

**490**  
March 2020

# Scramble



*Pacific Eagles in Hawaii*

DUTCH AVIATION SOCIETY



A more and more a common sight is the NEO version of the Airbus A320. CS-TVF of TAP Air Portugal is painted in the Star Alliance colour scheme. At this moment they have already seven NEOs in their fleet and one on order. (Amsterdam-Schiphol, 5 February 2020, Robert Eikelenboom)



Chengdu Airlines was founded in 2004 as United Eagle Airlines and is a subsidiary of Sichuan Airlines. They are flying with the basic -200 version of the A320 which are also still being delivered like this D-AUBP. On 2 January it was delivered as B-30DX (Hamburg Finkenwerder, 30 December 2019, Robert Eikelenboom)



For Indian low-cost carrier IndiGo the counter is on 97 delivered A320Neos and still ten to go. With factory registration D-AUBF this A320 was seen on 30 December at Hamburg Finkenwerder. One day later it was delivered as VT-IJV to India.

## Editorial

This month's Scramble has 104 pages full of aviation related information. Apart from Show reports, all sections are accounted for. The Military News and Updates section is even a bumper section this month, with no less than 33 pages.

We have one article this month; "Pacific Eagles in Hawaii". Our US editor Rob van Disseldorp visited the United States Marines Corps unit MAG-24 at MCAS Kaneohe Bay (HI). This marine Aircraft Group controls two MV-22B Osprey squadrons, one CH-53E Sea Stallion squadron, one Venom/Viper squadron and one RQ-21 squadron.

With the Corona virus outbreak we hope that aviation events, especially the ones that attract a lot of people, will not be disrupted too much. Of course your health is much more important than missing an aviation event.

Have a close look at <https://www.scramble.nl/shop> and Social media for the new publications to be published this year. We are nearing completion of Scramble World Airline Fleet (SWAF) 2020, Scramble Military Transports (SMT) 2020 and Scramble Military Serials (SMS) Europe 2020.

With close to 100 editions of Scramble Magazine digitally available by now, we have decided to reduce the sales price of old copies considerably. The older the better! Please check <https://pocketmags.com/scramble-magazine/issues>.

## Important dates

Scramble 491  
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## Cover Photo



HU.27 is the Spanish designation for the Eurocopter AS532AL. Serial HU.27-03 with code ET-670 is a rescue helicopter and part of Batallón de Helicópteros de Emergencia II (BHELEME II) of the Spanish Army Aviation at Valencia/Bétera. Special high color markings enhance the visibility of this helicopter. (4 February 2020, Bart Stringa)

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## Scramble Shop

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Please check [www.scramble.nl/shop.htm](http://www.scramble.nl/shop.htm) for ordering from outside the Netherlands. We offer PayPal and credit card services. Check our website for details on prices for subscribers and non-subscribers.

<b>Scramble World Airline Fleets 2019</b>	<b>243</b> pages
<b>Scramble F-16 Fighting Falcon - 6th edition</b>	<b>244</b> pages
<b>SMS Europe 2019</b>	<b>139</b> pages
<b>SMS North America 2019-2020</b>	<b>183</b> pages
<b>Scramble Military Transports 2017</b>	<b>87</b> pages

# Movements Netherlands



Etihad Airways launched a series of bespoke aircraft liveries in 2019 paying tribute to ADNOC's (Abu Dhabi National Oil Company) international trading markets, industry partners and destinations served by the airline. B787 A6-BLT sports the 'Choose Italy' colours. (Amsterdam - Schiphol, 27 Jan 2020, Robert Eikelenboom)

## Amsterdam - Schiphol

January 2020			
01. B-30CW	A350-941	China Eastern	f/v CES771/2
D-CAGA	EMB505	Luxaviation Germany	LXG55GA
D-CASH	EMB505	Air Hamburg	03 AHO228Z/273C
D-CMMP	EMB505	Luxaviation Germany	dep LXG55MP
D-IAKN	Ce525A	Star Wings	02 STQ111
EC-MUA	B777-212ER	Privilege Style	dep SLM993
G-FXCR	Beech 400A	FlairJet	dep FLJ51
G-TULI	EMB550	Centreline Aviation	CLF665/854
OK-RLV	G280	Avcon Jet	dep
SE-ROI	A320-251N	Scandinavian	f/v SAS553/4
SE-RRV	B737-8JP	Norwegian	f/v NAX1258/9
02. 9H-VCE	CL-350	VistaJet Malta	dep VJT474
CS-TKT	B767-36NER	euroAtlantic (a/w)	03 TFL092P/575
D-INOB	Ce525A	Atlas Air Service	ATL3Z
EC-MUA	B777-212ER	Privilege Style	03 SLM994/3
LX-MIA	ERJ135BJ	Global Jet Lux.	03 SLVW47MA
PK-GHF	A330-941	Garuda Indonesia	f/v GIA088/9
03. 9H-VJZ	Global 6000	VistaJet Malta	VJT981
CS-TKT	B767-36NER	Euro Atl. Aw (a/w)	06 TFL576/091P
D-IBCT	Ce525A	Aero	
D-IHKW	Ce525	ProAir	
G-SWRD	B737-3L9	T2 Aviation	04 BRO21P/21
LX-RSQ	Lj45XR	Luxemb. Air Amb.	04 LRQ003C/005E
M-ILLA	Beech 400XP	Sunshine Aviation	07
N44CE	G-IV	Global Air Charters	GJE1021
OK-HWL	BAe125-900XP	CTR Group	
OM-GEX	B737-8AS	Air Explore (a/w)	TVF4010/1
PH-WIS	Ce525C	KNSF Vastgoed	f/v
SE-RRR	B737-8JP	Norwegian	f/v NAX1258/9
04. 9H-JLK	Falcon 7X	TAG Aviation Malta	08 TEU11
9H-VFH	CL-605	VistaJet Malta	VJT534
D-BERT	Falcon 2000LX	Bertelsmann	06 BFD65H
D-BHLM	Falcon 2000S	DC Aviation	f/v 07 DCS401
EC-MUA	B777-212ER	Privilege Style	SLM994/3
G-HCSA	Ce525A	Bookajet	dep BOO125
G-HCSA	Ce525A	Bookajet	17 BOO125/102
JY-BAF	B787-8	Royal Jordanian	RJA151/2
SU-GDU	A330-343E	Egypt Air	MSR757/8
TC-LSO	A321-271NX	Turkish Airlines	f/v THY1961/2
05. D-BFIL	EMB545	Atlas Air Service	ATL8F
D-CEIS	Ce680	Eisele Flugdienst	06 EFD6S
D-CMMP	EMB505	Luxaviation Germany	07 LXG55MP
D-IHKW	Ce525	ProAir	
EC-MUA	B777-212ER	Privilege Style	SLM994/3
G-KLNV	Ce510	Saxonair	SXN51D
LX-VMF	Ce560XL	Luxaviation	dep LXA15P
LX-VMF	Ce560XL	Luxaviation	16 LXA15P
M-OBIL	Ce525C	Ulla Popken Fashion	
OK-KKF	G550	Grossman Jet Service	06 GSJ7W
OK-PHM	EMB505	CTR Group	
OY-INV	CL-604	FlexFlight	f/v FXT605
OY-JZK			
SE-RIZ			
SU-GDU			
06. D-BERT	Falcon 2000LX		
D-IAAT	EMB500		
D-INOB	Ce525A		
EC-MUA	B777-212ER		
G-NEOX	A321-251NX		
LX-FLG	PC-12/47E		
M-DMBP	Lj40		
N890DA	G550		
SU-GDS	A330-343E		
07. G-SIRS	Ce560XL		
LX-FLG	PC-12/47E		
OE-FOG	Ce510		
OO-MMT	Ce560XLS		
OO-XLS	Ce560XLS+		
OY-JSW	Ce525A		
SE-ROX	A320-251N		
08. CS-DOM	Global 6000		
D-CGRC	Lj35A		
D-CMMP	EMB505		
D-GFAS	DA-42		
F-HGPE	EMB505		
LZ-VBE	Global 5000		
OO-MMT	Ce560XLS		
SE-RMB	Ce525B		
SE-RMB	Ce525B		
T7-MCB	Global XRS		
09. 2-SNOW	PA-46-350P		
9H-JLK	Falcon 7X		
9H-VCD	CL-350		
CS-TKT	B767-36NER		
D-CGAA	Ce560XLS+		
EC-MUA	B777-212ER		
I-FVAB	Ce525		
M-IFFY	Ce510		
N804AN	B787-8		
VP-BSB	B737-8MC		
10. 9H-VCD	CL-350		
CS-TKT	B767-36NER		
D-AGBB	Falcon 8X		
D-BONN	Falcon 2000EX		
D-CSCE	EMB505		
D-CSCE	EMB505		
G-DRTO	B737-8JP		
LX-JFA	PC-12/47E		
M-OBIL	Ce525C		
N29DE	Cirrus SF50		
N188J	Global 5000		
N817AN	B787-8		
OO-JUK	Falcon 7X		
11. 9H-VJF	Global 6000		
D-AFAG	CL-604		
Jet Time		f/v IBK3540/1	
Svenskt Industriflyg		10 JET8	
Egypt Air		MSR757/8	
Bertelsmann		BFD65T	
Arcus Air		11 AZE12EX/49QK	
Atlas Air Service		08 ATL3Z	
Privilege Style		08 SLM994/3	
British Airways		f/v BAW434/5	
Jetfly Aviation		f/v 07 JFA30N/05E	
Ven Air		07	
Craig Protein Division		09	
Egypt Air		MSR757/8	
London Executive Aviation		LNx29RS	
Jetfly Aviation		JFA06D/69C	
GlobeAir		09 GAC083R/771Z	
Air Service Liège		dep	
Air Service Liège		08	
FlexFlight		FXT407	
Scandinavian		f/v SAS1553/556	
Jetcapital Aviation		f/v 10	
Jet Executive		JEI333	
Luxaviation Germany		09 LXG55MP	
Franconia Air Service		f/v	
Pan Européenne		f/v 09 PEA302	
AVB 2012		10 VBA01	
Air Service Liège		13	
Svenskt Industriflyg		dep	
Svenskt Industriflyg		14	
Avcon Jet San Marino		f/v 10	
Jetprop Aviation		f/v	
TAG Aviation Malta		10 TEU11	
VistaJet Malta		VJT467	
Euro Atl. Aw (a/w)		TFL092P/491	
Air Hamburg		AHO417Z	
Privilege Style		10 SLM994/3	
Italfly			
Xead Aviation		10	
American Airlines		f/v AAL204/3	
Aeroflot		f/v AFL2192/3	
VistaJet Malta		11 VJT467	
Euro Atl. Aw (a/w)		11 TFL492/091P	
Volkswagen		13 WGT2B	
Deutsche Telekom			
Luxaviation Germany		LXG55CE	
Luxaviation Germany		12 LXG55CE	
Jet 2 Holidays		f/v EXS205/6	
Jetfly Aviation		JFA71A/72A	
Ulla Popken Fashion			
Deny Airlines		dep	
Exec Jet Management		EJM188	
American Airlines		f/v AAL204/3	
Flying Service		11 FYG631/2	
VistaJet Malta		13 VJT754	
FAI rent-a-jet		f/v 12 IFA1019	

D-ISLT	Ce525A	SyIt Air	AWU911K	TC-GAP	G450	Turkey Government	TRK7
EC-MUA	B777-212ER	Privilege Style	SLM994/3	VP-BQW	A320-214	Ural Airlines	f/v SVR743/4
G-RORA	EMB550	Centreline Air Charter	12 CLF075	16.9H-JLK	Falcon 7X	TAG Aviation Malta	17 TEU11
N812AA	B787-8	American Airlines	f/v AAL204/3	B-95959	Global XRS	Ruentex Group	17
OK-FTR	Ce510	CTR Flight Services		CS-PHO	EMB505	NetJets Europe	f/v 17 NJE004F/8KE
PH-GWS	Falcon 7X	Exxaero	f/v 12 XRO18/25	D-IEMO	Raytheon 390	Projet	
SU-GDS	A330-343E	Egypt Air	MSR757/8	D-IHEB	Ce525	Silver Cloud Air	17 SCR064
12.9H-JLK	Falcon 7X	TAG Aviation Malta	15 TEU11	EC-MUA	B777-212ER	Privilege Style	17 SLM994/3
9H-VCK	CL-350	VistaJet Malta	VJT405	G-FXDM	Beech 400XT	FlairJet	FLJ53/4
D-CAPO	Lj35A	Jet Executive	JEI474	LX-EAA	Lj45	Luxemb. Air Ambulance	LRQ017G
D-CRON	Ce560XLS	Silver Cloud Air	SCR762	OE-FBD	Ce510	GlobeAir	GAC667A/556B
EC-MUA	B777-212ER	Privilege Style	SLM994/3	OE-FBD	Ce510	GlobeAir	17 GAC388P/277Q
G-SWRD	B737-3L9	T2 Aviation	13 BRO21/P	OY-JJB	Do328-310	Sun-Air	SUS9044/644
I-CRFX	ERJ135BJ	Sirio	13 SIO410	OY-ROU	A321-231	DAT / Norwegian (a/w)	IBK3540/1
LY-BGH	BAe125-750	Charter Jets	19 LTC201	SE-RMB	Ce525B	Svenskt Industriflyg	17
N814AA	B787-8	American Airlines	f/v AAL204/3	SE-RPI	B737-8JP	Norwegian	f/v NAX4257/8
N887TM	G550	Airflite	dep	17.D-AGBE	Falcon 7X	Volkswagen	20 WGT5E
N900FH	TBM-900	HTG Trading		D-CAWVO	Ce560XLS+	Aerowest	
OO-XLS	Ce560XLS+	Air Service Liège	13	EC-MTT	A330-223	Wamos	18 TFL478P/369
OY-JZI	B737-83N	Jet Time	IBK3540/1	G-IPLY	Ce550	Xclusive Jets	
SU-GEU	B787-9	Egypt Air	f/v MSR757/8	G-WIRG	ERJ135BJ	Air Charter Scotland	19 EDC243R
TC-RSC	Lj45	Redstar Aviation	f/v	OO-MMT	Ce560XLS	Air Service Liège	25
13.9H-VCB	CL-350	VistaJet Malta	14 VJT453	PH-TFF	B737-86N	TUI	tst TFL049T
C-GDWF	CL-604	Partner Jet	f/v 14	SE-RMB	Ce525B	Svenskt Industriflyg	30
D-ATOP	ERJ135BJ	Air Hamburg	14 AHO854Y/745Q	T7-PRM	G200	ICS Aero	f/v ICF201
D-CAWN	Ce680A	Aerowest	14	TC-KMR	Falcon 7X	Setair / KOC	KOC02
D-CGAA	Ce560XLS+	Air Hamburg	15 AHO349G	18.9H-JLK	B767-36NER	TAG Aviation Malta	26 TEU11
D-CRON	Ce560XLS	Silver Cloud Air	16 SCR762	CS-TKT	Lj31A	euroAtlantic (a/w)	19 TFL045P/369
D-IGRO	Ce525A	ProAir		D-CAMB	B777-212ER	Jetcall	JCL4
EC-MUA	B777-212ER	Privilege Style	15 SLM994/3	EC-MUA	ERJ135BJ	Privilege Style	SLM994/3
LX-JFW	PC-12/47E	Jetfly Aviation	14 JFA94E/07G	I-ARFX	B787-8	Sirio	SIO411
M-OBIL	Ce525C	Ulla Popken Fashion		N800AN	G550	American Airlines	f/v AAL204/3
N11WW	Global 6000	Clay Lacy Aviation	14	N3788B	Falcon 7X	Jet Aviation	20 JAS71
N29DE	Cirrus SF50	Deny Airlines	19	OE-ISX	EMB500	IJM	f/v arr IJM11
N626JJ	G450	Jet Select	f/v 15	19.D-IAAT	B777-212ER	Arcus Air	24 AZE72BU/41DI
N806AA	B787-8	American Airlines	f/v AAL204/3	EC-MUA	A320-271N	Privilege Style	SLM994/3
N910RW	TBM-910	Redwood	16	EC-NFK	ERJ190STD	Vueling	f/v VLG8306/5
OE-FHK	Ce510	GlobeAir	GAC472B/725X	F-HBLP	B737-8MG	Air France / HOP	f/v AFR1792/3
OE-IEN	Falcon 2000EX	Global Jet Austria	16 GLJ93EN	G-JZHL	Ce680	Jet 2 Holidays	f/v EXS205/6
14.9H-ARE	Global 5000	Albinati Aviation	15 ULC91	LN-SOV	Ce560XL	Sundt Air	MDT11
9H-VCB	CL-350	VistaJet Malta	VJT453	LX-VMF	Cirrus SF50	Luxaviation	21 LXA15P
D-CSOS	Lj45	Jetcall	JCL1	N29DE	Ce510	Deny Airlines	arr
LX-JFW	PC-12/47E	Jetfly Aviation	15 JFA08Y/46C	OE-FZD	Falcon 7X	GlobeAir	GAC277R/928M
N819AN	B787-8	American Airlines	f/v AAL204/3	OO-JUK	Do328-310	Flying Group	FYG633/4
SE-RMB	Ce525B	Svenskt Industriflyg	16	OY-JJB	B737-804	Sun-Air	SUS644/9144
T7-CJK	Global 6000	TAG Aviation San Marino		OY-JZL	B767-36NER	Jet Time	IBK3540/1
15.D-CAWVO	Ce560XLS+	Aerowest	f/v	20.CS-TKT	Falcon 2000LX	Euro Atl. Aw (a/w)	TFL370/369
D-IAAD	EMB500	Arcus Air	AZE79BU/71BU	D-BERT	A330-223	Bertelsmann	BFD65H/T 2x
G-SIRS	Ce560XL	London Executive Aviation	LN27RS	EC-MTT	B777-212ER	Wamos	TFL370/048P
HB-IGO	Falcon 2000LX	CAT Aviation	f/v CAZ401/2	EC-MUA	Ce525A	Privilege Style	22 SLM994/3
I-KRFX	ERJ135BJ	Sirio	f/v SIO412	G-HCSA	G550	Bookajet	23 BOO102/3
N887TM	G550	Airflite	20	N600J	G650ER	Johnson & Johnson	
N889CG	G-IVSP	Prime Jet	16	N800J	B787-8	Johnson & Johnson	f/v 22
OK-SLX	Ce560XL	Silesia Air	16 SUA651/660	N813AN	Ce510	American Airlines	f/v AAL204/3
OO-MMT	Ce560XLS	Air Service Liège		OE-FBD	Ce525B	GlobeAir	21 GAC556C/203J
OO-XLS	Ce560XLS+	Air Service Liège	21	OE-GRA	Ce510	Smartline	
SE-RNR	CL-350	EFS	EUW4131	OK-KUK		Aero Partner	21 DFC21Y



EgyptAir regularly operates larger aircraft into Amsterdam - Schiphol Airport. B787 SU-GES was photographed on 26 January 2020 by Robert Eikelenboom.

OY-RIB	P180	Danish Crown		D-CUGF	Ce525B	Stuttgarter Flugdienst	ATL4U
PH-TFF	B737-86N	TUI	dep TFL041P	EC-MUS	G650	Gestair	f/v 26 GES271S
SE-RPF	B737-8JP	Norwegian	f/v IBK3540/1	EC-NFM	B787-9	Air Europa	f/v AEA1091/8
VQ-BNT	Falcon 7X	Planair	f/v	LY-DSK	BAe125-850XP	Classic Jet	25 LLT971/E
21. C-GEJD	Lj45	Aviation Starlink	22	N18CZ	Global 6000	Exec Jet Management	EJM18
CS-TKT	B767-36NER	euroAtlantic (a/w)	TFL370/046P	PH-PXX	AW139	Nationale Politie	arr
D-CDRF	Lj35A	DRF Luftrettung	f/v 22 AMB031/3	25. D-CMMP	EMB505	Luxaviation Germany	28 LXG55MP
EC-KOL	Ce560XL	Gestair	GES121L	D-ILAC	Eclipse 500	Liebherr Aerospace	LHB5
I-KRFX	ERJ135BJ	Sirio	23 SIO412	EC-MUA	B777-212ER	Privilege Style	SLM994/3
N400BC	Global 6000	Ball Corp	22	JY-AYC	A319-115	Royal Jordanian	f/v RJA151/2
N2648X	Ce501	T.S. Aviation		N84UP	BAe125-800XP	M & N Equipment	f/v 27
OE-FZE	Ce510	GlobeAir	GAC725G/H	OE-FBD	Ce510	GlobeAir	GAC246Q/135R
OO-JDL	B787-8	TUI Belgium	22 TFL044/337	OO-MMT	Ce560XLS	Air Service Liège	29
SP-OSA	Ce680	Jet Story	22 JDI91Z	SU-GER	B787-9	Egypt Air	f/v MSR757/8
TC-MLA	EMB550	Bonair	22	26. 9H-JLK	Falcon 7X	TAG Aviation Malta	30 TEU11
VP-CBP	G650ER	JABJ Hong Kong	f/v	9H-VCM	CL-350	VistaJet Malta	VJT431 2x
22. B-HVP	G550	HK Bellwings Jet	28 BWJ123	A6-BMD	B787-10	Etiha Airways	f/v ETD77/8
D-CFAX	Lj60	FAI rent-a-jet	f/v 23 IFA1038/44	D-CUGF	Ce525B	Stuttgarter Flugdienst	ATL4U
D-CDIM	Lj35A	Jet Eexecutive	JEI535	D-IAAT	EMB500	Arcus Air	27 AZE42DI/23QM
EW-545PO	ERJ195LR	Belavia	f/v BRU867/8	D-IAAY	EMB500	Arcus Air	arr AZE22QM
LN-SOV	Ce680	Sundt Air	23 MDT11	D-IEMO	Raytheon 390	Projet	29
M-FALC	Falcon 7X	Premier Falcon	23	EC-MUA	B777-212ER	Privilege Style	SLM994/3
N2E	G650ER	SNAP		G-HCSA	Ce525A	Bookajet	31 BOO103/4
N717FM	Falcon 2000	Fox Management International	23	G-WIRG	ERJ135BJ	Air Charter Scotland	EDC322R
OE-FZC	Ce510	GlobeAir	23 GAC420V/085A	OE-FFB	Ce510	GlobeAir	GAC910Z/632J
OE-FZE	Ce510	GlobeAir	GAC531T/420U	OY-JZI	B737-83N	Jet Time	IBK3540/1
SE-RNR	CL-350	EFS	EUW4134	SU-GES	B787-9	Egypt Air	f/v MSR757/8
T7-MCB	Global XRS	Avcon Jet San Marino	23	27. 9H-OWL	CL-605	Comlux Aviation Malta	MLM101
TC-REC	G450	REC Aviation		9H-VCM	CL-350	VistaJet Malta	29 VJT431
23. V-11	G-IV	334sq	NAF11	D-CHRA	Ce525C	Eisele Flugdienst	EFD4A
9A-DWA	Ce525A	Winair		D-IGWT	Ce525A	Sylt Air	28 AWU727G/728G
9H-ELI	Ce750	Luxwing	26 LWG901	EC-MUA	B777-212ER	Privilege Style	29 SLM994/3
CN-RGR	ERJ190AR	Royal Air Maroc	RAM850/1	M-OBIL	Ce525C	Ulla Popken Fashion	
D-AGBE	Falcon 7X	Volkswagen	27 WGT5E	N1AR	Global Express	Al Rushaid Aviation	f/v 29
D-AZMK	A300B6-622RF	DHL	f/v BCS6724/5	OE-FZE	Ce510	GlobeAir	GAC386M/N
D-IEKU	Ce525A	Excellent Air	ECA2C	OO-XLS	Ce560XLS+	Air Service Liège	
EC-MUA	B777-212ER	Privilege Style	24 SLM994/3	28. 0110	B737-86X	1. BLTr	PLF110
F-GZHS	B737-84P	Transavia France	26 TVF777/103	C-FBNS	Falcon 7X	The Bank of Nova Scotia	29
LX-VMF	Ce560XL	Luxaviation	28 LXA15P	D-CPMI	Ce560XLS+	Papier Mettler	
N485MC	B747-45EF	Atlas Air	f/v GTI5219	D-CSUN	Ce560XLS+	Air Hamburg	AHO437D
N818AL	B787-8	American Airlines	f/v AAL204/3	D-IBJJ	Ce525A	Air Hamburg	29 AHO141A
N961V	G-IVSP	Grady International	24	F-HRAM	ERJ145LU	Amelia Int'l	29 AFR9372/AEH101
OE-FZC	Ce510	GlobeAir	24 GAC021X/910Y	I-ADJV	ERJ195LR	Air Dolomiti	DLH2308/9
OE-IEN	Falcon 2000EX	Global Jet Austria	24 GLJ93EN	OO-XLS	Ce560XLS+	Air Service Liège	
OM-KEX	B737-8BK	Air Explore (a/w)	f/v CSA618/9	SE-RPL	B737-8JP	Norwegian	f/v IBK3540/1
OO-JDL	B787-8	TUI Belgium	TFL338/047P	29. D-AVIB	ERJ135BJ	Air Hamburg	30 AHO364R/538H
OY-RUU	A321-231	DAT / Norwegian (a/w)	IBK3540/1	D-BEAR	Ce750	Air X Executive	30 AXG2918/3009
SE-RPC	B737-8JP	Norwegian	f/v NAX1258/9	D-CASH	EMB505	Air Hamburg	AHO249E/234
24. 9H-VCK	CL-350	VistaJet Malta	25 VJT405	D-IBJJ	Ce525A	Air Hamburg	30 AHO141A/154C
CS-TTW	ERJ195AR	TAP Express	TAP678/9	D-IEMO	Raytheon 390	Projet	
D-CJMK	Ce560XLS+	Air Hamburg	25 AHO352V	LY-DSK	BAe125-850XP	Classic Jet	LLT972P/972



PA-46R-350T N939PA was ferried from Midden-Zeeland airfield to Rotterdam on 8 December 2019. SCH Aviation is the registered trustee. Kees van Boven took a photo of the new Rotterdam - The Hague resident on 13 January 2020.



This Gulfstream G550 was delivered to Stonefel Trade & Invest in December 2012 registered as M-ALAY. On 13 January 2020 it was entered into the Swiss register as HB-JQQ. ExecuJet Europe is the registered operator. Three days after its transfer the bizjet visited Rotterdam - The Hague where André Wadman caught the aircraft on camera.

M-IFFY	Ce510	Xead Aviation		OO-NSZ	AS365N2	Netherlands Coastguard	Rescue06
N829AR	G650	Route 66	f/v 31	03.PH-VBG	Falcon 2000EX	JetNetherlands	06
OO-MMT	Ce560XLS	Air Service Liège	31	04.CS-DXV	Ce560XLS	NetJets Europe	NJE8HL/632H
OY-JRK	A320-231	Danish Air Transport	NAX1258/9	CS-PHJ	EMB505	NetJets Europe	05 NJE005N/9FF
SE-RPJ	B737-8JP	Norwegian	f/v IBK3540/1	OY-GDA	ERJ195LR	Great Dane Airlines	GDE962
SE-RPS	B737-8JP	Norwegian	f/v NAX4257/8	PH-TTR	H135	ANWB - MAA	Lifeline1
TC-FNH	CL-650	Fiba Air	f/v 30	SP-KNT	PA-46-350P		
VQ-BNI	A320-214	Ural Airlines	f/v SVR743/4	05.D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	TYW524P/5P
30.N-227	NH90-NFH	860sq	f/v NEPT13	D-IAIB	Ce525	AIB Assets	06
C-GASE	EMB545	Airsprint	arr ASP846	PH-LBR	Ce208B	Skydive Rotterdam	dep
D-IBJJ	Ce525A	Air Hamburg	AHO172Q	PH-MYX	Ce650	JetNetherlands	dep
D-IPVD	Ce525A	Transavia Flug		VQ-BZM	G450	GainJet Aviation	
EC-MUA	B777-212ER	Privilege Style	SLM994/3001	06.CS-LAM	Global 5000	EJME (Portugal)	JME502M
EC-NBP	A330-343E	Evelop Airlines	f/v 31 SLM3004/993	PH-ELP	EC135T2	ANWB - MAA	dep
HB-IGV	Falcon 50EX	VF International		PH-HVB	EC135T2+	ANWB - MAA	arr
M-IFFY	Ce510	Xead Aviation	arr	PH-TTR	H135	ANWB - MAA	Lifeline1
N816AA	B787-8	American Airlines	f/v AAL204/3	VQ-BZM	G450	GainJet Aviation	
OE-LZF	A320-214	Austrian Airlines	f/v AUA375/6	07.D-FWIT	PC-12/47E	Air Alliance	2x
OK-RLV	G280	Avcon Jet		D-GVCC	DA42	Rent-A-Plane	
SE-RMB	Ce525B	Svenskt Industriflyg	31 2x	D-ILHE	Ce525	Lufthansa Flight Training	*DLH9981
SE-RPR	B737-8JP	Norwegian	IBK3540/1	PH-VBG	Falcon 2000EX	JetNetherlands	13
31.9H-JLK	Falcon 7X	TAG Aviation Malta	arr TEU11	08.G-TWOP	Ce525A	Centreline	CLF712
CS-TTZ	ERJ195AR	TAP Express	TAP678/9	OK-SLX	Ce560XL	Silesia Air	09 SUA682/92
D-AGBE	Falcon 7X	Volkswagen	arr WGT5E	PH-KFB	DA42NG	KFA	*KLM7908
D-IBJJ	Ce525A	Air Hamburg	arr AHO172Q	09.HB-VNA	Ce560 Ultra	Speedwings	
G-KLNW	Ce510	Saxonair	SXD51D	OH-RBX	Ce560XL	River Aviation	
JY-AYY	A319-112	Royal Jordanian	f/v RJA151/2	PH-KFB	DA42NG	KFA	*KLM7928
LX-JFE	PC-12/47E	Jetfly Aviation	JFA26A/50G	PH-TTR	H135	ANWB - MAA	Lifeline1
LX-JFE	PC-12/47E	Jetfly Aviation	arr JFA51N	11.9H-GPS	Ce560XL	Luxwing	12 LWG202/1
LX-VMF	Ce560XL	Luxaviation	arr LXA15P	CS-DUX	Ce560XLS	NetJets Europe	12 NJE9LH
N300A	G550	Exxon Mobil	f/v arr	D-IOVP	PA-42-720	Heli Flight	
OE-FRM	Ce510	GlobeAir	GAC135S/689X	LX-EAA	Lj45	DucAir - LAR	LRQ014P
OO-MMT	Ce560XLS	Air Service Liège	arr	OE-FOG	Ce510	GlobeAir	12 GAC836J/725J
SE-RMB	Ce525B	Svenskt Industriflyg	arr	OH-RBX	Ce560XL	River Aviation	
TC-RSD	Lj45	Redstar Aviation	f/v	OK-SLX	Ce560XL	Silesia Air	12 SUA611/21
				12.D-CGGG	Lj31A	Jetcall	JCL4
				OE-FMG	Eclipse 500	Mali Air	13
				VP-CCC	ERJ190BJ	Arab Wings	14
				13.F-HLRX	Falcon 2000S	Michelin Air Services	2x
				M-CAPE	G600	G600 Aviation	14
				N730LM	Falcon 900EX	Liberty Media Corp.	14
				OE-GBE	IAI1125SPX	Tyrol Air Ambulance	TYW314
				OO-HCY	R44	Heli & Co	14
				PH-KFB	DA42NG	KFA	*KLM7914, *KLM7908
				14.LX-EAA	Lj45	DucAir - LAR	LRQ015E
				N616RK	G550	FBI	16
				OE-FBD	Ce510	GlobeAir	GAC725K/168U
				OO-HCY	R44	Heli & Co	15
				PH-VBG	Falcon 2000EX	JetNetherlands	17
				SE-RNR	CL-350	European Flight Service	EUW4121
01.9H-JOY	CRJ200ER	Air X Charter	dep AXY0118	15.2-JRSY	EMB550	Trustflight (Jersey)	16
D-CKHG	Ce560XLS	Windrose Air	dep QGA706P	CS-PHD	EMB505	NetJets Europe	NJE3NX/929G
D-ICEE	Ce525	Spree Flug	dep	CS-PHM	EMB505	NetJets Europe	16 NJE8LD
PH-VBG	Falcon 2000EX	JetNetherlands	02	D-GGWB	DA42	Rhein-Main Aviation	2x
02.9H-WII	Ce650	Luxwing	03 LWG1201/91	G-OOEG	CL-350	Catreus	16 VCG1EG
HB-ILS	G-IVSP	Watana	03				

SLM is still leasing in third party equipment prior using their new Boeing 777. On the 11th a new bizjet for the Dutch register arrived from Little Rock. On the 17th a former TUI Boeing 737 performed a local test flight before departing for Woensdrecht three days later for phase out maintenance and return to lessor. On the 24th the third police AW139 finally arrived back from the UK after receiving its special gear.

**Credits:** Laurent ten Hoopen (SBS), CH-Aviation, Scramble MB.

## Rotterdam - The Hague

January 2020			
01.9H-JOY	CRJ200ER	Air X Charter	dep AXY0118
D-CKHG	Ce560XLS	Windrose Air	dep QGA706P
D-ICEE	Ce525	Spree Flug	dep
PH-VBG	Falcon 2000EX	JetNetherlands	02
02.9H-WII	Ce650	Luxwing	03 LWG1201/91
HB-ILS	G-IVSP	Watana	03

N900FH	TBM-900	HTG Trading	2x	D-IAWE	Ce425		
OE-FBD	Ce510	GlobeAir	16 GAC168V/754V	D-IVVB	Ce525A	Atlas Air Service	ATL5B
PH-WRW	EC120B	Helix Holland Holding		N194ER	Ce510	Blue Sky Aviation	
16.V-11	G-IV	334sq	NAF11	OO-JCV	PC-12/47E	Nextgen Aviation Group	
9H-MRQ	Lj35A	Agrevia Holdings	17 GRV105/6	OY-APM	G450	Maersk Aviation	
CS-PHL	EMB505	NetJets Europe	NJE844K/110U	PH-DTS	DA42	Wings over Holland	
D-CAWX	Ce680+	Aerowest		25.OE-FZC	Ce510	GlobeAir	26 GAC466W/355X
D-CGAA	Ce560XLS+	Air Hamburg	AHO497R	OY-NPG	SA227DC	North Flying	NFA106/106P
D-FWIT	PC-12/47E	Air Alliance	2x	PH-CJM	Ce680	ASL	arr
HB-JQQ	G550	ExecuJet Europe	f/v	26.D-CAWO	Ce560XLS+	Aerowest	
N950MP	Global 6000	MPT Development Services	17	D-CFTG	Lj35A	Quick Air	QAJ4999
PH-KFB	DA42NG	KFA	2x *KLM7906	N1AR	Global Express	Al Rushaid Aviation	27
17.OE-FZE	Ce510	GlobeAir	GAC643X	OE-GXX	Lj40	Int'l Jet Management	IJM339
PH-KFB	DA42NG	KFA	*KLM7918	PH-TXA	Ce510	JetNetherlands	30
PH-VBG	Falcon 2000EX	JetNetherlands	20	SP-AST	Ce525	AMC Aviation	27 AMQ9QT
18.D-IAIB	Ce525	AIB Assets	19	27.CS-DXL	Ce560XLS	NetJets Europe	NJE131D/798G
N91PS	BAe125-800XP	Grisoni	20	CS-LAS	Ce680A	NetJets Europe	28 NJE305A
PH-KFA	DA42NG	KFA	*KLM7918	28.MM62249	P180	GEA	29 IBS249
VP-CPF	CL-350	Alliance Air		CS-PHD	EMB505	NetJets Europe	NJE496U/512L
19.C-GKTO	Falcon 7X	Execaire	21	EC-KPB	Ce560XLS	Boluda Corporacion Maritima	29
G-KLNW	Ce510	Saxonair	SXN51D	OO-XLS	Ce560XLS+	Air Service Liège	arr
VQ-BZM	G450	GainJet Aviation		PH-MFA	DA42NG	Martinair Lelystad	2x *KLM7902
20.V-11	G-IV	334sq	NAF11	DA42NG	Martinair Lelystad	2x *KLM7910	
D-GGWB	DA42	Rhein-Main Aviation	*	H135	ANWB – MAA		
G-SMHA	Falcon 7X	Jet Concierge Club	21 JCO7X	29.ZE700	BAe146 CC2	32(TR)sq	RRR1930
N194ER	Ce510	Blue Sky Aviation	23	CS-CHI	CL-350	NetJets Europe	30 NJE962P/749R
OO-PRM	Ce510	Air Service Liège	dep	CS-PHN	EMB505	NetJets Europe	NJE920L/513Y
PH-KFA	DA42NG	KFA	*KLM7916	D-CIFM	Ce680+	IFM Traviation	
21.G-781	C-130H	336sq	div NAF75	OE-FGC	Ce525 (M2)	Fly Tirol	30 FTY6
V-11	G-IV	334sq	22 NAF11	30.9H-VCB	CL-350	VistaJet Malta	VJT453
9H-VJJ	Global 6000	VistaJet Malta	22 VJT827	CS-LTH	Ce680A	NetJets Europe	NJE168M/5ZD
D-CDOC	Lj45	Jetcall	JCL2	CS-PHI	EMB505	NetJets Europe	NJE127H/115M
D-FWIT	PC-12/47E	Air Alliance	2x	D-FWIT	PC-12/47E	Air Alliance	2x
G-KLNW	Ce510	Saxonair	SXN51D	D-IPPY	P180	Airgo Flugservice	arr XGO1LN
HB-FVD	PC-12/47E	Air-Corviglia		G-USHA	Lj75	Zenith Aviation	BZE03A
OO-OCA	Beech 350	Air Service Liège		N616CM	TBM-850	Kilo Aviation	arr
OY-APM	G450	Maersk Aviation		PH-MYX	Ce650	JetNetherlands	
PH-DWA	ERJ145LR	Air Charters Europe	JNL459	PH-TXA	Ce510	JetNetherlands	arr
22.OO-ACO	Ce510	Air Service Liège	23	31.CS-DLM	Falcon 2000EX	NetJets Europe	NJE301L/045R
OO-CCJ	Ce525	Air Service Liège	dep	CS-PHA	EMB505	NetJets Europe	arr NJE8AQ
PH-VBG	Falcon 2000EX	JetNetherlands	arr	D-CFAZ	Lj60	FAI-Rent-A-Jet	IFA1057
23.D-GGWB	DA42	Rhein-Main Aviation		D-IXRK	P180	Winair	dep
F-HGLG	Lj75	Ixair		F-GZAD	AS365N3	Heli Union	01
LX-FPP	Beech 200T	CAE Aviation	dep	PH-MYX	Ce650	JetNetherlands	
LX-GJM	CL-350	Global Jet Luxembourg	SVW24JM	PH-TTR	H135	ANWB – MAA	Lifeline1
N93FX	Global XRS	Flexjet	25 LXJ93				
OO-ACO	Ce510	Air Service Liège					
OY-APM	G450	Maersk Aviation					
OY-NPG	SA227DC	North Flying	NFA106P/104				
PH-DTS	DA42	Wings over Holland					
PH-NDK	Falcon 900B	Exxaero	2x XRO026				
PH-NNX	Ce750	ASL					
SE-RMC	CL-300	Svenskt Industriflyg	24 JET4				
SP-AST	Ce525	AMC Aviation	24 AMQ9QT				
24.D-CURT	Lj31A	Air Alliance	AYY102				
D-IAIB	Ce525	AIB Assets					

The Piper 46 arriving on the 8th is a new resident. It was flown to Midden-Zeeland airport on 17 October 2019 still registered as F-HLMC. The Guernsey registered Embraer on the 17th is a new Jersey resident. Although registered to X Air the jet is being operated by ORTAC, a Jersey based Operations Management company. A new Pilatus PC-24 for NextGen Aviation was delivered to Antwerp via Rotterdam on the 19th. For a photo of the aircraft, please have a look at the Belgian movements section.



Former D-ABQL was ferried from Dusseldorf to Maastricht mid december 2019. The Dash-8 emerged from the paintshop in the colours of Air Niugini but registered as OY-YCY. (Maastricht - Aachen, 13 January 2020, Mark Rimmel)





Arjen Sleuwenhoek was able to take this photo of KAF328 when it departed Maastricht - Aachen airport on 21 January 2020. The KC-130J is being operated by 41 squadron since late 2014.

