252	* Bronco36
17-5245/LF	F-35A	308th FS	dep Mazda22				
17-5248/HL	F-35A	421st FS	dep Mazda23				

Credits: MAR, Scramble messageboard.

### Ireland

Shannon			July 2019
03.99-0402	C-37A	99th AS	
08.02-0203	C-40C	201st AS	
84-00170	C-12U-3	US Army	
09.166694	C-40A	USN	
10.166696	C-40A	USN	
12.84-00170	C-12U-3	US Army	
01-0040	C-40B	1st AS	
16.02-0042	C-40B	1st AS	
08-5686	C-130J-30	USAF	
17.05-0730	C-40C	73rd AS AFRC	
22.01-0015	C-40B	1st AS	
24.01-0015	C-40B	1st AS	
26.08-8204	C-17A	437th AW	RCH475
27.07-7184	C-17A	437th AW	RCH811/475
97-0400	C-37A	99th AS	
29.97-00105	UC-35A	US Army	
97-0400	C-37A	99th AS	
30.01-0015	C-40B	1st AS	

Credits: MAR, Scramble messageboard.

### Portugal

Lajes, Azores			July 2019
02.T18-4/45-43	Falcon 900B	451 Esc	AME4561
144617	CC-144B	412sq	CFC3296
03.15003	CC-150	437sq	CFC3166
04.07-1468	C-130J-30	115th AS CA ANG	RCH976
05-1466	C-130J-30	115th AS CA ANG	RCH975
168936/NL-531	EA-18G	VAQ-134	div 06 Mazda24
166946/NL-533	EA-18G	VAQ-134	div 06 Mazda25
07-7184	C-17A	437th AW	06 RCH509
05.78-0650	A-10C	355th Wg	08 Tabor31-36
78-0654	A-10C	355th Wg	08 Tabor31-36
78-0712	A-10C	355th Wg	08 Tabor31-36
79-0209	A-10C	355th Wg	08 Tabor31-36
80-0187/DM	A-10C	355th Wg	08 Tabor31-36
82-0662	A-10C	355th Wg	08 Tabor31-36
87-0121	KC-10A	305th AMW	07 Gold84
02-1098	C-17A	305th AMW	06 RCH183
07.1292/SU-BEY	C-130H	4sq/16sq	08 EGY1113
78-0652	A-10C	357th FS	09 Tabor41-46
79-0202/DM	A-10C	355th OG	09 Tabor41-46
80-0151/DM	A-10C	357th FS	09 Tabor41-46
80-0270/DM	A-10C	357th FS	09 Tabor41-46
81-0960	A-10C	357th FS	09 Tabor41-46
81-0985	A-10C	357th FS	09 Tabor41-46
79-1712	KC-10A	305th AMW	09 Gold94
08-8196	C-17A	62nd AW	09 RCH487dep
08.06-4613	C-40C	73rd AS AFRC	SPAR19
10.130601	CC-130J-30	436sq	CFC4240
11.165810/BH	KC-130J	VMGR-252	Otis71
12.1292/SU-BEY	C-130H	4sq/16sq	14 EGY1113
925	F-35I	del Israeli AF	14 Retro51/52
926	F-35I	del Israeli AF	14 Retro51/52
79-1947	KC-10A	305th AMW	14 Blue01
16.130607	CC-130J-30	436sq	19 CFC4260

### United Kingdom

Brize Norton			July 2019
01.LX-N90451	E-3A	NAEW&CF	* NATO40
02.ZJ782	AS365N3	658sq	* Titan02
03.54+01	A400M	LTG62	GAF116
60-0344/D	KC-135R	351st ARS	* Quid33
ZJ180	Apache AH1	AAC	
ZJ204	Apache AH1	AAC	* Panther87
ZK560	Chinook HC6	7sq	SHF510
XW219	Puma HC2	Benson Wg	SHF248
04.1193/SU-BRU	C-295M	Egyptian AF	EGY2363
08.ZJ231	Apache AH1	3Regt	AA320
09.G-ETPL	BAe146 RJ100	QinetiQ	* ETP88
11.90-0534	C-17A	437th AW	RCH552
12.08	C-27J	TE	LYF276
ZE708	BAe146 C3	32(TR)sq	NOH13
1x	AS365N3	658sq	* Titan28
ZZ387	Wildcat AH1	1Regt	Recon21
90-0534	C-17A	437th AW	16 RCH552
13.XX177	Hawk T1	RAFAT	14 Red1-10
XX188	Hawk T1	RAFAT	14 Red1-10
XX219	Hawk T1	RAFAT	14 Red1-10
XX232	Hawk T1	RAFAT	14 Red1-10
XX242	Hawk T1	RAFAT	14 Red1-10
XX244	Hawk T1	RAFAT	14 Red1-10
XX245	Hawk T1	RAFAT	14 Red1-10
XX319	Hawk T1	RAFAT	14 Red1-10
XX322	Hawk T1	RAFAT	14 Red1-10
XX323	Hawk T1	RAFAT	14 Red1-10
ZM526	Juno HT1	DHFS	Red10
14.99-0062	C-17A	(437th AW)	RCH411
ZM521	Juno HT1	DHFS	
15.CH11	C-130H	20sq	BAF664
97-0047	C-17A	437th AW	RCH618
ZE700	BAe146 CC2	32(TR)sq	16 NOH12
16.345	C-130H	3sq	17 RJZ345
ZJ120/D	Merlin HC4	845NAS	Junglie426
17.ZJ180	Apache AH1	673sq	AA784
ZJ204	Apache AH1	673sq	AA784
ZZ388	Wildcat AH1	1Regt	Carbon09
18.ZF135/135	Tucano T1	1 FTS	19 LOP42
ZF515/515	Tucano T1	1 FTS	19 LOP42
02-0203	C-40C	201st AS DC ANG	19 Boxer40
102005/025	Tp-102	TSFE	20 SVF648
12-0063	CV-22B	7th SOS	Knife73
12-0064	CV-22B	7th SOS	Knife73
19.01-0029	C-37A	76th AS	Spar80
84-0085	C-21A	76th AS	Falcon01
02-0203	C-40C	201st AS	20 Boxer40
20.MM62286	P-180	93°Gr	IAM1496
PA474/AR-L	Lancaster B1	BoBMF	21
21.08-0051	CV-22B	7th SOS	Knife71
22.345	C-130H	3sq	23 RJZ345
ZZ398	Wildcat AH1	1	Regt
23.CE03	ERJ145LR	21sq	
25.CE01	ERJ135LR	21sq	BAF612
29.KAF326	KC-130J	41sq	31 KAF3207
ZM337	Phenom T1	45sq	* CWL42

Credits: MAR, Scramble messageboard.

Cambridge			July 2019
01.ZH887//887	Hercules C5	arr for storage/sale	RRR172



This French Air Force Alpha Jet E, E94/705-RH paid a visit to Lossiemouth on 16 July 2019, together with its colleague E170/705-RY. Both trainers belong to the inventory of EAC00.314. E94/705-RH is however pictured in a warmer environment, the airport of Murcia-San Javier in Spain. It was photographed by José Damián González Martínez eight days later, on 24 July 2019.

08.ZM314	Prefect T1	3FTS	BKH75	ZM515/15	Juno HT1	DHFS	06 SYS25
10.ZM300	Prefect T1	3FTS	11	07.A6-HEH	B737-8AJ	Gvmt of Dubai	11 DUB6
5629	C-130J-30	335Skv	arr NOW335C	08.A9C-BRN	G550	Gvmt of Bahrain	09 BAH5
11.G-273	C-130H	336sq	dep NAF30	9K-GGB	G650	Gvmt of Kuwait	09 KUG093
ZM308	Prefect T1	3FTS	BKH96	A6-MRM	B737-8EC	Gvmt of Dubai	09 DUB5
19.ZH869/869	Hercules C4		arr MCE04	A6-SHJ	A320-232CJ	Gvmt of Sharjah	12 SHJ01
26.10-5714	MC-130J	67th SOS	Strix43	10.A9C-BRN	G550	Gvmt of Bahrain	BAH5
25.ZH872/872	Hercules C4	24sq/47sq	dep MCE04	A6-HRS	B737-7E0	Gvmt of Dubai	DUB4
26.07-2019	MC-130J	67th SOS	Strix34	A6-HHH	G650	Gvmt of Dubai	14 DUB15
29.214/MAK	C-130J	Qatari AF	Dema123	12.A6-HRS	B737-7E0	Gvmt of Dubai	13 DUB4
				A9C-BHR	G450	Gvmt of Bahrain	15 BAH4
				A6-SHJ	A320-232CJ	Gvmt of Sharjah	20 SHJ01
				A6-MRM	B737-8EC	Gvmt of Dubai	13 DUB5
				ZE700	BAe146 CC2	32(TR)sq	KRF39
				13.A6-AUH	B737-8EX	Gvmt of Dubai	AUH06
				15.A6-MRM	B737-8EC	Gvmt of Dubai	17 DUB5
				16.A6-MRS	B737-8E0	Gvmt of Dubai	23 DUB7
				18.A7-MHH	A319-115X	Gvmt of Qatar	A7MHH
				A6-AUH	B737-8EX	Gvmt of Dubai	AUH106
				19.A6-HHH	G650	Gvmt of Dubai	21 DUB15
				21.A6-SHJ	A320-232CJ	Gvmt of Sharjah	SHJ01
				A6-HEH	B737-8AJ	Gvmt of Dubai	23 DUB6
				23.DU-141	AW-139	Gvmt of Dubai	DU141
				A6-HHH	G650	Gvmt of Dubai	27 DUB15
				A6-MRM	B737-8EC	Gvmt of Dubai	24 DUB5
				554	A320-214	5sq	25 MJN520
				25.DU-141	AW-139	Gvmt of Dubai	DU141
				A6-MRS	B737-8E0	Gvmt of Dubai	04 DUB7
				A6-HEH	B737-8AJ	Gvmt of Dubai	27 DUB6
				26.A6-SHJ	A320-232CJ	Gvmt of Sharjah	arr SHJ01
				A9C-BRN	G550	Gvmt of Bahrain	29 BAH5
				29.084/YH	EMB121AA	EAT00.319	CTM1759
				098/YO	EMB121AA	EAT00.319	CTM1727
				A6-ESH	A319-133X	Gvmt of Sharjah	08 SHJ01
				A6-HHH	G650	Gvmt of Dubai	DUB15
				30.A9C-BHR	G450	Gvmt of Bahrain	02 BAH4
				163837	UC-12M	HQ CMEF	01 CNV515
				31.A6-DLM	A320-232CJ	Gvmt of Dubai	AUH07

Credits: MAR, Scramble messageboard.

				July 2019			
Coningsby							
03.ZM306	Prefect T1	3 FTS	04				
08.2x	F-15E	48th FW	* Jungle21/22				
09.XX203/CF	Hawk T1A	100sq	* Pirate23				
10.91-0314/LN	F-15E	494th FS	* Claw41/42				
92-0364/LN	F-15E	494th FS	* Claw41/42				
15.ZM143	F-35B	617sq	* MRH87				
16.ZM516	Juno HT1	DHFS	SYS117				
ZM310	Prefect T1	3FTS	* BKH83				
18.10x	Hawk T1	RAFAT	*				
22.ZM337	Phenom T1	45sq	CWL36				
ZM145	F-35B	617sq	* Gibson11/12				
ZM146	F-35B	617sq	* Gibson11/12				
31.ZM139	F-35B	207sq	* Lightning27				
ZM306	Prefect T1	3FTS	CWL18				

Credits: MAR, Scramble messageboard.

				July 2019			
Fairford							
16.59-1513	KC-135T	351st ARS	* Quid453				
26.08-8191	C-17A	437th AW	RCH1815				
23.LX-N90451	E-3A	Nato41	dep RIAT				
25.ZD983	Chinook HC6A	Fleetlands	dep RIAT SHF566				
29.96-0080/SP	F-16C	480th FS	Dude01 dep RIAT				

Credits: MAR, Scramble messageboard.

				July 2019			
Farnborough							
01.A6-MRS	B737-8E0	Gvmt of Dubai	07 DUB7				
A6-FZZ	B737-8KN	Gvmt of Dubai	02 DUB12				
A6-SHJ	A320-232CJ	Gvmt of Sharjah	02 SHJ01				
03.A6-HHH	G650	Gvmt of Dubai	DUB15				
04.A6-SHJ	A320-232CJ	Gvmt of Sharjah	07 SHJ01				
A6-FZZ	B737-8KN	Gvmt of Dubai	05 DUB12				
04.10x	Hawk T1	RAFAT					
05.A6-HRS	B737-7E0	Gvmt of Dubai	06 DUB4				
A9C-BRN	G550	Gvmt of Bahrain	06 BAH5				
HS-HMK	B737-8Z6	901sq	06 VMS904				
ZM508/08	Juno HT1	DHFS	06 SYS27				
ZM510/10	Juno HT1	DHFS	06 Red10				

Credits: MAR, Scramble messageboard.

			July 2019		
Lakenheath					
01.08-8603/RS	C-130J-30	37th AS			
02.0089	A.400M	ET01.062			
352/4-FS	Rafale B	EC01.004			
57-1440/D	KC-135R	351st ARS			
58-0100/D	KC-135R	351st ARS			
03.60-0344/D	KC-135T	351st ARS			
10.87-0044	C-5M	60th AMW			
13-5081/HL	F-35A	34th FS			
13-5083/HL	F-35A	34th FS			



11.04-3142/RS	C-130J-30	37th AS	HKY692	61-0276	KC-135R	173rd ARS NE ANG	19 RCH607
45+69	Tornado	TLG33	GAFE24	61-2667/OF	WC-135C	55th Wg	16 Olive59
15.84-0083	C-21A	76th AS	Falcon01	169004	P-8A	VP-9	17 PD159
87-0029	C-5M	436th AW	17 RCH637	16.91-1238	C-130H	165th AS KY ANG	18 RCH302
16.ZM146	F-35B	617sq	* MRH87	58-0023	KC-135R	191st ARS UT ANG	17 RCH010
18.ZJ956	Puma HC2	Benson Wg	* SHF351	59-1480	KC-135T	92nd/141st ARW	18 RCH313
22.XW220	Puma HC2	Benson Wg	Voodoo1/2	17.86-0026	C-5M	60th AMW	18 RCH187
ZJ957	Puma HC2	Benson Wg	Voodoo1/2	79-1950	KC-10A	60th AMW	18 RCH143
85-1412/TX	F-16C	457th FS AFRC	arr div Mazda63/64	60-0315	KC-135R	126th ARS WI ANG	18 RCH165
85-1553/TX	F-16C	457th FS AFRC	arr div Mazda63/64	18.T-235	KDC-10	334sq	NAF60
24.84-0083	C-21A	76th AS	E10E3	ZJ956	Puma HC2	Benson Wg	* Vortex331
05-5143	C-17A	89th AS AFRC	25 RCH386/338	62-3523	KC-135R	22nd ARW	19 RCH223
26.10-5714	MC-130J	67th SOS	* Strix43	19.85-0004	C-5M	436th AW	RCH691
87-0171/SJ	F-15E	335th FS	Rocket11	01-0186	C-17A	436th AW	20 RCH393
29.12-1050	F-15SA	del Saudi AF	Retro61-66	166512/QB	KC-130J	VMGR-352	21 Raider02
12-1051	F-15SA	del Saudi AF	Retro61-66	20.61-0313	KC-135R	77th ARS AFRC	arr RCH695
12-1052	F-15SA	del Saudi AF	Retro61-66	21.86-0035	KC-10A	305th AMW	22 Gold21/11
12-1076	F-15SA	del Saudi AF	Retro61-66	58-0027	KC-135R	191st ARS UT ANG	23 RCH831
12-1077	F-15SA	del Saudi AF	Retro61-66	58-0125	KC-135T	6th AMW	22 RCH336
12-1078	F-15SA	del Saudi AF	Retro61-66	61-0308	KC-135R	6th AMW	22 RCH252
12-0063	CV-22B	7th SOS	* Knife72	62-3515	KC-135R	108th ARS IL ANG	22 RCH158
31.07-8609	C-130J-30	37th AS	arr HKY693	22.05-5149/HH	C-17A	535th AS HI ANG	RCH502
				84-0085	C-21A	76th AS	23 Falcon03
				157316	EP-3E	VQ-1	24 VVPR316
				23.85-0027	KC-10A	305th AMW	24 Gold21
				91-1232	C-130H	165th AS KY ANG	25 RCH323
				62-3573	KC-135R	22nd ARW	24 RCH250
				24.57-2603	KC-135R	336th ARS AFRC	25 RCH329
				61-0305	KC-135R	6th AMW	26 Blue35
				61-0321	KC-135R	22nd ARW	25 RCH254
				84-00157	C-12U-3	E/1-214th AVN	Duke31
				25.58-0094	KC-135T	22nd ARW	dep RCH251
				84-00156	C-12U-3	E/1-214th AVN	Duke48
				26.62-3552	KC-135R	22nd ARW	31 RCH260
				28.58-0071	KC-135R	6th AMW	31 Gold61/71
				60-0337	KC-135R	6th AMW	29 RCH540/Gold13
				61-0293	KC-135R	22nd ARW	29 RCH346
				63-8019	KC-135R	6th AMW	31 Gold62/72
				29.86-0030	KC-10A	305th AMW	30 Blue11
				30.63-13188	C-130E	222 Filo	TUAF403
				84-00162	C-12U-3	E/1-214th AVN	Duke69
				31.04-4137	C-17A	305th AMW	RCH709
				64-14847/OF	RC-135U	55th Wg	Cobra55

Credits: MAR, Scramble messageboard.

Lossiemouth			July 2019
01.169332/PD	P-8A	VP-9	05
ZK559	Chinook HC6	7sq	SHF505
02.ZF142/142	Tucano T1	1 FTS	Galleon2/1
ZF407/407	Tucano T1	1 FTS	Galleon2/1
04.XX177, XX188	Hawk T1	RAFAT	
XX219, XX232	Hawk T1	RAFAT	
XX242, XX244	Hawk T1	RAFAT	
XX245, XX319	Hawk T1	RAFAT	
XX322	Hawk T1	RAFAT	
ZK029/FE	Hawk T2	25sq	VYT45
ZF142/142	Tucano T1	1 FTS	LOP02
ZJ920	Typhoon FGR4	29sq	Typhoon84
169332/PD	P-8A	VP-9	
08.164993/BD	C-130T	VR-64	09
09.169325	P-8A	USN	Dragon11
10.ZK435/435	Typhoon FGR4	29sq	* Rampage32
11.ZE701	BAe146 CC2	32(TR)sq	KRF79
12.166694	C-40A	USN	CNV6612
16.E94/705-RH	Alpha Jet E	EAC00.314	FAF6441/2
E170/705-RY	Alpha Jet E	EAC00.314	FAF6441/2
ZM335	Phenom T1	45sq	CWL36
19.G-MCGN	S-92A	CG	Rescue151
30.ZM335	Phenom T1	45sq	CWL71
31.ZK025/FA	Hawk T2	25sq	VYT29

Credits: MAR, Scramble messageboard.

Mildenhall			July 2019
01.N85	CL601-1R	FAA	Flightcheck85
02.59-1458	KC-135R	166th ARS OH ANG	dep Blue31
03.89-1056	AC-130U	4th SOS	RCH1008
90-0167	AC-130U	4th SOS	RCH1004
57-2599	KC-135R	77th ARS AFRC	dep RCH269
04.(ZJ191)	Apache AH1	3/4Regt	* Hunter1/2
(ZJ231)	Apache AH1	3/4Regt	* Hunter1/2
08.58-0030	KC-135R	132nd ARS ME ANG	09 RCH204
60-0333	KC-135R	92nd/141st ARW	10 Roma03/71
61-0321	KC-135R	22nd ARW	10 Roma02/72
163918	E-6B	VQ-4	arr Mona46
09.59-1444	KC-135R	121st ARW OH ANG	10 Roma62
59-1460	KC-135T	171st ARW PA ANG	10 Roma63
59-1471	KC-135T	92nd/141st ARW	10 Roma93/83
62-3507	KC-135R	336st ARS AFRC	19 RCH424
62-3508	KC-135R	141st ARS NJ ANG	10 Roma61
63-7982	KC-135R	92nd/141st ARW	10 Roma66
63-8871	KC-135R	92nd/141st ARW	11 Roma94/82
63-8883	KC-135R	22nd ARW	10 Roma73
10.84-0061	C-5M	436th AW	RCH700
61-0321	KC-135R	22nd ARW	11 Roma72/81
97-00105	UC-35A	E/1-214th AVN	Duke33
900528	C-26D	AOD Sigonella	CNV6308
11.63-8871	KC-135R	92nd/141st ARW	12 Roma82
15.58-0023	KC-135R	191st ARS UT ANG	16 RCH010

61-0276	KC-135R	173rd ARS NE ANG	19 RCH607
61-2667/OF	WC-135C	55th Wg	16 Olive59
169004	P-8A	VP-9	17 PD159
16.91-1238	C-130H	165th AS KY ANG	18 RCH302
58-0023	KC-135R	191st ARS UT ANG	17 RCH010
59-1480	KC-135T	92nd/141st ARW	18 RCH313
17.86-0026	C-5M	60th AMW	18 RCH187
79-1950	KC-10A	60th AMW	18 RCH143
60-0315	KC-135R	126th ARS WI ANG	18 RCH165
18.T-235	KDC-10	334sq	NAF60
ZJ956	Puma HC2	Benson Wg	* Vortex331
62-3523	KC-135R	22nd ARW	19 RCH223
19.85-0004	C-5M	436th AW	RCH691
01-0186	C-17A	436th AW	20 RCH393
166512/QB	KC-130J	VMGR-352	21 Raider02
20.61-0313	KC-135R	77th ARS AFRC	arr RCH695
21.86-0035	KC-10A	305th AMW	22 Gold21/11
58-0027	KC-135R	191st ARS UT ANG	23 RCH831
58-0125	KC-135T	6th AMW	22 RCH336
61-0308	KC-135R	6th AMW	22 RCH252
62-3515	KC-135R	108th ARS IL ANG	22 RCH158
22.05-5149/HH	C-17A	535th AS HI ANG	RCH502
84-0085	C-21A	76th AS	23 Falcon03
157316	EP-3E	VQ-1	24 VVPR316
23.85-0027	KC-10A	305th AMW	24 Gold21
91-1232	C-130H	165th AS KY ANG	25 RCH323
62-3573	KC-135R	22nd ARW	24 RCH250
24.57-2603	KC-135R	336th ARS AFRC	25 RCH329
61-0305	KC-135R	6th AMW	26 Blue35
61-0321	KC-135R	22nd ARW	25 RCH254
84-00157	C-12U-3	E/1-214th AVN	Duke31
25.58-0094	KC-135T	22nd ARW	dep RCH251
84-00156	C-12U-3	E/1-214th AVN	Duke48
26.62-3552	KC-135R	22nd ARW	31 RCH260
28.58-0071	KC-135R	6th AMW	31 Gold61/71
60-0337	KC-135R	6th AMW	29 RCH540/Gold13
61-0293	KC-135R	22nd ARW	29 RCH346
63-8019	KC-135R	6th AMW	31 Gold62/72
29.86-0030	KC-10A	305th AMW	30 Blue11
30.63-13188	C-130E	222 Filo	TUAF403
84-00162	C-12U-3	E/1-214th AVN	Duke69
31.04-4137	C-17A	305th AMW	RCH709
64-14847/OF	RC-135U	55th Wg	Cobra55

Credits: MAR, Scramble messageboard.

Prestwick			July 2019
01.06-6161	C-17A	60th AMW	RCH241
08-8195	C-17A	62nd AW	02 RCH427
63-8035	KC-135R	106th ARS AL ANG	02 RCH161
03.A6-MRM	B737-8EC	Gvmt of Dubai	06 DUB5
15+01	A319-133X	FBS BMVg	* GAF824
ZK559	Chinook HC6	7sq	SHF505
06-6154	C-17A	60th AMW	04 RCH180
06-6161	C-17A	60th AMW	04 RCH144
04.96-1003	C-130H	109th AS MN ANG	06 RCH212
05.84-0191	KC-10A	60th AMW	RCH689
06-6154	C-17A	60th AMW	08 RCH323
06.96-1003	C-130H	109th AS MN ANG	07 RCH212
07.58-0104	KC-135R	108th ARS IL ANG	08 RCH790
08.ZH877/877	Hercules C4	24/47sq	RRR173
ZH005	Defender AL2	651sq	* AAC501
G-CGKE/KE	Tutor T1	UGSAS	* UAJ39
09.ZM411	Atlas C1	24sq/70sq	RRR4537
98-0054	C-17A	437th AW	10 RCH140
10.ZZ337	Voyager KC3	10/101sq	11 RRR2177
02-1106	C-17A	62nd AW	11 RCH319
09-9209	C-17A	62nd AW	11 RCH108
11.CNA-SM	BAe146-RJ100	Gvmt of Morocco	dep FRV1201
ZH004	Defender T3	651sq	* AAC503
ZH870/870	Hercules C4	24/47sq	* RRR184
09-0661	MC-12W	185th SOS OK ANG	12 JM13
01-0076	C-37A	76th AS	Valor76
12.15003	CC-150	437sq	CFC4103
93-0604	C-17A	89th AS AFRC	20 RCH164
98-0054	C-17A	437th AW	13 RCH140
05-5139	C-17A	729th AS AFRC	13 RCH820E
165352/NY	KC-130T	VMGR-452	13 Yankee98

G-CGKE/KE	Tutor T1	UGSAS	* UAJ39	27.93-0604	C-17A	89th AS AFRC	28 RCH339
G-CGKR/KR	Tutor T1	UGSAS	* UAJ48	88-4406	C-130H	357th AS AFRC	28 RCH148
13.ZM419/419	Atlas C1	24/70sq	* Comet479	89-1187	C-130H	357th AS AFRC	28 RCH464
96-0004	C-17A	62nd AW	14 RCH260	91-9144	C-130H	357th AS AFRC	28 RCH705
164993/BD	C-130T	VR-64	14 CNV6512	29.ZM412/412	Atlas C1	24sq/70sq	* Comet465
14.15003	CC-150	437sq	CFC4104	87-0029	C-5M	60th AMW	RCH332
02-1108	C-17A	62nd AW	15 RCH327	07-7179	C-17A	60th AMW	30 RCH151
15.KAF342	C-17A	41sq	16 KAF3209	05-8156	C-130J-30-30	815th AS AFRC	30 RCH340
16 177704	CC-177	429TS	17 CFC4004	05-8158	C-130J-30-30	815th AS AFRC	30 RCH457
ZH889/889	Hercules C5	24st/47sq	* RRR106	169325/YD	P-8A	VP-4	YD01
98-0054	C-17A	437th AW	RCH779	30.ZH875/875	Hercules C4	24sq/47sq	* Comet134
05-5139	C-17A	729th AS AFRC	17 RCH242	ZJ692	Sentinel R1	5sq	* Snapshot01
12-5757	MC-130J	67th SOS	* Strix99	84-00162	C-12U-3	E/1-214th AVN	Duke69
169325/YD	P-8A	VP-4	17 YD96	31.06-6156	C-17A	60th AMW	01 RCH535
17.T-751	CL-604	LTDB	SUI751	11-5737	MC-130J	67th SOS	* Strix61
ZH001	Defender AL2	651sq	* AAC501	12-5757	MC-130J	67th SOS	* Strix61
91-0194	C-17A	89th AS AFRC	RCH802				
07-7174	C-17A	436th AW	RCH445				
57-1508	KC-135R	314th ARS AFRC	18 RCH216				
63-8879	KC-135R	314th ARS AFRC	21 RCH334				
163839	UC12M	HQ CMEF	CNV514				
164993/BD	C-130T	VR-64	18 CNV6517				
18.57-2605	KC-135R	351st ARS	* Quid02				
11-00268	MC-12S	B/224th Mi Bn	Elvis09				
19.98-0054	C-17A	437th AW	RCH779				
20.ZZ331	Voyager KC2	10/101sq	RRR2219				
169426/YD	P-8A	VP-4	Dragon50/YD50				
21.ZH839	Merlin HM2	814NAS	22 Navy812				
99-0062	C-17A	437th AW	22 RCH846				
N512DC	Be350	US SOC	JM67				
22.KAF343	C-17A	41sq	23 KAF3210				
23.54+22	A400M	LTG62	* GAF631				
06-6156	C-17A	60th AMW	24 RCH309				
G-CGKR/KR	Tutor T1	UGSAS	* UAJ47				
24.ZH003	Defender AL2	651sq	* AAC501				
ZM337	Phenom T1	45sq	* CWL46				
ZJ917/WS-R	Typhoon FGR4	9sq	* Boris11				
87-0036	C-5M	436th AW	25 RCH565				
79-1710	KC-10A	305th AMW	RCH106				
169009/YD	P-8A-	VP-4	25 Dragon50				
25.CH05	C-130H	20sm	26 BAF649				
177703	CC-177	429sq	26 CFC4011				
KAF343	C-17A	41sq	27 KAF3210				
87-0036	C-5M	436th AW	26 RCH565				
98-0266	C-17A	437th AW	26 RCH270				
57-1419	KC-135R	133rd ARS NH ANG mks	26 RCH343				
N789LL	Beech 350	US SOC	27 Jama61				
G-CGKR/KR	Tutor T1	UGSAS	* UAJ42				
26.G-CGKE/KE	Tutor T1	UGSAS	* UAJ42				

Credits: MAR, Scramble messageboard.

Stansted

02.ZZ331	Voyager KC3	10/101sq	July 2019
166377	C-37B	VR-1	RRR2128
15.02-0203	C-40C	201st AS DC ANG	VV300
16.01-0015	C-40B	1st AS	Boxer40
16.14+04	Global 5000	FBS BMVg	19 SAM396
19.05-0730	C-40C	73rd AS AFRC	GAF624
23.08-8204	C-17A	437th AW	20 SPAR16
28.01-0015	C-40B	1st AS	RCH475
31.01-0040	C-40B	1st AS	SAM494
			SAM495

Credits: MAR, Scramble messageboard.

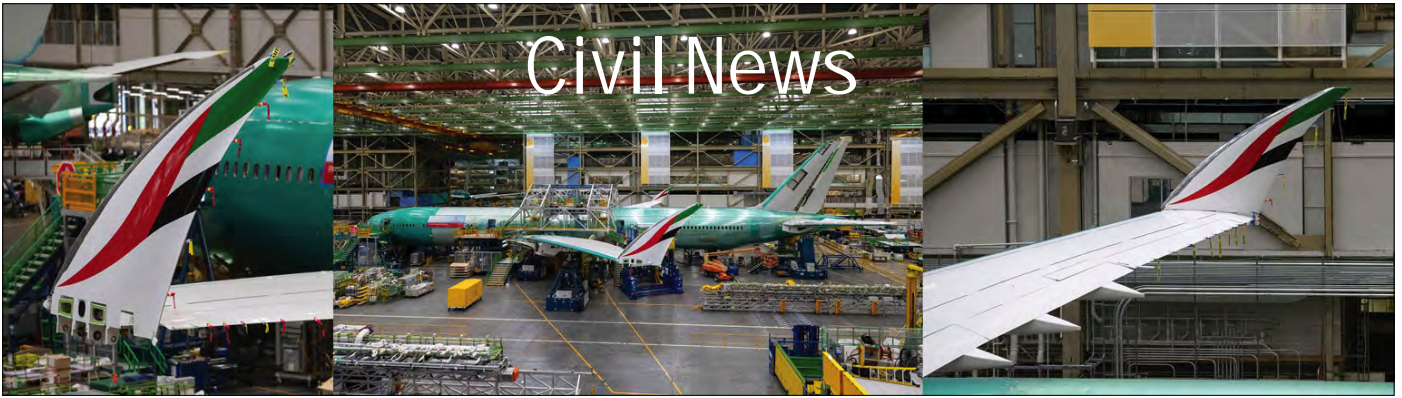
Waddington

01.(91-0331)/LN	F-15E	492nd FS	July 2019
(98-0135)/LN	F-15E	492nd FS	* Dirty33
02.2x	F-15E	492nd FS	* Dirty34
10.041	Falcon 20ECM	717Skv	* Jazz31/32
11.90-0534	C-17A	437th AW	11 NOW717G
1x	F-15E	494th FS	12 RCH552
17.ZF407/407	Tucano T1	1 FTS	* Thud22
18.ZM515/15	Juno HT1	DHFS	* LOP11
ZM517/17	Juno HT1	DHFS	SYS65
ZM524/24	Juno HT1	DHFS	SYS117
ZM308	Prefect T1	3 FTS	SYS666
(ZK362)	Typhoon FGR4	11sq	* BKH81
22.ZM417/417	Atlas C1	24sq/70sq	* Havoc31
23.ZM505/05	Juno HT1	DHFS	* Comet462
ZF293/293	Tucano T1	1 FTS	* SYS65
25.1x	AS365N3	658sq	* CWL10
30.ZJ937/937	Typhoon FGR4	29sq	Titan26
			* Typhoon81

Credits: MAR, Scramble messageboard.



On 29 July 2019, six factory-new Boeing F-15SA Advanced Strike Eagles, destined for the Royal Saudi Air Force (RSAF), landed at RAF Lakenheath (UK). With call-sign Retro 66, this 12-1050 was the last of its flight to touch down. The six Advanced Strike Eagles continued their ferry flight to Saudi Arabia on 30 July 2019. (Rick Sleight)



# Civil News

Not only the 737 MAX gives Boeing headaches, also the development of the 777X is not free of troubles. Boeing had to push the 777-9 first flight back from 2019 to 2020 due to an issue with the General Electric GE9X power plants. Boeing also confirmed that it had to pause the development of the 777-8 to give its engineers enough time and opportunity to mitigate the 777-9s first flight delay. They are still targeting the 777-9 certification and delivery to its first customer in late 2020. Launch customer will be Lufthansa, which will receive its first aircraft in December of that year. Emirates will be the second operator and will now get its first aircraft in January 2021 and its second a month later. Emirates has released pictures from this second aircraft being worked on in the factory in Everett (WA), featuring the UAE flag livery on the 777-9s folding wingtips. (Emirates)

## Manufacturers News

### Boeing

#### 737MAX

During a web meeting with more than a hundred suppliers late July, Boeing announced that it will resume its 737 MAX production at a rate of 52 aircraft per month in February 2020, then stepping up to a record production rate of 57 jets monthly from June 2020 onwards. Despite the grounding of the MAX, Boeing still produces 42 aircraft per month (was 52 per month before the grounding). The new schedule is of course depended upon regulators approving the 737 MAX to fly again commercially in the fourth quarter of 2019. When the regulators have granted return to service, deliveries of both new-build and already-built and currently stored aircraft to the customers will resume as soon as possible. However as of late August 2019 there is still no guarantee when regulators will give the 737 MAX a “go” to fly again and Boeing’s CEO Dennis Muilenberg has said that Boeing would consider further 737 production rate cuts or even suspending production at all if the grounding will drag on.

#### 777X

Late July, Boeing made public that it has to postpone the 777X’s first flight from 2019 to 2020, citing an issue with the General Electric GE9X engines as the cause. At the Paris Air Show in June GE Aviation said that a redesign of a stator in the GE9X’s high -pressure compressor would postpone the engine’s certification into the fourth quarter of 2019. This of course made a first flight of the aircraft in 2019 uncertain, but Boeing executives in Paris still had faith that a 2019 first-flight timeline would be possible with certification of the aircraft and deliveries to the first customer starting in 2020. However only one month later, Boeing officially announced that the first flight will occur in early 2020. Despite the post-

ponement of the first flight Boeing still aims to achieve 777X certification and to deliver the first aircraft to launch customer Lufthansa before the end of 2020, but has conceded the timeline could slip.

On 15 August Boeing announced that it has put the development of the smaller and ultra-long range variant of the 777X, the 777-8, on hold. The 777-8 was due to make its first flight two years after the 777-9 in 2022, but this schedule is now very uncertain and Boeing has not given any indication of how long the development of 777-8 will be put on hold. Boeing has stressed that despite the delay, it is still committed to the 777-8. Boeing has made clear that it are not the GE9X issues that causes this delay, and that the reason to put the 777-8 on hold is to reduce “development risk”. Boeing is trying hard to get the 777-9 to the air as soon as possible and the decision to delay the 777-8 should give the Boeing engineers more time to mitigate the damage caused by the GE9X delay.

The 777X comes in two versions. The 777-9 is the longer version with a 76.72m long fuselage which offer space for 426 passengers in a standard two class configuration and offers a range of 13,500 km. The 777-8 has a seven meter shorter fuselage of 69.79m and can seat 384 passengers and offers a range of 16,170 km. Boeing has orders for 344 777X family aircraft; 281 orders for the 777-9 (Emirates with 115 aircraft, Qatar Airways with fifty aircraft, Cathay Pacific with 21 aircraft, Lufthansa, ANA, Singapore with twenty aircraft, British Airways with eighteen aircraft and Etihad Airways with seventeen aircraft), 53 orders for the 777-8 (Emirates with 35 aircraft, Qatar Airways with ten aircraft and Etihad with eight aircraft) and ten orders for which the unannounced customer hasn’t decided whether it wants a 777-8 or a 777-9.

## Airliner News

### Europe

#### Belgium

The new joint-venture of KLM and CityJet, [Air Antwerp](#), has taken delivery of their first Fokker 50. The aircraft arrived at Antwerp on 27 July. The company is now working hard to obtain their AOC and will announce their destinations as soon as they know when they will receive their AOC.

#### France

[Air France](#) has decided to place a firm order for sixty A220-300s. The airline will also take options and purchase rights on another sixty A220s. The first A220-300 is due for delivery in

September 2021. These are intended to replace the current A318s and A319s.

Despite earlier rumours, Air France didn’t announce an order for A320neo-family aircraft. According to our sources this decision will be made later at the same time as the decision for new narrowbody aircraft for KLM Royal Dutch Airlines and Transavia.

Air France also announced it will retire all of its ten A380s by 2022. They are currently studying a possible order for a new generation widebody as a replacement.

#### Latvia

With Estonia and Latvia covered, [Air Baltic](#) could not leave

Lithuania behind and painted a third A220 into a national flag livery. The aircraft involved is YL-CSK.

#### Poland

LOT is planning to place an order for new aircraft which will, according to its CEO, be significant. The airline wants to order new widebody aircraft to boost its long-haul hub at Budapest, as well as expand its network out of Poland. Under consideration are the A350-900 and -1000 and the B787-9 and -10. LOT is also planning to order new regional jets to replace its current Embraer ERJs. It is evaluating the A220 and E2-series for this. A final decision and an order are expected before the end of this year.

#### Spain

Plus Ultra has decided to expand their fleet with three A340-600s. All three are former Etihad-aircraft and will join the airline's current fleet of four A340-300s in the coming months.

#### United Kingdom

At the end of July and in the beginning of August, two UK airlines became proud owners of new A350-1000s with the deliveries to British Airways and Virgin Atlantic. BA is first using their new plane to Madrid, but will use the type to Bangalore, Dubai, Tel Aviv and Toronto, while Virgin will first use the A350 from Heathrow to New York-JFK.

### Africa

#### South Africa

South African Airways has signed a lease agreement with DAE Capital for the lease of two A350-900s. Both planes were previously ordered by Hong Kong Airlines, but were not taken up. The airline is planning to deploy the new aircraft to mainly New York-JFK (NY).

### Asia

#### China

Last month we already reported that Air China ordered new A350s, this time we can report that they will also add new A320neos. The airline has signed a lease agreement with BOC Aviation and the new planes will be delivered from this year until next year.

If you are planning to spot in China or Asia, have a look-out for B737-800 B-1316 of China Eastern Airlines as this plane is now wearing a special Disney Duffy the Bear-livery.

According to an article on TTG Media, the Key Account Manager UK & Ireland of China Southern Airlines said the airline has quietly cancelled its remaining 64 B737MAXs on order. Currently China Southern has a fleet of 26 B737MAX8s, which are, of course, all grounded. So far the statement has not been confirmed by Boeing or China Southern Airlines.

On 26 July, Genghis Khan Airlines started commercial operations out of Hohhot with its two COMAC ARJ21-700s. With this, the airline became the second operator of the type after Chengdu Airlines. Genghis Khan Airlines expects to have seven or eight ARJs by the end of this year, and it has a total of 25 on order. Later, the airline also plans to introduce the new C919 to its fleet.

Hong Kong Airlines has decided to cancel orders for two A350-900s and sold the planes to DAE Capital.

#### Indonesia

Garuda Indonesia has made public that it signed an LOI with Airbus for four A330-800s. The deal was closed in June. Once finalized, the jets are scheduled to be delivered in 2021 and 2022. The airline already has fourteen A330-900s on order, of which the first is due later this year.

#### Maldives

Maldivian intends to add two A330s in the coming half year to further grow its network.

#### Singapore

Scot has decided to convert six of its 37 A320neos on order into the larger A321neo. The airline will also lease ten additional A321neos. The first of the larger planes are due for delivery next year and are to replace the planned fourteen B737-800s that would have come from sister company Silk-Air. These will now remain with Silk Air due to the grounding of their B737MAX8s.

#### Taiwan

In a statement to the Taiwan stock exchange, China Airlines announced that they have selected the Airbus A320neo for the fleet renewal of their subsidiary Tigerair Taiwan. Eight A320neos will be leased via lessor BOC Aviation, while another seven will be acquired directly from the manufacturer. The first new Airbus is due next year.

#### Thailand

To commemorate the Royal Coronation year, Thai Airways has painted a B777-300 (HS-TKF) in a special livery featuring the Royal Barge. The livery will stay on the aircraft until 31 December 2022. The aircraft will be used on flights from Bangkok to Beijing, Kuala Lumpur, Seoul, Singapore, Sapporo and Taipei. This is not the first aircraft that Thai painted in a Royal Barge-livery. Back in 1999 it was first applied on B747-400 HS-TGO. Later A330-300 HS-TEK was also painted with it.

### Latin America

#### Brazil

With the B737MAX situation unchanged for its buyers and the upcoming high-season fast approaching, GOL will lease five B737-800s from the Dutch branch of Transavia for the last quarter of 2019 and the first quarter of 2020.



*AirBaltic has painted three Airbus A220's in the colours of the Baltic state flags. YL-CSL carries the Latvian colours, YL-CSJ the Estonian ones and finally YL-CSK the Lithuanian flag colours. (Brussels, 9 August 2019, Paul Sanders)*



Bamboo Airways is a new and very ambitious private airline in Vietnam, which started operations in January 2019. It currently operates a fleet ten narrow body Airbus aircraft but has orders and Letter of Intents for 27 Airbus A321-200NEOs, and - more spectacular - thirty Boeing 787-9 Dreamliners, with which it will start long haul operations. The 787s are scheduled to be delivered in the second half of 2020. It seems that Bamboo Airways is itching to expand, so they acquired this ex Vietnam Airlines A330-200. This Airbus was withdrawn from use by Vietnam Airlines in February 2018 and after a few months storage at Hanoi it was ferried to Lourdes-Tarbes for continuous storage in August 2018. On 21 June 2019 it was ferried to Manchester for painting in Bamboo colours, and after the paint job it was ferried back to Lourdes-Tarbes. It is scheduled to be delivered to Vietnam somewhere later this month. The aircraft is currently wearing registration 2-RLAX on behalf of lessor Macquire AirFinance. It is unclear if additional A330-200s will enter Bamboo Airways' fleet. (Manchester, 1 July 2019, Alan C. Bushell)

### Colombia

In order to lower its expenses, troubled [Avianca Holdings](#) had recently retired ten Emb190s, but is now selling off ten A318s and four A320s to an investment company.

### Middle East

#### Bahrain

To celebrate their 70th anniversary, [Gulf Air](#) has decided to paint their newest B787-9 (A9C-FG) in a retro livery.

### North America

#### United States of America

Embraer and [SkyWest Airlines](#) have announced that the airline has ordered seven additional E175s. The planes will be operated for [Delta Air Lines](#). Since 2013 SkyWest has ordered more than 160 E175s.

It has been a while since we've last reported on [Eastern Airlines](#), and it is somewhat unclear which sequel of the airline we are writing about. Nonetheless, besides B767s, the airline intends to operate several second-hand B777s for operations into South America, the Caribbean and Asia. Time will tell.

Looking at the order update from Airbus about July, it has become clear that [Republic Airways](#) has cancelled its order for 40 A220-300s. Republic originally placed the order in 2010, back then with Bombardier, but decided to defer the aircraft in 2016 as the airline went through Chapter 11-proceedings.

### Oceania

#### Australia

[Qantas](#) renewed their agreement with Australia Post. As part of that, the airline will introduce at least three Airbus A321PFs to its fleet. Qantas will be the first operator for the type and the first aircraft is expected in October 2020. They will use the three to replace their oldest freighters in its fleet, which consists of four B737-300Fs and one -400F. The new type will enable Qantas to fly nine tonnes of cargo more per flight, an increase of 50% compared to the B737Fs.

### Aircraft orders

Underlining means an update compared to last month. We only report firm orders when they are officially announced by the aircraft manufacturers.

#### Airbus 2019 firm orders

<a href="#">Aer Lingus</a>	<u>6</u>	<a href="#">A321neo</a>
<a href="#">Air China</a>	<u>20</u>	<a href="#">A350-900</a>

<a href="#">Air Vanuatu</a>	2	<a href="#">A220-100</a>	
	2	<a href="#">A220-300</a>	
<a href="#">All Nippon Airways</a>	<u>18</u>	<a href="#">A320neo</a>	
<a href="#">Atlantic Airways</a>	<u>2</u>	<a href="#">A320neo</a>	
<a href="#">American Airlines</a>	<u>20</u>	<a href="#">A321neo</a>	
<a href="#">DAE Capital</a>	<u>2</u>	<a href="#">A350-900</a>	
<a href="#">Delta Air Lines</a>	<u>5</u>	<a href="#">A220-100</a>	
<a href="#">Iberia</a>	<u>2</u>	<a href="#">A320neo</a>	
	8	<a href="#">A321neo</a>	
<a href="#">Jetblue Airways</a>	<u>10</u>	<a href="#">A220-300</a>	
<a href="#">Lufthansa</a>	20	<a href="#">A350-900</a>	
<a href="#">Lufthansa Technik (for Luftwaffe)</a>	3	<a href="#">A350-900</a>	
<a href="#">Private</a>	<u>1</u>	<a href="#">ACJ319neo</a>	
	1	<a href="#">ACJ320neo</a>	
	1	<a href="#">ACJ350-900</a>	
<a href="#">Qantas</a>	<u>10</u>	<a href="#">A321neo</a>	
<a href="#">Saudia</a>	<u>30</u>	<a href="#">A320neo</a>	
<a href="#">Starlux</a>	5	<a href="#">A350-900</a>	
	12	<a href="#">A350-1000</a>	
<a href="#">Uganda Airlines</a>	2	<a href="#">A330-800</a>	
<a href="#">Unidentified</a>	<u>43</u>	<a href="#">A320neo</a>	
		(+23)	
	<u>13</u>	<a href="#">A321neo</a>	
<a href="#">Virgin Atlantic</a>	<u>8</u>	<a href="#">A330-900</a>	
Total	246		(+178)

#### ATR 2019 firm orders

<a href="#">Air Tahiti</a>	2	<a href="#">ATR42-600S</a>
<a href="#">Avation</a>	8	<a href="#">ATR72-600</a>
<a href="#">Elix Aviation Capital</a>	10	<a href="#">ATR42-600S</a>
<a href="#">Nordic Aviation Capital</a>	35	<a href="#">ATR72-600</a>
Total	55	

#### Boeing 2019 firm orders

<a href="#">Air Lease Corporation</a>	<u>1</u>	<a href="#">B787-9</a>	
<a href="#">Bamboo Airways</a>	10	<a href="#">B787-9</a>	
<a href="#">Boeing Capital Corporation</a>	1	<a href="#">B787-9</a>	
<a href="#">British Airways</a>	18	<a href="#">B777-9</a>	
<a href="#">China Airlines</a>	<u>3</u>	<a href="#">B777F</a>	
<a href="#">DHL</a>	4	<a href="#">B777F</a>	(+2)
<a href="#">FedEx</a>	<u>6</u>	<a href="#">B767-300F</a>	
<a href="#">Korean Air</a>	<u>10</u>	<a href="#">B787-9</a>	
	<u>10</u>	<a href="#">B787-10</a>	
<a href="#">Lufthansa</a>	20	<a href="#">B787-9</a>	
<a href="#">Private</a>	1	<a href="#">BBJMAX</a>	
<a href="#">Qatar Airways</a>	<u>5</u>	<a href="#">B777F</a>	
<a href="#">Royal Air Force</a>	4	<a href="#">P-8A</a>	
<a href="#">Royal Norwegian Air Force</a>	5	<a href="#">P-8A</a>	
<a href="#">Unidentified</a>	16	<a href="#">B737</a>	
	<u>2</u>	<a href="#">B777-300ER</a>	

	5	B787-9	(+1)
UPS	4	B787-10	
US Navy	4	B767-300F	
Total	139	P-8A	(+30)

**Bombardier & De Havilland Canada 2019 firm orders**

Chorus Aviation	9	CRJ900	
Petroleum Air Services	1	CRJ900	
TAAG Angola Airlines	6	DHC-8-400Q	
Total	16		

**Embraer 2019 firm orders**

Air Peace	10	E195-E2	
Binter	2	E195-E2	
Fuji Dream Airlines	2	E175	
KLM cityhopper	15	E195-E2	
SkyWest Airlines	7	E175	
United Airlines	20	E175	
Total	56		(+7)

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

**Jetliners**

Cebu Pacific has ordered five Airbus A320-200NEO aircraft of which two have been delivered as of late August 2019. Pictured here is the second Airbus for Cebu returning from a test flight at Toulouse on 5 July, five days before its delivery to the Philippines. The aircraft wears French test registration F-WWBP, but was registered as RP-C3281 upon delivery. (Frank Doornbos)

A319	-111	<b>2119</b>	D-ASMF	TUIfly, ex Sundair. Delivered on lease on 24 August.
	-112	<b>2751</b>	EC-NGB	Vueling Airlines, ex VP-BNB of Rossiya - Russian Airlines. Delivered on 16 August.
	-115	<b>2762</b>	JY-AYC	Royal Jordanian, ex EI-GOF of State Transport Leasing Company. Delivered on 4 August. Former D-ASTO of Germania.
	-112	<b>2879</b>	EC-ECZ	Volotea Air, ex EI-EZC of Rossiya. Delivered on 7 June.
A320	-153N ACJ	<b>8612</b>	D-ANEO	K5-Aviation. Delivered on 23 August. First A319NEO ACJ. Test registration was D-AVWG.
	-214	<b>3206</b>	OE-LOR	LaudaMotion, ex B-6316 of Shenzhen Airlines. Delivered on 6 August.
	-232	<b>4270</b>	N698NK	Spirit Airlines, ex TF-SIS of WOW Air. Delivered on 20 August. Registered in between as D-AAAC of Avolon.
	-214	<b>4273</b>	XU-978	Lanmei Airlines, ex HZ-AS32of Saudia – Saudi Arabian Airlines. Delivered on 28 August.
	-214	<b>5673</b>	TC-FHN	Freebird Airlines, ex EC-LVX of Vueling Airlines. Delivered on 2 August.
	-214	<b>8911</b>	D-AIWH	Lufthansa. Delivered on 12 August. Test registration was D-AXAG.
	-251N	<b>8940</b>	9H-NEB	Air Malta. Delivered on 31 July. Test registration was D-AUAC.
	-251N	<b>8949</b>	SE-ROR	SAS Scandinavian Airlines. Delivered on 25 July. Test registration was D-AUAJ.
	-251N	<b>8962</b>	TC-NCH	Pegasus Airlines. Delivered on 31 July. Test registration was D-AUAM.
	-271N	<b>9096</b>	EC-NFI	Vueling Airlines. Delivered on 30 July. Test registration was F-WWWA.
	-251N	<b>9110</b>	G-UZLH	easyJet. Delivered on 30 July. Test registration was F-WWDV.
	-251N	<b>9136</b>	VP-BRX	Ural Airlines. Delivered on 7 August. First A320NEO for Ural Airlines. Test registration was F-WWVB.
	-271N	<b>9140</b>	VQ-BTO	S7 Airlines. Delivered on 29 August. Test registration was F-WWDN.
A321	-231	<b>811</b>	LZ-HEA	Holiday Europe, ex TC-OBZ of Onur Air. Delivered on 9 August.
	-211	<b>2117</b>	VQ-BOZ	Ural Airlines. Written off after emergency landing in a field immediately after take-off from Moscow-Zhukosky on 15 August. See Dustpan&Brush for details.
	-253N	<b>7694</b>	TC-OED	Onur Air, ex TF-SKY of WOW air. Delivered on 1 August.
	-211	<b>8104</b>	C-GKFA	Air Canada rouge, ex TF-CAT of WOW air. Delivered on 26 July.
	-211	<b>8232</b>	C-GKFB	Air Canada rouge, ex TF-DOG of WOW air. Delivered on 5 August.
	-251N	<b>8288</b>	VN-A590	Bamboo Airways, ex OY-PAD of Primera Air Scandinavia. Delivered on 16 August. Registered in between as VP-CAE of ACG – Aviation Capital Group.
	-271NX	<b>8814</b>	D-AIEC	Lufthansa. Delivered on 28 August. Test registration was D-AZAC.
	-271NX	<b>8882</b>	HA-LVD	Wizz Air. Delivered on 3 August. Test registration was D-AYAE.
	-253NX	<b>8887</b>	EI-LRA	Aer Lingus. Delivered on 26 July. First A321NEO for Aer Lingus. Test registration was D-AYAV.
	-271NX	<b>8919</b>	TC-LSH	Turkish Airlines. Delivered on 23 August. Test registration was D-AVYA.
	-271NX	<b>8941</b>	HA-LVE	Wizz Air. Delivered on 25 July. Test registration was D-AVYX.
	-231	<b>8950</b>	G-WUKK	Wizz Air UK. Delivered on 1 August. Test registration was D-AYAA.
	-271NX	<b>8966</b>	HA-LVF	Wizz Air. Delivered on 9 August. Test registration was D-AVYC.
A330	-343E	<b>1098</b>	TC-LOL	Turkish Airlines - THY Türk Hava Yollari, ex OE-IDU of ICBC Leasing. Delivered on 8 August. Former TF-GAY of WOW Air.
	-243	<b>1492</b>	PR-AIS	Azul Linhas Aéreas Brasileiras, ex N941AV of Aircastle. Delivered on 31 July. Former PR-OCJ of AVIANCA Brasil.
	-343E	<b>1587</b>	B-5958	Air China. Written off after fire in the cargo hold at Beijing on 2 August. See Dustpan&Brush for details.

	-941N	<b>1903</b>	HS-XJB	Thai AirAsia X. Delivered on 10 August. Test registration was F-WWYL.
	-941N	<b>1918</b>	CS-TUM	TAP Air Portugal. Delivered on 9 August. Test registration was F-WWYO.
	-941N	<b>1927</b>	PK-LEJ	Lion Air. Delivered on 13 June. Test registration was F-WWYJ.
	-941N	<b>1931</b>	N403DX	Delta Air Lines. Delivered on 28 August. Test registration was F-WWYS.
	-941N	<b>1937</b>	F-ONEO	Aircalin - Air Calédonie International. Delivered on 3 August. Test registration was F-WWCE.
A340	-313X	<b>354</b>	D-AIGX	Lufthansa, ex OO-SCX of Eurowings / Brussels Airlines. Returned to Lufthansa on 22 August. Flew for Lufthansa before it became a Belgian. Aircraft is still painted in full Eurowings colours.
A350	-941	<b>251</b>	B-308H	Hainan Airlines. Delivered on 29 July. Aircraft was initially destined for Hong Kong Airlines as B-LGG, but not taken up. Also it seems that delivery to Hainan was not as intended, as the aircraft flew to Lourdes for storage immediately after delivery from Toulouse, where it had been stored since October 2018. Test registration was F-WWAW.
	-941	<b>260</b>	B-308J	Hainan Airlines. Delivered on 14 August. Same story as above. Originally destined to become B-LGI for Hong Kong Airlines, but not taken up. After months of storage at Toulouse (since Nov18), it flew to Lourdes for continuous storage. Test registration was F-WZNC.
	-1041	<b>274</b>	G-VLUX	Virgin Atlantic Airways. Delivered on 10 August. First A350 for Virgin. Test registration was F-WZGN.
	-1041	<b>298</b>	G-VPOP	Virgin Atlantic Airways. Delivered on 29 August. Test registration was F-WZNU.
	-1041	<b>326</b>	G-XWBA	British Airways. Delivered on 27 July. First A350 for British Airways. Test registration was F-WZFH.
	-941	<b>327</b>	F-HTRE	Air Caraïbes. Delivered on 25 July. Test registration was F-WZNO.
	-941	<b>328</b>	9V-SHJ	Singapore Airlines. Delivered on 9 August. Test registration was F-WZGB.
	-941	<b>329</b>	9V-SMV	Singapore Airlines. Delivered on 27 July. Test registration was F-WZGX.
	-941	<b>337</b>	B-LQB	Cathay Pacific Airways. Delivered on 8 August. Test registration was F-WWBV.
B737	-8K5	<b>27977</b>	ZS-SJX	FlySafair, ex VQ-BDW of NordStar Airlines. Delivered as VQ-BDW on 26 July.
	-3H4	<b>28399</b>	LZ-SIA	Tayaran Jet, ex N399MH of Wilmington Trust Co. Delivered on 26 Juny.
	-86N	<b>32659</b>	EI-GIH	Alrosa Airlines, ex HS-NGM of NewGen Airways. Delivered on 25 July.
	-8AS	<b>33562</b>	TC-SOP	SunExpress, ex D-ASXD of SunExpress Germany. Transferred on 29 June.
	-86N	<b>36813</b>	VQ-BAA	NordStar Airlines, ex 2-VJTF of GY Aviation Lease 1702 Co. Ltd. Delivered on 1 August.
	-86J	<b>30827</b>	TC-SON	SunExpress, ex D-ASXR of SunExpress Germany. Transferred in July.
	-82R	<b>40011</b>	HL8339	Jeju Air, ex TC-ASP of Pegasus Airlines. Delivered on 29 July. Registered as VP-BFC of GECAS in between.
	-8KN	<b>40249</b>	ZS-ZWZ	Comair, ex A6-FDU of FlyDubai. Delivered on 10 August. Is in British Airways colours.
B747	-47C	<b>24730</b>	N7474C	CSDS Asset Management LLC, ex 20-1101 of JASDF - Japanese Air Self-Defence Force. Registered in the US on 29 July. Ferried to Marana (AZ) for storage on 30 July. The aircraft is for sale for \$ 28 million. With 16.300 logged flight hours it is one of the lowest time 747-400 in the world. At Marana Pinal Park, the aircraft has company from its sister ship MSN <b>24731</b> (N7477C, ex 20-1102 of JASDF), which arrived in Marana on 19 June. This former Japanese aircraft will be converted to freighter, according to CSDS Asset Management.
	-45EBDSF	<b>27899</b>	TF-AMA	Air Atlanta Icelandic, ex B-16407 of EVA Air. Delivered on 20 August.
	-409	<b>29031</b>	8P-ERI	One Caribbean, ex N508BB of AAR Corporation. Delivered on 4 June. Former B-18208 of China Airlines. Aircraft will enter service in September on routes between Caribbean Island of St Vincent and the Middle East, Africa and China.
	-4KZF	<b>36135</b>	N508KZ	Atlas Air, ex JA08KZ of NCA - Nippon Cargo Airlines. Delivered in August. Aircraft was already registered in the US on 8 November 2018, a day after it arrived at Victorville (CA) for storage. The aircraft is painted in Flexport colours.
B767	-323ER	<b>27449</b>	N432AX	Omni Air International, ex N389AA of Cargo Aircraft Management. Delivered on 27 July. Former American Airlines aircraft. Aircraft is leased from Cargo Aircraft Management.
	-324ERBCF	<b>27568</b>	N663GT	Atlas Air, ex I-NDDL of Neos. Delivered after freighter conversion at Taipei on 17 August.
	-304BDSFER	<b>28041</b>	N392UP	Cargo Aircraft Management, ex I-AIGG of Air Italy. Registered in the US register on 30 July during freighter conversion at Tel Aviv
	-304BDSFER	<b>28041</b>	N392UP	UPS - United Parcel Service, ex Cargo Aircraft Management. Delivered and flown back to the US on 29 August. Not as surprise that this aircraft was leased to UPS, given its registration.
	-316ER	<b>29229</b>	N308CM	Cargo Aircraft Management, ex CC-CZU of LATAM Airlines Chile. Withdrawn from by LATAM early January. The aircraft was ferried to Wilmington (OH) on 1 August and registered in the US one week later on 8 August. On 19 August it was ferried to Tel Aviv for freighter conversion
	-300F	<b>63109</b>	N178FE	FedEx Express. Delivered on 8 August. Line # 1187.
	-300F	<b>64057</b>	N119FE	FedEx Express. Delivered on 29 August. Line # 1189.
	-300F	<b>65789</b>	N366UP	UPS - United Parcel Service. Delivered on 26 July. Line # 1186.
B777	-31HER	<b>32714</b>	VQ-BGP	Royal Flight, ex A6-ECB of Emirates. Delivered on 11 August.
	-31H	<b>32697</b>	B-HNW	Cathay Pacific Airways, ex A6-EMQ of Emirates. Delivered on 23 May. Registered in between as OE-IGM of AerCap. Aircraft entered service with Cathay on 26 July.
	-212ER	<b>33371</b>	HS-XNG	NokScoot, ex 9V-SRQ of Singapore Airlines. Delivered on 16 August.
	-237LR	<b>36304</b>	N284UA	Unical Aviation Inc., ex A6-LRE of Etihad Airways. Registered in the US on 22 August. Aircraft was ferried to San Bernardino (CA) on 19 July. Unical is a part-out company, so the chances that this eleven year old triple seven will fly again are minimal.
	-F	<b>40671</b>	N865FD	FedEx Express. Delivered on 9 August. Line # 1614.
	-F	<b>41736</b>	N893FD	FedEx Express. Delivered on 19 August. Line # 1616.
	-F	<b>66335</b>	A7-BFQ	Qatar Airways. Delivered on 30 July. Line # 1610.
B787	-8	<b>36046</b>	5Y-KZJ	Kenya Airways, ex A40-SZ of Oman Air. Returned from lease in June.
	-8	<b>40125</b>	S2-AJV	Biman Bangladesh Airlines. Delivered on 24 July. Line # 881.
	-9	<b>43867</b>	JA922A	ANA - All Nippon Airways. Delivered on 3 August. Line # 878.
	-10	<b>60280</b>	9V-SCM	Singapore Airlines. Delivered on 13 August. Line # 882.
	-10	<b>60286</b>	B-17802	EVA Air. Delivered on 27 July. Line # 866.
	-10	<b>60287</b>	VN-A879	Vietnam Airlines. Delivered on 15 August. First 787-10 for Vietnam Airlines. Line # 880.
	-9	<b>61523</b>	JA923A	ANA - All Nippon Airways. Delivered on 15 August. Line # 884.
	-9	<b>62711</b>	F-OTOA	Air Tahiti Nui. Delivered on 10 August. Line # 889.
	-9	<b>63346</b>	SE-RXY	Norwegian Air Sweden. Delivered on 31 July. Line # 870.
	-10	<b>63511</b>	B-18703	EVA Air. Delivered on 15 August. Line # 872.

	-9	<b>63985</b>	B-20C6	China Southern Airlines. Delivered on 22 August. Line # 876.
	-9	<b>65093</b>	SU-GEW	EgyptAir. Delivered on 13 August. Line # 885.
	-9	<b>65804</b>	TC-LLD	Turkish Airlines. Delivered on 26 July. Line # 883.
	-9	<b>65806</b>	TC-LLF	Turkish Airlines. Delivered on 28 August. Line # 897.
CRJ	900	<b>15221</b>	EI-GEH	CityJet, ex G-CKXN of Triangle Symber Leasing DAC. Delivered on 27 July.
ERJ	135BJ	<b>14500975</b>	JY-ABC	Arab Wings, ex A9C-MTC of Bex Air - Bahrain Executive Air Services. Delivered on 2 August.
	145LR	<b>14501000</b>	PH-DWA	ACE - Air Charters Europe, ex N650EC of Wells Fargo Bank. Delivered on 31 July as N650EC.
	135BJ	<b>14501113</b>	UP-EM019	Sunkar Air, ex M-RCCG of Russian Copper Co. Delivered in August.
	190STD	<b>19000768</b>	F-HBLM	Air France HOP. Delivered on 23 August.
	190E2STD	<b>19020017</b>	P4-KHD	Air Astana. Delivered on 24 July.
MD-11	F	<b>48785</b>	N646FE	FedEx Express - Federal Express, ex D-ALCE of Lufthansa Cargo. Registered on 14 August. Will be used for spares. Ferried to Victorville (CA) on 8 August.

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



This summer South African Comair took delivery of two ex FlyDubai Boeing 737-800s. One of them became ZS-ZWY, which is former A6-FDT (msn 40247). The aircraft are operated on behalf of British Airways and have been painted at Shannon delivery to Johannesburg. (Shannon, 18 July 2019, Malcom Nason)

## Propliners

Beech	E18S	<b>BA-178</b>	N141ZA	Vintage Aircraft. Completed its restoration, and was delivered to its new owner in August 2019. FAA register still to be updated with new owner ID.
Convair	580	<b>479</b>	N49	FAA, together with...
	580	<b>480</b>	N39	FAA. These two non-airworthy Convair 580s with a large quantity of spare parts were offered per GSA auction by the US government. The auction was on 26 July, and the final bid on the website is indicating USD 650,000. However, several weeks later the duo was still on the FAA register.
DHC	2	<b>358</b>	C-FBBG	Hawk Air, crashed into a power station in Hawk Junction (Ont.) on 11 July 2019. See Dustpan & Brush for more details.
	2	<b>581</b>	N262HA	High Adventure Air, noted operational at Lake Longmere, south of Anchorage (AK) early July 2019. Colours were slightly modified from the time it flew with Talkeetna Air Service as N561TA. The registration was only changed on 19 July.
Douglas	2	<b>722</b>	C-GPZP	Registered to Mark Reichman from Vancouver (BC), crashed on a sightseeing flight out of Vancouver on 30 July 2019. Check Dustpan & Brush further on in this issue.
	2	<b>992</b>	C-FJKI	Air Saguenay. Crashed at Mistastin Lake (NFL) on 15 July and Dustpan & Brush has more info.
	2	<b>1254</b>	N68083	Rust's Flying Service. Overturned on take-off from Tutka Bay near Homer (AK) on 19 July and once again D&B is the place to be for more info..
	2	<b>1323</b>	C-FIDM	19 July 2019, exported to USA.
	2	<b>1389</b>	C-GLSA	Kabeloo Airways, crashed on Bear Paw Lake (Ont.) on 9 July. Getting (sadly) repetitive now, check D&B!
	C-47	<b>4380</b>	MM61826	Ex Aeronautica Militare (Italian Air Force). Little more than a fuselage in a yard at the Parco Tematico dell' Aviazione near Rimini, Italy. Was noted at Zruč Air Park, Czech Republic, on 11 August 2019. We hope for a nice restoration project!
	C-47A	<b>10035</b>	N12BA	Lytham St Annes Spitfire Ground Display Team from Blackpool (UK), has started a crowdfunding campaign to buy N12BA. It was expected to participate in the Daks over Normandy event this summer but was a no show.
	C-47A	<b>10132</b>	12-035	Türk Hava Kuvvetleri (Turkish Air Force). This preserved C-47 was broken up at Kayseri in August 2019.
	C-47A	<b>12363</b>	N59314	Bush Air Cargo, was damaged on 1 August 2019 at Kenai (AK), but damage looked repairable.
	C-47A	<b>13580</b>	C-GJKM	Buffalo Airways, crash-landed on 3 May 2019 near Yellowknife (NWT). Transported by road to the workshop in Red Deer (AB), noted on a southbound truck 16 July.
	C-47A	<b>19525</b>	5R-MMG/525	Armee de l'Air Malgache (Madagascar Air Force), now preserved at Antananarivo-Ivato Airport. Was previously on the dump of the airport but noted on an outside display at the airbase in May 2019.
	C-47A	<b>20171</b>	HK-2820	Aliansa Colombia. Ran off the runway in La Chorrera, in the Colombian Amazon region. It looks like damage is limited to only the right hand wing. The incident happened on 15 August 2019. In the days after the incident it was pulled to the main ramp by hand with the help of the local military personnel.
	BT-67	<b>32843</b>	N144WC	Ferried to Oshkosh (WI) on 19 July 2019 and noted there in a fresh coat of grey paint on 27 July 2019. Ex CF-FTR and the new owner is not reported yet.
	C-47B	<b>32872</b>	D-CXXX(1)	Air Service Berlin 'Rosinenbomber'. Crashed in 2010 and was considered damaged beyond repair. The aircraft remained hangered however at Berlin-Schonefeld. Recently she was transported to a museum in Herdingen, Germany, where she will be restored for static display. First reported at the new location on 4 August 2019. This is ex G-AMPZ of Air Atlantique.



	TC-47B	<b>33032</b>	N1350A	Basler Turbo Conversions, now in the hangar undergoing conversion at Oshkosh (WI). Used to be stored at Rolla (MI), and noted at Oshkosh July 2019.
	C-47B	<b>33445</b>	N41CQ	Congo Queen of Ake Janssen. Based and now actually grounded in Vallentuna, near Stockholm, Sweden. The Swedish authorities have determined that since the airplane is now based at Vallentuna, it must be transferred to the Swedish register, and hence comply with all EASA regulations. The airplane lived here since 1991! Used to be 9Q-CUK and ES-AKE. This situation kind of put the Congo Queen back into a refugee centre.
	BT67	<b>33567</b>	N115U	Ferried to Oshkosh (WI) on 31 July 2019. Expected to be prepared for new owner and was recently sold by the US Forest Department.
	C-117D	<b>43325</b>	HK-3586	LADU Colombia, derelict at Medellin-Rionegro for many years. The Dak was used in a fire practise on or around 4 August 2019 by the local fire department. Sustained serious damage.
Grumman	C-118B S2A(T)	<b>43712</b> <b>456</b>	N451CE F-ZBAA/T22	Everts Air Cargo, crashed at Candle (AK) on 1 August 2019. Again, we refer to Dustpan & Brush. Sécurité Civile Tanker 22, a Turbo Firecat, crashed while fighting a fire in the south of France on 2 August 2019. Another one for the Dustpan & Brush, which sadly features a lot of Propliner mishaps...
Lockheed	L-1049F	<b>4175</b>	HB-RSC	The Swiss Super Constellation Flyers Association has sold their Super Constellation to a group of German investors. The airplane will be disassembled and transported to Germany, where it will receive a wing spar inspection that caused financial problems in Switzerland. The goal of the German group is to get the airplane back in flying condition again. Let us hope for the best!
	L-1649A	<b>1018</b>	N7316C	Lufthansa's better than new Starliner project is ready for the next step. Most larger parts have been removed and have already been shipped from the USA to Germany. The main fuselage and the wings were moved out of the hangar at Auburn (ME) on 12 July 2019. Both are completely wrapped in plastic. She is expected to be shipped in September to Germany. A Lufthansa committee will decide what will happen to the airplane once it arrives in Germany. A static display is the only option, but where to put it? The US registration was actually cancelled on 19 August, as transferred to Germany.
	C-130A	<b>3227</b>	N119TG	International Air Response. Crash-landed just after take-off from Santa Barbara (CA). IAR conducts transport support and researches oil spills using these first-generation Hercules'. See D&B for more!
Noorduyn	Norseman	<b>55</b> <b>636</b>	CF-JIN CF-KAO	This one... ...and this one (both Chimo Air), were damaged in a terrible hail storm back in 2017. The two aircraft were not included in the transfer of Chimo Air to Superior Airways in 2018. We now received updates from Red Lake (Ont.) that the two airplanes are under restoration.
Shorts	SC7		8R-GBW	Guyana Air Force. Two new Skyvans have arrived at Georgetown Timehri, Guyana in an olive drab paint job, on 28 June 2019. The two airframes are ex G-BEOL ( <b>1954</b> ) and G-PIGY ( <b>1943</b> ). Last logged in Kortrijk-Wevelgem, Belgium, however the tie-ups remain unknown. The two English registrations were cancelled on 12 June from the British register.
	SC7		8R-GWJ	Guyana Air Force, also delivered on 28 June 2019.

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



This ATR42 was originally delivered to Air Dolomiti in June 1994. They returned the aircraft to the lessor in 2001, after which a long list of operators made use of this aircraft, with among others Air Excel Netherlands, Dutch Antilles Express, Avianca Honduras and Blue Islands. In 2017 it was withdrawn from use and had been stored at various airfields before it was converted to freighter at Sönderborg in the first half of 2019. The aircraft was delivered as full freighter to Zimex Aviation as HB-AMC on 21 May 2019. (Maastricht-Aachen, 31 July 2019, Pascal Lamberiks)

## Fokker News

F27	-050 -050	<b>20109</b> <b>20181</b>	OO-VLS 2-MIES	Air Antwerp, ex SE-MFY Amapola Flyg. Arrived Antwerp on 27 July in full Air Antwerp colours. Vermeer Aircraft Procurement, ex JU-8883 Hunnu Air. Left 26 July Chinggis Khaan Airport (Ulan Bator, Mongolia) via two other airports to arrive at Luxor, Egypt a day later. Headed for Gomair so will soon receive a 9Q registration.
F28	-050 -1000C	<b>20184</b> <b>11020</b>	2-OLGA TC-53	Vermeer Aircraft Procurement, ex JU-8882 Hunnu Air. Followed the same route as 2-MIES. Fuerza Aérea Argentina. Operated its last service on 16 August, from El Palomar to Aeroparque Jorge Newbery. After arrival it was withdrawn from use as there were major maintenance issues. Sadly this happened just weeks prior to its final retirement.
	-0100 -0100	<b>11415</b> <b>11478</b>	PR-OAF VH-VKP	AVIANCA Brasil. Started to be broken up at Brasilia from 22 July onwards. Alliance Airlines, ex HB-JVG Helvetic Airways. Left Bratislava on 7 August using callsign SX11946, and arrived at Brisbane 11 August. Given the registration it might be used for spare parts (as it is not a usual Alliance registration), but time will tell.

-0070	<b>11532</b>	VH-NUU	Alliance Airlines, ex OE-LFJ Austrian Airlines. Left Norwich on 16 August on delivery to Down Under, where it arrived at Brisbane on 20 August (having used callsign SXI1912). Is painted in pink "Supporting Australians affected by breast cancer" colour scheme.
-0070	<b>11556</b>	PZ-TFA	Fly All Ways. Performed a test flight from Paramaribo on 27 August, the following day a normal service from Paramaribo to Curacao. Had been stored since November 2018.

**Credits:** Walter Van Brempt, Merv Crowe, Skyliner.



As you can read above, Alliance Airlines Fokker 70 VH-NUU was painted in a pink "Supporting Australians affected by breast cancer" colour scheme. It was captured at Sultan Abdul Aziz Shah Airport, Malaysia, on 16 August, while on delivery to Brisbane, where it arrived four days later.

## Bizjets

Beech	400A	<b>RK-188</b>	N814SG	Former VP-CPH of Pelican Securities Ltd. was sold to Aircraft Guaranty Corp. recently.
	400XP	<b>RK-499</b>	I-SAGE	Ex N645AM of Aeromanagement Inc. went to Italian owner Slam Lavori Aerei Srl.
Cessna	525A	<b>0383</b>	OE-FLH	Eurosystems Trade Warenhandels, ex HB-VWA. Registered in August.
	525B	<b>0563</b>	N2006M	TVPX Aircraft Solutions, registered on 27 February. This Citation seems to be based at Kiev.
	525C	<b>0297</b>	PH-WIS	KNSF Flight Services, delivered to Rotterdam on 12 August.
	560XL	<b>5520</b>	CS-EJA	Executive Jet Management Europe, ex N554QS. Noted Zürich on 26 August.
	680	<b>0084</b>	N242AS	Greenhaven Securities, re-registered from N717MB on 25 July.
	680+	<b>0536</b>	N719NC	CDM Leasing, re-registered from N719MC on 31 July.
	680A	<b>0048</b>	LX-LAT	Noted Luxembourg on 19 August, ex N428FX.
	680A	<b>0183</b>	CS-LTK	NetJets Europe, noted at Farnborough on 22 April.
	750	<b>0147</b>	N147CX	Charlie Ten, re-registered from N2AX on 19 July.
Challenger	300	<b>20035</b>	N455KC	Regian Services, re-registered from N455KH on 22 July.
	300	<b>20101</b>	N5L	Air Sansone, re-registered from N300FN on 24 July.
	300	<b>20286</b>	N622N	Nicholas Services, re-registered from N286EC on 29 July.
	350	<b>20518</b>	N368JM	Bank of Utah, re-registered from N358JM on 26 July.
	604	<b>5321</b>	5N-EXS	Noted in May, ex VP-CRK.
	604	<b>5334</b>	N60JC	Bal Aviation, re-registered from N43R on 19 July.
	604	<b>5352</b>	N530BD	Serenity Consultants, re-registered from N770BQ on 19 July.
Embraer	505	<b>50500068</b>	N329MC	Former HB-VPG of Jet Aviation Business Jets was sold to Aced Aviation LLC.
	505	<b>50500266</b>	N266TD	Ex Air Charter Scotland G-PERG was sold to SD Capital Holdings LLC.
	550	<b>55020104</b>	F-HJLP	Ex PR-LBQ, this very first Praetor 600 delivered was sold to SARL Av'Rent, but leased to Air TNB.
Eclipse	EA500	<b>000015</b>	2-LOKI	Exported from the USA on 2 August, ex N515MP.
Falcon	7X	<b>125</b>	N777XV	GSM Assets II, ex G-OIMF. Registered on 8 August.
	500	<b>100</b>	N68LM	Tour America, re-registered from N450AK on 24 July.
	50	<b>215</b>	N850FJ	Worldwide Option, ex 9H-MSL. Registered on 24 July.
	900EX	<b>220</b>	N10M	Alset Holding, ex OO-FFE. Registered on 22 July.
	900LX	<b>298</b>	F-HFIX	Dassault Aviation, ex LX-LXL. Registered on 6 August.
	2000	<b>146</b>	N407MK	Namedropper Aviation, re-registered from N455DX on 25 July.
	2000	<b>164</b>	N325GM	N325GM Falcon, re-registered from N44JQ on 24 July.
	2000	<b>168</b>	N375SM	Dumont Aircraft Charter, ex N268QS. Registered on 11 July.
	2000	<b>178</b>	N700JD	West Cherry Sales, re-registered from N101NY on 23 July.
	2000	<b>195</b>	T7-RCW	Eagle Express, ex N196KC. First noted on 13 August.
	2000EX	<b>64</b>	N591MB	Mairo, re-registered from N493S on 25 July.
	2000EX	<b>86</b>	CS-DLL	NetJets Europe, ex N223QS. Noted at Farnborough on 11 August.
	2000LXS	<b>350</b>	N279SW	Dassault Falcon Jet, registered on 31 July.
	2000S	<b>730</b>	D-BHLM	DC Aviation, ex N184G. Delivered to Hannover on 27 July.
Global	Express	<b>9068</b>	T7-ELL	Addition to Scramble 482.
	Express	<b>9094</b>	9H-AYS	Ex 2-JFJC, which was cancelled on 24 June.
	XRS	<b>9165</b>	N679BP	Ex M-ASRI, to the USA on 7 August.
	XRS	<b>9185</b>	N18NN	Ex N13JS, reregistered on 16 August.
	XRS	<b>9277</b>	N900SW	Reregistered on 26 July, ex N194WF.
	XRS	<b>9393</b>	C-GLXM	Delivered to Skyservice Aviation on 25 July, ex N93GX.
	5000	<b>9166</b>	N814LL	Ex M-YSAI, another M- registered Global to the USA, on 1 August.
	6000	<b>9467</b>	N102CF	Ex N203JE, reregistered on 12 August.
	6000	<b>9537</b>	VP-CEB	Addition to Scramble 483.
	6000	<b>9761</b>	N626AK	Registered on 23 July, ex VP-BAA of Dallah Albaraka.
	6000	<b>9826</b>	N122BN	Reregistered from N826BN on 19 July, same owner.

Gulfstream	G450	<b>4321</b>	TC-NKA	Noted Farnborough on 14 July, ex A6-VPS.	
	V	<b>543</b>	N43GV	Wallan Aviation Trust, re-registered from N91CW on 22 July.	
	G650	<b>6120</b>	M-INNS	Ex M-YNNS. Noted at Geneva on 27 July.	
	G650ER	<b>6375</b>	N313AG	Bank of Utah, re-registered from N675GS on 18 July.	
	G500	<b>72026</b>	N247LT	Sentry Insurance, ex N526GD. Registered on 20 August.	
	G500	<b>72034</b>	N111SJ	Sid Richardson Bass, ex N534GD. Delivered on 20 August.	
	IAI	1124	<b>411</b>	YV3421	Ex N244PA, not known since when it is in Venezuela.
		124A	<b>436</b>	YV3199	Seemed to be wfu in feb 2018, but apparently active in Venezuela (seen dec17), ex N444EP.
		1124A	<b>442</b>	YV3416	Addition to Scramble 472.
		1125	<b>11</b>	YV	Exported from the USA to Venezuela on 19 July.
1125SPX		<b>109</b>	YV3430	Addition to Scramble 474.	
1126		<b>48</b>	C-GRST	Delivered to the Craig Evan Corporation (Flightex) on 19 July, addition to Scramble 482.	
G200		<b>65</b>	T7-WZZ	Apparently exported to San Marino, correction to Scramble 482.	
G200		<b>94</b>	N261GC	Ex N121GV, reregistered on 19 July, same owner.	
G200		<b>100</b>	N290LT	Ex N483AM, still with Life Time Inc, delivered on 30 July.	
G200		<b>156</b>	N847GH	Reregistered on 30 July, ex N101L, which registration it wore for a few weeks only.	
Pilatus	G200	<b>203</b>	T7-ABC	Addition to Scramble 482.	
	PC-24	<b>134</b>	SP-AGA	Ex HB-VUI of Pilatus Flugzeugwerke was sold to an unknown customer in Poland.	
	PC-24	<b>144</b>	N506LK	Former HB-VUS of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in July.	
	PC-24	<b>145</b>	HB-VUT	Registered to Pilatus Flugzeugwerke in June. Later sold as:	
	PC-24	<b>145</b>	N827HB	to Pilatus Business Aircraft Ltd. in the US in August.	
	PC-24	<b>146</b>	HB-VUU	Registered to Pilatus Flugzeugwerke in June.	
Raytheon	PC-24	<b>147</b>	HB-VUV	Registered to Pilatus Flugzeugwerke in July.	
	H4000	<b>RC-34</b>	N870VP	Former G-PROO of Sun-air of Scandinavia is now operated by Rocket Air LLC. Addition to Scramble 483 – Page 43.	



Brand new Cessna 525C PH-WIS (msn 525C-0297) was delivered to Rotterdam on 12 August. It is owned by KNSF Flight Services, who also own Cessna 525 PH-FIS. (Rotterdam The Hague Airport, 12 August 2019, Gideon van Dijk)

## Bizprops

Beech	350	<b>FL-460</b>	F-HBTT	Ex OO-GMJ of Air Service Liège was sold to CAE Aviation in France.
	350i	<b>FL-1177</b>	HB-GSF	Former N177KG of Textron Aviation was sold to Corporate Aircraft SA (Swiss Flight Services SA).
Kodiak	100	<b>0248</b>	D-FMMG	Noted Mönchengladbach on 12 August, ex N248KQ.
	100	<b>0252</b>	D-FSST	Noted Mönchengladbach on 22 March, ex N52KQ.
Piaggio	P180	<b>1200</b>	N181SS	Ex N871AT, reregistered on 18 July, still with Boutique Air.
Pilatus	PC-6B2/H2	<b>790</b>	PH-ABT	Operator/owner now known as Aircraft and More GmbH.
	PC-12/47E	<b>1093</b>	OH-JEM	Former HB-FVG of Pilatus Flugzeugwerke was sold to Hendell Aviation Oy.
	PC-12/47E	<b>1868</b>	D-FPOL	Former HB-FRY of Pilatus Flugzeugwerke was sold to Diepol GmbH & Co KG.
	PC-12/47E	<b>1874</b>	PH-WPB	Former HB-FSE of Pilatus Flugzeugwerke was sold to an unknown operator in the Netherlands.
	PC-12/47E	<b>1880</b>	G-LUSO	Former HB-FSK of Pilatus Flugzeugwerke was sold an unknown operator in the UK in July.
	PC-12/47E	<b>1886</b>	HB-FSQ	Registered to Pilatus Flugzeugwerke 6 June.
	PC-12/47E	<b>1887</b>	HB-FSR	Registered to Pilatus Flugzeugwerke 11 June. Later sold as:
	PC-12/47E	<b>1887</b>	N87NG	to Pilatus Business Aircraft Ltd. in the US in July.
	PC-12/47E	<b>1888</b>	HB-FSS	Registered to Pilatus Flugzeugwerke 13 June.
	PC-12/47E	<b>1889</b>	HB-FST	Registered to Pilatus Flugzeugwerke 18 June. Later sold as:
	PC-12/47E	<b>1889</b>	N124LT	to Pilatus Business Aircraft Ltd. in the US in July.
	PC-12/47E	<b>1890</b>	HB-FSU	Registered to Pilatus Flugzeugwerke 19 June.
	PC-12/47E	<b>1891</b>	HB-FSV	Registered to Pilatus Flugzeugwerke 28 June. Later sold as:
	PC-12/47E	<b>1891</b>	N418T	to Pilatus Business Aircraft Ltd. in the US in August.
	PC-12/47E	<b>1892</b>	HB-FSW	Registered to Pilatus Flugzeugwerke 28 June.
SOCATA	TBM-940	<b>1275</b>	F-HGDA	Former N291MA of Transatlantic Deliveries Trust was sold to Daher Aerospace in France in May.

## 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.



Shell took delivery of a new Falcon 8X on 16 August. The construction number (455) is still visible next to the cockpit. F-WWZS was noted as VQ-BXG later in the month. Note the missing hyphen in the F-registration. (Rotterdam The Hague Airport, 16 August 2019, Maarten Visser Sr)

Near the bottom of the same page (Soviet Transport database on [www.scramble.nl](http://www.scramble.nl)) is a link to the Soviet Transports downloads page at the new and expanding [AirHistory.net](https://www.airhistory.net/info/soviet.php) website (<https://www.airhistory.net/info/soviet.php>). On the 'reference' tab on this site there you can find a sub-page 'Soviet Transport Data Files' and there you can find;

- free downloadable known production lists of the almost 250 types included in the 'Soviet Transports' database,
- these productions lists also include all known military transport aircraft and all known military Kamov and Mil helicopters,
- a list of western-built aircraft which saw service in the Soviet Union and the Eastern Block (excl. modern types)
- a list of all RF- registered aircraft including other types like Western-built aircraft and Soviet/Russian-built fighters,
- an illustrated explanation to construction numbers used on 'Soviet Transports' types,
- a list of abbreviations, English to Russian translations and the official and unofficial location codes used in the ST files,
- a Google Earth KMZ file with all airports in the Soviet Transports database.

This free service replaces an eventual new edition of the Soviet Transports book which nowadays would simply be too expensive to produce. This as a total rundown of all files in early 2019 shows a new book would equate over 1,800 pages, where it to be published in the same format, A4 with a small letter type.

An-2T	<b>1 58 473 04</b>	--	DOSA AF	photo	17aug17	derelict fuselage only at Crednyaya Akhtuba
An-2TP	<b>1G119-27</b>	RA-02484	Zonalnoye Avn Enterprise	l/n	17sep09	canx between 17may19 and 29jul19
An-2V	<b>1G131-25</b>	RA-50583	not reported	rgd	08jul19	ex ER-AIR which was still seen Chernoye 24jul19
An-2TP	<b>1G137-35</b>	9S-GFH	Air Kasai, n/t	TSH	14jul18	l/n TSH 17jun19; correction on the registration,
An-2T	<b>1G157-10</b>	OK-TIR	Adventure Wings	dam	23aug19	landing gear collapsed on landing at Gmunden
An-2TD	<b>1G166-38</b>	D-FWJM	Freunde der Antonov		24aug19	seen stored & engineless at Allstedt, used for spares
An-2R	<b>1G168-52</b>	no reg on	Dogma	photo	05aug19	preserved at the "Samolyot" housing complex on the outskirts of Krasnodar; ex RA-82876
An-2R	<b>1G169-38</b>	CCCP-07823	Aeroflot	photo	23jul19	at the entrance to the airport of the Sovetskiy city
An-2P	<b>1G170-12</b>	RA-70411	Aviator	photo	03aug19	RA-07853 under the wings and c/n on the fuselage
An-2R	<b>1G172-31</b>	RA-40759	Sakhalin Zonalnoye	KXK	11apr12	canx between 17may19 and 29jul19
An-2R	<b>1G173-19</b>	RA-40792	Privolzhskaya RAK		aug17	derelict at Balakovo; canx betw. 17may19 and 29jul19
An-2-100	<b>1G174-49</b>	EW-537CD	Grodno Aviakomania	ZIA	24aug19	Belarus rgd for participation in MAKS?; ex UR-MSU
An-2R	<b>1G187-28</b>	9A-DIZ	Air Tractor	b/u	2018/19	and engine and prop used by a construction company to test the storm strength of glass walls
TR-301V	<b>1G190-35</b>	RA-84603	TekhnoRegion	rgd	04jun19	in register as YeEVS.04.1104
An-2R	<b>1G199-31</b>	RA-31522	Tigran E. Agiyan	rgd	27apr00	canx between 17may19 and 29jul19
An-2R	<b>1G204-20</b>	RA-17819	Sakhalin Zonalnoye	Khm	09apr07	canx between 17may19 and 29jul19
TR-301TV	<b>1G205-49</b>	RA-17908	TekhnoRegion	rgd	06sep18	in register as YeEVS.33.0054; f/n ZIA 27aug19
An-2R	<b>1G210-43</b>	no marks	yellow/black c/s	photo	26jul19	as a gate guard at the Skydive Dubai, Desert Camp
An-2R	<b>1G217-06</b>	UR-40966	Y.A. Nikulin	rgd	17jul19	
An-2R	<b>1G217-26</b>	EW-476AB	DOSA AF Belarusi	photo	21jul19	off airport with c/n readable in green c/s; ex EW-271CD
An-2R	<b>1G221-44</b>	9S-GZP	Air Kasai, n/t	TSH	14jul18	l/n TSH 17jun19; correction on the registration,
An-2R	<b>1G222-30</b>	RA-40353	Aeroflot c/s, n/t	Mry	20aug16	canx between 17may19 and 29jul19
An-2R	<b>1G223-13</b>	RA-40389	Aeroflot c/s, n/t	dam	28aug19	when it touched trees during a low-level turn and hit the ground, causing the left-hand upper wing to break
An-2R	<b>1G224-42</b>	RA-40465	Yugavia	lsd	28apr03	canx between 17may19 and 29jul19
An-2	---	RT-15-305	Tajik ChMM RT	dbr	04aug19	on landing at the Fakhrabad training range
An-2	---	LZ-AN109	no titles	KTR	sep64	
An-12	<b>0 9 015 03</b>	"16" red	Soviet Air Force	photo		c/n clearly readable on tail
An-12	<b>1 40 02 04</b>	"01" red	Soviet Air Force	no	reports	opb 22 tbad at Engels long time ago
An-12A	<b>2 34 03 07</b>	TT-DWZ	no titles	ALA	24sep00	see on-line database for full story; c/n finally known
An-12BK	<b>8 34 58 05</b>	4L-GLU (2)	all white, n/t	OSS	12jul19	ex 3X-GFO
An-12BK	<b>9 34 69 05</b>	UR-UCK	Ukraine Cargo Airways	IEV	jun19	scrapping started, seen with the nose cut off 12aug19
An-12BK	<b>01 34 80 01</b>	"14" red	Soviet Air Force	photo	13aug19	preserved as a gate guard at Yermolino
An-12B	---	7T-VEC	Algerian Air Force	KRT	oct64	flew supplies to the Simba rebels in the DR Congo
An-14A	<b>6 007 05</b>	no reg	privately owned	photo	aug19	c/n checked on plate as '0705'; restored
An-14A	---	"98" red	Soviet Air Force	photo	jul19	at Lugansk-Ostraya Mogila Aircraft Plant Museum
An-24RV	<b>2 73 078 05</b>	RA-47263	Baikal Airlines	IKT	18may19	so not yet scrapped
An-24RV	<b>3 73 086 01</b>	RA-46604	UTair	IJK	21jul19	with just UTair titles on the port side

An-24RV	7 73 107 07	RA-47363	Yakutiya	YKS	21aug19	
An-26	37 09	4L-BKL	HDP Rade Ltd	no	reports	owner changed betw. 01oct18/01jan19; canx in 2019
An-26-100	70 09	RA-26518	Tomsk Avia	TOF	26feb11	canx betw. 17may19 and 29jul19, reported scrapped
An-26B	106 06	ER-AZO	Valan ICC	rgd	2019	restored to the register between 05jun19 and 02aug19
An-26B	112 06	YL-RAA (2)	RAF-Avia	HEL	11aug18	canx between 04jan19 and 28jul19
An-26B-100	114 09	UR-ESC	Air Urga	KGO	09may19	all white, no titles; officially rgd 05aug19; ex ER-AVA
An-26	124 09	UR-CSW	AK Eleron	rgd	18jul19	flight planned Kbely-Marculesti 15aug19; ex ER-AUB
An-32A	16 07	RA-69355	Air Express	VOZ	24aug19	in all-white c/s with small titles
An-38-200	38.01.001	41910	NAPO	Ovy	aug19	in a sad state looks like it was tested to destruction
An-74TK100	365 470 70 655	RA-74001	Sakha Av. School	IAR	18jun18	canx betw. 17may19 and 29jul19, reported to be stored
An-72	365 720 80 783	RF-95691	Russian Air Force	URS	15sep17	coded "12" red; ex RA-72941
An-72	365 720 90 795	RF-90315	Russian Air Force	photo	jun18	no titles but with a GLITs badge behind the cockpit
An-72P	365 760 96 926	032	Equatorial Guinea AF	w/o	30jul19	crashed into the sea near Grand Batanga, Cameroon
Il-18V	18200 44 02	DDR-STG	Interflug	ERF	08aug19	repainted back in full Interflug colours
Il-22M	---	RF-95921	Russian Air Force	photo	2019	reg not visible on photo
Il-62M	36 23 8 3 4	RA-86458	AFL/Ulyanovsk HFS	f/n	26jul19	preserved at a technical college alongside the Ulyanovsk Factory airfield with a fake tail
Il-62M	35 46 5 4 8	RA-86540	Rossiya	VKO	01aug19	reflown after more than five years of storage and ferried to CKL same day; trf to the Russian Air Force
Il-62MGr	41 54 5 3 5	EX-62001	Manas Airways	KZN	12aug18	reported scrapped in 2019
Il-76M	00034 24715	RF-86851	Russian Air Force	OVB	aug19	re-entered service following overhaul
Il-78	00834 89678	RF-94281	Russian Air Force	Rzd	24jul19	coded "78" blue; no titles
Il-78M2	10134 04138	RF-94272	Russian Air Force	r/o	23aug19	at Zhukovskiy; is the first Il-78 of this version; also carried code "34" blue
Il-76TD	10134 07230	UR-CMC	Yevropa Air	w/o	26jul19	destroyed by shelling whilst parked at al-Jufra (Libya)
Il-76TD	10134 09303	UR-CRP	Yevropa Air	w/o	26jul19	destroyed by shelling whilst parked at al-Jufra (Libya)
Il-76TD	10234 10327	20548	Chinese Air Force	URC	29dec17	l/n Ryazan Dyagilevo 24jul19
Il-76TD	10234 10355	UR-COZ	Skyaviatrans	w/o	06aug19	destroyed by shelling whilst parked at Misurata (Libya)
Il-76MF	10634 21724	SU-BTX/1331	Egyptian Air Force	d/d	jul19	ex Jordanian Air Force 360/JY-JIC
Il-76MF	20134 23808	SU-BTY/1332	Egyptian Air Force	CAI	30jul19	ex Jordanian Air Force 361/JY-JID
Il-76MD	---	"08" white	Uzbek Air Force	TAS	25aug19	not ex UK-76365 as this was present that same day
Il-76TD	---	20549	Chinese Air Force	SHA	17sep16	l/n Ryazan Dyagilevo 24jul19
Ka-26	70 015 08	HA-MRZ	ex Fly-Coop Kft		27aug19	seen on a low loader road in Holland in red faded c/s
Ka-26	---	108 ?	Hungarian Air Force	photo	27aug19	on a low loader road running in Holland in red c/s
Ka-27M	5235002023320	RF-19129	Russian Navy	photo	16jul19	over St. Petersburg coded "40" red
Ka-62	OP-3	"623" white	Vertolyoty Rossii	ff	aug19	from Tomilino; f/n Tomilino 20aug19
Ka-52	35382615009	RF-13426	Russian Air Force	Kub	07may19	coded "87" red; c/n known now
Ka-52	35382616001	RF-13428	Russian Air Force	Kub	18jun19	coded "89" red; c/n known now
Ka-52	35382616002	RF-13429	Russian Air Force	Kub	30jun19	coded "90" red; c/n known now
Ka-52	---	RF-13431	Russian Air Force	photo	mar19	coded "14" blue
Ka-52	---	RF-13435	Russian Air Force	photo	jul19	coded "83" red
Ka-52	---	RF-16154	Russian Air Force	photo	29jul18	over Sevastopol; coded "83" red
TR-410	85 14 05	RA-67501	Tekhnoregion	rgd	07jun19	in register as YeEVS.04.1105; f/n ZIA 28aug19
L-410UVP-E20	87 20 17	5R-AAT		TNR	23aug19	ex ZS-ATA
L-410UVP-E20	28 09	RA-67030(2)	Orenburzhye	KRR	06sep16	canx between 17may19 and 29jul19
L-410UVP-E20	29 20	ZS-ZAB	Air Express	JNB	13jul19	
L-410UVP-E20	30 01	ZS-ZAC	Air Express	JNB	20jul19	
L-410E20	19 32 13	OK-JRR	Aircraft Industries	UHE	12aug19	already carries '2nd Arkhangelsk Air Enterprise' titles
L-410E20	19 32 14	--	Aircraft Industries	UHE	19jul19	fuselage on a low loader for delivery to Russia
L-410E20	19 32 15	OK-JRV	Aircraft Industries	UHE	25aug19	
L-410E20	19 32 17	OK-JRX	Aircraft Industries	UHE	23aug19	already carries 'Siberian Light Aviation' titles
L-410UVP-E3	---	RF-94631	Russian Air Force	OSF	20mar19	coded "56" red; with 'VKS Rossii' titles
Li-2	---	CCCP-L3417(2)	no titles	unknown		preserved at Komsomolsk-na-Amure-Dzyomgi
Mi-2	52 9017 124	RA-23422	Konvers Avia	rgd	10mar04	canx between 17may19 and 29jul19
Mi-2	52 9126 035	(EX-23305)	Kyrgyzstan Airlines		jul19	preserved without reg in the Hawaii Resort at Tokmok
Mi-2	54 9249 065	RA-23341	Kazan Air Entererprise	Cho	24jul19	freshly painted at Fedurnovo (Chornoye)
Mi-2	53 10536 038	RA-14195	SibAviaTrade	db	20sep08	canx between 17may19 and 29jul19
Mi-2	52 10832 029	UR-MAA	Meridian	rgd	01jul19	ex UR-14121
Mi-2	---	GBP-15	Georgian Border Police	photo	2019	in full c/s with titles in Georgian and English
Mi-4A	15 168	CCCP-02282	AFL/Magadan	w/o	26jun79	when the free-wheel clutch failed
Mi-6	77 13 64	FAP 679	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995
Mi-6	77 13 65	FAP 680	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995
Mi-6	77 13 66	FAP 681	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995
Mi-6	77 13 67	FAP 682	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995
Mi-6	77 13 68	FAP 683	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995; c/n now known
Mi-6	77 13 69	FAP 684	Peruvian Air Force	wfu	1992	b/u at Lima-Callao around 1995; c/n now known
Mi-8T	27 65	"05" blue	Ukrainian AF/PVO	IEV	25sep92	
Mi-8T	37 03	"01" red	Soviet Air Force	photo	oct17	c/n from engine cover
Mi-8P	58 30	RA-25962	Angara	IKT	oct17	wfu; canx between 17may19 and 29jul19
Mi-8P	74 11	LZ-CAV	not known	SOF	11nov16	canx between 05apr19 and 30jul19
Mi-8T	76 88	RA-25204	UTair	dam	10aug19	on take-off from a helipad at Lensk vakhtovy posyolok
Mi-8T	9 82 03973	RA-25323	Yelstovka	SWT	14aug19	
Mi-8T	9 85 20571	RA-22929	Yelstovka	Ovy	20sep17	canx between 17may19 and 29jul19
Mi-8T	9 88 39250	RA-24576	Baikal Aero	rgd	30oct18	f/n UUD 18aug19
Mi-8T	9 88 39750	RA-24115	Vertikal-T	dam	13aug19	came down hard close to a house, tailboom broke off
Mi-9	9 80 88 05	"40" yellow	Kazakh Air Force	BXJ	08jul19	wfu at Boroldai, c/n checked
Mi-9	9 80 88 19	"39" yellow	Kazakh Air Force	BXJ	08jul19	wfu at Boroldai, c/n checked

Mi-8MT	<b>9 3285</b>	"99" red	Ukraine Army Aviation		14aug19	contract for the assessment of ist condition signed
Mi-8MT	<b>9 4293</b>	RF-93895	Russian Air Force	Eng	21jun19	reg and code "44" blue applied in 356 ARZ
Mi-8MTV-1	<b>9 5726</b>	EX-08014	Al Amyal	FRU	10jul19	seen in the CAAS-NARP overhaul factory
Mi-8MTV-1	<b>9 5731</b>	RA-25115	not known	rgd	23may19	ex 4K-25115
Mi-8MTV-1	<b>9 5745</b>	RA-25129	Alrosa	dam	02mar17	sat wfu at MJZ sep18; canx betw.17may19 and 29jul19
Mi-8MTV-1	<b>9 5986</b>	EX-08010	Al Amyal	FRU	10jul19	seen in the CAAS-NARP overhaul factory at Bishkek
Mi-8MTV-1	<b>9 6129</b>	4L-AVL	Aviaservice	rgd	11jun19	ex OB-2050-P
Mi-8MTV-1	<b>9 6577</b>	RA-22418 (2)	UTair	SWT	05aug19	in yellow/black/orange c/s
Mi-8MTV-1	<b>9 7455</b>	RA-22813 (2)	Aerogeo	rgd	12dec18	f/n in the Krasnoyarsk region 25jul19
Mi-8MTV-1	<b>9 7514</b>	RA-24450 (2)	Tuvinskiye avialinii	rgd	18jul19	
Mi-171C	<b>171C00360137367U</b>	B-707W	Quingdao Helic. Aviation	rgd	2019?	ex RA-22662 (2)
Mi-8AMT	<b>8AMT00643187718U</b>	RA-24118 (2)	Konvers Avia	rgd	06jun19	
Mi-8AMT	<b>8AMT00643187741U</b>	RA-24565 (2)	Skol	rgd	02jul19	f/n Krasnoyarsk-Cheremshanka 20jul19
Mi-8AMT	<b>8AMT00643187742U</b>	RA-24584 (2)	Skol	rgd	02jul19	
Mi-8AMT	<b>8AMT00643187743U</b>	RA-24600 (2)	Skol	rgd	02jul19	f/n ABA 11aug19
Mi-8AMT	<b>8AMT00643187744U</b>	RA-24623 (2)	Skol	rgd	02jul19	
Mi-8AMTSh	---	RF-04430	Russian Air Force	photo	10aug19	at Dubrovichi; coded "64" red
Mi-8AMTSh	---	RF-04432	Russian Air Force	photo	10aug19	at Dubrovichi; coded "66" red
Mi-8AMTSh	---	RF-04502	Russian Air Force	Kub	03aug19	did not carry a code; l/n Dubrovichi 10aug19
Mi-8AMT	---	RA-24638 (2)	not known	rgd	2019	was already f/n in UUAZ 22jul19
Mi-8MTV-5	---	RF-24754	Russian Air Force	Gmv	jul19	Mi-8MTV-5-1; coded "34" white
Mi-8AMTSh	---	RF-24768	Russian Air Force	photo	2019	coded "57" red
Mi-8AMT	---	RF-28500 (2)	FSB	OVB	jul19	
Mi-8AMTSh	---	RF-91202	Russian Air Force	Rzd	07aug19	l/n Dubrovichi 10aug19
Mi-171	---	E3-ABB	Eritrean Air Force	photo	02aug19	at Sawa
Mi-171E	---	LH972723	Chinese Army	photo	aug19	ex LH927xx; opb 77th Brigade
Mi-8	---	GBP-10001	Georgian Border Police	photo	2019	in full c/s with titles in Georgian and English
Mi-8	---	7815	Vietnam Air Force	photo	15aug19	taken at Phucut
Mi-8	---	7818	Vietnam Air Force	photo	13aug19	taken at Phucut
Mi-8T	<b>10948</b>	EX-40024	not known	FRU	10jul19	dismantled (without reg) in the CAAS-NARP overhaul factory, registration just from paperwork; ex EX-507
Mi-8T	<b>10952</b>	EX-40027	not known	FRU	10jul19	same comment as c/n 10948; ex EX-511
Mi-8T	<b>10953</b>	EX-40021	not known	FRU	10jul19	same comment as c/n 10948; ex EX-503
Mi-8T	<b>10955</b>	EX-40025	not known	FRU	10jul19	same comment as c/n 10948; ex EX-509
Mi-8T	<b>10961</b>	EX-40022	not known	FRU	10jul19	same comment as c/n 10948; ex EX-504
Mi-8T	<b>10977</b>	EX-40023	not known	FRU	10jul19	same comment as c/n 10948; ex EX-506
Mi-8T	<b>10980</b>	EX-40026	not known	FRU	10jul19	same comment as c/n 10948; ex EX-510
Mi-14PS	<b>75 002</b>	"02" red	Kazakh Air Force	BXJ	10jul19	wfu; c/n checked
Mi-24D	<b>353246 .. 13207</b>	654	Peruvian Air Force	d/d	1992	stored at Base Aérea de Vitor, seen aug19
Mi-24V	<b>353242 21 16719</b>	"28" blue	Russian Air Force	photo	21aug19	will be preserved at Budyonnovsk-Severny
Mi-24P	<b>353243 36 23508</b>	RF-91071	Russian Air Force	photo	2015	coded "03" red; c/n checked Torzhok 10jun17
Mi-24P	<b>353243 41 16203</b>	6805	Myanmar Air Force	photo	02jul19	under overhaul by 558 ARZ at Baranovichi
Mi-24D	<b>04115</b>	645	Peruvian Air Force	d/d	1992	stored at Base Aérea de Vitor, seen aug19
Mi-24D	<b>04251</b>	646	Peruvian Air Force	d/d	1992	w/o 07feb95 shot down by Ecuadorian air defence
Mi-24D	<b>M340 144</b>	652	Peruvian Air Force	d/d	1992	stored at Base Aérea de Vitor, seen aug19
Mi-25U	<b>477 258</b>	698	Peruvian Air Force	mfd	24feb83	l/n Las Palmas 23jul17; active by 2019
Mi-25U	<b>477 259</b>	699	Peruvian Air Force	mfd	24feb83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 260</b>	651	Peruvian Air Force	mfd	19feb83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 262</b>	655	Peruvian Air Force	mfd	18feb83	w/o 19jul89
Mi-25	<b>477 263</b>	656	Peruvian Air Force	mfd	04mar83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 264</b>	657	Peruvian Air Force	mfd	10mar83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 265</b>	658	Peruvian Air Force	mfd	04mar83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 266</b>	659	Peruvian Air Force	mfd	10mar83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 267</b>	693	Peruvian Air Force	mfd	10mar83	stored at Base Aérea de Vitor, seen aug19
Mi-25	<b>477 268</b>	694	Peruvian Air Force	mfd	10mar83	l/n Miraflores 03feb19, active
Mi-25	<b>410 440</b>	647	Peruvian Air Force	d/d	1992	w/o 22aug95 when collided with Mi-25 '695'
Mi-25	<b>410 454</b>	648	Peruvian Air Force	d/d	1992	active by 2019
Mi-25	<b>410 455</b>	650	Peruvian Air Force	d/d	1992	active by 2019
Mi-25	<b>477 470</b>	695 (1)	Peruvian Air Force	mfd	24jan85	w/o 22aug95 when collided with Mi-25 '647'
Mi-25	<b>477 471</b>	696 (1)	Peruvian Air Force	mfd	1985	w/o 03sep93
Mi-25	<b>477 472</b>	697	Peruvian Air Force	mfd	1985	active by 2019
Mi-35P	<b>070 390</b>	695 (2)	Peruvian Air Force	mfd	2011	stored at Base Aérea de Vitor, seen aug19
Mi-35P	<b>070 391</b>	696 (2)	Peruvian Air Force	mfd	2011	active by 2019
Mi-24P	---	6806	Myanmar Air Force	photo	02jul19	under overhaul by 558 ARZ at Baranovichi
Mi-35M	---	"103" white	Uzbek Air Force	fff	24jul19	without markings apart from the serial with Rostvertol
Mi-26T	<b>34001212473</b>	RF-06054	FSB	dbt	29jul19	on an emergency landing; remains seen YKS 21aug19
Mi-28N	---	RF-91103	Russian Air Force	photo	24jul18	seen near Stavropol; coded "37" blue
Mi-38	---	"265" white	Vertolyoty Rossii	Tom	21aug19	probably a VIP version; no titles
Mi-38T	---	RF-04529	Russian Air Force	Tml	24aug19	
RRJ-95LR	<b>95 067</b>	RA-89035	Yakutiya	ULY	23aug19	being painted in dark blue c/s; l/n ZIA 24aug19
RRJ-95B	<b>95 157</b>	97012(5)	Sukhoi Civil Aircraft	ZIA	20aug19	in full c/s
RRJ-95B	<b>95 190</b>	89127	primer	fff	21jun19	l/n Dzyomgi 17aug19
RRJ-95B	<b>95 191</b>	89128	primer	fff	11jul19	
RRJ-95B	<b>95 192</b>	--	primer	fff	18jul19	
Tu-22M3	<b>12 51 3 2 4</b>	"50" red	Russian Air Force	Bly	aug19	will be preserved as a gate guard at Byelaya
Tu-22M3	<b>.. 70 . 1 .</b>	"06" red	Soviet Navy	mfd	1985	scrapped at Oktyabrskoye mar97
Tu-22M3	<b>46 88 4 2 4</b>	"12" red	Russian Air Force	trf	1992	sold as scrap metal 12nov12