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

## Maastricht - Aachen

January 2020			
01.HA-LPU	A320-232	Wizz Air	div WZZ3659/8541
HA-LPZ	A320-232	Wizz Air	div WZZ2090/1072
HA-LVF	A321-271NX	Wizz Air	div WZZ2271/2
HA-LXJ	A321-231	Wizz Air	div WZZ1641/1642
02.HB-JBH	CS100	Swiss	13 SWR5180/1
03.9H-QEN	B737-800	Malta Air	f/v RYR3SB/6ZH
LX-YCV	B747-4R7F	Cargolux Italia	CLX7135
05.9H-VCC	CL-350	VistaJet Malta	VJT426
TC-MCT	B747-412F	Saudia	SVA917/8
06.LN-WII	DHC-8-103	Widerøe	arr WIF9030
M-ALFA	H145	Starspeed	07
P4-KCF	ERJ190LR	Air Astana	arr KZR1387
PH-DWA	ERJ145LR	Air Charters Europe	dep JNL005
TC-LJR	B777-F	Turkish Airlines	f/v THY6438
07.D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	TYW212F/3F
08.PH-DWA	ERJ145LR	Air Charters Europe	17 JNL005/446
09.D-ICCC	CeF406	Air Taxi Europe	TWG100/200
LX-KCL	B747-4HAERF	Cargolux	CLX7613
LX-WCV	B747-4R7F	Cargolux	UAE9962
OE-FMU	Ce525	Pink Sparrow	SOW1
10.9H-FOM	EMB500	Luxwing	LWG593/04
OK-ESC	Beech 400XT	Time Air	11 TIE052S/42S
OO-GLM	Ce680	Air Service Liège	11
11.LN-WDF	DHC-8-402	Widerøe	arr WIF9033
OK-ESC	Beech 400XT	Time Air	12 TIE042S/039S
13.D-AWIN	ERJ35BJ	Air Hamburg	14 AHO746C/28G
ET-AWE	B777-F	Ethiopian Airlines	f/v ETH3508
HB-JBG	CS100	Swiss	05 SWR5180/3
PH-MDG	Ce680+	Exxaero	XRO019
14.D-CURE	Lj60XR	Aero-Dienst	ADN52F
OY-ICY	DHC-8-402	Nordic Aviation Capital	dep
15.CS-DXT	Ce560XLS	NetJets Europe	NJE295M/6UA
D-BEAM	CL-300	Aero-Dienst	
LX-LGM	DHC-8-402	Luxair	LGL7897/8
PH-MDG	Ce680+	Exxaero	16 XRO019
16.LX-VCI	B747-8R7F	Cargolux	CLX7613
LX-WCV	B747-4R7F	Cargolux	UAE9962
17.9H-QDB	B737-800	Malta Air	f/v RYR3SB/6ZH
N194ER	Ce510	Blue Sky Aviation	
OO-GLM	Ce680	Air Service Liège	18
18.D-AHOI	ERJ35BJ	Air Hamburg	AHO637Q
19.2-MAPZ	Beech C90A	Zeusch aviation	
LX-ICL	B747-467F	Cargolux	CLX7656
LX-LGM	DHC-8-402	Luxair	LGL7902
N194ER	Ce510	Blue Sky Aviation	
PH-DWA	ERJ145LR	Air Charters Europe	21 JNL446/459
VP-CKH	A318-112X	NAS - National Air Services	02

20.D-BLUE	Falcon 2000LX	ACM Air Charter	BVR222
HA-LXI	A321-231	Wizz Air	div WZZ3071/0871
HA-LXV	A321-231	Wizz Air	div WZZ1641
KAF328	KC-130J	41sq	21 KAF3219
21.D-IEMO	Raytheon 390	Pro Jet	22
HA-LWK	A320-232	Wizz Air	div WZZ9UR/4W
HA-LWT	A320-232	Wizz Air	div WZZ835
HA-LYN	A320-232	Wizz Air	div WZZ2AF/1926
OO-PKX	Ce750	Air Service Liège	22
PH-HSI	B737-8K2	Transavia	TRA079
23.D-IFGU	Ce425		
EC-GXJ	SA226TC	Flightline	FTL443/4
LX-GCL	B747-467F	Cargolux	UAE9962
LX-RCV	B747-4R7F	Cargolux Italia	CLX7613
24.9H-QBS	B737-8AS	Malta Air	f/v RYR3SB/6ZH
D-ISJP	Ce525A	Excellent Air	arr ECA11L
HB-JSF	CL-650	Robert Bosch	
LX-SCV	B747-4R7F	Cargolux Italia	CLX7135
PH-DWA	ERJ145LR	Air Charters Europe	28 JNL459/626
25.D-IOVP	PA-42-720	Heli Flight	
26.ES-ACK	CRJ900	Nordica	dep EST9001
LX-ECV	B747-4HQERF	Cargolux	CLX7656
27.9H-QCP	B737-8AS	Malta Air	f/v RYR3SB/6ZH
LX-GCL	B747-467F	Cargolux	31 UAE9987/9
PH-MDG	Ce680+	Exxaero	XRO062
28.D-CDOC	Lj45	Jetcall	29 JCL2
OO-CEJ	Ce525	Air Service Liège	
29.D-CEFO	Ce560XLS+	Air Hamburg	30 AHO189A
30.D-AOGL	Fokker 100	Idealtours	31 ATV30GA/X
D-AVXW	A321-253NX	Airbus Industrie	06 AIB288B/C
D-ILUI	Ce525A	ProAir Aviation	01
LX-VCE	B747-8R7F	Cargolux	CLX7613
TC-MCT	B747-412F	Saudia	SVA3917/8
31.LX-YCV	B747-4R7F	Cargolux Italia	CLX7135

Maastricht began with some Eindhoven movements on the 1st when some flights diverted to Maastricht. The Nordic Aviation Capital Dash-8 departing on the 14th is destined for Air Niugini and is former D-ABQL. On the 18th a NAS Airbus arrived for a repaint. More Eindhoven diversions on the 20th and 21st. Airbus Industrie did sent an Airbus for paint work to Maastricht on the 30th. The aircraft is destined for China Southern as B-30E5. The following Ryanair aircraft have been repainted this month: EI-EBN, EI-ENO, EI-ENS, EI-ENW, EI-EPA, EI-EPB, EI-ESS.

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

## Groningen - Eelde

January 2020			
02.OK-CTP	PC-12/47E	OK Aviation Wings	
04.D-CFIV	Lj35A	Air Alliance	05 AYY118
05.D-IGWT	Ce525A	Sylt Air	06 AWU705G/6G

G-RVRM	P68B	Ravenair	dep RVR8NM
07.OH-KAX	DA42NG	Aeropole	arr tdy
10.PH-BQB	B777-206ER	KLM	*KLM9851
11.N939PA	PA-46-350T	SCH Aviation	f/v
12.CS-DXM	Ce560XLS	NetJets Europe	NJE5EC/574G
D-IPCH	Ce525A	Jetkontor	2x JKH32A
13.D-HANS	R44	Heli & Co	14
N707SN	SF50	Vision Jet	dep
14.OO-ACO	Ce510	Air Service Liège	dep
15.D-CROG	EMB505	Air Hamburg	AHO244F/284B
D-CROG	EMB505	Air Hamburg	16 AHO284B/5G
OO-ACO	Ce510	Air Service Liège	20
16.OE-FMO	Eclipse 550	Mali Air	dep
19.9H-ALL	Ce525A	Luxwing	LWG102
N29DE	SF50	Deny Airlines	
21.OO-ACO	Ce510	Air Service Liège	22
23.LX-TWO	Lj45XR	Luxembourg Air Ambulance	LRQ30K
N965AP	SF50		
24.N906TF	Falcon 7X	Tyson Shared Services	
28.OK-CTP	PC-12/47E	OK Aviation Wings	

The KLM Flight Academy has leased a Diamond DA42. The aircraft arrived from Aalborg on the 7th.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

January 2020			
05.PH-LBR	Ce208	Skydive Rotterdam	arr
PH-PXC	EC135P2+	Nationale Politie	ZXP03
06.N7779V	Beech B200	Etienne Veen	16
PH-HCD	Cabri G2	HeliCentre	
PH-KIO	P2006T	Kavel 10	
11.OO-NMU	PA-46-350P	J & G	
13.LN-NAB	PA-31-325	Blom Geomatics	arr
14.F-HRSC	Ce525A	Socri-Aero	
16.D-HMIM	H269C	Rotor & Wings	
PH-ECD	EC120B	Heli Holland Holding	
PH-HCF	Cabri G2	HeliCentre	
17.PH-FVD	R44	Rotarywings	dep
19.PH-FSD	Ce208	Fallschirmsport Damme	dep
PH-KIO	P2006T	Kavel 10	
20.PH-KIO	P2006T	Kavel 10	26
21.OO-SPA	Ce208B	Skydive Spa	12
PH-TWN	P2006T	Zelf Vliegen	24
26.PH-KIO	P2006T	Kavel 10	29
PH-MAS	P68C-TC	Miramap Aerial Surveys	07
PH-PXC	EC135P2+	Nationale Politie	ZXP03
29.2-MAPZ	Beech C90A	Zeusch aviation	arr
30.PH-KIO	P2006T	Kavel 10	
31.PH-AVV	R44	A. F. C. van Westerop	

Credit: Teuge Airport, Teuge Airport Group (Facebook).

### Eindhoven

January 2020			
01.PH-HWM	CL-605	ASL	dep

02.D-IAAB	EMB500	Arcus Air	03 AZE11AH/EX
OO-PKX	Ce750	Air Service Liège	dep
03.FB22	F-16BM	2w	*BAF245
PH-FJK	Ce525B	JetNetherlands	dep
PH-FJK	Ce525B	JetNetherlands	06
PH-CJM	Ce680	ASL	04
04.PH-CJM	Ce680	ASL	07
OO-XLS	Ce560XLS+	Air Service Liège	
05.PH-HWM	CL-605	ASL	17
CS-DXK	Ce560XLS	NetJets Europe	06 NJE703R/180T
OO-PKX	Ce750	Air Service Liège	07
06.FB22	F-16BM	2w	*
PH-CDF	B737-804	Corendon Dutch Airl.	CND921P/9291
07.54+27	A400M	LTG62	GAF631
F-009	F-35A	322sq	*Pain11
J-017	F-16AM	312/313sq	*
J-197	F-16AM	312/313sq (311sq mks)	*
N950KK	TBM-900	Novair	
SP-KCK	Ce525A	Jet Story	08 JDI40D
PH-CJM	Ce680	ASL	13
08.OE-GIE	Ce525B	Airlink	JAR31
OO-PKX	Ce750	Air Service Liège	11
09.L-01	PC-7	131EMVOsq	*Diamond08
L-02	PC-7	131EMVOsq	*Diamond09
L-07	PC-7	131EMVOsq	*Diamond11
D-CHRE	Ce680	Hahn Air	2x HHN30D
D-IPVD	Ce525A	Transavia Flug	
CS-DXW	Ce560XLS	NetJets Europe	NJE083B/331N
10.1x	AH-64DN	301sq	*Bat74, GLV-V
1x	Do228-212	Kustwacht	*NCG03
FB22	F-16BM	2w	*BAF255
F-009	F-35A	322sq	*3x Pain11
9H-WFC	ERJ135BJ	Air X Charter	AXY1001/5
11.OO-GLM	Ce680	Air Service Liège	
12.OO-PKX	Ce750	Air Service Liège	13
EC-ISY	B757-256	Privilege Style	PVG7996/796P
OO-GLM	Ce680	Air Service Liège	17
13.03	C-17A	HAW	Bartok58
D-CSEB	Ce560XLS+	Adolf Würth	14
OO-JNL	B767-304ER	TUI Belgium	TFL45P/7623
OO-PKX	Ce750	Air Service Liège	
PH-CDH	B737-86J	Corendon Dutch Airl.	CND921P/9291
14.T.21-02/35-40	C295M	353 Esc	AME3502
OO-PKX	Ce750	Air Service Liège	
15.54+26	A400M	LTG62	GAF661
N-326	NH90-NFH	860sq	*Trident10
N850SF	TBM-850	Schneefrost	
PH-CDE	B737-8KN	Cor. Dutch Airl.	17 CND9293/921P
16.D-IPVD	Ce525A	Transavia Flug	
17.D-CSUN	Ce560XLS+	Air Hamburg	AHO247Z
HB-LRV	PA-31T	air-connect	
PH-CDE	B737-8KN	Corendon Dutch Airl.	CND9292/922P
18.PH-FJK	Ce525B	JetNetherlands	
PH-FJK	Ce525B	JetNetherlands	19
20.PH-OYI	B767-304ER	TUI Netherlands	TFL76P/7623
21.54+29	A400M	LTG62	*GAF699



The KLM Flight Academy at Eelde Airport has leased a Diamond DA42. OH-KAX is usually being operated by Aeropole. (Groningen - Eelde, 20 January 2020, Menno Molenaar)



For a photoshoot for a company called Taylor on 18 January 2020 two HeliCentre helicopters were used. Berend Jan Floor was able to take this photo of EC120B PH-HCH when it returned to Lelystad airport for a full stop.

22. CS-DXU	Ce560XLS	NetJets Europe	NJE724N/183Q	15. N-326	NH90-NFH	860sq	*Trident10
PH-CJM	Ce680	ASL	25	16. G-275	C-130H-30	336sq	*NAF76
23. <u>54+18</u>	A400M	LTG62	*GAF699	L-09	PC-7	131EMVOsq	*Diamond15
PH-FJK	Ce525B	JetNetherlands	24	18. PH-XXV	B-25J	SKHV	tst
S5-ACJ	ERJ145LU	Amelia International	AEH901F/901	20. 78+19	NH90-TTH	IHAZ	23 GAMG32
OO-PRM	Ce510	Air Service Liege	24	78+40	NH90-TTH	THR30	GAM7840
24. <u>FB22</u>	F-16BM	2w	*BAF265	27. L-06	PC-7	131EMVOsq	*Diamond11
OO-JCV	PC-12/47E	NextGen Aviation		28. D-666	CH-47D	298sq	arr Grizzly92
PH-FJK	Ce525B	JetNetherlands	25	29. G-988	C-130H	336sq	*NAF78
25. OO-GEE	PC-12/47E	Blue Sky Aviation	27	30. D-106	CH-47D	298sq	dep Grizzly92
PH-FJK	Ce525B	JetNetherlands	28				
26. 02	C-17A	HAW					
OE-FRS	Ce525A	Salzburg Jet Aviation	SOW3				
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW846S/7S				
OO-PRM	Ce510	Air Service Liege	29				
OE-FFB	Ce510	GlobeAir	27 GAC666T/555U				
OO-PKX	Ce750	Air Service Liège	28				
27. 1x	Do228-212	Kustwacht	*NCG03				
28. LX-N90448	E-3A	NAEW&CF	*Nato40				
D-665	CH-47D	298sq	*Grizzly01, GLV-V				
D-667	CH-47D	298sq	*Grizzly02, GLV-V				
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA96E/7X				
OE-FCB	Ce510	GlobeAir	GAC555W/736X				
D-CBEN	Ce560XLS+	Adolf Würth					
PH-FJK	Ce525B	JetNetherlands	31				
29. OO-GEE	PC-12/47E	Blue Sky Aviation					
D-CAWN	Ce680A	Aerowest					
30. <u>237/F-RAFD</u>	Falcon 2000LX	ET00.060	3x CTM1281				January 2020
L-07	PC-7	131EMVOsq	*Diamond18	13. G-781	C-130H	336sq (spec mks)	
F-GTRY	Ce525	Cannes Jet	01	16. G-275	C-130H-30	336sq	NAF76
OK-PCC	PC-12/47E	T-air	02	PH-CGC	Do228-212	Kustwacht	
31. CH01	C-130H	20sq	*BAF670	N748D	Beech 76	Ö. Satir	
02	C-17A	HAW	Bartok59	30. RN03	NH90-NFH	40sq	
J-515	F-16AM	312/313sq	*King02				
PH-HWM	CL-605	ASL	arr				
PH-FJK	Ce525B	JetNetherlands	arr				
PH-PXX	AW139	Nationale Politie	f/v ZXP24				

Eindhoven was graced with various visits of the German A400M. Most visits where training flights, including a stop at Eindhoven, a pilot swap and departure onwards back to Germany. The Spanish CASA 295 arrived from Riga and departed to Getafe.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

### Gilze-Rijen

January 2020			
13. S-459	AS532U2	300sq	arr Wildcat73
14. PH-HCF	Cabri G2	HeliCentre	
PH-PXZ	AW139	Nationale Politie	ZXP26

Gilze-Rijen started 2020 with the movements listed above. Starting is a 300sq Wildcats Cougar returning from base maintenance, performed by Airbus Helicopters Germany at their Kassel facility. The B-25 Mitchel performed its first training flight of the year on 18 January and two days later two German NH90-TTHs arrived for some training with mixed Dutch-German special forces. Due to poor weather the first one departed back home the same day, leaving number two behind at Gilze-Rijen.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

January 2020			
13. G-781	C-130H	336sq (spec mks)	
16. G-275	C-130H-30	336sq	NAF76
PH-CGC	Do228-212	Kustwacht	
N748D	Beech 76	Ö. Satir	
30. RN03	NH90-NFH	40sq	

Compared to previous month the activities increased by 500%. Two C-130Hs from Eindhoven visited, one of the two Coastguard Dornier 228s dropped by as did one classic twin engine Beech 76. Closing the month was a Belgian NH90-NFH visiting 860sq hangars.

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

### Leeuwarden

January 2020			
07. T-784	Ce560XL	LTDB	SUI578
09. T-786	PC-24	LTDB	SUI578
10. A-522	SA316B	DMO	arr by road
16. G-275	C-130H-30	336sq	*NAF76
23. J-362	F-16AM	DMO (322sq mks)	dep Saw01
24. V-11	G-IV	334sq (a/w)	*NAF61
31. J-513	F-16AM	322sq	arr Polly01
N-326	NH90-NFH	860sq (spec mks)	*Neptune10

The Swiss delegations on 7 and 9 January 2020 were pre-Fri-sian Flag parties. A new gate guard arrived on 10 January by road. The Alouette 3 will sport full SAR markings as H-08 in the near future. Another F-16AM bites the dust as J-362 departed for Volkel awaiting eminent withdrawal from use, our spectacular coloured Gulfstream visited on a training flight and the month is ended by a fly-by of a 860sq based NH90 and one local F-16AM returning from LCW Woensdrecht.

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

## Lelystad

January 2020			
09. D-ISCH	Ce525A	Gerhard Schubert	
10. CS-PHH	EMB505	NetJets Europe	11 NJE956L/242G
12. N542MP	HA-420	AMS	
13. D-CCCB	Lj35A	DRF	24
14. S-440	AS532U2	300sq	*Duke4
	OH-KAX	DA42NG	Aeropole dep
17. PH-UDB	DA62	SIM International	24
19. PH-KIO	P2006T	Kavel 10	20
	HB-FVD	PC-12/47E	Air-Corviglia 28

The DRF Learjet on the 13th visited SATYS.

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

## Volkel

January 2020			
10. F-009	F-35A	322sq	*Pain1
	G-781	C-130H	336sq (spec mks) *NAF21
16. J-016	F-16AM	312/313sq	arr Cowboy69
	J-061	F-16AM	322sq *Slammer01
	J-135	F-16AM	322sq *Killer01
	J-201	F-16AM	322sq *Slammer02
	J-509	F-16AM	322sq *Killer02
20. J-008	F-16AM	312/313sq	dep King01
23. J-362	F-16AM	DMO (322sq mks)	arr Saw01
29. G-988	C-130H	336sq	*NAF79
31. CH01	C-130H	20sq	*BAF670
	V-11	G-IV	334sq *NAF61

The Volkel movements for January 2020 comprise a majority of Leeuwarden based fighterjets. On 23 January 2020 J-362 arrived from Leeuwarden and will be parked at Volkel prior to withdraw from use.

Credits: SGVolkel Message Board, Scramble MB.

## Woensdrecht

January 2020			
03. CS-TFY	A320-232CJ	Masterjet	17 LMJ636Y/111Y
10. S-454	AS532U2	300sq	*Wildcat04
16. J-016	F-16AM	312/313sq	dep Cowboy69
17. D-666	CH-47D	298sq	tst Grizzly92
	OE-IEE	A320-214	Avolon tst

OE-IEF	A320-214	Avolon	tst
20. J-008	F-16AM	312/313sq	arr King01
	PH-TFF	B737-86N	TUI NL arr TFL049P
22. HZ-ABS	ATR72-212A	Nesma Airlines	arr NSS9050
23. D-666	CH-47D	298sq	tst Grizzly92
	S-441	AS532U2	300sq *Wildcat61
24. S-441	AS532U2	300sq	Demon2
	OE-LZC	A320-214	Austrian Airlines dep AUA1474
	VT-TGF	B737-85R	Vistara arr
27. G-988	C-130H	336sq	*NAF78,79
	D-666	CH-47D	298sq tst Grizzly92
	J-513	F-16AM	322sq tst Dozer
	2-BTTC	B737-85R	El Al tst
28. D-666	CH-47D	298sq	tst + dep Grizzly92
29. G-988	C-130H	336sq	*NAF78,79
	El-GKK	A320-214	Aircastle / Sundair dep
30. D-106	CH-47D	298sq	arr Grizzly92
31. J-513	F-16AM	322sq	dep Polly01

Woensdrecht started the new year 2020 with the movements listed above. On 17 January two former Aigle Azur A320s performed a test flight during their storage. Three days later a TUI Netherlands B737 arrived for a transfer to TUI Belgium. A former Vistara B737 arrived on 24 January and will continue to Israel as El Al took over this Boeing. A third ex-Aigle Azur A320 departed on 29 January for Bremen Germany as lease firm Aircastle found Sundair as its new owner for this A320.

Credits: Johan Havelaar, Scramble MB.

## Texel

January 2020			
04. PH-PXF	EC135P2+	Nationale Politie	ZXP06
05. OO-JOE	R44	J & G	
08. D-HANS	R44	Heli & Co	
11. N35YY	AS350B2	Schuybroek Aviation	
	N263CP	EC120B	van der Hoeven
14. D-GLBA	DA42	European Flight Training Centre	
	PH-WRW	EC120B	Heli Holland Holding
19. PH-DKI	P68C	Zeeland Air	20
30. PH-AVW	R44	A. F. C. van Westerop	
31. PH-PXX	AW139	Nationale Politie	f/v ZXP24

Credit: Texel Airport.

## Twente

January 2020			
12. PH-GWS	Falcon 7X	Exxaero	f/v XRO018/025
16. CS-PHK	EMB505	NetJets Europe	17 NJE948M/886Y
	CS-PHL	EMB505	NetJets Europe NJE855M/737N
18. CS-DXY	Ce560XLS	NetJets Europe	19 NJE801D/923K
19. PH-GWS	Falcon 7X	Exxaero	21 XRO269/758
30. CS-DXQ	Ce560XLS	NetJets Europe	NJE321A/501A

The Falcon on the 12th is officially a new resident at Münster/Osnabrück.

Credit: EHTW spotters.



Previously with Jet Airways as VT-JTB this Boeing 737 was ferried to Woensdrecht late June 2019 already registered as 2-BTTC. Johan Havelaar caught the aircraft during a local test flight in full El Al colours on 27 January 2020.

## Flamingo (Bonaire, Dutch Caribbean)

		January 2020	
01. N31ZV	Lj31A	EZAir International	31
N389KA	Lj35A	Fundashon Mariadal	21
N5324J	Ce340A		31
N777SJ	Falcon 7X	Jon L. Stryker	04
02. YV3100	PA-31T1		
03. HI1053	ERJ145ER	Sky High Aviation	
04. N578CJ	Ce525B		
XA-BPS	EMB505	Servicios Aereos Across	
05. N777YY	Lj60		
06. N6GU	Ce680	LKM	15
YV1787	RC690A		
09. HI1045	Ce525B	Helidosa	
10. HI1053	ERJ145ER	Sky High Aviation	
HK-5139	B737-476(F)	AerCaribe	
11. HK-5329	ERJ145LR	SARPA	
YV3203	Beech C90GTx		12
13. HK-5075	Beech 200	Rio Sur	31
N373RS	Falcon 900LX	Johnston & Stryker	
N451PW	G450	Mayo Aviation	17
PJ-JAC	Fokker 70	Jet Air Caribbean	
14. N484BQ	Beech B200	Bequia Air	15
PH-DCG	AW139	DCCG	
15. N461QS	G450	NetJets	
16. C-GBBB	CL-604	Chartright Air	20
N373RS	Falcon 900LX	Johnston & Stryker	17
PH-DCG	AW139	DCCG	
17. HI1053	ERJ145ER	Sky High Aviation	
N990MM	Falcon 50	True Aviation Charter Service	21
18. HK-5329	ERJ145LR	SARPA	
N31GJ	Lj36A	Global JetCare	
19. N500RH	G-V	Hendrick Motorsports	
20. N23TA	PA-23-250	Air Paradise	
N604BK	Lj60	VPJ Holdings	
PJ-JAC	Fokker 70	Jet Air Caribbean	
21. PH-DCG	AW139	DCCG	
22. N389KA	Lj35A	Fundashon Mariadal	31
PH-DCG	AW139	DCCG	
23. N555QS	Ce560XLS	NetJets	
N876RA	Ce560XL	Parminter Investments	24
24. HI1053	ERJ145ER	Sky High Aviation	
HK-5139	B737-476(F)	AerCaribe	
25. HK-5329	ERJ145LR	SARPA	
29. C-GMUS	PA-46-600TP	Musket Transport	16
N2244P	PA-23-250	Island Birds	
YV1851	RC690C		31

30. PH-DCG	AW139	DCCG
31. HI1053	ERJ145ER	Sky High Aviation

### Air Antilles Express:

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

### American:

N4032T	03	N9010R	13, 27
N5007E	17	N9015D	24
N8001N	06	N9016	25
N8030	04	N9025B	31
N9004F	11, 18	N12028	20
N9008U	10		

### Aruba Airlines:

C-FEYG	11, 16, 18, 25, 28
P4-CRA	02, 04, 05, 07, 09, 12, 14, 19, 21, 23, 26, 30

### Delta:

N377DA	24	N3745B	05
N386DA	03	N3749D	10
N550NW	11	N3752	19
N683DA	18	N3755D	17
N775DE	26	N3758Y	12
N822DX	04	N6716C	25
N3731T	31		

### Sunwing:

C-FEVD	05, 19	C-GKVL	26
C-FFVJ	12		

### TUI Airlines:

PH-TFK	07, 11, 17, 18, 24, 28	PH-TFM	04, 10, 21, 25, 31
PH-TFL	03, 14		

### United:

N12225	04 <sup>2</sup>	N37466	11
N14237	11 <sup>2</sup>	N64844	18
N34222	25 <sup>2</sup>	N67827	25
N37263	18 <sup>2</sup>	N76265	04

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.

The first month of 2020 brought quite some big US bizjets. Other visitors were not very surprising, except for the JetAir Fokker 70s.

Credit: Danny de Kiewit.



The latest addition to the aerial fleet of the Dutch Police returned from the UK late January 2020. The week following PH-PXX visited some Dutch airports. Mike De Bruijn took this photo at Texel Airport on 31 January 2020.

# Movements Belgium



Embraer 550 N578EE has been in service with Embraer Executive Aircraft since May 2018. The aircraft was delivered to its new base Antwerp on the day this photo was taken. It was officially deregistered to Belgium on 27 February 2020. (Antwerp, 9 January 2020, Walter Van Brempt)

## Antwerp

January 2020				OE-FCB	Ce510	GlobeAir	
01. OO-GEE	PC-12/47E	Blue Sky Aviation	03	OK-PMP	PC-12/47E	T-Air	13
02. D-CQAB	Lj45	Quick Air Jet Service		PH-BBJ	Ce560XLS+	ASL	13
PH-LAU	Falcon 900EX	Exxaero	03	13. D-AWE	Ce425	Aerowest	f/v
PH-TXA	Ce510	ASL	08	D-ITTT	CeF406	Air Taxi Europe	14
03. 9H-VCG	CL-350	VistaJet Malta	04	M-ARTY	PC-12/47E	Creston (UK)	
D-AERO	ERJ135BJ	Air Hamburg		OE-FWH	Ce510	GlobeAir	
OK-UGJ	Ce680	SmartWings	04	PH-CJM	Ce680	ASL	20 2x
PH-DWS	ERJ135LR	Air Charters Europe	03	PH-DWS	ERJ135LR	Air Charters Europe	16
04. D-CHZF	Ce550 Bravo	Tyrol Air Ambulance		14. HB-IGV	Falcon 50EX	VF International	15
M-IFFY	Ce510	Xead		OO-ACC	Ce525A	Air Service Liège	17
OK-UGJ	Ce680	SmartWings	05	OO-IDE	Ce525	Air Service Liège	15
OO-ACC	Ce525A	Air Service Liège	05	PH-BBJ	Ce560XLS+	ASL	15
OO-GEE	PC-12/47E	Blue Sky Aviation	05	15. CS-LTI	Ce680A	NetJets Europe	
OO-IDE	Ce525	Air Service Liège	12	G-SONE	Ce525A	Centreline Air Charter	
OO-NEY	EMB545	Air Service Liège	05	M-ARTY	PC-12/47E	Creston (UK)	
PH-AJX	Falcon 7X	Flying Group	05	OO-IDE	Ce525	Air Service Liège	28
PH-DWS	ERJ135LR	Air Charters Europe	05	16. ST03	SF260M+	CC Air	
05. D-ICBA	Ce525A	Proair Aviation		F-GUPM	DA42	Aeroplano	
OO-ACC	Ce525A	Air Service Liège	12	N260AM	Ce525	Bay Air	f/v 17
OO-GEE	PC-12/47E	Blue Sky Aviation	09	N790TB	TBM-700		18
OO-PCN	PC-12/47E	EAPC		OK-AST	Ce560XL	Air Bohemia	17
OO-VMF	Ce560XLS+	Air Service Liège		OO-STR	AS350B3e	Stephex Stables	
06. 9H-LGM	EMB500	Luxwing	f/v 07	17. ST44	SF260D	CC Air	
F-HHAB	TBM-850	Altias	f/v	CS-LAS	Ce680A	NetJets Europe	
OK-MPM	PA-42-720	Time Air	07	D-ICBA	Ce525A	Proair Aviation	20
OK-PCC	PC-12/47E	T-Air		PH-CGC	Dornier 228-212	Kustwacht	
PH-CGC	Dornier 228-212	Kustwacht		PH-KFB	DA42NG	KFA	
T7-FOZ	Ce525 (M2)	Open Sky Aviation	12	PH-MYX	Ce650	JetNetherlands	
07. N156PH	CL-350	Parker-Hannifin	f/v	TC-TOS	Falcon 2000S	Tosyali Holding	f/v
OK-JRS	Ce680+	SmartWings	f/v 08	18. 9H-LDN	Global 6000	TAG Aviation Malta	19
OO-VMF	Ce560XLS+	Air Service Liège	09	N600J	G550	Johnson & Johnson	20
PH-CGC	Dornier 228-212	Kustwacht		PH-DWS	ERJ135LR	Air Charters Europe	19
PH-MYX	Ce650	JetNetherlands	10	19. CS-DXL	Ce560XLS	NetJets Europe	20
09. ST42	SF260D	CC Air		F-HATV	Ce680A	Astonjet	
D-CHRE	Ce680	Hahn Air	10	F-HGPE	EMB505	Pan Europeene Air Service	f/v
F-HATV	Ce680A	Astonjet		OK-IHS	PC-12/47E	NetFlight	f/v 20
G-LUBB	Ce525	Surrey Heli Charters	11	OO-ACC	Ce525A	Air Service Liège	20
M-IFFY	Ce510	Xead		OO-STR	AS350B3e	Stephex Stables	
N578EE	EMB550	Air Service Liège	del	PH-MYX	Ce650	JetNetherlands	23
OE-FZE	Ce510	GlobeAir	10	PH-TSN	DA42	Twin Star Netherlands	
OO-GEE	PC-12/47E	Blue Sky Aviation	15	20. D-CSCB	Ce560XLS+	Silver Cloud Air	
OO-VMF	Ce560XLS+	Air Service Liège		D-IMME	Ce551	ABC Nordflug	
10. D-CHRE	Ce680	Hahn Air		F-HGPG	Ce525	Valljet	
F-HATV	Ce680A	Astonjet		F-HPEB	Lj40	ADD	
OK-JRS	Ce680+	SmartWings		N445VL	Hawker 400XP	Vladislav Levchugov	f/v 21
OK-XLS	Ce560XLS+	Silesia Air		OO-ACC	Ce525A	Air Service Liège	
PH-WAM	CeT206H	AFOC Germany		PH-CJM	Ce680	ASL	22
11. D-BEKY	Falcon 2000LX	BASF		PH-TXA	Ce510	ASL	
LX-JFS	PC-12/47E	Jetfly Aviation		21. C-FPJD	Global 5000	Chartright Air	f/v 22
OO-JOE	R44	J & G		CS-CHA	CL-350	NetJets Europe	
PH-BBJ	Ce560XLS+	ASL		F-GUPM	DA42	Aeroplano	
PH-MAS	P68C-TC	Miramap Aviation	f/v	M-ARTY	PC-12/47E	Creston (UK)	23
12. N63DR	Kodiak 100	E. Rossillon		OK-PMP	PC-12/47E	T-Air	22
				OO-GEE	PC-12/47E	Blue Sky Aviation	2x
				PH-WDL	PA-34-220T	Cordial Beher	22

22.	CS-CHD	CL-350	NetJets Europe	23
	D-CAGA	EMB505	Luxaviation Germany	
	D-INOB	Ce525A	Atlas Air Service	
	D-IOHL	Ce525A	Ohlair	
	PH-DWS	ERJ135LR	Air Charters Europe	25
23.	CS-DXQ	Ce560XLS	NetJets Europe	24
	D-CAGA	EMB505	Luxaviation Germany	f/v
	D-CLIF	EMB505	Spree Flug Luftfahrt	27
24.	OE-FGB	Ce525A	Jet Pool Network	arr
	OK-AST	Ce560XL	Air Bohemia	
25.	N790TB	TBM-700	ASL	27
	PH-BBJ	Ce560XLS+	Air Charters Europe	27
	PH-DWS	ERJ135LR	NetJets Europe	27
26.	CS-CHB	CL-350	Luxaviation Germany	27
	D-CAGA	EMB505	T-Air	27
	OK-PCC	PC-12/47E	ASL	f/v
	PH-BBJ	Ce560XLS+	Air Vendee	f/v
27.	F-HDPY	Ce510	Global Jet Luxembourg	f/v 28
	LX-GJM	Ce525C	M & N Equipment	
	N84UP	BAe125-800XP	Stephex Stables	
	OO-STR	AS350B3e	Luxwing	f/v 29
28.	9H-GPS	Ce560XL	Rapido Camping Cars	f/v
	F-HRCN	TBM-850	SFJ Aviation	f/v
	F-HSFJ	Ce680A	Sirio	f/v
	I-LUXO	G550	Webb	29
	N101DW	PA-32R-300	Tyrol Air Ambulance	
	OE-GBD	IAI1125SPX	Air Service Liège	
	OO-IDE	Ce525	Ilpam	29
	OO-STX	EC120B	Air Charters Europe	
	PH-DWS	ERJ135LR	Adolf Würth	
29.	D-BETI	Falcon 50EX	Transavia Flug	
	D-IPVD	Ce525A	Air Service Liège	31
	OO-ACO	Ce510	Air Charters Europe	01
	PH-DWS	ERJ135LR	Adolf Würth	
30.	D-CBEN	Ce560XLS+	Aeroplano	
	F-GZJX	DA42	AFOC Germany	arr
	I-GAUS	P68	Reni Aviation	f/v
	N175KB	Ce401B	Air Service Liège	31
	OO-ACC	Ce525A	Blue Sky Aviation	
	OO-GEE	PC-12/47E	JetNetherlands	31
	PH-MYX	Ce650	European Aircraft Sales	f/v
	SE-MIT	PA-34-220T	European Flight Service	
	SE-RNR	CL-350	CC Air	
31.	ST41	SF260D	NetJets Europe	dep
	CS-PHB	EMB505	Flightline	
	EC-GXJ	SA226TC	Aeronike	
	I-VICC	P68B	Fleet Air Bulgaria	
	LZ-FAB	ATR42-300F	Cadimmair	f/v
	OO-CFG	DA42	Stephex Stables	
	OO-STE	AS350B3e		

On the 9th ASL took delivery of an Embraer 550. It operated its first service the same day.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

01.	CS-CHH	CL-350	NetJets Europe	January 2020
	02.07	C-27J	Transporto Esk	dep NJE654U
	CS-DXV	Ce560XLS	NetJets Europe	03 NJE230P/185Y
	D-CNUJ	Lj60	FAI Rent-A-Jet	
	LX-JFB	PC-12/47E	Jetfly Aviation	03
	LX-PCC	PC-24	Jetfly Aviation	04 JFA80A/99E
	OO-NGI	ERJ190BJ	Flying Group	dep
	OO-NGI	ERJ190BJ	Flying Group	arr
	OY-JJK	Raytheon 4000	JoinJet	SUS569B/9169
	PH-TXA	Ce510	JetNetherlands	dep
03.	CS-LTE	Ce680A	NetJets Europe	04 NJE335P/160W
	F-HSBL	EMB500	Pan Européenne A/S	arr
	OE-FPP	Ce510	GlobeAir	GAC90X/390Q
	OE-IIS	G-V	Luxaviation Germany	04
04.	7T-VNM	Ce560XLS+	Star Aviation	
	CS-CHG	CL-350	NetJets Europe	NJE29F/95E
	I-DBLR	CL-650	Sirio	
	LX-JFY	PC-12/47E	Jetfly Aviation	
	SP-FMG	ERJ135BJ	Jet Story	arr
05.	678	G-V	352 MMYP	arr HAF352B
	LX-SEB	Ce525B	Jetfly Aviation	07
	LZ-EAB	A320-231	Electra Airways	LZB407/8
	YL-LCP	A320-232	SmartLynx	JAF11P/3011
	YL-LCP	A320-232	SmartLynx	JAF3012/12F
06.	84-0060	C-5M	22nd AS	div RCH169
	99-0003	C-32A	1st AS	arr SAM916
	7T-VPM	G-IVSP	Government of Algeria	
	CS-DQB	Ce560XLS	NetJets Europe	arr
	D-CWAY	Lj55	Quick Air Jet Charter	
	F-HBTV	Ce525 (M2)	Astonjet	ASJ329/961
	LX-JFH	PC-12/45	Jetfly Aviation	arr
	M-AAAL	G650	Global Jet Isle of Man	dep
	SP-FMG	ERJ135BJ	Jet Story	arr
07.	4/F-RAFQ	Falcon 900	ET00.065	arr
	15+04	A321-231	FBS BMVg	
	MM62209	A319-115X	306° Gruppo TS	arr
	ZE700	BAe146 CC2	32(TR)sq	arr
	D-BOBI	Falcon 2000LX	BASF	
	D-CAGA	EMB505	Luxaviation Germany	08
	D-CSCA	Ce525B	Silver Cloud Air	08 SCR378
	N100XS	G550	LBB Holdings	arr
	N1904W	G-IVSP	South Aviation	dep
08.	15+04	A321-231	FBS BMVg	dep
	258	Lj45	MATS	
	0001	G550	1.BLTr	dep
	0110	B737-86X	1.BLTr	
	97-00102	UC-35A1	1-214th AVN	
	99-00102	UC-35A1	AFTD	
	5A-LAP	A320-214	Libyan Airlines	LAA1
	9H-YES	B737-5Q8	Air X Charter	09 AXY801/901
	CS-LTD	Ce680A	NetJets Europe	09 NJE23D/886W
	D-CAWN	Ce680A	Aerowest	



The second Airbus A320 with registration OO-SNG entered into service with Brussels Airlines in February 2014. It was withdrawn from use some five years later. It was flown to Ostrava early December 2019 and late January 2020 it returned to Brussels before being delivered to CSA as OK-HEU. (Brussels, 29 January 2020, Yves Deliens)



United was the first North American airline to take delivery of the 787-10. From the summer of 2019 the airline began operating the type on its Newark to Brussels service. N12010 was delivered to United in late December 2019. Almost three weeks later it paid a first visit to Brussels. Jonas Evrard caught the aircraft on camera on 28 January 2020 while on its second visit to the Belgian capital.

D-INCS	Ce525	Jetkontor		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	dep
F-HFAS	Falcon 7X	Dassault Aviation	DSO8AS	OO-JAU	B737-8K5	TUI Belgium	dep JAF16F
SP-FMG	ERJ135BJ	Jet Story	dep	SP-KPE	Saab 340A(QC)	SprintAir	
VP-BVV	B737-73U	GainJet Aviation	09	VQ-BMZ	G650	Government of Jordan	dep
XA-VDT	G550	Operadora De Vuelos Ejecutivos	09	15.144614	CC-144B	412sq	dep
09.237/F-RAFD	Falcon 2000LX	ET00.060		5105	CL-601-3A	241.dlt	
D-CAGA	EMB505	Luxaviation Germany	dep	0033/F-RBAI	A400M	ET01.061	CTM2003
D-IJOA	Ce525A	Excellent Air		16+02	A340-313X	FBS BMVg	
F-HSHC	Ce525 (M2)	Ixair	10	607	Falcon 7X	MH 59. Sz.D. R	
OY-RAB	Falcon 7X	Air Alsie	arr	T.18-3/45-42	Falcon 900B	451 Esc	
10.5105	CL-601-3A	241.dlt		91-003	G-IV	212 Filo	
237/F-RAFD	Falcon 2000LX	ET00.060		99-0003	C-32A	1st AS	dep
14+02	Global 5000	FBS BMVg		D-CEFO	Ce560XLS+	Air Hamburg	16 AHO474E/376X
135L-484	ERJ135BJ	352 MMYP		N751CT	Ce750	Textron Aviation	arr
MM62210	Falcon 900EX	93° Gruppo TS	arr	PH-BBJ	Ce560XLS+	ASL	16
L1-01	Falcon 2000EX	Slovenian Air Force	arr	TF-AMR	B747-45E(F)	Magma Aviation	18 ABD36P
102004	Tp102C	74 Airlift sq		16.I-DIEM	Falcon 900LX	CAI	CPI165
9H-YES	B737-5Q8	Air X Charter	13 AXY1002/203	OE-FBD	Ce510	GlobeAir	GAC754V/643W
CS-LTJ	Ce680A	NetJets Europe	NJE272U/291E	PH-BBJ	Ce560XLS+	ASL	17
F-HEND	Ce510	Astonjet	11 ASJ184/577	YL-LCP	A320-232	SmartLynx	17 JAF501F/2501
F-HJFP	PC-12/47E	Getonejet		17.VP-BBI	G280	Silk Way Business Avn	ESW280
M-GFGC	P180	Greensill Capital (IOM)		YL-LCP	A320-232	SmartLynx	JAF2502/TOM260F
OE-FHK	Ce510	GlobeAir	GAC384Z/419N	18.CN-LMH	G450	Regional Air Lines	dep
OE-GSE	Lj60XR	Avcon Jet		D-CWAY	Lj55	Quick Air Jet Charter	
OE-GWV	Ce560XLS	Jet 24		F-HAOD	Falcon 900LX	Olivier Dassault	DSO15DO
OH-WII	CL-604	Jetflite	arr	I-DIEM	Falcon 900LX	CAI	CPI181
OK-ESC	Beech 400XT	Time Air	TIE52S	19.5105	CL-601-3A	241.dlt	arr
OM-BYC	Fokker 100	Government of Slovakia	SSG4	MM62245	Falcon 900EX	93° Gruppo TS	20
11.F-HVYC	Ce560XLS+	Lyreco		T.18-2/45-41	Falcon 900B	451 Esc	arr
OE-FHK	Ce510	GlobeAir	GAC900N/788R	D-AVIB	ERJ135BJ	Air Hamburg	20 AHO598A/60B
12.99-0003	C-32A	1st AS		M-UNIS	Global XRS	Lapwing	dep
9H-JOY	CRJ200ER	Air X Charter	13	OE-FPP	Ce510	GlobeAir	GAC577J/466J
D-CAWN	Ce680A	Aerowest	13	20.1257	Yak-40K	241.dlt	21
F-HJFP	PC-12/47E	Getonejet	13	14+02	Global 5000	FBS BMVg	21
F-HVYC	Ce560XLS+	Lyreco		15+04	A321-231	FBS BMVg	
OE-FCB	Ce510	GlobeAir	GAC2V/769N	T.18-2/45-41	Falcon 900B	451 Esc	
OE-FHK	Ce510	GlobeAir	13 GAC419P/583A	CS-CHH	CL-350	NetJets Europe	NJE194H/412E
OY-RAB	Falcon 7X	Air Alsie		D-AGBA	Falcon 8X	VW Air Services	21
13.MM62026	Falcon 50	306° Gruppo TS		D-ALIK	CL-850	ImperialJet Europe	
605	A319-112	MH 59. Sz.D. R		D-ATMJ	CL-604	Air Independence	22
012	C295M	8.BLTr (13.el)	arr	F-HLPM	Falcon 2000LXS	Michelin Air Services	
1931	C-27J	Dopravné křídlo	arr	I-TOPF	Beech 400A	Aliserio	21
T-786	PC-24	LTDB		LX-JFQ	PC-12/47	Jetfly Aviation	
91-003	G-IV	212 Filo	arr	LX-PCB	PC-24	Jetfly Aviation	JFA26X/18F
9H-VJD	Global 6000	VistaJet Malta	13 VJT732	OO-VLS	Fokker 50	Air Antwerp	div 21
D-CAGA	EMB505	Luxaviation Germany	dep	21.T.18-2/45-41	Falcon 900B	451 Esc	dep
D-CEFO	Ce560XLS+	Air Hamburg	AHO474E	ZE700	BAe146 CC2	32(TR)sq	dep
F-HJFP	PC-12/47E	Getonejet	16	CS-CHA	CL-350	NetJets Europe	21 NJE57Y/834H
VP-BBI	G280	Silk Way Business Avn	ESW280	CS-EFF	Ce560XLS+	Luxaviation Portugal	dep
14.33/XA	TBM-700A	ET00.043	dep	CS-PHM	EMB505	NetJets Europe	NJE849B
T-786	PC-24	LTDB		EC-LCZ	A340-642	Iberia	IBE3206/3
CS-LTE	Ce680A	NetJets Europe	NJE162N/869R	F-GZTQ	B737-73S	ASL Airlines France	dep FPO187T
LX-JFE	PC-12/47E	Jetfly Aviation		F-HJFP	PC-12/47E	Getonejet	
N25HJ	HA-420	Flyhondajet Club		N450CE	G450	Exec. Jet Management	23 EJM45
OE-FOA	Ce525A	Avcon Jet		OE-ITC	G450	Luxaviation Germany	22 LXG14C



OO-SND	A320-214	Brussels Airlines	dep BEL9901	Z3-MKD	Lj60	Government of Macedonia	
22.9H-LIS	A321-231	Hi Fly Malta (a/w)	27 HFM310P/BAF631	30.D-CSTU	Lj60	FAI Rent-A-Jet	31 IFA504
CS-DXH	Ce560XLS	NetJets Europe	NJE67F/972P	G-LFBD	Ce525A	Centreline	31 CLF823
CS-TRJ	A321-231	Belgian Air Force	dep HFY271P	31.9H-FCA	Global 6000	Albinati Aviation	dep
F-HJFP	PC-12/47E	Getonejet	24	9H-FGV	EMB500	Luxwing	arr
F-HLRX	Falcon 2000S	Michelin Air Services		9H-LGM	EMB500	Aviogreen	dep
F-HMAU	EMB500	Lei Moa		9H-LIS	A321-231	Hi Fly Malta (a/w)	05 BAF634/3
LX-PCB	PC-24	Jetfly Aviation	JFA0D/37H	9H-VFC	CL-605	VistaJet Malta	VJT582
M-ABEU	Lj45XR	Ryanair		D-ALOA	ERJ135BJ	Air Hamburg	
N312AF	Global 6000	Jet Aviation Flight Services	dep	D-AUTO	G550	BMW Flight Service	dep
N12010	B787-10	United Airlines	f/v UAL999/8	D-CQQQ	Ce560XLS+	DC Aviation	DCS709
23.CS-DXU	Ce560XLS	NetJets Europe	NJE202T/114M	D-CVAA	PC-24	Volkswagen	WGT3C
24.OE-ITC	G450	Luxaviation Germany	LXG14C	HB-JFR	Falcon 7X	Japat	dep
25.231/F-RAFC	Falcon 2000LX	ET00.060	arr CTM211	OE-FCB	Ce510	GlobeAir	GAC341L/564T
D-AVIB	ERJ135BJ	Air Hamburg	AHO547D				
OE-ITC	G450	Luxaviation Germany	LXG14C				
26.D-AVIB	ERJ135BJ	Air Hamburg	28 AHO547D/8G				
D-CKHG	Ce560XLS	Windrose Air	29 QGA638A				
27.KAF327	KC-130J	41sq	28 KAF3221				
9H-LIS	A321-231	Hi Fly Malta (a/w)	31 BAF631/4				
CS-TQY	A340-313X	Hi Fly	31 HFY411P/311P				
OE-FBD	Ce510	GlobeAir	GAC222L/986E				
PH-BBJ	Ce560XLS+	ASL					
28.0001	G550	1.BLTr	dep				
9A-CRO	CL-604	Government of Croatia					
9H-VCE	CL-350	VistaJet Malta	VJT474				
9H-VCN	CL-350	VistaJet Malta	VJT437				
CS-DQB	Ce560XLS	NetJets Europe	dep				
D-IGCS	Beech C90GTx	Fair Air					
LN-AWB	Lj45	Airwing					
N515TJ	Beech 400A	Blackburn International					
OE-HPG	CL-300	Laudamotion	LDX7C				
OO-SNG	A320-214	Brussels Airlines	arr BEL9902	02.CH07	C-130H	20sq	January 2020
OO-XLS	Ce560XLS+	Air Service Liège	dep	CH11	C-130H	20sq (special c/s)	*
UR-UKR	An-148-100	Ukrayina	UKN8201/2	ST42	SF260D	CC Air (grey c/s)	*
YU-BNA	Falcon 50	Serbian Government	dep	ST43	SF260D	CC Air (grey c/s)	*
29.07	C-27J	Transporto Esk		03.ST42	SF260D	CC Air (grey c/s)	*
678	G-V	352 MMYYP		06.FA72	F-16AM	2w	*
0110	B737-86X	1.BLTr	dep	FB22	F-16BM	2w	*
ZE708	BAe146 C3	32(TR)sq	dep	08.CH11	C-130H	20sq (special c/s)	*
40-MNE	Lj45	Vlada Crne Gore	dep	H26	A109BA	17sq	*
9H-JAD	CL-850	Air X Charter	30 AXY2911/3006	ST42	SF260D	CC Air (grey c/s)	*
9H-OMK	Global 5000	Avcon Jet Malta	31 VCJ88G	09.CH11	C-130H	20sq (special c/s)	*
A6-ETD	B777-3FXER	Ethiad Airways	ETD057/8	10.FB22	F-16BM	2w	*
CN-GMT	G450	MT Fly		13.CH11	C-130H	20sq (special c/s)	*
D-ALOA	ERJ135BJ	Air Hamburg	30 AHO637N	14.CH13	C-130H	20sq	*
D-CQAJ	Lj35A	Quick Air Jet Charter		15.CH04	C-130H	20sq	*
D-IAAT	EMB500	Arcus Air	01 AZE411X/91X	16.ST41	SF260D	CC Air (grey c/s)	*
EC-LPJ	P180	Gestair	30 GES101J	17.CH07	C-130H	20sq	*
I-GBMP	G550	Alba Servizi		24.CH04	C-130H	20sq	*
I-PBRA	Falcon 50EX	Sirio	SIO505	FB22	F-16BM	2w	*
M-UNIS	Global XRS	Lapwing		27.CH04	C-130H	20sq	*
N378CX	B767-323ER(F)	Amerijet International	30 AJT131/0	FA70	F-16AM	2w	*
N600J	G550	Johnson & Johnson	arr	H26	A109BA	17sq/1w	*
OE-FZB	Ce510	GlobeAir	30 GAC54K/447Q	ST46	SF260D	CC Air (grey c/s)	*
OY-JJK	Raytheon 4000	JoinJet	SUS694/694A	LX-N90450	E-3A	NAEW&CF (special c/s)	*
YU-SPC	Ce560XLS+	Prince Aviation		28.CH04	C-130H	20sq	*
				FA57	F-16AM	2w (special c/s)	*

The first month of 2020 started with a rather large diversion on the 6th. The C-5 was on its way to Ramstein when it had to divert due to weather. The Magma Aviation jumbo on the 15th was ferried in from Liège for some maintenance. The Airbus A321 being used by the Belgian Air Force was ferried to to Naples, Italy for maintenance on the 22nd. It was replaced by an all white sistership that was ferried in empty on that same day. The Brussels Airlines Airbus on the 28th arrived from Ostrava in basic CSA colours prior delivery to the Czech airline.

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

### Kleine Brogel



It had been short of 15 years ago since the last Galaxy visited Brussels but thanks to weather at its final destination 84-0060 diverted to Brussels on 6 January 2020. The 22nd AS operated C-5M was photographed by Yannick van Praag when it was about to depart for Ramstein.



Former B-5178 was delivered to Air China in December 2006. The Boeing 737 was withdrawn from use in September 2019 and registered as 2-VBNM. As such it was ferried from Chengdu via Kazakhstan and Belgium to Brazil for delivery to GOL. The aircraft operated its first service as PR-GZW late January 2020. (Liège, 16 January 2020, Bjorn van der Velpen)

G-988	C-130H	336sq	*	05.LX-GBH	Falcon 8X	Luxaviation	LXA6A
29.CE02	ERJ135LR	21sq	*	07.F-HTTO	Global 5000	Flying Group	
RN05	NH90-TTH	18sq/1w	*	SE-KOL	Beech 300LW	H-Bird Aviation Services	
ST43	SF260D	CC Air (grey c/s)	*	TF-AMA	B747-45E(F)	Saudia	SVA3034/5
31.ST35	SF260M+	CC Air (Red Devils c/s)	*	08.F-HITM	Beech 400A	Air ITM	MQT53
ST41	SF260D	CC Air (grey c/s)	*	09.A6-GGP	B747-412F	Dubai Air Wing	10 DUB8
				OK-ESC	Beech 400XT	Time Air	10 TIE38S
				12.F-GZTJ	B737-4S3(F)	ASL Airlines France	dep FPO20
				PH-CDF	B737-804	Corendon Dutch Airl.	CND1114/781P
				13.F-HIBF	Ce510	HIBF Aviation	ASJ535
				PH-CDF	B737-804	Corendon Dutch Airl.	CND782/781P
				RA-76952	Il-76TD-90VD	Volga-Dnepr	14 VDA2605
				15.274	AW139	301sq	arr
				G-VINB	AW139		dep
				16.2-VBNM	B737-86N	Avolon Aerospace (a/w)	17
				OK-PPP	Beech 400XTi	Time Air	17 TIE50P/72P
				17.F-GZTQ	B737-73S	ASL Airlines France	tst FPO21T
				VQ-BFT	B737-86N(F)	ATRAN	VAS816/5
				18.RA-76952	Il-76TD-90VD	Volga-Dnepr	23 VDA2727/808
				VQ-BFT	B737-86N(F)	ATRAN	19 VAS816/9202
				19.OK-PPP	Beech 400XTi	Time Air	TIE62P
				21.N450CE	G450	Exec. Jet Managemnt	div 22 EJM45
				22.RA-82042	An-124-100	Volga-Dnepr	23 VDA2717/8
				23.VQ-BFT	B737-86N(F)	ATRAN	VAS815/6
				25.EC-ISY	B757-256	Privilege Style	PVG755P/7656
				26.EC-ISY	B757-256	Privilege Style	PVG7655/756P
				LX-RSQ	Lj45XR	European Air Ambul.	LRQ33C/5E
				OK-PPP	Beech 400XTi	Time Air	TIE77P
				27.ES-MCA	Ce510	Alarair	
				28.OK-PPP	Beech 400XTi	Time Air	TIE88P/94P
				30.EC-NCL	Ce525C	Aluminios Cortizo	31
				LX-LGS	B737-7C9	Luxair	LGL7891
				31.CS-DXH	Ce560XLS	NetJets Europe	NJE8FR/653T
				LX-LGS	B737-7C9	Luxair	LGL7892
				OE-FCB	Ce510	GlobeAir	01 GAC453U/868N

The movements of Kleine Broegel for January 2020 show that the majority of visitors came from Melsbroek based 20sq and their C-130Hs. Closely followed by the SF260D Marchettes from Bevekom. Foreign visitors were the AWACS on 27 January and the Netherlands AF C-130H on 28 January.

Credits: Toon Cox, Edwin Huskens, Quinn Loots, Stephan Lodewijks

## Koksijde

January 2020			
02.CH11	C-130H	20sq (spec c/s)	*3x
FA95	F-16AM	10w	*
FA124	F-16AM	10w (spec c/s)	*2x
FA126	F-16AM	10w	*2x
03.H31	A109BA	17sq/1w	*
06.FA116	F-16AM	10w	*
FA119	F-16AM	10w	*2x
FA124	F-16AM	10w	*2x
08.ST46	SF260D	CC Air	*
14.FA81	F-16AM	10w	2x *
FA102	F-16AM	10w	2x *
15.FA69	F-16AM	10w	*
FA119	F-16AM	10w	*
274	AW139	301sq	*
27.FB17	F-16BM	10w/OCU	*
28.ZH775	Chinook HC6A	Odiham	*

The Irish Air Corps AW139 on the 15th was heading towards Liège to attend Agusta-Westlands maintenance facility and the English Chinook was Eastbound, departing from Odiham.

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

## Liège

January 2020			
01.N489MC	B747-412F	Atlas Air	arr GTI4254/ELY802
02.B-2409	B747-412F	Air China Cargo	f/v CAO1069/70
F-GZTT	B737-48E(F)	ASL Airlines France	dep FPO37T
LX-RSQ	Lj45XR	European Air Ambul.	03 LRQ1A/3C
TC-ACG	B747-481(F)	Saudia	SVA911/2
03.F-GZTO	B737-73S	ASL Airlines France	
04.D-ISJP	Ce525A	OhlAir Charterflug	arr
N267CB	Beech B200	Fargo Jet Center	05

The Atlas Air on the 1st arrived for El Al operations. On the 2nd Air China Cargo began operating their service with Boeing 747 equipment. The ASL Airlines France flights are all maintenance flights. The departing AW139 on the 15th was exported to France on 28 January 2020 as F-HUGN. The Avolon Boeing on the 16th was on a delivery flight to GOL. The bizjet on the 21st was a Brussels diversion. It continued to Brussels the next day.

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

## Ostend-Bruges

January 2020			
01.OO-JUK	Falcon 7X	Flying Group	dep FYG22K
02.F-HGPE	EMB505	Pan Europeenne A/S	PEA302
03.D-ASBG	Falcon 900EX	Airservice Bremgarten	

OK-PVG	PC-12/47E	Gumarny Zubri	05	23.OO-ACC	Ce525A	Air Service Liège	24
04.N715CK	B747-4B5F	Kalitta Air	CMB166	OO-GEE	PC-12/47E	Blue Sky Aviation	25
SP-KPC	Saab 340A	SprintAir	05 SRN214/215	OO-JCV	PC-12/47E	NextGen Aviation	24
05.D-CAUW	Ce560	Atlas Air Service	ATL2W	PH-NNX	Ce750	JetNetherlands	
N701CK	B747-4B5F	Kalitta Air	CMB164	24.ER-BBJ	B747-412F	Aerotrans Cargo	26 ATG4482/3
N715CK	B747-4B5F	Kalitta Air	CKS9165	OO-JCV	PC-12/47E	NextGen Aviation	
06.N701CK	B747-4B5F	Kalitta Air	CKS9163	TC-JOV	A330-243F	Turkish Cargo	f/v THY6401/2
PH-NNX	Ce750	JetNetherlands	09	26.PH-NNX	Ce750	JetNetherlands	27 2x
07.D-ASBG	Falcon 900EX	Airservice Bremgarten		27.PH-NNX	Ce750	JetNetherlands	31
D-ASSY	Falcon 7X	Adolf Würth		28.N740CK	B747-4H6(F)	Kalitta Air	CMB517
D-IATE	CeF406	Air Taxi Europe	08 TWG211/114	29.ER-BBJ	B747-412F	Aerotrans Cargo	30 ATG4472/3
08.D-IATE	CeF406	Air Taxi Europe	10 TWG214/111	30.9H-GPS	Ce560XL	Luxwing	LWG201
11.N715CK	B747-4B5F	Kalitta Air	CMB573	EJ-CORE	EMB135BJ	GainJet Ireland	31 GJI65R
G-OUEG	Global 6000	Catreus	VCG1UG/2UG	ER-BBJ	B747-412F	Aerotrans Cargo	ATG4474
12.OO-JWG	PC-12/47E	NextGen Aviation	13	F-HNAV	Be200CGT	Flyops	31 NAK097
13.OE-XBE	AS350B3	Heli-Austria		31.9H-WIT	PC-12/47E	NextGen Aviation (Malta)	
OY-PHD	PA-46-500TP		14	EC-GPS	SA227TC	Flightline	arr FTL842
PH-NNX	Ce750	JetNetherlands	16	F-HNAV	Be200CGT	Flyops	NAK097
14.EJ-CORE	ERJ135BJ	GainJet Ireland	GJI65R/35L	M-ELON	EMB505	Sleepwell Aviation	arr
N707CK	B747-4B5F	Kalitta Air	15 CMB529	N716CK	B747-4B5F	Kalitta Air	CMB165
OO-JWB	PC-12/47E	NextGen Aviation					
16.9H-JDV	Ce525 (M2)	NextGen Aviation (Malta)					
D-CAAA	Ce560XLS	DC Aviation	DCS701				
D-ISSS	Ce510	Alfred Kaut					
N716CK	B747-4B5F	Kalitta Air	17 CMB561				
17.ER-JAI	B747-412(F)	Aerotrans Cargo	dep ATG4483				
N701CK	B747-4B5F	Kalitta Air	CMB162				
N713CK	B747-4B5F	Kalitta Air	CMB559				
TC-JOY	A330-243F	Turkish Cargo	f/v THY6401/2				
UR-11316	An-12BK	Motor Sich	18 MSI6541				
18.9H-CFB	PC-24	NextGen Aviation (Malta)					
SU-GFE	A220-300	EgyptAir	f/v MSR3330				
19.CS-DXW	Ce560XLS	NetJets Europe	20				
D-IEMO	Raytheon 390	Exxaero					
EJ-CORE	ERJ135BJ	GainJet Ireland	GJI35R				
VP-COM	Ce500	C. M. McGill					
20.9H-AMN	Global 5000	Emperor Aviation	EMM012				
PH-CJM	Ce680	JetNetherlands					
PH-NNX	Ce750	JetNetherlands	21				
VP-BZE	Falcon 7X	Flying Lion	dep				
21.N644RV	Falcon 2000	Rafael Vinoly Architects	22				
OE-FMO	Eclipse 500	Mali Express	MAE10/11				
OH-ZRH	PC-12/47E	Global Airlift Solutions	22				
OO-AMR	Ce525A	Air Service Liège	23				
OO-CLA	Ce525C	Luxaviation Belgium	23 AAB228/652				
22.D-BFIL	EMB545	Atlas Air Service	ATL8F				
D-IFFF	CeF406	Air Taxi Europe	24 TWG255/144				
EC-GXJ	SA226TC	Flightline	arr FTL431				
OO-ACC	Ce525A	Air Service Liège	23				
OO-GEE	PC-12/47E	Blue Sky Aviation	23				
OO-JCV	PC-12/47E	NextGen Aviation					

#### EgyptAir Cargo:

SU-GCE 02, 04, 05<sup>2</sup>, 06 - 10, 12<sup>2</sup>, 13 - 18, 19<sup>2</sup>, 21, 22, 24, 26 - 28  
 SU-GCF 01, 02, 05, 06<sup>2</sup>, 10 - 12, 14, 15, 19, 20, 21, 24, 26, 28, 29  
 SU-GCJ 01, 02, 03, 03<sup>2</sup>, 06 - 10, 13<sup>2</sup>, 16, 17, 19, 22, 23, 30

#### TUI Belgium:

OO-JAA 15, 15<sup>2</sup>, 16<sup>2</sup>, 17<sup>2</sup>, 18<sup>2</sup>,  
 OO-JAF 22<sup>2</sup>, 23<sup>2</sup>, 24<sup>2</sup>, 25<sup>2</sup>, 26, 26<sup>2</sup>, 27<sup>2</sup>, 28<sup>2</sup>, 29<sup>2</sup>, 30<sup>2</sup>, 31<sup>2</sup>  
 OO-JAY 01<sup>2</sup>, 02<sup>2</sup>, 03<sup>2</sup>, 14<sup>2</sup>, 15,  
 OO-JEB 01<sup>2</sup>, 02, 02<sup>2</sup>, 03, 03<sup>2</sup> - 08<sup>2</sup>, 09, 09<sup>2</sup>, 10, 10<sup>2</sup> - 13<sup>2</sup>, 15<sup>2</sup>, 17, 17<sup>2</sup> - 29<sup>2</sup>  
 OO-JVA 16<sup>2</sup>, 30<sup>2</sup>, 31, 31<sup>2</sup>  
 OO-TNB 05<sup>2</sup> - 11<sup>2</sup>, 12, 12<sup>2</sup>, 13<sup>2</sup>, 14, 18<sup>2</sup>, 19, 19<sup>2</sup>, 20<sup>2</sup>, 21<sup>2</sup>, 22

Ostend traffic of January 2020 saw a nice variety of airlines and airplanes. The Kalitta Air B747 flights stand out, supporting US armed forces, noticeable by the CMB-flightnumbers. Lots of private jets and turboprops, from PC-12s and Cessna F406s up to Cessna 750 and Embraer ERJ135BJs. On the regular-side EgyptAir Cargo had a good month with a movements record, their three A330-200 converted freighters never visited more in one month. On the 18th a new A220 for EgyptAir stopped by for fuel on its way to Egypt. For TUI Belgium the Winter-period means less flights with less based airplanes so most recordings are flights with nightstops at Ostend, for example departures in the morning and returning arrivals in the evening and the following departure is following morning.

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



This Ecureuil was previously with the Scandinavian Helicopter Group as SE-HJU. The rotorcraft was exported to Austria in August 2011. As OE-XBE it is in service with Heli Austria although it currently carries Alpine Helicopters titles. (Ostend, 13 January 2020, Nik Deblauwe)

# Military Movements Elsewhere



02-0042 is a Boeing C-40B and part of the 1st Airlift Squadron with home base Joint Base Andrews (MD). It was one of the many visitors to the World Economic Forum this year. (Zurich, 20 January 2020, Robert Eikelenboom)

## Germany

Geilenkirchen		January 2020	
02. D-AOLG	Fokker 100	Avanti Air	03TAY653/5015
03. 63-8028/AK	KC-135R	168th ARS AK ANG	14 RCH711
06. 59-1495	KC-135R	173rd ARS NE ANG	17 RCH899/181
63-7991	KC-135R	173rd ARS NE ANG	17 RCH181/899
D-HVBW	EC135T2	Bundespolizei	* BPO140
OO-TNQ	B737-4M0	ASL Airlines	TAY747/5077
08. D-HVBH	EC135T2	Bundespolizei	* BPO6
09. 30+54	EF2000T	TLG31	* Smash31
10. 60+07	P-3C	MFG3	* GNY4522
13. 84-00156	C-12U-3	E/1-214th AVN	* Duke64
14. D-HLTL	EC155B	Bundespolizei	BPO22
15. 84-00157	C-12U-3	E/1-214th AVN	* Duke64
D-HEGD	AS332L1	Bundespolizei	* BPO10
16. 63-8035	KC-135R	106thARS AL ANG	30 RCH598/344
84-00157	C-12U-3	E/1-214th AVN	* Duke64
D-AOLG	Fokker 100	Avanti Air	17 TAY653/5015
17. D-HLTH	EC155B	Bundespolizei	* BPO21
OE-LFB	B757-23A	ASL Airlines	TAY747/5140
20. 62-3500	KC-135R	197th ARS AZ ANG	31 RCH553/446
62-3550	KC-135R	197th ARS AZ ANG	31 RCH559/445
21. 43+92	Tornado IDS	TLG33	* BU11T
22. 45+35	Tornado IDS	TLG33	* Justis
45+57	Tornado IDS	TLG33	* Axeman
24. 01-0030	C-37A	76th AS	Valor30
D-HEGD	AS332L1	Bundespolizei	* BPO24
OE-LFB	B757-23A	ASL Airlines	TAY5405/613
27. D-CGFP	Lj35A	GFD	30 GFD93
29. 31+10	EF2000	TLG31	* Smash33
31+28	EF2000T	TLG31	* Smash32
58-0106	KC-135R	106th ARS AL ANG	RCH195
D-HSHD	EC120B	Bundespolizei	* BPO29
30. D-HLTL	EC155B	Bundespolizei	* BPO22
31. CH01	C-130H	20sm	* BAF670
D-AOLG	Fokker 100	Avanti Air	ATV30GX/TAY5015
OE-LFB	B757-23A	ASL Airlines	TAY502/5077

Credits: Rolf Flinzner, Scramble messageboard.

Nurnberg		January 2020	
14. 09-72100	UH-72A	JMRC	* Army72100

15. 97-00102	UC-35A	E/1-214th AVN	Duke46
16. 97-00102	UC-35A	E/1-214th AVN	Duke46
17. 54+14	A400M	LTG62	GAF722
14+03	Global 5000	FBS BMVg	* GAF686
08-3176/RS	C-130J-30	37th AS	Herky628
19. 15-5822/RS	C-130J-30	37th AS	Herky629
20. 54+29	A400M	LTG62	GAF007
72+00	UH-1D	THR30	* Joker09
22. T-752	CL-604	LTDB	SUI752
23. EZ-S720	S-92A	Gvmt of Turkmenistan	
24. 54+06	A400M	LTG62	GAF009
26. 97-00102	UC-35A	E/1-214th AVN	Duke46
27. 84-00165	C-12U-3	E/1-214th AVN	Duke63
29. 54+10	A400M	LTG62	GAF661
30. 77+01	H-145LUH	THR30	* Joker56
84-00157	C-12U-3	E/1-214th AVN	Duke63
31. 54+07	A400M	LTG62	GAF722

Credits: MAR, Scramble messageboard.

Ramstein		January 2020	
01. 87-0035	C-5M	436th AW	dep RCH436
87-0036	C-5M	436th AW	02 RCH270
03-3124	C-17A	437th AW	02 RCH657
06-6161	C-17A	60th AMW	02 RCH622
02. 00-0181	C-17A	167th AS WV ANG	dep RCH227
02-1110	C-17A	62nd AW	03 RCH687
03-3123	C-17A	167th AS WV ANG	03 RCH311
03-3124	C-17A	437th AW	03 RCH657
03-3125	C-17A	305th AMW	RCH429
04-4128	C-17A	305th AMW	RCH597
04-4130	C-17A	305th AMW	RCH957
04-4132	C-17A	305th AMW	RCH663
06-6161	C-17A	60th AMW	03 RCH622
06-6167	C-17A	436th AW	03 RCH688
07-7180	C-17A	437th AW	03 RCH532/144
08-8196	C-17A	62nd AW	03 RCH417
09-9209	C-17A	62nd AW	RCH664
10-0217	C-17A	62nd AW	03 RCH626
03. 02	C-17A	HAW	04 Bartok02
93-0604	C-17A	89th AS AFRC	04 RCH210
94-0069	C-17A	167th AS WV ANG	04 RCH857
95-0104	C-17A	155th AS TN ANG	dep RCH164

01-0193	C-17A	437th AW	08 RCH327/600	03-3124	C-17A	437th AW	RCH595
03-3125	C-17A	305th AMW	RCH429	04-4132	C-17A	305th AMW	RCH244
04-4128	C-17A	305th AMW	04 RCH597	05-5145	C-17A	729th AS AFRC	07 RCH442/854
04-4130	C-17A	305th AMW	04 RCH957	06-6160	C-17A	60th AMW	RCH269
04-4132	C-17A	305th AMW	RCH663	09-9207	C-17A	437th AW	RCH185
07-7175	C-17A	436th AW	04 RCH340	09-9210	C-17A	62nd AW	RCH685
08-8204	C-17A	437th AW	04 RCH616	166514/BH	KC-130J	VMGR-252	Bronco31
09-9209	C-17A	62nd AW	RCH663	07.84-0060	C-5M	60th AMW	RCH169
09-9210	C-17A	62nd AW	RCH402	87-0028	C-5M	60th AMW	RCH543
10-0218	C-17A	62nd AW	RCH927	87-0030	C-5M	60th AMW	RCH471
04.01-0187	C-17A	62nd AW	RCH917	87-0034	C-5M	60th AMW	08 RCH237
02-1110	C-17A	62nd AW	RCH687	99-0169	C-17A	437th AW	RCH338
03-3123	C-17A	167th AS WV ANG	06 RCH311/309	01-0187	C-17A	62nd AW	RCH315
06-6167	C-17A	436th AW	05 RCH688	03-3123	C-17A	167th AS WV ANG	08 RCH309/Bndge53
06-6168	C-17A	436th AW	05 RCH707	04-4130	C-17A	305th AMW	08 RCH698
07-7178	C-17A	305th AMW	05 RCH114	07-7170	C-17A	436th AW	RCH432
07-7180	C-17A	437th AW	13 RCH144/137	07-7183	C-17A	437th AW	08 RCH204
08-8196	C-17A	62nd AW	05 RCH417	08-8198	C-17A	437th AW	08 RCH566
09-9207	C-17A	437th AW	dep RCH327	09-9207	C-17A	437th AW	RCH185
09-9210	C-17A	62nd AW	RCH402	10-0216	C-17A	62nd AW	08 RCH982
99-6143	C-32B	150th SOS NJ ANG	RCH584	02-5001	C-32B	150th SOS NJ ANG	RCH585
900531	C-26D	AOD Naples	CNV6104	61-0292/D	KC-135R	351st ARS	08 Evac10E2
05.87-0034	C-5M	60th AMW	07 RCH237	166472/BH	KC-130J	VMGR-252	Bronco33
93-0604	C-17A	89th AS AFRC	06 RCH210	08.82-0192	KC-10A	60th AMW	09 RCH302
94-0069	C-17A	167th AS WV ANG	07 RCH857/737	94-0069	C-17A	167th AS WV ANG	09 RCH737/857
99-0169	C-17A	437th AW	RCH338	00-0175	C-17A	305th AMW	10 RCH191/555
02-1106	C-17A	62nd AW	RCH649	01-0193	C-17A	437th AW	10 RCH600/747
03-3124	C-17A	437th AW	RCH595	03-3123	C-17A	167th AS WV ANG	09 Bndge53/RCH309
04-4132	C-17A	305th AMW	06 RCH244	03-3124	C-17A	437th AW	09 RCH232
05-5144	C-17A	729th AS AFRC	06 RCH729	04-4138	C-17A	729th AS AFRC	10 RCH257
05-5145	C-17A	729th AS AFRC	dep RCH442	06-6157	C-17A	60th AMW	RCH833
06-6157	C-17A	60th AMW	RCH976	06-6160	C-17A	60th AMW	RCH106
06-6160	C-17A	60th AMW	RCH342	07-7170	C-17A	436th AW	RCH432
06-6160	C-17A	60th AMW	RCH269	07-7178	C-17A	437th AW	09 RCH188
06-6162	C-17A	60th AMW	RCH553	09-9210	C-17A	62nd AW	RCH551
09-9209	C-17A	62nd AW	07 RCH269/342	10-0217	C-17A	62nd AW	RCH650
09-9210	C-17A	62nd AW	RCH685	165151	C-20G	COMNAVEUR	Catbird1
10-0217	C-17A	62nd AW	RCH157	09.43+29	Tornado IDS	TLG51	Raptor2
06.02	C-17A	HAW	08 Bartok02/01	46+46	Tornado ECR	TLG51	Raptor1
84-0060	C-5M	60th AMW	RCH169	84-0060	C-5M	60th AMW	RCH216
87-0028	C-5M	60th AMW	07 RCH543	87-0034	C-5M	60th AMW	10 RCH173
87-0030	C-5M	60th AMW	RCH471	99-0059	C-17A	62nd AW	RCH565
01-0187	C-17A	62nd AW	RCH315	01-0187	C-17A	62nd AW	RCH256



OR-0177 is a Cessna 650 Citation III and belongs to Ankara Orman Bölge Müdürlüğü (OGM Ankara or OGM Havacılık). This translates best to Ministry of Forestry and Water Management. (Dusseldorf, 19 January 2020, Ron Verhaegh)

01-0187	C-17A	62nd AW	10 RCH256/860	08-8191	C-17A	437th AW	26 RCH476/410
02-1106	C-17A	62nd AW	RCH861	84-0125	C-21A	457th AS	26 Shaft69
03-3124	C-17A	437th AW	RCH232	90-0818/SP	F-16CM	480th FS	* Eternal02
04-4130	C-17A	305th AMW	10 RCH698	91-0338/SP	F-16CM	480th FS	* Eternal01
06-6157	C-17A	60th AMW	RCH833	16.96-0005	C-17A	137th AS NY ANG	17 RCH160
06-6160	C-17A	60th AMW	RCH106	00-0182	C-17A	167th AS WV ANG	17 RCH180
06-6162	C-17A	60th AMW	RCH249	02-1108	C-17A	62nd AW	17 RCH563
07-7170	C-17A	436th AW	11 RCH860/465	04-4130	C-17A	305th AMW	RCH541
08-8198	C-17A	437th AW	RCH566	04-4131	C-17A	305th AMW	RCH284
09-9207	C-17A	437th AW	18 RCH747/804	04-4131	C-17A	305th AMW	17 RCH284/564
09-9210	C-17A	62nd AW	RCH551	06-6166	C-17A	436th AW	RCH286
10-0216	C-17A	62nd AW	10 RCH982	06-6166	C-17A	436th AW	19 RCH286/470
10-0217	C-17A	62nd AW	RCH650	07-7183	C-17A	437th AW	RCH204
06-0500	C-37B	99th AS	SAM024	98-0002	C-32A	1st AS	SAM022
90-0829/SP	F-16CM	480th FS	10 Eternal02/Risky01	91-0358/SP	F-16CM	480th FS	*
91-0338/SP	F-16CM	480th FS	10 Maxx02/Wild01	91-0412/SP	F-16CM	480th FS	* Rogue01
91-0344/SP	F-16CM	480th FS	10 Maxx01/Wild02	91-0418/SP	F-16CM	480th FS	* Rogue02
91-0360/SP	F-16CM	480th FS	10 Grisly02/Risky02	166514/BH	KC-130J	VMGR-252	Bronco31
13-08437	CH-47F	B/1-214th AVN	Grit96	17.98-0056/AK	C-17A	517th/144th AS AK ANG	20 RCH804
10.95/XH	TBM-700A	ET00.065	CTM3852	04-4130	C-17A	305th AMW	RCH541
01	C-17A	HAW	Bartok50	04-4131	C-17A	305th AMW	18 RCH564
84-0060	C-5M	60th AMW	12 RCH216	07-7170	C-17A	436th AW	RCH604
85-0005	C-5M	436th AW	12 RCH241	08-8195	C-17A	62nd AW	18 RCH647
87-0034	C-5M	60th AMW	11 RCH173	09-9209	C-17A	62nd AW	18 RCH801
01-0187	C-17A	62nd AW	11 RCH860	10-0216	C-17A	62nd AW	19 RCH896
01-0194	C-17A	89th AS AFRC	RCH556	18.69-0024	C-5M	20 436th AW	20 RCH212
01-0196	C-17A	167th AS WV ANG	11 RCH167	87-0034	C-5M	60th AMW	23 RCH271
02-1106	C-17A	62nd AW	RCH861/802	95-0105	C-17A	137th AS NY ANG	19 RCH101
06-6162	C-17A	60th AMW	12 RCH249/207	99-0169	C-17A	437th AW	19 RCH605
06-6166	C-17A	436th AW	11 RCH260	00-0182	C-17A	167th AS WV ANG	20 RCH180/163
07-7178	C-17A	437th AW	11 RCH188/803	02-1110	C-17A	62nd AW	19 RCH535/102
08-8198	C-17A	437th AW	12 RCH566	06-6157	C-17A	60th AMW	RCH330
08-3175	C-130J-30	317thAW	11 RCH230	07-7170	C-17A	436th AW	RCH604
08-5712	C-130J-30	317th AW	11 RCH303	10-0213	C-17A	437th AW	19 RCH1815
11-5732	C-130J-30	317th AW	11 RCH448	166472/BH	KC-130J	VMGR-252	Bronco31
15-5826	C-130J-30	317th AW	11 RCH321	19.85-0005	C-5M	436th AW	20 RCH296
16-5880	C-130J-30	317th AW	1 RCH607	86-0026	C-5M	60th AMW	20 RCH678
90-0829/SP	F-16CM	480th FS	Risky01/11	96-0005	C-17A	137th AS NY ANG	20 RCH160/801
91-0338/SP	F-16CM	480th FS	Wild01	01-0186	C-17A	436th AW	RCH159
91-0344/SP	F-16CM	480th FS	Wild02	05-5148/HH	C-17A	535th AS HI ANG	RCH695
91-0360/SP	F-16CM	480th FS	Risky02/12	06-6157	C-17A	60th AMW	RCH330
11.00-0185/AK	C-17A	517th/144th AS AK ANG	12 RCH800	09-9207	C-17A	437th AW	24 RCH804/451
02-1106	C-17A	62nd AW	RCH802	09-9209	C-17A	62nd AW	25 RCH801/160
03-3115	C-17A	183rd AS MS ANG	13 RCH660	10-0219	C-17A	62nd AW	RCH340
04-4138	C-17A	729th AS AFRC	12 RCH257	20.99-0169	C-17A	437th AW	21 RCH605
10-0218	C-17A	62nd AW	12 RCH927/972	02-1109	C-17A	62nd AW	21 RCH250
60-0355/D	KC-135R	351st ARS	Evac10E2	04-4136	C-17A	305th AMW	21 RCH737
12.98-0051/AK	C-17A	517th/144th AS AK ANG	13 RCH215	07-7176	C-17A	436th AW	22 RCH294
01-0196	C-17A	167th AS WV ANG	13 RCH167/170	08-8192	C-17A	62nd AW	21 RCH527
07-7178	C-17A	437th AW	RCH803	10-0219	C-17A	62nd AW	RCH340
08-8198	C-17A	437th AW	13 RCH566	09-0017	C-32A	1st AS	22 SAM18
09-9209	C-17A	62nd AW	13 RCH334	05-27055	UH-60L	A/2-3rd AVN	Army27055
10-5701	C-130J-30	317th AW	13 RCH240	21.93/XL	TBM-700A	ET00.065	CTM1293
13.03	C-17A	HAW	Bartok58	95/XH	TBM-700A	ET00.065	CTM3821
94-0070	C-17A	167th AS WV ANG	RCH161/104	00-0185/AK	C-17A	517th/144th AS AK ANG	RCH401
05-5148/HH	C-17A	535th AS HI ANG	16 RCH152/695	02-1106	C-17A	62nd AW	22 RCH245
06-6162	C-17A	60th AMW	14 RCH207	02-1110	C-17A	62nd AW	23 RCH102/535
10-0218	C-17A	62nd AW	28 RCH972	03-3116	C-17A	183rd AS MS ANG	RCH298
98-0002	C-32A	1st AS	SAM022	07-7182	C-17A	437th AW	RCH362
60-0355/D	KC-135R	351st ARS	14 Evac10E2	10-0217	C-17A	62nd AW	RCH274
14.85-0005	C-5M	436th AW	15 RCH241	82-8000	VC-25A	1st AS	22 SAM45
95-0104	C-17A	155th AS TN ANG	15 RCH323	22.02	C-17A	HAW	Bartok52
98-0051/AK	C-17A	517th/144th AS AK ANG	RCH215	96-0006	C-17A	167th AS WV ANG	23 RCH407
00-0175	C-17A	305th AMW	RCH555	00-0182	C-17A	167th AS WV ANG	23 RCH163
03-3115	C-17A	183rd AS MS ANG	15 RCH660	01-0188	C-17A	137th AS NY ANG	23 RCH285
06-3171	C-130J-30	317th AW	RCH445	02-1109	C-17A	62nd AW	23 RCH250
08-3179	C-130J-30	317th AW	RCH430	04-4130	C-17A	305th AMW	23 RCH287
08-5691	C-130J-30	317th AW	RCH420	06-6156	C-17A	60th AMW	RCH417
08-5724	C-130J-30	317th AW	RCH421	10-0217	C-17A	62nd AW	RCH274
16-5849	C-130J-30	317th AW	RCH425	90-0813/SP	F-16CM	480th FS	Beast02
16-5856	C-130J-30	317th AW	RCH606	90-0829/SP	F-16CM	480th FS	Beast01
62-3540/D	KC-135R	351st ARS	17 Quid808	90-0833/SP	F-16CM	480th FS	Beast03
165151	C-20G	COMNAVEUR	Catbird1	91-0351/SP	F-16CM	480th FS	Beast04
900528	C-26D	AOD Sigonella	CNV6114	23.02	C-17A	HAW	24 Bartok52
15.94-0070	C-17A	167th AS WV ANG	17 RCH104/978	69-0024	C-5M	436th AW	24 RCH642
01-0196	C-17A	167thAS WV ANG	16 Bndge45/RCH170	01-0193	C-17A	437th AW	RCH501

04-4130	C-17A	305th AMW	24 RCH287	28.115/ABQ	TBM-700B	EAAT	FMY8052
04-4131	C-17A	305th AMW	24 RCH370	605	A319-112	MH 59. Sz.D. REB.	HuAF105
06-6156	C-17A	60th AMW	RCH417	86-0025	C-5M	436th AW	29 RCH335
08-8201	C-17A	62nd AW	24 Bandage37/RCH168	93-0601	C-17A	758th AS AFRC	29 RCH203
99-0003	C-32A	1st AS	SAM819	96-0004	C-17A	62nd AW	29 RCH931
24.02	C-17A	HAW	26 Bartok52	06-6155	C-17A	60th AMW	29 RCH747
84-0060	C-5M	60th AMW	25 RCH262	10-0213	C-17A	437th AW	29 RCH1815
96-0006	C-17A	167th AS WV ANG	25 RCH407	60-0342	KC-135T	92nd/141st ARW	29 RCH800
03-3116	C-17A	183rd AS MS ANG	RCH298	29.110/XP	TBM-700A	ET00.041	Cotam3833
05-5146/HH	C-17A	535th AS HI ANG	26 RCH601	86-0026	C-5M	60th AMW	30 RCH705
06-6158	C-17A	60th AMW	RCH412	87-0032	C-5M	60th AMW	30 RCH413
07-7182	C-17A	437th AW	RCH362	86-0034	KC-10A	60th AMW	30 RCH427
98-0002	C-32A	1st AS	SAM036	98-0057	C-17A	137th AS NY ANG	30 RCH465
02-5001	C-32B	150th SOS NJ ANG	RCH585	99-0169	C-17A	437th AW	30 RCH745
00-3004/LN	F-15E	494th FS	27 Sonic01/02	07-7178	C-17A	437th AW	30 Bandage01/147
01-2003/LN	F-15E	494th FS	27 Sonic01/02	165834	C-40A	VR-58	CNV6629
25.87-0031	C-5M	337th AS AFRC	26 RCH439	30.0225	M-28B/PT	8.BLTTr	31 PLF112
87-0032	C-5M	60th AMW	26 RCH413	98-0057	C-17A	137th AS NY ANG	31 RCH465
93-0600	C-17A	155th AS TN ANG	26 RCH164	99-0166	C-17A	62nd AW	01 RCH424
00-0176	C-17A	155th AS TN ANG	26 RCH270	00-0180	C-17A	758th AS AFRC	01 RCH165/211
06-6167	C-17A	436th AW	26 RCH251	02-1101	C-17A	758th AS AFRC	31 RCH533
07-7174	C-17A	436th AW	28 RCH155/476	03-3123	C-17A	167th AS WV ANG	31 RCH911
07-7180	C-17A	437th AW	26 RCH172	07-7181	C-17A	437th AW	31 RCH223
09-9207	C-17A	437th AW	01 RCH435/314	10-0219	C-17A	62nd AW	31 RCH479
26.0222	M-28B/PT	8.BLTTr	27 PLF112	99-26830	UH-60L	A/2-3rd AVN	Army26830
87-0030	C-5M	60th AMW	27 RCH455	31.02	C-17A	HAW	Bartok59/50
87-0034	C-5M	60th AMW	27 RCH271	607	Falcon 7X	MH 59. Sz.D. REB.	HuAF510
00-0176	C-17A	155th AS TN ANG	27 RCH270	156/ABT	TBM-700B	EAAT	FMY8052
00-0181	C-17A	167th AS WV ANG	01 RCH545/166	02-1106	C-17A	62nd AW	01 RCH430
04-4136	C-17A	305th AMW	27 RCH197	02-1112	C-17A	183rd AS MS ANG	RCH595
07-7177	C-17A	436th AW	30 RCH525	07-7185	C-17A	437th AW	RCH312
10-0223	C-17A	437th AW	27 RCH191	910502	C-26D	AOD Naples	01 CNV6131
57-2597	KC-135R	151st ARS TN ANG	27 RCH826	165834	C-40A	VR-58	01 CNV6631
27.CE02	ERJ-135LR	21sm	28 BAF611				
95/XH	TBM-700A	ET00.065	CTM3811				
84-0060	C-5M	60th AMW	30 RCH262	<u>Credits:</u> MAR, Scramble messageboard.			
85-0008	C-5M	60th AMW	01 RCH556	Spangdahlem			
87-0036	C-5M	436th AW	RCH190	05.01-0194	C-17A	89th AS AFRC	06 RCH556
93-0600	C-17A	155th AS TN ANG	29 RCH164	09.LX-N90454	E-3A	NAEWF	* Nato40
96-0004	C-17A	62nd AW	28 RCH931	06-6161	C-17A	60th AMW	10 RCH434
02-1107	C-17A	156th AS NC ANG	28 RCH700	11.87-0028	C-5M	60th AMW	12 RCH547
05-5146/HH	C-17A	535th AS HI ANG	28 RCH601	95-0104	C-17A	155th AS TN ANG	13 RCH323
07-7175	C-17A	436th AW	28 RCH540	13.99-0062	C-17A	437th AW	14 RCH617
07-7181	C-17A	437th AW	28 RCH223	08-8195	C-17A	62nd AW	15 RCH647
07-7185	C-17A	437th AW	28 RCH220	14.84-00157	C-12U-3	E/1-214th AVN	Duke64
08-8191	C-17A	437th AW	RCH283	10-0223	C-17A	437th AW	15 RCH814
				15.84-00157	C-12U-3	E/1-214th AVN	Duke64



This Armée de l'Air (AdlA, French Air Force) Boeing C-135FR Stratotanker with serial 471, was recently seen departing Luqa International Airport (Malta). It is, as can be seen, sporting a new insignia on the tail. The Stratotanker belongs to ERV 04.031 "Sologne" Air Refuelling Squadron tanker at Base Aérienne Istres/Le Tubé (France). (Luqa, 24 February 2020, Shaun Psaila)



Robert Erenstein captured Armée de l'Air (Adla, French Air Force) A330MRTT serial 042/ F-UJCH during departure from Genève at 6 February 2020. ERVTS 01.031 is the unit of this Airbus.