Tu-22M3	<b>37 92 3 4 4</b>	"74" red	Russian Air Force	trf	1992	sold as scrap metal 12nov12
Tu-22M3	<b>48 99 4 3 7</b>	"04" red	Soviet Air Force	mfd	1988	w/o at Ryazan-Dyagilevo 02jun89
Tu-22M3	<b>21110 9 1 1</b>	"26" red	Russian Air Force	trf	1992	sold as scrap metal 12nov12
Tu-134UBL	---	RF-66010	Russian Air Force	MSQ	14jul15	
Tu-154M/D	<b>86A730</b>	B-4050	Chinese Air Force	NAY	25jul19	no wings or tail
Yak-12	<b>464 02 07</b>	CCCP-L2046	AFL/NII GVF	rgd	01jun50	
Yak-12	<b>464 40 15</b>	CCCP-G354	Mingeo	rgd	22may50	became CCCP-A354 AFL/Krasnoyarsk; soc 24jun55
Yak-12	<b>464 40 19</b>	CCCP-G358	Mingeo	rgd	25may50	became CCCP-L248 AFL/Ukraine; soc 20dec56
Yak-12	<b>464 40 21</b>	CCCP-G360	Mingeo	rgd	22may50	
Yak-12	<b>464 40 22</b>	CCCP-G361	Mingeo	rgd	20may50	became CCCP-L353 and later CCCP-L409 AFL/Kazakhstan; soc23apr57
Yak-12	<b>464 40 24</b>	CCCP-G363	Mingeo	rgd	22may50	became CCCP-L229 AFL/Krasnoyarsk
Yak-12	<b>464 40 32</b>	CCCP-G356	Mingeo	rgd	20may50	became CCCP-L384 AFL/West Siberia; soc 16aug56
Yak-12	<b>464 40 33</b>	CCCP-G357	Mingeo	rgd	20may50	became CCCP-L382 AFL/West Siberia
Yak-12	<b>464 40 36</b>	CCCP-G359	Mingeo	rgd	19may50	became CCCP-L298 AFL/Northern; soc 26may56
Yak-12	<b>464 40 37</b>	CCCP-G362	Mingeo	rgd	19may50	became CCCP-L372 AFL/Northern; soc 25aug56
Yak-12	<b>464 42 14</b>	CCCP-Zh140	MVD - GULZhDS	rgd	30jun50	ambulance version; opb Zheldorproekt, became
		CCCP-X1085	MMP	rgd	unknown	opb Nizhne-Tajilski metallurgicheski kombinat Sverdlovskogo sovnarkhoza
Yak-12	<b>464 45 23</b>	CCCP-X108	MMP	rgd	14aug57	same as previous comment
Yak-12	<b>464 45 24</b>	CCCP-G369	Mingeo	rgd	04sep50	became CCCP-L215 AFL/Far East; soc 27apr56
Yak-12	<b>464 45 24</b>	CCCP-G370	Mingeo	rgd	04sep50	became CCCP-L216 AFL/Far East; dbr, soc 30dec54
Yak-12	<b>464 45 25</b>	CCCP-G371	Mingeo	rgd	04sep50	became CCCP-L230 AFL/Krasnoyarsk
Yak-12	<b>464 45 26</b>	CCCP-G372	Mingeo	rgd	04sep50	became CCCP-L385 AFL/West Siberia; soc in 1957
Yak-12R	<b>07 4 27</b>	CCCP-L5823	AFL/Krasnoyarsk	no	reports	became CCCP-07823 rgd 09may58
Yak-12R	<b>07 4 29</b>	CCCP-L5829	AFL/Krasnoyarsk	no	reports	became CCCP-07829 rgd 09may58
Yak-12R	<b>07 4 30</b>	CCCP-L5831	AFL/Krasnoyarsk	no	reports	became CCCP-07831 rgd 09may58
Yak-12R	<b>09 4 33</b>	CCCP-L5878	AFL/Krasnoyarsk	mfd	1955	became CCCP-07878 rgd 09may58; w/o 23may64; soc 16sep64
Yak-12R	<b>10 4 01</b>	CCCP-L5881	AFL/Krasnoyarsk	no	reports	became CCCP-07881 rgd 09may58
Yak-12R	<b>10 4 21</b>	CCCP-L5892	AFL/Krasnoyarsk	no	reports	became CCCP-95892 rgd 09may58
Yak-12R	<b>10 4 34</b>	CCCP-L5902	AFL/Krasnoyarsk	no	reports	became CCCP-95902 rgd 09may58
Yak-12M	<b>01 5 02</b>	CCCP-L5700	AFL/Krasnoyarsk	no	reports	became CCCP-05700 rgd 09may58
Yak-12M	<b>04 5 11</b>	CCCP-L5989	AFL/Krasnoyarsk	no	reports	became CCCP-95989 rgd 09may58; w/o 10sep61; canx 14dec61
Yak-12M	<b>04 5 40</b>	CCCP-L4005	AFL/Krasnoyarsk	no	reports	became CCCP-74005 rgd 09may58
Yak-12M	<b>06 5 25</b>	CCCP-L4047	AFL/Krasnoyarsk	no	reports	became CCCP-74047 rgd 09may58
Yak-12M	<b>06 5 26</b>	CCCP-L4049	AFL/Krasnoyarsk	no	reports	became CCCP-74049 rgd 09may58
Yak-12M	<b>06 5 33</b>	CCCP-L4055	AFL/Krasnoyarsk	no	reports	became CCCP-74055 rgd 09may58
Yak-12M	<b>06 5 37</b>	CCCP-L4064	AFL/Krasnoyarsk	no	reports	became CCCP-74064 rgd 09may58
Yak-12M	<b>06 5 40</b>	CCCP-L4065	AFL/Krasnoyarsk	no	reports	became CCCP-74065 rgd 09may58
Yak-12M	<b>08 5 08</b>	CCCP-L4078	AFL/Krasnoyarsk	no	reports	became CCCP-74078 rgd 09may58
Yak-12M	<b>08 5 11</b>	CCCP-L4079	AFL/Krasnoyarsk	no	reports	became CCCP-74079 rgd 09may58
Yak-12M	<b>08 5 12</b>	CCCP-L4076	AFL/Krasnoyarsk	no	reports	became CCCP-74076 rgd 09may58; w/o 08jul60
Yak-12M	<b>08 5 31</b>	CCCP-L4106	AFL/Krasnoyarsk	no	reports	became CCCP-74106 rgd 09may58
Yak-12M	<b>09 5 25</b>	CCCP-L4168	AFL/Krasnoyarsk	no	reports	became CCCP-74168 rgd 09may58
Yak-12M	<b>09 5 38</b>	CCCP-L4173	AFL/Krasnoyarsk	no	reports	became CCCP-74173 rgd 09may58
Yak-12M	<b>10 5 01</b>	CCCP-L4176	AFL/Krasnoyarsk	no	reports	became CCCP-14176 rgd 09may58
Yak-12M	<b>10 5 03</b>	CCCP-L4178	AFL/Krasnoyarsk	no	reports	became CCCP-14178 rgd 09may58
Yak-12M	<b>10 5 35</b>	CCCP-L4220	AFL/Krasnoyarsk	no	reports	became CCCP-14220 rgd 09may58
Yak-12M	<b>11 5 02</b>	CCCP-L4229	AFL/Krasnoyarsk	no	reports	became CCCP-14229 rgd 09may58; soc 05feb69
Yak-12M	<b>13 5 09</b>	CCCP-L4325	AFL/Krasnoyarsk	no	reports	became CCCP-14325 rgd 09may58
Yak-12M	<b>13 5 19</b>	CCCP-L4357	AFL/Krasnoyarsk	no	reports	became CCCP-44357 rgd 09may58
Yak-12M	<b>14 5 02</b>	CCCP-L4393	AFL/Krasnoyarsk	no	reports	became CCCP-44393 rgd 09may58
Yak-12M	<b>14 5 15</b>	CCCP-L1056	AFL/Krasnoyarsk	no	reports	became CCCP-21056 rgd 09may58
Yak-12M	<b>15 5 18</b>	CCCP-L1034	AFL/Krasnoyarsk	no	reports	became CCCP-21034 rgd 09may58
Yak-12M	<b>15 5 30</b>	CCCP-L1046	AFL/Krasnoyarsk	no	reports	became CCCP-21046 rgd 09may58
Yak-12M	<b>21 5 36</b>	CCCP-L709	AFL/Krasnoyarsk	no	reports	became CCCP-72709 rgd 09may58
Yak-12M	<b>22 5 26</b>	CCCP-L772	AFL/Krasnoyarsk	no	reports	became CCCP-72772 rgd 09may58
Yak-12M	<b>22 5 31</b>	CCCP-L781	AFL/Krasnoyarsk	mfd	26mar57	became CCCP-72781 rgd 09may58; w/o 01aug70
Yak-12M	<b>23 5 19</b>	CCCP-L801	AFL/Krasnoyarsk	no	reports	became CCCP-40801 rgd 09may58
Yak-12M	<b>26 5 21</b>	CCCP-L857	AFL/Krasnoyarsk	no	reports	became CCCP-40857 rgd 09may58
Yak-12M	<b>30 5 33</b>	CCCP-T0720	AFL/Krasnoyarsk	no	reports	became CCCP-40720 rgd 09may58;
Yak-40	<b>9 54 17 41</b>	UP-Y4008	East Kazakhstan Air Ent.	UKK	jul19	stored with the registration now removed
Yak-40	<b>9 61 18 46</b>	RA-88164	SibNIA ?	rgd	24jun19	restored to the main register this date
Yak-40K	<b>9 64 02 52</b>	UP-Y4009	East Kazakhstan Air Ent.	UKK	jul19	with the registration now removed
Yak-40K	<b>9 82 05 58</b>	T-450	Angolan Air Force	LAD	16aug19	loaded by crane on to a lorry; still present 22aug19
Yak-42D	<b>452042 48 11 447</b>	RA-42365	Sirius Aero	KZN	jun19	canx between 17May19 and 29Jul19 and rep b/u
Yak-42D	<b>452042 41 16 698</b>	RA-42408	KrasAvia	KZN	jun19	wfu and stored; canx between 17may19 and 29jul19
HY6	<b>20 24 13 ?</b>	10790	Chinese Air Force	photo	09jul15	last digit of c/n hard to read; tanker version
H6K	<b>0 24 73</b>	41171	Chinese Air Force	Rzd	24jul19	36th Div/108th Reg
H6K	<b>0 24 74</b>	41172	Chinese Air Force	Rzd	24jul19	36th Div/108th Reg
H6K	---	20210 (2)	Chinese Air Force	photo	23jul19	f/n over the Sea of Japan 23jul19
Y8F-100	---	B-4150	Civil Aviation Adm China	HZG	31jul19	CAAC titles but Air Force operated
Y8F-100	---	B-4153	Civil Aviation Adm China	HZG	31jul19	CAAC titles but Air Force operated
KJ500	<b>58 18 02</b>	unknown	Chinese Air Force	photo	2019	taken from below with only the c/n readable
KJ500	---	30075 & 30079	Chinese Air Force	photo		both 26th Div/77th Reg

Y9	---	10256	Chinese Air Force	photo	jul19	4th Div/10th Reg; carries a large Red Cross on its nose
Y9	---	10654 & 10655	Chinese Air Force	photo	aug19	both 4th Div/11th Reg
Y9	---	55741	Chinese Air Force	photo	26jul19	at Nanchong
KJ500H	---	81611	Chinese Navy	photo	15jun19	flying bare metal with serial and roundel only
MA60	<b>07 08</b>	4R-HTN	Helitours	canx	2019	and reportedly scrapped by jul19
MA60	<b>07 09</b>	4R-HTO	Helitours	canx	2019	and reportedly scrapped by jul19
MA60	---	B-00D8	Angolan Air Force	DAC	21aug19	on delivery; arrived LAD 24aug19; became T-270
MA60	---	B-00D9	Angolan Air Force	DAC	21aug19	on delivery; arrived LAD 24aug19; became T-271
CJ6A	<b>67 320 01</b>	4314/34	Chinese Air Force	photo	aug17	AU FBTB/1st Reg
CJ6A	<b>67 320 16</b>	4248/28	Chinese Air Force	photo	sep16	AU FBTB/4rd Reg
CJ6A	---	4041/01	Chinese Air Force	photo		AU FBTB/4st Reg
CJ6A	---	4044/05	Chinese Air Force	photo	2017	AU FBTB/4st Reg
CJ6A	---	4331/31	Chinese Air Force	photo	mar18	AU FBTB/3rd Reg
CJ6A	---	4361/31	Chinese Air Force	photo	mar18	AU FBTB/2nd Reg
CJ6A	---	4362/32	Chinese Air Force	photo	mar18	AU FBTB/2nd Reg
CJ6A	---	4859/89	Chinese Air Force	photo	jun18	AU FBTB/1st Reg
CJ6A	---	4957/97	Chinese Air Force	photo	jun18	AU FBTB/1st Reg

## PH register

### Newly registered aircraft:

PH-HPJ	Fire Balloons G 34/24	<b>1186</b>		10jul19	Ex D-OKGS.
PH-JUM	Lindstrand LTL Series 1 - 90	<b>110</b>		08jul19	"Jumbo Joure Zijlstra" advertisement.
PH-KDL	Cessna F152	<b>F15201489</b>		09jul19	Ex PH-KDL, PH-AXH(1).
PH-KFB	Diamond DA42NG	<b>42.N373</b>		04jul19	KLM Flight Academy.
PH-LTL	Lindstrand LTL Series 1 - 120	<b>101</b>		12jul19	"Lindstrand" advertisement.
PH-MAS	Partenavia P.68C-TC	<b>245</b>		22jul19	Ex OO-PXL.
PH-NEY	Alpi Aviat Pioneer 300 Griffon	<b>E008</b>		19jul19	
PH-VOY	Cameron RX-100	<b>2656</b>		10jul19	Ex PH-VOY, G-BTUO. "Chrysler" advertisement.
PH-4R3	Comco Ikarus C42	<b>9912-6227</b>		24jul19	Ex D-MPBM.
PH-4T3	JMB Aircraft VL-3E	<b>321</b>		17jul19	
PH-4T4	Blackshape Prime BS100	<b>BPU 055</b>		23jul19	
PH-7M2	Eurobyl Silent Twin	<b>FLST 1365715</b>		24jul19	
PH-7M4	Fresh Breeze XCitor	<b>457</b>		15jul19	
PH-7W7	Adventure X-Race	<b>XS M4-1384</b>		19jul19	
PH-8L8	Fresh Breeze XCitor	<b>205</b>		03jul19	Ex PH-8L8.
PH-1631	Schleicher ASW 27	<b>27154</b>		05jul19	Ex D-3113.
PH-1632	Rolladen-Schneider LS 4-a	<b>4374</b>		04jul19	Ex HB-1723.

### Change of ownership:

PH-DTW	Aerostar Yak-52	<b>9111413</b>	08050	08jul19	
PH-GOV	Boeing 737-700	<b>64970</b>		08jul19	
PH-IPL	Cessna F172M	<b>F17201348</b>		17jul19	
PH-JPS	Robinson R44 Raven II	<b>11772</b>	08085	17jul19	
PH-MGZ	Lindstrand LBL-105A	<b>591</b>	05711	31jul19	
PH-STW	Cessna 172R	<b>17280158</b>	07170	24jul19	
PH-STZ	Cessna 172R	<b>17280246</b>	07164	23jul19	
PH-VII	Van's RV-7	<b>71861</b>	07103	10jul19	
PH-VMT	Piper PA-28-140	<b>28-25338</b>	09092	10jul19	
PH-WAI	Cessna F172M	<b>F17200961</b>	02039	01jul19	
PH-WDR	Piper PA-18-135	<b>18-3852</b>	02455	22jul19	
PH-YRD	Fire Balloons G 40/24	<b>967</b>	06197	11jul19	
PH-7W3	Miniplane Top 80 ABM	<b>801405037</b>	08304	15jul19	
PH-8L7	Fresh Breeze Snap SportiX	<b>353</b>	07954	03jul19	
PH-8P7	Fly Products Gold 130+	<b>061076</b>		26jul19	
PH-9C7	Adventure A4	<b>3548</b>	20865	24jul19	
PH-271	Schleicher K-7	<b>1079</b>	00588	12jul10	
PH-730	Grob G102 Club Astir 3B	<b>5609CB</b>	05810	15jul19	
PH-806	Schempp-Hirth Discus B	<b>86</b>	03631	01jul19	
PH-874	Schleicher Ka-6 BR-Pe	<b>341</b>	03924	25jul19	
PH-1269	Rolladen-Schneider LS-3	<b>3049</b>	06273	05jul19	
PH-1566	Schempp-Hirth Standard Cirrus	<b>210</b>	08657	04jul19	

### Cancelled from register:

PH-ABT	Pilatus PC-6/B2-H4	<b>790</b>		03jul19	To United Arab Emirates.
PH-ATN	Cameron Z-350	<b>10354</b>	06376	26jul19	No longer compliant with requirements.
PH-AUW	Cameron Peacock-90	<b>3054</b>	04753	08jul19	More than 1 year without valid airworthiness document.
PH-BOM	Thunder AX10-210 S2	<b>10146</b>	07101	12jul19	Wfu.
PH-CBX	Brändli BX-2 Cherry	<b>154</b>	07744	10jul19	More than 1 year without valid airworthiness document.
PH-CHH	Cameron N-133	<b>10353</b>	08216	01jul19	Wfu.
PH-DDZ	Douglas DC-3C-S1C3G	<b>19754</b>	05679	19jul19	More than 1 year without valid airworthiness document.
PH-DIY	Europa AL Europa XS TG	<b>589</b>	07516	19jul19	More than 1 year without valid airworthiness document.
PH-DVA	Lindstrand LBL-105A	<b>343</b>	05191	26jul19	No longer compliant with requirements.
PH-EDH	Piper PA-24-250	<b>24-3361</b>	01055	08jul19	Wfu.
PH-HFR	Lindstrand LBL-105A	<b>137</b>	07346	15jul19	Wfu.
PH-HPI	Fire Balloons G 34/24	<b>1140</b>	08862	01jul19	Wfu.
PH-HPY	Fire Balloons G 30/24	<b>1107</b>	06590	01jul19	Wfu.
PH-IGS	Cameron A-300	<b>11128</b>	09709	26jul19	No longer compliant with requirements.



PH-KZD	Fokker 70	11582	04jul19	To PJ-JAC.
PH-LIM	Fire Balloons G 42/24	1152	06758 18jul19	More than 1 year without valid airworthiness document.
PH-MAP	Cessna 195	7205	08380 03jul19	More than 1 year without valid airworthiness document.
PH-MMB	Fire Balloons G 50/24	1003	06239 04jul19	More than 1 year without valid airworthiness document.
PH-PEZ	Robinson R44 II	10479	07696 08jul19	More than 1 year without valid airworthiness document.
PH-PUL	Aero Designs Pulsar XP	252	04909 05jul19	More than 1 year without valid airworthiness document.
PH-RAP	Lancair 360	266	06772 04jul19	More than 1 year without valid airworthiness document.
PH-REM	Cameron N-105	4758	05862 04jul19	Wfu.
PH-RTV	Fire Balloons G 36/24	591	08784 26jul19	No longer compliant with requirements.
PH-RVC	Parsons II Tandem	RVA03	06555 02jul19	More than 1 year without valid airworthiness document.
PH-RVF	Farrington Twinstarr	TS98-018	06735 02jul19	More than 1 year without valid airworthiness document.
PH-VBX	Ultramagic T-210	210/46	07088 11jul19	More than 1 year without valid airworthiness document.
PH-WTP	Cameron V-77	874	08225 11jul19	More than 1 year without valid airworthiness document.
PH-1Z7	Sky-Walker II	273	20260 18jul19	More than 1 year without valid airworthiness document.
PH-2G3	Pegasus Quasar 2TC	00-9201	20856 10jul19	More than 1 year without valid airworthiness document.
PH-2V4	TL-132 Condor	96C03	20434 11jul19	More than 1 year without valid airworthiness document.
PH-3B4	Air Creation Clipper 582XP	E101510	20490 04jul19	More than 1 year without valid airworthiness document.
PH-3J9	Flight Design CT	99-12-05-79	20558 08jul19	To Bulgaria.
PH-3K3	Air Creation Mild GT582ES	T00026	20577 09jul19	No longer compliant with requirements.
PH-4D3	Tecnam P-92 Echo Super	751	20891 04jul19	More than 1 year without valid airworthiness document.
PH-4E3	Comco Ikarus C42B	0902-7026	20926 23jul19	To Ireland.
PH-4H6	Spacek SD-1 Minisport	15	08496 24jul19	To Germany.
PH-4K8	Zlin Aviation Savage Cub	261	08155 17jul19	To Germany.
PH-4L9	Bautek Skycruiser	82313	08436 15jul19	Wfu.
PH-7T6	Miniplane Top 80 ABM	800702044	08539 17jul19	Wfu.
PH-7U3	Fly Products Gold 130+	M21184	08551 10jul19	Wfu.
PH-7Y6	Fresh Breeze ThoriX	193	08246 03jul19	More than 1 year without valid airworthiness document.
PH-7Z1	Eurobyl Silent Twin	FLST 893915	08222 18jul19	More than 1 year without valid airworthiness document.
PH-8D8	Nirvana Rodeo 125	612489	08669 19jul19	More than 1 year without valid airworthiness document.
PH-8G1	Fresh Breeze Flyke Monster	472	07929 15jul19	Wfu.
PH-8R1	Adventure M4	4921	20999 03jul19	More than 1 year without valid airworthiness document.
PH-8R9	Parajet Volution Moonair 01	347	08316 03jul19	More than 1 year without valid airworthiness document.
PH-8S5	Parajet Volution Moonair 01	431	20980 03jul19	More than 1 year without valid airworthiness document.
PH-8T8	Fresh Breeze Snap 120	326	21013 10jul19	More than 1 year without valid airworthiness document.
PH-8W8	Fly Products Xenit	61802	20935 03jul19	More than 1 year without valid airworthiness document.
PH-9C3	Fly Products Race C	7693	20914 03jul19	More than 1 year without valid airworthiness document.
PH-9E3	Fresh Breeze 122 AL 2 F	M169 559	20849 03jul19	More than 1 year without valid airworthiness document.
PH-9E5	Fresh Breeze Snap 120	147	20872 03jul19	More than 1 year without valid airworthiness document.
PH-9G3	Fresh Breeze Snap 120	214	20845 03jul19	More than 1 year without valid airworthiness document.
PH-9G8	Fresh Breeze Snap 120	06070588	20833 03jul19	More than 1 year without valid airworthiness document.
PH-9K7	Adventure A4	DAQ3429	20802 03jul19	More than 1 year without valid airworthiness document.
PH-9X9	Fresh Breeze Simo 122	135	20680 18jul19	More than 1 year without valid airworthiness document.
PH-210	Wolf-Hirth Gövier III	420	00525 30jul19	More than 1 year without valid airworthiness document.
PH-755	Schleicher ASK-23B	23024	03441 09jul19	Wfu.
PH-1208	Scheibe Bergfalke III	5643	05945 14jul19	Wfu.

Credits: Inspectie Leefomgeving en Transport.



On 1 August Air Charters Europe welcomed its second Embraer aircraft. It arrived at Antwerp on 1 August 2019, still registered as N650EC. The Embraer was initially delivered to Grand China Express as an ERJ145LI, with registration B-3036 and msn 14501000. At some point in its career it also flew for Tianjin Airlines. After the aircraft was returned to its lessor it was converted to an ERJ145LR, and as such it was delivered to Air Charters Europe. Like Embraer ERJ135LR PH-DWS, future PH-DWA will be operated by JetNetherlands. (Antwerp, 5 August 2019, Walter Van Brempt)

# Wrecks & Relics



The Nationaal Militair Museum at Soesterberg organized a special event in August named Zomeroffensief 2019 (Summer Offensive) during which several of the aircraft in storage were parked outside. One of them was this USAF T-37B 65-10825/EN. (23 August 2019, Manolito Jaarsma)

## Netherlands

### Baarlo

Three Bo105s have arrived here, two are in KLu colours while one is silver. This silver one has 83 on its boom (ex B-83?).

### Barneveld

(A-453) Alouette 3 stored **1453** jul19

On 12 July this Alouette was noted on a truck on its way to the Netherlands. The former Heli TV Lodrino aircraft should have gone to Barneveld to the same owner as MiG-21MF 7902.

### Road Running

(408) Ka-26 (HA-MRZ), ex Hungary **7001508** aug19

The Kamov was noted on a trailer on the A28 highway behind a van which was rented in Emmen. Destination unknown.

## Belgium

### Beauvechain

FX-39 F-104G preserved **9079** jul19

MT-35 CM170 preserved **292** jul19

Both are new with the 1st Wing Heritage Museum. The Starfighter arrived on base in 2017 from Kleine Brogel and was handed over to the museum on 11 July. The CM170 was stored in a shelter, but is now with the collection as the shelters were needed to store Alpha Jets. Meteor EG-79 has been repainted and is now marked EG-257/SV-J.

### Helchteren

4407 MiG-21PFM preserved, ex Balen **94A4407** aug19

The MiG is preserved outside at a private location, it arrived in March 2019.

### Herentals

(SP-SXD) Mi-2 preserved, ex Soviet **512619102** jul19

Club Baobab has this Mi-2 mounted on the roof of the company at N51.15911, E4.80619. It can be seen from the A13 highway just north of it. The Mi-2 was last seen at Usingen, Germany.

## Croatia

### Gornji Stupnik

A dismantled SOKO 522 was noted here which was said to be from 60186, but a plate on the frame read 208. Furthermore a cockpit marked 86 was noted at Klake. Also present were the tails marked 186, 201 and a third one. The SOKO will be restored by using parts from a second wrecked frame which used to be preserved at Grobnik Cavle, but was blown up after the war, this might be 60201. The airfield is at N45.76900, E15.85657.

### Imotski

Noted here was Kurir (50186/YU-CSK) was sold to Belarus but was not yet collected. A second unknown Kurir frame was also present as was a UTVA66 marked F-DETS which came from an aero club near Sarajevo. This location is listed in EMOOS under Donji Vinjani.

### Klake

A SOKO 522 is under restoration here in a shed, build from several parts. The cockpit is from 30180 (c/n **80** read) and the tail has c/n **75**. Also here is a cockpit with c/n **86** (should be from 60186).

### Osijek Klisa

(84806) JRF-5 C-FMXW, ex Vukovar **B-101** jul19

The Goose was flown in during 2016 and is now under restoration. This airfield is at N45.46571, E18.80705.

### Split Divulje

9A-BDM CeF172H ex Croatia **0351** jul19

(0027) Po-2 9A-ISC, ex Sinj **27** jul19

Both are in the same hangar at the civil part of the airfield.

### Velika Gorica

The northern side dump was checked in July 2019 and all aircraft listed in EMOOS (except UTVA66 51139) were noted. Also the aircraft at the main ramp along the western border were all there except CeR172K 9A-DMT which should be inside.

## Czechia

### Svatobořce Mistřín

0619 MiG-21F-13 preserved **760619** jul19

The exact location of the MiG-21, which arrived here in 2018 from Zruč, has been found. It is pole mounted at a company at N48.98984, E17.09106. It has lost its fake serial 8519.

### Zruč

MM61826/14-44 C-47 preserved **4380** aug19

The former Cerbaiola C-47 arrived here on 9 August.

## France

### Bordeaux Mérignac (33)

85104/4 JRB-4 preserved **7849** jun17

The Beech 18 came from Lann Bihoué and is now with the Conservatoire de l'Air et de l'Espace d'Aquitaine (CAEA). Gone from the CAEA is Dewoitine D520 603/6, this returned to Le Bourget Dugny.

### Dax (40)

2026 Alouette 3 preserved **2026** jun19

The Alouette was parked outside between the Musée de

l'ALAT et de l'Hélicoptère hangars. It was last seen at the Batterie de Peyras at Le Seyne sur Mere.

Lyon Corbas (69)  
(FR129) SO1221S preserved **79FR129** may19  
The museum has repainted their Djinn in correct markings (the construction plate confirmed this). It used to be marked FR2/F-BMSV.

Melun Villaroche (77)  
Canso A N9767 (ex 9676/Canada) has left the airfield on 14 June 2019 for its new American home base at Eugene, Oregon.

Orange (84)  
438/312-UW EMB312F restoration **312438** may19  
The former Toussous Tucano was noted in the hangar of the Musée Aéronautique d'Orange.

Saint Dizier Robinson (52)  
With the planned closure of Châteaudun the airfield started to relocate aircraft. Saint Dizier should have received three aircraft by July 2019; Mirage 2000C 88/115-KV, Alpha Jet E32/LZ and an Alpha Jet in Patrouille de France colours.

Saint Victoret (13)  
206/33-FV Mirage F1C-200 preserved jul17  
The Mirage arrived on 12 July at the Musée de l'Aviation.

Toulouse Blagnac (31)  
336/116-BI Mirage 2000N preserved **263** jul19  
Ailes Anciennes Toulouse received their Mirage 2000N on 5 July. It came from Châteaudun and carries serial 362 on the nose wheel door.

Villacoublay (78)  
1229/DDJ SA330B preserved **1229** apr19  
The Puma is preserved with the Army HQ at the north side of the base next to SA341F 1611/GKO.

Xertigny Moyenpal (88)  
We reported that the former Brienne le Chateau N2501 31/44-GK was bought by the owner La Ferme Aventure Parc and moved on 18 April 2019 to La Chapelle aux Bios. However it did not went to La Chapelle aux Bios, but to nearby Xertigny Moyenpal were it is parked next to Caravelle F-BYCY and two An-2s (one is SE-KYV). Still with the same owner.

## Germany

Aalen Heidenheim (BW)  
(42-37337) AT-11 N15KK **3930** jul19  
(10 red) Yak-52 HA-NSF, ex Ukraine **9010313** jul19



Former Czech MiG-21PFM 4407 is preserved in the garden of a private collector at Helchteren, Belgium. The aircraft used at Balen for several years. (4 July 2019, Toon Cox)

The Beech 18 is with the collection in the new big hangar. The Yak came from Breitscheid.

Augsburg (BY)  
(349) S211 I-MJET, ex Genova **041** jun19  
The ex Singapore SIAI arrived here in June and is based in the hangar opposite of the Airbus hangar.

Bad Schussenried (BW)  
(86+11) Bo105P stored, ex Meschede **6011** aug19  
(86+14) Bo105P stored **6014** aug19  
A private collector has three Bo105, a third one is an civil aircraft.

Bremgarten (BW)  
A consortium has bought C-121C HB-RSC/(54-0156). The aircraft had not flown for a while due to the lack of funds is currently parked at Basel. They are planning to make the aircraft airworthy again with the help of the local based Meier Motors.

Faßberg (NI)  
The Technischen Ausbildungszentrum der Luftwaffe Abteilungen Nord (TAusbZLwNord, this was known till 2014 as Technische Schule der Luftwaffe 3, TSLw3) was visited in August. In Hangar 4 were:

43+41	Tornado	instructional	<b>4041</b>	aug19
(53+)-10	L-410UVP-S	as D-CARL, instructional		aug19
74+10	Tigre UHT	instructional	<b>1003</b>	aug19
84+83	CH-53G	instructional	<b>V65-081</b>	aug19
(86+35)	Bo105P	as D-HELP, instructional	<b>6035</b>	aug19
(86+83)	Bo105P	instructional	<b>6083</b>	aug19
(87+81)	Bo105P	instructional	<b>6181</b>	aug19

Plus an unknown Bo105 (this might be a rig) marked Jimmy with the boom from 86+65. The CH-53G would be scrapped by now.

Hangar 5:

84+11	CH-53G	instructional	<b>V65-009</b>	aug19
84+33	CH-53GA	instructional	<b>V65-031</b>	aug19
84+37	CH-53GA	instructional	<b>V65-035</b>	aug19
(84+78)	CH-53G	instructional	<b>V65-076</b>	aug19
84+92	CH-53GS	instructional	<b>V65-090</b>	aug19

For 84+33, 84+37 and 84+92 is was said that they would return to active status, however they are already here for more than three years.

Hangar 6:

(37+10)	F-4F	instructional	<b>4369</b>	aug19
(55+02)/2	Do27B-2	instructional	<b>106</b>	aug19



A year after its arrival from Albacete the Museo del Aire at Cuatro Vientos has complete the restoration of Mirage F1M C.14-66. It is repainted in the old style blue colours and received code 462-15. (27 July 2019, Paco Rivas)

(55+56)/1	Do27B-1	instructional	<b>189</b>	aug19
71+16	UH-1D	instructional	<b>8176</b>	aug19
87+12	Bo105P	instructional	<b>6112</b>	aug19
(87+15)	Bo105P	instructional, white c/s	<b>6115</b>	aug19

#### Hangar 7:

(2028)BHU	Tigre HAP	instructional	<b>2028</b>	aug19
(2032)	Tigre HAP	instructional	<b>2032</b>	aug19
74+07	Tiger UHT	instructional, SAG	<b>1007</b>	aug19
74+12	Tiger UHT	instructional	<b>1012</b>	aug19
74+14	Tiger UHT	instructional, SAG	<b>1014</b>	aug19
74+15	Tiger UHT	instructional	<b>1015</b>	aug19
F-ZVLJ	Tigre HAP	instructional	<b>PS-1</b>	aug19
F-ZWWY	Tigre HAP	instructional	<b>PT-2</b>	aug19

SAG stands for Schulungs- und Ausbildungsgeräte and these aircraft will never fly again as do the two French prototypes and 2032. The others might return to operational service.

#### Hangar 8:

78+05	NH90-TTH	instructional	<b>1017</b>	aug19
78+10	NH90-TTH	instructional	<b>1052</b>	aug19
79+08	NH90-TTH	instructional	<b>1140</b>	aug19
79+26	NH90-TTH	instructional	<b>1046</b>	aug19

Also in the hangar were two operational NH90, 78+18 and 78+25, on loan to the school. Furthermore there were three mock-ups marked MRT+1A, MRT+1B and MRT+2.

#### Battle Damage Training hangar:

84+41	CH-53G	instructional	<b>V65-039</b>	aug19
98+25	Tiger UHT	instructional	<b>PT-5</b>	aug19

Also here are a Tigre tail section, EF2000 fuselage section and other aircraft bits.

#### Open Shed nearby:

40+34	Alpha Jet	stored, fuselage	<b>0034</b>	aug19
43+06	Tornado	stored, cockpit separated		aug19
(72+43)	UH-1D	stored	<b>8363</b>	aug19
86+40	Bo105P	stored	<b>6040</b>	aug19

#### Fire Training Area:

(43+03)	Tornado	instructional, tail	43+05/G-24	aug19
71+63	UH-1D	instructional	<b>8223</b>	aug19
84+21	CH-53G	instructional	<b>V65-019</b>	aug19

Still preserved around the base are G91R/3 32+32 (as 31+05), UH-1D 72+85, Alouette 2 76+02, Sabre 6 JA+244 and Turkish C-47 6068 (as 315208).

#### Fürstenfeldbruck Neulindach (BY)

70+58	UH-1D	instructional, ex Altenstadt		jun19
84+10	CH-53G	instructional	<b>V65-008</b>	jun19

Two aircraft are at the Standortschießanlagen (shooting) area to the south west of the airfield at N48.19442, E11.23353.

#### Grafentraubach (BY)

40+52	Alpha Jet	preserved	<b>0052</b>	aug19
(149)	MiG-23MF	preserved, as U300/LP640		aug19
	Mi-2	preserved, as Z211144S/UN		aug19

A private collector has, besides several cars, three aircraft of interest. The Polish MiG-23 was last seen at Buk and the

Alpha Jet at Baarlo. The identity of the all white Mi-2 is not yet known.

#### Mönchengladbach (NW)

(6320)/IZ+IK AAC.1 restoration, ex Portugal **053** may19  
The aircraft arrived on 8 May 2019 from Hohn and is on loan to the Freunde Historischer Luftfahrzeuge. It is currently in a hangar owned by the airfield for restoration, This should take about a year and will then be placed on display.

#### Uetersen (SH)

(51-4015)	H-23A	N212W, with Nordcopter	237	jun19
51-11966	O-1A	N4819R, restoration	22280	jun19
(52624)	N2S-5	N1344V	75-8806	jun19

A frame from a second O-1A was noted at Nordcopter.

#### Hungary

##### Budapest

7811	Mi-2	stored, camo	<b>517811092</b>	jul19
(8915)	Mi-2	HA-BGK, stored	<b>518915104</b>	jul19
9408	Mi-2	stored, camo	<b>519408095</b>	jul19

These three Mi-2s were the only ones that could be seen through the holes in the concrete wall of the police compound. With the other ones listed in EMOOS (7813, 7832, 7833, 9413, 9414, 10028, 10029 and 10030) we have eleven Mi-2s here, while Google Earth only shows ten aircraft.

##### Szolnok

21+64	F-104G	preserved	<b>7033</b>	jul19
27	Mi-4	534, preserved, ex NVA	<b>04146</b>	jul19
416	Mi-8S	preserved	<b>0416</b>	jul19
10439	Mi-8T	preserved	<b>10439</b>	jul19
001	Mi-9	preserved	<b>390010</b>	jul19
114	Mi-24D	preserved	<b>K20114</b>	jul19
117	Mi-24D	preserved	<b>K20117</b>	jul19
(63-893)/8-893	CF-104	preserved, ex Turkey	<b>1193</b>	jul19

The museum in town has added several aircraft to the outside display. These used to stored/under restoration off site. Next to the two Starfighters are three open prepared spots to display aircraft, candidates for this are the Hunter, Lanser, Viggen and MiG-29.

#### Italy

##### Castello di Godego (TV)

7	Il-28	preserved, ex Poland	<b>2207</b>	jul19
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The former Cerasolo aircraft arrived in July for display at the Birreria Giradino Pedovenna on the Via Roma 20.

##### Crava

MM6909	F-104S-ASA	preserved	<b>1209</b>	aug19
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Pole mounted at the Fond Stamp company at Via V. Peirone 3 at N44.42762, W7.73183.

#### Norway

##### Kjeller

131	F-5A	instructional	<b>N7075</b>	aug19
(21)	Alouette 3	instructional, ex Romania	<b>38</b>	aug19

Both are still with the Skedsmo Videregående Skole. The Alouette can be seen through a window at the side of the building, the F-5 can only be seen from outside at the back through a frosted window.

## Portugal

### Alverca

The unmarked pole mounted T-38A (see Scramble 482) is not 2601, but 2612 which came from Beja.

## Romania

### Buzău

146 L-39ZA preserved **533220** jul19

The former Boboc aircraft is now pole mounted at a roundabout at N45.16270, E26.81640.

## Slovenia

### Ljubljana Brnik

14307/147 IF-86D preserved jul19

60162/162 SOKO 522 preserved jul19

Both are at the former main gate of the military part of the base and can easily be seen from the grounds of the fire training school. De serials are faded, but readable. Based G2A Galeb N102PP (ex 23112) was also seen.

### Male Lasce

(14311) IF-86D preserved jul19

The collectors Sabre shows very vaguely 311, which confirms the suspected serial.

### Prilozje

(53122) UTVA75 S5-DCD, stored jul19

The former Novo Mesto UTVA is now stored in a hangar at this airfield (N45.59136, E15.26145).

## Spain

### Casarrubios del Monte

3722 FTB337G restoration, ex Portugal **032** jul19

02 blue Yak-52 EC-AIJ **855705** jul19

Two new aircraft are noted here. The ex Portuguese Cessna came from Viver and the Yak used to be at Fuentemilanos.

### Cuatro Vientos

C.14-66/465-15 Mirage F1M preserved jul19

D.3B-3 CASA 212-200 preserved **239** jul19

The Mirage has been restored and is now on display in the

old dark blue colours. The Aviocar used to be stored on the airfield.

### Santa Marta de Tormes

T.12C-61/74-39 CASA 212-100 preserved **115** jul19

The Aviocar is pole mounted at a roundabout at N40.95074, W5.64052. It came from Cuatro Vientos.

### Santiago de Compostela

HD.19-08 SA330J preserved **1307** jun19

The Puma is pole mounted at the military side of the airfield since October 2018 (N42.90100, W8.42350).

## Turkey

### Kayseri

C-47A 6035/HvHO-035 (c/n **10132**) from the Erciyes Üniversitesi has been scrapped in August 2019. It used to be parked at N38.70590, E35.51715.

## United Kingdom

### Bournemouth IAP, Dorset

The Bournemouth Aviation Museum has repainted its Provost T1 with its correct serial WW450. It previously wore WW421, which was the aircraft from which its wings were taken.

### RAF Coningsby, Lincolnshire

The cockpit of Jaguar GR1B XX962 (ex Pembrey) arrived here on 4 July 2019 for restoration.

### MOD Lyneham, Wiltshire

Former instructional and Qatari Police Lynx Mk.28 (QP32/TAD16) has been placed on display near the gate.

### Old Sarum, Wiltshire

XX154 Hawk T1 preserved **312001** aug19

The Boscombe Down Aviation Collection took delivery of a Hawk from Boscombe Down on 21 August 2019.

### St Athan, Wales

(M25-04) Bulldog 102 preserved **127** aug19

ZA195/710 Sea Harrier FA2 preserved **912034** aug19

The fuselage of an ex Malaysian Bulldog arrived here from Kemble in July to join the South Wales Aviation Museum. The museum received a Sea Harrier from Tangmere during the same month.

**Credit:** Phil Adkin, Rod Burden, Patrick Dirksen, Laurent Heyligen, M. Frenk, Paco Rivas, Ben Sadler.



SA330J Puma HD.19-08 was pole mounted at the military side of the Santiago de Compostela airfield in October 2018. (13 July 2019, José Luis Maquieira Taboada)



F-104G D-8245 was mounted along the highway as eye-catcher for the old Militaire Luchtvaart Museum at Soest. The museum has moved to Soesterberg and became the Nationaal Militair Museum. Since a few months the Starfighter has taken up its old task and is once again an eye-catcher, now pole mounted close to the NMM. (23 August 2019, Manolito Jaarsma)



One of the other aircraft moved outside for the Zomeroffensief 2019 at Soesterberg is AB204B 225/K. (26 August 2019, Robbert Snijders)



Boomless UH-1D 70+58 is parked outside at the military Standortschießanlagen at Neulindach, close to the airfield of Fürstentfeldbruck. (5 May 2019, Martin Bach)



## Warbirds

One of the highlights during the Wings of Freedom Airshow at Ede, the Netherlands, on 24 August was this Westland Lysander Mk.III V9312 (G-COM) which was restored by ARCO at Duxford. The aircraft made its first post-restoration flight almost one year before this photo was taken, on 28 August 2018. The Lysander has gained fame while delivering secret agents for the Special Operations Executive (SOE) to occupied Europe during WW II. It was photographed by Marco van Halum during one of its low passes.

### Netherlands

The first step in the restoration of the next Dutch Spitfire to become airworthy was made when Spitfire Mk.I P9372 (6S/30563) project was officially registered as G-CLIH in July. But in fact reconstruction of P9372 is a better term for what the Biggin Hill Heritage Hangar will be doing while using the few parts that remain of this aircraft. Spitfire Mk.I P9372 is a Dunkirk veteran where it was flown by P/O Tony Bartlett. He was one of the pilots of RAF 92 squadron based at Biggin Hill. When eventually completed, G-CLIH will be the second Spitfire in the stable of Jumbo supermarket CEO Frits van Eerd. His first Spitfire, Mk.XVIe TB885 (CBAF.10917) G-CKUE, was delivered to the Netherlands on 7 June 2019. After a ground-up restoration by the Biggin Heritage Hangar, this Spitfire made its first flight on 4 August 2018. The fighter is finished in the original colours of '3W-V', like it was flown in early 1945 while in use with RAF 322 (Dutch) squadron.

On 22 August 2019 around 13:00 LT, Spitfire PR.XI PL983 (G-PRXI) was considerably damaged in a crash landing at Midden Zeeland airport in the Netherlands. The crash landing of the fighter (6S/533723) was allegedly caused by the fact that the port undercarriage leg did not fully extend during the landing. Fortunately the pilot remained unhurt but its aircraft suffered considerable damage. The Spit's propeller was completely shattered and the lower side of the fuselage damaged. Hopefully the Merlin engine has survived, as others in the same situation became 'shock loaded' by the sudden arrest of the piston motion. The good news seems to be that PL983 can be repaired, although its owner, Propshop Ltd. will need 'some' funds to do so!

### France

Unfortunately the aviation museum of Mas Palegry had to close its doors and the collection was auctioned on 1 June. One of the aircraft that has found a new home was Morane Saulnier 733 F-BMQG (101). The former Aeronavale machine has been obtained by the well-known Les Casques de Cuir based at La Ferté Alais. This association has an impressive reputation in the field of aircraft restoration to flying status, so it looks like the future of the MS733 is secured.

Aéro Restauration Service, based at Dijon Darois, has returned another French aircraft type to the air. Nord 1002 Pingouin F-AZME (78) made its first post-restoration flight on 5 July. The aircraft is painted in the colours of a German Messerschmitt Bf108 Taifun. This is because the Nord 1002 is the French licence built version of the Bf108. It carries the code BF+RM, which somehow refers the aircraft's former registration F-BFRM. Mr. Jacques Strubi, a collector of all things Messerschmitt living in Montélimar, is the new owner of F-AZME.

At the museum Espace Air Passion at Angers-Loire Aeroport the restoration of Cessna UC-78 F-AZAE (5253) has recently received a boost when a number of new volunteers joined the ranks. When finished this Bobcat will receive civilian colours. It will be finished in TAI (Transport Aerien International) livery. Another project recently re-animated is SNCAC (Nord) NC.858S F-BDZP (6) It has come from the museum's storage area and its restoration to flying status started by the end of July.

### Russian Federation

A few days ago, two examples of the famous Russian high-speed bomber Tupolev Tu-2 type arrived at the Novosibirsk State Technical University. There, university technicians will return one of these aircraft to flying condition. This restoration is to mark the 100th anniversary of the Tupolev Design Bureau. Increasing interest in the history of their country has led some Russians to obtain representatives of their aviation heritage. Both Tupolev bombers are of the Tu-2S type and were used by the Chinese Air Force. One of them is the former 20465 (101112) while the identity of the second machine is unknown. After their withdrawal from active service they were stored at the Chinese Datang Shan museum. In 1991 both aircraft were bought by John MacGuire of the War Eagles Museum in Santa Teresa (NM) in the USA. Former 20465 was assembled there and put on static display in Soviet Air Force livery. Obviously the Russian benefactors have offered good money for the Tupolevs resulting in a change of ownership. In previous years the Novosibirsk State Technical University has gathered experience in the restoration of types like the Il-2 and MiG-3. These were in far worse state (originating

from lakes and tundras) than the two recently arrived Tu-2 bombers, which came from the dry climate of the state of New Mexico in the USA. The restoration to flying condition is expected to take around three years. By then, the finished aircraft will be the sole airworthy survivor of its type in the world of the 2500 plus Tu-2s built.

### United Kingdom

Although it was built after WWII, well known Avro Anson C21 WD413 (G-VROE) has received a wartime olive drab livery and invasion striping. It probably has something to do with this year's D-Day commemorations? WD413 (3634) was once part of the Air Atlantique fleet at Coventry. It later flew as part of the Classic Air Force out of Newquay. It then still retained its original post-war RAF colours. After the demise of the Classic Air Force, G-VROE was obtained by its current owner, Glenn James.

Believe or not, but there seems to be some activity around TFC's (The Fighter Collection) Bristol Beaufighter (A19-144) which is under long-term restoration at Duxford. The aircraft's restoration team recently announced that they think they might be able to solve the engine installation issues. This, until now, was said to have been the major hurdle that prevented that the aircraft was being returned to flying condition. But they are still looking for Air Publications 1374 and for Parts Manuals for later version Bristol Hercules engines.

Vickers Supermarine Spitfire Mk.XIV RN201 (6S-663417) made a recent return into the British register as G-BSKP. The fighter, formerly N201TB, was registered to Aerial Speed Icons Ltd. ("What's in a name?") on 23 July 2019. The 1948 built machine flew in the UK from 1990 to 1998 for the Historic Aircraft Collection, from 1998 to 2006 for the Historic Flying Ltd. and then for one year for Spitfire Ltd. after which it was sold to the USA. RN201 is one of the few Spitfires that fly in a post-war colourscheme: it has a silver paint and bright red cheatline and spinner.

More Spitfire news this month from Stoke-on-Trent. Mr Mark Harris lives there and he is the owner of restoration company Supermarine Aero Engineering. For a number of years this firm used the cockpit section of an unknown Spitfire to use as a jig for the production of Spitfire parts. The cockpit has recently been identified as that of Spitfire Mk.XVII RW389 (CBAF.IX4647) Harris has immediately registered it as a res-

toration project with registration G-SAEB. It is his second project, as he already owned Spitfire Mk.XIV SL601 (G-SAEA).

Two seater Hispano HA-1112-M4L Buchon G-AWHC (40/2) was damaged at Sywell aerodrome (United Kingdom) on 26 July. The aircraft, flying as Luftwaffe '11 red', was reportedly caught by a sudden gust of wind during take-off, which lifted the starboard wing, forcing the port wingtip to the ground. Obviously the pilot reacted in the proper way and he and his passenger remained unhurt. Damage to the Buchon seems to be limited to the port wingtip, but as a precautionary measure the aircraft was transported to the hangar by means of a forklift. G-AWHC is one of the Buchons that was flown during the filming of the movie 'The Battle of Britain' in 1968. It was stored for decades in the private hangar of the late Connie Edwards until being obtained by Air Leasing Ltd. at Sywell. They fully restored this unique two seater Buchon which made its first post restoration flight 24 November 2017.