16.86-0013	C-5M	436th AW	17 RCH217	11.06-0500	C-37B	99th AS
02-1110	C-17A	62nd AW	17 RCH535	12.169228/QH	KC-130J	VMGR-234
17.86-0024	C-5M	60th AMW	18 RCH725	14.02-0042	C-40B	1st AS
10-0223	C-17A	437th AW	18 RCH814	169228/QH	KC-130J	VMGR-234
20.87-0035	C-5M	436th AW	22 RCH295	15.164995/AX	C-130T	VR-53
21.44+70	Tornado IDS	TLG33	* Justis	167984	KC-130J	USMC
45+88	Tornado IDS	TLG33	* Axeman	16.14+05	Global 5000	FBS BMVg
86-0024	C-5M	60th AMW	RCH725	19.164598/AX	KC-130T-30	VR-53
95-0105	C-17A	137th AS NY ANG	22 RCH101	166693	C-40A	USN
97-00102	UC-35A	E/1-214th AVN	* Duke24	22.01-0040	C-40B	1st AS
22.30+96	EF-2000	TLG31	29 Smash24/Razor	24.02-0203	C-40C	201st AS DC ANG
30+99	EF-2000T	TLG31	* Smash23	25.01-0193	C-17A	437th AW
94-0066	C-17A	62nd AW	23 RCH970	99-0003	C-32A	1st AS
04-4128	C-17A	305th AMW	26 RCH822/566	26.166374	UC-35D	USMC Andrews
15-5822/RS	C-130J-30	37th AS	Herky627	27.05-4613	C-40C	73rd AS AFRC
23.08-8602/RS	C-130J-30	37th AS	Herky626	28.01-0041	C-40B	1st AS
24.FB22	F-16BM	2W	* BAF271	08-6206	MC-130J	USAF
LX-N90450	E-3A	NAEWF	* Nato40	29.MM62243	VC-319	306°Gr
26.07-7183	C-17A	437th AW	27 RCH299	30.165151	C-20G	CFSLW Det Sigonella
27.98-0056/AK	C-17A	517th/144th AS AK ANG	28 RCH237	31.18-1942	C-37B	99th AS
28.G-988	C-130H	336sq	* NAF78			
04-4131	C-17A	305th AMW	29 RCH235			
06-6163	C-17A	60th AMW	29 RCH428			
08-8194	C-17A	62nd AW	29 RCH249			
29.07-4635/RS	C-130J-30	37th AS	Herky634			
07-8609/RS	C-130J-30	37th AS	Herky630			
30.85-0005	C-5M	436th AW	04 RCH850			
87-0035	C-5M	436th AW	31 RCH426			
98-0056/AK	C-17A	517th/144th AS AK ANG	01 RCH237			
08-8193	C-17A	62nd AW	31 RCH215			
57-1436	KC-135R	151st ARS TN ANG	31 RCH694			
59-1498	KC-135R	132nd ARS ME ANG	31 RCH630			
31.04-4131	C-17A	305th AMW	RCH235			

Credits: MAR, Scramble messageboard.

## Portugal

Lajes, Azores			January 2020
01.88-1803	MC-130H	15th SOS	02 RCH1009
89-0283	MC-130H	15th SOS	02 RCH1011
89-0280	MC-130H	15th SOS	02 RCH1015
02.87-0125	MC-130H	15th SOS	RCH1013
87-9288	AC-130W	16th SOS	RCH1035
11-5737	MC-130J	67th SOS	06 Bloke41
03.85-0031	KC-10A	305th AMW	dep Gold61
87-0120	KC-10A	305th AMW	dep Gold71
96-6042	CN235M-200	427th SOS	RCH54
169534/BH	KC-130J	VMGR-252	dep Otis81
164712/DW712	F/A-18C	VMFA-251	dep Mazda15
164912/DW912	F/A-18C	VMFA-251	dep Mazda23
164958/DW958	F/A-18C	VMFA-251	dep Mazda24
165182/DW182	F/A-18C	VMFA-251	dep Mazda22
165198/DW198	F/A-18C	VMFA-251	dep Mazda21
165200/DW200	F/A-18C	VMFA-251	dep Mazda25
165205/DW205	F/A-18C	VMFA-251	dep Mazda26
164650/DW650	F/A-18D	VMFA-251	dep Mazda16
164947/DW947	F/A-18D	VMFA-251	dep Mazda11

Credits: MAR, Scramble messageboard.

## Ireland

Shannon			January 2020
01.18-1942	C-37B	99th AS	
04.11-5736/RS	C-130J-30	37th AS	
05.HZ-101	B737-BBJ	1sq/Royal Flt	
07.HZ-101	B737-BBJ	1sq/Royal Flt	
08.99-0003	C-32A	1st AS	
10.169036	C-40A	USN	



164959/DW959	F/A-18D	VMFA-251	dep Mazda14	03-3119	C-17A	183rd AS MS ANG	14 RCH298
165415/DW415	F/A-18D	VMFA-251	dep Mazda13	92-0552	C-130H	700th AS AFRC	13 RCH530
165532/DW532	F/A-18D	VMFA-251	dep Mazda12	09-6207	MC-130J	nn	15 Wanda51
04.54+26	A400M	LTG62	06 GAF004	57-1469	KC-135R	197th ARS AZ ANG	14 Gold04
ZH889/889	Hercules C5	BNTW	RRR5706	59-1502	KC-135R	22nd ARW	14 Gold14
06.CH01	C-130H	20sm	07 BAF650	168981	C-40A	USN	13 CNV4661
93-1039	C-130H	700th AS AFRC	07 RCH552	13.15004	CC-150	437sq	16 CFC4375
07.140113	CP-140	14 Wing	14 RCH0499	14.130606	CC-130J-30	436sq	16 CFC4241
92-0552	C-130H	700th AS AFRC	08 RCH530	P.3M-09/22-32	P-3M	Grupo 22	17 AME2203
09.CH01	C-130H	20sm	10 BAF650	ZZ332	Voyager KC3	10/101sq	17 RRR9401
5836/61-PO	C-130J-30	ET02.61	CTM3020	15.14-5797	AC-130J	1st SOW	16 RCH1005
93-1036	C-130H	700th AS AFRC	10 RCH325	16.15004	CC-150	437sq	17 CFC4375
93-1037	C-130H	700th AS AFRC	10 RCH203	5116/61-PB	C-130H	ET02.61	17 CTM1243
07-3170	C-130J-30	317th AW	RCH347	08-3172	C-130J-30	317th AW	RCH740
08-5675	C-130J-30	317th AW	RCH199	16-5834	C-130J-30	317th AW	RCH402
166696	C-40A	USN	CNV4602	17-5865	C-130J-30	317th AW	RCH810
10.09-5709/DM	HC-130J	79th RQS	King01	17.CH13	C-130H	20sm	18 BAF657
11-5719/DM	HC-130J	79th RQS	King02	19.1286/SU-BAS	C-130H	4sq/16sq	20 EGY1101
12-5769/FT	HC-130J	79th RQS	King03	98-0001	C-32A	1st AS	20 SAM901
93-1038	C-130H	700th AS AFRC	11 RCH437	20.15004	CC-150	437sq	21 CFC4375
08-3173	C-130J-30	317th AW	RCH320	21.ZZ332	Voyager KC3	10/101sq	22 RRR9401
12.130610	CC-130J-30	436sq	16 CFC4258	01-0029	C-37A	76th AS	22 Valor29
15004	CC-150	437sq	13 CFC4375	165151	C-20G	CFLSW Det Sigonella	Catbird1
188744/YO-B	CF-188A	401sq	16 CFC0201	22.4178	C-130E	6sq/21sq	23 PAAF960
188751/YO-C	CF-188A	401sq	16 CFC0200	ZZ332	Voyager KC3	10/101sq	23 RRR9401
188753/YO-M	CF-188A	401sq	16 CFC0203	ZZ334	Voyager KC3	10/101sq	23 RRR9403
188767/YO-L	CF-188A	401sq	21 CFC0202	ZM141/007	F-35B	617sq	23 RRR9804/6
188796/YO-W	CF-188A	401sq	21 CFC0204	ZM142/008	F-35B	617sq	23 RRR9805/7
78-0614/FT	A-10C	23rd Wg	14 Tabor61	ZM144/010	F-35B	617sq	23 RRR9806/4
78-0621/FT	A-10C	23rd Wg	14 Tabor55	ZM146/012	F-35B	617sq	23 RRR9807/5
78-0639/FT	A-10C	23rd Wg	14 Tabor63	ZM139/005	F-35B	617sq	25 RRR9808
78-0642/FT	A-10C	23rd Wg	14 Tabor64	P.3M-09/22-32	P-3M	Grupo 22	AME2203
79-0129/FT	A-10C	23rd Wg	14 Tabor54	23.CH13	C-130H	20sq	24 BAF657
79-0193/FT	A-10C	23rd Wg	14 Tabor52	ZZ174	C-17A	99sq	24 RRR6640/1
79-0223/FT	A-10C	23rd Wg	14 Tabor66	24.1286/SU-BAS	C-130H	4sq/16sq	26 EGY1101
80-0172/FT	A-10C	23rd Wg	14 Tabor65	ZZ333	Voyager KC3	10/101sq	25 RRR2882
80-0188/FT	A-10C	23rd Wg	14 Tabor51	166472/BH	KC-130J	VMGR-252	25 Otis81
80-0194/FT	A-10C	23rd Wg	14 Tabor56	11-5725/FT	HC-130J	71st RQS	25 RCH5725
80-0223/FT	A-10C	23rd Wg	14 Tabor62	11-5727/FT	HC-130J	71st RQS	25 RCH5727
80-0256/FT	A-10C	23rd Wg	14 Tabor53	25.54+14	A400M	LTG62	26 GAF008



VD is the rather small code on this AS555AN Fennec of the French Army Aviation. The serial (and construction number) is 5396. Peter van den Krommenacker captured the helicopter during a visit with SpotAir at a military area north of Orange, France, on 6 February 2020.



Another World Economic Forum visitor was Spanish Falcon 900B T.18-1 of 421 Ecs. (Zurich, 21 January 2020, Robert Eikelenboom)

16-5835	AC-130J	73rd SOS	RCH1004	07.AW-109SP	32(TR)sq	NOH07	
156511	EP-3E	VQ-1	VVPR511	21.5601	C-130J-30	335Skv	22 NOW335H
26.1289/SU-BAV	C-130H	EgyAF	27 EGY1102	23.GZ100	AW-109SP	32(TR)sq	NOH23
4178	C-130E	6sq/21sq	27 PAAF960	ZH872/872	Hercules C4	24/47sq	RRR166
27.130606	CC-130J-30	436sq	28 CFC4241	24.ZH871	Hercules C4	ex MADG	RRR165
28.295517	CC-295	del flt to 19 Wing	AED987	28.ZH870	Hercules C4	MADG	arr MCE03
29.TR20-01/403-11	Ce560	403 Esc	30 AME0302	29.099/YP	EMB121AA	EAT00.319	CTM1756
30.78-0652	A-10C	355th FW	31 Tabor24	ZZ408	Wildcat AH1	1Regt	Carbon10
79-0202/DM	A-10C	355th FW	31 Tabor25	30.5699	C-130J-30	335Skv	NOW335G
79-0209	A-10C	355th FW	31 Tabor21				
80-0151/DM	A-10C	355th FW	31 Tabor22				
80-0270/DM	A-10C	355th FW	31 Tabor23				
82-0662	A-10C	355th FW	31 Tabor26				
01-0186	C-17A	436th AW	31 RCH293				
57-1474/D	KC-135R	351st ARS	31 Blue72				
83-0082	KC-10A	305th AMW	31 Blue71				
31.144614	CC-144B	412sq	CFC3080				
1289/SU-BAV	C-130H	4sq/16sq	arr EGY1102				
10-5714	MC-130J	67th SOS	Doyle17				

Credits: MAR, Scramble messageboard.

### United Kingdom

			January 2020
Brize Norton			Nightmare21
09.ZK425	Typhoon FGR4	3sq	
14.ZZ399	Wildcat AH1	847NAS	a/f out Bobcat16/17
ZZ521	Wildcat AH1	847NAS	a/f out Bobcat16/17
15.ZH106/06	Sentry AEW1	8sq	* NATO31
XW220/K	Puma HC2	Benson Wg	* SHF395
16.ZM335	Phenom T1	45sq	* Comet58
ZJ691	Sentinel R1	5sq	* Snapshot01
19.0454	C-295M	242.tsl	CEF607
21.ZE707	BAe146 C3	32(TR)sq	* NOH99
22.XW220	Puma HC2	Benson Wg	* SHF338
177705	CC-177	429sq	23 CFC4004
24.ZZ524	Wildcat AH1	1Regt	Carbon09
57-2605/D	KC-135R	351st ARS	* Quid52
25.A41-212	C-17A	36sq	27 ASY838
29.ZZ666	RC-135W	51sq	* Goose31
31.G-CGKD	Tutor T1	Oxford UAS	* UAO11

Credits: MAR, Scramble messageboard.

			January 2020
Cambridge			arr MCE08
06.ZH868/868	Hercules C4	MADG	

Credits: MAR, Scramble messageboard.

			January 2020
Coningsby			Hoser11/12
06.86-0156/LN	F-15C	493rd FS	Hoser11/12
86-0171/LN	F-15C	493rd FS	SHF593
08.ZA681	Chinook HC6A	18sq	* MRH101/103
ZM145	F-35B	Marham Wg	* MRH101/103
ZM149	F-35B	Marham Wg	* MRH102/104
09.ZM145	F-35B	Marham Wg	* MRH102/104
ZM149	F-35B	Marham Wg	* Scarab48
ZZ418	Shadow R1	14sq	* Death21/22
84-0010/LN	F-15C	493rd FS	* Death21/22
86-0178/LN	F-15C	493rd FS	* Jazz31/32
10.91-0302/LN	F-15E	492nd FS	* Jazz31/32
97-0218/LN	F-15E	492nd FS	* Railer12
16.86-0156/LN	F-15C	493rd FS	* Railer11
84-0044/LN	F-15D	493rd FS	
ZK325/325	Typhoon FGR4	Lossie42	
20.ZK030/FF	Hawk T2	25sq	
28.ZA720	Chinook HC6A	27sq	SHF536
29.G-CGKW	Tutor T1	Oxford UAS	Nickel26

Credits: MAR, Scramble messageboard.

			January 2020
Fairford			15 Dragon86/51
14.80-1081	U-2S	99th RS	27 Dragon31/21
22.80-1073	U-2S	99th RS	

Credits: MAR, Scramble messageboard.

			January 2020
Farnborough			04 DUB5
03.A6-MRM	B737-8EC	Gvmt of Dubai	05 DUB4
04.A6-HRS	B737-7E0	Gvmt of Dubai	14 SHJ01
11.A6-SHJ	A320-232	Gvmt of Sharjah	20 BAH6
12.A9C-BAH	G650	Gvmt of Bahrain	13
A7-MHH	A319-115X	Gvmt of Qatar	17 BAH4
16.A9C-BHR	G450	Gvmt of Bahrain	

17.A9C-BRN G550 Gvmt of Bahrain 19 BAH5  
 A7-MHH A319-115X Gvmt of Qatar 18  
 19.CN-MMT G550 Esc. de Transport (VIP) 21 FRV1125  
 20.0002 G550 1.BLTr 29 PLF106  
 22.A9C-BRN G550 Gvmt of Bahrain 23 BAH6  
 23.A6-SHJ A320-232-CJ Gvmt of Sharjah 25 SHJ01  
 27.CN-MVI B737-8KB Gvmt of Morocco RV0903  
 29.A9C-BAH G650 Gvmt of Bahrain BAH6

Credits: MAR, Scramble messageboard.

Lakenheath January 2020  
 07.12-5760 MC-130J 67th SOS \* Strix67  
 11.08-8602/RS C-130J-30 37th AS Herky624  
 14.62-3540/D KC-135R 351st ARS \* Quid808  
 16.ZK560 Chinook HC6 7sq Vortex499  
 17.G-275 C-130H-30 336sq \* NAF75  
 21.07-8608/RS C-130J-30 37th AS Herky625  
 29.84-00165 C-12U-3 E/1-214th AVN 30 Duke39  
 30.10-0219 C-17A 62nd AW RCH479  
 63-8878/D KC-135R 351st ARS 31 Quid41  
 60-0324/D KC-135R 351st ARS 31 Quid02  
 31.117/XN TBM-700A ET00.043 CTM3883  
 03-3123 C-17A 167th AS WV ANG RCH911

Credits: MAR, Scramble messageboard.

Mildenhall January 2020  
 02.01-0187 C-17A 62nd AW 03 RCH917  
 04.59-1482 KC-135R 328th ARS AFRC tdy 18 RCH852  
 07.ZZ172/172 C-17A 99sq \* RRR816  
 2x F-35B Marham Wg \* Doom11/12  
 60-0333 KC-135R 92nd/141st ARW 11 RCH150  
 166472 KC-130J VMGR-252 \* Bronco31  
 09.ZM337 Phenom T1 45sq \* Cranwell31  
 06-6157 C-17A 60th AMW RCH833  
 11.02 C-17A HAW Bartok01  
 64-14847 RC-135U 55th Wg 12 Olive57  
 12.57-1483 KC-135R 92nd/141st ARW 13 RCH407  
 14.58-0050 KC-135T 6th ARW 15 RCH182  
 58-0089 KC-135T 6th ARW 15 RCH111  
 15.ZM336 Phenom T1 45sq \* Cranwell43  
 82-0193 KC-10A 60th AMW 16 RCH112  
 09-6207 MC-130J del to 67th SOS  
 17.06-6160 C-17A 60th AMW 19 RCH288/637  
 86-0156/LN F-15C 493rd FS \*  
 86-0178 F-15C 493rd FS \*  
 18.92-3286 C-130H 96th AS AFRC RCH983  
 19.64-14845/OF RC-135V 55th Wg 20 Olive57  
 64-14848/OF RC-135V 55th Wg 20 Olive59  
 20.06-6160 C-17A 60th AMW 25 RCH637/289  
 21.63-7978 KC-135R (92nd/141st ARW) 22 RCH103  
 75-0125 E-4B 1st ACCS 22 Huge99  
 92-3286 C-130H 96th AS AFRC RCH983  
 08-0047 CV-22B del to 7th SOS Kona81/82  
 09-0042 CV-22B del to 7th SOS Kona81/82  
 22.60-0362 KC-135R 22nd ARW 23 RCH205  
 23.63-13188 C-130E 222Filo 24 TUAFA01  
 27.ZZ178 C-17A 99sq \* RRR830  
 60-0362 KC-135R 22nd ARW 28 RCH260  
 62-3529 KC-135R 314th ARS AFRC 28 RCH529  
 29.78 TBM-700A ET00.065 CTM3833  
 87-0030 C-5M 60th AMW 30 RCH455  
 30.57-1473 KC-135R 106th ARS AL ANG 31 RCH257  
 31.ZM414/414 A400M 24/70sq RRR451  
 03-3123 C-17A 167th AS WV ANG \* RCH911

Credits: MAR, Scramble messageboard.

Northolt January 2020  
 10.258 Lj45 102sq IRL258  
 13.XW219 Puma HC2 Benson Wg 2x SHF302  
 15.CE03 ERJ145LR 21sm BAF605  
 MM62286 P-180 93\*Gr IAM1495  
 16.14+04 Global 5000 FBS BMVg 17 GAF612  
 102004 Tp-102 TSFE SVF640  
 28.ZA712 Chinook HC6A 28sq \* Airwolf Formation  
 ZH895 Chinook HC6A 28sq \* Airwolf Formation  
 30.ZJ122/F Merlin HC4 845NAS Junglie424/430

Credits: MAR, Scramble messageboard.

Prestwick January 2020  
 01.86-0038 KC-10A 60th AMW 02 RCH105  
 165161/BD C-130T VR-64 CNV6530  
 04.ZM404/404 Atlas C1 24/70sq \* RRR467  
 06.ZG997 Defender R2 651sq \* AAC503  
 ZZ343 Voyager KC2 10/101sq 07 RRR2171/2172  
 08.09-9207 C-17A 437th AW 09 RCH747  
 95-3058 C-146A 524th SOS 09 RCH1041  
 09.ZM405/405 Atlas C1 24/70sq \* RRR465  
 ZM415/415 Atlas C1 24/70sq \* Comet470  
 98-0051/AK C-17A 144th AS AK ANG 10 RCH472  
 G-CGKU/KU Tutor T1 UGSAS \* UAJ46  
 10.177703 CC-177 429sq 13 CFC4020/4021  
 ZH888/888 Hercules C5 24/47sq \* RRR115  
 07-7174 C-17A 436/512AW RCH984  
 01-0030 C-37A 76th AS Valor30  
 16-5880 C-130J-30 317th AW RCH607  
 G-CGKR/KR Tutor T1 UGSAS \* UAJ48  
 11.900530/530 C-26D AOD Sigonella 12 CNV6611  
 12.15002 CC-150 437sq 13 CFC4118  
 ZH888/888 Hercules C5 24/47sq \* RRR118  
 14.177704 CC-177 429sq 15 CFC4021/4022  
 97-0044 C-17A 89th AS AFRC RCH247  
 00-0185/AK C-17A 144th/517th AS AK ANG 15 RCH105  
 84-0087 C-21A 76th AS Valor11  
 15.97-0044 C-17A 89th AS AFRC 16 RCH247  
 16.177704 CC-177 429sq 19 u/s RCH4022  
 17.177705 CC-177 429sq 19 CFC4004  
 ZM416/416 Atlas C1 24/70sq \* Comet475  
 05-5140 C-17A 729th AS AFRC RCH221  
 165379/BD C-130T VR-64 CNV6515  
 18.15+04 A321-231 FBS BMVg \* GAF880  
 08-8199 C-17A 62/446AW 19 RCH415  
 165834 C-40A VR-61 CNV6618  
 19.177704 CC-177 429sq 20 CFC4023  
 05-5140 C-17A 729th AS AFRC RCH221  
 5N-FGT/001 B-737-7NS-BBJ Gvmt of Nigeria/Nigerian AF \* NGR001  
 20.ZH003 Defender R2 651sq AAC523  
 85-0005 C-5M 436th AW 23 RCH296  
 21.10+23 A310-204 FBS BMVg 22 GAF805  
 60+07 P-3C MFG-3 \* GNY4522  
 83-0081 KC-10A 305th AMW 22 RCH560  
 06-6166 C-17A 436th AW 22 RCH470  
 07-7187 C-17A 437th AW 22 RCH981  
 09-9210 C-17A 62nd AW 22 RCH316  
 165379/BD C-130T VR-64 CNV6620  
 22.ZH839 Merlin HM2 814NAS Tiger69  
 08-8192 C-17A 62nd AW 23 RCH533  
 23.177704 CC-177 429sq 24 CFC4023/4024  
 03-3126 C-17A 305th AMW 24 RCH922  
 10-0220 C-17A 62nd AW 24 RCH210  
 61-0264 KC-135R 166th ARS OH ANG 24 RCH433  
 24.99-0062 C-17A 437th AW 25 RCH448  
 06-6158 C-17A 60th AMW 25 RCH412  
 09-9210 C-17A 62nd AW 25 RCH612  
 25.177704 CC-177 429sq 26 CFC4024/4025  
 2/F-RAFP Falcon 900 ET00.060 CTM1280  
 04-4134 C-17A 305th AMW 26 RCH161  
 07-7175 C-17A 436th AW RCH154  
 10-0220 C-17A 62nd AW 26 RCH210  
 10-0223 C-17A 437th AW RCH191  
 26.ZM407/407 Atlas C1 24/70sq RRR480  
 ZM417/417 Atlas C1 24/70sq \* RRR481  
 ZZ335 Voyager KC3 10/101sq RRR2301  
 03-3126 C-17A 305th AMW 27 RCH111  
 07-7177 C-17A 436th AW RCH525  
 57-1432 KC-135R 191st ARS UT ANG 27 RCH145W  
 58-0120 KC-135R 153rd ARS MS ANG 27 RCH406  
 59-1483 KC-135R 166th ARS OH ANG 27 RCH236  
 62-3511 KC-135R 166th ARS OH ANG 27 RCH347  
 62-3575 KC-135R 92/141ARW 27 RCH401  
 27.ZH842 Merlin HM2 814NAS Tiger65  
 04-4137 C-17A 305th AMW RCH698  
 06-6154 C-17A 60th AMW 28 RCH252  
 07-7178 C-17A 437th AW RCH796

07-7188	C-17A	437th AW	RCH256	03.A9C-HMH	B767-4FS(ER)	Gvmt of Bahrain	+05 BAH3
10-0215	C-17A	437th AW	RCH655	06.KAF343	C-17A	41sq	07 KAF3230
28.130609	CC-130J-30	436sq	29 CFC4272	11.A6-HRM	B747-422	Gvmt of Dubai	+28 DUB1
99-0168/AK	C-17A	144th/517th AS AK ANG	29 RCH880	13.KAF342	C-17A	41sq	KAF3209
99-0169	C-17A	437th AW	RCH745	17.A7-HHM	A330-202	Gvmt of Qatar	QAF3
04-4137	C-17A	305th AMW	29 RCH698	5N-FGT	B737BBJ	Gvmt of Nigeria/Nigerian AF	
07-7185	C-17A	437th AW	29 RCH220	NGR001			
07-7188	C-17A	437th AW	29 RCH256	18.TU-VAS	A319CJ	Gvmt of Ivory Coast	IVY001
10-0223	C-17A	437th AW	RCH838	6V-ANB	A330-941	Gvmt of Senegal/Air Senegal	
12-5760	MC-130J	67th SOS	* Strix41	SEN001			
29.00-0180	C-17A	758th AS AFRC	30 RCH165	19.A6-PFE	B787-9	Gvmt of Abu Dhabi	AUH05
02-1112	C-17A	183rd AS MS ANG	30 RCH595	SU-GGG	A340-212	Gvmt of Egypt	21 EGY01
10-0223	C-17A	437th AW	31 RCH838	5T-CLE	B737-88V	Gvmt of Mauritania	MRT001
30.130609	CC-130J-30	436sq	31 CFC4272	OK1	Global 5000	Botswana DF	20 F707
ZG995	Defender R2	651sq	* AAC526	20.P4-BFY	G550	Gvmt of Mozambique	MOZ01
99-0168/AK	C-17A	517th/144th AS AK ANG		23.A7-MBK	A320CJ	Gvmt of Qatar	
RCH880/171				24.98-0002	C-32A	1st AS	SAM036
02-1109	C-17A	62nd AW	31 RCH230	26.EZ-S720	S-92	Gvmt of Turkmenistan	TUG3720
06-6160	C-17A	60th AMW	31 RCH846	05-4613	C-40C	73rd AS AFRC	Spar20
06-6163	C-17A	60th AMW	RCH428	29.99-0003	C-32A	1st AS	30 SAM782
07-7188	C-17A	437th AW	RCH416	30.01-0041	C-40B	1st AS	31 SAM021
08-8194	C-17A	62nd AW	RCH249				
31.06-6168	C-17A	436th AW	01 RCH112				
07-7175	C-17A	436th AW	01 RCH320				
07-7188	C-17A	437th AW	02 RCH416				
<u>Credits:</u> MAR, Scramble messageboard.				<u>Credits:</u> MAR, Scramble messageboard.			
Stansted			December 2019	Waddington			January 2020
05.A6-HRM	B747-422	Gvmt of Dubai	DUB1	07.ZK318/318	Typhoon FGR4	29sq	* Cobra21-23
A7-AAG	A320-232	Gvmt of Qatar	QAF4	ZK348/348	Typhoon FGR4	29sq	* Cobra21-23
07.A9C-HMH	B767-4FS(ER)	Gvmt of Bahrain	+16 BAH3	ZK363	Typhoon FGR4	29sq	* Cobra21-23
525	C-130J	4sq	MJN7	08.105/XK	TBM-700A	ET00.043	CTM1306
11.A7-HHM	A330-202	Gvmt of Qatar	QAF3	15.ZM327/327	Texan T1	72sq	17 VYT88
12.A6-HMM	B747-48E(M)	Gvmt of Dubai	DUB9	3x	Phenom T1	45sq	16 CWL31/25/44
13.5N-FGU	Falcon7X	Nigerian AF		16.ZZ500	Avenger T1	750NAS	NAVY806
15.MAM	C-17A	Qatar AF	LHOB247	20.ZM336	Phenom T1	45sq	21 CWL36
16.EZ-S721	S-92	Gvmt of Turkmenistan	TUG3271	27.3x	Phenom T1	45sq	CWL34/41/43
22.4K-AI001	B777-200LR	Gvmt of Azerbaijan	del flt	61-0292/D	KC-135R	351st ARS	* Quid12
25.A9C-BRN	G550	Gvmt of Bahrain	BAH5	62-4127/OF	TC-135W	55th Wg	31 Angus55
			January 2020	91-0317/LN	F-15E	492nd FS	* Mad11
				97-0218/LN	F-15E	492nd FS	* Mad12
				30.ZH894	Chinook HC6A	27sq	SHF564
01.A7-HJJ	A330-202	Gvmt of Qatar	QAF5				



B-1B 86-0121/EL is a Bone of 37th Bomb Squadron and a participant of the first Red Flag Exercise this year. When Manolito Jaarsma took this picture on 6 February 2020 some six Bones were present at Nellis AFN (NV).

[www.facebook.com/Scramblemagazine](http://www.facebook.com/Scramblemagazine)



Etihad took delivery of its eighth Boeing 787-10 on 22 January 2020. A6-BMH is painted in the special “Greenliner” livery. Etihad Airways and Boeing announced an eco partnership, in which a specially-themed Boeing 787 Dreamliner will be used to test procedures, products and initiatives designed to reduce aircraft carbon emissions. (Frankfurt, 3 February 2020, Frank Schuchardt)

## Manufacturers News

### Bombardier

The Bombardier results over 2019 reveal a total of 175 aircraft deliveries during the year, comprised of 54 Global-series, 76 Challenger 350/650s, 12 Learjets, as well as 33 commercial aircraft like CS100/300, DHC-8 and CRJ900/1000. As for 2019 Q4, the delivery quota stepped up a notch, with deliveries reaching 52 business jet aircraft as the Global 7500 deliveries accelerated.

For 2020 Bombardier expects to deliver 160 or more business jets, coming from their USD \$14.4 billion backlog.

On 28 January 2020 Bombardier also announced that they have donated their fourth Global 7500 prototype to the Centennial College (Ontario) as instructional airframe. As part of their gratitude, the Centennial College renamed their centre for aerospace to “The Bombardier Centre for Aerospace and Aviation” where they already have a CRJ200 instructional airframe since 2019. Known as “The Architect”, this particular Global 7500 (msn **70004**) was the fourth Flight Test Vehicle (FTV4) of the programme and was used for interior validation testing. Since its maiden flight on 28 September 2017, FTV4 accumulated approximately 731 flight hours.

### COMAC

#### C919

On 27 December 2019 the sixth C919 prototype took to the skies over Shanghai. Outfitted in bare metal skin colours, B-001G msn **106**, departed Pudong International Airport in the morning for a two hour test flight and returned safely. According reports from Reuters the C919 programme is still facing some complications as incomplete specifications on engine loads and metal cracks found on flight surfaces will force engineers back to the drawing board. In the meantime the test flying fleet is only at a fifth of their desired 4,200 flight hour target, so it seems difficult to reach their 2020 initial customer delivery. This will now most likely be in 2021.

### Daher

Something different than a pair of roses, that is how the Valentines gift of the Fries family can be best described. On 14 February 2020 they received their new TBM-940 N4MD (msn **1300**) and this particular airframe marks the 300th TBM-900-series delivery. Since 1990, starting with the TBM-700 until now, 980 TBM turboprops have been delivered and Daher expects to deliver number 1000 around July 2020.

### Embraer

On 19 February 2020 Embraer revealed their 2019 results and 2020 outlook. They delivered a total of 198 jets in 2019, of which 89 were commercial aircraft and 109 were executive jets (62 light and 47 large), representing an increase of 9% compared to 2018, when Embraer delivered a total of 181 jets. The deliveries were within the outlook ranges for 2019 of 85-95 for the commercial aviation market and of 90-110 for the business aviation market. In Q4 2019, Embraer delivered 81 jets, being 35 commercial aircraft and 46 executive jets (20 light and 26 large). By 31 December 2019 the Embraer backlog consisted of 185 EMB175/190 Legacy aircraft (181/4) and 142 EMB190/195-E2 (16/137), valued at a total of USD \$16.8 billion.

A small run down of the numbers for 2019, specified by the various type deliveries. On the airliner side: EMB175 (67), EMB190 (5), EMB195 (3), EMB190-E2 (7). EMB195-E2 (7). For the business jets: EMB500/Phenom 100 (11), EMB505/Phenom 300 (51), EMB135BJ/Legacy 650 (5), EMB545/Legacy 450 (15), Praetor 500 (3), EMB550/Legacy 500 (11) and Praetor 600 (13).

For 2020 Embraer expects to maintain the same rate of delivery compared to 2019 on their commercial and business aviation segments. The C390, formerly known as KC390, was not mentioned in their 2019 results.

### Textron Aviation

During Q4 2019 Textron reported delivery of thirteen Cessna 700 Longitudes, creating double digits revenue growth compared to one year earlier. Textron Aviation delivered 71 jets, up from 63 last year, and 59 commercial turboprops, down from 67 last year. The backlog is valued at USD \$1.7 billion and for 2020 Textron has high hopes for their Cessna Denali-project, expecting the first flight of their PC-12 competitor and Cessna Ce408 Sky Courier.

Bell delivered 76 commercial helicopters in the same quarter, up from 46 last year. The increase can be explained due to the success of the Bell 505 Jet Ranger X becoming widely available. For 2020 Bell will focus their attention on their Bell 525 Relentless project, a large medium weight platform able to carry a crew of two and sixteen passengers. The Bell 525 is the American answer to the Italian-English AW139/169/189.



*Air Corsica has also recently jumped on the A320neo-bandwagon. F-HXKJ was delivered in December last year and is seen here during pushback for its flight back to Ajaccio. (Paris-Orly, 28 January 2020, Anton Homma)*

## Europe

### Belarus

Lessor AerCap announced it signed a lease agreement with [Belavia](#) for three new E195-E2s. Deliveries will be between December and April next year. The aircraft will come from the lessor's existing order book.

### Germany

The Polish Aviation Group, owner of LOT Polish Airlines, announced it will take over [Condor Airlines](#). Condor will continue to operate as a separate brand, but will see more synergies, leading to more connectivity and efficiency as a result of becoming part of a larger airline group. One of the first actions on the 'to do'-list will be the replacement of Condor's sixteen B767-300ERs. As LOT is also looking for ten new widebodies, the Polish Aviation Group plans to request proposals for 30 widebodies from both Airbus and Boeing. The transaction is expected to close in April, after having received approvals from the regulators.

Something to look out for when out spotting is [Sundair](#) A320 D-ANNA as the plane has been applied with special "Katta macht Urlaub"-colors.

### Italy

On 11 February [Air Italy](#) ceased all operations. The collapse came after the airline's owners; Alisarda Group and Qatar Airways decided to liquidate the loss-making airline instead of investing into it. Air Italy was the new name of Meridiana fly when Qatar bought 49% of the shares in 2018. It was launched as the country's new airline, but was never successful. Last year the losses were around EUR200 million. The airline was based at Milan-Malpensa and operated a fleet of four A330-200s, one B737-700, three B737-800s and three B737-8s (which were of course grounded).

### Romania

With the introduction of their first of nine new ATR72-600s, [TAROM](#) has introduced a revised livery. However, the CEO of the airline has said that they haven't decided if the rest of the fleet will also feature the new livery.

### Spain

[Privilege Style](#) has acquired an A321 and is busy acquiring a second one. These will be used to replace the airline's two B757-200s. The goal is to have the planes delivered by No-

vember. The airline is also looking to add two used A320s. Initially, Privilege Style was looking to replace the B757s with two B737-800s, but not many of that type were available due to the grounding of the B737MAX-family.

### Turkey

It was a short revival for [Atlasglobal](#) since their restart of operations on 16 December as the airline announced on 12 February that they declared bankruptcy. And with that came an end to the airline that started operations as Atlasjet in 2001. It was rebranded into Atlasglobal in 2015 when they launched subsidiaries in Iraq and Ukraine.

## Africa

### Nigeria

Airbus announced it signed a Memorandum of Understanding (MOU) with start-up [Green Africa](#) for 50 A220-300s. No delivery dates have been communicated. The airline also signed a lease-agreement with lessor GTLK for three A220-300s, which were originally destined for Russian airline Red Wings. Last year Green Wings also signed a MOU with Boeing for up to 100 B737MAXs. It is unknown what this new MOU means for that deal.

## Asia

### Bangladesh

[US-Bangla Airlines](#) has signed a lease-deal with leasing company Lessor Aviation for two new ATR72-600s, which the lessor ordered new with ATR during the Singapore Air Show.

### China

China Eastern Airlines announced its new subsidiary, which will operate domestically with Chinese aircraft and is named [OTT Airlines](#) (One-Two-Three Airlines). The airline will be based at Shanghai-Hongqiao Airport and will fly the 35 ARJ21s and five C919 China Eastern currently has on order. China Eastern will be the launch customer for the C919 and also holds options for fifteen additional planes.

### Japan

[All Nippon Airways](#) has announced that their board has given approval to order twenty additional Dreamliners. The breakdown is eleven B787-10s and nine B787-9s. Deliveries of the new aircraft will start in 2022 and should be concluded by 2025

## Latin America

### Brazil

Azul Linhas Aéreas Brasileiras announced it will lease out up to 53 of its Embraer E195s. 28 will go to US start-up Breeze Airways, which will use the planes to start up operations in advance of the delivery of its 60 ordered Airbus A220-300s. Eighteen (with options on another fourteen) will go to LOT Polish Airlines. When delivered, LOT will be the largest operator of Embraers in Europe. It is expected that all 53 planes will be delivered before the end of 2021. Azul is leasing out the planes and replacing them with more fuel efficient E195-E2s. As fuel is 35% more expensive on the Brazilian-market compared to the rest of South America, operating more fuel efficient planes is a must for the airline to stay competitive with other airlines.

### Suriname

Surinam Airways has livened up its white B777-200ER PZ-TCU with a forest tail and “93% forest, 100% Suriname”-titles. The decals are the result of a cooperation between the airline and Forest 93. The aim is to promote Suriname as a very green country.

## North America

### United States of America

David Neeleman announced his project “Moxy Airways” will go by the name Breeze Airways. He also revealed the airline’s livery. Breeze Airways plans to start operations later this year. First with former Azul Airways Embraer E195s, and later with its 60 new A220s.

To thank its customers and co-workers, Delta Air Lines has applied large “Thank You”-titles on A321 N391NB. A nice touch is that the big letters contains the names of the company’s 90,000 co-workers!

Skywest Airlines has secured a contract to operate 20 E175s for American Airlines. As a result, the airline placed a firm order for them with Embraer. Deliveries are planned to start in the second half of this year. Skywest is one of Embraer’s largest and oldest customers. The collaboration started with the Embraer 120 in 1986. Since 2013 Skywest has ordered more than 180 E175s.

## Oceania

### Australia

The CEO of Virgin Australia has said that the airline is plan-

ning to order or lease a new widebody-type from either Airbus or Boeing with the aim to replace their current fleet of six A330-200s and five B777-300ERs. As some of the leases of their current fleet are expiring in 2024, deliveries of the new plane should also be in that year.

### Papua New Guinea

During the Singapore Air Show, ATR announced that it has sold three ATR42-600s to PNG Air. The airline already operates seven ATR72-600s.

## 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 2020 firm orders

<u>Air France</u>	10	A350-900
<u>Air Lease Corporation</u>	50	A220-300
	52	A321neo
	1	A350-900
<u>Air Senegal</u>	8	A220-300
<u>BOC Aviation</u>	20	A320neo
<u>CALC</u>	40	A321neo
<u>Cebu Aviation</u>	5	A320neo
	10	A321neo
<u>Spirit Airlines</u>	47	A319neo
	33	A320neo
	20	A321neo
Total	296	

### ATR 2020 firm orders

<u>Lessor Aviation</u>	2	ATR72-600
<u>PNG Air</u>	3	ATR42-600S
Total	5	

### Embraer 2019 firm orders

<u>Air Peace</u>	13	E195-E2
<u>Binter</u>	2	E195-E2
<u>CIAF</u>	3	E190
<u>Congo Airways</u>	2	E175
<u>Fuji Dream Airlines</u>	2	E175
<u>SkyWest Airlines</u>	27	E175 (+20)
<u>United Airlines</u>	20	E175
Total	69	(+20)

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



Biman Bangladesh Airlines took delivery of its sixth Boeing 787 Dreamliner. They now have three dash eights and three dash nines in their fleet. S2-AJX was delivered on 23 December 2019 to the Asian company. (London-Heathrow, 19 January 2020, Joris Witsen)



The government of Albania is leasing this Airbus A319-115(ACJ) TC-ANA from the Turkish government for their VIP-flights. It is seen here at Munich on 15 February showing off its new livery. The aircraft was delivered in 2000 to the Italian Air Force as MM62173 and after five years it was transferred to the Government of Turkey as TC-TCB. After ten days it was reregistered to TC-ANA. (Munich, 15 February 2020, Alexander Lutz)

A319	-115 (ACJ)	<b>1002</b>	TC-ANA	Government of Albania, ex TC-ANA of Government of Turkey. Temporary used by the Albanian government. Delivered in February.
	-112	<b>3406</b>	OK-NEM	CSA Czech Airlines, ex OK-NEM of Eurowings. Returned from lease on 1 January.
	-112	<b>3436</b>	OK-NEN	CSA Czech Airlines, ex OK-NEN of Eurowings. Returned from lease on 31 January.
	-112	<b>3452</b>	OK-NEO	CSA Czech Airlines, ex OK-NEO of Eurowings. Returned from lease on 31 January.
	-112	<b>4713</b>	OK-REQ	CSA Czech Airlines, ex OK-REQ of Eurowings. Returned from lease on 31 January.
A320	-232	<b>1663</b>	ES-SAW	SmartLynx Estonia, ex UR-AJC of AtlasGlobal Ukraine. Delivered on 24 February.
	-214	<b>1725</b>	ES-SAS	SmartLynx Estonia, ex ES-SAS of Jetstar Pacific Airlines. Returned from lease on 5 February.
	-214	<b>1885</b>	OK-HEU	CSA Czech Airlines, ex OO-SNG of Brussels Airlines. Delivered on 20 February.
	-232	<b>1933</b>	N4912U	United Airlines, ex EC-LQZ of Vueling Airlines. Delivered on 2 February.
	-232	<b>1896</b>	ES-SAM	SmartLynx Estonia, ex ES-SAM of Jetstar Pacific Airlines. Returned from lease on 12 February.
	-214	<b>2123</b>	ES-SAV	SmartLynx Estonia, ex Albatros Airlines. Returned from lease on 19 February.
	-214	<b>2133</b>	N238NV	Allegiant Air, ex VP-BWE of Aeroflot. Delivered on 20 February.
	-214	<b>2144</b>	N239NV	Allegiant Air, ex VP-BWF of Aeroflot. Delivered on 13 February.
	-232	<b>2457</b>	LZ-BHM	SpiceJet, ex BH Air – Balkan Holidays International. Delivered on lease on 17 February.
	-232	<b>2649</b>	SX-EMA	Ellinair, ex VT-IDR of IndiGo. Delivered on 31 January.
	-232	<b>2987</b>	LZ-BHL	SpiceJet, ex BH Air – Balkan Holidays International. Delivered on lease on 17 February.
	-214	<b>3234</b>	OE-LZA	Austrian Airlines, ex B-6340 of Juneyao Airlines. Delivered on 15 February.
	-214	<b>3268</b>	OE-LZB	Austrian Airlines, ex B-6341 of Juneyao Airlines. Delivered on 21 February
	-214	<b>3289</b>	D-ANNA	Sundair, ex F-HBIB of Aigle Azur. Delivered on 29 January.
	-233	<b>3524</b>	ER-00004	FlyOne, ex VietJetAir. Returned from lease on 14 February.
	-214	<b>5081</b>	OE-LMI	LaudaMotion, ex RP-C8616 of Philippines - Philippine Airlines. Delivered on 17 February.
	-214	<b>5278</b>	OE-LZC	Austrian Airlines, ex PR-ONK of AVIANCA Brasil. Delivered on 24 January. Registered in between as N642AC of ACG – Aviation Capital Group.
	-214	<b>5587</b>	EC-LVP	Flyadeal, ex EC-LVP of Vueling Airlines. Delivered on lease on 29 January.
	-216	<b>5906</b>	EI-GRZ	Macquire Aviation, ex F-HZPG of Air Corsica. Registered in Ireland on behalf of the lessor late January. Aircraft has been stored at Toulouse-Francal since 17 January.
	-214	<b>8604</b>	OE-IES	ICBC Leasing, ex EI-LIX of Ernest Airlines. Registered in Austria on 23 January. Aircraft has been stored at Lourdes since 6 January.
	-251N	<b>9119</b>	9K-AKM	Kuwait Airways. Delivered on 24 January. Test registration was D-AXAA.
	-251N	<b>9173</b>	SE-ROH	SAS Scandinavian Airlines. Delivered on 12 February. Test registration was D-AVVC.
	-271N	<b>9251</b>	D-AINW	Lufthansa. Delivered on 14 February. Test registration was D-AXAE.
	-251N	<b>9473</b>	SU-GFJ	EgyptAir. Delivered on 15 February. First A320neo for EgyptAir. Test registration was F-WWBB.
	-271N	<b>9486</b>	VP-BTB	S7 Airlines. Delivered on 17 February. Test registration was F-WWIZ.
	-271N	<b>9497</b>	SX-NEA	Aegean Airlines. Delivered on 27 January. Test registration was F-WWIM.
	-271N	<b>9502</b>	VP-BTY	S7 Airlines. Delivered on 21 February. Test registration was F-WWDG.
	-271N	<b>9508</b>	VP-BVH	S7 Airlines. Delivered on 28 January. Test registration was F-WWIN.
	-271N	<b>9511</b>	VP-BVJ	S7 Airlines. Delivered on 3 February. Test registration was F-WWIB.
	-271N	<b>9514</b>	SX-NEB	Aegean Airlines. Delivered on 31 January. Test registration was F-WWDK.
	-251N	<b>9519</b>	SU-GFK	EgyptAir. Delivered on 18 February. Test registration was F-WWBB.
	-251N	<b>9526</b>	SU-GFL	EgyptAir. Delivered on 21 February. Test registration was F-WWIR.
	-251N	<b>9528</b>	9K-CBE	Jazeera Airways. Delivered on 13 February. Aircraft was originally intended for Ernest Airlines as ES-JAK and already painted in full Ernes colours. Test registration was F-WWBZ.
	-251N	<b>9531</b>	HZ-NS27	Flynas. Delivered on 21 February. Test registration was F-WWBG.
A321	-231	<b>1008</b>	OE-IIB	AerCap, ex TC-AGS of AtlasGlobal. Registered in Ireland on behalf of the lessor on 6 February. Aircraft has been stored at Montpellier since 28 November 2019.
	-211	<b>1451</b>	OE-ILB	GECAS - General Electric Capital Aviation Services, ex TC-ATR of AtlasGlobal. Registered in Ireland on behalf of the lessor on 6 February. Aircraft has been stored at Montpellier since 13 November 2019.



	-213	<b>1503</b>	OE-IIY	GECAS - General Electric Capital Aviation Services, ex TC-ATB of AtlasGlobal. Registered in Ireland on behalf of the lessor on 5 February. Aircraft has been stored at Montpellier since 13 November 2019.
	-211	<b>1607</b>	9H-VDB	TUIfly, ex Galistair Malta. Delivered on lease on 2 February.
	-211	<b>6639</b>	G-HLYF	Jet2, ex OE-IDR of Avolon. Delivered on 123 February. Former D-ATCD of Condor.
	-271NX	<b>9000</b>	TC-LSL	Turkish Airlines. Delivered on 15 February. Test registration was D-AVYL.
	-271NX	<b>9198</b>	C-GOIH	Air Transat. Delivered on 14 February. Test registration was D-AYAS.
	-251NX	<b>9214</b>	G-UZMH	easyJet. Delivered on 11 February. Test registration was D-AVXI.
	-251NX	<b>9227</b>	OE-ISB	easyJet Europe. Delivered on 31 January. Test registration was D-AVXX.
	-271N	<b>9246</b>	HB-JDA	Swiss. Delivered on 20 February. Test registration was D-AVWW.
	-251NX	<b>9258</b>	OE-ISC	easyJet Europe. Delivered on 18 February. Test registration was D-AYAE.
	-251NX	<b>9308</b>	CS-TJQ	TAP Air Portugal. Delivered on 30 January. Test registration was D-AZAU.
A330	-243	<b>635</b>	F-WTAG	Carlyle Aviation Partners, ex F-GSEU of XL Airways France. Registered on 4 February. Aircraft has been stored at Teruel since early October 2019, but was ferried to Rio de Janeiro-Galeao on 4 February.
	-203	<b>834</b>	JY-JVB	Jordan Aviation (addition Scramble 486 – Page 32)
	-343E	<b>1065</b>	HS-XTL	Thai AirAsia X, ex VQ-BCU of Aeroflot. Delivered on 24 January.
	-343E	<b>1077</b>	F-HJAZ	Corsair, ex VQ-BEK of Aeroflot. Delivered on 14 February.
	-941	<b>1941</b>	CS-TUQ	TAP Air Portugal. Delivered on 14 February. Test registrations were F-WXAV and F-WWKA.
	-941	<b>1954</b>	CS-TUS	TAP Air Portugal. Delivered on 14 February. Test registrations were F-WXAW and F-WWYZ.
A340	-313X	<b>236</b>	9H-JAI	Hi Fly Malta, ex Estelar Airlines. Returned from lease on 25 January. Replaced by MSN <b>483</b>
	-313X	<b>335</b>	D-AIGY	Lufthansa, ex OO-SCW of Eurowings / Brussels Airlines. Returned to Lufthansa after being painted in the new Lufthansa colours on 19 February. Flew with Eurowings / Brussels Airlines for one and half year.
	-313X	<b>483</b>	9H-SOL	Estelar Airlines, ex Hi Fly Malta. Delivered on lease on 25 January.
	-642	<b>765</b>	5N-	Azman Air, ex 2-ELAJ of European Aviation Group. Delivered on 6 February. Former G-VYOU of irgin Atlantic.
A350	-941	<b>378</b>	SE-RSB	SAS Scandinavian Airlines. Delivered on 7 February. Test registration was F-WZHH.
	-941	<b>381</b>	F-HTYD	Air France. Delivered on 12 February. Test registration was F-WZNJ.
	-941	<b>385</b>	9V-SHN	Singapore Airlines. Delivered on 31 January. Test registration was F-WZHK.
	-1041	<b>386</b>	G-XWBE	British Airways. Delivered on 12 February. Test registration was F-WZGP.
	-941	<b>387</b>	HL8381	Asiana Airlines. Delivered on 3 February. Test registration was F-WZFA.
	0-941	<b>392</b>	OH-LWP	Finnair. Delivered on 10 February. Test registration was F-WWIW.
	-941	<b>394</b>	9V-SHO	Singapore Airlines. Delivered on 21 February. Test registration was F-WWTW.
B737	-3B3QC	<b>26850</b>	OE-LAB	Aquiline Austria, ex AP-BME of Vision Air International. Registered on 6 November. Currently stored at Amman, Jordan.
	-42JSF	<b>27143</b>	OE-IWP	ASL Airlines Belgium, ex ZS-JRC of Safair. Ferried to Liège on 17 February and registered nine days later.
	-446	<b>28097</b>	SX-MAM	Air Mediterranean, ex N7377D of Bank of Utah. Delivered on 3 February.
	-85F	<b>28826</b>	N748BC	BCC Equipment Leasing Corp., ex YR-BMD of Blue Air. Registered on 21 January. Ferried to Tucson (AZ) on 31 December.
	-31S	<b>29057</b>	LY-CHF	KlasJet, ex EI-STA of ASL Airlines Ireland. Delivered on 30 November but stored at Vilnius since then.
	-4M0SF	<b>29204</b>	EI-STU	ASL Airlines Ireland, ex VP-BKW of Yamal Airlines. Delivered on 8 February.
	-31S	<b>29267</b>	YA-KML	Kam Air, ex YL-BBS of airBaltic. Delivered on 29 January.
	-86Q	<b>30295</b>	OK-TVW	Air Transat, ex Smartwings. Delivered on winter lease on 1 February.
	-86N	<b>32733</b>	N838SY	Sun Country Airlines, ex I-NEOS of Neos. Delivered on 1 February.
	-8AS	<b>33545</b>	N556CC	Bank of Utah, ex EI-DAE of Ryanair. Registered on 28 January. Departed to China for freighter conversion on 17 January.
	-8K5	<b>34689</b>	OY-JZN	Jet Time, ex D-ATUH of TUI fly Germany. Delivered on 14 February.
	-8AS	<b>34995</b>	TC-JZJ	AnadoluJet, ex EI-ESR of Ryanair. Delivered on 12 February.
	-8AS	<b>34996</b>	TC-JZK	AnadoluJet, ex EI-ESZ of Ryanair. Delivered on 31 January.
	-8K5	<b>35137</b>	EW-543PA	Belavia - Belarusian Airlines, ex G-FDZE of TUI Airways. Delivered on 7 February.
	-86N	<b>35220</b>	N801XT	Bank of Utah, ex PH-TFF of TUI fly Netherlands. Registered on 21 February.
	-8GQ	<b>35793</b>	OK-TSO	Air Transat, ex Smartwings. Delivered on winter lease on 15 December.
	-8FN	<b>37077</b>	OK-TVM	Air Transat, ex Smartwings. Delivered on winter lease on 7 February.
	-8JP	<b>39027</b>	TC-JZO	AnadoluJet, ex LN-NGQ of Norwegian. Delivered on 23 January.



This 2016-built Boeing 737 TC-JZG in Air Albania colours is leased from Turkish Airlines since September 2019. At the moment the destinations for this aircraft are Milan Malpensa, Bologna and Rome Fiumicino where Robert Eikelenboom took this picture on 15 February 2020.



British carrier Jet2 will add a sizeable fleet of A321s for the coming summer season. The first one has already been seen outside the paint shop at Bournemouth-Hurn as G-HLYF in Jet2 Holidays colours. Howard J Curtis was able to take a picture of it on 11 February 2020. Jet2 aims to deploy the A321s on routes from Manchester, commencing this summer. Most aircraft will come from bankrupt Thomas Cook, a few will be leased.

-8JP	<b>39030</b>	TC-JZR	AnadoluJet, ex LN-NGU of Norwegian. Delivered on 7 February.
-8JP	<b>39031</b>	TC-JZS	AnadoluJet, ex LN-NGV of Norwegian. Delivered on 3 February.
-8JP	<b>39032</b>	TC-JZT	AnadoluJet, ex LN-NGW of Norwegian. Delivered on 14 February.
-85R	<b>39070</b>	4X-EKK	El Al Israel Airlines, ex 2-BTTC of Fly Aircraft Holdings Nineteen Ltd. Delivered on 14 February.
-81D	<b>39419</b>	HL8380	Fly Gangwon, ex EI-FJA of Norwegian Air International. Delivered on 28 January.
-8KN	<b>40251</b>	N836SY	Sun Country Airlines, ex A6-FDX of FlyDubai. Delivered on 31 January.
-8KN	<b>40252</b>	N837SY	Sun Country Airlines, ex A6-FDY of FlyDubai. Delivered on 21 February.
-8JP	<b>41143</b>	SE-RPS	Norwegian Air Sweden, ex EI-FJD of Norwegian Air International. Transferred on 29 January.
-8JP	<b>42070</b>	SE-RPT	Norwegian Air Sweden, ex EI-FHM of Norwegian Air International. Transferred on 31 January.
-8JP	<b>42078</b>	SE-RPU	Norwegian Air Sweden, ex EI-FHL of Norwegian Air International. Transferred on 1 February.
-8JP	<b>42081</b>	SE-RPR	Norwegian Air Sweden, ex EI-FJB of Norwegian Air International. Transferred on 27 January.
-8AS	<b>44693</b>	9H-QAS	Malta Air, ex EI-FIC of Ryanair. Transferred on 29 January.
-8AS	<b>44694</b>	9H-QAT	Malta Air, ex EI-FID of Ryanair. Transferred on 6 February.
-8AS	<b>44695</b>	SP-RKN	Ryanair Sun, ex EI-FIE of Ryanair. Transferred on 25 February.
-8AS	<b>44699</b>	9H-QAY	Malta Air, ex EI-FIJ of Ryanair. Transferred on 13 February.
-8AS	<b>44700</b>	9H-QAZ	Malta Air, ex EI-FIK of Ryanair. Transferred on 21 February.
-8AS	<b>44701</b>	SP-RKP	Ryanair Sun, ex EI-FIN of Ryanair. Transferred on 18 February.
-8AS	<b>44702</b>	SP-RKO	Ryanair Sun, ex EI-FIL of Ryanair. Transferred on 15 February.
-8AS	<b>44704</b>	SP-RKS	Ryanair Sun, ex EI-FIS of Ryanair. Transferred on 15 February.
-8AS	<b>44713</b>	9H-QBQ	Malta Air, ex EI-FOE of Ryanair. Transferred on 25 January.
-8AS	<b>44716</b>	9H-QBR	Malta Air, ex EI-FOF of Ryanair. Transferred on 21 February.
-8AS	<b>44722</b>	9H-QBV	Malta Air, ex EI-FOJ of Ryanair. Transferred on 7 February.
-8AS	<b>44724</b>	9H-QCA	Malta Air, ex EI-FOO of Ryanair. Transferred on 20 February.
-8AS	<b>44741</b>	9H-QCR	Malta Air, ex EI-FRL of Ryanair. Transferred on 7 February.
-8AS	<b>44745</b>	9H-QCW	Malta Air, ex EI-FRS of Ryanair. Transferred on 31 January.
-8AS	<b>44748</b>	9H-QCZ	Malta Air, ex EI-FRW of Ryanair. Transferred on 22 February.
-800	<b>44753</b>	9H-QDD	Malta Air, ex EI-FTC of Ryanair. Transferred on 14 February.
-800	<b>44758</b>	9H-QDI	Malta Air, ex EI-FTH of Ryanair. Transferred on 1 February.
-800	<b>44759</b>	9H-QDJ	Malta Air, ex EI-FTI of Ryanair. Transferred on 17 February.
-800	<b>44761</b>	9H-QDL	Malta Air, ex EI-FTK of Ryanair. Transferred on 14 February.
-800	<b>44763</b>	9H-QDN	Malta Air, ex EI-FTM of Ryanair. Correction Scramble 489 - Page 35.
-800	<b>44767</b>	9H-QDR	Malta Air, ex EI-FTR of Ryanair. Transferred on 31 January.
-800	<b>44768</b>	9H-QDS	Malta Air, ex EI-FTS of Ryanair. Transferred on 7 February.
-800	<b>44770</b>	9H-QDU	Malta Air, ex EI-FTV of Ryanair. Transferred on 19 February.
-800	<b>44773</b>	9H-QDX	Malta Air, ex EI-FTZ of Ryanair. Transferred on 13 February.
-800	<b>44783</b>	SP-RKI	Ryanair Sun, ex EI-FZK of Ryanair. Transferred on 22 February.
-800	<b>44800</b>	9H-QAU	Malta Air, ex EI-GDC of Ryanair. Transferred on 19 February.
-800	<b>44802</b>	9H-QBA	Malta Air, ex EI-GDD of Ryanair. Transferred on 26 February.
-800	<b>44819</b>	9H-QEE	Malta Air, ex EI-GJA of Ryanair. Transferred on 5 February.
-800	<b>44825</b>	9H-QEM	Malta Air, ex EI-GJK of Ryanair. Transferred on 29 January.
-800	<b>44831</b>	9H-QEL	Malta Air, ex EI-GJJ of Ryanair. Transferred on 25 January.
-800	<b>44834</b>	9H-QEP	Malta Air, ex EI-GJP of Ryanair. Transferred on 11 February.
-8AS	<b>61576</b>	9H-QBB	Malta Air, ex EI-FIM of Ryanair. Transferred on 5 February.
-8AS	<b>61578</b>	SP-RKR	Ryanair Sun, ex EI-FIR of Ryanair. Transferred on 20 February.
-8AS	<b>61579</b>	9H-QBD	Malta Air, ex EI-FIO of Ryanair. Transferred on 30 January.
B747	-412F	26563	N032BR Bank of Utah Trustee, ex 4X-ELF of El Al Israel Airlines. Registered in the US on 31 January. Aircraft has been stored at Marana (AZ) since 24 July 2019.

B767	-4EVERF <b>35170</b> -36NER <b>30115</b> -224ERBDSF <b>30431</b>	LX-NCL N468AX C-FHCJ	Cargolux, ex G-CLAE of CargoLogicAir. Delivered on 14 February. Omni Air International, ex CN-RNS of Royal Air Maroc. Delivered on 14 February. CargoJet Airways, ex N431CJ of Bank of Utah. Delivered after freighter conversion on 4 February. Former VP-BAQ of UtAir.
B777	-300F <b>63114</b> -300F <b>66241</b> -F <b>66083</b>	N183FE N370UP N773CK	FedEx Express. Delivered on 10 February. Line # 1201. UPS - United Parcel Service. Delivered on 14 February. Line # 1202. Kalitta Air. Delivered in full DHL colours on 6 February. First all new aircraft for Kalitta. Line # 1644.
B787	-300ER <b>66591</b> -9 <b>35246</b> -9 <b>35427</b> -10 <b>42508</b> -10 <b>60145</b> -10 <b>60289</b> -8 <b>63399</b> -9 <b>64977</b> -9 <b>65807</b> -9 <b>65808</b> -9 <b>65809</b> -9 <b>66134</b> -9 <b>66135</b>	N2251U JA880J JA879J PH-BKG N12012 B-17806 4X-ERC C-GKKN TC-LLG TC-LLH TC-LLI N29975 N24976	United Airlines. Delivered on 29 January. Line # 1643. Japan Airlines International. Delivered on 7 February. Line # 967. Japan Airlines International. Delivered on 31 January. Line # 963. KLM Royal Dutch Airlines. Delivered on 11 February. Line # 962. United Airlines. Delivered on 7 February. Line # 964. EVA Air. Delivered on 14 February. Line # 958. El Al Israel Airlines. Delivered on 20 February. Line # 973. WestJet. Delivered on 6 February. Line # 959. Turkish Airlines. Delivered on 23 January. Line # 953. Turkish Airlines. Delivered on 19 February. Line # 957. Turkish Airlines. Delivered on 20 February. Line # 961. United Airlines. Delivered on 31 January. Line # 960. United Airlines. Delivered on 12 February. Line # 970.
CRJ	200LR <b>7248</b> 200LR <b>7384</b>	RA-67247 OY-CRJ	KlasJet, ex LY-ZAB. Re-registered on 31 October. Copenhagen AirTaxi, ex D-AGRA of ProAir Aviation. Delivered on 16 January. Still operated for Global Reach Aviation.
DC-10	900 <b>15237</b> 900 <b>15402</b>	ES-ACN EI-FPE	Nordica, ex G-CKZN of Triangle Symbler Leasing DAC. Delivered on 12 February. CityJet, ex EI-FPE of SAS Scandinavian Airlines. Delivered on 16 February.
ERJ	KDC-10 <b>46985</b> 195LR <b>19000300</b> 190E2STD <b>19020030</b>	N264DE I-ADJY HB-AZC	Omega Air, ex T-264 of Koninklijke Luchtmacht. Registered on 19 February. Air Dolomiti, ex D-AEMC of Lufthansa. Delivered on 2 February. Helvetic Airways. Delivered on 23 February.

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

## Commuters

ATR42	-500 <b>622</b>	F-HLIA	Amelia International, ex A5-RGH of Drukair - Royal Bhutan Airlines. Delivered on 13 February.
ATR72	-212A <b>748</b> -212A <b>1260</b> -212A <b>1277</b> -212A <b>1583</b> -212A <b>1621</b>	RP-C7868 G-FBXA G-FBXB YR-ATJ YR-ATK	Sunlight Express Airways, ex EI-REL of Stobart Air. Delivered on 3 February. Loganair, ex Flybe. Delivered on 12 February. Loganair, ex Flybe. Delivered on 25 February. TAROM. Delivered on 18 February. TAROM. Delivered on 24 February.
DHC-8	-103 <b>540</b> -402MR <b>4597</b>	LN-FVB F-ZBMI	Widerøe's Flyveselskap, ex C-FXUI of Avmax Aircraft Leasing Inc. Delivered on 12 February as C-FXUI. Sécurité Civile. Delivered on 31 January. Code 76.
Saab 2000	<b>035</b>	SE-LOM	Air Leap, ex Arafart AB. Delivered on 1 February.

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

## Propliners

DHC	2 <b>1000</b>	C-FPCG	SeaAir. This beaver was stolen and taken for a joyride on 21 February 2020 from Vancouver Coal Harbour. The Beaver water taxied around before ripping of the complete right hand wing. It also severely damaged a moored Turbo Otter of Harbour Air. See Dustpan & Brush for more details.
	2 <b>1492</b>	VH-AAM	Sydney Seaplanes. Noted with all titles removed and the registration crossed out with a black spray can, at Campbell River on 20 February 2020. Still very recognisable with the logo of the Harbour Bridge and the Opera House painted on the tail. Transported to Canada for restoration purposes, as reported last month.
	3T <b>135</b>	C-FIUZ	Harbour Air. A 'stolen' SeaAir Beaver (see msn <b>1000</b> ) crashed into this Otter when moored at Vancouver Coal Harbour on 21 February 2020. Damage included a broken right hand wing and a damaged horizontal stabilizer. Dustpan & Brush has more details.
Douglas	C-47A <b>9593</b> C-47A <b>10156</b>	VH-MMA PP-VBF	Hardy Aviation, made its first flight after restoration on 16 February 2020 from Darwin (N.T.) in Australia. VARIIG, preserved at the TAP Maintenance facility at Rio de Janeiro Galeão was broken up on 31 January 2020. The airplane was in very poor condition, and it was impossible to transport or save it. It feels as a serious waste of a beautiful preserved Dakota.
Noorduyn Norseman	<b>364</b>	N364FQ	Voigt Aviation, was on a restoration/rebuild project in Minnesota. Former CF-FQI was registered N364FQ for the purpose of the maintenance work. The Norseman was transferred to the Canadian register on 21 February 2020, which could mean a return to Red Lake (ON).

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

## Fokker News

F27	-050 <b>20146</b> -050 <b>20306</b>	SE-LIO VH-FKW	Amapola Flyg. Ferried 25 February from Malmo to Lelystad, as HP9725, for paint into new colours. Alliance Airlines. Returned at Adelaide on 15 February, as SXI2002, after maintenance at Singapore-Seletar.
F28	-0100 <b>11326</b> -0070 <b>11559</b> -0070 <b>11562</b> -0070 <b>11568</b>	VH-FNN ZS-SKA 5B-DDF VH-NUZ	Virgin Australia Regional Airlines. Was due to be retired from service late January, but after a quick flight on the 24th (when it flew Perth-Onslow and back), the Fokker has been parked at Perth and will await its fate. It could possibly be used for spare parts. flyEquator.com, ex ZS-SKA. Seen at an unknown location in Africa on 29 October 2019, with flyequator.com titles and a white fuselage. Tus Airways. Last revenue Tel Aviv-Larnaca flown on 30 December 2019, after it made regular flights to stay airworthy. Ferried to Bratislava on 14 February for storage, as CYF124M. Alliance Airlines, ex OE-LFQ Austrian Airlines. Arrived Down Under 31 May 2018 in Austrian Airlines

colours, and was meant to be used for spare parts. However, between 15 January and 4 February it was repainted in full Alliance Airlines colours at Melbourne-Avalon, made a test flight on 13 February and commenced commercial operations on 17 February. Surprises (and an unexpected one) still happen!

**Credits:** Merv Crowe, Skyliner.



*“Synonymous with the equator, flyequator.com is the new dawn where this new dynamic airline is set to bring a dividing line within aviation in the Republic of South Sudan. With its roots in Juba, South Sudan’s flyequator.com is set to establish itself as the preferred service provider whereby, service delivery, price and reliability is key to your complete satisfaction in choice of airline.” That is what they say on their website about this newly established airline in South Sudan. Fokker 70 ZS-SKA was seen with these ‘colours’ at an unknown location in Africa, on 29 October 2019 by Andre Alders.*

## Bizjets

BAe	125-850XP	<b>258813</b>	LY-BGD	Sirius-Aero, ex VQ-BVA. First noted on 18 February.
Cessna	525	<b>0118</b>	PH-WMM	Noted at Rotterdam on 20 February, ex OO-EUR.
	525A	<b>0446</b>	D-INOI	Noted at Zürich on 24 January, ex 2-GOLF.
	525A	<b>0446</b>	HB-VET	MX Management, ex D-INOI. Registered on 5 February.
	525B	<b>0476</b>	M-JSEG	Jet Aviation, ex N223GB. Registered on 4 February.
	550	<b>0874</b>	G-MERR	Xclusive Jet Charter, re-registered from G-XJCI on 25 February.
	680	<b>0290</b>	TC-ELZ	Ziver Aviation, ex TC-ICT. Delivered on 30 December.
	700	<b>0009</b>	N842AW	Alpha Whiskey, registered on 13 November.
Challenger	350	<b>20820</b>	N1337U	Bombardier Aerospace, ex C-GOXM. Registered on 14 November.
	350	<b>20833</b>	PS-JRD	Resaurante Madero Eireli, registered on 14 January.
	604	<b>5312</b>	N9191	Tenax Aerospace, re-registered from N312AM on 13 November.
	604	<b>5320</b>	N100XV	TVPX Aircraft Solutions, ex HZ-MEJ1. Registered on 31 October.
	604	<b>5367</b>	N56GJ	Arch Coal, re-registered from N16YD on 13 November.
	604	<b>5373</b>	2-REIN	Barents Air, ex T7-BRE. Registered on 31 January.
	605	<b>5766</b>	2-POOR	Global Fleet Oil & Gas, ex N605GF. Registered on 9 January.
	605	<b>5934</b>	PP-MLZ	Magazine Luiza, ex N171CL. Registered on 23 December.
	650	<b>6136</b>	N101US	Costar Realty Information, re-registered from N650DJ on 13 November.



*As a preview to our next month’s article of the WEF visitors at Zürich-Kloten this year, hereby two of the interesting participants. Firstly this G650ER with registration N302TR of Phenix Jet. (Zürich-Kloten, Jan Swart, 20 January 2020)*

	650	<b>6145</b>	N239QS	NetJets, ex C-FAQD. Registered on 14 November.
	650	<b>6149</b>	T7-AQA	Delivered to Aquila Aerospace in December, ex C-FAWU.
Eclipse	EA500	<b>000023</b>	N71FE	Registered on 6 February, ex 2-LIFE.
Embraer	500	<b>50000292</b>	T7-CBW	Ex HB-VRV of Air-Connect AG was re-registered into the San Marino register.
	505	<b>50500544</b>	2-EMBR	A brand new Phenom 300 was delivered to X Air Ltd. at Jersey in December.
	550	<b>55000076</b>	D-BJUG	Former N676EE of Embraer Executive Aircraft Inc. was sold to Atlas Air Service GmbH in December.
				Reservation D-BASS was not taken up. Addition to Scramble 489 – Page 38.
	550	<b>55020107</b>	2-JRSY	Former N701EE of Embraer Executive Aircraft Inc. was sold to Trustflight (Jersey).
Falcon	550	<b>55020118</b>	VP-CCD	Former PR-LIX of Embraer was sold to Radic Aviation in Saudi-Arabia.
	7X	<b>116</b>	F-HECR	Dassault Aviation, ex HB-JFN. Registered on 31 January.
	8X	<b>452</b>	N60SN	Dassault Falcon Jet, ex F-WWZP. Registered on 31 October. Registered to Bank of Utah on 26 November.
	8X	<b>464</b>	M-OUNT	Aviation Consulting, ex F-WWQC. Registered on 29 January.
	50	<b>159</b>	N59CJ	Polar Equipment, ex VH-FOL. Registered on 31 October.
	900B	<b>121</b>	N900VC	TVPX Aircraft Solutions, ex P4-AEX. Registered on 14 November.
	900B	<b>137</b>	P4-BFV	Bestfly, ex N199BB. First noted on 19 February.
	900EX	<b>80</b>	N82CA	AMC Aviation, re-registered from N900CM on 14 November.
	900EX	<b>135</b>	N296AG	CableAir, re-registered from N246AG on 13 November.
	900LX	<b>318</b>	F-HJJJ	JC Deceaux, registered on 18 February.
	900DX	<b>610</b>	N177HR	Lenox Aviation II, ex 9H-YUM. Registered on 15 November.
	900DX	<b>616</b>	P4-JFA	Ex VP-CBG, departed Geneva on 25 February.
	2000	<b>165</b>	N508DJ	Dumont Aircraft Charter, re-registered from N367SM on 15 November.
	2000	<b>211</b>	N526DJ	Dumont Aircraft Charter, re-registered from N373SM on 15 November.
	2000EX	<b>90</b>	N797PG	Aviation X, re-registered from N203C on 15 November.
	2000LX	<b>195</b>	N40N	SF1 Holdings, re-registered from N40NW on 13 November.
Global	2000LXS	<b>347</b>	HB-IGO	Cat Aviation, ex F-WWGU. Registered on 27 September.
	Express	<b>9101</b>	N111FK	Ex N117FK, reregistered on 21 January.
	Express	<b>9118</b>	VH-	N904DF exported to Australia on 21 February.
	XRS	<b>9272</b>	N20HQ	Ex N272GX, reregistered on 23 January.
	XRS	<b>9280</b>	T7-MCB	Registered in Dec 2019, ex OE-IDO of Global Jet Austria.
	XRS	<b>9293</b>	N293JG	Registered on 14 February, ex LX-JAP of Global Jet Luxembourg.
	XRS	<b>9358</b>	11-9358	Written off after accident in Afghanistan on 27 January.
	XRS	<b>9380</b>	T7-SKL	Ex M-RSKL, which was cancelled on 30 October 2019.
	5000	<b>9636</b>	N83JJ	Reregistered from N83FF on 19 February.
	5000	<b>9862</b>	N989JR	Ex N729KP, reregistered on 11 February.
	5000	<b>9874</b>	PH-BEJ	Exported from Canada on 3 February, ex C-GOEI.
	6000	<b>9596</b>	M-PECL	Delivered to Pacific Energy (in Nigeria) on 11 February, ex C-FWPF.
	6000	<b>9839</b>	C-GIIT	Ex C-FZLK. Registered to I.M.P. Group on 9 August 2019.
	6000	<b>9867</b>	M-SAPD	Delivered to Sapetro Aviation on 28 January, ex C-GFGC.
	6000	<b>9877</b>	D-AMLC	Exported from Canada on 30 January, operated by ACM Air Charter.
	6500	<b>60017</b>	C-GKNL	Delivered to Bombardier on 11 December.
	6500	<b>60018</b>	C-GKOH	Delivered to Bombardier on 7 January.
	6500	<b>60019</b>	C-GKPE	Delivered to Bombardier on 20 January.
	6500	<b>60020</b>	C-GKRA	Delivered to Bombardier on 10 January.
	6500	<b>60021</b>	C-GKSC	Delivered to Bombardier on 7 February.
	6500	<b>60023</b>	C-GKVF	Delivered to Bombardier on 14 February.
	7500	<b>70027</b>	VH-TGG	Delivered on 12 February to Gandel Investments, ex C-GBYL.
Gulfstream	7500	<b>70028</b>	N318GB	Ex C-GBZO, Registered to Bombardier on 29 January.
	IVSP	<b>1340</b>	VH-INT	Revesco Aviation, ex N550GN. Registered on 6 February.
	IVSP	<b>1361</b>	N17KW	WCS, re-registered from N545CS on 14 November.
	IVSP	<b>1419</b>	N353VA	Lemoko Aviation, re-registered from N658DV on 14 November.
	IVSP	<b>1488</b>	N936AM	Potomac Air, re-registered from N909JS on 13 November.
	G350	<b>4086</b>	N486WM	TVPX Aircraft Solutions, ex VH-NKD. Registered on 5 November.



Secondly a very nice coloured Global Express XRS with registration N117TF of Tudor Investments Corporation. More WEF pictures and a total list of participating aircraft in next month's issue. (Zürich-Kloten, Jan Swart, 20 January 2020)

	G550	<b>5129</b>	N5129	Bank of Utah, ex VP-BLW. Registered on 13 November.
	G550	<b>5153</b>	N269WR	Westgave Aviation GIV, re-registered from N550GP on 12 November.
	G550	<b>5225</b>	HB-JWY	Premium Jet, ex M-PCPA. Registered on 29 January.
	G550	<b>5268</b>	N261BW	Perryair, ex VQ-BHP. Registered on 31 October.
	G550	<b>5302</b>	4K-JJ888	Noted at Shannon on 3 February, ex OE-IZI.
	G550	<b>5574</b>	N888LR	White Cloud Charter, re-registered from N550GD on 13 November.
	G550	<b>5596</b>	N857GA	PPG Industries, ex N596GA. Registered on 1 November.
	G550	<b>5597</b>	N550GA	Gulfstream Aerospace, re-registered from N597GA on 12 November.
	G650	<b>6054</b>	RA-10207	Noted at Sion on 20 February, ex T7-ARC.
	G650	<b>6258</b>	XA-CPQ	Delivered to Carlos Peralta Quintero in February, ex N1948S.
	G650ER	<b>6390</b>	N757PL	Peter Lim, ex N690GA. Registered on 14 November.
	G650ER	<b>6396</b>	N758PB	Poplar Glen, ex N696GA. Registered on 8 November.
	G650ER	<b>6397</b>	N500ES	Disney Aviation Group, ex N697GA. Registered on 15 November.
	G650ER	<b>6411</b>	VP-CZM	Jet Aviation Business Jets Hong Kong, ex N611GA. Noted at Basel on 24 February.
IAI	G150	<b>224</b>	N224GG	Ex YV3306 of Inversiones Aeronet, registered in the USA on 30 January.
	G200	<b>5</b>	N598JM	Registration expired on 3 February.
	G200	<b>213</b>	N612FA	Reregistered on 30 January, ex N484SF.
Learjet	45	<b>45-181</b>	D-CICU	Former V5-TTO was sold to Jetcall Ambulance GmbH in Germany in December.
	60	<b>60-305</b>	N80LJ	Former TC-SHY of MNG Jet Havacilik was sold to Worldwide Aircraft Services Inc.
	60	<b>60-351</b>	N381SC	Ex SX-MAA of Gainjet was sold to Southern Cross Aircraft LLC in February.
Pilatus	PC-24	<b>124</b>	9H-CFB	Former HB-VVV of Pilatus Flugzeugwerke was sold to NextGen Aviation (Malta) Ltd. in December.
	PC-24	<b>162</b>	N271DJ	Former HB-VZK of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Inc. in Januari.
	PC-24	<b>164</b>	N542JB	Former HB-VZM of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Inc. in December.
	PC-24	<b>165</b>	HB-VZN	Registered to Pilatus Flugzeugwerke in November.
	PC-24	<b>166</b>	HB-VVA	Registered to Pilatus Flugzeugwerke in December.
	PC-24	<b>167</b>	HB-VZO	Registered to Pilatus Flugzeugwerke in November.
	PC-24	<b>168</b>	N8TS	Former HB-VUZ of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Inc. in Januari.

## Bizprops

Beech	B250	<b>BY-161</b>	N142RD	Operator in the US is now known as Horizon Group Inc. Addition to Scramble 488 – Page 47.
	B250	<b>BY-353</b>	2-FIFI	Former N353CS of Textron Aviation Inc. was sold to Twofifi Ltd. in the UK.
	B350	<b>FL-256</b>	N351LR	Ex LN-AWD of Mountainair A/S was sold to Apogee Finance LLC in the US.
PAC	750XL	<b>141</b>	SE-MGV	Skydive Sweden, ex ZK-JFM. Registered on 3 January.
Piaggio	P180	<b>1146</b>	N268TA	Reregistered from N173SL on 7 February.
	P180	<b>1177</b>	F-HANE	Ex I-FXRH, registered to Oyonnair on 14 August.
	P180	<b>1178</b>	F-HUNK	Registered to Oyonnair on 14 October, ex I-FXRJ.
	P180	<b>1196</b>	D-IRSG	Ex HB-LUS, which was cancelled on 18 November.
Pilatus	PC-12/47E	<b>1024</b>	OH-JRD	Former F-HDAE of SGBO was re-registered to Fly 7 Executive Aviation SA.
	PC-12/47E	<b>1369</b>	N234AW	Ex OK-PCD of OK Business Aircraft s.r.o. was sold to Nebo LLC in the US.
	PC-12/47E	<b>1672</b>	OH-DEN	Ex D-FDEN of ExplorAir Ltd was sold to Fly 7 Executive Aviation SA.
	PC-12/47E	<b>1912</b>	LX-FLG	Ex HB-FQQ of Pilatus Flugzeugwerke was sold to Jetfly Aviation in November.
	PC-12/47E	<b>1916</b>	OK-PRM	Former HB-FQU of Pilatus Flugzeugwerke was sold to OK Aviation Wings SRO.
	PC-12/47E	<b>1933</b>	HB-FRL	Registered to Pilatus Flugzeugwerke 17 December.
	PC-12/47E	<b>1934</b>	HB-FRM	Registered to Pilatus Flugzeugwerke 7 December.
	PC-12/47E	<b>1935</b>	HB-FXU	Registered to Pilatus Flugzeugwerke 16 December.
	PC-12/47E	<b>1936</b>	HB-FRN	Registered to Pilatus Flugzeugwerke 2 December.
	PC-12/47E	<b>1937</b>	HB-FRO	Registered to Pilatus Flugzeugwerke 18 December.
Piper	46-500TP	<b>4697070</b>	D-EPGW	Noted Krakow on 5 February, ex D-FCTP.
Reims	F406	<b>0070</b>	F-WTAW	Noted Reims on 11 February, ex F-ZBCI.
SOCATA	TBM-850	<b>547</b>	2-RIDE	Operator is now known as Gazelle Properties Ltd. Addition to Scramble 489 – Page 39.
	TBM-930	<b>1275</b>	N940LA	Former F-HGDA of Daher Aerospace was temporarily sold to Transatlantic Deliveries Trust.