Yakovlev Yak-3UA G-CGXG '100 Wh' (0470107) has recently been sold to the USA. The fighter is one of a batch of 'new built' Yak-3UAs which were produced by Strela Aircraft of Orenburg, Russia.

On 7 August 2019, two nice surprises entered the British Civil Aviation Authority (CAA) register, when two former Royal Navy (Sea) Harriers gained their civil registrations. Although both aircraft are owned by FLY HARRIER LTD, Stratford-Upon-Avon (UK), they are believed to be found at St. Athan Airport (former RAF St. Athan), the base which is believed to become the two aircraft's home. The following former Royal Navy School of Flight Deck Operations (RN SFDO Culdrose) Harriers are involved: ZH803 (FL/41H02500428), a Sea Harrier F/A2, registration G-RNFA and ZD990 (FL/41H026043), a Harrier T8, registration G-RNTB. Scramble Magazine assesses that, even with all the 'post-Shoreham' CAA restrictions, it will be possible to bring the Harriers back to airworthy status in due time. On 22 August 2015, a civil-owned Hunter T.7 jet crashed during a display at the Shoreham Airshow, sadly killing eleven people and injuring sixteen others. Of note is that the US based NALLS AVIATION is still maintaining the oldest surviving Royal Navy Sea Harrier F/A2, XZ439 registered as N94422 (912002/DB2) in an immaculate airworthy condition. NALLS AVIATION also owns Harrier T8 ZD993 (212046). The latter is still being worked on to get it back in the air.



No, you do not have to make an appointment with Specsavers because you think you suffer from double vision! What you see is the world's one and only airworthy XP-82 Twin Mustang 44-83887. It made its first post-restoration flight on 31 December 2018. The aircraft, registered N887XP, has been restored by Tom Reilly and his team at Douglas Municipal Airport, Douglas (GA). Of the 272 Twin Mustangs built, only five are known to have survived, so its a rare catch! Patrick Vercauteren visited Oshkosh and pictured this awesome Twin Mustang on 24 July 2019.



# Dustpan & Brush



We pretty much had a second Hudson Miracle, but this time in Russia! On 15 August 2019 Ural Airlines flight U6178 was forced to make an emergency landing in a corn field just after taking off from Moscow-Zhukovsky Airport. Both engines of the Airbus A321 failed after hitting a flock of sea gulls during the take-off, and with Captain Sullenberger skills the crew managed to land the Airbus in a field, with no loss of life (bar a few injured). This is quite some feat! A321 VQ-BOZ is seen here in happier times when it passed the lens of Nik Deblauwe at Palma de Mallorca, on 16 June 2016.

## Additions & Corrections:

25jan13 ZK-DLA BN-2B-26 **2131** w/o  
See Scramble 406.

21aug18 39252 JAS39C **39-252** w/o  
See Scramble 472.

29may19 638 Mi-8MTV w/o  
See Scramble 481.

19jun19 7353 Mi-24V **087353** dam  
See Scramble 482.

## New Accidents:

21jun18 N876RW ERJ170LR **17000187** w/o

A Delta Connection ERJ170 that was undergoing maintenance in a hangar at Columbus-John Glenn International Airport (OH), was involved in a fire incident. Although the fire was quickly extinguished it was still damaged beyond repair and only recently cancelled from the FAA register.

28jun19 C6-VIP Saab 340A **340A-098** w/o

A Western Air Saab 340A ground crew was preparing the aircraft for re-positioning at Nassau-Lynden Pindling International Airport, Bahamas. During its run up checks, the wheel chocks did not restrain the aircraft resulting in a collision with a covered walkway. The nose landing gear collapsed and several propeller blades on the no.1 prop (left hand) were severed.

28jun19 HA-5138 Mi-17V-5 w/o

A Mi-17V-5 helicopter of the Indonesian Army (Tentara Nasional Indonesia - Angkatan Darat, TNI-AD) went missing in West-Papua. Since then, search parties have been trying to locate the helo. This has to be done on foot due to the dense jungle foliage. The aircraft had twelve persons onboard. On Friday 19 July 2019 the helicopter still had not been found. All occupants are deemed to have died in the crash.

30jun19 N908CA Falcon 900B **151** dam

30jun19 N534FF Beech 350i **FL-1091** w/o

A Beechcraft 350i, operated by EE Operations, crashed into a hangar shortly after take-off from runway 15 at Dallas-Addison Airport (TX), killing two pilots and eight passengers onboard. The Beechcraft was destroyed after impacting the hangar. Inside the hangar a Falcon 900B N908CA (msn 151, substantially damaged), two aircraft and one helicopter were parked and were all damaged by post-crash fire of the Beech. The Beech took off around 09:00 hours (local time) and bound for St Petersburg-Albert Whitted Airport (FL). Soon after take-off the aircraft began to lose altitude, veered to one side

and then plunged into a hangar at the airfield, according to a spokesman of the city of Addison. All news reports are referring to it as N534FF but it has been re-registered from that to N511EF since around April this year. However, it still tracked as N534FF on FlightAware up until yesterday and was even seen arriving at Addison with that reg painted on (plus, it also called the tower as N534FF). We will list it as N534FF for that reason.

01jul19 82+.. EC135T1 w/o

The HEER (and Internationales Hubschrauberausbildungszentrum, where German Army pilots train) lost an EC135T1 when it crashed in a corn field under unknown circumstances. Unfortunately, a female pilot did not survive the crash, while her colleague was seriously injured. The helicopter was destroyed by fire. The flight school at Bückeberg is located about thirty kilometres from the crash site. The crash site was located at Dehmkerbrock, near Aerzen, Lower Saxony.

01jul19 VT-SYK B737-85R **30410** dam

SpiceJet flight SG6237, from Jaipur to Mumbai (India), landed on Mumbai's runway 27 at about 23:51 hours local time in the heaviest rainfalls in a decade. This resulted in an overrun at the end of the runway, still going at about 80 knots, before the Boeing came to a stop about 160 metres past the runway end with the nose gear collapsed. The overrun was not the smoothest as the passenger oxygen masks had come down!

The airline reported the aircraft landed in heavy rain and overran the runway. The passengers disembarked normally, there were no injuries amongst passengers and crew.

02jul19 L-39ZA w/o

The Ukrainian Air Force lost an L-39ZA in an accident near Starovirivka, Kharkiv region, around 16:00 hours local time. It appears the L-39 Albatros got caught in the wake turbulence of another aircraft flying nearby, which caused the trainer aircraft to violently roll and the pilot eventually losing control all together. He managed to eject safely. Given the location/region it is likely the Albatros belonged to 203rd Training Aviation Brigade (203 TrAB) of Kharkiv Air Force University. A serial is yet to become known.

03jul19 C-GVWC FG-1D **3367** dam

Pilot John Aitken was seriously hurt when he made a crash landing in Goodyear-built FG-1D Corsair C-GVWC. Luckily a full recovery can be expected. The accident happened at Gatineau-Ottawa Executive Airport (Quebec, Canada) after an uneventful thirty minute flight, but unknown circumstances caused the plane to veer off the runway during

landing. Gatineau-Ottawa Executive Airport is the home base of the Vintage Wings of Canada Museum, which operates the Corsair. C-GVWC had been flying again since 2016, after a three-year period of inactivity. The Corsair sports the colours of Royal Navy 'KD658 115/X' just as it was flown by Canadian Lt. Robert Hampton Gray. Gray was deployed on carriers such as HMS Formidable and HMS Victorious, and made his name in history by carrying out daring fighter escorts and participating in attack operations in the North Atlantic.

04jul19 N32CC AW139 **31112** w/o

Sadly all seven occupants of the Challenger Management AW139 died after it impacted the waters of the Atlantic Ocean, off Grand Cay Island in the Bahamas. It was enroute from Big Grand Cay to Ft. Lauderdale (FL).

04jul19 L-39ZO w/o

The Government of National Accord lost an L-39ZO Albatros, after it was said to have been downed by LNA forces (Libyan National Army). It appears the pilot did not survive the crash.

06jul19 N164CA PA-44-180 **4496118** dam

Aerosim Flight Academy had one of its Piper Seminole's substantially damaged after it lost control on departure and crashed at Decatur Airport (IL). The two occupants onboard were not injured during the accident.

08jul19 N9448B Ce208B **208B0121** w/o

A Grant Aviation Cessna Grand Caravan was destroyed when it impacted the runway at high speed during a landing attempt at Bethel Airport (AK). The pilot and five passengers survived the accident, three passengers received minor injuries. A fire erupted after the accident.

08jul19 Beech w/o

And the drug runner crashes continue... This time a Beech King Air was found burnt by law enforcement officers, at La Gomera, Escuintla, Guatemala.

09jul19 OE-IVQ A320-214 **7228** dam

09jul19 PH-BXH B737-8K2 **29597** dam  
An EasyJet (Europe) Airbus A320 (being pushed back to operate flight EZY8868 to London-Gatwick) and a KLM Boeing 737-800 were involved in a push back incident at Amsterdam-Schiphol International Airport, the Netherlands. Both aircraft were parked on opposite sides at the D-concourse. The KLM flight was pushed back from D48 when the Airbus had already just commenced push back from D25. OE-IVQ's left-hand winglet struck the left-hand elevator of the Boeing. Both aircraft were subsequently grounded for inspection and repairs.

09jul19 N62069 U-8F **LF-64** dam

A Beechcraft U-8F Seminole was substantially damaged when the left wing exploded under unknown circumstances on take-off from Sidney (NE). The sole pilot onboard was not injured during the accident.

09jul19 An-2 dam

An unregistered Antonov 2 crashed during a crop spraying flight near Raduga, Novoaleksandrovsk District, Russia. The aircraft came down hard, breaking both lower wings and the right-hand main landing gear. The pilot fled the scene and the aircraft was later removed from the field.

When authorities of the Southern Investigation Department for Transport of the Russian Investigative Committee arrived at the scene, only fragments of the aircraft were found. They interviewed workers of nearby farms, allowing them to find out the location of the hiding pilot, as well as those involved in hiding the aircraft. Investigators then established that the aircraft was not registered, and the pilot did not have the appropriate license to perform agricultural work.

09jul19 C-GLSA DHC-2 dam

A de Havilland DHC-2 Beaver of Kabeelo Airways was performing a series of tourist camp resupply flights and was

enroute from Wavel Lake (Ont.) to Bear Paw Lake (Ont.). Upon landing on the glassy water surface of Bear Paw Lake, the aircraft floats struck a submerged reef and overturned. The pilot was uninjured; however, the aircraft sustained substantial damage and sank.

10jul19 PC-21 w/o

10jul19 PC-21 w/o

Two Qatar Emiri Air Force (QEAF) training planes collided in mid-air. All pilots involved were able to eject safely, the Qatari Ministry of Defence announced on 10 July 2019. The Qatari MoD did not say when and where the incident happened as well as what kind of aircraft were involved. The PC-21s were part of Al Zaeem Mohamed Bin Abdullah Al Attiyah Air College which is based at Al-Udeid air base.

11jul19 KHF1-21/37/41121 L-39ZA/ART **365423** w/o

A Kong Thap Akat Thai (RTAF, Royal Thai Air Force) Aero L-39ZA/ART Albatros crashed during a training session near Chiang Mai (Thailand), killing one pilot and injuring another. An eyewitness told reporters that he heard two loud bangs shortly before the crash, then saw one pilot ejecting from the descending jet. The Albatros was operated by 411 Squadron "Thunder" (3rd Air Division/41st Wing) based at Chiang Mai. According to Thai aviation sources, it seems that L-39ZA/ART 41121 is the aircraft involved, but this still needs confirmation. Photos circulating on the internet are reported to be from an earlier crash.

11jul19 C-FBBG DHC-2 **358-173** dam

A float-equipped DHC-2 Beaver of Hawk Air crashed just north-east of Hawk Lake.

11jul19 N989AE Beech C90GTi **LJ-2160** dam

This private Beech King Air sustained a runway excursion and landing gear collapse at Palonegro International Airport, Colombia, leaving all four occupants uninjured.

12jul19 9N-AMM ATR72-212A **749** dam

Yeti Airlines flight YT422 (a domestic Nepal service from Nepalganj Airport to Kathmandu-Tribhuvan Airport), suffered a runway excursion on landing at Kathmandu's runway 02. It came to a stop with all gear on soft ground east of taxiway D. At the time of the incident, it was raining heavily as a thunderstorm was active over the airport. All 66 passengers and three crew members were uninjured. It is unclear if the ATR received damage, the pictures on the internet show it in the grass.

12jul19 SX-FOR ATR42-500 **524** dam

A Sky Express ATR, operating flight GQ405 from Naxos to Athens, with 46 passengers and three crew, was backtracking runway 36 for departure at about 17:20hrs local time, when the aircraft went off the paved surface of the runway and came to a stop with the main gear in a ditch. The tail hit the ground, the lower fuselage below the propellers rested on the runway edge and the nose gear on the runway surface. There were no injuries, the aircraft sustained substantial damage. Passengers on previous flights reported it was common to backtrack the runway, line up for departure and then roll back using back power to get as much runway available for take-off as possible.

13jul19 Beech B200 w/o

A Beechcraft Super King Air was found burned on a clandestine airstrip in Belize, at Graham Creek, Toledo. It had most likely been used to transport drugs.

14jul19 SE-MES GA-8 **GA8-TC320-12-178** w/o

All nine occupants of the Skydive Umeå Gippsland GA-8 Airvan died after it impacted the Umeå River. It was seen on a video in a steep, unrecoverable spiralling nose dive, crashing on Storsandskär Island. Several witnesses heard a bang and an increase in engine sound.

14jul19 PK-CDV Bell 206L-4 **52287** dam

A Carpediem Air Bell LongRanger IV reportedly crashed near Lombok International Airport in West Nusa Tenggara, Indonesia, when it was about to land from a tour in Labuan Bajo, East Nusa Tenggara. The crash happened in Kawo village in Central Lombok, injuring four people including the Indonesian pilot. The three passengers, tourists from Germany, the UK and Chile, were also injured. Luka Marie from Germany was reported to have broken her leg in the crash, the police reported. The pilot had reported engine failure at about 500 metres above the ground. Bali-based Carpediem Air provides a chartered helicopter service under the brand Fly Bali.

14jul19 Mi-2 w/o

During agriculture activities, a Mi-2 of a yet unknown Ukrainian operator crashed into the fields, killing its pilot. The Mi-2 crashed near the village of Yablochnoye in the Velikopisarskiy near Sumy, in north-eastern Ukraine in the afternoon. Sumy is the capital of Sumy Oblast. The reason why the helicopter crashed during its spraying duty is being investigated.

14jul19 OM-FAA PC-6/B2-H4 **848** dam

Aeroklub Dubnica's Pilatus Turbo-Porter collided with parked Diamond DA-40 OM-KLV (40.087) of Seagle Air, and sustained substantial damage.

15jul19 RA-24461 Mi-8T **98628532** w/o

Early in the morning, a Mi-8 made a hard landing in the Kronotsky Reserve in Kamchatka, Russia. Due to most probably the once robust manufactured helicopter, neither the two pilots, one crew member and six passengers were injured. The Mi-8 made a technical flight from the village of Mayskoye, Ust-Kamchatsky District, to the Valley of Geysers. The helicopter was carrying 1.5 tons of cargo and its maintenance/support specialists. After the incident, that was probably caused by windshear during landing, the helicopter company cancelled flights to the Valley of Geysers for the upcoming days. The Mi-8T belongs to Yeltsovka Avia. First analysis of specialists after the crash resulted in a badly damaged main and tail rotor, and a broken tail section. It is questionable if the helicopter will be repaired.

15jul19 C-FJKI DHC-2 **992** w/o

The Air Saguenay Beaver crashed under unknown circumstances at Mistastin Lake (Newf.), killing three out of the seven people onboard (one pilot, two guides and four passengers). Air Saguenay reported: "three are dead after a float plane crash. Four are still missing. The plane was found submerged about one mile from the shore of Lake Mistastin". The de Havilland Beaver was heading from a fishing lodge at Crossroads Lake, near the Quebec border, to a remote camp on Mistastin Lake in northern Labrador. The location is located in a very remote area of Labrador, situated approximately 100 kilometres south-west of Nain, and is accessible only by air. An RCAF Hercules was put in the air as soon as the call came in to JRCC (Joint Rescue Co-ordination Centre), and spotted the wreckage at 5 a.m. on Tuesday morning.

16jul19 RA-3098K An-2T **114147310** w/o

An Antonov 2, without an airworthiness certificate, flew without permission and collided with some power lines and subsequently crashed on a house in Novoschedrinskaya village in the Chechen Region, 35 kilometres from Groznyj (Russia). Two women on the ground and a girl (who were in their kitchen preparing breakfast) were injured. The pilot, who was probably flying the plane illegally, was also injured. Registration RA-3098K (strangely a rare occasion that the registration cannot be found in our databases, but we think it is An-2T RA-33098 construction number 114147310), was badly damaged.

17jul19 N320JT Ce550 **550-0271** w/o

The Avia Jet Citation II was partially consumed by fire in an accident at Mesquite Airport (NV). The sole pilot onboard

was not injured. It was traveling from Pasco-Tri-Cities Airport (WA) to Las Vegas-Henderson Airport (NV). The Las Vegas Sun reported that the pilot was arrested after the accident and being booked on a count of DUI (Driving Under Influence).

17jul19 EJC3385 Mi-17MD **170M11** dam

A Mil Mi-17MD helicopter of the Colombian Army hit the ground during a routine flight in the Department of Cauca, in the south-west of the country. Onboard were five soldiers, who all survived the incident. The Russian-made helicopter had taken off from the city of Cali around 18:16hrs local time in the direction of La Cominera, in the north of the department. After a technical stop in Miranda, the team took off towards the final destination; however, for still unknown reasons it hit the ground around 19:50. Although the cause is still unknown, the climatic conditions in the area could have contributed to the accident. At the time of the accident, the military carried out work to supply personnel in the area, a military source reported. In response, the Colombian Air Force (FAC) deployed a Douglas AC-47T Fantasma and a Sikorsky AH-60L Arpia helicopter to the site to provide support and rescue of casualties.

18jul19 D6-FAT Ce404 **404-0216** w/o

A Cessna 404 Titan of Go Comores impacted terrain on take-off from Prince Said Ibrahim International Airport. The aircraft came to rest inverted and two out of the eleven persons onboard were injured. According to some witness, a fire was reported at the front landing gear. The captain, stuck in the cockpit, was rescued by ground crews. There are only two wounded. Airport traffic resumed after a short interruption. Go Comores is a new company born of a split of Intair'iles. An investigation is opened to look into what happened.

19jul19 N811SK PA-46 **46-8508046** w/o

On final approach to Poughkeepsie-Hudson Valley (ex Dutchess County) Airport (NY), the Akron Aerostar Malibu lost height and crashed in a wooded area located short of the runway 24 threshold. All four occupants were injured while the aircraft was destroyed. It is believed that the pilot encountered fuel problems.

19jul19 N68083 DHC-2 Mk1 **1254** dam

A float-equipped de Havilland Canada DHC-2 Beaver of Rust's Flying Service was substantially damaged when it overturned on take-off from the Tutka Bay near Homer (AK). One passenger was fatally injured, a second occupant received serious injuries, three occupants received minor injuries, and the last occupant was not injured. There were seven people total on the aircraft, three adults and four children. An occupant, a child, is in critical condition, and the other three occupants were in "stable" condition.

19jul19 12836 SA341H **080** dam

A SOKO HN-42M GAMA (SA 341H Gazelle) of the Serbian Air Force crashed in a field at Rutevac village, Aleksinac municipality, performing a training flight. Both occupants were uninjured.

20jul19 AP-BHP ATR42-500 **665** dam

A PIA Pakistan International Airlines ATR42, operating flight PK605 from Islamabad to Gilgit (Pakistan), landed on Gilgit's runway 25 but overran the end of the runway and subsequently skidded side wards off the runway, coming to a stop past the end of the runway with the right main gear collapsed. There were no injuries, the aircraft sustained substantial damage to right main gear, right wing and right engine. The airline reported the crew skilfully regained control of the aircraft after the ATR skidded off the paved surface of the runway to some minor extent during landing.

21jul19 N300SN Ce402C **402C0060** dam

A Cape Air Cessna 402C was substantially damaged when it experienced a bird strike while landing at St. Louis Lambert

International Airport (MO). There were no injuries.

23jul19 5N-BQO B737-36N **28571** dam

Air Peace Boeing 737-300 flight P4-7191, from Port Harcourt to Lagos (Nigeria), landed on Lagos' runway 18R at about 11:20hrs local time in the morning, but suffered a hard touch down causing both nose wheels to separate from the nose gear strut. The aircraft skidded to a halt on the runway on the main wheels and the rest of the nose gear strut. There was one minor injury. The aircraft sustained substantial damage as did the runway. Nigeria's AIB have opened an investigation into the occurrence stating the aircraft's nose wheels collapsed on landing on runway 18R. The airline reported that due to a sudden weather change the captain requested the longer international runway rather than the domestic runway. After landing safely while attempting to turn off the runway the nose gear developed a problem and partially collapsed.

23jul19 XB-OYB PA-30-160 w/o

Escuela de Aviación Aeroclub Manitoba's Piper Twin Comanche impacted farm field terrain in Cuauhtémoc under unknown circumstances. The aircraft was completely destroyed and the four occupants onboard, three men and a woman, perished.

23jul19 ZS-HLJ UH-1H **8800** dam

Former 66-16606 of the US Army, now civilian with South African operator Kishugu Aviation, made a hard landing at Waterfall Base, outside Tzaneen, causing the skids to break away from the fuselage. Basically, it received substantial damage.

24jul19 N8910U Beech 95-B55 **TC-946** w/o

The private Beech Baron impacted field terrain near Chadron Municipal Airport (NE) and was destroyed with the three occupants receiving fatal injuries.

24jul19 XA-VRG EC130T2 **7816** w/o

All four occupants, two pilots and the head of the Ministry of Public Security of Michoacán, Martín Godoy Castro, and the director of the State Popular Insurance, Germán Ortega, were fatally injured after the Servicios Aéreos La Viña EC130 crashed at Morelia under unknown circumstances.

24jul19 MiG-29 w/o

Around 22:00 hrs local time, a MiG-29 of the Azarbaycan Harbi Hava Qüvvetleri (Azerbaijani Air Force) crashed during a training flight. Unfortunately, the pilot is not yet found. The MiG was on a night training sortie when it disappeared from radar. According to the first reports of the Azeri Ministry of Defense, the aircraft crashed into the Caspian Sea. A search and rescue mission started immediately after the crash.

25jul19 E146/2 Alpha Jet E **E146** dam

Around 11:30hrs local time, an AlphaJet (PdF-2, E146, F-UHRR) of the French Air Force demonstration team Patrouille de France overran the runway at the Aéroport Internationale Perpignan-Rivesaltes and stopped along Peyrestortes road (D117) following a brake failure. While on the approach the pilot reported that flames erupted after lowering his landing gear. This meant he had no more brake control but elected to continue the approach. The Alpha Jet is equipped with ejection seats which the pilot activated on the ground. The exact cause and circumstances are not known yet. The team was to give an aerial display in the afternoon near the coastal town of Saint Cyprien.

25jul19 UR-CMC Il-76TD **1013407230** w/o

25jul19 UR-CRP Il-76TD **1013409303** w/o

The Libyan Air Force under the control of the Government of National Accord carried out multiple drone attacks on Al-Jufra Airbase in central Libya. The air base was under command of the Libyan National Army, a political faction that is in conflict with the internationally recognised Gov-

ernment of National Accord that was established late 2015. Two Ilyushin Il-76s of Europe Air (UR-CMC and UR-CRP) were destroyed. The captain of UR-CMC died in the attack as he reportedly tried to save the on board documents. We initially reported this as an airframe belonging to the LNA.

25jul19 PR-RAU Beech 58 **TH-697** w/o

Parintins Taxi Aereo's Beech Baron made an emergency landing near the Novo Céu community in Autazes, Amazonas, Brazil. Both occupants were injured. In addition to the passengers, it was carrying the body of a man who had died in a helicopter crash.

26jul19 C-GURL Ce208 **20800501** w/o

Seair Seaplanes' Cessna 208 675 was presumably destroyed when it crashed at Addenbroke Island, approximately 82 kilometres off Vancouver Island (B.C.). Four occupants from the nine onboard are confirmed dead. The remaining five occupants received unknown injuries. The plane operated on a flight from Vancouver International Water Airport to a remote fishing lodge at Calvert Island. Weather conditions at the time consisted of heavy cloud cover, moderate winds and light rain.

28jul19 N456AG PA-34-200 **34-7350330** w/o

Both instructor and student died after the US Aviation Group Piper Seneca I impacted pasture field terrain 440 yards short of the Gainesville Municipal Airport (TX) threshold. The aircraft was destroyed during the accident sequence.

29jul19 JA9252 AS350B **1238** w/o

The JTSB (Japanese Transportation Safety Board) has opened an investigation into the mishap involving SGC Saga Aviation's Ecureuil, which struck high voltage wires and crashed in a paddy field, at Kuchido, Chikusei city, Ibaraki Prefecture. The sole occupants received minor injuries.

29jul19 RF-06054 Mi-26T **34001212473** w/o

A Russian Federation - Aerospace Forces (RF VKS) border guard service Mi-26T made an emergency landing near Yakutsk. The local 24TV channel reported that no casualties were reported. The largest helicopter type in the world was forced to make a landing in the Megino-Kangalassky district, but this landing went completely wrong with the tail boom separated from the fuselage due to the crash. Further investigation revealed that two minutes into the flight, with an external cargo load, the hydro system failed, forcing the chopper to drop its load and make an emergency landing. After hitting the ground, it rolled over onto its right hand side, breaking apart into two pieces, making this a definitive write-off.

30jul19 766 Beech 350i **FL-766** w/o

A Pakistan Fauj (Pakistan Army Aviation Corps) Beechcraft B300 King Air 350i was destroyed when it impacted residential structures near Rabi Center in the residential area of Rawalpindi, Rawalpindi north-west of PAF Base Nur Khan in Punjab. The aircraft was completely destroyed during the accident sequence. At least nineteen people, including two pilots and three crew members, perished, and fifteen others were injured. It was on a routine training flight when the Beech crashed in a residential area in the garrison city of Rawalpindi, in the suburbs of Mora Kalu village. The dead and injured were shifted to various hospitals of Rawalpindi, where paramedics said most of the victims were badly burnt. Rescue officials said the death toll could rise since some of those injured were critical.

30jul19 C-GPZP DHC-2 Mk1 **722** w/o

Following a loss of engine power, the private de Havilland Beaver force landed to the ocean waters about eight kilometres in the waters off Sechelt, Sunshine Coast, off Davis Bay (B.C.), after witnesses reported it circling low. "Initially I thought it was looking at whales or something like that, but they went really low and then hit the water with a big



Update on a mishap we reported in issue 483 is this Mi-24V of the Czech Air Force. The update concerns its serial (7353), construction number (087353), and unit (221.vrl). (Sliac Airport, 1 September 2018, David Alders)

splash". According to the Joint Rescue Coordination Centre in Victoria, the Beaver sank after it hit the water. The centre reported several rescuers responded to the incident, including crews from the Navy, Transport Canada, Canadian Coast Guard and Vancouver Fire Rescue. The three male occupants onboard were rescued without injury.

30jul19 D-AILR A319-114 **723** dam  
Lufthansa flight LH1069 (for 31 July), from Frankfurt to Nice, never happened as the aircraft was substantially damaged after performing flight LH897 from Vilnius Airport, Lithuania. Once it arrived on stand it was struck by a stair's vehicle at Frankfurt, causing substantial damage to the tail cone and APU.

30jul19 032 An-72P **36576096926/15-10** w/o  
 The Republic of Guinea Air Force lost an Antonov 72 (type needs confirmation) after it crashed in adverse weather conditions into the water near Campo, Grand Batanga, Kribi, Cameroon. The Cameroonian Navy went to the rescue of the passengers before the arrival of Cabo San Juan, a patrol boat of the Equatorial-Guinean Navy. All seven occupants were rescued.

31jul19 F/A-18E w/o  
 A United States Navy F/A-18E Super Hornet, assigned to the "Vigilantes" of Strike Fighter Squadron VFA-151 and based at NAS Lemoore (CA), impacted rugged canyon wall terrain in Death Valley National Park, 98 miles east of NAWS China Lake (CA), during a low altitude training. The aircraft was completely destroyed and the sole pilot onboard received fatal injuries. Seven French tourists were injured, they were at the Father Crowley Overlook in an area known as the Star Wars Canyon.

Star Wars Canyon (the nickname for what is officially known as Rainbow Canyon), so named because of its proximity to an area used as the location for filming scenes on the fictional planet Tatooine in the original Star Wars film, has been used for low-level flight training by the services since the 1930s. The area is also known as the Sidewinder Trail or Jedi Transition and is the place to be for low flying action photography.

01aug19 N451CE C-118A **43712** dam  
Everts Air Cargo flight VTS25, from Fairbanks (AK) to Candle 2 Airport (AK), was substantially damaged when it struck a berm and damaged its landing gear while inbound to land. There were no injuries to the three crew members onboard.

02aug19 F-ZBAA/T22 S-2T **456** w/o  
 A Conair S-2 Turbo Firecat of the Sécurité Civile crashed near the town of Générac (Gard Department) south of Nîmes, France. The cause of the accident is not known yet, but it is reported that the pilot did not survive the crash. In the Gard Department three wild fires broke out and a total of

260 firefighters and ten firefighting aircraft were involved in fighting the fires. The Firecats are retrofitted Grumman S-2 Trackers. Conair bought a large number of Trackers formerly operated by the Royal Canadian Navy, plus a small number of ex US Navy examples. The Trackers are modified for aerial firefighting as Firecats by raising the cabin floor by twenty centimetres and fitting a 3,296 litre retardant tank where the torpedo bay is normally located. Some examples were re-engined with turboprop engines and are known as Turbo Firecats. These feature a larger tank and extra underwing fuel tanks.

02aug19 M23-16 S-61A **61-783** w/o  
 An S-61A-4 Sea King of the Royal Malaysian Air Force, locally designated "Nuri", made an emergency landing at the Gubir Camp area in Kedah, Malaysia, around 15:00 hrs local time. The incident caused minor injuries to the fifteen people onboard, four of which are crew members. The Nuri was based at RMAF Butterworth. It was performing a supply mission to the camp area.

02aug19 FA081 Bell 206L-3 **51213** dam  
 The Forças de Defesa e Seguranças Moçambique (or Mozambique Air Force) had one of its Bell LongRanger IIIs substantially damaged after it crashed at Muidumbe, Cabo Delgado due technical issues. All six occupants received injuries.

04aug19 F-4E w/o  
 The F-4E Phantom II inventory of the Islamic Republic of Iran Air Force (IRIAF) is one less after a 61st TFS F-4E crashed near Tangestan beach, north-west of home base 6th Tactical Air Base Bushehr, Iran. Luckily both pilots managed to eject in time and parachuted safely to the ground. Their unfortunate Phantom crashed into the Persian Gulf. Regular patrol flights of F-4Es are common in the region, but this crash comes amid tensions in the Gulf region between the US and Iran. Earlier, on 4 August, Iran announced it had captured a foreign oil tanker, which, according to their statement, was smuggling fuel to an unnamed Arab state in the region. Possibly, the F-4E was involved in a top cover mission when things went wrong. A spokesman of the IRIAF said the crew of the crashed F-4E reported technical issues before they ejected.

04aug19 RT-15-305 An-2 w/o  
 One dead and one injured was the sad result after an Antonov 2 of the Tajikistan DOSAAF crashed when attempting to land at Fakhabad Airfield in Tajikistan. The aircraft was engaged in a skydiving flight and was returning after it had dropped eight skydivers. It impacted the ground from a height of ten metres.

04aug19 N310QA Ce310I **310I0063** dam  
 An incident involving a Highway 17 Trucking Cessna 310 and fire was reported in open pasture terrain near J Lynn Helms

Sevier County Airport, De Queen (AR). The airplane sustained substantial damage and one occupant was fatally injured. One of the two occupants onboard received serious injuries.

06aug19 5H-NOW Ce208B **208B2209** w/o

All nine passengers survived the crash involving a Tropical Air Cessna Grand Caravan, six were taken to a hospital. The aircraft was completely destroyed. It crashed upon take-off from Mafia Airport (Tanzania) under unknown circumstances and caught fire. It was heading back to Dar es Salaam (Tanzania).

06aug19 UR-COZ Il-76TD **1023410355** w/o

Unconfirmed reports say an aircraft was hit during an air strike on Misrata Airport by the Libya National Air Force. An Il-76 of SkyAviatrans had just landed, reportedly carrying arms from Turkey for the Government of National Accord (GNA). If confirmed it arrived from Ankara-Esenboga as flight KTR7721.

06aug19 D-CAWM Ce560XLS+ **560-6002** w/o

This trip with a Cessna Citation XLS+ of Aerowest ended in disaster when it was damaged beyond repair after it caught fire upon landing on runway 10R at Aarhus Airport. The eleven occupants were not injured. The aircraft was hired for the manager and tour members of pop star P!nk. Weather at the time was foggy with a visibility of 650 metres reported at 00:20 hours (eighteen minutes before the accident) and increasing past 1,500 metres at 00:50, so it may well have played a part in the accident. The Cessna had just touched from Oslo-Gardemoen on the way to the next gig of the star's Beautiful Trauma tour in the Danish city of Horsens when it caught fire. P!nk, whose real name is Alecia Beth Moore, is managed by Roger Davies, an Australian former roadie who has also managed Tina Turner and Cher.

06aug19 CC-ANR Ce510 **510-0455** w/o

A private Cessna 510 crashed 300 metres short of runway 18 while on approach to Los Ángeles-María Dolores Airport, Chile, and was consumed by fire. The pilot and sole occupant of the plane died in the crash. It had taken off from Concepción-Cariel Sur Airport, also in Chile.

06aug19 C-FSKF Ce208B **208B0673** w/o

One of Alkan Air's Cessna Caravan's was lost after it was damaged beyond repair when it crashed into the side of a mountain, north of Mayo Lake (YT). The pilot (from Whitehorse) and passenger (a Vancouver geologist) were fatally injured. The aircraft departed from Rackla Airstrip (Rackla is an exploratory camp for possible gold mining. The camp's airstrip is about 150 kilometres north-east of Mayo) with

Mayo Airport (YT) as the planned destination when it went missing while enroute. Mayo is a community of roughly 200 people about 320 kilometres north of Whitehorse.

07aug19 N420RA Ce421C **421C-0863** dam

A Cessna Golden Eagle III of TVPX Aircraft Solutions experienced a loss of directional control and subsequent runway excursion upon landing at Lauriston Airport's runway 27, Hillsborough on the island of Carriacou, Grenada. The aircraft received substantial damage and the four occupants escaped unhurt.

07aug19 HK-4540 BAe3201 **933** dam

SARPA Servicios Aéreos Panamericanos had one of its Jet-streams suffer substantial damage after it veered left off runway 36 while landing at Bahía Solana, Colombia, with eighteen people onboard. It came from Quibdo (also Colombia). It came to a stop in rough terrain with the nose gear collapsed. There were no injuries.

07aug19 L-39 w/o

The GNA L-39 Albatros is said to have been destroyed by LNA armed forces when landing in Misrata. The fate of the crew is unknown.

07aug19 BAe125 w/o

A burnt Hawker Siddeley 125 was found by law enforcement officers at an illegal landing strip, at Las Pilas, Champerico, Retalhuleu, Guatemala. It had been used for transporting drugs.

08aug19 Su-30MKI-3 w/o

A Bharatiya Vayu Sena (Indian Air Force) Sukhoi Su-30MKI-3 crashed in the vicinity of Tezpur (state of Assam) in the north-east of India. Both crew ejected, but sustained injuries and were taken to hospital. Conflicting reports have emerged regarding the seriousness of their injuries. The Su-30MKI-3 Flanker, operated by 11 Wing from Tezpur AFS, was flying a routine training mission in the evening hours. The cause of the accident is not known yet. Tezpur AFS is the home base of 11 Wing, controlling two Su-30MKI-3 Flanker units, 2 Squadron 'Winged Arrows' and 106 Squadron 'Lynx'.

08aug19 N40702 PA-34-200 **34-745001** w/o

The 5 J Aviation Services Piper Seneca crashed under unknown circumstances in the ocean twenty miles east of Bimini, Bahamas, while enroute to Miami Executive Airport (FL). The three occupants were rescued by a vessel.

09aug19 N9862C T-28A **49-1727A** dam

The North American T-28 Trojan force landed in a farm field west of Ontario Municipal Airport (OR). The airplane



Conair S-2 Turbo Firecat of the Sécurité Civile crashed near the town of Générac (Gard Department) south of Nîmes, France, on 2 August 2019. Iwan Bögels captured the Firecat in full glory at Aéroport de Nîmes only recently, on 25 May 2019.

sustained substantial damage and one of the two occupants onboard received fatal injuries. A second occupant onboard received non-life threatening injuries.

10aug19 N6432D SNJ-4 **88-13519** w/o

An eyewitness saw the Tennessee Flying Machines SNJ-4 Texan come to a stop in the dirt 100ft north of Chino Airport's runway 26L, close to the approach end of the runway. Both occupants survived but the Texan was substantially damaged.

10aug19 PR-RHF PA-31-300 **31-242** w/o

A damaged and abandoned Piper PA-31-300 Navajo of Ortiz Taxi Aéreo was found on an illegal landing strip at Píritu, Falcón, Venezuela. It had been used for transporting drugs.

11aug19 P2-HSG Bell 427 **56066** w/o

The only Bell 427 registered in Papua New Guinea (with operator Niugini Helicopters) ditched into the ocean just off the coastline at Kimbe, Papua New Guinea. It had failed to arrive in Kimbe at 11:10 hours local time as scheduled and was reported at about 13:00 that it was in the water and the pilot, the sole occupant, had been rescued.

13aug19 RA- Mi-8 **dam**

A Mil Mi-8 of Vertical-T Air Transport, carrying tourists, made a hard landing in Russia's Kamchatka region, leaving three injured with two suffering broken legs and one a neck injury. The Mi, en route from the Kozyrevsk settlement to the Valley of Geysers, made a crash landing in the Kronotsky Nature Reserve area earlier that day. The passengers were tourists who had planned to stay at the Dzenzur tourist centre located on the banks of the Zhupanova River. A helicopter carrying emergency workers had been sent to evacuate the tourists.

14aug19 3206 Su-22M-4 **w/o**

Hayat Tahrir al-Sham (HTS), a terrorist group in Syria, used a Man Portable Air Defense System (MANPAD) and/or anti-aircraft artillery (AAA) to shoot down a Syrian Arab Air Force Su-22M4 near al-Tamanah town, south east of Idlib, Syria. HTS claimed that the pilot ejected from his Sukhoi and is captured. The Syrian government announced their Fitter crashed due to technical issues. During the civil war, that started in 2012, Syria lost a lot of aircraft. Estimated numbers are at least some 112. Since July 2018, these losses decreased massively. In that month the Syrian Arab Air Force lost their last jet when it was shot down by the Israeli Air Force. In March 2018, the last combat loss by terrorist groups was logged when a Syrian Su-24 was shot down. So, if this crash is confirmed, it is quite remarkable. Idlib is one of the very last active combat zones in Syria.

14aug19 T-82 DHC-6-200 **167** dam

A Twin Otter of the Fuerza Aérea Argentina crashed in Antarctica after hitting a mound of snow when it landed on Ross Island. The incident occurred 54 kilometres from the Marambio base, and the nine crew members of the Twin Otter were rescued by the Chilean military. A helicopter belonging to Chilean base President Frei went to Ross Island to assist them (one of them had minor injuries). The de Havilland Twin Otter has a special preparation to operate in the snow and has a high visibility orange scheme. Reportedly, this accident occurred at the time the ship was performing a routine practice in the area, taking advantage of the good weather.

15aug19 VQ-BOZ A321-211 **2117** dam

Ural Airlines flight U6178 was forced to make an emergency landing in a corn field just after taking off from Moscow-Zhukovsky Airport. Both engines of the Airbus A321 failed after hitting a flock of sea gulls during the take-off. The flight was planned to fly to Simferopol (Crimea) and luckily there were no fatalities in the emergency landing, two kilometres from runway 12. Of the 233 people onboard (seven crew members and 226 passengers), ten (including three children)

were injured in the accident. The captain was the hero of the day, bringing the aircraft down in one piece and without any casualties, pretty much like captain Sully after he made a successful water landing on the Hudson (flight US1549) on 15 January 2009.

A YouTube video of some amazing airmanship going on: [www.youtube.com/watch?v=bB-1HyE\\_x28](http://www.youtube.com/watch?v=bB-1HyE_x28)

Video of the bird hit:

[www.youtube.com/watch?v=MXoBc5Swov8](http://www.youtube.com/watch?v=MXoBc5Swov8)

Video of the crash landing:

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

15aug19 N8JR Ce680A **680A-0010** w/o

A Cessna 680A Citation Latitude of JRM Air was destroyed by fire when it suffered a runway overrun and crossed an airport fence after landing at Elizabethton Municipal Airport (TN). There have been no reported injuries. NASCAR racer Dale Earnhardt Jr, his wife and daughter were onboard. The aircraft made a hard landing on runway 24, a 1,380 metres long runway. It bounced and went off the runway, coming to rest on the edge of a road about 120 metres past the paved end of the runway. The Latitude had taken off from Statesville Municipal Airport (NC) earlier in the day.

YouTube video: [www.youtube.com/watch?v=fQj5ErhUhXI](http://www.youtube.com/watch?v=fQj5ErhUhXI)

15aug19 N322AV DHC-6-300 **320** w/o

A de Havilland Canada Twin Otter of AvMax was substantially damaged when it suffered a landing mishap at San Marcos Municipal Airport (TX). The three occupants were not injured. Pictures show the left hand wing completely ripped off from the fuselage, so for now we will list the Twotter as damaged beyond (economical) repair.

15aug19 HK-2820 DC-3 **20171** dam

Having left Araracuara Airport earlier in the day, for a domestic flight to La Chorrera Airport, the Aliansa Dakota suffered a runway excursion after landing. The nineteen passengers and three crew members were not injured. The Dakota is seen in a movie on Twitter leaving the runway, going over the grass before it collapsed to the ground. Damage looks repairable.

16aug19 5Y-SLM DHC-8-202 **506** dam

A SafariLink Aviation Dash 8 suffered a left-hand landing gear failure after striking several wildebeests on landing at the Kichwa Tembo Airstrip in the Maasai Mara National Reserve, Kenya. The occupants were not injured, the aircraft sustained damage to the left hand main gear and no.1 propeller (left side). Two wildebeests were killed in the accident. The Dash was on a scheduled service on the Nairobi-Wilson - Maasai Mara - Nairobi-Wilson route. In a statement, SafariLink's management said the animals ran across the runway as the aircraft landed at about 13:00hrs local time. At the time of landing, some ten vehicles were parked at the airstrip in the Mara triangle with drivers and tour guides set to pick passengers and taken them to lodges and camps including Kichwa Tembo. The wildebeest are found all over the reserve, their numbers determined by the seasons. They are the main attraction for both local and international tourists, with hundreds of tour vans crisscrossing the 1,526 sq.-kilometre savanna.

16aug19 N106PD Bell 206B-2 **4649** w/o

Both occupants of the Omaha Police Department Bell JetRanger II survived a hard landing and subsequent rollover at Blair Municipal Airport (NE). The law enforcement helicopter sustained substantial damage and the two pilots onboard received minor injuries.

16aug19 Mi-2 **w/o**

Under unknown circumstances this Mi-2 of the Ukrainian Air Force made a hard landing in a field near Brody, Lviv oblast, and rolled over onto its right side. Both pilots were uninjured.

16aug19 EP-915 F28F **818** w/o

The Aviación del Ejército del Peru Enstrom Falcon crashed under unknown circumstances at Pampas de Guanero, Moquegua. Both occupants were transported to hospital. The small chopper was less fortunate and did not survive the impact.

17aug19 N303TL CeT303 **T30300286** w/o

The Pegasus Aviation Cessna Crusader impacted a house on South Smith Road, Unionville (NY) shortly after departure from Sky Acres Airport. It first departed from Montgomery-Orange County Airport (NY) then stopped to refuel forty miles away at Sky Acres Airport before continuing toward East Farmingdale-Republic Airport (NY). One of the three occupants onboard was fatally injured, while the remaining two occupants survived. The residential structure was occupied by three people, one is unaccounted for, one received fatal injuries, and the last one was not injured. There were also three dogs inside the house, one was found deceased, one puppy survived and will make a full recovery, and the last puppy is still missing.

18aug19 N678DM Beech 95-B55 **TC-913** w/o

Following a loss of engine power shortly after take-off from Wilmington-New Castle County Airport (DE), the private Beech Baron impacted a heavily wooded area off of Route 7, approximately two miles north of runway 32, west of the airport (in the area of 550 Stanton Christiana Road) when it was attempting to return. The aircraft was destroyed and the two occupants onboard received fatal injuries.

18aug19 14322 K-8W w/o

A Bangladesh Biman Bahini (Bangladesh Air Force) 15 Squadron K-8W Karakorum had to abort the take-off from its home base Matiur Rahman AB (Jessore). The aircraft took off around 13:00 hrs local time and just after getting airborne, at about 15-20ft, it suffered an engine failure and the pilots had to make emergency landing over the runway. The aircraft skidded off the runway, went over the grass and collided with the runway barrier. Both pilots were safe, the Hongdu trainer was a write-off.

18aug19 N543US B757-251 **26490** dam

Delta Air Lines flight DL414, from New York-JFK (NY) to Ponta Delgada-João Paulo II Airport, Azores, Portugal, suffered a hard landing on runway 12. The fuselage showed significant wrinkling on the lower fuselage near the nose landing gear as well as on the top fuselage near door L2 (the second passenger door on the left hand side). A replacement Boeing 757 (N538US) was dispatched from Atlanta (GA) to Ponta Delgada to perform the return flight.

20aug19 ZS-RWX AS350B3 **3870** dam

Both occupants of the SAPS (South African Police Service) Ecureuil were uninjured after the chopper crashed and landed on its left side. It happened during a training flight at Durban-Virginia Airport.

20aug19 SX-HTO A109C **7671** w/o

The Ifly Agusta 109 crashed into the sea off Poros Island after reportedly striking power lines. The sea depth where the helicopter crashed is about 4-5 metres. All three bodies, two Russian passengers and the Greek pilot, were recovered, hence there were no survivors. The Agusta was enroute from Galata (Poros) to Athens-Elefthérios Venizélos International Airport. A team of Coast Guard divers, six Coast Guard vessels and a Hellenic Air Force Super Puma helicopter were taking part in the rescue effort.

20aug19 PT-YZF Bell 407 **53320** dam

A Polícia Rodoviária Federal Bell 407 crashed during landing at Eunápolis, Bahia, Brazil. Luckily all three occupants survived the crash, which resulted in substantial damage to the Bell.

21aug19 VT-HDX AS350B3e **7961** w/o

Three persons were killed as the flood relief Ecureuil of Heritage Aviation hit cables, before crashing in Uttarakhand's Uttarkashi. The ill-fated chopper was flying from Mori village to Moldi in Arakot valley at around noon and was carrying three people. The Ecureuil flew from Dehradun with relief material for Arakot village in Uttarkashi as it is the base camp for ongoing rescue operations there. After dropping some relief material, it was heading towards another affected village named Moldi when it got entangled in power lines and crashed. Heavy rains have killed at least fifteen people and destroyed property worth at least Rs 80-100 crore in Uttarakhand's Uttarkashi, the worst-hit district in the state, in the past few days. The torrential rains had hit about twelve villages including the worst affected Arakot, Makodi, Tikochi and Sanail villages in Uttarkashi, about 150 kilometres away from Dehradun.

21aug19 N91GY Ce560XL **560-5314** w/o

All ten occupants of the Jotts Cessna Citation Excel walked away without injuries before the Citation caught fire and was totally destroyed. It happened after it suffered a runway excursion after an aborted take-off at Oroville Airport (CA). A fire broke out in the grass besides the aircraft, which consumed it.

21aug19 1060 Ce750 **750-0134** dam

This Aviación Militar Nacional Bolivariana de Venezuela (or Venezuelan Air Force in plain English) Citation X was originally confiscated by the Venezuelan government during a drugs enforcement operation. Upon take-off from Caracas-La Carlota-Gen. Francisco de Miranda Air Base, during a test flight, the Cessna sustained a runway excursion with a subsequent landing gear collapse. There were no personal injuries.

21aug19 Mi-17 w/o

The Indian Air Force made the news again, after it lost a Mi-17 while providing aid relief in the Uttarkashi district. Sadly, all three occupants died. According to the Uttarkashi district magistrate the helicopter crashed in Uttarkashi. It was carrying relief material to the flood victims and was flying from Mori to Moldi, when it crashed five kilometres away from Arakot, after hitting electrical wires. At least sixteen people have died in flood and rain-related incidents in the Uttarkashi districts in the past week. A cloudburst wreaked havoc in the area last week. Makudi is the worst hit among the villages, where heavy rains led to the collapse of a number of houses early on Sunday. The six affected villages include Arakot, Makudi, Molda, Sanel, Tikochi and Dwichanu.

22aug19 G-PRXI Spitfire PR MkXI **6S/533723** dam

Around 13:00 hours local time, Spitfire PR.XI PL983 (G-PRXI) of Propshop was considerably damaged in a crash landing at Midden Zeeland airport in the Netherlands. The crash landing was allegedly caused by the fact that the port undercarriage leg did not fully extend during the landing. Fortunately, the pilot remained unhurt but its aircraft suffered considerable damage. The fighter's propeller was completely shattered and the lower side of the fuselage damaged. Hopefully the Merlin engine has survived, as others in the same situation became 'shock loaded' by the sudden arrest of the piston motion. The good news seems to be that PL983 can be repaired, although 'some' funds will be necessary.

23aug19 VT-SVK Bell 407 **53793** dam

A Bell 407 of Aryan Aviation crashed during an emergency landing in Lagwada, Tikochi area, near Arakot, Uttarkashi district. The pilot and co-pilot sustained minor injuries. The latest incident comes two days after an Air Force Mi-17 involved in the relief efforts crashed in Uttarkashi area, killing three people onboard. Among the deceased were the pilot, co-pilot, and a villager after the helicopter crashed at Moldi village in Arakot.



23aug19 OK-TIR An-2T **1G157-10** dam

An Antonov 2 of Club Tiroler Adler came in too low after a long final and with a lack of airspeed made a hard landing and hit a steep slope, just short of the runway. As a result, the landing gear strut broke off and it came to a stop next to the runway at Gmunden Airfield, Austria, and a parking lot. None of the four occupants of the Antonov 2 were injured. It also sustained damage to the left-hand lower wing.

24aug19 A6-EOP A380-861 **200** dam

On or around this date an Emirates A380 received substantial damage in a maintenance mishap in a hangar at Dubai Airport, UAE. The nose fell off the jack, then crashed on the ground. Damage is seen around the nose cone (which got ripped off, exposing the weather radar) and the nose gear doors.

24aug19 OE-IFB B747-4B5ERF **33516** dam

ASL Airlines Belgium flight 3V820 rejected the take-off at Nanchang Changbei Airport, China, during which quite a few main gear tyres deflated, causing damage to the Queen of the Skies. The pilots evacuated via slides using the right hand side. The single runway of the airport was closed.

24aug19 Mi-2 w/o

A private Mi-2 crashed in the Chelbasskay District, Krasnodar region, caught fire and killed the sole person onboard.

25aug19 N119TG C-130A **3227** dam

Shortly after take-off from Santa Barbara Municipal Airport (CA), the crew of the International Air Response Hercules reported hydraulic problems and diverted back to its origin airport. It was heading for Phoenix-Mesa Gateway (AZ), with seven people onboard. After the landing it suffered a runway excursion, caught fire and received substantial damage. Some sources even claim it is a write-off.

IAR is an operator of C-130s that are used for various unique applications, such as test and evaluation, film making, and oil spill clean-up spraying missions, as well as cargo hauling duties. In the past this Herc flew for the USAF as 57-0520.

25aug19 D-HOTT Bell 206L-3 **51587** w/o

25aug19 EC-GU1 A22L **A22L-17-075** w/o

At 13:36 hours local time a Rotorflug Airservices Bell Long-Ranger III and a private ultralight A22L Foxbat collided mid-air over the island of Mallorca, killing all seven people. Five people were onboard of the Bell, two of them children (aged 9 and 11). The other two fatalities were onboard of the Foxbat, which had left Binissalem. The planes collided near Inca which is located in the centre of the island. The Rotorflug helo, having left Son Bonet Airport to operate a scenic flight with four German passengers onboard, impacted a garden and burst into flames.

26aug19 C-101EB w/o

An Ejército del Aire (EdA, Spanish Air Force) Casa 101EB Aviojet crashed in the Mediterranean Sea near La Manga, Murcia. Even though the pilot ejected he succumbed to his injuries. The Aviojet crashed near the shore as hundreds of people called the regional emergency centre. Soon after the beach was closed as debris started to wash ashore. The Casa 101 belonged to the display team Patrulla Águila.