This brand new PC-12 with temporary registration HB-FRT is taxiing out for a testflight and will soon be handed over to its new owner Jiangxi Express Line Commuter Aviation in China. (Stans-Buochs, 25 february 2020, Stephan Widmer)

## 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.

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) 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-2V	<b>1162 473 16</b>	CCCP-79856	AFL/Tyumen-TOX	photo	1966/67	damaged when float strut broke, repaired
TVS-2MS	<b>1G73-40</b>	48986	SibNIA	Ovy	02feb20	no titles
An-2TP	<b>1G110-36</b>	9A-BAA	North Adria Avn		jan20	restored on register but no sighting for 15 years
An-2P	<b>1G140-49</b>	UP-A0001	Orlan-2000	w/o	26feb20	force landed in snow near UKK and destroyed by fire
An-2TP	<b>1G157-48</b>	UP-A0347	Orlan-2000	rgd	22may19	did not have a valid CofA by then; ex UN-07663
An-2	<b>1G163-24</b>	UP-A0348	Ak Sunkar	rgd	2019	CofA issued 30sep19; ex UN-16020
An-2R	<b>1G195-40</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-68135
An-2R	<b>1G198-51</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-31486
An-2R	<b>1G200-25</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-71182
An-2R	<b>1G203-11</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-17550
An-2R	<b>1G210-47</b>	UR-43970	O.H. Tunikov	rgd	10jan20	O.H. Tunikov of Chernihiv
An-2R	<b>1G213-49</b>	RA-40642	not known	w/o	20feb20	crashed on t/o Magadan-13km lost speed and stalled
An-2R	<b>1G219-44</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-32645
An-2R	<b>1G221-38</b>	UR-40308	D.M. Manshylin		17jun16	found by Ukrainian customs officials at an abandoned airstrip at Ozero
An-2R	<b>1G222-28</b>	--	Servicios Aereos		18feb20	in Rotterdam harbour, shipped to Cuba; ex RA-40351
An-2TP	<b>1G233-13</b>	RA-33629	Norilsk Avn Ent.	dbf	26dec02	when made a forced landing on the ice of lake Khantai
An-2	<b>1G238-35</b>	UR-ZUA	all white, n/t	rgd	29jan20	to be supplied to Firmas Aeroclub, Iraq; ex UR-02258
An-2	---	ST-CPL	no titles	photo		damaged, resting on its nose and starboard wing
An-12BK	<b>8 34 56 04</b>	UR-CAH	Ukraine Air Alliance	w/o	04oct19	canx between 20dec19 and 19feb20
An-24B	<b>7 73 035 08</b>	UP-AN405	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>7 73 036 04</b>	UP-AN406	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>8 73 043 09</b>	UP-AN412	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>0 73 059 09</b>	UP-AN409	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>0 73 061 04</b>	UP-AN410	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>0 73 063 08</b>	UP-AN420	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>0 73 064 07</b>	UP-AN421	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>1 73 074 06</b>	UP-AN426	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24RV	<b>2 73 076 09</b>	UP-AN419	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24RV	<b>3 73 083 10</b>	RA-13344	Pskovavia	PKV	12feb20	wfu
An-24RV	<b>3 73 087 07</b>	RA-46620	RusLine	IJK	feb20	stored; in a/w c/s with titles; current on register 13jan20
An-24RV	<b>3 73 088 05</b>	UP-AN414	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24RV	<b>3 73 089 03</b>	RA-46637	Izhavia	IJK	07feb20	stored; current on register 13jan20
An-24RV	<b>4 73 095 05</b>	UP-AN415	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-24B	<b>8 99 018 10</b>	UP-AN418	SCAT	rgd	29feb08	l/n CIT 13jul19 wfu
An-26	<b>15 09</b>	EK 26009	Mars Avia	rgd	09sep19	shown as "Out of operation" in Poland; ex SP-EKE
An-26-100	<b>40 02</b>	OB-2015-P	Lionel Air	LIM	18jan20	registration painted on as 'OB2015P'
An-26	<b>61 06</b>	RF-36113	Russian Air Force	photo	2018	at Krasnodar-Tsentralny; coded "57" red
An-26-100	<b>71 08</b>	UR-UZI	Constant Airlines	rgd	19feb20	ex UR-MDA
An-26B	<b>119 08</b>	RA-26101	Pskovavia	PKV	17oct18	probably wfu; current on register 13jan20 with the
An-26B	<b>123 02</b>	RA-26086	Pskovavia	PEE	17oct18	probably wfu; current on register 13jan20 with the
An-26	<b>124 09</b>	UR-CSW	Eleron	Mrc	21dec19	canx between 02jan20 and 26jan20
An-26B	<b>128 05</b>	RA-26134	Pskovavia	PKV	12feb20	wfu engineless and very dirty
An-28	<b>1AJ 005-01</b>	EK-2801	Mars Avia	rgd	24nov17	in 2019 register, but not included in 2020 register
An-28	<b>1AJ 009-09</b>	EK-2809	Mars Avia	rgd	26feb09	included in register dated 01feb20
An-30A-100	<b>06 06</b>	80031	Kazakh National Guard	photo	22may18	anti-terrorist operations at "Skalny gorod" training area
An-32A	<b>17 03</b>	EK 32703	Mars Avia	KRR	22dec19	canx from the Armenian register 31jan20
An-74T-100	<b>365 470 95 900</b>	EK 74008	Mars Avia	MGQ	03nov19	canx from the Armenian register 20nov19
An-74-200	<b>365 470 96 923</b>	EK-74923	Mars Avia	JUB	29oct19	canx from the Armenian register 20nov19
An-74-200	<b>365 470 98 944</b>	EK-74052	Mars Avia	rgd	05jun18	canx from the Armenian register 20nov19
An-72	---	RF-72506	Russian Air Force		2020	also carrying "05" red; old style Aeroflot c/s
An-74	---	UP-AN741	not known	CIT	23feb20	in all-white c/s, no titles
Be-200ChS	<b>64620090311</b>	RF-88450	Russian Navy	ff	14feb20	line # 03-11; coded "20" yellow
Il-18GrM	<b>1870 104 03</b>	EX-18008	S. Group International	EBL	27aug15	not on register dated 17jan20
Il-18	---	RF-91820	Russian Air Force	Pus	12feb20	version not confirmed
Il-20M	---	RF-95671	Russian Air Force	Pus	12jul19	all grey c/s with Russian stars on tail, 'VKS Rossii' titles

II-76T	<b>0934 20594</b>	UR-CIE	ZetAvia	AQJ	17nov17	canx between 20dec19 and 19feb20
II-76M	<b>00134 29859</b>	RF-86875	Russian Air Force	Iva	22jan20	based at Ivanovo-Severnoy'
II-76TD	<b>00334 46325</b>	UP-I7656	Jenis Air		dec19	reported in the Ilyushin OKB website; ex UR-CMB
II-76TD	<b>00634 70088</b>	ER-IAX	Oscar Jet	FJR	21jan20	being slowly disassembled and scrapped
UKa-15	<b>15 99 10-01</b>	CCCP-30171	AFL/Sasovo Flying School	w/o	15jul59	at Sasovo when the blades of both rotors collided
Ka-32	---	32-01 & 32-02	DDPM	d/d	25jun19	both delivered to U-Tapao for the Thai Department of Disaster Prevention & Mitigation by II-76 RA-78765
Ka-52	---	6610 & 6634	Egyptian Air Force	photo	14jan20	
Ka-52	---	6622 & 6639	Egyptian Air Force	photo	03jan20	both on board of L1010 "Gamal Abdel Nasser"
L-410UVP-E	<b>86 16 06</b>	EK-4104	Kush Air	rgd	24feb13	l/n JUB aug13; owned by Mars Avia; canx 29jan20
L-410UVP-E	<b>86 18 13</b>	TL-AAK	blue/white, n/t	MGQ	03nov19	ex OK-RDA not ex OK-TCA as previously reported
L-410UVP-E10	<b>89 23 01</b>	LZ-CCR	United Nations	JUB	09aug17	canx between 12sep19 and 18dec19
L-410UVP-E20	<b>93 27 31</b>	ZS-ATE	ICRC	BGF	dec19	in all-white c/s with Red Crosses
L-410UVP-E20	<b>28 09</b>	EK-4109	Mars Avia	rgd	03aug19	based in South Sudan; canx 29jan20; ex RA-67030(2)
L-410UVP-E3	---	RF-94642	Russian Air Force	photo	2019	no code, with 'VVS. Rossi' titles and Russian stars
L-410UVP-E20	---	"001" black	UZGA	Uktus	25dec17	in the UZGA; l/n Kubinka 29jul19
L-410UVP-E20	---	"004" black		photo	unknown	at the Ural Plant of Civil Aviation (UZGA) at Uktus
PS-84	<b>03 1 6</b>	CCCP-L3945(1)	GVF	w/o	06jul42	attacked by fighters of the German AF and crashed
PS-84	<b>6 5 02</b>	CCCP-L3420	GVF	dbr	late'41	or early 1942 on test flight from Moscow-Vnukovo
PS-84	<b>7 5 13</b>	CCCP-L3437	GVF	w/o	08jul42	was hit by the enemy, came down near Yelets
PS-84	<b>8 5 09</b>	CCCP-L3460	GVF	w/o	16jul41	on take-off Monino, the engines were not warmed up
PS-84	<b>8 5 20</b>	CCCP-L3471	GVF	dam	04mar42	on landing at Gryadki and burned by the Germans
PS-84	<b>184 10 30</b>	CCCP-L3497	GVF	w/o	04mar42	on take-off from Gryadki when hit another Li-2/PS-84
PS-84	<b>184 14 15</b>	CCCP-L3933(1)	GVF	dbr	12jun42	on take-off from Leningrad when the right engine failed
PS-84	<b>184 15 09</b>	CCCP-L3935(1)	GVF	w/o	26may42	was hit by the enemy, came down and burnt out
PS-84	<b>184 16 06</b>	CCCP-L3952(1)	GVF	w/o	06jun42	at Kubinka by German Air Force raids
PS-84	<b>184 17 04</b>	CCCP-L3954(1)	GVF	w/o	06jul42	attacked by fighters of the German AF and crashed
PS-84	<b>184 17 06</b>	CCCP-L3956(1)	GVF	w/o	22aug43	one engine failed and crashed into a forest
PS-84	<b>184 17 07</b>	CCCP-L3961(1)	GVF	w/o	13jun42	got stuck at Zuts and set on fire by the crew
PS-84	<b>184 19 07</b>	CCCP-L3980	GVF	w/o	03may42	crashed when left engine lost power shortly after t/o
PS-84	<b>184 25 0. ?</b>	CCCP-L3997	GVF	dam	28jun42	at Sevastopol-Khersonesski mayak when ran into a bomb crater
PS-84	<b>184 35 03</b>	CCCP-L4007(1)	GVF	w/o	13aug42	attacked by German AF above Verkhnyaya Akhtuba
Li-2	<b>184 320 08</b>	CCCP-84598	AFL/East Siberia	dbr	29aug59	took off with the trim tab of the rudder inclined by 9°
PS-84	---	CCCP-L3981(1)	GVF	w/o	11jul42	was hit by the enemy, came down near Novokhopersk
PS-84	---	CCCP-L3983	GVF	w/o	27jul42	was hit by the enemy, came down near Paskovaika
PS-84	---	CCCP-L4001	GVF	w/o	14jun42	when did not return from a mission to the Vyazma area
Mi-2	<b>56 2648 112</b>	N9YS	Air Flight Enterprise	rgd	08may18	current 21jan20 with a CofR expiry date of 31may21
Mi-2plus	<b>51 3925 015</b>	SP-WXT	Polish Air Rescue	dbr	14mar05	on an ambulance flight when rolled over on landing
Mi-2	<b>51 4422 095</b>	N326PF	Eliot J. Gundry	canx	30may18	but did not have a CofR by jun16
Mi-2U	<b>54 7942 122</b>	RF-91400	Russian Air Force	no	reports	coded "12" yellow; opb 131 uvp Syzranskogo filiala VUNTs VVS "VVA" at Saratov-Sokol
Mi-2	<b>52 8836 084</b>	UR-NAM	Meridian Avia Agro	rgd	23jan19	f/n Bila Tserkva 06oct19; new CofR issued 22jan20
Mi-2U	<b>54 8841 084</b>	RF-91398	Russian Air Force	no	reports	coded "11" yellow; same comment as c/n 547942122
Mi-2U	<b>54 8850 094</b>	RF-91401	Russian Air Force	Ror	28oct17	coded "18" yellow; same comment as c/n 547942122
Mi-2U	<b>54 9008 124</b>	RF-91405	Russian Air Force	Che	26dec13	coded "22" yellow; same comment as c/n 547942122
Mi-2	<b>52 9126 035</b>	KG 777 HAW	no titles	photo	05jan20	preserved with these fake markings at the "Hawaii" Resort at Tokmok; ex EX-23305
Mi-2U	<b>54 9135 035</b>	RF-91397	Russian Air Force	Kub	05aug17	coded "08" yellow; same comment as c/n 547942122
Mi-2U	<b>54 9138 035</b>	RF-91317	Russian Air Force	no	reports	coded "17" yellow; same comment as c/n 547942122
Mi-2	<b>5210019 116</b>	SP-SET (2)	Lima Sp. z o.o.	rgd	23aug01	l/n Leznika-Wielke 31aug13; canx 08feb19
Mi-2U	<b>5410034 126</b>	RF-91392	Russian Air Force	no	reports	coded "06" yellow; same comment as c/n 547942122
Mi-2U	<b>5410043 126</b>	RF-91394	Russian Air Force	no	reports	coded "01" yellow; same comment as c/n 547942122
Mi-2U	<b>5410147 037</b>	RF-91404	Russian Air Force	no	reports	coded "15" yellow; same comment as c/n 547942122
Mi-2	<b>5210441 099</b>	SP-SFC (2)	privately owned	w/o	01may14	crashed when the engines flamed out
Mi-2	---	"14" yellow	Transnistrian Air Force	Trp	13apr19	stored at Tiraspol
Mi-8T	<b>9 75 49 39</b>	"04" yellow	Russian Air Force	no	reports	opb 131 uvp SVVAUL at Saratov-Sokol
Mi-8T		"138" yellow	Russian Air Force	no	reports	same comment as c/n 547942122
Mi-8T	<b>9 75 49 49</b>	"87" yellow	Russian Air Force	no	reports	opb 131 uvp SVVAUL at Saratov-Sokol
Mi-8T		"140" yellow	Russian Air Force	no	reports	same comment as c/n 547942122
Mi-8T	<b>9 83 08422</b>	UR-AAD	Rosavia	rgd	24jan20	to the Artic Group of the UK; ex ER-MGR
Mi-8T	<b>9 83 08444</b>	UR-CNV	Kroonk	rgd	31oct18	canx between 02jan20 and 26jan20
Mi-8MSB-V	<b>9 80 78 31</b>	"01" blue	Ukr Border Guards	h/o	16jan20	opb Odesskaya oae GPSU at Odessa-Shkolny
Mi-8MTV-1	<b>9 3360</b>	RA-22981	United Nations	VVC	dec19	coded 'UNO-622'
Mi-8MTV-1	<b>9 3396</b>	not known	US Army Aviation	OZR	07apr15	had '95716' on the engine exhaust cover; ex N393RH
Mi-8MT	<b>9 5357</b>	not known	Syrian Air Force	w/o	11feb20	shot down by an F-16C of the Turkish Air Force
Mi-17-1V	<b>9 5528</b>	0457	Czech Air Force	ff	20dec19	ferried to Pardubice 22jan20; ex 5528 Polish Navy
Mi-8MTV-1	<b>9 5874</b>	UP-MI819	AP VKO	l/n	jan20	flying near Zaisan; c/n now known, ex UN-27040
Mi-8MTV-5	<b>9 6859</b>	not known	Strategic Rocket Force	d/d	2011	Mi-8MTV-5-1; based at Plesetsk
Mi-8MTV-5	<b>9 6860</b>	not known	Strategic.Rocket Force	d/d	2011	Mi-8MTV-5-1; based at Plesetsk
Mi-8MTV-5	<b>9 6861</b>	not known	Strategic.Rocket Force	d/d	2011	Mi-8MTV-5-1; based at Plesetsk
Mi-8MTV-5	<b>9 6885</b>	not known	Strategic.Rocket Force	d/d	2011	Mi-8MTV-5-1; based at Plesetsk
Mi-8MTV-1	<b>9 7390</b>	RA-24176(2)	Polyarn. Aviakompaniya.	rgd	25dec19	
Mi-8MTV-1	<b>9 7517</b>	RA-24123(2)	not known	rgd	23dec19	
Mi-17	<b>103M13</b>	ER-MHV	AimAir	dam	25jan20	when a hit by the Taliban causing substantial damage
Mi-17V-5	<b>840M62</b>	770	Afghan Air Force		14feb20	hulk at Kamp Marmal in Mazar-i-Sharif in use as GIA



Mi-171E	<b>171E00643157510U</b>	N241XX	Red Air Transport	rgd	05dec19	current 14feb20 with a CofR expiry date of 31dec22
Mi-8AMT	<b>8AMT00643187747U</b>	RA-24636(2)	Skol	dbr	14feb20	crashed on landing at Sabetta
Mi-8AMTSh	---	RF-04474(2)	Russian Air Force	DYR	01jan20	codeD "97" blue; not c/n AMT5VA643167544U
Mi-8AMT	---	"709" white	UUAZ	Uue	22jul19	l/n in UUAZ 01sep19
Mi-8S	---	17103	Armenian Government.	photo	30may13	the prefix was obviously painted over
Mi-8T	---	1458	Egyptian Air Force	photo	14jan20	in sand c/s with light grey underside
Mi-17V-5	---	3928	Egyptian Air Force	photo	14jan20	in sand c/s with light grey underside
Mi-17-1V	---	RDPL-34170	Lao Skyways ?	OMS	10feb20	in all-white c/s, probably no titles
Mi-171E	---	NAF581	Nigerian Air Force	ABV	02feb20	toc at the Eagle Square at Abuja 06feb20
Mi-8	---	"01" yellow	Transnistrian Air Force	Trp	13apr19	stored at Tiraspol
Mi-8	---	"03" yellow	Transnistrian Air Force	Trp	13apr19	stored at Tiraspol
Mi-8	---	"04" yellow	Transnistrian Air Force	Trp	13apr19	stored at Tiraspol
Mi-24P	---	2862	Syrian Air Force	dam	10feb20	the left pylon was hit by Turkish anti-aircraft artillery
Mi-25	---	3083	Egyptian Air Force	photo	13jan20	probably ex Libyan Air Force
Mi-25	---	3084	Egyptian Air Force	photo	13jan20	probably ex Libyan Air Force
Mi-24A	---	1639	Ethiopian AF	photo	19nov19	preserved at the Martyr's Memorial at Bahir Dar
Mi-24P	---	"29" blue	Turkmen Air Force	LED	11feb20	in dark green/khaki camo c/s with light blue underside
Mi-35M	---	"301" white	Uzbek Air Force	h/o	dec19	f/n Khanabad 13jan20
Mi-24V	---	9T-HM10	DR Congo Air Force	KGA	18jan20	in very dark olive drab/very dark ochre camo c/s
Mi-26T2	---	SL-48	Algerian Air Force	photo	oct19	in sand/yellow camo c/s
Mi-26T2	---	SL-69 & SL72	Algerian Air Force	photo	jan20	both in sand/yellow camo c/s
M-101T	<b>15-01-011</b>	UP-MG001	AUTTs Karaganda	rgd	29dec18	technical condition assessed 27jan20; ex RA-15111
RRJ-95B	<b>95 102</b>	9H-SJA	RJ Leasing	rgd	dec19	ex EI-FWA
RRJ-95B	<b>95 108</b>	9H-SJB	RJ Leasing	rgd	dec19	ex EI-FWB
RRJ-95B	<b>95 111</b>	9H-SJC	RJ Leasing	rgd	dec19	ex EI-FWC
RRJ-95B	<b>95 185</b>	RA-89123	Aeroflot	rgd	30dec19	h/o 31dec19 and ferried from ZIA to SVO 17jan20
RRJ-95B	<b>95 186</b>	RA-89124	Aeroflot	rgd	30dec19	h/o 31dec19 and ferried from ZIA to SVO 15jan20
RRJ-95B	<b>95 188</b>	RA-89125	Aeroflot	rgd	30dec19	h/o 31dec19 and ferried from ZIA to SVO 05feb20
RRJ-95B	<b>95 189</b>	RA-89126	Aeroflot	rgd	30dec19	h/o 31dec19 and ferried from ZIA to SVO 16jan20
RRJ-95B	<b>95 190</b>	RA-89127	Aeroflot	rgd	30dec19	h/o 31dec19 and ferried from ZIA to SVO 16jan20
RRJ-95B	<b>95 198</b>	89134	primer	f/f	21feb20	RRJ-95B-100 (with SaM 146-1S18 engines)
Tu-16	<b>1 88 25 16</b>	not known	Soviet Air Force	photo		opb 678 siap at Priozorsk-Kambala in the past
Tu-16	<b>1 88 37 04</b>	"08"	Soviet Air Force	photo		opb 678 siap at Priozorsk-Kambala in the past
Tu-16	<b>1 88 37 13</b>	"01"	Soviet Air Force	photo		opb 678 siap at Priozorsk-Kambala in the past
Tu-142MK	<b>5 60 37 63</b>	RF-34060	Russian Navy	f/f	14jan20	after overhaul; coded "53" black
Tu-154M	<b>01A991</b>	RA-85843	Russian Air Force	trf	jan20	ferried from VKO to CKL 20jan20
Tu-204-100	<b>145074 3 8 64046</b>	EX-20401	Sky KG Airlines	rgd	16jan20	used to avoid US sanctions against North Korea
Tu-204-100	<b>145074 4 8 64049</b>	EX-20402	Sky KG Airlines	rgd	16jan20	used to avoid US sanctions against North Korea
Tu-204-100	<b>145074 4 6 64056</b>	RA-64056	Jetlet	LED	12sep19	c/n from Russian register
Yak-12	<b>464 42 19</b>	CCCP-Zh143	MVD - GULZhDS	rgd	30jun50	became CCCP-X1121 rgd 31dec53 and later CCCP-L1121 rgd unknown
Yak-12	<b>464 45 27</b>	CCCP-G373	Mingeo	rgd	14sep50	became CCCP-L250 rgd unknown; canx 1957
Yak-12R	<b>464 02 21</b>	CCCP-I137	MAP - NII p/ya 12	rgd	08aug51	became CCCP-I979 rgd unknown; and later CCCP-03550 rgd 24aug59; canx 20mar69
Yak-12R	<b>02 4 03</b>	CCCP-L5802	AFL/Latvia	rgd	31aug54	became CCCP-05802 AFL/Belarus rgd 13may58
Yak-12R	<b>08 4 36</b>	CCCP-L5864	AFL/Western	rgd	10jun55	
Yak-12R	<b>08 4 37</b>	CCCP-L5862	AFL/Western	rgd	10jun55	became CCCP-07862 AFL/Belarus rgd 13may58
Yak-12R	<b>09 4 24</b>	CCCP-L5866	AFL/Western	rgd	10jun55	became CCCP-07866 AFL/Belarus rgd 13may58
Yak-12R	<b>10 4 05</b>	CCCP-L5884	AFL/Privolzhsk	rgd	08aug55	
Yak-12R	<b>11 4 27</b>	CCCP-L5915	AFL/East Siberia	rgd	08dec55	became CCCP-95915 AFL/East Siberia rgd 22may58
Yak-12R	<b>11 4 32</b>	CCCP-L5914	AFL/East Siberia	rgd	22dec55	became CCCP-95914 AFL/East Siberia rgd 22may58
Yak-12R	<b>11 4 33</b>	CCCP-L5920	AFL/East Siberia	rgd	08dec55	became CCCP-95920 AFL/East Siberia rgd 22may58
Yak-12R	<b>11 4 36</b>	CCCP-L5917	AFL/East Siberia	rgd	06dec55	
Yak-12R	<b>12 4 28</b>	CCCP-Sh5927	AFL/Sasovo Fl.School	rgd	21sep55	became CCCP-95927 AFL/Belarus rgd 13may58
Yak-12R	<b>12 4 39</b>	CCCP-Sh5935	AFL/Buguruslan Fl. School	rgd	10oct55	struck off charge 16feb60
Yak-12R	<b>13 4 24</b>	CCCP-T5959	AFL/East Siberia	rgd	06dec55	became CCCP-95959 AFL/East Siberia rgd 22may58
Yak-12R	<b>13 4 32</b>	CCCP-T5969	AFL/Western	rgd	11oct55	became CCCP-95969 AFL/Belarus rgd 13may58
Yak-12M	<b>03 5 09</b>	CCCP-L5752	AFL/Western	rgd	28dec55	became CCCP-05752 AFL/Belarus rgd 13may58
Yak-12M	<b>03 5 10</b>	CCCP-L5757	AFL/Western	rgd	28dec55	became CCCP-05757 AFL/Belarus rgd 13may58
Yak-12M	<b>03 5 11</b>	CCCP-L5747	AFL/Western	rgd	28dec55	became CCCP-05747 AFL/Belarus rgd 13may58
Yak-12M	<b>03 5 12</b>	CCCP-L5749	AFL/Western	rgd	28dec55	became CCCP-05749 AFL/Belarus rgd 13may58
Yak-12M	<b>04 5 01</b>	CCCP-L5977	AFL/East Siberia	rgd	07apr56	became CCCP-95977 AFL/East Siberia rgd 22may58
Yak-12M	<b>04 5 05</b>	CCCP-L5984	AFL/East Siberia	rgd	26apr56	became CCCP-95984 AFL/East Siberia rgd 22may58
Yak-12M	<b>04 5 38</b>	CCCP-L5784	AFL/East Siberia	rgd	26apr56	became CCCP-05784 AFL/East Siberia rgd 22may58
Yak-12M	<b>06 5 05</b>	CCCP-L4035	AFL/Western	rgd	21jun56	became CCCP-74035 AFL/Belarus rgd 13may58
Yak-12M	<b>06 5 24</b>	CCCP-L4046	AFL/Western	rgd	06jun56	became CCCP-74046 AFL/Belarus rgd 13may58
Yak-12M	<b>06 5 36</b>	CCCP-L4059	AFL/East Siberia	rgd	21jun56	became CCCP-74059 AFL/East Siberia rgd 22may58
Yak-12M	<b>08 5 15</b>	CCCP-L4084	AFL/East Siberia	rgd	21jun56	became CCCP-74084 AFL/East Siberia rgd 22may58
Yak-12M	<b>10 5 05</b>	CCCP-L4180	AFL/East Siberia	rgd	14aug56	became CCCP-14180 AFL/East Siberia rgd 22may58
Yak-12M	<b>10 5 06</b>	CCCP-L4181	AFL/East Siberia	rgd	26jul56	became CCCP-14181 AFL/East Siberia rgd 22may58
Yak-12M	<b>10 5 08</b>	CCCP-L4183	AFL/East Siberia	rgd	23aug56	became CCCP-14183 AFL/East Siberia rgd 22may58
Yak-12M	<b>10 5 11</b>	CCCP-L4182	AFL/East Siberia	rgd	14aug56	became CCCP-14182 AFL/East Siberia rgd 22may58
Yak-12M	<b>10 5 39</b>	CCCP-L4225	AFL/East Siberia	rgd	28sep56	became CCCP-14225 AFL/East Siberia rgd 22may58
Yak-12M	<b>11 5 07</b>	CCCP-L4242	AFL/East Siberia	rgd	23aug56	became CCCP-14242 AFL/East Siberia rgd 22may58
Yak-12M	<b>14 5 24</b>	CCCP-L1073	AFL/East Siberia	rgd	06dec56	became CCCP-21073 AFL/East Siberia rgd 22may58
Yak-12M	<b>15 5 07</b>	CCCP-L1000	AFL/East Siberia	rgd	25dec56	became CCCP-21000 AFL/East Siberia rgd 22may58

Yak-12M	<b>15 5 12</b>	CCCP-L1019	AFL/East Siberia	rgd	25dec56	became CCCP-21019 AFL/East Siberia	rgd 22may58
Yak-12M	<b>26 5 15</b>	CCCP-K783	AFL/East Siberia	rgd	12feb58	became CCCP-72783 AFL/East Siberia	rgd 22may58
Yak-12M	<b>26 5 36</b>	CCCP-K761	AFL/East Siberia	rgd	12feb58	became CCCP-72761 AFL/East Siberia	rgd 22may58
Yak-12M	<b>29 5 40</b>	CCCP-T0700	AFL/Belarus	rgd	1958	became CCCP-90700 AFL/Belarus	rgd 1958
Yak-12M	<b>30 5 32</b>	CCCP-T0719	AFL/East Siberia	rgd	unknown	became CCCP-40719 AFL/East Siberia	rgd 22may58
Yak-12M	<b>6 12 7 85</b>	CCCP-L806	AFL/Belarus	rgd	07sep57	became CCCP-40806 AFL/Belarus	rgd 13may58
Yak-12M	<b>6 12 7 113</b>	CCCP-K869	AFL/East Siberia	rgd	29oct57	became CCCP-07874 AFL/East Siberia	rgd 22may58
Yak-12M	<b>6 12 7 115</b>	CCCP-L876	AFL/Belarus	rgd	22oct57	became CCCP-07876 AFL/Belarus	rgd 13may58
Yak-12M	<b>6 12 7 116</b>	CCCP-L877	AFL/East Siberia	rgd	unknown	became CCCP-07877 AFL/East Siberia	rgd 22may58
Yak-12M	<b>6 12 7 117</b>	CCCP-L879	AFL/East Siberia	rgd	02jan58	became CCCP-07879 AFL/East Siberia	rgd 22may58
Yak-12M	<b>7 12 7 126</b>	CCCP-L891	AFL/Krasnoyarsk	rgd	01dec57	became CCCP-07891 AFL/Krasnoyarsk	rgd 09may58; w/o 17aug59
Yak-12M	<b>7 12 7 158</b>	CCCP-L547	AFL/East Siberia	rgd	12feb58	became CCCP-26547 AFL/East Siberia	rgd 22may58
Yak-12M	<b>7 12 7 159</b>	CCCP-L550	AFL/East Siberia	rgd	11jan58	became CCCP-26550 AFL/East Siberia	rgd 22may58
Yak-12M	<b>7 12 7 160</b>	CCCP-L551	AFL/East Siberia	rgd	12feb58	became CCCP-26551 AFL/East Siberia	rgd 22may58
Yak-12M	<b>8 12 7 161</b>	CCCP-L552	AFL/Belarus	rgd	24jan58	became CCCP-62552 AFL/Belarus	rgd 13may58
Yak-12M	<b>8 12 7 185</b>	CCCP-L5851	AFL/East Siberia	rgd	17feb58	became CCCP-07851 AFL/East Siberia	rgd 22may58
Yak-40	<b>9 31 19 27</b>	RA-87284	Vologda Avn Enterprise	VKO	dec19	used for ground training; was canx	06jul17
Yak-40K	<b>9 93 18 59</b>	YK-SQF	Syrian Arab Rep	ALP	18feb20	large 'Syrian' titles; ex YK-AQF	
Yak-42D	<b>452042 23 05 016</b>	RA-42427(2)	UTair	no	reports	reported acquired jan20 from ZAO-AT-Leasing	
CJ6A	<b>30 5 12 11</b>	VH-NNY (2)	Perth Warbirds PTY	rgd	28jun18	f/n JAD 04jan20; ex N60952	
Yak-18T	<b>8 20 14 16</b>	SP-EIB		rgd	unknown	f/n Line 16feb18; ex SP-FUH	
SM-94-I	<b>22202040077</b>	RA-0687G	B.M. Inyakin	rgd	09jul07	now known to be ex Yak-18T RA-2698K	
Yak-18T	---	RA-2843G		w/o	27apr19	crashed after take off Kalinka Airfield, Khabarovsk	
Yak-18T	---	UR-ZODA		photo		not on the register 2013; ex LA-0839	
Y9	<b>44 18 04</b>	55411	Chinese Air Force	photo	feb20	CTC/Transport & SAR Brigade	
Y8C	---	55417	Chinese Air Force	photo	feb20	CTC/Transport & SAR Brigade	
Y8Q	---	9471	Chinese Navy	photo	dec19	maritime patrol version with a MAD boom	
Y9	---	10653	Chinese Air Force	photo	feb20	4th Div/11th Reg	
Y12-IV	<b>055</b>	B-3760	Lanxiang Aviation	photo	19may19	with 'ASFC' titles; not B-3670 as reported before	
Y20A	<b>20 025</b>	20041	Chinese Air Force	WUH	12feb20	13th Division/37th Regiment; coded '01' on the nose	
Y20A	<b>20 026</b>	20042	Chinese Air Force	WUH	12feb20	13th Division/37th Regiment; coded '02' on the nose	
Y20A	---	11059	Chinese Air Force	WUH	12feb20	4th Division/12th Regiment; coded '09' on the nose	
Y20A	---	11150	Chinese Air Force	CTU	17feb20	4th Division/12th Regiment; coded '10' on the nose	
Y20A	---	11151	Chinese Air Force	WUH	16feb20	4th Division/12th Regiment; coded '11' on the nose	
Y20A	---	20043	Chinese Air Force	XIA	21feb20	13th Division/37th Regiment; coded '03' on the nose	
Y20A	---	20044	Chinese Air Force	photo	feb20	13th Division/37th Regiment; coded '04' on the nose	
Z8B	---	LH991886	Chinese Army	photo	2020	opb 71st Brigade	
Z9WZ	---	LH991918	Chinese Army	photo	2020	opb 71st Brigade	
Z9WZ	---	LH991932 & 35	Chinese Army	photo	2020	both opb 71st Brigade	
Z10	---	LH981129 & 40	Chinese Army	photo	2020	both opb 74th Brigade	

## PH register

### Newly registered aircraft:

PH-BAJ	Tecnam P2010	<b>037</b>	10dec19	Breda Aviation. Ex G-GAEE.
PH-BCL	Boeing 737-800	<b>63624</b>	18dec19	KLM.
PH-BKF	Boeing 787-10	<b>42499</b>	17dec19	KLM.
PH-BWV	Cameron Z-120	<b>12348</b>	15jan20	
PH-CTS	Cameron Z-120	<b>10570</b>	05dec19	Ex G-CCTS.
PH-FPD	Tecnam Astore	<b>069</b>	23jan20	
PH-GWS	Dassault Falcon 7X	<b>287</b>	09jan20	Ex F-WWHL.
PH-NRJ	Van's RV-6A	<b>26000</b>	16jan20	Ex N385RJ.
PH-SLE	Beech B200	<b>BB-2010</b>	06dec19	Slagboom & Peeters. Ex LN-LTI, N6010T.
PH-TRC	Blackshape BS 115	<b>BCV.21003</b>	20dec19	
PH-ULA	Cameron Z-105	<b>12355</b>	10dec19	"Winter in Tantora" advertisement.
PH-ULB	Cameron Z-105	<b>12356</b>	10dec19	"Winter in Tantora" advertisement.
PH-WOH	Diamond DA40	<b>40.762</b>	29jan20	Ex EW-414LL.
PH-XKV	MBB 223 A1 Flamingo	<b>12017-2629</b>	22jan20	Ex EC-XKV, EC-CGJ.
PH-4T5	Trendak Tercel	<b>T&amp;S G296179S</b>	13dec19	
PH-7L9	Fresh Breeze ThoriX	<b>293</b>	10jan20	
PH-7M1	Nirvana Instinct	<b>2017210</b>	02dec19	
PH-7N6	Fresh Breeze BulliX 4T	<b>14</b>	06dec19	
PH-1635	Schleicher ASK 21 B	<b>21977</b>	22jan20	
PH-1642	Diamond HK-36TTC	<b>36.837</b>	22jan20	Ex RA-01940.

### Change of ownership:

PH-AMC	Cessna T206H	<b>T20608954</b>	07674	23jan20
PH-BEA	SOCATA TB-9	<b>1130</b>	04180	17jan20
PH-BIZ	UltraMagic N-210	<b>210/50</b>	07188	29jan20
PH-CBG	Cessna F152	<b>F15201803</b>	03018	27jan20
PH-CCL	Robin DR400/140B	<b>2630</b>	08652	09jan20
PH-DCG	Agusta AW139	<b>31231</b>	07999	17dec19
PH-FBH	Agusta AW139	<b>31223</b>	07998	17dec19
PH-FTO	Cessna 172RG	<b>172RG0546</b>	06168	20dec19
PH-GRT	Kubicek BB30Z	<b>972</b>	08067	15jan20
PH-HLM	Piper PA-34-200T	<b>34-7770393</b>	02645	11dec19

PH-HNE	Cessna 150D	<b>15060367</b>	08984	06dec19
PH-IPL	Cessna F172M	<b>F17201348</b>		15jan20
PH-JHS	Rans S-6S Coyote II	<b>06981239 S</b>	06525	10jan20
PH-JVB	Cessna 152	<b>152-80786</b>	04984	09jan20
PH-LIN	Cessna 172H	<b>172-56239</b>	03857	31jan20
PH-MAR	Sky Balloons Sky 65-24	<b>108</b>	08640	15jan20
PH-PAW	Piper PA-25-260	<b>25-2203</b>	01078	14jan20
PH-PPG	Cirrus SR20	<b>2014</b>	07343	22jan20
PH-SKG	Cessna 152	<b>152-85168</b>	04070	09jan20
PH-VSF	Cessna F172L	<b>F17200877</b>	07981	18dec19
PH-WAM	Cessna T206H	<b>T20608107</b>	09632	21jan20
PH-YXY	Velocity XL-RG-5	<b>3RX131</b>	08368	17jan20
PH-ZWS	Extra EA300/LT	<b>LT005</b>	07758	14jan20
PH-ZZR	Pioneer 300 Kite	<b>5016</b>	08479	03jan20
PH-2M9	Take Off Merlin	<b>G20793</b>	20377	22jan20
PH-3B9	Remos G-3 Mirage	<b>043</b>	20497	06dec19
PH-272	Schleicher K-7	<b>1080</b>	00589	03jan20
PH-701	Glaser-Dirks DG-100G	<b>E46G25</b>	03112	22jan20
PH-727	Centrair 101A	<b>101-061</b>	03287	27jan20
PH-1033	Glaser-Dirks DG-300	<b>3E38</b>	04910	17dec19
PH-1153	Schempp-Hirth Nimbus 4DM	<b>11/19</b>	05675	27jan20
PH-1184	Schempp-Hirth Discus bT	<b>68</b>	05825	10jan20
PH-1282	Rolladen-Schneider LS-4B	<b>4964</b>	06385	10jan20
PH-1317	Schempp-Hirth Discus CS	<b>311-CS</b>	06707	03jan20
PH-1440	Schempp-Hirth Stand. Cirrus	<b>265G</b>	07506	17dec19
PH-1516	Pilatus B4-PC 11AF	<b>310</b>	08130	03jan20

Cancelled from register:

PH-ACW	Velocity 173FG	<b>DM0066</b>	06183	16dec19	Wfu.
PH-ADO	Canadair CL-600-2D24	<b>15129</b>		13dec19	To USA.
PH-AWA	Cessna 152	<b>15285528</b>		09jan20	To Slovenia.
PH-AWC	Cessna 172P	<b>17274510</b>		17jan20	To Poland.
PH-BEH	Cessna 182P	<b>18262728</b>	08310	10jan20	To G-KBEB.
PH-BEW	Piper PA-25-235	<b>25-5396</b>		16dec19	To Belgium.
PH-BFG	Boeing 747-406	<b>24517</b>	04062	20dec19	To Iceland.
PH-DUB	Piper PA-28R-200	<b>28R-7435139</b>	07372	14jan20	No longer compliant with requirements.
PH-ELC	Glasaiir III	<b>3143</b>	09269	11dec19	To France.
PH-ENK	Robinson R44 Raven II	<b>12641</b>	07985	20dec19	To USA.
PH-ICI	BAe Jetstream 3200	<b>855</b>	08768	10jan20	More than 1 year without valid airworthiness document.
PH-JCH	Fokker 70	<b>11528</b>		30dec19	More than 1 year without valid airworthiness document.
PH-KNY	Lindstrand LBL-150A	<b>479</b>	05462	11dec19	Wfu.
PH-LVS	Jabiru SK	<b>121</b>	05786	13dec19	To Finland.
PH-NHU	Airbus Helic. EC175B	<b>5004</b>	08406	25oct19	To G-NHVU.
PH-NHV	Airbus Helic. EC175B	<b>5002</b>	08407	16jan20	To G-NHVV.
PH-PAU	Glasaiir II RG	<b>1065</b>	04808	22jan20	To France.
PH-PDA	Aquila AT01	<b>AT01-180</b>		18dec19	To Cyprus.
PH-SAC	Piper PA-28R-201	<b>28R-7837299</b>	07324	14jan20	No longer compliant with requirements.
PH-SAE	Piper PA-44-180	<b>44-7995179</b>	07371	14jan20	No longer compliant with requirements.
PH-SAI	Piper PA-28R-201	<b>28R-7837020</b>	07629	14jan20	No longer compliant with requirements.
PH-TVC	Piper PA-18-150	<b>18-8482</b>	09010	06dec19	To Belgium.
PH-WAV	Cameron N-120	<b>2967</b>	08171	13dec19	To Turkey.
PH-YYY	Cameron N-105	<b>2838</b>	04521	09dec19	More than 1 year without valid airworthiness document.
PH-ZSC	Cameron Z-105	<b>10294</b>	06261	30dec19	More than 1 year without valid airworthiness document.
PH-2S2	Comco Fox-C22B	<b>9501-3641</b>	20408	03dec19	Wfu.
PH-7Z8	Parajet Volution Moonair 001	<b>1083</b>	08186	13dec19	More than 1 year without valid airworthiness document.
PH-8U2	PapTeam PAP 1400 T	<b>3E70</b>	08000	13dec19	More than 1 year without valid airworthiness document.
PH-8V2	Fresh Breeze Bulli-X	<b>922</b>	20960	13dec19	More than 1 year without valid airworthiness document.
PH-8Z6	Adventure M4	<b>JM4328</b>	20906	13dec19	More than 1 year without valid airworthiness document.
PH-9H8	Parasport Fun-Alu 125	<b>ZA-IS 10112006 So-NL</b>	20809	30dec19	More than 1 year without valid airworthiness document.
PH-9H9	Parasport Fun-Alu 125	<b>ZJ-IS 10112006 So-NL</b>	20810	30dec19	More than 1 year without valid airworthiness document.
PH-2Y3	Comco Fox-C22C	<b>9612-3721</b>	20466	30jan20	More than 1 year without valid airworthiness document.
PH-7W8	Fly Products Xenit	<b>6471</b>	08366	10jan20	More than 1 year without valid airworthiness document.
PH-8Q3	Fresh Breeze Thorix	<b>40</b>	21017	10jan20	More than 1 year without valid airworthiness document.
PH-9P9	Adventure A4	<b>3377</b>	20733	10jan20	More than 1 year without valid airworthiness document.
PH-314	Schleicher K-7	<b>7094</b>	00978	13dec19	More than 1 year without valid airworthiness document.
PH-730	Grob G102 Club Astir 3B	<b>5609CB</b>	05810	16dec19	To Germany.
PH-852	Schleicher ASW-19B	<b>19226</b>	03833	10jan20	To Finland.
PH-1206	Schleicher K-8B	<b>8176</b>	08935	19dec19	More than 1 year without valid airworthiness document.
PH-1338	Allstar PZL SZD-51-1	<b>511.A.05.009</b>	06727	03jan20	To G-CLYL.
PH-1513	Carmam M-200	<b>55</b>	07989	29jan20	More than 1 year without valid airworthiness document.
PH-1568	Schleicher ASK 21	<b>21508</b>	08658	09jan20	To France.
PH-1605	Avionautica Rio M-100S	<b>029</b>		19dec19	More than 1 year without valid airworthiness document.

Additions, corrections and news:

PH-XKV Built in Spain by Hispano Aviacion with c/n **056**. After restoration in 2012 the c/n was changed into **12017-2629**.