Check the video of the crash here: [twitter.com/airplusnews/status/1165913455918034945?s=20](https://twitter.com/airplusnews/status/1165913455918034945?s=20)

27aug19 B-5958 A330-343 **1587** w/o

Having arrived at Beijing-Capital International from Singapore-Changi as flight CA976, this Air China A330 was parked at gate 530 (Terminal 3), being made ready for its next flight to Tokyo-Haneda, Japan, as flight CA183. Off 167 passengers, 147 had already boarded the aircraft. During the boarding process the crew heard unusual noises under the floor near the L2 hatch and smelled a pungent odour, shortly followed by an ECAM indication "SMOKE/FWD CARGO SMOKE". The crew performed the ECAM (Electronic Centralised Aircraft Monitor) actions, discharged the fire extinguishing agent into the forward cargo hold, declared Mayday and initiated the rapid disembarkation through the jet bridge. The cabin crew got off after the passengers, followed by the flight crew who disembarked last.

27aug19 VT-AVV Ce560XL **560-5259** w/o

A Cessna Citation Excel of Air Charter Services crashed while on final approach to Aligarh-Ghanipur air strip, Uttar Pradesh, India. The aircraft reportedly contacted high tension wires and came down in the grass between the runway and perimeter fence. A fire erupted, but all six occupants evacuated safely with no injuries. The Cessna left New Delhi-Palam earlier in the day.

27aug19 OO-VON MS.893A **12030** w/o

A private Morane-Saulnier MS.893A Commodore 180 crashed next to the runway when it tried to pick up a banner, at Kortrijk-Wevelgem International Airport. Sadly, the pilot died in the crash. There was no fire despite a fuel leak.

27aug19 N218GH Bell 206B-3 **3470** w/o

While landing at San Diego-Gillespie Field (CA) the Helicopter Unlimited Bell JetRanger III rolled over onto its side, caught fire and received substantial damage. The pilot was fine but his passenger received minor injuries.

28aug19 RA-40389 An-2R **1G223-13** dam

While engaged in spraying a field of sunflowers near Selektionny, Lgovsky district, Kursk region, the private Antonov 2 touched trees during a low-level turn. The aircraft then hit the ground, causing the left-hand upper wing to break. The sole person onboard was OK.

28aug19 D-ICEY Ce525CJ1+ **525-0611** dam

A Cessna CitationJet of Lenox Handels und Speditions suffered a runway excursion after landing at Egelsbach Airport, south of Frankfurt-Main, Germany. It went through a chain link fence and suffered substantial damage. The 82-year-old (!!!) pilot (who had taken off from Hamburg-Fuhlsbüttel Airport) was unhurt. According to a police spokesman the landing gear, a wing and a tank were damaged.

30aug19 An-2R w/o

On a flight from Us-Khatyn and Suordakh (Verkhoyansk region), Russia, the Aviaspektr Antonov 2 crashed near Lake Siljan-Kuel, killing two of the five souls onboard. A Mi-8 of Polar Airlines was dispatched from Batagay, Verkhoyansk region, to provide assistance and transportation of the survivors. After retrieving the survivors, the Mi-8 landed Yakutsk airport, where the injured were taken to the Republican Hospital No. 2 for examination and necessary assistance.

Credits: ASN, Aviation Herald, B3A, FAA, Leo Hoogerbrugge, NTSB, Reuters, TASS, The Jakarta Post, Fighterjetsworld.com

# Aviation Day

## Saturday 30 November 2019

# Aviation Day

## Saturday 30 November 2019

# AVIATION DAY

# 19



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

### Aviation Day

A unique happening this time, two Aviation Days in the same year! On 5 January 2019 year we hosted the Aviation Day at Skydeck for the very first time, and since we received very positive feedback on the location (an aircraft museum with very interesting aircraft, which can be moved if we so desire) we are going back there again! This time it will take place on 30 November.

### National Spotting Championships (NSK)

In 2019, the National Spotters Championships (NSK) will be organised for the thirtieth time. Responsible for organising the NSK is Aviation Group Leeuwarden, winners of last years edition. During the NSK, various teams will battle for the highly coveted trophy.

### Air Fete

The Scramble Aviation Day 2019 will feature the ninth edition of the Air Fete where you can buy, sell and trade all kinds of aviation-related items. This year, like last year, visitors will have more time to visit the Air Fete as the NSK will start at 13:00 once again.

Tables measuring 70x220cm are available for €22,50. For reservations please contact [airfete@scramble.nl](mailto:airfete@scramble.nl). You can also indicate if you would like a prepacked lunch, which is available for €7,50.

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

**There is no entrance fee!**

### Timetable

Air Fete	10:00 - 17:00
NSK	13:00 - 17:45
Award ceremony	18:15 - 18:45

### Contact details

Skydeck Teuge Airport  
De Zanden 167  
7395 PG Teuge

+31(0)6 55 32 43 13

For details about the Aviation Day 2019: [www.scramble.nl/aviation-day](http://www.scramble.nl/aviation-day)

Reservations Air Fete tables: [airfete@scramble.nl](mailto:airfete@scramble.nl)



Alex Snow made this beautiful take-off shot of T-22M RF-94145 of the 6950 Avb during Aviadarts 2019. (Ryazan, 1 August 2019)

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

### Bulgaria

Bulgarski Voenno-Vuzdushni Sili (AF)

UMMA = Baranovichi (Belarus)

In the previous edition we announced that the Bulgarian President Rumen Radev vetoed the deal for the Bulgarski Voenno Vzdushni Sili (BVVS) for buying eight F-16Vs. Barely twenty-four hours later, a parliamentary defence committee had vetoed President Radev's veto and resubmitted the procurement law to the national assembly, which was published a few days later in Bulgaria's state gazette.

If the F-16Vs deal continues, the first four aircraft should be delivered to the BVVS in 2023. The second batch of another four aircraft should be delivered in 2024. Considerations within the Bulgarian government are already there to buy another eight aircraft.

In November 2018 a contract was signed for major overhaul of fourteen Su-25s from the Bulgarski Voenno Vzdushnu Sili (BVVS, Bulgarian Air Force) by the 558th Aviation Repair Plant in Baranovichi (Belarus). The overhaul contract is worth USD 85,5 million (73,6 million Euro's) excluding VAT.

In December 2018, an amount of USD 45,7 million (41 million Euros) was transferred by the Bulgarian Ministry of Defence but this money did not reach Belarus. Deputy Minister of Defence of Bulgaria Anatoly Valichkov said: "The Ministry of Defence paid the funds in December, but they were returned because of the policy of the correspondent bank that was supposed to make the transfer".

In February 2019, the European Union (EU) extended the

embargo for a year on the supply of weapons and means to Belarus which can be used for internal repression. Banks are quite scrupulous about issues that are associated with sanctions and restrictions. According to the Bulgarian MoD this case has nothing to do with violation of sanctions and or restrictions because the aircraft are only temporarily exported.

On 19 June the EU Council of Ministers adopted for the first time an amendment to its 2001 decision that concerns various control systems. The specific addition was about the EU embargo against Belarus and made the temporary export license practically possible. At the end of June the total amount was transferred, however, the contract did not go into effect because the Ministry of Economy refused to issue a temporary export license and resistance was also felt by a Ministry of Foreign Affairs.

To remedy this, the National Assembly made legal changes on its last working day, 31 July, before its vacation in August. Before the second reading of the amendments to the law on the prohibition of chemical weapons and on the control of toxic chemicals and their precursors, a proposal was made to change the transitional and final provisions. These changes allow the Ministry of Defence to issue arms export licenses.

However, at the beginning of August a new problem arose in the implementation of the contract as an informal investigation into the circumstances of the already concluded contract had arrived at the European External Action Service (EU structure acting as Ministry of Foreign Affairs and diplomatic corps).

Half August a meeting was held between representatives of the Ministry of Defence and the Ministry of Foreign Affairs to determine a clear position on the matter. They agreed to send an informal reply to a request from the European External Action Service explaining the general factual situation surrounding the treaty. But again it became clear that the Ministry of Foreign Affairs is strongly opposed to the

implementation of the contract in its current form because there are breaches of the sanction regime against Belarus, which could lead to EU sanctions.

On Saturday 24 August Prime minister Boyko Borisov, who surprisingly visited Bezmer air base, also dealt with the case. Borisov said “I expect the competent authorities to prepare the aircraft for transport in the short term and for the repair to begin. This will allow for the restoration of the airworthiness of Su-25 aircraft and will retain the defence capabilities in the period up to the purchase of a new type of combat aircraft”.

On 28 August the first Su-25 departed Bezmer (Bulgaria) towards Baranovichi (Belarus) for major overhaul. Each aircraft should be overhauled within eleven months and every forty days an Su-25 should leave Bulgaria towards Belarus. According to unofficial sources the first one is Su-25UBK 002 which departed in disassembled condition onboard Il-76TD (serial EW-412TH). After the major overhaul the Su-25s should be airworthy till 2027-2028.

**SU-25UBK**  
002                    22.ShtAB                    o/h UMMA                    **38220113002** aug19

## Czechia

### vzdušných sil (AF)

Exact dates are not known yet, but in November 2019 the Vzdušné síly armády České republiky will deploy L-159T training aircraft to Leeuwarden air base (the Netherlands). The Čáslav based 213.vlt (V cviková Letka, training squadron) will take three dual seat L-159s to Leeuwarden and possibly the new L-159T2, which is originally a single seat aircraft. Main objective will be night flying training.

Bell helicopters announced that Czechia is the first foreign military that acquired a mixed fleet of Bell UH-1Y and AH-1Z helicopters! The Czech armed forces will acquire twelve helicopters from Bell in a USD 622 million (CZK14.5bn) deal. The Czech defence minister Lubomir Metnar confirmed the contract in which eight UH-1Y Venoms and four AH-1Z Vipers are involved.

The Czechs had two options on the table – to acquire

twelve Sikorsky UH-60M Black Hawk utility helicopters for CZK13.5bn, or eight UH-1Y Venom utility helicopters and four AH-1Z Viper attack helicopters for CZK14.5bn. Although a little more expensive, the defence ministry choose the second offer, as it wanted more versatility, and more dedicated attack strength of its air cavalry. Although two types seems to lead to more (expensive) logistics, in which a purchase of the UH-60M seems to be more logical, the Venom and Viper share about 85% of their parts, thus reducing the logistical problems involved with purchasing two types.

The government-to-government deal between Czechia and the US was approved earlier in 2019 and the final agreement is expected late 2019. The delivery of the new helicopters, along with ammunition and spare parts, should be completed by 2023.

The Bell helicopters will replace the aging Mi-24 helicopters within the Czech Air Force.

## France

### Armée de l'Air (AF)

On 25 September the French will say goodbye to the TB-30 Epsilon. The TB-30s were in service for some 30 years and will be replaced by the PC-21s and civil aircraft. No less than seven Epsilons have been painted in special markings; 67/315-WJ as 100 years EALA9/72, 101/315-XR as 100 years SPA83, 104/315-XU as 100 years SPA155, 118/315-YI for the retirement of the TB-30, 131/315-YV as 100 years SPA172, 149/315-ZM as 100 years SPA173 and 150/315-ZN as 100 years SPA100.

In May 2019 the Centre de Formation Aéronautique Militaire Initiale (CFAMI) and its flying unit EIVV05.312 *Sainte-Victoire* from Salon de Provence took their last Centrair C201 Marianne out of service. They will be replaced by Duo Discus and ASK21 gliders. The C201 will remain operational with the glider units at Saintes and Romorantin.

### Armée de l'Air (AF)

ETHS = Faßberg  
LFBO = Toulouse-Blagnac  
LFHJ = Lyon-Corbas  
LFOC = Châteaudun  
LFOE = Evreux-Fauville



This year Lithuania is celebrating the 100th anniversary of its air force. During the airshow at Siauliai, this AS365N3+ performed. It is one of the more recent additions to the fleet. (42, 27 July 2019, Jim Walg)



Sporting the Danish flag, celebrating 800 years of the legend that it fell from the sky during the battle with Estonia, F-16AM E-191 is turning and burning at this year's Royal International Air Tattoo. (22 July 2019, Manolito Jaarsma)

LFOT = Tours-Val de Loire

**A330MRTT**

042 GRV02.091 d/d 08jul19 **1808** jul19

**Alpha Jet E**

E86/(102-FB) std La Teste de Buch may19  
 E110/705-AH EAC00.314 ex std LFOC aug19  
 E145/8 pres LFHJ ex std LFOT jun19  
 E146/2 EPAA20.300 damaged 25jul19 jul19

**C-160R**

R201/64-GA std LFOE ex ET00.064 **201** jul19  
 R205/64-GE std LFOE ex ET00.064 **206** jul19  
 R224/64-GX std LFOE ex ET00.064 **227** jul19  
 R225/64-GY wfu ex ET00.064 **228**

By July 2019 the French should have only twelve C-160Rs (besides the two C-160Gs) operational; R202, R203, R204, R206, R208, R211, R212, R213, R214, R217, R218, R223 and R226. Do to the limited number of C-160s ET00.088 at Djibouti has exchanged its C-160s for CN235s.

**CN235M-200**

128/64-IK ET01.062 ex 62-IK **C128** jul19

**CN235M-300**

193/64-HA ET03.062 ex 62-HA **C193** jul19  
 195/64-HC ET03.062 ex 62-HC **C195** jul19

**KC-130J-30**

5874/61-PQ Lockheed on order **5874** aug19

**Mirage 2000D**

601/3-JG EC00.003 ex 133-JG **392** jun19  
 604/3-IP EC00.003 ex 30-IP **395** jun19

**Mirage 2000N**

336/116-BI pres LFOB ex std LFOC **263** jul19

**Rafale B**

304/30-EB ECE01.030 ex 4-IB jun19  
 309/4-HB EC02.004 ex EC01.004 may19  
 318/4-HM EC01.004 ex 30-HM may19  
 327/4-HZ EC01.004 ex ETR03.004 may19  
 352/4-FS EC02.004 ex EC01.004 may19

**Rafale C**

109/4-IM ETR03.004 ex 30-IM aug19  
 117/30-IV EC01.007 ex 113-IV jun19  
 141/7-GT EC01.007 ex 30-GT may19

**TB-30**

10 to N234DJ ex std LFOC **10**  
 65 to Senegal as 6W-ZEE **65**  
 84 to Senegal as 6W-ZEF **84**

**Marine National (NY)**

The last of the eight still operational Lynx helicopters will be retired in the summer of 2020. There is currently no replacement for the Lynx, but the navy is looking at maybe ordering three additional NH90s (bringing their total to thirty NH90s)

and/or leasing twelve to seventeen Dauphin N3s and five Airbus H160s.

**NH90-NFH**

22 31F ex ABH **1378** jun19  
 Armée de Terre (AR)

**NH90-TTH**

1429/EBM ABH as F-ZKBL **1429** mar19  
 1433/EBN ABH on order **1433** jul19

**SA330B**

1219/DAZ 3RHC ex BSS/Africa **1219** jul19

**SA342M**

3850/GAI 1RHC ex 3RHC **1850** jul19

**Tigre HAP**

2028/BHU instr ETHS ex 5RHC **2028** jun19  
 Sécurité Civile (GV)

**S-2 Firecat**

F-ZBAA/T22 w/o 02aug19 **456**

**Hungary**

**Magyar Légierő (AF)**

At the start of 2019, the Hungarian prime minister Viktor Orban held a bilateral meeting with Brazilian president Jair Bolsonaro as part of his working visit to Brazil. The meeting assessed the possibilities for international, economic and political cooperation between the two countries.

In April 2019, Zsolt Németh, Chairman of the National Assembly's Foreign Affairs Committee of Hungary spoke to Eduardo Bolsonaro, Chairman of the Foreign Affairs and Defense Committee of the Brazilian house of representatives. Németh said: "Radical developments can start contacts between Hungary and Brazil and in May the Brazilian Foreign minister will visit our country and the Brazilian President is expected to be in Hungary this year".

In May 2019, Péter Szijjártó, Minister of Foreign Affairs met the Brazilian Minister of Foreign Affairs Ernesto Araújo in Budapest (Hungary). Among other things, both discussed a possible option for the Magyar Légierő (ML) for purchasing the KC-390 transport aircraft as Jogonalp reports.

According to the manufacturer Embraer, the KC-390 is currently in extensive consultation with Hungary on the sale of various aircraft. An announcement is expected during the visit of the Brazilian President Jair Bolsonaro to Hungary later this year. Embraer also mentioned that it could open a facility in Hungary for manufacturing the KC-390.

After Hungary, president Bolsonaro is also going to meet Matteo Salvini from Italy and Andrzej Duda from Poland during his European tour.

## Italy

Aeronautica Militare (AF)  
EGDY = Yeovilton (UK)  
LIME = Bergamo-Orio al Serio (BG)

News about the troubled Piaggio Aerospace: the Aeronautica Militare will acquire five (standard) P180 EVO+ and four P180 EVO+ in the Radio Misure configuration, replacing the four examples now in use with the 71° Gruppo at Pratica di Mare (RM). There will also be an avionics programme of improvements compatible with the recent European regulations of airworthiness comprising the total nineteen P180 aircraft in use with the Aeronautica Militare (11), Esercito (3), Marina Militare (3) and Carabinieri (2).

Aeronautica Militare (AF)

### F-2000A

CSX7355/- Leonardo new **IS081** jul19

### HH-101A

ZR360/15-11 Leonardo noted EGDY jun19

### MB339A (MLU)

MM54468/61-241 213° Gruppo ex 61-24/213° Gruppo **6661** apr19  
Aviazione dell' Esercito (AR)

### AB206C-1

MM80623/E.I.562 pres LIME ex 3° RRAE **9064** jun19

### UH-90A

CSX81562/- Leonardo new (in primer) **ITAR46** jul19  
Marina Militare (NY)

### SH-90A

MM81609/3-34 Leonardo new (in primer) jun19  
Guardia Costiera (CG)

### AW139CP

MM81885/11-05 1ª Sez Elicotteri ex 4ª Sez Elicotteri **31584** jul19

MM81892/11-07 1ª Sez Elicotteri ex 3ª Sez Elicotteri **31601** jul19

MM81947/11-14 4ª Sez Elicotteri new **31818** may19

MM81948/11-15 1ª Sez Elicotteri ex CSX81948/11-15 **31821** jul19

## Norway

Norske Luftforsvaret (AF)

### AW101 Mk612

0268 Leonardo MW repaired **50268/NOR04** jul19

0276 Leonardo MW f/n **50276/NOR08** jul19

AW101 0268 was returned to Leonardo at Yeovil after its mishap at Stavanger-Sola on 24 November 2017. The helicopter rolled during a test run and was heavily damaged. It returned to Yeovil in July 2018. The helicopter was noted

during several test flights in July 2019, so re-delivery to Norway is expected soon.

### F-35A-3I

5291 Lockheed-Martin LRIP XI, f/f 18jun19 **AM-20** jun19

5292 Lockheed-Martin LRIP XI, f/f 25jul19 **AM-21** jul19

5293 Lockheed-Martin LRIP XI, f/f 26jul19 **AM-22** jul19

## Portugal

LPBJ = Beja

Força Aérea Portuguesa (AF)

On 22 August 2019, at a ceremony held at Embraer's facility in Évora (Portugal), the Portuguese Government and Embraer signed a contract for the acquisition of five Embraer KC-390 transport aircraft. Additionally, services and support and a flight simulator are included in the contract as part of the process to modernise the Força Aerea Portuguesa (FAP, Portuguese Air Force) capabilities to support national armed forces operations and increase readiness in missions of public interest.

The KC-390s will replace the small fleet of C-130H Hercules of the Portuguese Air Force. Portugal pays the Brazilian manufacturer USD 930 million (827 million euros). Maintenance service will be provided for a period of twelve years. It is expected that the first aircraft will be delivered in 2023 and the last in 2027. Portugal is the first international customer for the new transport aircraft.

Portugal is the largest international partner of the KC-390 programme. Its participation in the development and production of the aircraft is recognised as having had a positive economic impact in the generation of jobs, new investments, increased exports and technological advances.

### T-38A

2612 pres Alverca ex std LPBJ **N5269** jun19

After some confusion about its identity it turned out to be this airframe that was placed on a plinth on a roundabout at the entrance to the A1 in Alverca town.

## Slovakia

Vzdušne Sily Ozbroyenych Sil SR (AF)

On Sunday 25 August two new UH-60M Black Hawks were offloaded from a ship at Bremerhaven (Germany) to be delivered to the Vzdušné sily Ozbroyených sil Slovenskej Republiky. The two multi-purpose helicopters departed Bremerhaven on 26 August towards Sliac air base (Slovakia) where they arrived the same day. Later on they flew to their new home base Presov (Slovakia), where they will be assigned



AW139 with test serial CSX81961 (31868) "Volpe 413" is seen on approach at Venegono on 13 June 2019 during a test flight from the Leonardo Helicopters factory at Vergiate sporting the new Guardia di Finanza livery. All AW139s of the Guardia di Finanza will be painted in the new color scheme in the near future. (Marco Muntz)



NH-500MC MM81005/GF-81 is one of the oldest helicopters in the inventory of the Guardia di Finanza still in use. This aircraft is based at Genova-Sestri airport and was seen at Venegono on 13 June 2019. (Marco Muntz).

to Vrtulnikové kridlo, 1. Vrtul'niková letka.

The SAF already received four such Black Hawks since august 2017, when the first two (serials 7639 and 7640) were delivered. These were followed by 7641 and 7642 in July 2018. With the delivery of these two (serials 7448 and 7449) the SAF received six out of nine ordered UH-60Ms. The other three are scheduled for delivery in December this year. These Black Hawks are replacing the aging Soviet build Mi-17s.

Scramble is looking for the construction numbers and FMS serials of almost all Slovak Black Hawks, only a few are known to us. Take a look at our free accessible database to see what information is missing. If you have supplementary information, please let us know so we can update our database. Thanks in advance!

#### UH-60M

7448	1.Vrtul'niková letka, d/d 26aug19	aug19
7449	1.Vrtul'niková letka, d/d 26aug19	aug19

#### Spain

Ejército del Aire (AF)

#### Beech C90

E.22-02	unit ?	<b>LJ-621</b> may19
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This Beech was noted in a hangar during the Open Day at Getafe AB. There was no mention of a code in the report. According to our database this aircraft was last heard of in 2010, then coded 42-31 with Grupo 42 at Villanubla AB. It may well have been transferred to 409 Esc, based at Getafe AB.

#### CASA 101EB

E.25-50/79-33	741 Esc	ex AGA	<b>051</b> may19
E.25-68/74-22	741 Esc	alloc. to AGA	<b>074</b> jul19
E.25-88/74-39	741 Esc	alloc. to AGA	<b>102</b> jul19

#### F/A-18A+

C.15-83/46-11	462 Esc	dam 28jun19	<b>314/A259</b> jun19
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This Hornet was damaged after running backwards into building at home base Gando (Canary Islands).

#### Falcon 900B

T.18-4/45-04	451 Esc	ex 45-43	<b>74</b> jun19
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#### Mirage F1BM

CE.14-87/14-73	to N556EM	Draken Intl (FL)
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#### Mirage F1M

C.14-04/14-02	to N557EM	Draken Intl (FL)	<b>4</b>
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C.14-18/14-12	to N558EM	Draken Intl (FL)	<b>18</b>
C.14-21/14-14	to N559EM	Draken Intl (FL)	<b>21</b>
C.14-36/14-18	to N561EM	Draken Intl (FL)	<b>30</b>
C.14-41/14-22	to N562EM	Draken Intl (FL)	<b>35</b>
C.14-42/14-23	to N563EM	Draken Intl (FL)	<b>36</b>
C.14-43/14-24	to N564EM	Draken Intl (FL)	<b>37</b>
C.14-44/14-25	to N565EM	Draken Intl (FL)	<b>38</b>
C.14-54/14-30	to N566EM	Draken Intl (FL)	<b>54</b>
C.14-56/14-31	to N567EM	Draken Intl (FL)	<b>56</b>
C.14-57/14-32	to N568EM	Draken Intl (FL)	<b>57</b>
C.14-60/14-34	to N569EM	Draken Intl (FL)	<b>60</b>
C.14-63/14-36	to N570EM	Draken Intl (FL)	<b>63</b>
C.14-64/14-37	to N571EM	Draken Intl (FL)	<b>64</b>
C.14-67/14-39	to N572EM	Draken Intl (FL)	<b>67</b>
C.14-68/14-40	to N573EM	Draken Intl (FL)	<b>68</b>
C.14-70/14-42	to N574EM	Draken Intl (FL)	<b>70</b>
C.14-72/14-44	to N575EM	Draken Intl (FL)	<b>72</b>
C.14-73/14-45	to N576EM	Draken Intl (FL)	<b>73</b>

Whether or not the reported c/ns are the original Dassault MSNs is unclear at this point. These numbers certainly do not refer to the Spanish serials (see C.14-36 through C.14-44).

Fuerzas Aeromóviles del Ejército de Tierra (AR)

#### NH90-TTH

HT.29-09/ET-809	BHELMA III	#10..., f/n with unit	<b>GSPA09</b> jul19
HT.29-13/ET-813	BHELMA III	#10209, new	<b>GSPA13</b> jul19

#### Sweden

Flygvapnet (AF)

#### JAS39C

39252/252	F17	w/o 21aug18	<b>39-252</b>
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On 20 August 2019, the Swedish Air Force published the definitive report on the crash of an F17 'Blekinge Flygflottilj' JAS39C Gripen. So far we had no information on the identity of the Gripen, but the report solved this problem.

#### United Kingdom

Ministry of Defence (GV)

Even though QinetiQ no longer is part of the Ministry of Defence, we will continue to monitor changes, new additions and retired aircraft via this header. Both A109s mentioned here took up their expected civil registration on 20 June 2019.

#### A109E

G-ETPI	QCFO	ex QQ100	<b>11131</b> jun19
G-ETPJ	QCFO	ex ZE416	<b>11173</b> jun19

## Royal Air Force (AF)

On 21 May 2019, six F-35B Lightnings assigned to 617sq deployed overseas for the first time. The aircraft left RAF Marham on this day and headed south to RAF Akrotiri (Cyprus). They were supported by a pair of Voyager tankers from RAF Brize Norton. The aircraft were not only flown by 617sq pilots, Fleet Air Arm pilots were also involved, showing the joint-forces character of the British F-35 force. Even though not planned in advance, while at RAF Akrotiri, the aircraft performed their first operational missions when armed reconnaissance flights were made over Iraq and Syria as part of Operation Shader. No weapons were released by the F-35s during these missions which were flown together with Typhoons. The F-35s involved in this deployment were: ZM143, ZM144, ZM145, ZM146, ZM147 and ZM148.

On 16 July 2019, just before 20:00 hrs local time, six F-35B aircraft assigned to 207sq arrived at RAF Marham. These aircraft were previously used by this squadron while it was embedded with VMFAT-501 at MCAS Beaufort (SC). The aircraft involved were ZM137, ZM139, ZM149, ZM150, ZM151 and ZM152. This leaves only ZM135, ZM136 and ZM138 in the United States. These three aircraft are used for trials work by 17sq, which is embedded with 461st FLTS at Edwards AFB (CA).

Previously we reported possible plans to sell one of the retired RAF Hercules C5 to the United States Marines Corps where it will be taken on charge by the Blue Angels as the new "Fat Albert". On 25 June 2019, it was officially announced that this deal will indeed take place. The aircraft (ZH885) is planned to be delivered in the spring of 2020 and the contract is valued at USD 29.7 million.

Even though the Hercules C5 fleet is rapidly being withdrawn from use, the Ministry of Defense (MoD) decided to extend the Out of Service date of the Hercules C4 fleet with four years until 2035. However, since the RAF lost a Hercules C4 in Iraq (ZH873) a single Hercules C5 will be retained as well in order to keep the Hercules fleet up to the planned number of fourteen aircraft. Interestingly, the press release about this topic also stated that the Atlas C1 will be capable of performing the Special Forces support duties as well in the future, the RAF is looking into the possible purchase of a smaller aircraft type in the future to augment the larger Atlas in this role.

The three RAF Chinooks deployed to Gao (Mali) under Operation Newcombe are listed on the RAF website as being operated by 1310Flt. The Chinook helicopters were flown to Mali by airfreight from RAF Brize Norton in July 2018, and since then 18(B)sq and 27sq took turns manning the detachment. The helicopters themselves also were rotated based on maintenance requirements. In May 2019, when the designation 1310Flt first appeared, the deployment was manned by 27sq aircrew. The helicopters deployed at that point in time were ZH897, ZH898 and ZH899.

EGDM = Boscombe Down x EGXC = Coningsby  
EGDR = Culdrose EGXU = Linton on Ouse  
EGOS = Shawbury EGXY = Syerston

3/4Regt Joint 3Regt and 4Regt pool at Wattisham  
ADSU Apache Depth Support Unit at Wattisham  
Airbus Hel. Airbus Helicopters at Marseille (France)  
Airbus Military Airbus Military at Madrid-Getafe (Spain)  
Benson Pool 33/230sq at RAF Benson  
CGS/644VGS Central Gliding School and 644VGS pool at RAF Syerston

CMF Chinook Maintenance Unit at RAF Odiham  
GMS Glider Maintenance School at RAF Syerston  
Leonardo Leonardo Finmeccanica at Yeovil  
P2MF Puma HC2 Maintenance Flight at RAF Benson  
QCFO QinetiQ Civil Flying Organization at QinetiQ Boscombe Down

StandardAero StandardAero at Fleetlands  
TMU Typhoon Maintenance Unit at RAF Coningsby  
WST Wildcat Storage at RNAS Yeovilton  
WZM Wildcat Maintenance at RNAS Yeovilton

**Atlas C1**

ZM403	24/70sq	ex Airbus Military	<b>020</b>	jul19
ZM418	Airbus Military	ex 24/70sq	<b>072</b>	jun19

**Chinook HC4**

ZA671	EGDM	ex StandardAero	<b>M7007</b>	jun19
ZA705	EGDM	ex StandardAero	<b>M7030</b>	jun19
ZA711	EGDM	ex StandardAero	<b>M7026</b>	jun19

**Chinook HC5**

ZH900	27sq	ex CMF	<b>M4479</b>	jun19
ZH901	18(B)sq	ex 27sq	<b>M4480</b>	jun19
ZH903	CMF	ex 27sq	<b>M4482</b>	may19
ZH904	CMF	ex 27sq	<b>M4483</b>	may19

**Chinook HC6A**

ZA720	27sq	ex EGDM	<b>M7020</b>	apr19
ZD983	18(B)sq	ex StandardAero	<b>M7022</b>	may19
ZH892	27sq	ex CMF	<b>M4455</b>	jun19
ZH893	27sq	ex CMF	<b>M4456</b>	jun19

**F-35A**

ZM137	207sq	del to UK 16jul19	<b>BK-03</b>
ZM139	207sq	del to UK 16jul19	<b>BK-05</b>
ZM149	207sq	del to UK 16jul19	<b>BK-15</b>
ZM150	207sq	del to UK 16jul19	<b>BK-16</b>
ZM151	207sq	del to UK 16jul19	<b>BK-17</b>
ZM152	207sq	del to UK 16jul19	<b>BK-18</b>

**Griffin HAR2**

On 2 May 2019, ZJ704/CLUBS arrived at Bournemouth-Hurn following sea freight from Cyprus (ex 84sq). MAR reports the helicopter moving on as road freight to Newquay on 27 June 2019.

**Juno HT1**

With reference to Scramble 481, Juno ZM513 was used by 202sq during June 2019.

**Hercules C5**

ZH884	for Bangladesh as 99-5482	<b>5482</b>	jul19
ZH885	for US Navy (Blue Angels)	<b>5483</b>	jul19
ZH887	std Marshalls ex 24/47sq/887	<b>5485</b>	jul19

Aircraft ZH887 was officially Struck of Charge (SoC) on 5 July 2019, it arrived four days earlier at Cambridge for storage awaiting disposal. In addition, the allocations of ZH884 and ZH885 are now also known.

**Hawk T2**

ZK037/FM	25(F)sq	ex 4sq/AB	<b>RT028</b>	jul19
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**Poseidon MRA1**

ZP801	Boeing as N456DS	<b>64175/7532</b>	jul19
ZP802	Boeing as N469DS	<b>64176/7642</b>	aug19

The first RAF Poseidon (ZP801) performed its maiden flight on 12 July 2019. The aircraft has been nick-named: The Pride Of Moray. After an initial flight-test programme it will go to Boeing Defense, Space and Security at Tukwila (WA) for installation of mission equipment. The aircraft is slated to be delivered to NAS Jacksonville (FL) for aircrew training in October 2019. Delivery to Great Britain is expected during the early-Spring of 2020.

**Puma HC2**

XW214	Benson Pool	ex P2MF	<b>1120</b>	may19
XW235	P2MF	ex Airbus Hel.	<b>1212</b>	jun19
ZA940/V	Benson Pool	ex P2MF	<b>1656</b>	jun19

**Shadow R1+**

ZZ417	14sq	ex Raytheon	<b>FM-16</b>	jun19
(ZZ505)	Raytheon	see note	<b>FM-29</b>	jun19
(ZZ506)	Raytheon	see note	<b>FM-54</b>	jun19

On 11 June 2019, G-DAYP (ZZ505) left 14sq for Hawarden where it will be converted to R2 standard. Also, G-GMAD (ZZ506) is confirmed present at Hawarden to undergo a similar treatment. While on the subject of Shadow conversions,





Not the heaviest metal for an Air Force, this Cessna 172RG Cutlass is operated by the Lithuanian Air Force as '77 blue'. (Kaunas/S. Darius ir S. Gireno, 24 July 2019, Laurent Heyligen)

ZZ507 performed its first post conversion flight as Shadow R1+ on 4 June 2019.

#### Tucano T1

ZF143	std EGXU	ex 72sq/143	<b>S9/T9</b>	jun19
ZF144	std EGXU	ex 72sq/144	<b>S10/T10</b>	jun19
ZF204	std EGXU	ex 72sq/204	<b>S29/T29</b>	jun19
ZF244	std EGXU	ex 72sq/244	<b>S50/T45</b>	jun19
ZF290	std EGXU	ex 72sq/290	<b>S88/T61</b>	jun19
ZF377	std EGXU	ex 72sq/377	<b>S120/T91</b>	jun19
ZF378	std EGXU	ex 72sq/378	<b>S121/T92</b>	jun19
ZF379	std EGXU	ex 72sq/379	<b>S122/T93</b>	jun19
ZF489	std EGXU	ex 72sq/489	<b>S150/T121</b>	jun19

The Tucanos mentioned here were withdrawn from use already before June 2019 but confirmed in storage at RAF Linton-on-Ouse by this month. The out of service date of the entire remaining Tucano fleet is 31 October 2019.

#### Typhoon T3

After being stripped for spares, ZJ801 was transported by road to BAE Warton on 12 June 2019. The aircraft will be used there for fatigue testing.

#### Typhoon FGR4

ZJ919/919	IX(B)sq	ex 6sq/919	<b>BS010</b>	may19
ZJ920/920	12(B)sq	ex 29sq/920	<b>BS011</b>	jun19
ZJ947/947	6sq	ex 1(F)sq/947	<b>BS040</b>	jun19
ZJ949	TMU	ex XI(F)sq/949	<b>BS045</b>	jun19
ZK301/301	II(AC)sq	ex 1(F)sq/301	<b>BS053</b>	jun19
ZK304/304	3(F)sq	ex XI(F)sq/304	<b>BS055</b>	jun19
ZK310/310	6sq	ex 1(F)sq/310	<b>BS063</b>	jun19
ZK312/312	XI(F)sq	ex 3(F)sq/312	<b>BS067</b>	jun19
ZK320/320	II(AC)sq	ex 1(F)sq/320	<b>BS081</b>	jun19
ZK321/321	II(AC)sq	ex 1(F)sq/321	<b>BS082</b>	jun19
ZK322/322	1(F)sq	ex II(AC)sq/322	<b>BS083</b>	jun19
ZK323/323	1(F)sq	ex II(AC)sq/323	<b>BS084</b>	jun19
ZK324/324	1(F)sq	ex II(AC)sq/324	<b>BS085</b>	jun19
ZK325/325	1(F)sq	ex II(AC)sq/325	<b>BS086</b>	jun19
ZK327/327	12(B)sq	ex 29sq/327	<b>BS088</b>	jun19
ZK328/328	1(F)sq	ex II(AC)sq/328	<b>BS089</b>	jun19
ZK330/330	II(AC)sq	ex 1(F)sq/330	<b>BS091</b>	jun19
ZK332/332	6sq	ex 1(F)sq/332	<b>BS093</b>	jun19
ZK333/333	1(F)sq	ex II(AC)sq/333	<b>BS094</b>	jun19
ZK337/337	6sq	ex II(AC)sq/337	<b>BS098</b>	may19
ZK338/338	1(F)sq	ex II(AC)sq/338	<b>BS099</b>	jun19
ZK340/340	i/a EGXC	ex 3(F)sq/340	<b>BS101</b>	jun19
ZK343/343	1(F)sq	ex II(AC)sq/343	<b>BS104</b>	jun19
ZK344/344	6sq	ex 1(F)sq/344	<b>BS105</b>	jun19
ZK345/345	1(F)sq	ex II(AC)sq/345	<b>BS106</b>	jun19
ZK353/353	6sq	ex 1(F)sq/353	<b>BS114</b>	jun19
ZK358/358	3(F)sq	ex XI(F)sq/358	<b>BS119</b>	jun19
ZK359/359	3(F)sq	ex TMU	<b>BS120</b>	jun19

ZK364/364	1(F)sq	ex 6sq/364	<b>BS125</b>	jun19
ZK374/374	3(F)sq	ex i/a EGXC	<b>BS135</b>	jun19
ZK425/425	II(AC)sq	ex 6sq/425	<b>BS141</b>	jun19
ZK426/426	6sq	corr not 1(F)sq	<b>BS142</b>	may19
ZK428/428	29sq	ex TMU	<b>BS144</b>	jun19
ZK436/436	29sq	see note	<b>BS142</b>	jun19

Around 19 June 2019, TMU completed their work on ZK436/436 and the aircraft was released to 29sq. By 25 June 2019, the aircraft became the first jet to be used by 12(B)sq, but it transferred back to 29sq by 1 July 2019.

A large number of the squadron changes amongst the RAF Lossiemouth units are a result of 1(F)sq taking over responsibility of II(AC)sq of the Operation Shader detachment at RAF Akrotiri (Cyprus). The seven jets deployed at that time were handed over to 1(F)sq: ZK322/322, ZK323/323, ZK324/324, ZK325/325, ZK328/328, ZK338/338 and ZK345/345. Around the same time, the majority of the 1(F)sq jets back at RAF Lossiemouth were passed on to II(AC)sq and 6sq.

#### Viking TX1

ZE495	GMS	ex 622VGS/VA	<b>33879</b>	jun19
ZE521	GMS	ex std EGXY	<b>33890</b>	jun19
ZE521/VK	622VGS	ex GMS	<b>33890</b>	aug19
ZE526/VN	622VGS	ex GMS	<b>33895</b>	aug19
ZE528/VQ	CGS/644VGS	ex EGXY	<b>33897</b>	jun19
ZE529/VR	CGS/644VGS	ex GMS	<b>33898</b>	jun19
ZE590/WT	622VGS	ex CGS/644VGS/WT	<b>33937</b>	aug19
ZE601/XA	CGS/644VGS	ex GMS	<b>33945</b>	jun19
ZE602	GMS	ex CGS/644VGS/XB	<b>33946</b>	jun19
ZE605	GMS	ex std EGXY	<b>33949</b>	jun19
ZE628	GMS	ex CGS/644VGS/XS	<b>33975</b>	jun19
ZE631/XV	CGS/644VGS	ex GMS	<b>33978</b>	jun19
ZE637/YA	CGS/644VGS	ex 632VGS/YA	<b>33997</b>	jun19
ZE680	GMS	ex std EGXY	<b>34027</b>	jun19

#### Voyager KC3

ZZ333	10/101sq	ex 1312Flt	<b>1312</b>	jun19
ZZ334	1312Flt	ex 10/101sq	<b>1033</b>	jun19

#### Army Air Corps (AR)

#### Apache AH1

ZJ179	662sq	ex 663sq	<b>WAH14</b>	jun19
ZJ181	664sq	ex 653sq	<b>WAH16</b>	jun19
ZJ185	see note	ex 664sq	<b>WAH20</b>	jun19
ZJ188	ADSU	ex 673(AHTU)sq	<b>WAH23</b>	jun19
ZJ190	662sq	ex 663sq	<b>WAH25</b>	jun19
ZJ191	663sq	ex 7REME	<b>WAH26</b>	jun19
ZJ192	662sq	ex 663sq	<b>WAH27</b>	jun19
ZJ195	3/4Regt	ex ADSU	<b>WAH30</b>	jun19
ZJ199	662sq	ex 663sq	<b>WAH34</b>	jun19
ZJ200	see note	ex 653sq	<b>WAH35</b>	jun19

ZJ207	673(AHTU)sq	ex ADSU	<b>WAH41</b>	jun19
ZJ211	7REME	ex 662sq	<b>WAH45</b>	jun19
ZJ217	3/4Regt	ex ADSU	<b>WAH51</b>	jun19
ZJ221	ADSU	ex 664sq	<b>WAH55</b>	jun19
ZJ225	656sq	ex 3/4Regt	<b>WAH59</b>	jun19
ZJ226	656sq	see note	<b>WAH60</b>	jun19
ZJ229	663sq	ex 662sq	<b>WAH63</b>	jun19
ZJ230	662sq	ex 663sq	<b>WAH64</b>	jun19
ZJ231	663sq	ex 662sq	<b>WAH65</b>	jun19

Former 664sq Apache ZJ226 was used by 667(D&T)sq for deck trials on board HMS Queen Elizabeth from 3 until 6 June 2019. After completion, it returned to Wattisham where it joined 656sq.

Both ZJ185 and ZJ200 were transported by road to RAF Brize Norton, from where they were air freighted to the United States to be inducted into the AH-64E conversion line from Boeing at Mesa (AZ). These helicopters arrived at RAF Brize Norton on 5 June 2019 and were still awaiting airfreight to the United States on 16 June 2019.

#### Defender AL2

ZH002 o/h Lee-on-Solent, ex 651sq **4016** jun19

#### Gazelle AH1

XW847 StandardAero ex 665sq **1011** jun19  
ZB683 StandardAero ex 665sq **1990** jun19

Previous reports about XW846 being stored at Middle Wallop seem to be incorrect. More likely it was undergoing maintenance, since it was confirmed active again with 7Regt Conversion Flt in July 2019.

#### Wildcat AH1

ZZ388 1Regt ex Leonardo **486** jun19  
ZZ408 std WST ex Leonardo **478** jun19  
ZZ524 WZM ex 1Regt **531** jun19

Fleet Air Arm (NY)

#### Merlin HM1

ZH821 pres Morayvia Museum, ex std EGOS **RN01** jun19

#### Merlin HM2

ZH850 EGDR ex EGDM **RN30** jun19  
ZH862 820NAS ex 824NAS/(5)86 **RN42** jun19

Following mods, ZH850 departed QinetiQ Boscombe Down back to RNAS Culdrose on 18 June 2019.

#### Merlin HC3A

ZJ990 Leonardo ex 845NAS/AA **50089** jun19

#### Merlin HC4

ZJ124/H 846NAS ex Leonardo **50133** jun19

#### Wildcat AH1

ZZ389 WZM ex 847NAS **487** jun19  
ZZ521 847NAS ex std WST **528** jun19

#### Wildcat HMA2

ZZ378	QinetiQ	ex Leonardo	<b>497</b>	jun19
ZZ379	Leonardo	ex 815NAS	<b>498</b>	jun19
ZZ413	825NAS	ex WZM	<b>483</b>	jun19
ZZ528	WZM	ex 825NAS	<b>535</b>	jun19

## Africa

### Angola

Força Aérea Nacional de Angola (AF)

VGHS = Dhaka/Hazrat Shahjalal Intl. (Bangladesh)

#### MA60

T-270 del as B-00D8 f/n VGHS **aug19**  
T-271 del as B-00D9 f/n VGHS **aug19**

Looks like the Government of Angola did some shopping in China. Besides the K-8s which were noted recently, now two Xian MA60s were noted enroute to Angola on the international airport of Bangladesh. Both aircraft arrived at Luanda on 24 August 2019. The MA60s were ordered in January 2018 and are produced by China's Xi'an Aircraft Industrial Corporation. It is a stretched version of the Xian Y7-200A, which was produced based on the Antonov An-24 to operate in rugged conditions with limited ground support and has short take-off and landing (STOL) capability.

#### Yak-40K

T-450 ex Esc. VIP loaded on lorry **9820558** **aug19**

The Yak-40 was noted on 16 August 2019, without wings and engine, when loaded by a crane onto a lorry. We have no idea what is going to happen with the aircraft.

## Botswana

Botswana Police Service (PO)

#### H125

BPS-01 BPS f/n DB, photo **8503** **jun19**

## Chad

Armee de l'Air du Chad (AF)

#### Mi-35

TT-OAR Esc. de Helic. O'haul TAM Georgia **apr19**

## Egypt

al Quwwat Al Jawwiya II Misriya (AF)

Menno van de Wal sent us an email with the location of the MiG-29s of the Egyptian Air Force, they are based at Wadi Abu Rish (28°58'29"N, 031°41'55"E). This air base has been considerably rebuilt since late 2014 and has now at least 36 hardened shelters, which is twenty more than before 2014.



Seen departing from Manchester to getafe is the first KC-30M MRTT for the Multi National Multi Role Tanker Transport Fleet with the toned-down Royal Netherlands Air Force roundel on the aft fuselage, after being painted by Air Livery. Its previous designation M-001 has been taped over, allegedly it will now become T-054. (2 August 2019, John Wildman)



The first production M-345, CPX624, made its first flight on 23 December 2018 and is currently involved in a flight test programme. After the conclusion of the Electrostatic Discharge Test (ESD) for the M-345 certification, CPX624 was painted in a new livery in late May 2019. (13 June 2019, Marco Muntz)

#### IL-76MF

1331/SU-BTX	ex 360/JY-JIC	Jordan	<b>1063421724/94-01</b>	jul19
1332/SU-BTY	ex 361/JY-JID	Jordan	<b>2013423808/96-02</b>	jul19

The aircraft were purchased from Jordan International Air Cargo (JIAC) and are the rare MF-models. The difference between an IL-76MD (normal) and the MF is the addition of 6.6 meters of length to the fuselage and the increase of forty to sixty tons of load. The MF-models have also the newer M90 engines instead of the D30, which have much better thrust.

#### Equatorial Guinea

Equatorial Guinea National Guard (AF)

#### An-72P

032	w/o 30jul19	<b>36576096926/15-10</b>
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#### Eritrea

Eritrean Air Force (AF)

On 8 August 2019, due to bad weather, an unknown military helicopter of the Eritrean Air Force crashed, killing the three crew members on board.

#### Mi-171

E3-ABB	3sq	f/n DB, photo	aug19
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#### Ethiopia

Ye Ityopya Ayer Hayl (AF)

HAHM = Debre Zeit

#### F-5A

661	ex i/a	pres. HAHM	jan19
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This F-5A was used as an instructional airframe for many years at Debre Zeit. It was first noted at Google Earth, at 8°43'38.72"N, 38°59'46.35"E, on 23 December 2010 and last noted at this location on 26 February 2016. Now it is pole mounted in front of what looks like the Headquarters building. It was first visible on Google Earth, at 8°43'54.27"N, 38°59'38.28"E, on 25 January 2019.

#### Mi-171

2029	20sq	f/n DB, photo at HAHM	jun19?
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#### MiG-21bis

1107	std HAHM	f/n DB, photo	2019
1108	std HAHM	f/n DB, photo	2019

Both aircraft are in the storage area, see below with the MiG-21R, already since at least April 2017.

#### MiG-21R

"1083"	ex Gate Guard	stored HAHM	jan18
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This former gate guard of Debre Zeit has been moved after December 2017 to the huge storage area on the air base, see Google Earth at 8°42'36.01"N, 39°00'13.47"E. However after 1 February 2019 it is no longer visible anymore at this location on Google Earth. The serial is most likely a fake serial, because

all known R-models are in the 14xx range. All the MiG-21bis's are in the 10xx and 11xx range.

#### Ghana

Ghana Air Force (AF)

DGAA = Accra-Kotoka Int. DGTK = Takoradi

#### A109A

G670	ex std DGAA	pres. HQ Min. of Def.	<b>7242</b>	jun18
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Frank Mink and Patrick Dirksen of Tristar Aviation paid a visit to Ghana in June 2018. Thanks to their cabdriver they discovered this A109 at the headquarters of the Ministry of Defence. It is pole mounted at 5°35'22.51"N, 0°10'32.82"W and it is at this location at least since March 2017 (see Google Earth). It is painted in its old camouflage colour scheme again, we had it in our database as last noted February 2014 as UNO470 in the UN white colour scheme.

#### Ce172N

G116/9G-GAH	std DGTK	c/n checked	<b>17267991</b>	jun18
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The construction number of one of the three Cessna's could be checked during the visit at Takoradi. According the FAA database this should be the former N75836.

#### DA42NG

GHF120	1sq	c/n checked	<b>42N.044</b>	jun18
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Its former Austrian serial was OE-VDP was already known, but not the construction number. Thanks to Frank and Patrick we now have that one also.

#### DA42M-NG

GHF121	1sq	ex OE-FGC	<b>42.M023</b>	jun18
GHF122	1sq	ex OE-FGE	<b>42.M024</b>	jun18

Both construction numbers were known but now we also have the correct tie-ups.

#### DHC-3

G300	w/o 21jun68	<b>413</b>
G301	w/o 29mar61	<b>414</b>
G308	sold to 5V-AVA	<b>426</b>

These updates came from a book Frank and Patrick bought in Ghana.

#### H-19D

...	pres Aburi	Botanical Garden	<b>55.1204</b>	jun18
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This Chickasaw can be found in the botanical garden in Aburi, at 5°51'02.2"N, 0°10'23.0"W. It was also checked by Frank and Patrick, but there was no sign of a construction number plate in the cockpit. However an another plate was attached to the main airframe which had its former US serial on it, 57-5927. It was known this serial was delivered to Ghana, unfortunately we still do not have any tie-up with its Ghana Air Force serial.

#### HT-2

PT201/A	wfu	f/n DB, photoproof	feb60
PT204/D	wfu	f/n DB, photoproof	feb60

PT206/F wfu f/n DB, photoproof feb60  
 Also these updates came from the book that the guys from Tristar Aviation bought in Ghana.

**K-8G**

G911	ex 4sq	reregistered as GHF911	
G913	ex 4sq	reregistered as GHF913	
GHF911	4sq	ex G911	jun18
GHF913	4sq	ex G913	jun18

All four K-8G's of the air force of Ghana were seen during the visit, however only two were actually read. These two had new serials and assumed is that the other two, the G910 and G912, are also re-serialised.

**L-29**

G954	std DGTK	ex NAF424	<b>491014</b>	jun18
G955	pres DGTK	c/n checked	<b>792510</b>	jun18
G956	std DGTK	ex NAF405?	<b>(79)2512?</b>	jun18
G957	std DGTK	ex NAF410	<b>993421</b>	jun18
G958	std DGTK	ex NAF411?	<b>(19)4501?</b>	jun18
G959	pres Kumasi	ex NAF 414	<b>194504</b>	jun18

The construction number of G955 was actually read of the construction number plate, this makes it the former Nigerian Air Force NAF403. However the L-29 G960 which is at the School of Trade Training in Accra had 2510 painted on the intakes, but most likely the air intakes were swapped once. The former Nigerian serials on G954 and G957 were still readable on the bare metal fuselage. The last four digits of the construction number of G956 and G958 were also painted on both air intakes, but as showed above with G960, these can be swapped very easily and so we would like to have confirmation if these construction numbers belong to these aircraft. So please check the original plates if possible. From the last Delphin, G959, it was not known that this construction number was delivered to Ghana.

**MB326F**

G705	std DGAA	ex Gate Guard	jun18
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This MB326 was at the military gate of Accra International airport for many years. At the end of 2013 it was removed because of construction work at the new road and gate. It was moved to the storage line and still can be found here at 5°36'5.42"N, 0° 9'44.33"W.

**SA316B**

...	pres. Senya Beraku	jan18
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This Alouette III is preserved at Senya Beraku, west of Accra. It is located at 5°23'13.95"N, 0°29'22.65"W, outside the Fort of Good Hope. It has been at this location already since at least August 2017. Unfortunately the helicopter is unmarked.



Y8F-200, serial JW9034 (construction number 110804), of the Jeshi la Anaga la Wananchi wa Tanzania (JWTZ, Tanzanian Air Force) was caught at Lanseria (South Africa) on the 6th of August 2019. The Tanzanian Air Force operate two Y-8s and these aircraft are normally based at Dar-es-Salaan. (Jonathan Druion)

**Guinea**

Force Aérienne de Guinee (AF)

**AS350**

3X-AA.	Esc. de Liaison	w/o 06aug19
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The website of Aviation Safety Network reports that it is AS350B 3X-AAE, construction number 1870, which crashed, however we think it was assumed that 3X-AAE was the only Écureuil in the inventory of the air force of Guinee. The Air Force also has 3X-AAB still in active duty, so for the moment we keep the serial of the crashed helicopter in our database as not confirmed.

**Libya**

Libyan National Army Air Force (AF)

**MiG-21UM**

F15	ex Egypt?	f/n DB, photo	jul19
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This time the serial is applied on the aircraft without the underscore between the 'F' and '15'.

**Mali**

Force Aérienne de la République du Mali (AF)

**Mi-24D**

TZ-01H	Esc. de Helic.	Ex TAM Georgia	jun19
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Peter Weinert found a photo of this Mi-24 on the tarmac of Bamako, made on 12 June 2019. All the other photos found by him were made while the helicopter was at Tbilisi Aircraft Manufacturing (TAM) Georgia, also known as JSC Tbiliviamsheni, for a major overhaul. The helicopter is completely repainted and so we can't compare the colour scheme with photos of the known Mali Air Force's Mi-24s, to identify its former serial. However we think it is the former TZ-404, which is again former Bulgarian Air Force 117, but confirmation is required of course.