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

# Luchtvaartbeurs Dutch Spotters Convention

**Worldhotel Wings Rotterdam The Hague Airport**  
**zaterdag 11 april 2020 10:00-16:00**

Op zaterdag 11 april 2020 wordt de Rotterdamse luchtvaartbeurs Dutch Spotters Convention (DSC) weer gehouden. Al vele jaren is deze beurs dé plaats voor de Nederlandse luchtvaartenthousiast om vele verschillende aan de luchtvaart gerelateerde zaken te kopen, te verkopen of te ruilen. Er zullen tientallen stands zijn opgesteld met boeken, tijdschriften, dia's, foto's, DVD's, Ansichtkaarten, vliegtuigmodellen en vele andere verzamelobjecten.

Daarnaast zullen verenigingen en bedrijven verbonden met de luchtvaart en luchtvaarthobby aanwezig zijn.

De luchtvaartbeurs is ook een prima gelegenheid om bij te praten met vrienden en collega-hobbyisten.

Bijvoorbeeld om de plannen voor het komende seizoen te bespreken. Tot slot heb je vanuit de zaal in het hotel uitzicht over een deel van het platform, dus kun je vliegactiviteiten in de gaten blijven houden. Dat gaat nog iets beter vanaf het kleine terras naast de zaal.

Stands worden verhuurd per strekkende meter. De tafels zijn ongeveer 70 cm diep. De kosten zijn € 10 per strekkende meter. Wil je een stand reserveren kijk dan op onze website.

Toegang tot de luchtvaartbeurs bedraagt € 3 per persoon. Dames en kinderen tot 12 jaar hebben vrij toegang. De beurs duurt van 10.00 tot 16.00 uur.



Voor meer informatie zie onze website  
[www.luchtvaartbeurs-dsc.nl](http://www.luchtvaartbeurs-dsc.nl)

# Helicopters



*A long time ago, on 22 December 2003 to be exact, the prototype of the Mil Mi-38 helicopter made its first flight. Sixteen years later, in December 2019, the first two production Mi-38Ts out of an order for fifteen machines, were delivered to the Russian Defence Ministry. As can be read below, the first civilian Mi-38 has now also been delivered (Russian Helicopters)*

## France

On 10 February 2020, the Direction Générale de l'Armement (DGA, French Defence Procurement Agency) reported that the Aéronautique Navale (AN, French Navy) will be supplied with four Airbus H160 helicopters for search and rescue missions through a partnership between Airbus Helicopters, Babcock, and Safran Helicopter Engines.

The French Navy will start operating these helicopters in 2022 for a period of ten years. The interim helicopter will enable the French Navy to ensure the continuity of these critical missions as the Alouette 3 retires from service and pending the Airbus H160M Guépard deliveries. Airbus Helicopters, and its partners, will also be responsible for supporting the fleet with a high level of availability and performance commitments. The Guépard (Cheetah) is a six-ton bi-turbine helicopter capable of flying at a speed of 315 km/h, accommodating two crew members and five equipped soldiers. As testament to its versatility, the Guépard will equip all three service branches within the French military. The type is based on the H160 platform which made its first flight in June 2015. First deliveries of the H160M, or Guépard as it known in the French armed forces are planned in 2026. 169 H160Ms are foreseen in the frame of the Joint Light Helicopter programme (Hélicoptère Interarmées Léger: HIL) to replace five types of helicopters in service in the French armed forces; the Alouette 3, Dauphin, Gazelle, Fennec and Panther.

## India

India's Cabinet Committee on Security (CCS) has cleared a USD 2.4 billion deal to purchase 24 Sikorsky MH-60R Seahawk anti-submarine helicopters for the Bharatiya Nau Sena (Indian Navy). This clearance was given on 19 February 2020, shortly before US President Donald Trump's visit to India. The Navy helicopter purchase goes back to May 2018, when the Indian Navy considered the procurement of the multi-role helicopters through a direct government purchase from the US. In August 2018, India's Defence Acquisition Council cleared the start of negotiations for the procurement of the 24 MH-60R Seahawk helicopters. Six months later, the budget has finally been cleared. The MH-60R is vital for the Indian

Navy to maintain and improve its anti-submarine warfare capabilities, which are currently dependent on ageing British-built Sea King and Russian Kamov 27 helicopters. Interesting to know is that the Indian Navy projected a need for 123 multi-role helicopters, which could indicate the number of MH-60R helicopters being purchased in the future could go beyond 24.

## Russian Federation

On 26 February 2020, Russian Helicopters Holding of the Rostec State Corporation announced that it had delivered the first production Mi-38 series helicopter to a customer. The transfer ceremony took place at the Kazan Helicopter Plant and was attended by Rustam Minnikhanov, President of the Republic of Tatarstan, Andrey Boginsky, general director of the Russian Helicopters holding, as well as Yuri Pustovgarov, managing director of the Kazan Helicopter Plant. The first serial civilian Mi-38 helicopter with registration 14341 and serial 01-05 (26005) was manufactured at the Kazan Helicopter Plant (KVZ) for the Gazprombank Leasing Corp., with JSC Russian Helicopter Systems (RVS) as the future helicopter operator. The helicopter has a VIP outfit. The Mi-38 is a multi-purpose helicopter that shall occupy a niche between the medium Mi-8 and the heavy Mi-26. The helicopter is designed to carry up to ten people for business class transportation, and can be used for transportation of goods and passengers, Search and Rescue operations, a flying hospital or an offshore helicopter. The projected demand of potential buyers for the Mi-38 by 2030 is over 100 aircraft. The flight range in the transport configuration is up to 1,200 kilometres (with additional fuel tanks). With a maximum take-off weight of 15,6 tons, the helicopter can haul up to 5 tons of load on board or on an external sling.

## Switzerland

During the Heli Expo 2020 at Anaheim (CA), USA (see below) Leonardo signed a contract to acquire 100% of the shares of the Kopter Group AG (Kopter). Kopter's SH09, a new single engine helicopter, is a perfect fit for Leonardo's current product range offering opportunities for future technological developments. The Swiss company's competencies will boost

future developments towards more disruptive technologies, mission capabilities and performances, including innovative hybrid/electrical propulsion solutions. This acquisition will replace the planned investment aimed at the development of a new single engine helicopter. Within the Helicopter Division of Leonardo, Kopter will act as an autonomous legal entity and competence centre working in coordination with Leonardo. Kopter also revealed all enhancements identified during the intensive flight test campaign undergone by the third prototype (P3) first in Mollis, Switzerland and then in Pozzallo, Italy. These optimizations include a new main rotor configuration and redesigned tail rotor, an enhanced design for the gear box, a new shape for the upper cowlings, modified landing skids, an optimized fuel system allowing to have a larger cabin and an additional seat, as well as a new aerodynamic package to enhance the riding quality and stability of the SH09.

### Thailand

The Thai Department of Disaster Prevention and Mitigation (DDPM) has signed a Memorandum of Understanding with the Royal Thai Army (RTA) on 30 January. The objective of the Memorandum is to promote aviation co-operation between the two agencies to use equipment and Ka-32A11BC aircraft, including aviation personnel, with the aim of increasing disaster relief effectiveness. This more intense co-operation was already tested in the last week of January when the 41st Air Division was deployed to Chiang Mai. They were accompanied by two of DDPM's Kamov Ka-32A11BC helicopters, serialled 32-01 and 32-02. Both dedicated forest firefighting and disaster relief helicopters were sent there to fight wildfires. In this way the Thai Government tries to reduce the resulting smoke/smog which is considered to be a serious health threat to the local population. The DDPM purchased two Ka-32A11BCs from Kamov for THB1.862 billion (\$60 million), and they were delivered in September 2019 under the supervision of the Army Aviation Centre in Lopburi. The Ka-32A11BC disaster relief helicopter is specially designed for firefighting in

urban areas, and it can be adapted for missions such as forest firefighting, search and rescue, disaster prevention and the transportation of people and equipment. Special equipment includes water spray devices, chemical fire extinguishers, a 3,000-litre water tank that can be filled without having to land, a ten-litre foam tank, a 5,000-litre water basket, electric rescue hoist and emergency lifesaving equipment.

### United States

Organised by the HAI (Helicopter Association International) foundation, the Heli Expo took place in Anaheim (CA), USA from 27 to 30 January. And with over 700 exhibits and more than 60 helicopters present in the local Convention Center, it is one of the largest helicopter events in the world (if not THE largest). Next to the exhibition a vast number of meetings is organised for the working groups that are part of the HAI. These working groups are active in the field of helicopter maintenance, tour operating, emergency medical services, government services, utilities, patrol & construction, aerial firefighting, and of course safety, to name but a few.

One of the oldest helicopters attending the Expo was, 1963 built, Los Angeles Fire Dept. Bell 47G N73985. Obviously, several former US Army UH-60 Blackhawks have found a new job as aerial firefighter. Still in its basic Blackhawk exterior was Coulson-Unical UH-60A N60CU, which used to fly in the Army as 80-23499. Others have been heavily modified into S-70i Firehawk, such as the N283SD (San Diego Fire Dept) and Cal Fire N483DF ("Tanker 903"). A Canadian conversion of the Airbus AS332L present was "Firecat" C-FFCL operated by Horizon Helicopters. This Super Puma once used to fly for Bristow Helicopters as G-TIGV (2099).

The worldwide increase in the number and severity of wildfires has been a wake-up call for the US State of California. The authorities have recently decided to spend almost \$300 million on twelve new Fire Hawk helicopters. These will be flown by California's firefighting agency Cal Fire. The Fire Hawk is a purpose built firefighting version of the ubiquitous US Army UH-60 Blackhawk. Several examples of the earli-



Compared to the well-known US Army Blackhawk, the new Fire Hawk has a heavily modified exterior. The reconfiguration into an aerial firefighting platform has necessitated an extended landing gear way to the 1,000 gallon firefighting tank and the retractable snorkel system. Photo of N483DF (Tanker #903) was made by Lukas Hollnsteiner at Anaheim (CA) on 28 January 2020.



*Nothing in the aggressive looks of this Firecat conversion reminds of the times that this helicopter used to fly oilriggers over the North Sea. It started operations for Bristow Helicopters as G-TIGV in 1984 and continued to do so until 2018, with temporary leases to Norsk Helikopter as LN-OPF in 1989-1990 and LN-ONC in 1995 and 1996-1998. (Anaheim, 28 January 2020, Lukas Hollnsteiner)*

est (UH-60A) version of Blackhawk have been retired from the military and have found their way to new civilian operators. At a cost of \$24 million each, the Fire Hawk has several advantages over the Huey helicopters currently in use. It is considerably faster and can carry three times more water. It can even be used in darkness, manned by pilots wearing night vision goggles. But night-time firefighting operations are a year or two away as there is much training required for pilots and crews to handle the highly automated Hawks. On 12 October 2019, the first Fire Hawk, Tanker #903, arrived at McClellan Airport, home to Cal Fire's Aviation Management Unit since 2002. It was then still registered as N746SX but this was soon changed into N483DF. It is currently undergoing maintenance and pilot and crew training. The first operational Fire Hawk will be based at the Vina Helitack Base on Highway 99 north of Chico in Tehama County in June of this year.

During a period in which wildfires destroyed large areas of the Australian continent, the Erickson Inc. company of Portland (OR) have experienced a renewed interest in their number 1 firefighting helicopter, the S-64 Air Crane. By mid-January they have announced that the Korea Forest Service has ordered another S-64, which will be delivered before the end of 2020. The S-64s K7 and K8 have been delivered last year, and the new one (K9) will bring their number in the inventory of the KFS up to seven. In addition, Vigili del Fuoco (VVF), Italy, announced two S-64 aircraft acquisitions. Erickson plans to deliver one S-64F in 2020 and the second is to be delivered in 2021. Both aircraft will support VVF for firefighting and multi-mission emergency response support in Europe. Both orders signal continued demand for the S-64 around the world. The Erickson S-64 Skycrane is the civilian version of the Sikorsky CH-54 Tarhe, of which 105 examples were built for the US Army. The prototype of the CH-54 made its first flight on 9 May 1962 and the last one was withdrawn from military use in 1991. After obtaining the type certificate and manufacturing rights in 1992, Erickson remains the manufacturer of the S-64. Next to manufacturing, maintenance and overhaul, Erickson owns and operates twenty S-64 Air Crane helicopters to perform firefighting, powerline construction, timber harvesting, HVAC, and specialized heavy lift for oil and gas. Founded in 1971 and based in Portland, Erickson maintains operations in North America,

South America, Europe, the Middle East, Africa, Asia Pacific, and Australia.

The Bell helicopter company has revealed that it has been testing a revolutionary new electrically distributed anti-torque (EDAT) system. Replacing the conventional rotor, it consists of four small fans within the tail section in an offset two-by-two pattern. Each of the rotors contains four blades, and they are powered by four separate motors, with the electrical energy provided through generators driven by the turbine engines. The new EDAT system has been installed in a Bell 429 helicopter, which was test flown out of Bell's facility in Mirabel, Quebec, Canada. Since 23 May 2019 this EDAT prototype has logged some 25 flight hours. Removing all of the conventional mechanical anti-torque components (gearboxes, drive shafts and tail rotor hub and blades) and replacing these by four electric motors and fans has several advantages. According to the Bell company, EDAT offers increased safety, as only one fan will offer enough anti-torque action during an emergency. By using fly-by-wire controls, an impressive reduction in weight is achieved, and, not unimportant nowadays, the system offers a vast noise reduction over a conventional tail rotor. It is expected that the new system will become available for all of Bell's commercial helicopters in the future.

On 19 February 2020, Sikorsky Aircraft Corp. was awarded a USD 471 million contract to procure six low rate initial production lot II VH-92A Presidential helicopters. The order is expected to be completed in December 2022. The VH-92A will replace two current presidential helicopter types, the VH-3D Sea King and the VH-60N "White Hawk" with HMX-1 Nighthawks at MCAF Quantico (VA). The initial operational test and evaluation phase is planned for mid-2020 and initial operational capability (IOC) in late 2020. Deliveries of 23 helicopters in total will continue up to 2023. A total of 23 VH-92As will replace the current fleet of eleven VH-3Ds and eight VH-60Ns. Two VH-92As will stay at Patuxent River (MD) for ongoing developmental initiatives.

*Credits: Airbus Helicopters, Aviation News, Bell Helicopter, Erickson Inc., Lockheed Martin, Russian Helicopters, The Defense Post, Verticalmag*

# Wrecks & Relics



Jet Provost T5A XW406 used to be an instructional airframe at Maastricht airport. The aircraft is now at the Handelsbedrijf Valkenpower at Maasbracht, parked next to MiG-21M 2005 (15 February 2020, Ronald van der Valk).

## Netherlands

### Baarlo

B-39	Bo105CB4	stored	<b>S-239</b>	feb20
B-63	Bo105CB4	stored	<b>S-263</b>	feb20
B-70	Bo105CB4	stored	<b>S-270</b>	feb20
B-72	Bo105CB4	stored	<b>S-272</b>	feb20
B-74	Bo105CB4	stored	<b>S-274</b>	feb20
B-78	Bo105CB4	stored	<b>S-278</b>	feb20
B-79	Bo105CB4	stored	<b>S-279</b>	feb20

All these are ex Neuhausen ob Eck. Besides the earlier reported B-40 and B-68, three more were bought. Two stayed in Germany and one went to Elsendorp.

### Elsendorp

A yet unknown Bo105 is preserved since 14 February in red/white colours outside the MKG Koeriers company along the Elsendorpseweg (N51.57960, W5.77278). It has been bought from PS Aero at Baarlo and is most likely a former Dutch Bo105.

### Maasbracht

XW406	Jet Provost T5A	stored	<b>EEP/JP/1028</b>	feb20
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The Jet Provost used to be an instructional airframe at Maastricht Airport.

## Austria

### Vienna

2614	L-29	stored	<b>792614</b>	apr19
(78+09)	Sycamore Mk52	stored	<b>13461</b>	apr19

In Scramble 487 we mentioned that the Delfin went to a school in Vienna. The school was the apprentice workshop of the Technik Center of the Magistratsabteilung 48 (MA48) - Abfallwirtschaft, Straßenreinigung und Fuhrpark, a department of the City of Vienna. The workshops of MA48 is located in Lidlgasse 1-5, Vienna where the Delfin is and Bad Vöslau Sycamore are parked (N48.22563, E16.32190). After restoration the aircraft are now used as traveling exhibits. The Sycamore is here since at least 2016.

## Belgium

### Kortrijk Wevelgem

(44-81506)	AT-6D	OO-JOY	<b>121-42228</b>	dec19
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The Texan arrived on 23 October as G-TDJN/313048 and became OO-JOY in December

### Saint Ghislain

(VF608)	Auster AOP6	OO-AOP	<b>2549</b>	nov19
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The former Hoogeveen Auster (ex G-ASIP) is under restoration at the airfield.

## Czechia

### Sendražice

(0204)	L-29	preserved	<b>290204</b>	jan20
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The Muzeu Československé Armády has the forward fuselage of a Delfin on display. The museum is at Hlavní 24, Sendražice, which is just north of Kolín.

### Zruč

(XN784)	Lighting F2A	preserved, as XN781	<b>95137</b>	jan20
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The Lightning arrived on 27 February from Baarlo.

## Denmark

### Frederikssund

P-146	Chipmunk T20	OY-ATL	<b>C1/0897</b>	feb20
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Frederikssund has two airfields. The former Padborg Chipmunk is at the southern airfield at N55.81550, E12.07723.

### Karup

ZH823	Merlin HM1	stored	<b>50017</b>	aug19
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The former Shawbury storage Merlin will be used for spares and arrived on 10 August 2019.

### Stauning

AR-109	RF-35	preserved	<b>35-1109</b>	jan20
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In February 2019 a swap has taken place between the museum at Stauning and Team Draken at Karup. The museums F-35 A-009 went to Team Draken at Karup and Karups RF-35 AR-109 to Stauning.

### Skrydstrup

E-200	F-16A	instructional	<b>6F-27</b>	feb20
ET-204	F-16A	instructional	<b>6G-1</b>	feb20
(ET-206)	F-16A	instructional, cockpit	<b>6G-3</b>	feb20
ET-210	F-16A	instructional	<b>6G-10</b>	feb20

All these were with the technical school at the base, who are expecting F-16A E-192 and E-193 later this year from Aalborg. The rest of F-16B ET-206 was at the dump were also (what is left of) F-16A E-182, F-86D F-946 and F-35 A-004 were seen, although no serials were read.

### Vaerlose

A-002	F-35	preserved	<b>35-1002</b>	feb20
DT-884	T-33A	preserved	<b>6668</b>	feb20
P-139	Chipmunk T20	OY-AVF, ex Ringsted	<b>C1/0794</b>	feb20
(P-)147	Chipmunk T20	(OY-ALD)	<b>C1/0902</b>	feb20
S-134	Lynx Mk80	preserved	<b>134</b>	feb20



S-249 Lynx Mk90B preserved **343** feb20  
 The private collection is expecting to get F-16B ET-204 and hoping to get CF-104D TR-654 from Hjallerup, Lynx Mk90B S-134 from Karup (the second Lynx with serial S-134) and Pembroke C42 69-697/OY-AVA. The last one may take a while as it has to go from Karup to Skrydstrup first for restoration.

Vamdrup  
 P-128 Chipmunk T20 (OY-AVL) **C1/0107** feb20  
 P-142 Chipmunk T20 OY-ALL **C1/0881** feb20  
 16068 Sk16A OY-FUD **14-486** feb20  
 (41-8627) PT-17 OY-RAM **75-2186** feb20

Also noted was Yak-50 SE-XOG and MFI-15 OY-JTG painted in military colours as T-433.

Varde  
 (45-4627) L-4J OY-ECS **13367** 20  
 The former Vamdrup Cub is reported as based here. The airfield is at N55.60943, E8.44350.

## Estonia

Tartu  
 XZ361/FT Jaguar GR3 preserved **S128** jan20  
 The Jaguar is with the Lennundusmuuseum.

## France

Bourges (18)  
 12 HM1000 preserved **12** sep19  
 Probably not the most appealing aircraft, but the French Army used to operate 25 Mignet HM1000 Balerits. One additional aircraft was used as instructional airframe at Bourges. This aircraft is now displayed on base with the Musée du Train.

Marseille Provence (13)  
 2234/58-CZ Alouette 3 stored **2234** feb20  
 The Alouette appeared outside the Aeromecanic hangar, more than a decade after it was last seen. Also outside were nine Gazelles with no rotors, codes noted were AIO, BCL, C(W) T and GGB.

Montélimar Ancôna (26)  
 (MM6830)/FG-903 F-104S-ASA preserved **1130** feb20  
 The former Luzern Verkehrshaus Starfighter arrived on 28 January at the Musée Européen de l'Aviation de Chasse.

Montmirault (91)  
 32 Super Etendard instructional **32** feb20  
 The Etendard is a new arrival at the Lycée d'Enseignement Alexandre Denis. The other four aircraft listed in EMOOS were still present.

Reims Prunay (51)  
 (F-ZBCF) CeF406 stored **0077** aug19  
 (F-ZBCI) CeF406 F-WTAW, stored **0070** aug19  
 F-ZBCJ CeF406 stored **0074** aug19  
 (F-ZBES) CeF406 F-WTAK, stored **0017** aug19  
 All are ex Douanes aircraft and for sale.

## Gibraltar

Gibraltar  
 The preserved Jaguar GR1 XX956/BE will be removed from its position and be transported back to the UK. The Jaguar has deteriorated due to the high salt content at Gibraltar and had become a health and safety hazard.

## Germany

Fritzlar (HE)  
 74+09 Tiger UHT stored **1009** feb20  
 The stripped Tiger was parked inside a hall on base. It used to be an instructional airframe at Fassberg

Karlshöfen (NI)  
 (OL-L51) L-18C D-EIUH **18-3125** jan20  
 The former Schönhagen Piper Cub is now based at Karlshöfen, north of Bremen (N53.334978, E9.02267).

Oberpfaffenhofen (BY)  
 Some former storage UH-1Ds have turned up in the US register; 70+57 to N401YM, 71+99 to N404YM and 72+76 to N405YM. Also now civil are 71+49 to N402YM and 71+95 to N403YM. All listed to a company at Olivehurst, CA.

Windesheim (RP)  
 (28+04) L-39ZO instructional **731004** jan20  
 Bo105 instructional jan20  
 A new company has a (now single seat) L-39 cockpit and a Bo105 converted to flight simulators. The L-39 was blown up for a James Bond movie. The aircraft are at Hauptstrasse 50 (N49.91088, E7.82011).



Polish MiG-21MF 7811 has not been reported for a long time, until it was noted road running into the UK in January. It is now with a new collection at Alton (2 February 2020, Phil Adkin)

## Hungary

Berefkürdö  
41 MiG-21bisAP preserved **75077711** nov19  
A MiG-21 has been added to the local museum, which still has Mi-24D 96+20 (painted as 03 yellow) on display.

## Italy

Istrana (TV)  
MM6750/3-01 F-104S-ASA preserved **1050** feb20  
The Starfighter is fully restored and now on display with a now code in the 132 Gruppo area.

Milano Malpensa (MI)  
20+37 F-104G preserved **2044** jan20  
The Starfighter arrived on 24 January at the Vollandia museum. It is on loan from Germany at arrived from Gatow.

Sant'Oreste (RM)  
MM51-4418 T-33A preserved **5713** dec19  
The former Forli storage T-33A is now at the Museo Bunker Soratte, a museum which also has T-6G MM53042.

Roma (RM)  
(MM6922)/27 F-104S-ASA preserved **1222** Feb20  
A red and silver Starfighter is pole mounted inside the Scuderia Baldini car showroom at Via delle Idrovore della Magliana 69 (N41.83189, E12.44303).

Vigna Di Valle (RM)  
MM7251 F-16A stored **61-482** jan20  
The F-16 was reported as arrived on 8 August 2015 and was not reported since. It is now confirmed here and is in the off limits storage/restoration hangar.

## Norway

Kjeller  
330 Sea King Mk43B stored **WA1012** feb20  
The Sea King arrived here on 11 February on its last flight. It joins 332 and RAF ZH541/V which are also here.

## Poland

### Dąbrówka (LBU)

1412 MiG-21R preserved **94R021412** apr19  
A private collector has bought this MiG-21R some years earlier. It was last reported at Deblin in 1999 and is at N51.43000, E22.50158.

Inowroclaw Latwoko (KPM)  
The Mi-24 cabin which was dumped along the fence on the south side has been identified by Phil Adkin as Mi-24V 737. It was last noted in August 2015 and has now gone.

Krakow Rakowice (MLP)  
146/8-MC Mystere 4A preserved **146** jan20  
The former Sunderland, UK, Mystere had arrived on 24 January at the museum.

### Rzeszów (PKR)

2503 MiG-21R preserved **94R022503** sep19  
9296 MiG-21UM preserved **516999296** sep19  
012 MiG-23MF preserved **0390221012** sep19  
455 MiG-23MF preserved **0390220455** sep19

The exact location is not known, but is mentioned as a private airfield near Rzeszów, All four aircraft are parked together. The MiG-21s came from Olchowa, while the MiG-23s are ex Sedziszów Malopolski.

## Sweden

Ängelholm  
39150 JAS39A stored, cockpit **39-150** jan20  
The cockpit of the Gripen is in the Ängelholms Flygmuseum storage hangar.

Ugglarp  
The museum has sold Norwegian F-84G 22978/MU-B from its storage. It is now restored and on display at the Warhawk Air Musuem at Nampa, Idaho, USA. It arrived on 24 June 2019 in

the USA.

## Turkey

Elâzığ  
67-0251 F-4E preserved **2950** oct19  
This Phantom is preserved outside a technical school at N38.62457, E39.10110. At the local airfield is an unknown Bell 206/OH-58 in camo colours (N38.60548, E39.29863).

Izmir  
TCB-36 AB212ASW preserved **5114** oct19  
The Bell is preserved on the deck of museum ship TCG Ege (N38.41230, E27.03431).

Malatya  
68-0348 F-4E preserved **3402** jan20  
A F-4 is preserved in a new park at N38.33422, E38.21229.

## United Kingdom

Alton, Hampshire  
7811 MiG-21MF stored **967811** jan20  
The Iron Curtain Museum is forming at Keepers Lodge (subject to planning permission). It took delivery of a Polish MiG-21 on 26 January 2020.

Carlisle Airport, Cumbria  
XA459 Gannet ECM6 preserved **F9312** feb20  
(XX477) Jetstream T1 preserved **249** feb20  
A Gannet left White Waltham on 10 February 2020, bound for a new life with the Solway Aviation Museum. It arrived on 12 February. A Jetstream fuselage from Doncaster is also new.

Chard, Somerset  
ZA314/WT Sea King HC4 (G-CMDO) **WA918** jan20  
The Historic Helicopter Centre took delivery of another Sea King on 7 January 2020.

Cinderbarrow, Lancashire  
An as yet unidentified Tornado cockpit arrived at a private property here on 14 January 2020. It was in the standard grey colour scheme, minus nose cone.

Colsterworth, Lincolnshire  
Gazelle AH1s XW897 and ZA771 left Witham Specialist Vehicles for new homes (as yet unknown) during December.

Hucknall, Nottinghamshire  
XV798 Harrier GR3 preserved **712048** feb20  
The Hucknall Flight Test Museum took delivery of a Harrier from Weston-Super-Mare during February. The museum is within an active Rolls Royce site, so can only be visited by prior permission. Web: <http://www.huflighttestmuseum.co.uk>

Picton, North Yorkshire  
(12571) MS893E (G-BFGS) **12571** jan20  
XN385 Whirlwind HAS7 stored **WA315** jan20  
Two aircraft can be found at Battlezone Paintball.

### Sheffield, South Yorkshire

XX184 Hawk T1A instructional **312031** feb20  
ZE376 Lynx AH9A instructional **320** feb20  
The University of Sheffield now has two aircraft in use at its Laboratory for Verification and Validation Unit.

St Athan, Wales  
54439 T-33A preserved **9883** jan20  
The South Wales Aviation Museum took delivery of an ex French T-33A during January. It is on loan from NELSAM, Sunderland.

Thorpe Wood, North Yorkshire  
XX341 Hawk T1 ex Boscombe **312165** dec19  
ZD899 Tornado F2 ex Bury **AT001** nov19  
Jet Art Aviation at Raggalds Farm took delivery of two more aircraft at the end of last year.

**Credits:** Phil Adkin, Martin Bach, Willem Groeneveld, Jan Kuno, Alex Lutz, Kev Sanders, Wim Vis, Ronald van der Valk, Paul Wiggins

# Warbirds



Once again we had to go back to our files to come up with a nice warbird photo. Dennis Deis took this picture of P-51D Mustang 44-74908 (NL151BP) while attending the airshow of March AFB on 8 April 2018. This fighter once served the RCAF, but was restored as warbird, making its first post-restoration flight in February 2015. It proudly represents a 'Red Tail' Mustang as was flown by the famous Tuskegee Airmen.

## France

It is time to give you an update on the Douglas C-47 owned by the French organisation D-Day wings on which we reported on 9 December last year. The aircraft is C-47B-15-BK Skytrain N514AC (26558), former USAAF 43-49297, which was bought from the Collings Foundation of Stow (MA). Early February, both Pratt & Whitney R1830-94 Twin Wasp engines of the Skytrain were removed. They have since then been replaced by two overhauled ones. On 24 February, a revised Hamilton Standard propeller was fitted to the starboard engine. So N514AC's first flight is coming nearer and nearer! Once returned to France, the C-47 will be used for para jumps over the historic drop-zones of Normandy. But before she takes to the sky for the first jump-run the aircraft will be painted as 42-92415, named 'Miss Annabelle Lee' with code 'J7'. This machine was flown by the 303rd squadron of the 442th troop carrier group from Fulbeck in the south of England.

The restoration to airworthy status of Aichi D3A Val replica N63163 has seen considerable progress. This replica of the infamous Japanese dive-bomber is based on a Vultee BT-13 Valiant (308). The aircraft belongs to Mr. Hubert Mars, member of the Les Casques de Cuir association at Cerny/La Ferté Alais. The Val was used in a number of war-movies, including Tora, Tora, Tora, on the attack on Pearl Harbor on 7 December 1941. N63163 was cancelled from the US register in January 1995 and then shipped to France where it went in long-term storage. When finished, the Val will be a European first.

On 11 June 2017, Spitfire Mk.XIX PS890 (F-AZJS) was heavily damaged during a crash-landing at Longuyon. The owner, Christophe Jacquard, decided to truck the wreckage to Duxford where it was handed over to Historic Flying Ltd for repairs. This well-known Spitfire restorer expects that F-AZJS will be ready for the 2020 flying season. The first post-restoration flight is expected soon. It is already announced as participant for the Airshow at Meaux on 28 June.

The Aero Vintage Academy at Cerny/La Ferté Alais has imported another biplane for its expanding fleet in January. Naval Aircraft Factory N3N-3 N44877 is former US Navy BuNo3060, and was built in 1941. The type was usually nicknamed the 'Navy Canary' after its bright yellow colours. N44877 carries a full US Navy livery with code '707'.

## United Kingdom

The British Ministry of Defence (MOD) is giving away £1.8m worth of iconic aircraft that formed part of the Royal Navy Historic Flight unit. Based at RNAS Yeovilton, the RNHF (which was formed in 1972) was disbanded in March last year. Now four (and possibly even five) of the RNHF's fleet of historically important aircraft will be donated to a civilian charity, the Fly Navy Heritage Trust Ltd (FNHT). Through this donation, these important aircraft will continue to be used in support of commemorative and educational aims in support of the Royal Navy and Fleet Air Arm for many years to come. On top of that it will improve their operational freedom and –most important- it will save the British tax-payer money. The aircraft concerned are Fairey Swordfish W5856 Hawker Sea Fury VR930, Hawker Sea Hawk WV908, and DeHavilland DHC-1 Chipmunk WK608. The future of a fifth aircraft, Swordfish (LS326), is currently under consideration. Their new owner is the Fly Navy Heritage Trust Ltd (FNHT). This charity preserves Britain's great naval aviation heritage and runs Navy Wings, an organisation that restores, maintains and flies a collection of historic aircraft, which display to over three million people annually at air shows and events up and down the UK.

## United States

Kermit Weeks, the owner of Fantasy of Flight in Polk City, is a happy man. In the first week of February, he welcomed a new piece for his ever growing collection, Polikarpov I-16 "Rata" (Rat) N30425, "45 wh". He bought this stubby Russian fighter from the Commemorative Air Force in March 2019, but the delivery truck took its time before it drove to Polk City. The Rata (2421645) was recovered from its crash site in Osinovets (near Leningrad) in 1991. It was restored by Aviar-estavratsiya in Novosibirsk for the Alpine Fighter Collection in New Zealand. The fighter was flown there as ZK-JIP from 1997 to 2001 and then sold to the Commemorative Air Force in Midland (TX) but only occasionally flown. It was struck off the register in 2016, but taken up again in July 2019. After a long period of inactivity, the engine will be replaced by a fully overhauled example.

Credits: Flypast, Fox Alpha Zoulou, Kermit Weeks/Fantasy of Flight, Plymouth Live, Ultimate Warbird Flights, WIX.



## Dustpan & Brush

A de Havilland Canada DHC-3 Otter of Harbour Air, C-FIUZ, was involved in a strange incident. A stolen DHC-2 of Seair Seaplanes impacted the DHC-3 during an attempted theft. The event took place in the night of 21 February 2020 at Vancouver-Coal Harbour SPB (B.C.). (Victoria Harbour (B.C.), 31 July 2015, René Verschuur)

### Additions & Corrections:

08oct19 91-0340/SP F-16CM **CC-38** w/o

Finally we are able to give you the serial of this Viper that crashed in the Zemmer area, between the city of Trier-Saarburg and the home base of the F-16CM, Spangdahlem Air Base. It belonged to 480th FS.

See Scramble 486.

10dec19 ET-AQC DHC-8-402 **4421** w/o

See Scramble 488.

### New Accidents:

22jan20 N947LH Bell 407 **53509** dam

The Executive Air Taxi Bell407 was repositioning on the hospital helipad when the vertical fin and tail rotor struck the perimeter fencing at Trinity Health Heliport (ND). Damage to the helicopter was minor and there were no injuries involved. It was removed with a crane to be sent for repairs. FAA later reported the damage as substantial.

22jan20 C-GSQA Bell 206L-4 **52060** dam

A Bell LongRanger of the Gouvernement du Québec / Sûreté du Québec was involved in a search for five missing snowmobilers and for reasons yet to be determined crashed into Lac Saint-Jean, near Alma, in the l'Île Beemer sector on the eastern side of the lake. The pilot, the sole occupant, suffered a broken arm while the Bell experienced significant damage. The pilot was rescued from the scene by another government helicopter and taken for medical treatment.

23jan20 YV2604 PA-34-220T **3449078** w/o

A private Venezuelan Piper Seneca V disappeared after trying to return to Óscar Machado Zuloaga International Airport. There were three people onboard, for a half hour

flight to Higuierote Airport, where it never arrived. A search was started without any results.

25jan20 ER-MHV Mi-8MTV-1 **103M13** dam

The Mi-8, owned by AimAir, was shot down by a missile in Afghanistan, in the Kajaki district, Helmand province. Afghan military and crew members, citizens of Ukraine, were injured. At the time it was transporting members of the Afghan National Army when it was shot down by the Taliban. The crew managed to land and everybody was picked up by another Moldovan helicopter that was flying in formation with the unlucky one.

25jan20 167835/NF-612/01 MH-60S **70-3158** w/o

Two US Navy naval aviators have returned to duty and three others were released from an Okinawa naval hospital after their MH-60 Seahawk went down in the Philippine Sea. The Seahawk, assigned to the USS Blue Ridge (LCC 19), was conducting routine operations when it crashed at about 5:15 p.m. hours local time. Two of the crew members were found during a search-and-rescue mission and brought back to the Blue Ridge by a Navy helicopter. The three others were recovered by a Japan Air Self-Defense Force UH-60 and taken to Naval Hospital Okinawa for evaluation, according to the 7th Fleet. The Blue Ridge, the 7th Fleet's flagship, deployed from its Yokosuka homeport last week for the first time since May. The amphibious command ship serves as an afloat command and control headquarters. It is the oldest deployable ship in the Navy and will mark its 50th year in operation in November.

26jan20 N72EX S-76B **760379** w/o

NBA-legend Kobe Bryant, his 13-year old daughter Gianna and seven others, were killed when his private helicopter

crashed in foggy conditions. The Sikorsky S-76B (operated by Island Express) subsequently caught fire on a hillside in the Calabasas area outside Los Angeles (CA). It had left Santa Ana in Orange County, south of Los Angeles, shortly after 09:00 hours (local time) and circled for a time just east of Interstate 5, near Glendale. Air traffic controllers noted poor visibility around Burbank, just to the north, and Van Nuys, to the north-west. ATC requested the pilot to hold for another aircraft, after they cleared the Sikorsky to proceed north along Interstate 5 through Burbank before turning west to follow Route 101, the Ventura Highway. Shortly after 09:40 hrs, the helicopter turned again, towards the south-east. According to data from Flightradar24, it climbed to more than 2,000 feet before descending and crashing into the hillside at about 1,400 feet. Data shows that when the helicopter struck the ground, it was flying at about 160 knots (184 mph) and descending at a rate of more than 4,000 feet per minute. The chopper went down in Calabasas, not far from Bryant's Mamba Sports Academy in nearby Thousand Oaks. The Academy was holding a basketball tournament on Sunday, where he was to coach his daughter's team.

26jan20 N621CJ CJ-6A **2951266** dam

The private Nanchang CJ-6A experienced a gear-up landing at Chesterfield County Airport (VA). The vintage airplane sustained unreported but apparent minor damage and the sole pilot onboard was not injured.

27jan20 EP-CPZ MD-83 **53464** w/o

A Caspian Airlines MD-83 suffered a runway excursion at Bandar Mahshahr Airport's runway 13, Iran (near the northern shore of the Persian Gulf) and stopped 90 metres beyond the paved end of the runway stop way. It ended up outside the airport and came to a stop on the Mahshahr-Sarbandar Expressway (96), which connects it with the petrochemical city of Abadan.. Iranian authorities dispatched a team of investigators to the scene. The McDonnell Douglas operated flight IV6936 from Tehran-Mehrabad with 144 persons onboard. At the time weather conditions were good, but it may have landed with a tailwind component, which aircraft in general try to avoid (unless necessary).

27jan20 11-9358 E-11A **9358** w/o

A rare USAF E-11A Battlefield Airborne Communications Node (BACN) crashed in Afghanistan. The Bombardier crashed in the Sadozai area, in the Deh Yak district of Ghazni, Afghanistan, and was most likely on a mission from Kandahar

Airfield, Afghanistan, when it crashed under unknown circumstances. It was unknown what happened to the aircrew. Reports say local people extracted a pilot from the wreckage, who seems to be of a foreign nationality. Earlier, ATC officials from Herat Airport said that the plane was the property of Afghan Ariana Airlines, and that it had 110 people onboard, and was flying from Herat to Delhi, India. However, this was quickly denied by Ariana, confirming to the media that all their aircraft were accounted for. Ghazni is one of the more unsafe provinces of Afghanistan. The location of the crash is reportedly under control of the Taliban.

27jan20 327 OH-58D w/o

A Hrvatske Zracne Snage (Croatian Air Force) OH-58D Kiowa Warrior crashed somewhere in the area of Zlarin and Zablace islands around 11:15 hours local time. The accident happened during a training flight, which started 45 minutes earlier at Zadar-Zemunik, the home base of the Eskadrila Helikoptera (EH) / 93 Zrakoplovna Baza (93 ZB). The Kiowa Warrior ditched in the Adriatic Sea, where one crew member was found dead, another was still missing.

27jan20 Su-30 w/o

During the late hours on this day, a Force Aérienne Algérienne Sukhoi Su-30MKA crashed near Oum El Bouaghi, Algeria, killing both crew. The crash site is located in the north-east of the country, around 400 kilometres east of the capital Algiers. It is reported that the Su-30MKA is based at Aïn Beida and operated by the 121e Escadron de Defense Aérienne (EDA) / 12e Escadre de Defense Aérienne. This airbase is located near the city of Oum El Bouaghi.

27jan20 434/CVA Schempp-Hirth Duo w/o

The Armée de l'Air Schempp-Hirth Duo Discus glider of EIVV05.312J crashed near Salon-de-Provence Airbase, Bouches-du-Rhône, under unknown circumstances following a technical malfunction with the air brakes. Both occupants were injured. The BEA is investigating. The serial is not yet confirmed.

28jan20 AF-302 Bell 206B-3 **3678** w/o

The Uganda People's Defence Air Force is one Bell 206 JetRanger down, after this one crashed near Bulo in the Gomba district. According to a Defence Ministry spokesperson, the two crew members were killed in the crash. It was on a training mission in Bulo, Central Uganda. According to residents, the helicopter reportedly crashed straight into a



On 31 January 2020, WestJet Encore DHC-8 C-FKWE suffered a nosewheel collapse at Terrace (BC). The DHC-8 is photographed by Erik Sleutelberg at Calgary on 16 April 2015.



USAF E-11A BACN serial 11-9358 crashed on 27 January 2020 in Afghanistan under still unknown circumstances. Martin Uleman photographed the aircraft at Amsterdam-Schiphol on 19 January 2014 in better circumstances.

hill. The unit operating the Bell 206 is the UPDAF's Helicopter Squadron Bell, based at Entebbe International Airport.

28jan20 N6071R PA-60-601P **61P-0686-7963324** w/o

On approach to Springfield-Abraham Lincoln (IL), the pilot of the LKJ Properties Piper Aerostar 700 Superstar reported trouble with his instruments when the airplane descended and crashed left wing first in a garden, located in Sangamon County, about seven miles south-east of the airport, bursting into flames. The aircraft was destroyed and all three occupants were killed, among them former Springfield Mayor Frank Edwards and Sangamon County Coroner Cinda Edwards, the Mayor's wife.

28jan20 N356EJ BAe125-800XP **258452** dam

Under unknown circumstances this B&B Edge Hawker 800XP received substantial damage, at San Antonia (TX).

29jan20 N50JR BeB60 **P-303** w/o

After a double engine failure a Beech Duke of 7x Oilfield Services attempted an emergency landing in the vicinity of Edwards Lucian Wells Ranch Airport, south of Big Spring McMahon-Wrinkle Airport Glasscock County (TX) and crashed. The aircraft sustained substantial damage and the sole pilot onboard received unspecified injuries.

31jan20 C-FKWE DHC-8-402 **4467** dam

WestJet Encore flight WS3107 from Vancouver (BC) Terrace (BC), with 42 passengers and four crew members, landed on Terrace's runway 33 at 21:06 hours local time (on 1 February) but suffered a nose gear collapse and came to a stop on the runway. The passengers disembarked onto the runway and were taken to the terminal.

31jan20 BF1606 UH-1H w/o

A Bell Iroquois of the Burkina Faso Armed Forces crashed under unknown circumstances near the rural commune of Koubri, a stone's throw south of Ouagadougou, according to a source in Wakat Séra. The source explains that the Bell was used for exercises when the accident occurred. Fortunately, the occupants are safe and sound.