**Morocco**

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

The Foreign Affairs Committee of US Congress was notified on 11 June 2019 by the Defense Security Cooperation Agency (DCSA) for a proposal to finance two former United States Air Force C-130Hs for the needs of the Moroccan Air Force. This donation of surplus devices is part of the Excess Defense Articles (EDA) Program. In the last ten years Morocco has received donations of several hundreds of millions of dollars from the United States. The Government of Morocco is planning to significantly increase its defense budget to US 3.9 billion dollar by the year 2022, primarily as a result of recent



The Senegalese Air Force operate only four TB-30s in the training role. Two of them are seen during an Air-to-Air sortie over Senegal. (15 March 2019, Pascal Schwarz)

military procurement by Egypt. After the political changes in Egypt, Morocco has become the second-largest beneficiary of EDAs in the world after Israel.

The United States has received also a request from the Moroccan Government for the procurement of 24 Boeing AH-64E Apache Guardian attack helicopters, an order totally worth US 1.5 billion dollars. In June 2018, Moroccan media reported that a delegation comprising senior military personnel from the Royal Moroccan Armed Forces visited the Turkish Aerospace Industries (TAI) headquarter to discuss the possibility of purchasing the TAI T-129 ATAK helicopter. However, in July 2018, a counter-report published by The North African Post, a Pan-African media outlet, reveals that the country is currently in negotiations with Boeing for the purchase of an undisclosed number of AH-64 Apache helicopters for its Armed Forces. The North African Post believes that the deal might already have been signed in Washington during a visit by the Moroccan Military Chief of Staff Abdelfattah Lourak on April 2018. The Royal Moroccan Air Force, which operates a small fleet of 23 SA342 Aérospatiale Gazelles for scout and anti-armour role, does not currently have a dedicated attack helicopter.

## Mozambique

Força Aérea Moçambique (AF)

### Bell 206L-3

FA081 FDS w/o 02aug19 **51213** aug19  
This Long Ranger was a first note for the Scramble database, according to Aviation Safety Network (ASN) this was the former C9-HAV. FDS stands for Forças de Defesa e Segurança, which means Defense Forces and Security.

## Nigeria

Nigerian Air Force [AF]

### L-29

NAF403	to Ghana	as G955	<b>792510</b>
NAF410	to Ghana	as G957	<b>993421</b>
NAF414	to Ghana	as G959	<b>194504</b>
NAF424	to Ghana	as G954	<b>491014</b>

See Ghana, only the 100% confirmed serials are mentioned.

## Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

### K-8S

818 f/n DB, photo jan18

## Tanzania

Jeshi la Wananchi la Tanzani (AF)

### H225

JW-9511 f/n DB, photo aug19

This is most likely former F-WJXB, construction number **2734**, which was noted on 16 November 2018 during a stop-over at Gran Canaria. It looks like it has also the number "96" in the tail, but we don't know what this means.

## Asia

### Afghanistan

Afghan Air Force (AF)

The delivery of the upgraded UH-60A Black Hawk helicopters is still continuing. The helicopters are upgraded at the BEST (Black Hawk Exchange and Sales Team) facility at Huntsville (AL). So far twenty different Black Hawks have been identified.

### UH-60A+

23665 BEST f/n, gn/br/sand camo **70-538** aug19

## Bangladesh

Bangladesh Biman Bahini (AF)

### C-130J

99-5479/S3-AGE del 25aug19 aug19  
99-5482/(S3-AGF) Marshalls EGSCf/n, ex ZH884 **5482** aug19

## India

Bharatiya Vayu Sena (AF)

On 8 August 2019, an Indian Air Force Sukhoi Su-30MKI-3 crashed in the vicinity of Tezpur (state of Assam) in the northeast of India. Both crew ejected, but sustained injuries and were taken to hospital. Conflicting reports have emerged regarding the seriousness of their injuries. The Su-30MKI-3 Flanker, operated by 11 Wing from Tezpur AFS, was flying a routine training mission in the evening hours. The cause

of the accident is not known yet. Tezpur AFS is the home base of 11 Wing, controlling two Su-30MKI-3 Flanker units, 2 Squadron 'Winged Arrows' and 106 Squadron 'Lynx'.

Three days after the first batch of AH-64E(I) Apache helicopters arrived in India, a second batch of four Apaches arrived aboard an Antonov An-124 at Hindon AFS (Uttar Pradesh) on 30 July 2019. Boeing delivered all eight Apaches a few weeks before schedule. Delivery of the remaining fourteen Apaches is scheduled to be completed by 2020. After assembly and acceptance flights, the helicopters will be flown to Pathankot AFS (Punjab) by the end of August, where they will be inducted into service early September 2019.

According to Indian Air Force senior officers a squadron of ten AH-64E(I) Apache helicopters will be based at Pathankot AFS, while a second squadron is expected to be stationed in northeast India, close to the country's border with China. The remaining two Apaches will be held as reserves. India ordered the Apaches in a deal that combined a Direct Commercial Sales (DCS) with Boeing, hence the civil allocated US registrations, and a Foreign Military Sales (FMS) agreement with the US government. The DCS part of the procurement includes the airframes (without engines and sensors), logistical support, spares and after-sales service. The FMS part comprises the helicopter's General Electric T700-701D engines, electro-optical sensors, radar, and weapon systems, including Lockheed Martin AGM-114 Hellfire missiles and Hydra-70 rockets, training and platform certification.

**C-17A**  
CB8011 81sq, d/d 23aug19 **50273/F272/IND11**

The last built C-17A Globemaster III, serial CB8011, was seen on its delivery flight stop-over at Barcelona-El Prat (Spain).

**Pipistrel Virus SW80**  
ML165 NCC f/n jul19

Bharatiya Nau Sena (NY)

**BN-2B**  
IN137 to Myanmar as 4303 **2123**

The Islander was already transferred to Myanmar in May 2007. Out of five Islanders taken off charge with the Indian Navy and delivered to Myanmar, IN137 is the only aircraft known.

## Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)

WARI = Madiun/Iswahyudi

PTDI stated they were pursuing a contract for two VIP H225M destined for the Air Force.

### Lim-5

F-1103 stored WARI ex pres. gate WARI jul18

This former gateguard was dismantled after being replaced by F-5E TS-0509.

### T-41D

R-384 stored WARI ex pres WARI jul18

Next to the Lim this T-41 is derelict. It was last seen preserved on the west side of the base in 2008.

## Japan

KMZJ = Marana

RJNA = Nagoya/Komaki

RJST = Matsushima

RJTE = Tateyama

RJTU = Utsunomiya

ADTW = Hiko Kaihatsu Jikkend.

ARW = Koku Kyunandan

FTW = Hiko Kyoikudan

1 TS = 1 Jyutsuka Gakko

nmks = no tail unit-number

### Nihon Koku-Jieitai (AF)

The Japanese MoD finally made the decision to purchase the STOVL F-35B and wants to acquire 42 aircraft of this sub-type. All aircraft will be manufactured by Lockheed-Martin in the USA. For the moment money for just eighteen aircraft will be reserved up to FY2023 meaning probably six aircraft will be procured each year up to 2023.

For Japan acquiring the F-35B is a solution to the problem of defending the remote islands, however to do this it needs to convert one or both Izumo-class helicopter carriers to be able to allow F-35B operations. For the moment no budget is set aside to start actual work on converting these ships, only for conducting research and study into these 'refurbishments'. So it is a little puzzling why Japanese officials already requested the USMC to deploy F-35Bs aboard these ships. The Marines can only determine the feasibility of such a deployment after conversion. Probably the idea is to first train the JMSDF ship's crew in F-35B operations using USMC assets already used to operations from 'small' ships and thereafter deploy JASDF F-35Bs from their land base, rumoured to be Nyutabaru.



The Botswana police uses a handful of AS350B3. This one was captured at Gabarone. (BPS-05 (8117), 3 August 2019, Jonathan Laverick)



The first four AH-64E(I) were seen at Mesa Gateway airport, an incredibly nice catch! Coming from the Boeing-McDonnell Douglas Helicopter facility at Mesa, they were being readied for transport and delivery at Gateway. (ZV4803, 24 July 2019, Nico van der Steen)

Boeing has been awarded the contract to upgrade all four E-767s of the JASDF and already the first one (s/n 74-3503) has arrived at the Boeing facility at Lackland AFB/San Antonio, TX.

At the moment of writing around fifteen T-4s are flying, the majority are 1 Kokudan (Hamamatsu) aircraft. Three or four Blue Impulse aircraft are operational and some displays have already been performed, albeit with three aircraft.

Written into the FY2019 budget is the bulk-procurement of nine E-2D aircraft.

#### B747-47C

20-1101 to N7474C at KMZJ, stored **24730/816** jun19  
Both former VIP B-747s are now stored at Marana, AZ (USA) and are rumoured to be converted to freighters for Atlas Air.

#### C-1

38-1003 Miho 403 Hikotai mks **8003** aug19  
98-1029 402 Hikotai ex IRAN **8029** jul19

A photo on the net showed C-1 38-1003 being towed into or out of a Miho hangar. It probably needed some extra preservation work before going on permanent display.

#### F-2A

13-8515 6 Hikotai ex IRAN **1015** aug19  
53-8532 o/h RJNA nb, ex 8 Hikotai **1032** jul19  
93-8545 o/h RJNA nb, NOT re-delivered **1045** aug19

The Tsuiki log published in MAR had either a miss-pole or a typo as F-2A 545 was still noted with Mitsubishi at Nagoya.

#### F-2B

03-8105 ADTW nb/ex IRAN, ex ADTW **3005** aug19  
23-8113 21 Hikotai ex 8 Hikotai **3013** aug19

We had a sighting of F-2B 105 in April 2019, however this seems to be a miss-pole.

#### F-15J

02-8802 304 Hikotai ex 203 Hikotai **J1-0548** jul19  
22-8813 o/h RJNA nb, ex 303 Hikotai **013** jul19  
42-8835 23 Hikotai prev. l/n oct17 **035** aug19  
42-8843 304 Hikotai ex IRAN **043** aug19  
62-8871 304 Hikotai ex IRAN **071** aug19  
72-8893 o/h RJNA nb, test, ex 1 TS **093** aug19  
82-8896 o/h RJNA nb, ex 201 Hikotai **096** aug19  
82-8902 201 Hikotai ex 204 Hikotai **102** jul19  
12-8923 201 Hikotai ex 304 Hikotai **123** aug19  
22-8938 303 Hikotai ex IRAN **138** aug19

#### UH-60J

08-4590 o/h RJNA ex ARW/Naha based **2040** jul19

#### T-4

46-5725 ex 11 Hikotai tail at Matsushima **1125** nov16  
Above T-4 was withdrawn in December 2016, probably only the vertical tail section survives.

#### T-7

46-5915 11 FTW ex IRAN? ex 1 TS **15** jul19  
46-5918 11 FTW at RJTU for IRAN? **18** jul19  
46-5919 o/h RJTU nb, test, ex 12 FTW **19** aug19

#### U-125A

72-3005 ARW at RJST, ex Niigata **258288** aug19  
22-3020 o/h RJTU ex HamamatsuARS **258513** aug19

U-125A 005 was photographed at the Matsushima open house without the unit-name sticker, a practice now more and more standard for the type.

Rikujo Jieitai (AR)

#### AH-1S

73456 VATH? ex SD **56** apr19  
Photograph did confirm the VATH code, unfortunately not the serial.

#### UH-1J

41812 Chubu Hom.Her? ex IRAN? ex NEH **1J12** jul19  
41886 TDY RJTU #886, ex IX(l/n sep17) **1J86** aug19

JG-1812 was seen at Nagoya accompanied by an MH coded UH-1J. JG-1886 was first seen with NEH code at Utsunomiya, but this unit-code was later removed. It still carried the badge of one of the Kasuminome based Hikotais.

Kaijo Jieitai (NY)

Next unit to convert to the Kawasaki P-1 is Kanoya based 1 Kokutai, first three aircraft were delivered on 27 July.

#### SH-60J

8287 Tateyama wfu, hangared **1211** jul19  
8293 Tateyama wfu, hangared **1213** jul19  
8301 51 Kokutai ex 24 Kokutai **1086** jul19

UH-60Js 8287 and 8293 were seen inside a hangar during the open house and are permanently wfu, missing parts. 8301 was confirmed with 51 Kokutai at Nagoya (already noted at Atsugi in May, unit nn) but probably arriving for overhaul with Mitsubishi.

#### UH-60J

8966 Tateyama wfu, hangared **3006** jul19  
8967 Tateyama wfu, hangared **3007** jul19

Also seen during the open house, also missing parts.

#### SH-60K

8403 o/h RJNA nmks/test, ex 21 Kok. **5003** aug19  
8410 o/h RJNA ex 23 Kokutai **5010** jul19  
8425 21 Kokutai ex IRAN **5025** jul19  
8431 o/h RJNA nmks/test, ex 22 Kok. **5031** aug19  
8442 o/h RJNA nmks/test, ex 22 Kok. **5042** aug19  
8451 21 Kokutai? nn RJTE, ex 51 Kok? **5051** jul19

#### P-1

5517 1 Kokutai nmks, ex 3 Kokutai **17** aug19  
5518 1 Kokutai nmks, ex 3 Kokutai **18** jul19

5521	1 Kokutai	nmks, ex 3 Kokutai	<b>21</b>	jul19
5523	KawasakiHI	test at Gifu	<b>23</b>	jul19
<b>P-3C</b>				
5027	2 Kokutai	ex IRAN at Nippi	<b>9024</b>	jul19
5035	2 Kokutai	ex no tail unit-numb	<b>9032</b>	jul19
5093	5 Kokutai	unit confirmed	<b>9090</b>	jul19
5099	203 KyoikuKok.	ex no tail unit-numb.	<b>9096</b>	jul19
<b>T-5</b>				
6337	201 KyoikuKok.	IRAN at Subaru/RJTU	<b>37</b>	jul19
6352	201 KyoikuKok.	IRAN at Subaru/RJTU	<b>52</b>	aug19
6366	201 KyoikuKok.	IRANtest	<b>66</b>	aug19

**Kaijō Ho'an-chō (CG)****Bell 206B3**

JA6082/SH082	to N104AP	decommissioned	<b>4149</b>	jul19
JA6176/SH176	ex JCG	decommissioned	<b>4380</b>	apr19
JA6177/SH177	to N105AP	decommissioned	<b>4381</b>	jul19

Final three Bell 206Bs were de-commissioned at Sendai JCG base and departed the base on flatbed trucks. They were replaced by four Bell 505 helicopters that are operated by the JCG school Miyagi Branch.

**Myanmar**

Tamdaw Lay (AF)

**BN-2B**

4303	ex Indian Navy IN137, photo	<b>2123</b>
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See comments with Indian Navy.

**Pakistan**

Pakistan Fiza'ya (AF)

**JF-17 (Block-II)**

18-253	PAC Kamra	c/n update	<b>FC10253</b>	apr19
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Pakistan Fauj (AR)

**Beech 350i**

766	56ISRsq	w/o 30jul19	<b>FL-766</b>
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**South Korea**

Han Guk Gong Gun (AF)

**KC-330 Cygnus**

19-003	261 ATS	delivered 19/20jul19	<b>1883</b>	jun19
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Han Guk Hae Gun (NY)

The US State Department has approved a possible FMS sale of twelve MH-60Rs to South-Korea. As there is much controversy over the original order for the AW159 Wildcat (alleged corruption) a follow-on order for the Wildcat is uncertain.

At the moment only twelve new helicopters are to be bought under the Maritime Operational Helicopter requirement. These are additions to the current fleet. In a later stage 24 more helicopters are to be procured as a replacement for the current Lynx fleet.

The Wildcats are operated by 622 Flight Squadron from Jinhae and are detached to ships.

**Vietnam**

Không quân Nhân dân Viet Nam (AF)

**Mi-24A**

7435	pres Da Nang	ex std Tan Son Nhut	jun19
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**Su-22M3**

5830	pres Da Nang	ex 923 FR	jun19
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**UH-1H**

69-15209	pres Binh Phuoc	mar17
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In March 2017, UH-1H 69-15209 was preserved at a museum at Binh Phuoc. The fuselage/cabin is partly in bare metal with a fading US Army roundel. The serial is according to a Vietnamese news site and it is unknown if the particular chopper went to the South Vietnamese Army.

Hai quân nhân dân Viet Nam (NY)

**Ka-28**

7524	930 HR	ex 954 NAB	<b>5235003720228</b>	mar19
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And again, a Kamov Ka-28 of the Vietnam People's Navy was noted abroad. We mentioned earlier the visit of the Kamov Ka-28 7527 at LIMA 2019 in Langkawi, Malaysia. This time, Vietnamese Navy's 016 Kuang Chung frigate visited Russian Vladivostok for the first time in the history of the bilateral relations between Russia and Vietnam. The Vietnamese frigate took part in the Russian Navy Day parade on 27 July 2019.

**Latin America****Argentina**

Fuerza Aérea Argentina (AF)

**DHC-6-200**

T-82	GA9	w/o 14aug19	<b>167</b>
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**Bolivia**

Fuerza Aérea Boliviana (AF)

**U-17A**

FAB-205	w/o jan68	<b>185-0580</b>
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As reported last month, a new asset for the air force of Guatemala is this great looking AS350B 153, which was formerly on the civil aviation register as TG-ALG. It was seized in a raid against criminals together with a huge load of hand weapons on 23 April 2018. (La Aurora, 30 June 2019, Carlos Alberto Rubio Herrera)





India procured one of the white tails to complement its fleet of ten. This last C-17A CB8011 was delivered through Barcelona on its way to Hindon Air Force Station where 81 Squadron is based. (Barcelona/El Prat, 23 August 2019, Ramon Jordi)

## Brazil

Força Aérea Brasileira (AF)

### F-39 (JAS39NG)

4001 SAAB f/f 26aug19 **39-6001** aug19

At last, the first one! It will be based in Sweden after its first flight. Deliveries of the 28 single seat and eight two-seat aircraft will start in October 2021. Until then, this will be the sole Brazilian F-39. Assembly of the last 23 airframes will be done in Brazil and the last delivery is planned for 2024. They won't make that timeline, mark my words.

## Chile

Fuerza Aérea de Chile (AF)

### B-26C

818 w/o 05dec69 **29185**

### F-80C

J-347 w/o 11nov66, not dec66 **2651**

### UH-1D

H-81 Grupo 9 type corr., not an H **4811**

The batch of UH-1Ds **4808** to **4813** said to have become H-74 to H-79 in 1966, remain a bit of an enigma. We suspect that only two ended up in Chile, **4810** and **4811**. The first two, **4808** and **4809**, were delivered to Peru as 631/632 in 1966. These were temporarily on the Peruvian civil aircraft register in the early seventies and then went back to the Air Force of said country. Meanwhile, the block H-74 to H-79 also partly interferes with Chilean UH-12Ls delivered in 1965 and the second hand batch of ten UH-1H that Chile received in 1993, taking up serials H-74 to H-79 and H-93 to H-96. Moreover, the last two, **4812** and **4813**, ended up in New Zealand. Possibly from Peru, but directly more likely. So, our hands are hovering over the "delete" button for UH-1D H-74 to H-79, comments anyone?

## Paraguay

Fuerza Aérea Paraguaya (AF)

### UH-1H

H-0440 GAH ex TWN ... aug19  
H-0441 GAH ex TWN ... aug19

On 8 August, Paraguay received two more former Taiwanese Hueys. They were officially incepted on 14 August. Two more are expected to arrive for the Grupo Aéreo de Helicópteros (GAH) at Ñu-Guazú.

## Peru

Fuerza Aérea del Perú (AF)

### Ce172SP

453/(OB-2111) EDACI del 23nov15 **172S-11636** jul17  
459/(OB-2112) EDACI del 23nov15 **172S-11637** may17

467/(OB-2113) EDACI del 23nov15 **172S-11638** jul17  
(468)/OB-2114 EDACI del 10dec15 **172S-11639** jul19  
(477)/OB-2115 EDACI del 10dec15 **172S-11640** jul19  
(478)/OB-2116 EDACI del 10dec15 **172S-11641** dec17  
(479)/OB-2117 EDACI del 10dec15 **172S-11642** jul19

We received all Ce172SP tie-ups, so we decided to list them all again. They were delivered in 2015. Some have OB-registrations, while others wear the three-digit serial, quite confusing!

### Mi-6

679 scrapped l/n oct91 **771364**  
680 scrapped c/n update, l/n sep94 **771365**  
681 scrapped l/n oct95 **771366**  
682 scrapped l/n oct91 **771367**  
683 scrapped c/n update, l/n oct91 **771368**  
684 scrapped c/n update, l/n oct91 **771369**

Some updates on the Mi-6-fleet prompted us to list all six. These were received in 1977 and withdrawn in 1992. By 1996, they were all scrapped.

### Mi-25

We received a complete list of Peruvian Mi-25s as well as a recent log from Vitor. We will use this very welcome information in a short article and it can also be found in our online database and the Soviet Transports updates.

Ejército del Perú (AR)

### F28F

EP-915 EAE w/o 16aug19 **818**

### Policía Nacional del Perú (PO)

After a comparing the C295W, C-27J and An-178, the PNP decided to opt for the latter to replace the An-32. One is going to be acquired at first so PNP-234 can be retired.

## Uruguay

Fuerza Aérea Uruguaya (AF)

### F-80C

217 GA2(Caza) w/o 27jun69

## Venezuela

Aviación Militar Nacional Bolivariana (AF)

### B737-2N1

0207 to YV3434 also ex 0001 **21167/442** jul19

### Ce750

1060 Grupo 5 dam 21aug19 **750-0134**

After years of storage it was damaged on its first take-off run. It may or may not be restored to flying condition again.

### F-86K

0943 w/o 30apr70 **242-26**

SE3160  
1136

w/o 15jul69

## Middle East

### Bahrain

Royal Bahraini Air Force (AF)

#### B747-4F6

A9C-HAK Bahrain Amiri Royal Ft ex A6-YAS228961/1074 oct15

### Israel

Heyl Ha'Avir (DF)

On 1 July 2019, Sde Dov Airport (Israel) ceased all operations after 81 years. Serving thousands of people every year on flights to Eilat, the airport opened in 1938 and played an important role during the War of Independence. The main reason for closure is that the owners decided they wanted the land back in order to build high-end residential apartments on its valuable beachfront property.

The airport was also used by the Zroa Ha'Avir VeHahalal (Heyl Ha'Avir, Israeli Air Force). In total two squadrons were based at Sde Dov; 100 Squadron 'The Flying Camel Squadron' operating the Beech 200 Zufit, the RC-12 Kookiyah and the Beech A36 Chofit and 249 Squadron operating the Air Tractor AT-802. The Flying Camel Squadron found a new home at Hatzor Air Base, which is the home base of two F-16C/D Fighting Falcon squadrons. It is not known where 249sq moved to with their Air Tractors.

The name of Sde Dov comes from Dov Hoz; a leader of the Labor Zionism movement, one of the founders of the Haganah organization and a pioneer of Israeli aviation.

The RC-12D and K are withdrawn from use with the Israeli Air Force since 2018. Already one RC-12K Kookiya found a new home in the museum at Hatzerim AB. Next to moving to Hatzor AB, the Israeli Air Force decided that the whole fleet or at least part of the of Raytheon A36 aircraft are up for sale. If they will be replaced by a different type of aircraft is at this moment unknown to us, they will keep them flying until a buyer has been found.

Something we did not mention before is the withdrawal from use of the F-16A/B Netz in the Israeli Air Force. With the steady arrival of F-35I Adir and F-16C/D Barak becoming available the need to keep the Netz flying around diminished.

On 28 April 2019, 116sq, Defenders of the Negev, stood up on the F-35I Adir.

Besides the order and subsequent delivery of the F-35I,

the Israeli AF is in the process of ordering the KC-46A as replacement for the old KC-707 Re'em, a Letter of request has been submitted for two aircraft and next to these aircraft the Israelis finally found the need for the MV/CV-22, there is a demand for 12-14 aircraft.

#### Raytheon A36 Chofit

301	135sq	for sale mar19	<b>E-3588</b>	nov17
318	135sq	for sale mar19	<b>E-3596</b>	dec14
353	135sq	for sale mar19	<b>E-3609</b>	aug18
360	135sq	for sale mar19	<b>E-3612</b>	jan19
399	135sq	for sale mar19	<b>E-3616</b>	aug18

#### KC-130H Karnaf

427/4X/FBS	103/131sq	ops ex stored	<b>4662</b>	oct17
522/4X-FBY	103/131sq	damaged	<b>4660</b>	jan19

#### C-130J-30 Shimshon

663	103sq		<b>5781</b>	jun17
665	103sq		<b>5754</b>	jun17
667	103sq		<b>5794</b>	jul17
668	103sq		<b>5799</b>	apr19
669	103sq			jun19

#### F-15C-27-MC Baz

802	133sq	ex 106sq	<b>653/IC001</b>	nov17
810	133sq	ex 106sq	<b>661/IC002</b>	feb17

#### F-15D-28-MC Baz

970	133sq	ex 106sq	<b>686/ID005</b>	nov18
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#### F-16A

744	144sq mks	mispole? fake serial?	?	97
765	Ovda AB	144sq mks fake serial?	?	nov13

#### F-16A-05-CF Netz

100	ex 140sq	stored Ovda	<b>6V-1</b>	aug13
102	ex 116sq	stored Ovda	<b>6V-2</b>	may15
109	ex 140sq	stored Ovda	<b>6V-5</b>	aug13
111	ex 116sq	stored Ovda	<b>6V-6</b>	may15
112	ex 116sq	stored Ovda	<b>6V-7</b>	aug13
113	ex 140sq	stored Ovda	<b>6V-8</b>	aug13
114	ex 140sq	stored Ovda	<b>6V-9</b>	aug13
116	ex 116sq	stored Ovda	<b>6V-10</b>	may15
124	ex 115sq	stored Ovda	<b>6V-13</b>	dec16
126	ex 140sq	stored Ovda	<b>6V-14</b>	aug13
129	ex 116sq	stored Ovda	<b>6V-15</b>	apr13
131	ex 116sq	stored Ovda	<b>6V-16</b>	may15
135	ex 116sq	stored Ovda	<b>6V-17</b>	may15

#### F-16A-10-CF Netz

219	ex 140sq	stored Ovda	<b>6V-19</b>	aug13
220	ex 115sq	stored Ovda	<b>6V-20</b>	aug13
228	ex 115sq	stored Ovda	<b>6V-25</b>	nov13
230	ex 140sq	stored Ovda	<b>6V-26</b>	aug13
232	ex 116sq	stored Ovda	<b>6V-27</b>	may15
233	ex 115sq	stored Ovda	<b>6V-28</b>	dec16



It is not often that we get decent photographs from Indonesia. So we are very happy to be able to present you this AS565Mbe HS-4201 from Skadron Udara 400 of the Tentara Nasional Indonesia - Angkatan Laut, the Indonesia navy. (Bali/Ngurah Rai, 10 July 2019, Pascal Simon)



## Kuwait

### al Quwwat al-Jawwiya al-Kuwaitiya (AF)

The Royal Malaysian Air Force (RMAF) is allegedly looking to get their hands on used Kuwaiti F/A-18C and F/A-18D fighter aircraft. The RMAF is waiting to purchase new aircraft in the next 10 to 15 years and the Kuwaiti Hornets could be used as an interim solution. Kuwait is to phase out its existing fleet of Hornet F/A-18C and F/A-18D aircraft when the delivery of the Boeing Super Hornet aircraft starts in 2021. The new RMAF multirole combat aircraft (MRCA) program is expansive and not ready yet, so they could have a slightly bigger fleet with the acquisition of the Kuwaiti Hornets. Some eight two seaters and around thirty single seaters still serve with 9 and 25 squadron at Ahmed al Jaber air base.

## Lebanon

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

During a detailed interview the head of the Lebanese Air Force, Brig. Gen. Ziad Haykal, revealed to Defense News several news items early July 2019. Most noteworthy is the Air Force is trying to bolster its air dominance by procuring six additional Sierra Nevada Corporation A-29B Super Tucanos.

Lebanon already received six A-29 Super Tucano light-attack aircraft as part of a military aid package. Noting its low operational cost, including fuel, spare parts and maintenance, and high operational efficiency, especially that A-29B has a longer flight duration than jets and a take-off ability without the need of real runway, Lebanon is now in the process of procuring six more A-29 Super Tucano aircraft from the U.S. government.

The acquisition of the MD Helicopters MD 530 light scout attack helicopter is right on track. Coordination is taking place with the U.S. government to receive the six helicopters, which are under production, during 2021. Lebanon is expecting to procure six more MD 530 helicopters as a second batch to get a total of twelve. These choppers will be equipped with a 12.7mm automatic gun, Hydra 70 missiles and APKWS (Advanced Precision Kill Weapon System) laser-guided missiles, similar to those on the Super Tucano. The aircraft will also include advanced weapon control systems and a day-and-night camera to locate targets.

Although current helicopters of the Air Force able to perform limited search and rescue missions within Lebanese regional waters are available, they are not enough. The Air Force is in the process of finalizing a study about acquiring the needed systems, to increase the present choppers' search and rescue ability. Lebanon may also increase those capabilities by procuring new choppers from a French loan that was endorsed by the Rome 2 conference held in March 2018 to support the Lebanese Army.

The Rome 2 conference to support the Lebanese Army compromises €400 million (U.S. \$453 million) French military aid to Lebanon. The Air Force is expected to have its share from this French aid and expects to receive medium-sized helicopters. Lebanon negotiates with the French side at the moment about the type and integrated systems within these choppers. These helicopters are to perform search and rescue missions above the sea and, secure oil and gas facilities operations as well as support the naval forces.

### SA316B

L-332 sunk at Sidon underwater park ex stored Rayak **1938** may19

## Qatar

### Qatar Emiri Air Force (AF)

#### DHC-6-400

(A7-)MAQ SF Skydiving Team del, ex Viking Air **963** aug19  
Viking Air DHC-6-400 Twin Otter C-FVGY left its birthplace

Victoria (B.C.), Canada, for the first leg on the way to Qatar on 13 August 2019. The aircraft was seen a few days later for a night stop at Aberdeen, United Kingdom, after arriving from Iceland on 17 August. The next day it left for Altenrhein, Switzerland, for the next leg on the delivery ferry flight. The aircraft had "MAQ", part of the A7-MAQ registration if you will, taped over on the aft fuselage. It will be used in Qatar by a parachute team of the special forces. **963** was also registered N963VK for a while when it underwent modifications with Ikhana Aircraft Services at French Valley Airport (CA).

#### Rafale DQ

QA202	Al Adiyat	del, ex Dassault	<b>DQ02</b>	jul19
QA203	Al Adiyat	del, ex Dassault	<b>DQ03</b>	jul19
QA204	Al Adiyat	del, ex Dassault	<b>DQ04</b>	jun19

#### Rafale EQ

QA211	Al Adiyat	del, ex Dassault		jun19
QA216	Al Adiyat	del, ex Dassault		jun19
QA217	Al Adiyat	del, ex Dassault		jun19
QA218	Al Adiyat	del, ex Dassault		jun19
QA219	Al Adiyat	del, ex Dassault		jun19
QA220	Al Adiyat	del, ex Dassault		jun19
QA221	Al Adiyat	del, ex Dassault		jun19
QA224	Dassault	f/n Bordeaux/Mérignac		29jul19

The second batch of five Rafale left Bordeaux/Mérignac on 3 July 2019. All ten delivered so far are listed above, the first batch departed from Istres/Le Tubé on 5 June 2019. At further two deliveries of batches of five are expected this year alone. The so called Qatar Rafale Squadron in France will shut down during the summer of 2019. It compromised various ground and flight training facilities and courses for pilots and ground staff integrated with the Armée de l'Air at Mont-de-Marsan and Saint Dizier/Robinson and with Dassault at Bordeaux/Mérignac. The unit at Mont-de-Marsan has been referred to as 3 squadron as well but EC 04.030 compromised of some twenty French instructor pilots that trained the last couple of months the initial Qatari crew and instructor pilot cadre.

The squadron number of the real first Qatar Rafale squadron at Tamin Air Base is still not clear, it is referred to as Al Adiyat (horse), the Qatari name for the Rafale for now. Eventually a total of three squadrons will be formed for the 36 aircraft. A last side note is the mention of the Qatar Emiri Air Force Rafale type variant: it is the Q3-R variant which is developed after the French F3R variant. The Q3-R is more advanced than F3R and has more capabilities. The type designation that is used is Rafale EQ and DQ however.

#### Hawk T2

QA001	BAE Systems	f/n, wing set only		jul19
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The Qatar Typhoon and Hawk programme has been started up by BAE Systems. The contract has been amended to accelerate aircraft deliveries in the meantime. This was announced by BAE Systems on 1 August 2019. Qatar was supposed to start receive the first Typhoon in 2022 and after this amendment it should take place before 2022. The Qatar Armed Forces Chief of Staff visited the production lines of Typhoon and Hawk Advanced Jet Trainer at BAE Systems factory in Warton and met with Qatar Emiri Air Forces Typhoon pilots and mechanics 5 July 2019. A group picture was made in front of the above mentioned wing marked QA001, of the first Qatar Hawk in production.

## Saudi Arabia

The Royal Saudi Air Force (RSAF) has decided to standardise all unit logos and to remove the depictions of living creatures on RSAF emblems as not in accordance with Islamic scripture. Multiple units have received new or adapted squadron badges in the process. Our RSAF online order of battle has been updated with new unit badges that we have received. The following RSAF units are all operational conversion squadrons: 3, 20, 21, 35, 37, 71 and 79 squadron.



One of our regular contributors, Dietmar Fenners, photographed the first and only H-145 ordered by the Philippine Coast Guard at Airbus Helicopters factory location Donauwörth. (19 July 2019)

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

The Swiss Federal Department of Foreign Affairs has banned Pilatus Flugzeugwerke AG from developing activities in Saudi Arabia and the United Arab Emirates. This was announced late June 2019. Switzerland basically bans Pilatus from supporting the Saudi and Emirati fleets of PC-21 fleet of aircraft. Both countries are users of the PC-21 trainer developed and delivered by Pilatus. The action has taken place after the department has examined the support services provided by the company in Saudi Arabia, Qatar, the United Arab Emirates and Jordan. The activities of Pilatus Flugzeugwerke AG in these countries include the provision of technical support and the management of spare parts.

After the “in-depth review” of those services rendered to the aforementioned four countries in the Middle East, the political direction of the Foreign Department has concluded, that in the case of the services provided by the company to the armed forces of Saudi Arabia and the Emirates Arab United States, the provisions of paragraph b of Article 1 of the aforementioned law are contravened. In this way, these services “are not compatible with the objectives of the Confederation’s foreign policy,” and, therefore, a prohibition has been imposed on these services, according to the official information issued on Wednesday by the own Federal Department. The company now has ninety days to retire from both countries. Saudi Arabia has a fleet of 55 PC-21s and the UAE 25. It remains to be seen how this will play out and if both the Saudi’s and UAE can sustain their aircraft without support from the manufacturer. Regarding Qatar and Jordan, nothing has been found to justify the imposition of prohibitions in relation to the services provided by Pilatus.

Saudi Arabia and the United Arab Emirates are part of the coalition of countries that has intervened militarily since 2015 in Yemen, as a result of the coup d’état against President Mansur al-Hadi, which is supported by these countries, led by Riyadh. This circumstance is largely behind the veto of the supply of weapons to Saudi Arabia since last November on German industry and, consequently, in many European developments with German participation.

The Royal Saudi Air Force (RSAF) is considering to acquire the Airbus Military A400M Atlas medium lift transport aircraft. Saudi Arabia currently operates a fleet of older Lockheed Martin C-130H Hercules for transport. Approval to buy 25 C-130J aircraft was given in 2012 by the US Congress. Progress on this acquisition of the C-130J platform has been slow to materialise however. The C-130 has a payload of 20

tonnes, and the planned An-132D has a 10-tonnes payload. The RSAF is looking to go into the 40-tonne size to be able to transport larger loads, such as helicopters, armoured personnel carriers or tanks.

The development of the An-132D programme had also changed following the acquisition of elements of Taqnia and the King Abdulaziz Centre for Science & Technology (KACST) by SAMI, with SAMI now examining the commercial and export potential of the aircraft before proceeding further with the programme. Development of the An-132D had been between Taqnia, KACST, and Ukraine’s Antonov. The An-132D was based on a legacy An-32 transport aircraft that had been modernised to Western standards. Production was planned to take place in Saudi Arabia, with the aircraft to be sold to commercial and military users for operations in austere environments. It remains to be seen if this now will take place at all.

The A400M is the result of a multinational program initiated in 2003 by eight NATO members: Germany, Belgium, Spain, France, Italy (later withdrawn from the project), Luxembourg, the United Kingdom and Turkey. Its purpose was to meet the needs of these countries for air transport and refuelling with a long-range military transport aircraft. Originally, Spain planned to acquire 27 aircraft. In May 2013 the then Secretary of State for Defense, Pedro Argüelles, announced that 13 aircraft from the order would be destined for export. In this context, Saudi Arabia could be a possible destination of some of these. Yet any sales of European military equipment, especially with German parts, to Riyadh have been hampered by the country’s military intervention in Yemen, and particularly after the disappearance last year of journalist Jamal Kashoggi in a Saudi consulate.

**F-15SA**

12-1050	del, ex Boeing via EGUL as Retro66	29jul19
12-1051	del, ex Boeing via EGUL as Retro65	29jul19
12-1052	del, ex Boeing via EGUL as Retro64	29jul19
12-1076	del, ex Boeing via EGUL as Retro63	29jul19
12-1077	del, ex Boeing via EGUL as Retro62	29jul19
12-1078	del, ex Boeing via EGUL as Retro61	29jul19

Six new built Saudi Advanced Strike Eagles passed through RAF Lakenheath, United Kingdom, late July. In our database we only have some seventeen aircraft unaccounted for, besides the four developmental aircraft that spend time with the USAF at Palmdale (12-1001 through 12-1004).

Royal Saudi Land Forces (AR)

The Boeing Company awarded a US\$25 million modification

to the Foreign Military Sales (Saudi Arabia) contract for the eight CH-47F new-build helicopters for the Royal Saudi Land Forces Aviation Command. The work has an estimated completion date of 31 July 2021. This means the Fiscal 2017 foreign military sales contract should be soon produce the first helicopters for the kingdom.

#### AH-64D

"00275" preserved Riyadh jul17  
This Apache Longbow was photographed on a pedestal somewhere in Riyadh and posted on a Facebook page. Although it was mentioned it was a 1:1 model it looks very real but the serial puzzles us a bit. AH-64A 88-00275 PV594 was converted to AH-64D 07-05536 by Boeing at Mesa (AZ) around 2008. It was active with 1-82nd AVN in May 2016. So 00275 must be fake we assess.

### United Arab Emirates

#### United Arab Emirates Air Force & Defence Force (AF)

According to manufacturer Boeing, United Arab Emirates has formally made a request to buy Boeing KC-46A Pegasus tanker aircraft. The Middle Eastern kingdom had issued a letter of request for three tankers. The UAE's request to buy the KC-46A is a surprise, as it currently already operates three Airbus A330-243MRTT multirole tanker transports with the MRTT squadron at Al Ain. It is possible the UAE is holding a competitive tender for additional tankers. Pricing of additional Airbus A330 MRTT or Boeing KC-46A could be the decisive factor for the choice.

See the item above with Saudi Arabia regarding the apparent ban for Pilatus for supporting the UAE PC-21 fleet.

#### CN235M-110

812 to Mauritania ex Casa sq **N028** may19  
816 to Mauritania ex Casa sq **N032** aug19

With the influx of the new Airbus Military C295W it was to be expected the older Casa squadron aircraft, the CN235M-110 would be disposed. United Arab Emirates announced the donation of a CN235 to Mauritania in May. 812 stopped at via Rota, Spain, to Nouakchott, Mauritania, on 13 May 2019. The aircraft was formally handed over a day later. 816 followed the same route on 18 August. We assess a second example has been donated.

Joint Aviation Command (AR)

#### AS565MB

2198 f/n Group 21

The exact type of the 21xx serial batch is still not 100%

confirmed. We assume they are AS565MB Panther however, the maritime transport and search & rescue version of the AS365N3. It can be equipped with various armaments, including a cabin-mounted 20mm cannon, AS.5TT anti-ship missile and different torpedo types. As a side note, Advanced Military Maintenance, Repair, and Overhaul Center (AMMROC), a joint venture between Mubadala Aerospace, Sikorsky and Lockheed Martin, was awarded a contract for major inspections (overhaul) of thirteen AS565MB Panther helicopters for the UAE Navy, back in February 2013. This most likely include the seven AS565SB from the 19x serials batch (191 through 197) who back then formed the Navy squadron at Al Bateen. Since then they moved to Group 21 at Sas al Nakhil and possibly could have been standardised to AS565MB during the aforementioned overhaul but keeping the distinctive surveillance and anti-submarine radar under the nose.

UAE Government (GV)

#### B747-48E

A6-UAE to Morocco as CN-MBH, CN-TSD**28551/1131**

### North America

#### United States

#### Joint US Forces (JF)

Good news for aircraft spotters that (partly) rely on Aircraft Automatic Dependent Surveillance-Broadcast (ADS-B) electronic sources. On 18 July 2019, the US Federal Aviation Administration (FAA) ordered a new rule that US military aircraft conducting operations related to homeland security, law enforcement, national defence and intelligence, that could be compromised by transmitting real-time aircraft position information, are now permitted to disable ADS-B transmissions after obtaining official authorization from the FAA.

ADS-B, which consists of two different systems, 'ADS-B Out' and 'ADS-B In', could replace radar as the primary surveillance method for controlling aircraft worldwide. In the USA, ADS-B is an integral component of the Next Generation National Airspace Strategy for upgrading and enhancing aviation infrastructure and operations. Using 'ADS-B Out', each aircraft, helicopter or Unmanned Aerial System (UAS) periodically broadcasts information about itself, such as identification, current position, altitude and velocity, through an onboard transmitter. 'ADS-B Out' provides air



This Saudi KC-130J seems a logical visitor at Warton. Currently, the Saudis are assembling Hawks from pre-manufactured sets. (3208, 1 August 2019, Martin Greenman)



*The Kazakhstan Air Defence Force attended Aviadarts 2019 with a couple of SU-25s of the 602nd Air Base Shymkent. One of them was SU-25 06 yellow which was photographed during landing at Ryazan. (1 August 2019, Alex Snow)*

Following the FAA-mandated deadline of 1 January 2020, 'ADS-B Out' will be equipped by roughly some 3,000 US Department of Defense aircraft, helicopters and UAS. Recently, it was reported by the USAF that by 2025, DoD plans to have about 62 percent of its aircraft and helicopters equipped with ADS-B Out, including 35 percent consisting of fighter aircraft, 67 percent of helicopters, and 100 percent of mobility, command and control/intelligence, surveillance, and reconnaissance, and trainer aircraft. It was also stated that the DoD will not equip aircraft and helicopters that are to retire by 2025 with ADS-B Out, as the Pentagon determined that the effort would not be worth the cost.

With regards to ADS-B 'miscodes' on US DoD aircraft. Mode-S (Interrogation with ADS-B) equipped aircraft are assigned a unique International Civil Aviation Organization (ICAO) 24-bit address or (informally) Mode-S 'HEX code' upon national registration and this address becomes a part of the aircraft's Certificate of Registration. Normally, the address will never change. However, the transponders are reprogrammable and, occasionally, are moved from an aircraft to another (mostly for operational purposes), either by maintenance/ground engineers or by changing the appropriate entry in the aircraft's flight management system. Well known are the three C-17A Globemasters, some MV-22B Ospreys and even an 617Sq Royal Air Force Lightning disguised as USAF F-35A serial 13-5067.

For now, even after the implementation of the 18 July FAA rule, Scramble assesses that when US DoD aircraft and helicopters disable their ADS-B transmissions, this will happen only occasionally and mostly on and above US soil. Also, ADS-B transmissions with encryption are very unlikely in the near future. The latter have to be ICAO certified and approved. To be continued. But keep in mind what you see via ADS-B is highly accurate, but... NOT 100% GUARANTEED. In combination with visual confirmation this is a however a valuable asset.

United States Air Force (AF)

Death 11-13 arrived at RAF Fairford (UK) on 27 August 2019. These call-signs belong to three B-2A Spirit stealth bombers (serials 82-1068, 89-0129 and 82-1071) of the US Air Force. Early August 2019, RAF Fairford was visited by several B747 commercial/government flights that started their journey at Whiteman AFB (MO), home of the 509th Bomber Wing operating the B-2A. The length of stay for the B-2A Spirits at RAF Fairford is not known yet.

On 26 July 2019, US Senator for South Dakota Mike Rounds had the opportunity to meet with Col. David Doss, the new Commander of the 28th Bomb Wing at Ellsworth AFB (SD). During the meeting they discussed preparations for the new B-21 Raider stealth bomber and the readiness of the B-1B Lancer. Later on 30 July 2019, during a Senate Armed Services Committee confirmation hearing for Gen. John Hyten, the current US Strategic Command commander who is under consideration to become vice chairman of the Joint Chiefs of Staff, Senator Rounds stated that only six of the USAF's 61 B-1Bs are fully mission-capable.

During the hearing it became known that the B-1B fleet is in the midst of an intensive slate of maintenance work and upgrades. Of the 61 operational Lancers, fifteen are in depot maintenance and 39 aircraft are down for inspections or other issues. At the beginning of April 2019, the USAF Global Strike Commander Gen. Timothy Ray already stated that his force overcommitted its Lancer fleet during operations over the last decade, causing it to deteriorate more quickly than expected. Besides the 61 operational B-1Bs, some ten are preserved at various locations throughout the United States, one is stored at Edwards AFB (CA) and one stored with the overhaul centre at Tinker AFB (OK). Eighteen aircraft are kept in long term storage for spares reclamation with the 309th AMARG, the Boneyard near Tucson (AZ). The first production B-1 flew in October 1984, the first B-1B was delivered to Dyess AFB (TX) in June 1985. Operational capability was achieved on 1 October 1986 and the final B-1B was delivered on 2 May 1988.

On 9 August 2019, Scramble Facebook News (SFN) reported on the temporary removal from service of 123 C-130 USAF Hercules transport aircraft. In less than two weeks, 113 USAF C-130H and J series Hercules transport aircraft have been inspected and 112 have been cleared to return to worldwide operational duty. This, following a temporary removal from service on 7 August, that was ordered to address "a-typical" cracks found on one aircraft.

Thanks to early detection by Air Force Materiel Command (AFMC) aircraft maintenance and engineering professionals and quick implementation of a fleet-wide Time Compliance Technical Order (TCTO), C-130 maintainers have inspected and verified the viability of 113 of the 123 affected aircrafts' lower centre wing joints, or 'rainbow fittings', allowing for their safe return to service. The remaining ten aircraft were in depot at the time of the TCTO and will be inspected during the course of their scheduled depot inspections and maintenance. The temporary removal and subsequent

reinstatement of affected C-130s did not impact ongoing C-130 support to overseas contingency operations.

As expected, and updating last month's Scramble Magazine issue 483, two AC-130U Spooky gunships from the 4th Special Operations Squadron 'Ghostriders' returned from their last combat deployment on 8 July 2019. AC-130U with serial number 89-0513 was retired to the 309th Aerospace Maintenance and Regeneration Group (AMARG) - the storage boneyard at Davis Monthan AFB near Tucson (AZ) - on 19 August 2019. It was reported that this particular aircraft was the last AC-130U with its guns still installed and one of the very last to retire altogether.

The AC-130U Spooky II and its crews have been deployed constantly for nearly two decades. A total of seventeen have been flying for over 24 years in USAF service. These Spooky gunships are now to be replaced by the AC-130J 'Ghostrider'. The Air Force Special Operations Command is slated to have completely converted to the fourth-series Hercules gunships in 2021.

On 8 July 2019, two 4th Special Operations Squadron (SOS) AC-130Us returned to their home base Hurlburt Field (FL), from what was scheduled to be their last combat deployment. Once having arrived on the tarmac of Hurlburt, these two AC-130Us, with serial numbers 89-1056 and 90-0167, were welcomed back with a special water salute.

A total of seventeen Spookys have been flying in USAF service for over 24 years. These Spookys are now to be replaced by the AC-130J Ghostrider. Scramble assesses that the AC-130J has not reached Full Operational Capability (FOC) yet. More Ghostrider flight tests are ongoing and it is expected that it will be FOC in due time. Meanwhile the operational gap will be filled in by the USAF's AC-130W Stinger II gunships.

The 309th AMARG recently saw the arrival of a handful of AC-130Us. Besides transfers to museums, like the USAF museum in Dayton (OH) and the Hurlburt Field (Heritage) Air Park (FL), more AC-130Us are expected for storage at the Arizona boneyard in the foreseeable future. More information on (future) retired AC-130Us, as well as the AC-130Js and AC-130Ws, to update our database would be appreciated by Scramble.

Last month, the US Air Force completed the A-10's fleet life extension programme which started back in 2011. Over a period of eight years a total of 173 wings were replaced. The bulk of the work was completed by the 571st Aircraft Maintenance Squadron at Ogden Air Logistics Center, Hill AFB (UT). This unit replaced 162 wings. The remaining eleven wings were replaced on location at Osan AB (South Korea). The first A-10C to receive new wings was 80-0173 back in

2011. The last one to receive new wings was 80-0252 in July 2019.

During the replacement process the maintainers encountered different challenges. Several modifications as well as new parts had to be made. Parts were also sourced from A-10s at the 309th Aerospace Maintenance and Regeneration Group (AMARG) at Davis-Monthan AFB (AZ). The wings were built by Boeing at its plant in Macon (GA). The aircraft are expected to last about another 10,000 flight hours. The good news is that these wings should allow the A-10, also named Warthog, to continue flying into the late 2030s. That is quite a turnaround for an airplane that was supposed to be retired on several separate occasions.

On 5 August 2019, the 210th Rescue Squadron, part of the 176th Wing, received its first Operational Loss Replacement (OLR) Sikorsky HH-60G, following a four-day journey from Nellis AFB (NV), to Joint Base Elmendorf-Richardson (AK). The HH-60G, serial number 01-26881 (msn unknown), is one of a few dozen former US Army UH-60Ls that will be converted to augment and replace the existing USAF Pave Hawk fleet. The OLR HH-60Gs are based on recapitalised, low-hour US Army UH-60L Black Hawks.

It was stated that the OLRs are slightly different compared to earlier Pave Hawks because some of the helicopter's systems are no longer made. For instance, the legacy analogue intercoms system was replaced by a wireless digital version. Also, a newer high-resolution display was installed for the weather radar. Though ready for general service, the first OLR will need some modifications in order to be ready for Alaska's unique conditions, including specially manufactured skis that allow the helicopters to stay afloat on marshy muskeg and deep snow. The first Sikorsky HH-60G Pave Hawk Operational Loss Replacement (OLR) helicopter was already sighted on the Nellis tarmac with resident HH-60Gs at the end of January 2017. That specific former US Army UH-60L with serial 05-27046 was the first such to be introduced within the USAF. It was believed to be assigned to the 53rd Test and Evaluation Group at Nellis for operational test and evaluation (OT&E) duties.

Two KC-46A Pegasus arrived at Portsmouth/Pease Intl Tradeport (NH) on 8 August 2019 (one was serial 17-46029 **34110/1137** ex N55141). The 157th Air Refuelling Wing of the New Hampshire Air National Guard at Pease (NH) was selected as the first Air National Guard Base to receive the new KC-46A tanker, which replaces the fleet of KC-135 Stratotankers. As reported by Scramble Facebook News (SFN) before, McConnell AFB (KS) received the first two KC-46As in late January. The last of eight KC-135Rs departed the 157th ARW, 133rd ARS "Live Free or Die" at Pease last March. In the



*This former Armée de l'Air (AdLA, French Air Force) Mirage F-1B is one of 63 ATAC's newly acquired aircraft which were acquired for adversary/aggressor operations. (Fort Worth, 22 August 2019, Dylan Phelps)*



upcoming months, Pease is expected to receive three planes per month for four months in a row, for a total complement of twelve aircraft. Also based at Pease is the 22nd ARW, 64th ARS. This is an Air Force active Duty associate unit to the 157th ARW, flying the KC-135R.

On 31 July 2019, the first Vermont Air National Guard VT coded F-35A Lightning II was sighted while it was making a test flight from Lockheed Martin's Fort Worth plant (TX). The Lightning II, with serial number 17-5265, has already been conveniently adorned as the '158 FW' flagship. Having flown the F-16C/D Fighting Falcons until recently, Vermont Airmen at Burlington Air National Guard Base, are now working hard to un-crate various F-35A equipment, parts, and pieces so they can be accounted for and tracked in the new F-35 multipurpose Autonomic Logistics Information System (ALIS), a contracted entity that was sourced by Lockheed Martin. Representatives from Lockheed are assisting with this process as ALIS is unique to the F-35 platform as an all-encompassing entity to track tasks such as air vehicle maintenance, supply orders, inventory and tool accountability.

Although the Air Force Reserve Command has been flying the F-35A for some time (419th Fighter Wing associated unit at Hill AFB, UT), Vermont's 134th and 315th Fighter Squadrons, both part of the 158th Fighter Wing, will be the first Air National Guard units to receive the Lightning II. The first Lightning IIs are now expected at Burlington at the beginning of September.

<b>A-10C</b>			
78-0586/FT	75th FS	ex 184th FS	<b>A10-0206</b> jan19
79-0153/DP	47th FG	ex 924th FG	<b>A10-0417</b> aug19
80-0166/FT	75th FS	ex 74th FS	<b>A10-0516</b> aug19
<b>B-52H-BW</b>			
60-0022	OC-ALC	ex 96th BS	<b>464387</b> jul19
61-0011	OC-ALC	ex 93rd BS	<b>464438</b> jul19
<b>C-5M</b>			
86-0011	Robins AFB ALC	ex 22nd AS	<b>500-97</b> apr19
86-0013	Robins AFB ALC	ex 9th AS	<b>500-99</b> apr19
86-0015	433rd AW	ex 22nd AS	<b>500-101</b> aug19
86-0023	60th AMW	ex 68th AS	<b>500-109</b> aug19
<b>C-17A</b>			
07-7180	Robins AFB ALC	ex 437th AW	<b>50198/F197/P180</b> apr19
<b>C-20B</b>			
86-0206	to NASA	ex 309th AMARG	<b>478</b> jan18
<b>C-40B</b>			
01-0015	1st AS	ex 65th AS	<b>32916/979</b> jul19
<b>KC-46A</b>			
17-46029	133rd ARS	new delivery	<b>34110/1137</b> aug19
17-46034	133rd ARS	new delivery	aug19
18-46039	22nd ARW	new delivery	aug19
<b>AC-130U</b>			
89-0513	309th AMARG	ex 4th SOS	<b>382-5232</b> aug19
<b>C-130A</b>			
57-0477/-	scrapped	ex Savannah IAP	<b>182-3184</b> apr19
<b>C-130H</b>			
87-9285	164th AS	ex 328th AS	<b>382-5126</b> aug19
87-9287	164th AS	ex 758th AS	<b>382-5128</b> aug19
91-9144	357th AS	AFRC	<b>382-5297</b> aug19
96-7323	130th AS	ex 731st AS	<b>382-5432</b> jul19
96-7324	130th AS	ex 731st AS	<b>382-5433</b> apr19
<b>C-130J</b>			
16-5851	41st AS	new delivery	aug19
<b>HC-130J</b>			
16-5862	130th RQS	ex 120th RW	<b>382-5862</b> aug19
<b>KC-135R</b>			
57-1432	106th ARS	ex 191st ARS	<b>17503/T0112</b> jul19
57-1439	22nd ARW	ex 6th AMW	<b>17510/T0119</b> aug19
58-0076	OC-ALC	ex 74th ARS	<b>17821/T0291</b> aug19

59-1448	Tinker AFB ALC	ex 153rd ARS	<b>17936/T0351</b> aug19
59-1470	6th AMW	ex 92nd ARW	<b>17958/T0373</b> aug19
60-0360	92nd ARW	ex 909th ARS	<b>18135/T0474</b> aug19
61-0315	22nd ARW	ex 6th AMW	<b>18222/T0537</b> aug19
62-3540	22nd ARW	ex 54th ARS	<b>18523/T0591</b> aug19
62-3553	91st ARS	ex 92nd ARW	<b>18536/T0604</b> aug19
62-3559	92nd ARW	ex 22nd ARW	<b>18542/T0610</b> aug19
62-3568	6th AMW	ex 92nd ARW	<b>18551/T0619</b> aug19
62-3573	22nd ARW	ex 91st ARS	<b>18556/T0624</b> jul19
62-3575	92nd ARW	ex 6th AMW	<b>18558/T0626</b> aug19
63-7978	92nd ARW	ex 909th ARS	<b>18595/T0634</b> aug19
63-8020	22nd ARW	ex 97th AMW	<b>18637/T0676</b> aug19

<b>KC-135T</b>			
59-1520/ZZ	909th ARS	ex no markings	<b>18008/T0423</b> aug19
60-0342	22nd ARW	ex 6th AMW	<b>18117/T0456</b> aug19

<b>F-15C</b>			
78-0504	Robins AFB ALC	ex 194th FS	<b>488/C037</b> apr19

<b>F-15D</b>			
81-0062	Robins AFB ALC	ex 114th FS	<b>747/D035</b> apr19

<b>F-15E</b>			
86-0186/SJ	333rd FS	ex 40th FLTS	<b>1015/E004</b> apr19
90-0257/WA	17th WPS	ex 57th WPSS	<b>1196/E159</b> aug19
91-0318/LN	492nd FS	ex 494th FS	<b>1225/E183</b> aug19

<b>F-16C</b>			
86-0315/ED	121st FS	ex 416th FLTS	<b>5C-421</b> aug19

<b>F-16CM</b>			
90-0707/WA 07	64th AGRS	ex 16th WPS	<b>1C-315</b> aug19
90-0744/HO	8th FS	ex 466th FS	<b>1C-352</b> aug19

<b>F-16DM</b>			
89-2172/HO	8th FS	ex 80th FS	<b>1D-47</b> aug19

<b>F-35A</b>			
13-5071/LF	56th FW	ex 34th FS	<b>AF-77</b> jul19
17-5246/WA	6th WPS	ex unknown	<b>AF-188</b> aug19
17-5249/OT	422nd TES	new delivery	<b>AF-191</b> aug19
17-5261/HL	421st FS	new delivery	<b>AF-203</b> jul19
17-5262/HL	421st FS	new delivery	<b>AF-204</b> jul19
17-5265/VT	134th FS	at LM Fort Worth	<b>AF-207</b> jul19
17-5267/OT	422nd TES	new delivery	<b>AF-209</b> aug19

<b>UH-1N</b>			
69-6605/MT	54th HS	ex 91st MW	<b>31011</b> aug19
69-6623/MT	54th HS	ex 91st MW	<b>31029</b> aug19
69-6660/MT	54th HS	ex 91st MW	<b>31066</b> jul19

<b>HH-60G</b>			
01-26881	210th RQS	ex 66th RQS	aug19
89-26198/-	55th RQS	ex 23rd Wing	<b>70-1421</b> aug19

<b>MQ-9A</b>			
07-4027/ND	178th RS	ex 29th ATKS	<b>PB-027</b> jul19
11-4150/CH	432nd Wing	first noted	jul19
12-4208/OT	556th TES	first noted	jul19
13-4245/ND	178th RS	first noted	<b>PB-245?</b> jul19
13-4246/ND	178th RS	first noted	<b>PB-246?</b> jul19

<b>T-38A</b>			
64-13268/WM	13th BS	ex 394th CTS	<b>N5697</b> jul19
65-10418/WM	13th BS	ex 394th CTS	<b>N5837</b> aug19
65-10419/WM	13th BS	ex 394th CTS	<b>N5838</b> aug19

<b>CV-22B</b>			
14-0074	21st SOS	ex 20th SOS	<b>D1055</b> aug19
14-0075	21st SOS	ex 8th SOS	aug19

United States Army (AR)  
 In a press release, Boeing announced that the company expects to be awarded a multi-year contract by the United States Army in the near future. This contract should cover AH-64E purchases in the period FY22 until FY26 (lots 12 until 16). Exact numbers were not mentioned, but it is expected that about 600 re-manufactured and new-build AH-64E Guardian Apache helicopters will be purchased by the United States Army under this contract. Some of these might be intended for Foreign Military Sales contracts.

During the first part of August 2019, 1-17th CAV at Fort Bragg

(NC) received its first pair of AH-64E Apache helicopters. These newly built helicopters will replace the older AH-64D Apaches which were used until recently.

A single MQ-1C (Extended Range) Grey Eagle was ordered by the United States Army on 30 July 2019. The contract, which includes spares and ground support equipment, is valued at \$21.7 million. At this point in time the United States Army has ordered a total of 167 MQ-1Cs and 39 MQ-1C (Extended Range) UAVs.

Looks like the United States Army moved Det.1 A/52nd AVN from NAF Atsugi (Japan) to Kadena AB (Okinawa, Japan). Most likely this took place when the United States Navy moved the majority of CVW-5 to MCAS Iwakuni (Japan) in 2018. The UC-35A and C-12J aircraft of this army unit were seen operating from the same hangar as the UC-12s of NAF Kadena.

B/2-1st AVN	Marshall AAF, Fort Riley (KS)
B/3-2nd AVN	Desiderio AAF, Camp Humphreys (South Korea)
4-3rd AVN	Hunter AAF, Fort Stewart (GA)
2-6th CAV	Wheeler AAF, Schofield Barracks (HI)
6-6th CAV	Wheeler Sack AAF, Fort Drum (NY)
1-17th CAV	Simmons AAF, Fort Bragg (NC)
1-25th AVN	Ladd AAF, Fort Wainwright (AK)
B/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B/1-52nd AVN	Ladd AAF, Fort Wainwright (AK)
1-82nd AVN	Simmons AAF, Fort Bragg (NC)
C/3-82nd AVN	Simmons AAF, Fort Bragg (NC)
1-101st AVN	Campbell AAF, Fort Campbell (KY)
Det.2 D/1-112th AVN	ID ARNG, AASF Boise Airport (ID)
B/1-126th AVN	CA ARNG, AASF Stockton MAP (CA)
F(-)/1-126th AVN	RI ARNG, AASF Quonset State Airport, North Kingston (RI)
Det.1 B/3-126th AVN	NY ARNG, AASF Greater Rochester IAP (NY)
1-135th AVN	MO ARNG, AASF Whiteman AFB (MO)
G(-)/2-135th AVN	KS ARNG, AASF Forbes Field Airport, Topeka (KS)
1-137th AVN	OH ARNG, AASF Rickenbacker IAP (OH)
B(-)/2-149th AVN	TX ARNG, AASF Grand Prairie AAF (TX)
A/1-150th AVN	NJ ARNG, NAS Lakehurst, AASF JB McGuire-Dix-Lakehurst, NJ
1-151st AVN	SC ARNG, AASF McEntire JNGS, Eastover (SC)
2-158th AVN	Grey AAF, JB Lewis-McChord (WA)
Det.1 B/1-169th AVN	GA ARNG, AASF Hunter AAF, Fort Stewart (GA)
F(-)/1-169th AVN	NY ARNG, AASF Greater Rochester Airport (NY)
Det.1 F/1-169th AVN	PA ARNG, Muir AAF, Fort Indiantown Gap (PA)
B/1-171st AVN	HI ARNG, Wheeler AAF, Schofield Barracks (HI)
A/1-185th AVN	MS ARNG, AASF Hawkings-Evers IAP, Jackson (MS)
C(-)/1-189th AVN	SD ARNG, AASF Rapid City RAP (SD)
D/204th MI Bn	Biggs AAF, Fort Bliss (TX)

B(-)/2-211th AVN	IA ARNG, AASF Davenport MAP (IA)
G(-)/2-211th AVN	WY ARNG, AASF Cheyenne RAP-Jerry Olsen Field (WY)
1-212th AVN	Cairns AAF, Fort Rucker (AL)
B(-)/1-224th AVN	WV ARNG, AASF Parkersburg-Mid Ohio Valley RAP (WV)
2-224th AVN	VA ARNG, AASF Richmond IAP (VA)
C/2-227th AVN	Hood AAF, Fort Hood (TX)
1-230th AVN	TN ARNG, McGhee Tyson Airport (TN)
B(-)/2-238th AVN	IL ARNG, AASF Greater Peoria RAP (IL)
Det.1 B/2-238th AVN	SC ARNG, Greenville-Donaldson Airport (SC)
F(-)/2-238th AVN	WI ARNG, AASF West Bend MAP (WI)
B(-)/3-238th AVN	OH ARNG, AASF Akron-Canton RAP (OH)
1-501st AVN	Biggs AAF, Fort Bliss (TX)
B/2-501st AVN	Biggs AAF, Fort Bliss (TX)
309th AMARG	Davis Monthan AFB (AZ)
BEST	Black Hawk Exchange and Sales Team at BEST Aircraft Consolidation Facility, Huntsville (AL)

KFFO = Wright Patterson AFB (OH)  
KOZR = Cairns AAF, Fort Rucker (AL)

#### CH-47F

08-08768	B(-)/1-126th AVN, ex Det.1 B/1-169th AVN	<b>M8768</b>	may19
08-08771	USARC ex B/2-1st AVN	<b>M8771</b>	feb19
09-08779	Det.1 B/2-238th AVN, ex nb	<b>M8779</b>	aug19
09-08780	Det.1 B/2-238th AVN, ex B/1-171st	<b>M8780</b>	aug19
10-08080	B(-)/1-126th AVN, ex Det.1 B/1-169th	<b>M8080</b>	may19
10-08082	B(-)/2-149th AVN, ex B/2-1st AVN	<b>M8082</b>	aug19
10-08085	B(-)/2-238th AVN, ex nb	<b>M8085</b>	jun19
10-08811	Det.1 B/3-126th AVN, ex PA ARNG	<b>M8811</b>	jul19
10-08814	B(-)/3-238th AVN, ex B(-)/2-211th AVN	<b>M8814</b>	aug19
12-08103	B/1-171st AVN ex B/3-2nd AVN	<b>M8103</b>	jun19
12-08104	B/1-52nd AVN ex B/3-2nd AVN	<b>M8104</b>	jul19
13-08145	B/2-501st AVN ex B/2-3rd AVN	<b>M8145</b>	jun19
16-08208	B/3-25th AVN f/n	<b>M8208</b>	aug19
16-08210	B/3-2nd AVN f/n	<b>M8210</b>	may19
16-08211	B/3-2nd AVN f/n	<b>M8211</b>	may19
16-08212	B/3-2nd AVN f/n	<b>M8212</b>	may19
16-08475	B/3-2nd AVN f/n	<b>M8475</b>	may19
16-08476	B/3-2nd AVN f/n	<b>M8476</b>	apr19
17-08232	see note	<b>M8232</b>	aug19
17-08235	see note	<b>M8235</b>	aug19

Chinook 08-08771 is used either by B(-)/7-158th AVN (Fort Hood, TX) or B(-)/5-159th AVN (Fort Eustis, VA), both are United States Army Reserve Command (USARC) units. Both FY17 Chinooks were seen at Huntsville (AL) undergoing acceptance trials. Once passed, they will move on to their operational units.

#### MH-47G

..-02908	160th SOAR f/n		aug19
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#### OH-58A

72-21211	std Altadena (CA), for sale as scrap	<b>41877</b>	aug19
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Fallon Naval Air Station has ample photo opportunities, provided you have a pre-arranged base tour. Seen here is F/A-18E 166789/AC-211 of VFA-84 'Rampagers'. (5 August 2019, Coert van Breda)



This former US Army de Havilland Canada UV-18A Twin Otter with serial 79-23255 is now part of the U.S. Naval Research Laboratory Squadron ONE (VXS-1). (Patuxent River, 9 August 2019, U.S. Navy photo by Jonathan Steffen/Released)

<b>OH-58C</b>				..-21016	C/2-3rd AVN	f/n		may19
70-15598/98E	std	Altadena (CA), for sale as scrap	<b>41149</b>	aug19				
<b>OH-58A+r</b>								
71-20496	std	Lockport (NY), for sale as scrap	<b>41357</b>	aug19				
72-21445	std	Spokane (WA), for sale as scrap	<b>42111</b>	aug19				
Again, a pair of Kiowas has been offered for sale as scrap via the General Services Administration (GSA) website. Kiowa 72-21445 is painted white and is marked "57", indicating that this helicopter was used by FA Colombia as FAC4557 previously.								
<b>EH-60A</b>								
86-24575	i/a	KFFO	ex 1-212th AVN	<b>70-1153</b>	aug19			
<b>UH-60A</b>								
78-22983	std	BEST	ex A/1-185th AVN	<b>70-046</b>	jun19			
78-23011	std	BEST	ex A/1-185th AVN	<b>70-074</b>	jun19			
79-23294	to	N596GR	ex std BEST	<b>70-111</b>	may19			
79-23332	to	N808PJ	ex std BEST	<b>70-149</b>	aug19			
80-23453	to	N8728P	ex std BEST	<b>70-211</b>	jul19			
80-23454	std	BEST	ex F(-)/1-169th AVN	<b>70-212</b>	jun19			
80-23462	to	N603CK	ex std BEST	<b>70-220</b>	aug19			
80-23473	to	N597GR	ex std BEST	<b>70-231</b>	may19			
81-23615	to	N809PJ	ex std BEST	<b>70-337</b>	aug19			
82-23622	to	N602CK	ex std BEST	<b>70-344</b>	jul19			
82-23665	to	Afghanistan as 23665, ex BEST		<b>70-358</b>	aug19			
82-23690	std	BEST	ex A/1-150th AVN	<b>70-513</b>	jul19			
82-23721	std	BEST	ex F(-)/1-126th AVN	<b>70-544</b>	jul19			
83-23848	std	BEST, ex Det.1 F/1-169th AVN		<b>70-673</b>	aug19			
83-23857	to	N873CB	ex std BEST	<b>70-682</b>	jul19			
83-23867	std	BEST	see note	<b>70-692</b>	jun19			
83-23909	std	BEST	ex A/1-185th AVN	<b>70-734</b>	jun19			
Afghan Black Hawk 82-23665 was seen at the BEST facility in Huntsville (AL) in full Afghan c/s and it is expected to be delivered soon. In November 2015, 83-23867 was delivered to the PR ARNG where it was planned to join a new Medevac unit. It was mentioned to be updated to HH-60L standard. It has now been offered for sale via the BEST programme and was referred to as UH-60A in the announcement. It was stored with 1108th TASMG MS ARNG (Gulfport-Biloxi RAP, MS) since January 2018.								
<b>UH-60L</b>								
83-23899	F(-)/2-238th AVN, ex G(-)/2-135th AVN			<b>70-724</b>	jun19			
86-24495	1-230th AVN	ex C/2-227th AVN		<b>70-988</b>	aug19			
89-26159	1-230th AVN	ex nb		<b>70-1396</b>	aug19			
89-26190	2-224th AVN	ex nb		<b>70-1460</b>	may19			
91-26325	1-230th AVN	ex nb		<b>70-1623</b>	aug19			
96-26683	1-135th AVN	ex nb		<b>70-2210</b>	jul19			
97-26766	1-230th AVN	ex nb		<b>70-2434</b>	apr19			
04-27009	G(-)/2-211th AVN, ex nb				jun19			
<b>HH-60M</b>								
..-20040	C(-)/1-189th AVN, f/n				jun19			
..-20167	C/3-82nd AVN	f/n			mar19			
<b>MH-60M</b>								
05-20020	160th SOAR				FY unconfirmed			aug19
<b>UH-60M</b>								
..-20358	4-3rd AVN				ex 3-1st AVN			may19
..-20361	4-3rd AVN				f/n			nov18
..-20386	4-3rd AVN				f/n			jul19
..-20392	4-3rd AVN				f/n			aug18
..-20416	4-3rd AVN				f/n			aug18
..-20422	4-3rd AVN				f/n			aug18
..-20431	4-3rd AVN				f/n			mar19
12-20539	2-158th AVN				ex 4-3rd AVN		<b>70-4281</b>	mar19
13-20584	2-158th AVN				ex 4-3rd AVN		<b>70-4323</b>	mar19
13-20586	2-158th AVN				ex 4-3rd AVN		<b>70-4296</b>	mar19
14-20653	2-158th AVN				ex 4-3rd AVN		<b>70-4375</b>	mar19
..-20955	1-137th AVN				f/n			aug19
<b>AH-64D</b>								
02-05289	6-6th CAV				ex nb		<b>PVD289</b>	mar19
02-05303	6-6th CAV				ex 1-25th AVN		<b>PVD303</b>	mar19
02-05331	std BEST				ex nb		<b>PVD331</b>	aug19
03-05380	6-6th CAV				ex 2-6th CAV		<b>PVD380</b>	mar19
03-05401	6-6th CAV				ex 1-25th AVN		<b>PVD401</b>	mar19
03-05407	6-6th CAV				ex 2-6th CAV		<b>PVD407</b>	mar19
03-05413	2-6th CAV				ex nb		<b>PVD413</b>	may19
04-05432	std BEST				ex nb		<b>PVD432</b>	aug19
04-05445	6-6th CAV				ex nb		<b>PVD445</b>	jun19
04-05447/47F	1-14th AVN				code confirmed		<b>PVD447</b>	apr19
04-05466	std BEST				ex nb		<b>PVD466</b>	aug19
06-07018/18G	1-14th AVN				ex nb		<b>DUS018</b>	apr19
07-05504	1-151st AVN				ex nb		<b>PVD504</b>	apr18
07-05507	6-6th CAV				ex 1-25th AVN		<b>PVD507</b>	mar19
07-05516	1-25th AVN				ex nb		<b>PVD516</b>	jun19
07-05531	1-82nd AVN				ex nb		<b>PVD531</b>	mar19
07-05532	1-17th CAV				ex nb		<b>PVD532</b>	apr19
07-07020	3-17th CAV				ex nb		<b>DUS020</b>	may19
07-07042	1-501st AVN				ex nb		<b>DUS042</b>	jan19
08-05541	std BEST				ex 1-10th AVN		<b>PVD541</b>	aug19
08-07051	3-17th CAV				ex nb		<b>DUS051</b>	mar19
09-05577	3-6th CAV				ex nb		<b>PVD577</b>	mar19
09-05628	1-25th AVN				ex 1-6th CAV		<b>PVD628</b>	jun19
09-05629	2-6th CAV				ex 1-6th CAV		<b>PVD629</b>	may19
09-05659	2-6th CAV				ex 1-6th CAV		<b>PVD659</b>	may19
09-05682	2-6th CAV				ex 1-6th CAV		<b>PVD682</b>	may19
09-07060/60B	1-14th AVN				ex 1-10th AVN		<b>DUS060</b>	apr19
11-05703	2-6th CAV				ex nb		<b>PVD703</b>	may19
The Apaches listed here as stored at the BEST facility at Huntsville (AL), will all be stripped of useful parts in support of the AH-64E conversion programme.								
<b>AH-64E</b>								
14-03019/19B	1-14th AVN				code confirmed		<b>NM019</b>	apr19
16-03102	2-17th CAV				f/n		<b>NM102</b>	apr19
16-03108/08G	1-14th AVN				f/n		<b>NM108</b>	apr19

17-03118	2-17th CAV	ex Boeing	<b>NM118</b>	apr19
17-03128	1-101st AVN	ex nb	<b>NM128</b>	jul19
17-03135/35A	1-14th AVN	f/n	<b>NM135</b>	apr19
17-03136/36A	1-14th AVN	f/n	<b>NM136</b>	apr19
17-03197	1-229th AVN	ex Boeing	<b>NM197</b>	jul19
18-03200	1-229th AVN	ex Boeing	<b>NM200</b>	jul19
18-03219	1-17th CAV	ex Boeing	<b>NM219</b>	aug19
18-03244	1-17th CAV	ex Boeing	<b>NM244</b>	aug19

**TH-67A**

N67432	std KOZR	ex 1-212th AVN/32A	<b>5151</b>	aug19
N67497	std KOZR	ex 1-212th AVN/97O	<b>5160</b>	aug19
N67659	std KOZR	ex 1-212th AVN/59G	<b>5185</b>	aug19

These three Creeks were offered for sale via the General Services Administration (GSA) website.

**UH-72A**

10-72152	Det.2 D/1-112th AVN, ex nb			may19
12-72240	c/n & FY confirmed		<b>9532</b>	aug19
..-72290	B(-)/1-224th AVN, ex nb			jul19

**EO-5C**

N765MG	309th AMARG	ex D/204th MI Bn	<b>65</b>	may19
N89068	w/o 25feb19	ex A/3rd MI Bn	<b>88</b>	

On 25 February 2019, EO-5C N89068 made what was described as a hard landing at Camp Humphreys (South Korea). The mission equipment and useful parts were removed prior to it being offered for sale as scrap via the General Services Administration (GSA) website.

United States Navy (NY)

The P-3 Orion Research Group (PORG) and Scramble managed to create an interesting overview of the Bureau of Personnel Sea Duty Component DALLAS (BUPERS SDC DALLAS), a US Navy unit which is operating secretive P-3 Orions and P-8 Poseidons out of Dallas Love Field (TX). As Scramble Facebook News (SFN) reported recently, the P-3s have been seen from this location sporting long, rectangular radomes under their bellies for over forty years now. The first sighting of such a radome on an Orion was in 1978. It concerned NP-3B BuNo 152739. In its heyday (1997 – 2015) BUPERS SDC DALLAS had three P-3Cs on strength: 158574, 160293 and 161337.

The radomes contain the so-called Littoral Surveillance Radar System (LSRS), also known by its official designation AN/APS-149. The US Navy tested the LSRS for over 2,800 hours before pressing the sensor into action in 2005. Patrol squadron (VP) 46 “Grey Knights” (‘RC-xxx’) was the first squadron

to operate the LSRS pod during its deployment to Al Udeid (Qatar) and Kadena (Japan), which started in September 2005. The LSRS pod proved to be a valuable system for the USA as the successor of the Orion, the Poseidon, is now also seen operating with a similar system.

In July 2009, the US Navy awarded Raytheon Company a multi-year contract for the development of the Advanced Airborne Sensor (AAS), officially called the AN/APS-154, intended to equip the P-8A. The first tests of the AAS took place by Air Test and Evaluation Squadron (VX) 1 Pioneers (‘JA-xxx’) and later with VX-20 Force, both based at NAS Patuxent River (MD). From 2014 the first P-8As arrived with the AAS at Love Field for operational use. So far, the following seven P-8As AAS have been seen:

167951	(VX-20)
167952	(BUPERS SDC DALLAS)
167954	(VX-20)
168996/996	(Mar18 no markings, and in Jul19 as VP-5 “Mad Foxes” ‘LA-996’)
169007/007	(BUPERS SDC DALLAS)
169010	(BUPERS SDC DALLAS),
169335/335	(former VP-30)

PORG and Scramble were informed that the final P-3C deployment with the SLRS will end late September 2019. Currently, there is still one P-3C assigned to the unit. However, a second P-3C is said to be operating out of Point Mugu (CA) with BUPERS SDC Point Mugu, while there is also a BUPERS SDC Det Pax at NAS Patuxent River (MD). With the latter, we do not have any SLRS sightings. There are likely already enough P-8As to fulfil the mission.

According to local observers, P-3 activities at Dallas have picked up during the first part of 2019. The BUPERS aircraft make several trips per week. Sometimes they leave around sunrise and other days around 10:00 hrs local time. Usually, when these take-off times are used, they return around noon and also mid-afternoon. There is no set time to count on. The amount of secrecy is astounding. If you would ask airport officials about the planes you get the same answer... “That plane does not exist”.

The BUPERS aircraft have a lot of ‘clout’, they get top priority in security, flight planning, field services and support. It is their



Without its external surveillance radar, only its anonymity and the small roof antennae and radar bulge give this P-3 Orion away as a special missions aircraft. We refer to the item on BUPERS for more information. (Dallas-Love Field, June 2019, Garrett Heller)



*This is one of the secretive, unmarked P-8s equipped with the Littoral Surveillance Radar System (LSRS). For more info see the text about the BUPERS aircraft. (Dallas-Love Field, 17 April 2019, Garrett Heller)*

desire to draw the least amount of attention to themselves. The Orions do not sport any BuNo on the outside and they don't even have NAVY titles, although they are flown by US Navy crews and use Navy call-signs. The Poseidons only carry the last three digits of their BuNos. As multiple Orions with the operational Patrol Squadrons are reported operating with the LSRS, we believe that not all P-8As can be equipped with the AAS, or at least not yet. Besides, the Poseidon must be equipped with "pylons" to attach the massive pod, we noticed additional modifications like an aerodynamic body modification underneath the fuselage, just on top of the front-end of the AAS, as well as two large stabilization fins underneath the rear end of the fuselage (see picture elsewhere in this section).

United States Navy unit news

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

Air Test and Evaluation Squadron (VX) 23 "Salty Dogs" F/A-18 Department is at the leading edge of testing to ensure the F/A-18E/F remains the Navy's most lethal weapons system into the coming decades as Cmdr. Daniel "Butters" Radocaj reports in the The Pax River "Tester". The squadron is committed to prove the Super Hornet's capabilities by putting warheads on foreheads, in both the air-to-ground and air-to-air arenas. In a rare and open discussion, "Butters" is revealing some Salty Dogs facts.

VX-23 is currently testing to qualify the Long Range Anti-Ship Missile (LRASM) that will be declared Early Operational Capability to the fleet this year. The Small Diameter Bomb II (SDB II) qualification continues as VX-23 ensures that relevant loads of this smart weapon can be carried on Multiple Carriage Smart Bomb Racks (BRU-55s). In addition to expanding the E/F's air-to-air loadout and allow carriage on the EA-18G, three AIM-9X Block II missiles were fired from stations 2 and 10. Later this year, VX-23 will evaluate weapon separation on the AGM-84D Harpoon. "Butters" is most excited about the conformal fuel tanks (CFT) his squadron tested this year on Salty Dog 122 (F/A-18F BuNo 165932). The additional fuel capacity will allow the US Navy to bring the fight further downrange into, for example, enemy territory. This was the Navy's first look at how the Rhino's up-and-away and powered-approach modes were affected, collecting valuable data to allow the CFT design to be finalized before

production begins.

The basic F/A-18 cockpit displays have changed little since their introduction in 1978, but today testing is underway on the advanced crew system (ACS) large area display (LAD). These systems will be included in the F/A-18E/F Block III. Mission The Block III testing also includes the new infrared search and track (ISRT) system as well as all kind of mission systems software upgrades. The safety front of VX-23 started the minimum controllable airspeed (V<sub>mc</sub>) this Summer, to ensure the Rhino can safely recover single-engine-powered with a degraded flight control system. Testing on physiological episodes (PEs) continues on two fronts—the aircraft and the pilot. VX-23 is conducting a root cause analysis on the environment control system (ECS) of a Legacy Hornet to understand and characterise the ECS operation and how to properly troubleshoot and repair this system. The Salty Dogs are also testing a variety of biosensors to monitor a plethora of medical data points from pilots, presenting this to them in a useful manner as well as providing warnings before a PE occurs.

VX-23 also operates the US Navy jet trainer, the T-45C Goshawk. An increase test in the flight idle of the T-45 will give the On Board Oxygen Generating System (OBOGS) more pressure at idle, this is required to verify the entire airstart envelope. First VX-23 practiced many simulated flameout approaches which are precautionary approaches on steroids. They are flown much faster and steeper than an ordinary PA. During that test programme, T-45 pilots logged more than twenty minutes of glider time in the aircraft! "Butters" said: "If shutting down your only engine, gliding for a while and then performing a restart or squeezing the trigger on an AIM-9X, or pushing select jettison on a rack of the Navy's newest ordnance is on your bucket list, you should apply to the US Naval Test Pilot School and head over to VX-23. Every day presents the squadron with new flight test challenges and its schedule is packed for the next decade.

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

It is confirmed at NAS Fallon on 5 August 2019, that VFA-83 Rampagers is the current AC-2xx. The F/A-18E squadron relieved VFA-86 Sidewinders within CVW-3.

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

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

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

<b>C-2A</b> 162169/50	VRC-40	ex 27/VRC-30	<b>49</b>	may19	168928/NH-201	VFA-94	ex NJ-156/VFA-122	<b>F274</b>	may19
<b>C-40A</b> 169792/792	VR-51	del	<b>65395/7477</b>	aug19	<b>F-35C</b> 169632	LMTAS	f/f 15aug19	<b>CF-37?</b>	aug19
<b>KC-130T</b> 162310/WB-310	VX-20	ex WB-309	<b>382-4978</b>	aug19	<b>P-3C BMUP+</b> 161590/590	VP-62	ex 590/VP-30	<b>5763</b>	aug19
<b>E-2C+</b> 163849	VAW-120	ex 849/VX-20	<b>A52-130</b>	may19	<b>MH-53E</b> 163055/TB-12	HM-15	ex AN-431/HM-12	<b>65-549</b>	may19
<b>E-2C-2000</b> 165649	nmks (Norflok)	ex FRCSW		may19	<b>MH-60R</b> 167014/TH-..	HSM-37	ex NA-704/HSM-73	<b>70-37..</b>	aug19
165815/654	VAW-120	ex FRCSW	<b>A186</b>	may19	<b>MH-60S</b> 165772	nmks	ex 309th AMARG	<b>70-2711</b>	may19
165822/AC-600	VAW-123	ex NG-601/VAW-117	<b>A193</b>	may19	166359/BR-32	HSC-28	ex HW-70/HSC-26	<b>70-29..</b>	may19
166507/AJ-600	VAW-124	ex 655/VAW-120		may19	<b>P-8A</b> 168764/LN-764	VP-45	ex LK-764/VP-26	<b>42260/5098</b>	aug19
<b>E-2C-II</b> 165302/642	VAW-120	ex AC-600/VAW-123	<b>A52-175</b>	may19	168859/LD-859	VP-10	ex LK-859/VP-26	<b>44152/5510</b>	aug19
165303/AJ-603	VAW-124	ex AC-603/VAW-123	<b>A52-176</b>	may19	169549/549	VP-30	del 21aug19	<b>64079/7359</b>	aug19
<b>E-2D</b> 169060/660	VAW-120	ex 601/VX-1	<b>AA26?</b>	may19	169551/551	Boeing	f/f 13jun19	<b>64081/7497</b>	jun19
169070/770	VAW-120	ex 670	<b>AA36?</b>	may19	169552/552	Boeing	f/f 30jul19	<b>64082/7567</b>	aug19
169071/661	VAW-120	del	<b>AA37?</b>	may19	United States Marine Corps (NY)				
169072/772	VAW-120	del	<b>AA38?</b>	may19	United States Marine Corps unit news				
169321	to Japan	as 91-3472	<b>JAA-2</b>	oct18	<b>Marine Force Atlantic (MARFORLANT)</b>				
<b>F/A-18A</b> 163153/DD-100	309th AMARG	ex DD-100/VX-31	<b>578/A485</b>	jun19	Following HMLA-167 Warriors ("TV-xx"), the second squadron within 2nd Marine Air Wing swapped in the May-June 2019 timeframe to the AH-1Z Viper. The "Gun Runners" of Marine Light Attack Helicopter Squadron (HMLA) 269 ("HF-xx"), based at MCAS New River (McCutcheon Field) (NC), transitioned - as the last active duty squadron of 2nd MAW - from AH-1W to AH-1Z. The unit is now equipped with the AH-1Z as well as the UH-1Y Venom. HMLA-167 "Warriors" ("TV-xx"), also based at New River, already transitioned to the AH-1Z in November 2018.				
<b>F/A-18C</b> 163508/37	pres Pensacola	ex FRCSW	<b>754/C060</b>	sep19	<b>Marine Force Pacific (MARFORPAC)</b>				
164658/NE-424	std Cecil Field	ex NE-424/VFA-34	<b>1085/C281</b>	aug19	Marine Attack Squadron (VMA) 311 "Tomcats" ("WL-xx") deployed from home base MCAS Yuma (AZ) to Ahmed al Jaber (Kuwait) with its AV-8Bs, as part of the Special Purpose Marine Air Ground Task Force - Crisis Response - Central Command. BuNo 165580/WL-15, armed with AIM-9 Sidewinders and rocket pods, is seen during an aerial refueling session with a USMC KC-130J over Kuwait on 10 August 2019. The SPMAGTF-CR-CC is designed to move on short notice to support operations throughout the Middle East and, as such, is involved in Operation Inherent Resolve (OIR).				
<b>F/A-18E</b> 165787/AJ-100	VFA-37	ex NJ-224/VFA-122	<b>1538/E030</b>	may19	FRCE = Fleet Readiness Center East, Cherry Point (NC) FRCSW = Fleet Readiness Center South West, North Island (CA) LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)				
165866/AJ-103	VFA-37	ex NH-301/VFA-146	<b>E042</b>	may19					
165871/AJ-104	VFA-37	ex NE-403/VFA-192	<b>E047</b>	may19					
165899	to ?	ex NE-206/VFA-137	<b>E054</b>	mar16					
166448/AD-135	VFA-106	ex NH-214/VFA-147	<b>E093</b>	may19					
166598/AC-202	VFA-83	ex AD-117/VFA-106	<b>E094</b>	aug19					
166789/AC-211	VFA-83	ex XE-162/VX-9	<b>E135</b>	aug19					
168471/NG-400	VFA-151	w/o 31jul19	<b>E228</b>						
168866/NA-301	VFA-137	ex NG-301/VFA-97	<b>E243</b>	aug19					
168869/NA-302	VFA-137	ex NG-302/VFA-97	<b>E246</b>	aug19					
168870/NA-303	VFA-137	ex NG-303/VFA-97	<b>E247</b>	aug19					
168871/NA-304	VFA-137	ex NG-304/VFA-97	<b>E248</b>	aug19					
168872/NA-305	VFA-137	ex NG-305/VFA-97	<b>E249</b>	aug19					
168873/NA-306	VFA-137	ex NG-306/VFA-97	<b>E250</b>	aug19					
168874/NA-307	VFA-137	ex NG-307/VFA-97	<b>E251</b>	aug19					
168876/NA-310	VFA-137	ex NG-311/VFA-97	<b>E253</b>	aug19					
168884/NE-207	VFA-113	ex NA-307/VFA-113	<b>E261</b>	aug19					
<b>F/A-18F</b> 166876/NH-211	VFA-94	ex NH-103/VFA-154	<b>F206</b>	jun19					
166977/NH-206	VFA-94	ex NH-406	<b>F252</b>	may19					



F-5N 761564 of VFC-13 was seen during landing at NAS Fallon after an sortie against CAW3 F-18s which were temporary based at NAS Fallon. (31 July 2019, Nico van der Steen)



US Navy P-8A Poseidon BuNo 169010 of the Naval Air Systems Command-Flight Support Detachment is seen approaching runway 13R at Dallas-Love Field after a sortie over the Gulf of Mexico. Attached underneath the fuselage is a Raytheon Advanced Airborne Sensor (AAS). The unit's mission is shrouded in secrecy, but it has been rumoured as a (mainly) drug interdiction unit. (7 August 2019, Dylan Phelps)

#### KC-130J

169534/BH-534 Lockheed o/o **382-58..** aug19

#### F/A-18A++

162442/VW-01 309th AMARG ex VW-01/VMFA-314**288/A233** jun19  
 162466/VW-05 309th AMARG ex VW-05/VMFA-314**321/A266** jun19  
 162848/MA-01 309th AMARG ex MA-01/VMFA-112**374/A313** jul19

#### F/A-18D

163457/47 VFC-12 ex AD-400/VFA-106**672/D008** mar19  
 165411/ED-05 VMFA(AW)-533 ex CE-05/VMFA-225**1438/D142**aug19

#### AH-1W

165328/WG-43 309th AMARG ex WG-43-773 Det.B **26352** jun19  
 165361/WR-21 309th AMARG ex WR-21/HMLA-775 **26361** jun19  
 165362/HF-71 309th AMARG ex HF-71/HMLA-269 **26362** jun19

#### UH-1Y

169236/SE-12 HMLA-469 ex YX-32/VMM-166 **55227** jun19  
 169280/YP-30 VMM-163 ex UV-06/HMLA-267 **55239** aug19  
 169284/YP-32 VMM-163 ex UV-12/HMLA-267 **55243** aug19

#### AH-1Z

169089/YP-40 VMM-163 ex UV-40/HMLA-267 **59232** aug19  
 169258/YP-41 VMM-163 f/n **592..** aug19  
 169498/HF- HMLA-269 del **592..** aug19  
 169502 nmks del **592..** aug19  
 169504 Bell f/f 13aug19 **592..** aug19

#### F-35B

168309/VK-08 VMFA-121 ex DC-05/VMFA-122 **BF-13** jul19  
 169607/CF-06 VMFA-211 del **BF-71** aug19  
 169608/CF-07 VMFA-211 del **BF-72** aug19  
 169609/DC-00 VMFA-122 del **BF-73** aug19  
 169610/CF-08 VMFA-211 del **BF-74** aug19  
 169611/DC-08 VMFA-122 del **BF-75** aug19  
 169612/DC-05 VMFA-122 del **BF-76** aug19  
 169614 LMTAS f/f 25jun19 **BF-78** jun19  
 169616 LMTAS f/f 15jul19 **BF-80** jul19  
 169617 LMTAS f/f 30jul19 **BF-81** jul19  
 169618 LMTAS f/f 16aug19 **BF-82** aug19

#### AV-8B+

165004/YP-53 VMM-163 ex WE-05/VMA-214 **260** aug19

#### AV-8B+(R)

165419/YP-50 VMM-163 ex WE-50/VMA-214 **291** aug19  
 165569/YP-55 VMM-163 ex WE-13/VMA-214 **306** aug19  
 165577/YP-52 VMM-163 ex WE-10/VMA-214 **314**  
 aug19

#### MV-22B

166691/EG-01 VMM-263 ex EH-07/VMM-264 **D0085** aug19  
 166733/EG-03 VMM-263 ex EM-06/VMM-261 **D0098** aug19  
 167902/EG-00 VMM-263 ex ES-00/VMM-266 **D0113** aug19  
 168282/EP-03 VMM-265 ex ET-03/VMM-262 **D0199** jul19  
 168602/EG-13 VMM-263 ex EM-13/VMM-261 **D0257** aug19  
 168629/YP-01 VMM-163 ex YT-04/VMM-164 **D0284?** aug19  
 168655/EP-08 VMM-265 ex EH-18/VMM-264 **D0310?** jul19  
 168659/EP-07 VMM-265 ex YW-12/VMM-165 **D031x** jul19  
 168660/EP-11 VMM-265 ex VMM-365 **D031x** jul19

#### Private adversary / aggressor

As reported on 15 August 2019 by Scramble Facebook News (SFN), the newly-acquired Dassault Mirage F1B (registration N601AX) was nearing its first flight. On 22 August 2019 it happened, the F1B took the skies from the Adversary Center of Excellence (ACE) facility at the Fort Worth Alliance Airport (TX). The former Armée de l'Air (Adla, French Air Force) Mirage is one of 63 that ATAC acquired for adversary/aggressor operations. ATAC comprises the world's largest outsourced civilian, tactical airborne training organisation. For already some twenty years they provide high-quality live tactical air training, threat simulation training to the US Navy, US Marine Corps, US Air Force and US Army air-crews, ship-crews, and Combat Controllers in the air-to-ship, air-to-air, and air-to-ground arenas. From five bases worldwide, including the Continental US, Hawaii and the Pacific, ATAC logged already over 42,000 flight hours of tactical flying support and they are approved to train with Top Gun as well as 5th generation aircraft. Besides the F1s, ATAC fields Hawker Hunter, IAI F-21 Kfir, and Aero Vodochody L-39ZA.

#### Credits

Danny Bonny, Ian Carroll, Patrick Dirksen, Mike Fisher, Edwin de Greeuw, Joris Heeren, Mike Hopewood, Václav Kudela, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Frank Mink, Sid Nanson, Jeff Rankin, Jos Stevens, Peter Weinert

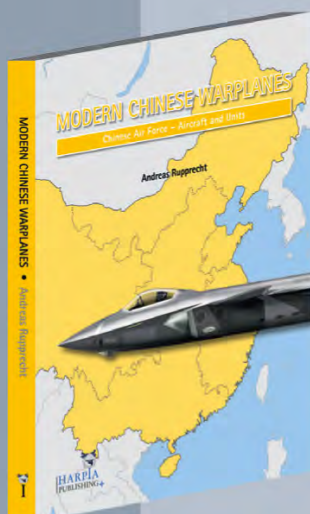
#### Abbreviations

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



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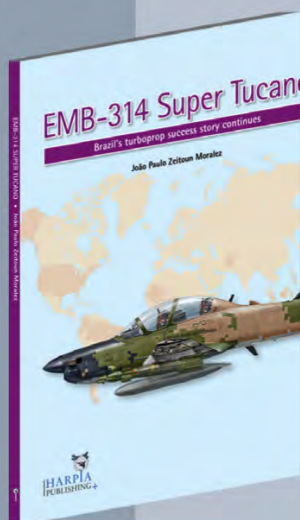
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# Showreports



Romanian Lancer C 6824 was one of the several Lancers flying at the airshow at Bucharest (23 August 2019, Oscar Vis)

## Hyeres (France)

35F 40th Anniversary 14 June 2019

### Static:

452, 511	AS565SA	36F	
30	Rafale M	CEPA	
91	SA365N	35F	\$
237	SA319B	35F	\$
21, 22	NH90-NFH	31F	
F-ZBGJ	EC135T2	Douanes Francais	
F-AZYB	SE3130	ex 183	
F-HAGK	EC130B4	Azur Helicopters	
43	Super Etendard	preserved	
118	SA321G	preserved	
22	BR1050	preserved	

### Hangar:

453, 519	AS565SA	31F	
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## Graf Ignatievo (Bulgaria)

Open Day 29 June 2019

### Static:

707, 711	AS532UL	24.VAB	
28	MiG-21UM	std	
243	MiG-21bis	std	
16	MiG-29A	3.IAB	\$
12	MiG-29UB	3.IAB	

### Flightlines:

147	L-39A	12.UAB	£
205	L-39A	12.UAB	
15	MiG-29A	3.IAB	£
23, 32, 37	MiG-29A	3.IAB	
33	MiG-29UB	3.IAB	£

### Flying:

710, 712	AS532UL	24.VAB	
01	Bell 20B	24.VAB	
073	C-27J	16.TrAB	
419	Mi-17	24.VAB	
142	Mi-24V	24.VAB	
665	PC-9	12.UAB	
195, 240	Su-25K	22.ShtAB	

## Cazaux (France)

Air show 30 June 2019

### Static:

46+49 (322) ZK017/H	Tornado ECR M346 Hawk T2	TLG51 150sq, special c/s 4sq	
---------------------------	--------------------------------	------------------------------------	--

ZK026/FB	Hawk T2	25sq
E131/8-RO, E165/8-RE	Alpha Jet E	nb
2552/SE	EC725	EH01.067
290/F-ZAFT	Fokker 100	DGA-EV
SA154/68-DI	H-34A	preserved
66/2-EO	Mirage 2000-5F	GC01.002
617/3-IS	Mirage 2000D	ECE01.030
676	Mirage 2000D	DGA-EV
05/705-FG	PC21	EPAAA00.315
118/30-IW	Rafale C	EC02.030
317/4-HO	Rafale B	ETR03.004
6010/F-ZAGG	SA365N	DGA-EV
67/315-WJ	TB30	EPAA00.315
37	Rafale M	11F
2003/BHJ	Tigre HAP	5RHC
9037/JBH	EC145	Gendarmerie
1058/JDN	EC135T2	Gendarmerie
F-AYCL	TB30	ex 76
F-AZJT	N3202	ex 71
F-AZLK	Bulldog T1	ex XX663/O
F-AZTS/7	TS-8	c/n 1E-1004
F-AZYV	N1101	ex 13
F-PPAN	NC858S	ex 142/14.F.2
F-HRLI	EC225LP	
<b>Flightlines:</b>		
GD-14, RE-25	SAAB J105Ö	DTSst, spec c/s
FA-57/MN-L	F-16AM	350sq
FA-101	F-16AM	nb, spec c/s
E93/8-TX	Alpha Jet E	nb, next to F-5s
E114/705-RR, E153/705-RU	Alpha Jet E	EAC00.314
339/4-FF	Rafale B	ETR03.004
137/30-GP	Rafale C	nb
F-AZBQ	T-6G	(114848), as 116237/OH
F-AZYZ	T-6G	114674/4
F-AZHK	AD-4NA	127002/20-LN
F-AZKI	Bulldog T1	XX615/2
F-AZLY	Yak-3UA	converted LET C11
F-AYSB	CL-13 Sabre 6	(01+13), as 01675/FU-675
F-AZNN	Yak-11	(14 white)
F-AZOG	Bulldog T1	XX558/A
F-AZOL	Yak-50	09 yellow
F-AZVG	MD312	189/G
F-AZXV	CM170	479/2-HB
F-HCJD	MS317	(311)/24
F-HCRF	CeF337G	ex 13724/Port., as 33725
F-WRUI	Yak-52	c/n 856009, as 09 red
F-WRUL	Yak-52	c/n 844201
F-WRUM	Yak-52	c/n 889109

Alpha Jet E of EPAA20.300/Patrouille de France:

E44/F-UHRE/1, E146/F-UHRR/2, E139/F-UGFC/3, E87/F-TELC/4,

E127/F-UGFK/5, E129/F-TELP/6, E119/F-UGFE/7, E113/F-TETD/8, E68/F-TEMO/9, E20/F-TEMS/0

MB339A/PAN(MLU) of 313° Gruppo AA/Frecce tricolori:

MM54551/1, MM54518/2, MM54517/3, MM54534/4, MM55059/5  
MM55052/6, MM54510/7, MM54539/8, MM54505/9, MM55055/10

F-5E Patrouille Suisse

J-3084 + 6

Hangar (open):

1953/JCK AS350BA Gendarmerie

Hangar (open):

1574/JCB AS350BA Gendarmerie

Hangar (open):

(A99)/11-RI Jaguar A preserved, cockpit

Hangar (open):

101/VT Cap10 preserved  
(79)/33-LD Mirage F1C preserved, cockpit

Hangar (closed)

325, 326 M346 150sq/Singapore AF  
327, 332 M346 150sq/Singapore AF

Alpha Jet Maintenance hangar (closed):

AT17 Alpha Jet 1B+ nb  
E85/7 Alpha Jet E EPAA20.300  
E124/8-RN, E141/8-NF Alpha Jet E nn  
E154/8-AL, E157/8-UC Alpha Jet E nn

Sun Shed:

05/F-TGCJ EA330SC EVAA  
F-HKCT SR20 CFAIM02.312

Open Shelter:

329, 333 M346 150sq/Singapore AF

Sun Sheds:

323, 324, 328 M346 150sq/Singapore AF  
E164/8-RV Alpha Jet E nb  
E38/8-LH Alpha Jet E nn  
E142/8-LO Alpha Jet E ETO01.008,spec c/s

Ramp next to above sun sheds:

T-785 Falcon 900EX LTDB  
165/62-IT CN235M-200 ET01.062  
111/XM TBM700 ET00.043  
146/XR TBM700 ET00.041  
129 Falcon 10MER 57S  
F-HKCY SR22 AVDEF  
F-HFSB? Yak-18T

Alpha Jet ramp 1:

AT02, AT06, AT15 Alpha Jet 1B+ nb  
AT18, AT19, AT24 Alpha Jet 1B+ nb  
AT24, AT26, AT27 Alpha Jet 1B+ Spec  
E147/8-LT Alpha Jet E nb

Alpha Jet ramp 2:

AT11, AT12 Alpha Jet 1B+ nb  
E25/8-TJ, E48/8-MH Alpha Jet E EE03.008  
E75/8-AE, E138/8-RQ Alpha Jet E EE03.008  
E90/8-TH, E104/8-TG Alpha Jet E nb  
E108/8-AF Alpha Jet E nb  
E151/8-FD Alpha Jet E EE03.008

Near Alpha Jet ramps:

0089/F-RBAO A400M ET01.061

EH01.067 Ramp:

2461/SA, 2772/SH EC725R2 EH01.067  
F-HBKB, F-HBKI EC120B Helidax  
81 SA365N 35F, to static after display  
9113/JBM EC145 Gendarmerie

Elsewhere:

23/AV Mirage 4A preserved  
504 Mirage 2000B preserved  
120/8-ME/8-NE Mystere 4A preserved

Fire Training Area:

(A3) Jaguar A instructional, no tail  
A128 Jaguar A instructional  
203 MD312 instructional  
209/DC Mirage 3B instructional

309/33-CV

(462)

44/BQ

201/33-FE

X7

28

Three aircraft could be seen across the runway at the gunnery range (N44.52132, W1.12334), an unknown Canberra B6, Vautour 2N and Flamant.

## Sliac (Slovakia)

Air show

3-4 August 2019

Static

6M-BF	S-70A	mTHSSTa	
FA101	F-16AM	350sq	\$
324, 332	OH-58D	EH	
6078	L-159T1	212.tl	
9837	Mi-171Sh	231.vrl	
0981	Mi-24V	221.lbvr	
30+63, 30+80	EF2000	TLG74	
331	Mi-24P	Hun AF	
MM81802/15-446	HH-139A	84° Centro CSA	
MM62214/46-84	C-27J	98° Gruppo TM	
MM55224/61-23	T-346A	212° Gruppo	
LX-N90450	E-3A	NAEW&CF	\$
1931	C-27J	Dopravné křídlo	
4055	F-16C	31.BLT	
4701	L-39ZAM	Taktické křídlo	
5253, 5301	L-39CM	Taktické křídlo	
2901	Let410UVP-E20	Dopravné křídlo	
5304	MiG-29UBS	Taktické křídlo	
XX187/CN	Hawk T1	100sq	
17-03147, 17-03153	AH-64E	1-6th CAV	

Displayed in Shelter 9:

3911 MiG29AS Taktické křídlo

Displayed in Shelter 10:

7639 UH60M Vrtulníkovoé křídlo

VIP area:

CPX624 M345 HET Leonardo  
2626 L-39CW Aero Vodochody

Hangar:

(6124) MiG-29AS Taktické křídlo

The serial was read on one red engine block panel, so not absolutely 100% sure.

Flightline civil:

6054, 6058	L-159A	212.tl	
E33/705-FJ, E114/705-RR	Alpha Jet E	EAC00.314	
509, 537	F-16C	343 Mira	\$
4056	F-16C	31.BLT	
5251	L-39CM	Taktické křídlo	
4707	L-39ZAM	Taktické křídlo	
0619, 0921	MiG-29AS	Taktické křídlo	
1303	MiG-29UBS	Taktické křídlo	

Plus the MB-339s of the Frecce Tricolori, but no serials are known at this point.

Flightline other end:

1962	C-27J	Dopravné křídlo	
9868	Mi-171Sh	231.vrl	
7360	Mi-35	221.lbvr	
7641, 7642	UH-60M	Vrtulníkovoé křídlo	
0808	Mi-17	Vrtulníkovoé křídlo SAR c/s	
OM-BYU	Mi-171	Bratislava	

Flying only:

43 JAS39D MH 59. Sz.D. REB.

Civil terminal:

2022 MiG29A pres

## Bucharest (Romania)

BIAS 24 August 2019

Static display:

44 JAS39D 59. Sz.D. R



ZJ208	Apache AH1	4 Regt 664 Sq	125/XO	TBM-700A	ET00.041
ZZ502	Avenger T1	750 NAS	F-GKCI	Cirrus SR22	CFAMI05.312
(XZ327)	Gazelle AH1	Recruiting Exhibit	46+49	Tornado ECR	TLG51
XX256/CU-846	Hawk T1A	736 NAS	31+17	EF2000	TLG31
XX321/CI	Hawk T1	100sq	31+44	EF2000	TLG71
ZK020/K	Hawk T2	4sq	MM62161	P180AM	311 Gruppo/RSV
ZK027/R	Hawk T2	4sq	MM55213/61-06	T-346A	311 Gruppo/RSV
ZH879	Hercules C4	24/47sq	CSX62219/RS-50	C-27J	311 Gruppo/RSV
ZZ191	Hunter F58A	Scampton/HHA	MM7343/RS-21	F-2000A	311 Gruppo/RSV
ZM519/19	Juno HT1	DHFS	J-646	F-16AM	312sq
ZM500/00	Jupiter HT1	DHFS	687	F-16AM	331sq
ZH840	Merlin HM2	814 NAS	39227/227, 39268/268	JAS39C	AF F7
ZM335	Phenom100	45sq	J-5011	F/A-18C	Fliegerstaffel 11
ZM307	Prefect T1	3 FTS	J-5012	F/A-18C	Fliegerstaffel 17
XW224	Puma HC2	230sq	57-2609	KC-135R	101 Filo
ZJ694	Sentinel R1	5sq	39 blue	Su-27P1M	831 BrTA
ZM324	Texan T1	4 FTS	ZA708ZD983	Chinook HC6A	18sq
ZF448/448	Tucano T1	72sq	PZ865/EG-S	Hurricane 11c	BoBMF
G-BYUH/UH, G-BYXG/XG	Tutor T1	Bristol UAS/6 FTS	MK356/QJ-3	Spitfire LFIxe	BoBMF
ZJ913/WS-Y	Typhoon FGR4	2sq/9(B) mks	ZF264/264, ZF287/287	Tucano T1	1 FTS
ZE652/YD	Viking T1	2 FTS arrived by road	G-BYXM, G-BYXZ	Tutor T1	115sq
ZZ338	Voyager KC3	10/101sq	ZJ920/920, ZJ937/937	Typhoon FGR4	29sq
ZZ529	Wildcat HMA2	815 NAS	ZJ924/WS-J	Typhoon FGR4	2sq 9(B)mks
ZZ393	Wildcat AH1	1 Regt 659	ZK343/343, ZK425	Typhoon FGR4	2(AC)sq
G-ETPB	PC-21	ETPS	ZJ181	Apache AH1	4 Regt 664sq
G-ETPK	RJ70	ETPS	96-0080/SP	F-16CM	480thFS "480 FS"
60-0048/LA	B-52H	20th BS	96-0083/SP	F-16CM	480th FS
79-1950	KC-10A	6th ARS	EC-400	A400M	Airbus Defence and Space
99-0169	C-17A	701st AS	G-CBAN	Bulldog T1	ex XX668/1
12-5757	MC-130J	67th SOS	<u>Alpja Jet E of EPAA20.300/Patrouille de France</u>		
58-0100/D	KC-135R	351st ARS	E44/F-UHRE/1, E146/F-UHRR/2, E139/F-UGFC/3, E20/F-TEMS/4,		
96-0201/LN	F-15E	494th FS	E127/F-UGFK/5, E129/F-TPLP/6, E46/F-UHRF/7, E113/F-TETD/8,		
10-0052	CV-22B	7th SOS	E87/F-TELC/9, E68/F-TEMO/0		
169329/PD-329	P-8A	VP-9	<u>MB339A/PAN(MLU) of 313° Gruppo AA/Frecce tricolori:</u>		
ES-YLP '7'	L-39C	Breitling Jet Team	MM55053/0, MM54551/1, MM54518/2, MM54517/3		
G-BCUO	Bulldog 122	Cranfield University	MM54534/4, MM55059/5, MM55052/6, MM54510/7		
G-BKOU	Jet Provost T3	ex XN637	MM54539/8, MM54505/9, MM55058/11		
G-BURR	Auster AOP9	ex WZ706	<u>EA330LX of the Royal Jordanian falcons:</u>		
G-BWGF	Jet Provost T5A	ex XW325	RJF01, RJF02, RJF03, RJF04		
G-BWSG	Jet Provost T5	ex XW324	<u>L-39C of Breitling jet team:</u>		
G-BYCT	L-29	James Edwards	ES-YLN/1, ES-YLI/2, ES-YLX/3, ES-YLR/4, ES-TLF/5, ES-YLF/6		
G-CBFP	Bulldog T1	ex XX636	<u>EA300LP of the Blades(all hangered):</u>		
G-GGRR	Bulldog T1	ex XX614	G-OFFO, G-ZEXL, G-ZXCL, G-ZXLL		
G-JWMA	Meteor T7	Martin-Baker, ex WA638	The F-16 96-0080 had an incident during its display routine where a part of the RH horizontal stabilisor became de-attached.		
G-MCGU	AW189	HM Coastguard	<u>Flying only:</u>		
G-OHGA	OH-6A	ex USAR 69-16011	PA474/AR-L VN-T	Lancaster B1	BoBMF
G-ONAA	OV-10B	ex 99+18	ZM146	F-35B	617sq
G-UHIH	UH-1H	ex USAR 72-21509	ZM147	F-35B	617sq
N45CF	Beech G18S	ex USAAF 44-36784	08-0051	CV-22B	7th SOS
N288DW	Beech B350	Textron	91-0324/LN, 92-0364/LN	F-15E	494th FS
N610AT	AT-6B	Textron	00-3002/LN	F-15E	494th FS
N650GF	G650	Gulfstream	475/31-CF	C-135FR	GRV02.091
PT-ZTU	EMB-314	Embraer	G-BYGC	B747-436	British Airways
					\$20

Vintage Village:

XV784	Harrier GR3	cockpit only
XX361	Jaguar GR1A	cockpit only

Flightline South Side East End of airfield:

036	T-6A	364 Mira	\$
6807, 6824	Lancer C	Escadriila 861	
VA.1B-24/01-914	EAV-8B+	Eslla 009	\$
VA.1B-37/01-925	EAV-8B+	Eslla 009	\$

Hawk T1/A\*/W^of the red Arrows:

XX177, XX188*, XX219*, XX232*, XX242, XX244			
XX245, XX310^ XX319*, XX322*, XX323*			
AV-8B VA.1B-037	suffered nose wheel brake fire on arrival and thus the Harrier duo display became a solo display		

Flightline South Side West End of airfield:

FA57/MN-L	F-16AM	350sq	\$
FA101	F-16AM	350sq	\$
FA124/GE-S	F-16AM	349sq	\$
LX-N90451	E-3A	NAEW&CF	

Flightline North Side of airfield:

ET-197	F-16BM	Esk 730
HN-406, HN-428	F-18C	HävLLv 11
5847/61-PP	C-130J-30	ET01.061

Support Aircraft:

54+05	A400M	LTG 62	17
604	A319-112	MH 59. Sz.D. REB.	22
607	Falcon 7X	MH 59. Sz.D. REB.	18
MM62181/46-46	C-130J	2° Gruppo TM	22
MM62186/46-51	C-130J	2° Gruppo TM	18
MM62195/46-61	C-130J	2° Gruppo TM	17, 22
U.20-2 / 01-406	Ce550	Eslla 04	18-19, 21-22
84005/845	Tp-84	TSFE	17
84008/848	Tp-84	TSFE	22
T-752	CL-604	LTdB	18, 22
T-786	PC-24	LTdB	20
01-0029	C-37A	76th AS	19

\$ special Colours £ also flying

Credits: Graeme Pickering, Manolito Jaarsma, MAR. Scramble Messageboard.



The first photo if this RIAT photo page shows British Army Apache AH1 ZJ181 during its display (21 July 2019, John Wildman)



Turkish F-4E 77-0296 with special markings celebrating 60 years of Phantom operations (18 July 2019, Frank Call)



Spanish Harrier VA.1B-24/01-914 was one of the very few aircraft which did a flying display on the Friday at the RIAT. Rain was the big spoiler for the other displays, but for the Harrier it created some special effects (19 July 2019, Lukasz Lipka)



Fairford Photo page two: EF2000 30+25 carries special markings for 60 years Geschwader Richthofen. (18 July 2019 Rob Skinkis)



Final RIAT aircraft in special markings, C-130B 3766 from Pakistan. (22 July 2019, Manolito Jaarsma)



Il-76 76683 was the Ukrainian Su-27 support aircraft at this years RIAT. (22 July 2019, Toon Cox)

# Triptease



After a stay of two months at Goodyear this A319 was delivered to Air Bosnia with registration E7-FBB. On this picture you can see that someone is putting on or off the name Banja Luka. On several other pictures took after delivery the name is not noted anymore. (Phoenix-Goodyear (AZ), 27 April 2019, Anton van Ruiten)

## Daytrippin'

### Angola

Registration	Aircraft	Operator	Date
Luanda			4 September 2018
H-64	Mi-8T	FA Popular de Angola	
H-594	Mi-8MT	FA Popular de Angola	
H-601, H-622	Mi-8MTV-1	FA Popular de Angola	
H-613, H-623	Mi-8M	FA Popular de Angola	
PN-126	AS365	Policia Nacional	
T-254	An-32	FA Popular de Angola	
T-315, T-316	An-12BK	FA Popular de Angola	
T-450	Yak-40	FA Popular de Angola	
1x	Il-76	FA Popular de Angola	
CS-DTT	Falcon 7X	Vinair Aeroservicios	
D2-EBP	ERJ145LR	Aerojet	
D2-EEA	DHC-8-400	Angola gvmt	
D2-EPF	Beech B200	Altair	
D2-EPL	Ce680	Socolil	
D2-EQH	EC225LP		
D2-ERQ	Beech 1900D	Servis Air	white
D2-ESN	F27-500RF	SJL	
D2-EUQ	DHC-8-400	Heli Malongo	
D2-EVG	B727-29C	Servis Air	
D2-EVH	DHC-6	ex Sonair	
D2-EVR	Beech 1900D	Sonair	white
D2-EVW	B737-7HB	Sonair	
D2-EWR	Beech 1900D	Sonair	
D2-EWS	B737-7HB	Sonair	
D2-EWW	Beech 1900D	Sonair	
D2-EXR	S-76C		
D2-EZG	S-76C		
D2-EZH	S-76C		
D2-EZP	EC225LP		
D2-FDF	ERJ145LR	Aerojet	
D2-FDR	Let L-410	Air Jet	wfu
D2-FFJ	Beech 1900D	Sonair	
D2-FGI	MD-82	Servisair	
D2-FHK	Do328-300	Air Services Angola	
D2-FVM	DHC-6	Sonair	
D2-FVQ	DHC-6	Sonair	
D2-GES	Ce550		
D2-MAN	B707-321B	Angola Gvmt	
D2-MAY	B707-321B	Angola AF	a/w, n/t
D2-SRA	ERJ145EP	Air26	
D2-SRB	ERJ145EP	Air26	
D2-SRC	ERJ145EP	Air26	

D2-TEE	B777-2M2ER	TAAG Angola Airlines
D2-TEH	B777-3M2ER	TAAG Angola Airlines
N570AM	Lj45	DJI Holdings
P4-BFJ	G-III	Best Fly Worldwide
P4-BFL	G450	

On my way to Namibia for a holiday, the KLM A330 made a scheduled stop at Luanda early in the morning. One couldn't leave the KLM aircraft, but a lot of aircraft can be seen and logged nevertheless. Having said this, probably another thirty or forty aircraft escaped identification. Seating at a window on the correct side when taxiing in and out and having the camera ready yields quite a few numbers and even an occasional decent picture. Not a bad start for a holiday!

Credit: On request withheld

### United States

Registration	Aircraft	Operator	Date
Phoenix-Goodyear (AZ)			27 April 2019
2-AERC	B777-28EER	ex Privilege Style	
(2-EAHE)	A320-214	ex Small Planet Cambodia	
2-S(TRW)	B757-2Q8	ex TACV Cabo Verde	
2-XEAR	B767-352ER	ex EI Al	
B-2057	B777-21BER	ex China Southern	
(B-5272)	B737-790	ex Lucky Air	
C-GIAJ	B757-28AF	Cargojet Airlines	
E7-FBB	A319-112	FlyBosnia	
EC-LNC	B737-4K5	ex AlbaStar	
F-GKHK	A320-211	ex XL Airways France	
F-GSKY	B747-312	ex Corsair	
HL8264	B737-86J	Eastar	
N154UM	A320-214	ex Small Planet Germany	
N176CA	B757-28A	ex National Airlines	
(N241AL)	B757-225SF	ex DHL Middle East	
N277XA	B737-3H4	ex Southwest Airlines	
N292EA	MD-87	Erickson Aero Tanker	
N314ST	B757-225SF	ex DHL Middle East	
N414JC	Ce414	JM Aircraft	
(N451AA)	MD-82	ex American Airlines	
N497SR	A319-111	ex Aruba Airlines	
N505UA	B757-222	ex United Airlines	
N583HA	B767-33AER	ex Hawaiian Airlines	
(N699AN)	B757-223	ex American Airlines	
N737A	B737-7AX	Saudi Aramco	
N743A	B737-7AXC	Saudi Aramco	
N745A	B737-7AXC	Saudi Aramco	
N774XF	A319-111	American ex Frontier	
N777EA	DC-7C	ex Pyramid Oil	

N846AU	B767-383ER	ex Asia Atlantic Airlines
N901AS	B737-33A	ex Air Indus
N910AW	B757-2G7	ex American Airlines
(N939AR)	B777-31H	ex Emirates
N4866U	A319-132	ex Shaheen Air
N4868U	A319-132	ex Shaheen Air
N4869U	A319-132	ex Shaheen Air
N5867U	A319-132	ex Shaheen Air
OE-IBE	B737-8K5	ex Primera Air Nordic
(P4-KCU)	B757-23N	ex Air Astana
PR-AVP	A320-214	Avianca Brasil
PR-AVQ	A320-214	Avianca Brasil
PR-AVR	A320-214	Avianca Brasil
PR-AVU	A320-214	Avianca Brasil
PR-ONJ	A319-115	Avianca Brasil
PR-ONK	A320-214	Avianca Brasil
PR-ONT	A320-214	Avianca Brasil
(VQ-BNU)	B777-2Q8ER	ex Orenair
1x	B737	ex Cayman Airways
2x	B757	ex American Airlines
1x	B767-300	ex United Airlines

Goodyear is a must when visiting the Phoenix area given the local boneyard. Some roads were closed so I couldn't make a proper circle along the fence. Could nevertheless identify 95% of the planes. As always brackets ( ) are used for those parts of the reg that I couldn't read off (or were not present).

Phoenix-Mesa Gateway (AZ) 26 April 2019

59-1000	T-38A	ex USAF as 82/FTW
N2FQ	Falcon 50	FG Aviation
N4CR	BAe125-1A	Maricopa County CCD
N23ND	Beech C90GTi	UND Aerosp. Foundation
N64SV	Ce560 Encore+	
(N118TG)	C-130A	International Air Response
N121TG	C-130A	International Air Response
N241DE	EMB500	
N248NV	A320-214	Allegiant
N249NV	A320-214	Allegiant
N252NV	A320-214	Allegiant
N259NV	A320-214	Allegiant
N261NV	A320-214	Allegiant
N273NV	A320-214	Allegiant
N303CF	A119	Tristate CareFlight
N415FL	Beech 400	Flight Options
N418TY	AS350	
N470NA/40	BAe146-200A	Neptune Aviation Services
N522AX/912	DC-10-10	Tanker Air Carrier
N532FX	CL-300	Flexjet
N551AM	AS350	Native Air Ambulance

N570RP	ERJ145LR	Delta Connection
N650KK	Ce650	RS Air
N650RG	G650	G350 Leasing LLC
N708FL	Ce750	TVPX Aircr. Registration Sv.
N720HW	Ce680	H & W Management
N839AC/160	BAe146-200A	Neptune Aviation Services
N860TX	Ce750	Textron Aviation
N932TX	Ce750	Textron Aviation
N6300F	Beech 200	US Forestry Service
N7176S	G-IV	Journey Aviation
N54315	AS350	Native Air Ambulance

Mesa-Gateway is another unusual field in Phoenix. Some nice birds with the civilian C-130s and firefighting BAe146s/DC10 were the highlights. Cessna (and Embraer) have facilities here, explaining their ramp presence.

Credit: Anton van Ruiten

Phoenix-Mesa Gateway (AZ) 19 May 2019

91-0516	RC-12X	204th MI bn
163615/215	T-45C	TW-2
163656/200	T-45C	TW-2
165634/280	T-45C	TW-2
165635/281	T-45C	TW-2
93-0625/XL	T-1A	86th FTS
91-0089/XL	T-1A	86th FTS

This was spotted on a Sunday morning between 11.00 and 13.00PM. Very nice was the 163656 showing the '100 years US Navy' livery.

Tucson (AZ) 21 May 2019

01-3612/VN	T-6A	8th FTS
07-3891/VN	T-6A	8th FTS
83-1174/AZ	F-16D	195th FS
85-1514/AZ	F-16D	195th FS
89-2012/AZ	F-16C	152nd FS
89-2123/AZ	F-16C	152nd FS
89-2163/AZ	F-16D	152nd FS
90-0708/AZ	F-16C	152nd FS
92-0372	RC-26B	194th FS

22 May 2019

83-1180/AZ	F-16D	195th FS
86-0214/AZ	F-16C	195th FS
86-0292/AZ	F-16C	195th FS
88-0156/AZ	F-16D	152nd FS
88-0173/AZ	F-16D	152nd FS
88-0520/AZ	F-16C	152nd FS
89-2075/AZ	F-16C	152nd FS
89-2117/AZ	F-16C	152nd FS
89-2156/AZ	F-16D	152nd FS



The Beechcraft RC-12 Guardrail is an airborne signals intelligence collection platform and used by the US Army. This RC-12X with serial 91-00516 belongs to the 204th MI Bn and is based at El Paso/Biggs Army Airfield (Fort Bliss) Texas. (Phoenix-Mesa Gateway (AZ), 19 May 2019, Ramon Berk)





In total four T-45 Goshawks were seen by Ramon Berk at Mesa-Gateway when visiting the airport on a Sunday. One of them is 163656 of TAW-2 (19 May 2019)

99-3561/XL	T-6A	434th FTS	53-1304/FU-304	F-86H	ex USAF
J-018/AZ	F-16AM	148th FS	53-0363	KC-97L	ex USAF
J-064/AZ	F-16BM	148th FS	54-612	C-123K	ex USAF
J-210/AZ	F-16BM	148th FS	54-786/SK	F-100C	ex USAF
J-366/AZ	F-16AM	148th FS	55-3130	KC-135A	ex USAF
			57-5803/HI	F-105B	ex USAF
			56-0755/FG-755	F-104A	ex USAF
			62-12537	UH-1B	ex US Army
			62-383/RM	F-105D	ex USAF
			63-7693/FP	F-4C	ex USAF
			63-7746	RF-4C	ex USAF
			41-21487/65	BT-13A	ex US Army
			6550	An-2	ex Polish AF
			67-21465	O-2A	ex USAF
			68-17252	OH-6A	ex US Army
			69-16168	OH-58A	ex US Army
			69-16416	AH-1F	ex US Army
			69-6188/DM	A-7D	ex USAF
			69-0382	RF-4C	ex USAF
			71-1368	YA-9A	ex USAF
			71-0790/EK	A-37B	ex USAF
			47-1595/FS-595	F-84C	ex USAF
			76-0008/ST	F-15A	ex USAF
			68-0245	FB-111A	ex USAF
			58-0513	T-33A	ex USAF
			59-0418	F-101B	ex USAF
			NC13933	YPT-6A	ex US Army
			41-1306/"A1-235"	BT-13A	as Aichi D-3 "Val"
			44-35224	A-26C	ex USAF
			E1076	HAL Gnat	ex Indian AF
			1x	F-16	ex USAF (cockpit)
			51-9432/FS-432	F-84F	ex USAF
			42-20000	P-39Q	ex USAF (composite)
			N140SP	UH-1H	San Bernardino Sherriff
			N475DF	O-2A	US Dept of Agriculture
			N49379	PT-17	ex USAF
			N54301	TG-2	ex USAF
			N63085	L-5 Sentinel	ex US Army
			N7647C	T-28A	ex USAF
			N90DS	P-6E	ex USAF
			N94469	Ce152	ex USAF
			1x	MiG-23BN	ex Iraq AF
			<b>Arrivals/Departures March Air Force base:</b>		
			09-9209	C-17A	62nd AW
			N1013A/013	B767-36NERF	Atlas Air
			N1093A/93A	B767-36NERF	Atlas Air
			N1373A 373	B767-31KERF	Atlas Air
			N3990A	AS350B3	USDHS
			N993SD	AS350B3	Riverside County Sherriff

Tucson is an interesting airport with military aircraft, civil airliners, bizjets and general aviation. The morning wave consisted of about 14 F-16s. They departed between 08.00 and 08.30 and they returned around 10.00 - 10.30. 88-0173 came in with an emergency as the fire brigade was standby near the runway. It made an overshoot before it landed safely. After some checks by the fire brigade, the other aircraft came in.

Credit: Ramon Berk.

March Field museum

28 May 2019

43-15579	VC-47A	ex USAF/California ANG
56-1114	F-102A	ex USAF
57-2316	T-37B	ex USAF
60-0593	T-38A	ex USAF
409	MiG 19S	ex Czechoslovak AF
51360 060	SNJ-4	ex US Navy
22122	C-119G	ex RCAF
1101	MiG-21F-13	ex Czech AF
12473/473	C-60A	ex US Navy
1293	HU-16E	ex USCG
63-13143	UH-1F	ex US Army
154342/ES-04	TA-4J	ex US Navy
157990/100	YF-14A	ex US Navy
1605	Lim-5	ex Polish AF Soviet c/s
69-16168	OH-58A	ex US Army
61-7975	SR-71A	ex USAF
53-2275	B-47E	ex USAF
62-4465	CT-39A	ex USAF
273	MiG-15UTI	ex Polish AF
32789/RR-704	EA-1E	ex US Navy
N6792	H-21B	ex USAF
44-22614/88	P-59A	ex USAAF
N8425H	VC-131A	ex USAF
44-31032	TB-25N	ex USAF
44588	SNB-5	ex US Navy
44-61669/49-Z	B-29A	ex USAF
44-6393	B-17G	ex USAF
42-83011 46-ED 29	PT-19B	ex US Army
148943	HH-34J	ex US Navy
65-0257	C-141B	ex USAF
55-0679	B-52D	ex USAF
52-1949/06	F-89J	ex USAF
52-1519/PQ	EB-57B	ex USAF
52-6218	YU-9A	ex USAF



In the museum at March Field (CA) you can find outside this preserved USAF C-123K with serial 54-0612 still in an outstanding condition. (28 May 2019, Jeep Stoker)

San Bernardino (CA)

28 May 2019

A6-LRA	B777-237LR	Etihad Airways
HS-TEB	A330-321	Thai
N106VP	Ce560	Vair Jets Partners
N222LF	Bell 222UT	C J Systems Av Group
N403MA	Bell 222U	Mercy Air Service
N404EM	Bell 222UT	Air Methods
N431MA	Bell 222U	Air Methods
N5039M	Beech C24R	SBFB
N515CY	Lj55	FX Aviation Capital
1x	B727	Delta Airlines (forward fus.)
N689UA	DHC-8-Q402	Unical
N7873S	Bell 206B	Palm Springs Aviation
N869AA	B727-223	San Bernardino FB
N961V	G-IV	Wilmington Trust
PR-GIV	B737-86N	Unical

Ontario (CA)

28 May 2019

1x	B727	
N125TH	Ce750	Cessna 750
N602LP	Falcon 2000	Leslie's Poolmart
N860BA	Falcon 50	Cinco Air Charter
N868DS	G-IIB	World Jet

Right opposite the runway of March Air Force base is March Field Air Museum. A great museum with more than 75 air-

craft on display. To get to this museum from the LA area is easy. Highways 60 or 91 eastbound will lead to the junction for the interstate road 215. A few miles down this busy road, the air force base is on the left and the museum is situated at the junction of Van Buren road - 173. Parking is easy, next door to the museum and is free. The admission to the museum is 10 USD. Apart from the great variety of planes, there are stands available to sit or stand on, to have a good view over the air force base and planes arriving or taking off can be photographed easily.

Other interesting places to visit are San Bernardino Airport, Riverside Municipal airport, Ontario International Airport and of course Chino Airport. The 215 north bound will lead to San Bernardino Airport. A ghost airport that has no commercial flights and is mainly taken over by Unical. Stored aircraft everywhere and impressive to see. Ontario has lots of International flights, however it is difficult to take pictures. 'No trespassing' boards everywhere and cops on patrol around the airport. At the business jet center, near the old ATC tower photos can be taken but be cautious; rich and famous do not like it... unless you are from People magazine.

Credit: Jeep Stoker.



Since August 2013 the registration N869AA was cancelled for this Boeing 727. Built in 1977 the aircraft flew his total career for American Airlines and was withdrawn from use on 1 March 2002 and stored at San Bernardino (CA). (28 May 2019, Jeep Stoker)

# Dutch Heliday 2019

Gert Jan Mentink



Airbus Helicopter (Eurocopter) AS350B3 N353CE has a, what you call, low-viz registration: the open font lettering can be seen immediately below the main rotorhead. Although it is registered to the Atlantic Bridge Group in the USA, the owner/pilot is Dutch. The name of his firm can have some connection with the fact that he seems to have crossed the Atlantic in N353CE a few years ago. (which is a truly daring undertaking in a single engined helicopter! After a trip in the USA the AS350 was shipped back to the Netherlands. (Stroe, 3 August 2019, Gert Jan Mentink)

Located at Stroe Heliport in the Veluwe area, the second Dutch Heliday was held on 3 August. It is six years ago since the first edition of the meeting took place. Almost two dozen of private (and one military) helicopters gathered for this event at the small private heliport. The Heliday was organised by the JHP, the Joint Helicopter Pilots, an association of helicopter pilots in the Netherlands. A variety of Robinsons, and Airbus Helicopter AS350s and EC120s could be seen, next to Royal Netherlands Air Force Cougar S-454, German Hughes 369E D-HIKE, Heli Hollands EC155 PH-SHO in its new livery and Bolkow Bo105 PH-RWY. After the arrival of the visiting helicopters in the period between 11:00 and 13:00, spectators were allowed to come close and inspect them all from near by (and without fences). The meeting was combined with a harvest festivity, including a lot of tractors and agricultural equipment.

S-454	AS532U2	300sq	
D-HGVB	R44	HeliFlight	
D-HIKE	H369E	Luftbild	(0148E)
D-HKLE	EC120B	Fleuren	(1107)

N353CE	AS350B3	
OE-XJV	R44	Helispot
PH-4P8	Cavalon	
PH-ENK	R44	Bear Helicopters
PH-HCE	R66	HeliCentre
PH-HCF	Guimbal G2	HeliCentre
PH-HGB	R44	HeliAir
PH-ITI	AS350B3	HeliAir
PH-KGJ	EC120B	HeliFlight
PH-KTM	R44	Eric Richter Heliservice
PH-LPH	EC120B	Leeuw
PH-RBC	EC120B	HeliAir
PH-RWY	Bo105	Rotor & Wings
PH-SHO	EC155B1	Heli Holland Holding
PH-ULK	AS355N	HeliAir
PH-UNN	EC120B	HeliCentre (1310)
PH-WIK	AS350	HeliAir
PH-WRW	EC120B	Heli Holland Holding
	static only:	
	A-275	SE3160



Another Airbus Helicopter type present was this EC155B1, PH-SHO, owned by Heli Holland Offshore. It was delivered to CHC Helicopters on 11 July 2006, but sold to its present owner ten years later, in November 2016. Until recently PH-SHO retained its colourful CHC livery, but it could now be admired in an adjusted scheme where the CHC white and blue have been painted over in grey. (Stroe, 3 August 2019, Gert Jan Mentink)

# The Mi-25 in Peru

Los Dragones del Aire



Jorge Merino  
Erwin van Dijkman

*The Mi-25 is still well liked after more than 35 years of service. The remaining fleet numbers only about eight nowadays, but they are a welcome sight and nearly always perform at the various festivities of the Fuerza Aérea del Perú. Seen here is 694 being put through its paces by Captain Giancarlo Schenone, the son of Colonel Marco Schenone who lost his life in Mi-24D 646 during the Cénepa conflict in 1995. (Costa Verde, 3 February 2019, MinDef/Luis Enrique Saldaña Alvarado)*

For decades, the Peruvian Air Force was the sole South American operator of the Mi-25. Recently, research revealed many new details on the individual airframes so we decided to pay homage to the Peruvian sharks of the air.

## Acquisition and service entry

It all started in 1981. Tensions with neighbouring Ecuador were at a peak and Peru required a rapid deployable platform that could provide firepower as well as ground support and assault capabilities in the border area. Not many options of that kind were available, either technical or political, so the Soviet Mil Mi-24D was the only viable option. The contract was for fourteen Mi-25, the export name for the Mi-24D, and also included the AT-2 Swatter C anti-armour rockets.

In 1982, the Peruvian pilots were trained on the new helicopters. The Mi-25s itself rolled off the Rostvertol production line at Rostov-on-Don between 1983 and 1985 and were delivered from the factory. These were painted in a two tone brown/tan colour scheme with huge shark mouth markings, hence the nickname. Operating unit was Escuadrón Aéreo No.211 of the Grupo Aéreo No.2 based at Mayor FAP Guillermo Protset del Castillo Airport, Vitor near Arequipa. Nowadays, this base is named after BA Coronel FAP Marco Schenone Oliva who lost his life on 7 February 1995 flying Mi-25 646 during the Cénepa conflict.

However, although the Cénepa conflict may be well-known, most of its operational life the Mi-25 has spent combating or - scaring off - insurgents, drug-traffickers or terrorists. In the eighties the Shining Path (*Sendero Luminoso*) movement was quite active and the Mi-25 were forward deployed to the jungle area to instil fear and prevent them from spreading their power-base and keep them from attacking villages.

In 1992, seven more Mi-25s were obtained from Nicaragua. The conflict between the Soviet-backed Sandinist government and US-backed Contra rebels had ended. Part of the peace-process was disarmament and so the Mi-25s became redundant. While originally Nicaragua was to get factory fresh Mi-25s just like Peru, the onset of the Contra attacks necessitated more aircraft, quicker and cheaper. After the six new ones, we have strong indications that the remaining 22 were taken straight from Soviet stocks to help the Sandinist government combat the rebels. As you can see in the table below, the known former Nicaraguan construction numbers indicate that a motley collection of airframes was operated by the *Fuerza Aérea Sandinista* (FAS).



## The Cénepa conflict

When Ecuador crossed the border with Peru a couple of times from 11 January 1995 onward, one of the most tenacious battles South America ensued. Hostilities started on 26 January 1995, in a very difficult jungle environment. Aerial assets played a major role in this, both sides fielding combat aircraft and helicopters. Air-to-air battles occurred with wins and losses on both sides, air-to-ground attacks took place, and also various attempts to shoot down each other's aircraft from the ground.

The Mi-25 was swiftly deployed, with 646 and 653 arriving on scene 27 January. Four more followed, 647, 650, 693 and 695, and they were important in combined operations against ground targets with the Mi-8s, (counter-)attacking the Ecuadorian ground troops and keeping them at bay. Mostly the Mi-25s used unguided 57mm rockets and podded GSh-23 guns. That was more appropriate against the semi-soft targets, not much tank-killing in the jungle.

Sadly, Mi-24D 646 (call sign 'Chalán 2') was fatally hit by an Ecuadorian Igla-1E Surface-to-Air missile (SAM) on 7 February during a mission with two other Mi-25s 'Chalán 1' piloted by mission leader Commander César Sebastiani, and 'Chalán 3'. While attacking the heavily defended Ecuadorian positions at Coangos, it had already been taking hits from anti-aircraft guns but kept firing its own rockets when it got hit by the SAM missiles. Some reports say he was too close to the target to escape in time, others state the pilot kept firing to make sure the target was destroyed. All three on board sadly perished, Colonel Marco Antonio Schenone Oliva, Captain Raúl Vera Collahuazo and, NCO Erick Díaz Cabrel. They are still being honoured today as heroes of the *Fuerza Aérea del Perú*, also signified by Grupo 2's home base being named after the pilot in command of Mi-24D 646.

### Current situation

Every decade since the arrival of the Mi-25 has certainly seen its own problems facing FAP. Apart from economic recessions, the ongoing cocaine production in the jungle valleys of the rivers Apurímac, Ene and Mantaro (*Valle de los Ríos Apurímac, Ene y Mantaro* (VRAEM)), necessitates a constant presence. Even with the deployment of Peruvian Army and Air Force helicopters to this area, operating mainly out of Mazamari, but also deployed to Pichari and San Ramón, its problems are persistent.

Although the wealth and welfare of the average Peruvian has increased, there is still too much money to be made by planting coca. Also, remnants of the *Sendero Luminoso* are still active with attacks against government a constant threat. The government is trying to pacify this area, helicopters play a pivotal role in that too. Little is known about the deployment and missions undertaken there by the Mi-25, and the two newly acquired Mi-35P in 2011.

Obviously, the Mi-25 fleet has gradually diminished in size as it is now in its fourth decade of service. Apart from the 646, 1995 saw two more being lost. On 22 August 1995, 647 and 695 collided in mid-air near La Joya. Before the Cénepa conflict, two more crashes had occurred. One on 19 July 1989 with 655 and one on 3 September 1993 involving 696. Also, of the seven second hand Nicaraguan aircraft, one was never put into active use but rather was used for spares. By 2002, eleven of the original batch and three of the former Nicaraguans were potentially usable but the fleet was temporarily withdrawn. In 2008 only four were operable, 648, 656, 659, 699 and that triggered a program to refurbish them and also acquire a couple additional airframes to have enough aircraft to be used operationally. In 2012, six aircraft were sent to the 810 Aircraft Repair Plant in Chita, Russia for deep maintenance. The first two that returned were painted in a brown and tan scheme, the four others in a tan and dark green scheme that was quickly changed into the current two tone dark green and grey colour scheme.

On 22 July 2010, two Mi-35P were ordered as part of a larger strengthening program that also included three Mi-171Sh helicopters for Grupo 3. The twin-barrelled behemoths arrived at Lima in April 2011 in a bright green, olive and tan colour scheme. That was changed a couple of years later to a more subdued and business-like tactical green/green/grey scheme that is the current standard. At any one time around eight are maintained in active service with *Escuadrón Aéreo 211*. Although toned-down in colour, they still wear their shark mouths with pride after more than 35 years of active service. ¡*Viva los Dragones del Aire!*



Mi-25 694 with Mi-25U (Mi-24DU) 698, a bit odd looking subtype without a gun, hot on its heels during an aerial display. Both feature the new toned down green/green/grey colour scheme but retain their trademark shark mouths; giving the another nickname, *Los Tiburones del Aire* (airborne sharks). Home base of *Escuadrón Aéreo 211* is Vitor. (Las Palmas, 22 July 2015, MinDef/Luis Enrique Saldaña Alvarado)



Just before turning green/grey, the first two freshly maintained Mi-25s were shortly clad in desert camo again. (Lima, 19 July 2012, Bryan Luna)

#### Aircraft overview

Serial:	Subtype:	Construction nr.:	Unit/Location:	First noted:	Last noted:	Status:	Previous id:	Remark:
645	Mi-24D	<b>04115</b>	Vitor	1992	aug19	std	NIC	new gn/gy/gy c/s Manufactured 1976, delivered to Nicaragua as ..., delivered 1992 to Escuadrón Aéreo 211, Grupo 2, Vitor jul03, stored Vitor 02aug19.
646	Mi-24D	<b>04251</b>	Esc211/Grupo 2	1992	07feb95	w/o	NIC	w/o 07feb95 Manufactured 1977, delivered to Nicaragua as ..., delivered 1992 to Escuadrón Aéreo 211, Grupo 2, written off 07 February 1995 shot down by Iglá-1E SAM by Ecuadorian forces at Base Sur, Cénepa Valley, Colonel Marco Antonio Schenone Oliva, Captain Raúl Vera Collahuazo and, NCO Erick Díaz Cabrel all killed in action.
647	Mi-25 (Mi-24D)	<b>410440</b>	Esc211/Grupo 2	1992	22aug95	w/o	NIC 337	w/o 22aug95 Manufactured 19jun84, delivered to Nicaragua as 337, delivered 1992 to Escuadrón Aéreo 211, Grupo 2, written off 22 August 1995 mid-air with 695.
648	Mi-25 (Mi-24D)	<b>410454</b>	Esc211/Grupo 2	1992	nov15	act	NIC 339	new gn/gy/gy c/s Manufactured 20sep84, delivered to Nicaragua as 339, delivered 1992 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, insured apr08, aug08, on overhaul at 810 ARZ, Chita, Russia may11-20sep12, insured nov12, photograph at San Ramon apr13, jul13, insured feb14, insured nov15 <b>active</b> .
650	Mi-25 (Mi-24D)	<b>410455</b>	Esc211/Grupo 2	1992	nov15	act	NIC 340	new gn/gy/gy c/s Manufactured 20sep84, delivered to Nicaragua as 340, delivered 1992 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, on overhaul at 810 ARZ, Chita, Russia may11-20sep12, insured nov12, insured feb14, insured nov15, <b>active</b> .
651	Mi-25 (Mi-24D)	<b>477260</b>	Vitor	19feb83	aug19	std		old c/s Manufactured 19feb83, line number <b>47-04</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor jul03, stored Vitor 02aug19.
652	Mi-24D	<b>M340144</b>	Vitor	1992	apr19	pres	NIC	new gn/gy/gy c/s Manufactured 28jan81, delivered to Nicaragua as ..., delivered 1992 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, preserved Vitor, inside gate apr19.
653	Mi-25 (Mi-24D)	<b>477261</b>	Esc211/Grupo 2	19feb83	nov15	act		new gn/gy/gy c/s Manufactured 19feb83, line number <b>47-05</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, (existence of '663' reported 1995 Cénepa conflict, likely this one) Vitor jul03, tender for paint job oct12, insured nov12, Vitor 11aug13, insured feb14, insured nov15, <b>active</b> .
654	Mi-24D	<b>13207</b>	Vitor	1992	aug19	std	NIC 356	old c/s Manufactured 1976, delivered to Nicaragua as 356, delivered 1992 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, stored Vitor 02aug19.

655	Mi-25 (Mi-24D)	<b>477262</b>	Esc211/Grupo 2	18feb83	19jul89	w/o	w/o 19jul89
Manufactured 18feb83, line number <b>47-06</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor written off 19 July 1989 Porculla, Captain Juan Rivas Oviedo, Ensign Luis Rengifo Flores and NCO Ernesto Gutiérrez Chumacero, all killed in the accident.							
656	Mi-25 (Mi-24D)	<b>477263</b>	Vitor	04mar83	aug19	std	old c/s
Manufactured 04mar83, line number <b>47-07</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, insured apr08, Vitor 16-17oct10, Las Palmas 23jul11, not insured feb14, stored Vitor 02aug19.							
657	Mi-25 (Mi-24D)	<b>477264</b>	Vitor	10mar83	aug19	std	old c/s
Manufactured 10mar83, line number <b>47-08</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, stored Vitor 02aug19.							
658	Mi-25 (Mi-24D)	<b>477265</b>	Vitor	04mar83	aug19	std	old c/s
Manufactured 04mar83, line number <b>47-09</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor jul03, stored Vitor 02aug19.							
659	Mi-25 (Mi-24D)	<b>477266</b>	Vitor	10mar83	aug19	std	old c/s
Manufactured 10mar83, line number <b>47-10</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, insured apr08, not insured feb14, stored Vitor 02aug19.							
693	Mi-25 (Mi-24D)	<b>477267</b>	Vitor	10mar83	aug19	std	old c/s
Manufactured 10mar83, line number <b>48-01</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, not insured feb14, stored Vitor 02aug19.							
694	Mi-25 (Mi-24D)	<b>477268</b>	Esc211/Grupo 2	10mar83	feb19	act	new gn/gn/gy c/s
Manufactured 10mar83, line number <b>48-02</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, photo being loaded into An-124 RA-82044 for overhaul, 23may11, Las Palmas 23jul12, tender for paint job oct12, insured nov12, toned down green/green/grey colour scheme, insured feb14, Lima 22,29jul15, on overhaul Vitor 19nov15, 14oct16, Las Palmas 23jul17, Festival Aéreo deportivo Lima beachfront 18mar18, Las Palmas 14dec18, Costa Verde 03feb19, <b>active</b> .							
695 (1)	Mi-25 (Mi-24D)	<b>477470</b>	Esc211/Grupo 2	24jan85	22aug95	w/o	w/o 22aug95
Manufactured 24jan85, line number <b>58-09</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, written off 22 August 1995 mid-air with 647.							
695 (2)	Mi-35P	<b>070390</b>	Vitor	mar11	aug19	std	new gn/gy/gy c/s
Manufactured 2011, line number <b>09-01</b> , Rostov-on-Don 28mar11, delivered to Escuadrón Aéreo 211, Grupo 2, Lima 23jul11, insured nov12, Vitor 11aug13, insured feb14, insured nov15, Cusco 02jan18, stored Vitor 02aug19.							
696 (1)	Mi-25 (Mi-24D)	<b>477471</b>	Esc211/Grupo 2	1985	03sep93	w/o	w/o 03sep93
Manufactured 1985 (erroneously listed as 26jun89), line number 58-10, delivered 1985 to Escuadrón Aéreo 211, Grupo 2, written off 03 September 1993 Talara.							
696 (2)	Mi-35P	<b>070391</b>	Esc211/Grupo 2	mar11	jul17	act	new gn/gy/gy c/s
Manufactured 2011, line number <b>09-02</b> , Rostov-on-Don 28mar11, delivered to Escuadrón Aéreo 211, Grupo 2, Lima 19apr11, insured nov12, insured feb14, Las Palmas 16,20apr14, insured nov15, Las Palmas 20,23jul17, <b>active</b> .							
697	Mi-25 (Mi-24D)	<b>477472</b>	Esc211/Grupo 2	1985	nov15	act	new gn/gy/gy c/s
Manufactured 1985 (erroneously listed as 26jun89), line number <b>59-01</b> , delivered 1985 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, on overhaul at 810 ARZ, Chita, Russia may11-20sep12, insured nov12, Facebook photo apr13, insured feb14, Las Palmas 16-22apr14, 11dec14, insured nov15, <b>active</b> .							
698	Mi-25U (Mi-24DU)	<b>477258</b>	Esc211/Grupo 2	24feb83	jul17	act	new gn/gy/gy c/s
Manufactured 24feb83, line number <b>47-02</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor mar02, jul03, on overhaul at 810 ARZ, Chita, Russia may11-20sep12, insured nov12, insured feb14, Las Palmas 11-16dec14, insured nov15, on overhaul Vitor 19nov15, 26jun16, photo Facebook nov16, Las Palmas 23jul17, <b>active</b> .							
699	Mi-25U (Mi-24DU)	<b>477259</b>	Vitor	24feb83	aug19	std	old c/s
Manufactured 24feb83, line number <b>47-03</b> , delivered 1983 to Escuadrón Aéreo 211, Grupo 2, Vitor jul03, insured apr08, not insured feb14, stored Vitor 02aug19.							



The current active fleet is between seven and nine aircraft at any given time. Usually, one is awaiting maintenance, a couple receive minor overhaul, some are forward deployed while others are used for training at Vitor. This way, Grupo 2 can continue operations with a mix of all subtypes ever received. Seen here is one of the two Mi-35Ps, 695, in storage awaiting overhaul. (Vitor, 2 August 2019, Oscar Ardiles)

# The 421st FS goes "Spang"

Manolito Jaarsma



Robert Flinzner was one of our subscribers who responded to our call for more photos in the latest Scramble magazine. He decided to visit Spangdahlem AB on 23 July, despite the very warm weather conditions. It resulted in this nice shot of F-35A 15-5183 during a take off into a clear blue sky

## Introduction

By the time you read this, Hill AFB will have seen the necessary maintenance of its platforms completed. During these activities the squadrons that are normally based here, 4th FS, 34th FS and 421st FS, were deployed at various locations: 4th FS was deployed to the United Arab Emirates, the 34th FS remained in the USA (Mountain Home AFB (ID) and the 421st EFS was deployed to Europe. This article, made available to us by author Manolito Jaarsma, explains the whereabouts of the 421st FS during its deployment to our part of the globe:

## Theater Security Package

The commander of the United States Air Forces in Europe & Africa can request additional squadrons to be deployed to augment his training and/or security needs. From 2015 a Theater Security Package (TSP) is sent to Europe under the umbrella of Operation Atlantic Resolve (OAR). OAR is funded by the European Reassurance Initiative (ERI) which came into effect after a visit by President Barack Obama to Poland in June 2014. A normal TSP deployment lasts six months and from the start until 2018 these consisted of a mix of two Air National Guard F-15C Eagle squadrons. Designated Expeditionary Fighter Squadron (EFS) and adopting the squadron number of the lead squadron twelve aircraft arrived in Europe for their TSP assignment. In this period the aircraft arrived at Leeuwarden Air Base to participate in the Royal Netherlands Air Force fighter exercise Frisian Flag. After the two-week exercise period (March/April) the fighters, support personnel and equipment moved to Bulgaria or Romania. In 2019 the ANG sent one of its F-16C Fighting Falcon squadrons directly to Romania. Based on requirements more squadrons can be deployed and this resulted in short deployments by F-22A Raptor squadrons and the first deployment of the F-35A Lightning II. The 388th Fighter Wing and its classic associate Air Force Reserve Command 419th Fighter Wing sent eight of their aircraft to RAF Lakenheath from 15 April until 7 May 2017. During their stay the aircraft visited other countries and conducted training from the base

with other nations.

Classic associate wing: since 2007 the collocated Air Force Reserve Command 419th FW began flying together with the 388th FW in a Total Force Integration initiative capitalizing the strengths of both active duty and reserve forces. As a result the wing and its sole squadron 466th FS "Diamondbacks" lost its own aircraft. From September 2017 the wing and its personnel started operating the F-35A.

## 388th Fighter Wing, 421st Fighter Squadron "Black Widows"

The 388th Fighter Wing based at Hill AFB (UT) became the first operational wing within the USAF Air Combat Command to operate the Lockheed Martin F-35A Lightning II. It is the first of 78 assigned aircraft landed at the base in October 2015. Assigned to 388th FW are three squadrons: 4th FS "Fightin' Fuujins", 34th FS "Rams" and 421st FS "Black Widows". Lightning's are delivered in squadron order. 421st FS received its first aircraft on 12 December 2018. By mid June 2019 the squadron received half of its 24 assigned aircraft and should be on full strength by the end of December 2019. The lineage of the squadron dates back to 30 April 1943. It stood up as the 421st Night Fighter Squadron. From 20 February 1947 until 12 April 1962 the "Black Widows" were deactivated. On 1 November 1991 they received their current designation. In 2018 the squadron ceased flying the F-16C and started its transition to the F-35A. Currently 421st FS is commanded by Lt. Col. Richard Orzechowski who accepted command in May 2018. The colonel transitioned to the Lightning II at the 61st FS, 56th FW at Luke AFB, Arizona from May until September 2016. Prior to his current assignment he served as the Chief of Wing Safety (October 2016 – June 2017) and F-35A Flight Examiner and Director of Operations of 34th FS (June 2017 – May 2018).

## Black Widows in Europe

Although not on its full strength the 421st FS received its notification to deploy to Europe somewhere during the first



months of 2019. They then started to prepare for its journey to Europe supported by the 388th Maintenance Group. In order to deploy twelve fighters they borrowed aircraft from their colleagues of 4th FS. The 388th MG is commanded by Colonel Michael T. Miles. His team is responsible for preparing all items for shipment for equipment and spare parts to the deployed locations. Also the personal belongings of deployed airmen are transported by the group. The 421st EFS arrived at Aviano Air Base, Italy on 23 May. The base hosted exercise Astral Knight 2019 which saw USAF F-16s, KC-10A, KC-135R and E-3 AWACS operating from Aviano and bases in Germany. The other participants (Croatian Air Force Mig-21's and Italian Air Force F-35As, EF-2000s) operated from their home bases. Furthermore, the USN provided an Arleigh Burke class destroyer and the USAR a Patriot surface-to-air missile system. During the exercise the squadron flew integrated Air and Missile defensive mission also known as Defensive counter air (DCA), protecting the coastline from both cruise missiles attacks as well as aircraft. Furthermore mission planning and execution was trained. Whereas the F-35A uses its data link to communicate with other (F-35) aircraft with the older generation aircraft radio communication was important to execute the mission plan in the most effective way as possible.

### On to "Spang"

After completing "Astral Knight" the squadron relocated to Spangdahlem Air Base in Germany. Here the resident 52nd FW hosted the 421st for the duration of their deployment in Europe. From here the squadron trained together with air forces. Occasionally aircraft were sent to other locations. In Finland the Turku air show was visited. The Finnish Air Force has a requirement to replace its current F/A-18C/D Hornet with the F-35A being a candidate. The aircraft continued to Norway where a mission was flown with the Norwegian Air Force F-35As. One aircraft was sent to the Paris Air Show at Le Bourget and two aircraft visited the tactical Leadership Programme at Albacete AB, Spain.

Another four aircraft of the 388th FW arrived at Spangdahlem. 34th FS was assigned to fly its F-35As from Payerne for the Swiss project AIR 2030. The Swiss government runs the project to select a new fighter for its Air Force. The Lightning

II competes with the Eurofighter (EF2000/Typhoon), F/A-18F Super Hornet and Rafale for the contract. 421st FS took care of aircraft maintenance while the jets were waiting for their tanker support to return to the USA.

### Taking care of supplies

During its deployment the squadron relies on the supply chain. It arrived in Europe working with the deployable spare package. This means that some parts will reach their life limit or will encounter some sort of malfunction. That will set the supply chain and its communication process in motion. It plays an important part in the ongoing development of the F-35 as it identifies the supply chain itself as well as its communication structure. The F-35 Joint Program Office, Lockheed Martin and USAF supply system work together to prioritise and actually transfer these parts. It is a learning process which benefits future operations. Another important item is sharing the lesson learned with other F-35 operators. The Lightnings are now coming online with several air arms and the squadron tries to share the lessons learned and best practices with as many other operators as possible.

### Hill AFB

Currently Hill AFB is undergoing maintenance. All its three squadrons are deployed. 4th FS is deployed to U.S. Air Force Central Command theatre of operations at Al Dhafra Air Base in the United Arab Emirates, while the 34th FS conducts its operations from Mountain Home AFB, Idaho and the 421st EFS in Europe. Both 34th FS and 421st EFS will return to Hill AFB from sometime in late July or early August. Their colleagues of the 4th EFS will return to Hill AFB at the end of their deployment rotation.

Until its return to the USA the 421st EFS will continue to operate from Spangdahlem AB and looked forward to the training opportunity. "We worked to share the F-35 with as many people as possible and it is a really great way to educate people and share our wonderful squadron" Lt. Col Orzechowski said during the media day.

The author would like to thank Col. Miles and Lt. Col. Orzechowski as well as the 52nd FW PAO staff for their hospitality and time.



Seen while taxiing away for its next sortie from Spangdahlem AB is this 421st FS F-35A with serial 17-5239. This Lightning II is one of the newest aircraft in its squadron. It made its first flight from the Lockheed plant in Fort Worth on 7 January 2019. It was photographed by the author of this article on 18 June 2019.

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**Scramble Magazine:**  
**ISSN 0927-3417**

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More than 300 J-10s are currently in the inventory of the People's Liberation Army Air Force (PLAAF). One of them is J-10A 61599 of the 8th Brigade, normally based at Changxing and now seen during landing at Ryazan. (1 August 2019, Alex Snow)



China sent a sizeable fleet to the Aviadarts 2019 exercise in Ryazan. Next to H-6K 41171, also J-10s, JH-7s, Mi-171s and Y-9s participated in this year's edition.



One of the latest manufactured JH-7As were sent to Aviadarts 2019. JH-7A 73270 is one of them and seen during landing. (Ryazan, 1 August 2019, Alex Snow)



*ProCharter is Zambia's largest air charter company. With a fleet existing of ten different aircraft types they can offer various types of flight. With the Cessna 208 for instance they fly to bush airstrips. 9J-PCR was seen at Kapamba Airstrip. (all pictures this page 20 July 2019, Werner Fischdick)*



*Another charter company in Zambia for bush flights is Sky Trails. They also have different aircraft types in their fleet like this Chieftain. On the same airstrip as above PA-31 9J-AGE was seen.*



*Almost 3,000 Skymasters were built between 1963 and 1982. One of them is Cessna 337 9J-MES flying for Sky Trails and also seen at Kapamba Airstrip.*