01feb20 JA139F AW139 **41373** w/o

While transporting a heart for a transplantation from Aidu Chuouou Hospital, at Aidu Wakamatsu City, Fukushima Prefecture, to Fukushima Airport, the Fukushima Prefectural Police Aviation Unit AW139 crashed ten minutes after taking off from the hospital, at a farm in Shimomoriya, Mihota Town, Koriyama City, Fukushima Prefecture. After the impact the AgustaWestland rolled onto its left side, the main rotor blades detached and also the tail boom. All seven crew members and passengers were injured, some even severe. In the end a

police patrol car transported the heart from the crash site to the airport, where it arrived one hour and ten minutes late, where a chartered chopper took it to the University of Tokyo Hospital. Unfortunately the hospital cancelled the transplant surgery, so we hope the patient awaiting the heart was OK.

01feb20 9M-AZK Bell 206L-3 **51484** w/o

The Sabah Air Bell LongRanger III crashed in a forest near Marudi, apparently as a result of overloading. The two occupants sustained minor injuries.

01feb20 TC-MCT B747-412F **26559** dam

Saudi Arabian Airlines flight SV919, operated by ACT Airlines, suffered a tail strike on take-off from Dammam-King Fahad International Airport's runway 16R, Saudi Arabia. It took off at 02:36 hours local time for a flight to Zaragoza, Spain. The Jumbo climbed to 7,000 feet and entered a holding pattern to the west of the airport. After holding for seventeen minutes the flight crew decided to divert to Jeddah, where there is maintenance. Climbing via 10,000 feet, 15,000 feet and finally 18,000 feet it diverted to Jeddah, where a safe landing was made 2 hours and 50 minutes later.

Listed as severely damaged for now, we would not be surprised if this aircraft will end up being a damaged beyond economical repair. Given the damage, repairs needed and the issue of logistics (spare parts) entering Saudi Arabia, it could well mean the end for the airframe.

02feb20 Z1930 SA315B w/o

On this date (or 3 February) the Indian Army lost a HAL Cheetah (locally built SA315B Lama) when it crashed due to a technical malfunction near Reasi district, Jammu and Kashmir. Both occupants survived.

03feb20 C-GHOZ B767-375ER **24087** dam

Air Canada flight AC837 from Madrid-Barajas Adolfo Suárez Airport back to Toronto-Pearson International Airport (ON), had departed Madrid's runway 36L when the left hand engine suffered a number of compressor stalls emitting bangs and streaks of flames. The crew shut the engine down, levelled off at 5,000 feet initially and later entered a hold at 8,000 feet to burn off fuel. They decided to have a Spanish Air Force (Ejército del Aire) Hornet (most likely C.15-60/12-18, en EF-18M of Ala 12, based on a video) perform a flypast to try and see what the damage was. The Hornet pilot confirmed one of the left main tyres was blown. Taking this onto consideration they opted to land back at Madrid, where a safe landing was made on runway 32L, about 4:10 hours after departure.

Two days later, 5 February, the Canadian TSB (Transportation Safety Board) reported: "During take-off, rubber from

the number 5 main landing gear tire detached. Some debris was found on the runway and others were ingested by the left engine. As a precaution, the flight crew performed an in-flight shut down of the left engine. After burning off fuel to avoid an overweight landing, the aircraft returned to LEMD (ICAO code for Madrid) for an uneventful landing. There were no injuries to the occupants. Preliminary inspection of the aircraft shows damage to the engine and left main landing gear.”

03feb20 VQ-BNB CRJ100ER **7364** dam

Rusline flight 7R823 suffered a nose gear collapse during landing at Tomsk-Bogashevo Airport’s runway 21. During the landing roll, at a speed of 80 knots, the nose gear bogey broke away from the strut, causing the nose gear to collapse having skidded to a stop. There were no injuries to the three crew members and 32 passengers. The West Siberian Transport Prosecutor ordered an examination of the runway.

05feb20 TC-IZK B737-86J **37742** w/o

A Pegasus Airlines Boeing 737-800 suffered a runway excursion on landing at Istanbul-Sabiha Gökçen International Airport, Turkey, at approximately 18:19 hours local time. Flight PC2193 departed Izmir Airport at 17:22 hours for the domestic flight back to Istanbul. At the time the flight arrived in the vicinity of Istanbul, a thunderstorm was passing, and the runway in use was 06. Flight 2193 was cleared to land with wind 270 degrees at 22 knots, gusting to 30 knots. This translates to a 19 knot tail wind. The runway was wet as well. Upon contacting tower the crew was told there had been two go-arounds prior to them. The Boeing touched down far past the normal touchdown zone and failed to come to a complete stop on the runway. It overran, smashed the localizer antenna and went down an embankment, breaking the fuselage in three large pieces. It came to rest about 20 metres below runway elevation. Around 120 of the 177 occupants suffered injuries, including all six crew members. Three people suffered fatal injuries.

06feb20 N24MG Ce208B **208B0850** dam

The pilot and sole occupant onboard the Redding Aero Enterprises Cessna Grand Caravan, was performing a cargo flight from Sacramento-Mather (CA) to Murray Field (CA) when approach the airport he encountered poor visibility due to fog. This upset his visual cues and the Caravan ended up in the Humboldt Bay, coming to rest inverted and sustaining substantial (water) damage. Luckily the pilot was uninjured.

06feb20 N405PT BeB200 **BB-930** dam

After a flight from North Little Rock Municipal Airport (AR) to Saint Louis-Spirit of St. Louis Airport (MO), the Stratus Sales Beech experienced a landing gear collapse upon landing. The airplane sustained substantial damage and the two occupants onboard were not injured.

06feb20 YV3338 Be58 **TH-485** w/o

A burnt Beechcraft 58 Baron was found by law enforcement officers near Monkey River Town, Belize. It had been used for transporting drugs. According to some reports the airplane is a Beechcraft Baron 58 with registration YV3338 that disappeared some days ago in Venezuela.

07feb20 41871/II (tbc) UH-1J **1J71** w/o

A Japan Ground Self-Defense Force (JGSDF) UH-1J Iroquois from the Hokubu Homentai/2 Shidan, 2 Hikotai (Northern Army/2nd Division, 2nd Squadron) crashed near Asahikawa, Hokkaido, while conducting auto rotation landing training. Immediately after landing, the helicopter rolled over on its side. One of its two crew members was injured and was transported to hospital. Weather conditions in Asahikawa were snowy at the time of the accident. According to the Scramble Magazine Japan database the unit operates the following UH-1Js: 41845, 41866, 41871, 41900 and 41918. We may have a ‘winner’ of those five, but confirmation would be appreciated!

07feb20 RA-01893 Bell 407 **53645** w/o

One person got killed and two others injured, after the State Duma MP Ayrat Hayrullin owned Bell 407 crashed on the ice of the Kuibyshev Reservoir, Tatarstan. The pilot was trying



Croatian Air Force Kiowa Warrior, serial 327, is photographed at Varazdin by Robert Erenstein. The helicopter crashed on 27 January 2020. (21 July 2018)



On 27 January Caspian Airlines MD-83 EP-CPZ suffered a runway excursion at Bandar Mahshahr Airport's runway 13, Iran. All occupants (144) safely evacuated the aircraft.

to make an emergency landing, but that did not go according to plan.

07feb20 Mirage 5EF w/o

A Pakistan Air Force Mirage 5EF crashed a few minutes after take-off from Rafiqui Air Base, near Shorkot, Jhang district, Punjab province, while going for a training mission. The pilot ejected safely.

07feb20 TF-FIA B757-256 **29310** dam

While attempting to land during winter storm Ciara at Keflavik's runway 10, Iceland, Icelandair flight FI529 from Berlin-Tegel suffered a collapse of the right main gear. At the time of the incident weather reports showed near gale force winds on a thirty degree angle from the runway, accompanied with strong turbulence. The aircraft came to a stop on the runway resting on its nose gear, left main gear and right engine. The passengers disembarked onto the runway and were taken to the terminal. Passengers reported the aircraft bounced on landing, on second touch down the right main gear collapsed and the aircraft skidded on the engine releasing sparks and smoke from the engine. None of the six crew members and 160 passengers were injured. As it turns out the pilots did a fantastic job keeping the aircraft under control after suffering a gear collapse.

08feb20 N501RG Ce501 **501-0260** w/o

While flying from Atlanta-Peachtree City Falcon Field (GA) to Nashville-John C. Tune Airport (TN), this Remonia Air Cessna Citation I/SP went missing, according to FlightAware. They lost contact with the small bizjet over Gordon (GA), while it was cruising in snow falls, the pilot reported technical problems with the left attitude indicator, and that he would disconnect the autopilot system and was continuing manually. Shortly later, the airplane entered an uncontrolled descent and crashed in a wooded area. All four occupants were killed.

08feb20 CC-COT Be200 **BB-600** w/o

A Beech Super King Air of Transportes Torreón burned out at night, while parked at the private Rio Bueno-Fundo Cuincahuin Airstrip, Chile. Pamphlets were left at the scene, suggesting arson.

09feb20 VQ-BPS B737-524 **28909** dam

UTAir flight UT535, from Moscow-Vnukovo to Usinsk, landed around fifteen metres short of the paved surface of runway 13. It ploughed through the snow and came to rest on the edge of and perpendicular to the runway. The right main gear was torn off and came to rest 1,000 metres down the runway, the left main gear fractured and came to rest under the left wing of the aircraft. The aircraft came to a stop about 2,000 metres down runway 13 about 80 degrees off the runway heading. Apart from both main gear legs being damaged both left and right inboard flaps were damaged above the landing gear.

The right main gear doors penetrated the right wing. During the evacuation, two of the 100 occupants (94 passengers and six crew members) suffered minor injuries.

On approach to runway 13 the ILS (Instrument Landing System) and approach lights were inoperative, so Air Traffic Control had to talk them to the runway. On short final, the aircraft was too low and struck the snow covered ground short of runway threshold.

10feb20 2862 Mi-24P dam

A Mil Mi-24P of the Syrian Arab Air Force was hit with a 57 mm canon over Idlib but could return and landed safely. The helicopter is ex-Russian Air Force serial 40 "yellow" and RF-91225, and was delivered to Syria in 2017.

11feb20 Mi-8MT **95357** w/o

A video that emerged on Twitter shows how a Turkish-backed Syrian armed opposition group firing a surface-to-air missile from a MANPADS (Man-portable air-defence system) and downed a Mi-8 helicopter operated by the Syrian Arab Air Force. As our geolocation shows, the MANPAD was fired from an area 2,2 kilometres north of Qmenas, Idlib province, on the road to Idlib city. The launch site is at the core of the Idlib-Mastunah-Sarmin security corridor that was established by the Turkish reinforcements in the past days.

In response to the MANPADS threat, the Syrian Arab Air Force has significantly reduced its helicopter bombardment campaign. The Russians have nevertheless picked up the ball and increased airstrikes in the past 48 hours.

11feb20 VFAE/VF-19 AB206B-3 **8656** w/o

In the morning, during a training mission, this Vigili del Fuoco AgustaBell 206, of "Girolamo Moscardini" of Frosinone, made a heavy landing in a field in the municipality of Anagni, Radicina. As a result it received damage.

12feb20 T-37C w/o

A T-37C of Pakistan Air Force's Basic Flying Training Wing, Air Force Academy Asghar Khan in Risalpur, crashed near Takht Bhai, Mardan. The pilot survived. The Pakistan Air Force operates a fleet of T-37s that consists of original deliveries supplemented by second-hand aircraft acquired from the USA and Turkey. This is unfortunately the third Pakistan jet crash in 2020, an FT-7P crashed on 7 January and a Mirage 5EF on 7 February.

12feb20 HK-4686 PA-31-310 **31-344** w/o

Shortly after take-off from Bogotá-Guaymaral Airport, while in the initial climb out, the Aero Taxi Guaymaral Piper Navajo lost height and crashed near a wooded area, bursting into flames. All four occupants were killed.



14feb20 RA-24636 Mi-8AMT **8AMT00643187747U** w/o  
Both crew members of the Skol Mi-8 perished, and eleven oil workers got injured, after it crashed-landed during a blizzard, in the Yamal peninsula, near Sabetta Airport, on the leg from Leskinski LU to Sabetta of a round flight from Sabetta in support of Gazpromneft'-Geo. The Mi-8 came down hard on the nose gear, nosed over and came to rest upside-down 423 metres from the runway's centre-line (at N71°12'45.4" E72°03'15.6").

14feb20 Mi-17 w/o  
Both crew members died after the Syrian Arab Air Force Mi-17 was shot down in Ainjara, western Aleppo by Turkish Army troops, from their observation post in Darat Azza. They used a Turkish made Roketsan FIM-92 Stinger MANPADS. Sadly both crew members died.

14feb20 Tornado IDS w/o  
By releasing an official statement, the Official Spokesman of the Coalition to Restore Legitimacy in Yemen acknowledged a Royal Saudi Air Force (RSAF) Tornado ground attack fighter jet crashed late in the evening on 14 February 2020. The Tornado was conducting close air support to units of the National Army of Yemen. The aircraft crashed in the area of operations in Al-Jawf Governorate, in northern Yemen. The two officers who were flying a Saudi fighter jet are missing after the incident. On 15 and 16 February Iran-linked Houthi rebels claimed to have shot down the Tornado. The rebels released footage of what they called the launch of their "advanced surface-to-air missile" and the moment it purportedly struck the jet in the night sky, sending it crashing down in a ball of flames.

The Riyadh-led military coalition fighting the rebels said the two officers ejected from the plane before it crashed in northern Al-Jawf province Friday but that the rebels opened fire at them "in violation of international humanitarian law". The joint forces command of the coalition holds the terrorist Houthi militia responsible for the lives and wellbeing of the Tornado air crew according to a statement released by the official Saudi Press Agency late on Saturday 15 February. The statement did not specify whether the crew had survived or if they had been captured after the plane crashed in Houthi-controlled territory.

The RSAF operates the Tornado IDS. These are deployed to Khamis Mushayt (King Khalid Air Base) and Taif (King Fahd Air Base) in support of the air war over Yemen, but are originating from Dhahran (King Abdullah Aziz Air Base, near the Persian Gulf) and assigned to 11 Wing, 7sq, 75sq and 83sq.

14feb20 Ce208 dam  
A Cessna Caravan of Mission Aviation Fellowship (a Christian organisation that provides aviation, communications, and learning technology services to more than 1,000 Christian and humanitarian agencies, as well as thousands of isolated missionaries and indigenous villagers in the world's most remote areas) sustained damage in an incident on landing at Miyanmin Airstrip, Papua New Guinea. The aircraft was operated by two pilots as an instructional flight from Telefomin Airstrip. While the flight crew was landing at Miyanmin Airstrip, the aircraft skidded off the runway. During its runway excursion, the right wing and the propeller blades impacted the ground.

17feb20 MD530F dam  
An Afghan Army Cayuse Warrior made an emergency landing in the Khashrod district, western Nimroz of Afghanistan, slightly wounding the pilot of the light attack chopper. The Ministry of Defense in a statement said the chopper made an emergency landing before noon local time, due to a technical issue. The Defense Ministry also added that it is further investigating the circumstances surrounding the emergency landing of the helicopter. Nimroz is among the relatively

volatile provinces in western Afghanistan where Taliban militants are active in some of its remote districts and often attempt to carry out attacks against the government and security forces.

19feb20 VH-AEM BeD95A **TD-682** w/o  
19feb20 VH-JQF PA-44-180 **44-7995291** w/o

A Piper Seminole and a Beech Travel Air (VH-AEM) suffered a mid-air collision at about 41,00 feet, east Mangalore Airport (VIC), Australia. Both occupants in each aircraft were killed and the aircraft were destroyed. The Seminole had departed Mangalore Airport at 11:20 hours local time on a local training flight. The Beech Travel Air had departed at 10:55 from Melbourne-Tyabb Airport and was heading to Mangalore. The collision occurred around 11:24, seven kilometres south of Mangalore. A sad example of being at the wrong time at the wrong place...

19feb20 Su-25UB dam  
The Russian Federation Aerospace Forces had one of its Sukhoi Su-25s receive substantial damage during taxiing at Lipetsk-2 Airfield, when it caught fire. Both crew members ejected safely. The Sukhoi belonged to the 4th Centre for Combat Application and Crew Training.

20feb20 N860J BeB200 **BB-1067** w/o  
Unfortunately all three occupants of the TLC Air Beech King Air perished after it encountered electrical problems in the cruise at 4,000 feet, while flying between Abilene Regional Airport (TX) to Harlingen-Valley International Airport (TX). The crew chose to return to Abilene, but shortly afterwards the Beech went out of control and crashed in an open field located north-east of Coleman County. The aircraft disintegrated on impact and all three occupants were killed. It had left Abilene early in the morning, at 05:40 hours local time.

20feb20 RA-40642 An-2T **1G213-49** w/o  
An Antonov 2 of T-Cement was operating a charter flight from Magadan to Seymchan, carrying two pilots and twelve mining employees of the same company, and their 445 kilograms of luggage and personal items. After take-off from snow covered runway 01, while climbing to a height of 40-50 metres, the Antonov started to lose height before banking left and descending until it impacted a snow covered field near the airport. All fourteen occupants were rescued while the aircraft was damaged beyond repair. It sounds like the aircraft stalled due to ice on the wings...

20feb20 N163TC Ce510 **510-0039** dam  
The Citation Mustang of Ejets experienced a gear-up landing on runway 07L at Daytona Beach International Airport (FL). The airplane sustained substantial damage and the two occupants onboard were not injured during the incident. The airport shut down both their runways, cancelling some outgoing flights and diverting incoming flights to other nearby airports.

20feb20 EC-HRJ PA-60-602P **62P-0897-8165027** w/o  
On final approach to Pamplona Airport's runway 33, the pilot of this private Piper Aerostar (Ted Smith 600 conversion) reported engine problems when the aircraft lost height and crashed on a road near Noáin, located about 500 metres from the airfield. The aircraft was destroyed by impact forces and a post-crash fire ensued, as well as hitting a parked car. The pilot, sole occupant, was killed.

21feb20 DHC- dam  
21feb20 C-FIUZ DHC-3T **135** dam

21feb20 C-FPCG DHC-2 **1000** dam  
A float-equipped Seair Seaplanes de Havilland Canada DHC-2 Beaver was stolen while moored at Vancouver-Coal Harbour Seaplane Base (B.C.), Canada, and impacted a float-equipped Harbour Air DHC-3T Vazar Turbine Otter, that was also moored in the harbour. It appears that the right-hand wing

of the Beaver separated in the incident. The right-hand wing of the Turbine Otter suffered a serious fracture. In addition there was another Harbour Air aircraft (exact type unknown) that was damaged. The attempted theft impacted some travel that same morning. A number of Harbour Air passengers who were set to take off from the Coal Harbour terminal were diverted to Vancouver International Airport. However, later in the morning Harbour Air said all of its flights were operating normally.

21feb20 Be90 w/o

A burnt Beech 90 was found by law enforcement officers in Tenabo, Campeche, Mexico. It had been used for transporting drugs.

22feb20 PR-DDQ PA-42-720 42-5501026 dam

A Piper Cheyenne IV of Taxi Aéreo Hércules performed an emergency landing at Aeroporto Internacional Alfonso Pena of Curitiba, Brazil. The front landing gear collapsed after it landed there.

23feb20 MiG-29K w/o

An Indian Navy MiG-29K crashed during a training sortie in the Arabian Sea near Goa, its pilot managed to eject safely and was rescued.

24feb20 W3936 SW 80 w/o

A Pipistrel Virus SW 80 Garud of the Indian National Cadet Corps crashed under unknown circumstances near Patiala, India. Both occupants were seriously injured. One of them, a wing commander died later of his injuries.

24feb20 C-GJVB SA227DC DC-902B dam

Bearskin Airlines flight JV344, from Dryden Municipal Airport to Sioux Lookout Airport (both in Ontario), experienced a loss of directional control and subsequent runway excursion during a take-off attempt. The airplane sustained unreported damage and minor injuries were reported among the eight occupants onboard. Apparently the propeller pierced the aircraft fuselage.

25feb20 PK-YSG B737-301BDSF 23930 dam

Upon take-off from Jayapura-Sentani Airport, Indonesia, this Trigana Air Service Boeing 737 freighter, performing flight IL7341 to Wamena, skidded off the runway. There were no personal injuries. The nose landing gear was disabled. According to a statement from the pilot during line up on the runway the right main gear left the runway, causing the aircraft to get stuck and receive damage to the nose wheel and left hand main gear.

25feb20 18-031 Anka-S w/o

Syrian Armed Forces downed this Turkish Air Force (Türk Hava Kuvvetleri) UAV (TAI Anka-S) over the Syrian Idlib region, at Dadikah.

26feb20 UP-A0001 An-2P 1G140-49 w/o

An Antonov An-2 force landed in snow near Ust-Kamenogorsk Airport in Kazakhstan, following a loss of engine power. The Orlan 2000 aircraft suffered a post-impact fire, which consumed the aircraft. All five (two pilots and three passengers) onboard the aircraft survived.

26feb20 F-GCJE PA-44-180 44-8095025 w/o

The Aéropyrées Piper Seminole crashed under unknown circumstances in a field near Perpignan at night and was only discovered at 07:40 hours local time the following morning. Sadly the pilot was killed.

According to a source close to the investigation, the impact was violent and the Piper would have completely disintegrated. The accident went unnoticed, and the alert was not given until daybreak. The Seminole was allegedly stolen overnight by an individual who passed through civil defence premises. Traces of the break-in were reportedly observed. The flight went unnoticed and the control tower was unoccupied overnight.

27feb20 9M-MPC AW139 31731 dam

The Polis Diraja Malaysia (Royal Malaysian Police) had one if its AW139s suffer substantial damage after it crashed under unknown circumstances at 14th Battalion General Operations Force camp, Jalan Air Panas, Tawau. One of the six occupants was injured. They were part of the Air Operation Team (PGU).

27feb20 E.25-65/79-95 (tbc) C101EB 071 w/o

A CASA 101EB Aviojet of the Academia General del Aire (AGA, Air Force Academy) of the Ejército del Aire crashed near San Javier, sadly killing the pilot, who did not manage to eject. The Patrula Águila CASA came down in the sea off the coast from La Manga del Mar Menor, near Murcia. This time of year the demo team start up their training flights for the upcoming show season. The serial is not yet 100% confirmed.

27feb20 FAC4420 UH-1H 11234 w/o

Former FAC4513 and originally US Army Huey II 68-16575, now operating for the Fuerza Aérea Colombiana, crashed under unknown circumstances near Bojacá Cundinamarca. Sadly three occupants died and two occupants were seriously injured. The Huey had left Comando Aéreo de Combate No. 4 earlier for a flight to Comando Aéreo de Mantenimiento (Air Maintenance Command). Weather is most likely to blame for the accident, with the chopper coming down on a farm between Cubia and Barroblanco.

Credits: Alex Snow, ASN, Aviation Herald, B3A, Flight Global



Icelandair Boeing 757 TF-FIA, operating flight FI529 from Berlin-Tegel, suffered a right main gear collapse during landing at Keflavik. The accident happened on 7 February 2020 and is most probably caused by very strong cross winds.

<http://www.scramble.nl/crash-database>

# Military News & Updates



During the Super Bowl F-35s like this C-model 169632/NE-400 from VFA-147 participated in the fly-by overhead. It is seen here on take-off. (Dade County-Homestead Regl, 2 February 2020, Mike Balsarak)

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

## Europe

### Netherlands

Koninklijke Luchtmacht (AF)

EHLW = Leeuwarden

LFBO = Toulouse, France

#### AH-64D

Q-29 dam. Bergen-Hohne **DN004** feb20

Apache AH-64D Q-29 struck a three while flying at low level in the Bergen Hohne training area. "Funny" remark is that the same Apache also struck a power line in the Netherlands in 2017 during a low level exercise. To commemorate this incident, the crew applied a small painting on the Apache's fuselage.

#### F-16AM

J-021 312sq ex 322sq **6D-177** jan20

J-881 EHLW ex 322sq **6D-98** feb20

F-16AM J-881 had been withdrawn from use since last year (we are still looking for the exact 'withdrawn from use' date). The RNLAF now has 60 F-16s in their inventory.

#### KC-30M

EC-336 (T-055) o/o, as EC-336 full c/s LFBO **1911** feb20

On 22 February 2020, Airbus EC-336 (to become RNLAF T-055) was spotted at the Airbus Toulouse facility in full RNLAF markings.

### Belgium

Luchtcomponent/Composante Air/Air Component [AF]

LEZL = Sevilla, Spain

#### A400M

CT01 Airbus Defence and Space f/n LEZL **104** apr19

CT02 Airbus Defence and Space f/n LEZL **106** oct19

CT03 Airbus Defence and Space f/n LEZL **109** apr19

A400M CT01 is officially a Luxembourg Air Force A400M but it will be operated by the Belgian Air Force with 20sqn (based at Brussels-Melsbroek).

### Austria

Österreichische Luftstreitkräfte (AF)

On 3 February 2020, the Österreichische Luftstreitkräfte made an announcement that the ageing Saab 105OE training aircraft are flying again after having been grounded for two months. Cracks were found in bolts of ten of the twelve operational Saab 105OEs. New bolts have been produced and are gradually replacing the broken ones that connect the aircraft's tail sections to their centre fuselage.

### Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

At the end of 2019 the air force was subject of a reorganisation. The Air Base (Zrakoplovna Baza) structure was changed to Wing (Krilo) structure. The flying units have been numbered. The Orbat now looks like:

#### 91. Krilo

191. Eskadrila Lovачkih Aviona  
MiG-21bis/UM Zagreb/Pleso (LDZA)

194. Eskadrila Višenamjenskih Helikoptera  
Mi-171Sh Zagreb/Lučko (LDZL)

#### 93. Krilo

392. Eskadrila Aviona  
PC-9, Zlin 242L Zadar/Zemunik (LDZD)

393. Eskadrila Helikoptera  
Bell 206B, OH-58D Zadar/Zemunik (LDZD)

395. Eskadrila Transportnih Helikoptera  
Mi-8S/T/MTV-1 Split, Divulje Barracks

855. Protupožarna Eskadrila  
CL-415, AT-802 Zadar/Zemunik (LDZD)

#### OH-58D

327 393. EH w/o 27jan20

Ministarstvo unutarnjih poslova Republike Hrvatske (GV)  
The AW169 mentioned in Scramble 486 was published under the wrong country! It was not ordered by Croatia but by its neighbour Slovenia.

## Denmark

Flyvevåbnet (AF)

On 16 January 2020, the first F-35A Lightning II - serial L-001 - for the Royal Danish Air Force was "unveiled" at Skrydstrup air base. The model aircraft is preserved near the gate of the air base.

Denmark joined the F-35 Joint Strike Fighter programme during the System Development and Demonstration phase in 2002 and has since influenced technical elements of the F-35. In October 2008, a Danish F-16BM (serial ET-210) joined the JSF 461st Flight Test Squadron at Edwards AFB (CA) as part of the RDAF's partnership with the F-35 programme. The F-16BM served as a chase plane for the F-35 Development, Test & Evaluation programme through to December 2016. In June 2016, Denmark confirmed plans to procure 27 F-35As. The first F-35A Lightning II is set to roll out of the factory in 2021 and will be delivered to Luke AFB (AZ). The first F-35As based on Danish soil will arrive in 2022.

Judging by the serial used on the scale model, it appears the serial range for the aircraft may be L-001 until L-027, which would break the tradition of using (part of) the construction number or the FMS serial (Foreign Military Serial) as the Danish serial. The construction numbers of the Danish fleet, however, will definitely be A.-01 to A.-27, with the second letter to be defined.

### F-35A-4

L-001	LRIP XII	<b>A.-01</b>
L-002	LRIP XII	<b>A.-02</b>

## Finland

Ilmavoimat (AF)

By the time you read this, the HX Fighter Replacement Programme (HX-FRP, HX stands for Hornet replacement with candidate X aircraft) has finished the HX Challenge phase, where the respective manufacturers have brought their test aircraft to the Finnish air base Tampere/Pirkkala. Each man-

ufacturer got five days to perform all required test scenarios.

The second phase of negotiations will end in 2020, when manufacturers will be asked for final offers. The Government will make a decision on the successor of the Hornet in 2021.

### F/A-18C

HN-419	IlmaStK	ex HävLLv 11	<b>1407/FNC019</b>	feb20
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## France

Armée de l'Air (AF)

As mentioned in Scramble 487 the French have set up project MENTOR for the future pilot training. This project went into the next phase on 15 February with the issuing of a tender for eight more PC-21s and a simulator. When these new aircraft will be delivered it will almost certainly mean the end of the training Alpha Jets at Cazaux. Project MENTOR is also looking at the Cirrus aircraft, which are currently operated under a civil contract at Salon, for more modern aircraft better suited for the new curriculum.

As mentioned before EAC00.314 at Tours will disband in 2020. On 14 May a farewell ceremony will be held for this for which past and present members of the unit are invited. This event will also involve some flying activity.

Operational conversion unit ETD04.003 *Argonne* at Saint-Dizier will be disbanded later this year. Its training tasks will be handed over to EC02.003 *Champagne*. ETD04.003 is expected to be activated in 2023 at Nancy as a Mirage 2000 training unit. EC02.005 *Ile de France* is currently flying with Mirage 2000s at Orange, but will receive Rafales in the near future. EC02.005 will transfer its Mirages to Nancy where they will be handed over to *Argonne*. There are currently thirteen Mirage 2000Cs and seven Mirage 2000Bs at Orange.

A new unit will be established at Istres-Le Tube in September 2020; Escadron de Transformation Phénix ETP03.031 *Landes*. It will be the A330 operational conversion unit.

### KC-130J

5890/61-PR	ET02.060	ex Lockheed	<b>5890</b>	feb20
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The Hercules was delivered on 7 February.

### Mirage 2000D

602/3-XJ	EC02.003	ex EC03.003	<b>393</b>	jul19
625/3-XG	EC03.003	ex 30-XG	<b>427</b>	jul19



Lady Liberty D-662 is adorned with 75 years 298sq sticker. After its spell in Mali it was stored but is now active again. (Oirschotse Heide, 11 February 2020, Mark Broekmans)



On 28 January 2020, Leonardo Helicopters delivered the ninth HH-101A Caesar (MM81873/15-12) to the Italian AF in the new light grey colour scheme. The helicopter was flown to Cervia AB from Leonardo's Yeovil production plant on a two-day delivery flight, with fuel stops at Koksijde and Hyeres. (Cervia, 29 January 2020, Mauro Finati)

**SA330B**  
1660/AY      EH01.044      damaged 07dec18      **1660**

Marine National (NY)

The French Navy has awarded two contracts to civil companies. Helidax will provide the Marine with twelve Dauphins. These are expected to be based at six locations (Lanvéoc-Poulmic, Hyères, Martinique, Tahiti, Nouméa and La Réunion). They might also operate from ships. The first examples are expected to arrive in November 2020 and the contract is for ten years.

The Babcock company will supply four H160s to the Navy, these will be based at Cherbourg and Lanvéoc-Poulmic for SAR duties. This contract will free up NH90s which will be used for other tasks. The Navy already has a contract with NHV from Belgium for four Dauphins which are already based at Lanvéoc-Poulmic. All these contracts have to do with the expected late delivery of the military H160M. The Navy is planning to buy the H160Ms, but the delivery of the first H160M is now expected in 2028. France is planning to buy 169 H160Ms for all three military services (Air Force, Army, Navy).

Armée de Terre (AR)

LFDN = Rochefort Saint Agnant

**NH90-TTH**  
1442/EBQ      ABH      as F-ZKBW      **1442** jan20

**SA330B**  
1419/DDV      Instr LFDN      ex 3RHC      **1419** dec19

**Tigre HAD**  
6030/BKD      5RHC      ex ABH      **6030** feb20

Sécurité Civile (GV)

It was planned that the Sécurité Civile S2 Firecats would gradually be retired in the coming years. However on 13 February the Sécurité Civile decided that with immediate effect the Firecat fleet is grounded for ever. The crash of F-ZBAA on 2 August 2019 and the technical problems with F-ZBAP, which is grounded at Beziers since 8 September 2019, have speeded up the decision. Of the now grounded fleet F-ZBEY is earmarked to be preserved at Aubenas. The Sécurité Civile has received the fourth DHC-8 fire fighting aircraft, F-ZBMI, on 2 February. Two more are on order.

**DHC-8-402Q(MR)**  
F-ZBMI/76      SecCiv      ex DHC      **4597** feb20

The aircraft was delivered on 2 February.

## Germany

Luftwaffe (AF)

ETNH = Hohn      LEZL = Sevilla, Spain

### A350-941

...      Airbus D&S      to become ?      **443** jan20  
F-WZFF      Airbus D&S      to become ?      **416** feb20

After repeated breakdowns of the German A340 fleet, the German Government decided to buy three A350s from Airbus. The aircraft are currently in a built/rebuilt phase and will be delivered in the near future.

### A400M

54+32      LTG62      ex Airbus D&S      **096** feb20  
54+34      o/o Airbus D&S      f/n LEZL      **103** feb20  
54+36      o/o Airbus D&S      f/n LEZL      **107** feb20  
54+37      o/o Airbus D&S      f/n LEZL      **107** feb20  
54+32 was delivered to LTG62 at Landsberg on 16 January 2020.

### C-160D

50+72      wfu ETNH      spec c/s '400.000 hrs'      **D109** jan20  
This special marked C-160D Transall was withdrawn from use last month.

### H145M

D-HADF      Airbus Heli.      c/n update      **20281** dec19  
D-HBTA      Airbus Heli.      to become ?      **20315** feb20

### Heeresflieger (AR)

ETHF = Fritzlär  
ETHS = Fassberg

### NH90-TTH

78+24      IHaz      ex THR10      **1114** jan20  
78+30      IHaz      ex THR10      **1120** jan20

### Tiger UHT

74+09      std ETHF      ex i/a ETHS      **1009/UHT09** feb20  
This Tiger UHT was seen at Fritzlär in February 2020 in a stripped condition. Hopefully the maintenance crews at Fritzlär will bring this helicopter back to a flying condition in the near future.

## Italy

Aeronautica Militare (AF)

### AB212A

MM81145/-      2° RMM      ex MITCM      **5802** mar18  
MM81145/9-44      2° RMM      ex -/2° RMM      **5802** feb20

### Beech KA-350ER

MM62317/-      71° Gruppo      ex N925WP/Beech      **FL-711** jan20

**C-27J**  
MM62215/46-80 311° Gruppo ex 98° Gruppo **4114** jan20

**F-35A**  
MM7362/32-12 FACO Cameri new **5287/AL-12** jan20

**F-2000A**  
MM7275/4-19 904° GEA ex -/904° GEA **076/IS007** jan20  
MM7310/36-12 936° GEA ex 36-32/936° GEA **IS042** feb20

**HH-101A**  
MM81873/15-12 23° Gruppo ex ZR361/Leonardo jan20

On 29 January 2020, the 23° Gruppo of the 15° Stormo took delivery of the first HH-101A in overall grey livery. The new paint scheme is sported by HH-101A MM81873/15-12. The new grey livery replaces the Black Helo Drab used on all the previous "Caesar" already in service with the Aeronautica Militare. The new grey livery was applied in order to prevent cabin and cockpit overheating especially during daylight missions in the summer season. The new colour scheme should also be applied to the remaining four examples yet to be delivered, even if it looks like at least part of the dark coloured HH-101As will also be repainted during future revision works. According to the first reports, the dark coloured HH-101As are destined to CSAR (Combat SAR), Personnel Recovery and Special Operation Support tasks, the new grey Caesars will be mainly used for "standard" Search And Rescue missions.

**HH-139A**  
MM81798/15-42 83° Gruppo ex 15-42/82° Centro **31420** feb20  
MM81799/15-43 83° Gruppo ex 15-42/85° Centro **31427** feb20

**MB339A (MLU)**  
MM54465/- Leonardo ex 61-21/212° Gruppo **6644** dec19

**S208M**  
MM62004/60-42 Sq C&S Linate ex 60-42/423° SC **3-83** jan20

**T-346A**  
MM55230/61-25 IFTS new **7103** jan20

**TF-2000A**  
CSX55169/- Leonardo ex MM55169/Leonardo **IT014** dec19

On 23 December 2019, Leonardo TF-2000A CSX55169 made its first flight as test aircraft for the Kuwaiti order of 28 Eurofighter Typhoons. This test aircraft has a package of capabilities on top of the previous Typhoon's enhancement programmes, such as the Captor-E radar (M-scan and E-scan version), the passive infrared PIRATEsystem and the DASS auto-protection system (Defensive Aids Sub-System).

Polizia di Stato (PO)

**AB212**  
PS-57 2° RV Milano ex 7° RV Abbasanta **5673** jan20

Carabinieri (PO)

**UH-139D**  
CSX81967/CC-02 Leonardo new **31879** jan20

Guardia di Finanza (PO)

**UH-169A**  
MM81962/501 Centro Aviazione new/ex CSX81962 **69095** nov19  
MM81962/501 SA Bolzano ex Centro Aviazione **69095** jan20  
MM81962/501 Centro Aviazione ex SA Bolzano **69095** feb20  
MM81970/504 SA Bolzano new/ex CSX81970 **69109** feb20

Vigili del Fuoco (PO)

**AB206B-3**  
VFAE/VF-19 w/o 11feb20 TDY 208° Gruppo **8656**

**AW139**  
VF-142 RV Bologna ex I-EASY **31864** dec19  
VF-143 Leonardo ex I-EASZ **31877** jan20  
VF-145 o/o as I-EASZ Leonardo **31894** dec19

## Luxembourg

Police Grand-Ducale (PO)

**H145M**  
LX-FAB f/n Airbus Heli. **20294** dec19

The second H145M for the Luxembourg Police was noted at the Airbus Facility in Donauwörth in December 2019.

## North Macedonia

Ministry of Interior (GV)

It has been made public that the Macedonian Police had a secret unit that operated the Israeli Hermes 450 reconnaissance UAVs. This Police unit was operating out of the old Yugoslav Air Force shelters at Petrovec air base, this area was nicknamed Brest. It has now been disbanded because of the abuse of the secret service. In this area also the Mi-17s of the Policija live. The drone unit (24 people including four pilots) was formed between 2009 and 2011, and selected people were sent to Israel for a six-month training, organized by the manufacturer, the Israeli company Elbit Systems, which has been a strong presence in Northern Macedonia for many years. The three (some sources say there even was a fourth crash-damaged UAV) Hermes 450 were initially registered 701 to 703 and later re-serialled to MAP-7781 to 7783. MAP-7783 was displayed at Sliac airshow in 2013.

## Norway

Norske Luftforsvaret (AF)

ENKJ = Kjeller

**AW101 Mk612**  
0277 Leonardo MW marked ZZ108 **50277/NOR09** feb20



Poland has been operating this B737 0110 for a couple of years now. 'PLF110' visited Amsterdam-Schiphol on 28 January 2020. The guy depicted on the tail is marshal Józef Piłsudski, former chief of state and first marshall of Poland. (28 January 2020, Guus van Duin)



Brussels gets a regular influx of VVIP aircraft. Slick Polish G550 0001 is seen here on the runway. (28 January 2020, Jonas Evrard)

### C-130H

956 to N132CG still at AMARG **382-4338**

This is the first allocated registration for Coulson Aviation. In January 2020, the aircraft was still at AMARG (AZ).

### Sea King Mk43B

322 std ENKJ Kongsberg AMS **WA1005** feb20

The Sea King was flown to Kjeller on 11 February 2020 and joined Sea King 330 at the storage facility with Kongsberg AMS.

## Portugal

### Força Aérea Portuguesa (AF)

In January 2020, part of the central fuselage of the first Embraer KC-390 transport aircraft for the Portuguese Air Force was noted at the OGMA plant at Alverca. Five KC-390s were ordered in August 2019 to replace the current Hercules fleet. OGMA will build several parts including the central fuselage but final assembly will take place with Embraer in Brazil.

### F-16AM

15143 OGMA ex 82-1004 **M17-11** jan20

On 24 January 2020, 15143 made its first flight after completion of the MLU programme with OGMA. Also 15144 (ex 82-1033) is being prepared for delivery, bringing the Portuguese F-16 fleet temporarily up to thirty machines. As reported before, on 27 January 2020, Romania signed the contract for the acquisition of an additional five examples from Portugal (four singles and a dual) which after delivery will bring the Romanian fleet up to 17 and the Portuguese fleet down to 25. The identities of the five F-16s involved are still unknown to us.

Marinha Portuguesa (NY)

### Super Lynx Mk95A

19204 Leonardo as ZH583 **376** feb20

On 17 February 2020, 19204 made a first test flight after undergoing structural modifications by Leonardo at Yeovil. The modifications included the installation of new engines, upgrades of navigation systems, a new instrument panel and a stronger electric winch for rescue missions. All five Portuguese Super Lynx Mk95 helicopters will undergo these modifications after which they will be referred to as Mk95A. 19204 flew as ZH583 with its Portuguese serial taped over.

## Slovenia

Ministrstvo za notranje zadeve (GV)

### AW169

S5-HPI Policija Air Support Unit, ex I-EASL **69102** oct19

The AW169 was delivered on 16 October 2019.

## Spain

LEAB = Albacete

LEZL = Albacete

### Ejército del Aire (AF)

On 30 January 2020, the Spanish Ministry of Defence signed a 200 million Euros contract for the purchase of 24 Pilatus PC-21 training aircraft to replace the CASA 101EB Aviojet for advanced pilot training. Reportedly, the first six examples are due for delivery at San Javier Airbase already in March 2020. These will be used to train instructors. The type designation for the Spanish PC-21 will be E.27 with corresponding serials.

### A400M

TK.23-07/31-27	Ala 31	#10208, delivered	<b>099</b> feb20
T.23-..	Airbus D&S	f/n LEZL	<b>108</b> dec19

### CASA 212-100

T.12B-13/72-13	721 Esc	sp c/s	<b>19</b> jan20
T.12B-71/72-71	721 Esc	sp c/s	<b>147</b> jan20

Both Aviocars received special marks celebrating 1.5 million parachute jumps from 721 Esc aircraft since 1948.

### EF2000

C.16-30/11-30	Ala 11	ex 11-10	<b>SS011</b> dec19
C.16-78/14-36	Ala 14	#10235	<b>SS059</b> feb20

On 19 February 2020, C.16-78 was delivered to Ala 14 being the last tranche 3 aircraft for the Spanish Air Force. Soon after delivery it received special marks including the text 'Volando hacia el futuro' (flying to the future).

### MQ-9 Predator-B

NR.05-02/23-01 Esc 233 #10212, f/f 30jan20 feb20

### NH90-TTH

.../803-16 o/o Airbus D&S f/n LEAB, for 803 Esc jan20

## United Kingdom

### Royal Air Force (AF)

On 19 March 2019, Hawk T1W XX236/236 (**312072**) arrived at RAF Cosford. The aircraft was previously stored at RAF Shawbury and the reason for this move was a trial with the Mechanical Training Squadron during which the aircraft was used for ground instruction purposes. These trials were successful, and MAR reports that seven additional Hawks are slated to be transported from RAF Shawbury to RAF Cosford. This should take place in February/March 2020, and the serials quoted are: XX167, XX168, XX220, XX227, XX235, XX250 and XX307.

On 15 January 2020, the RAF flew Sentry AEW1 ZH104/04 to Lake Charles Regional Airport (LA) in the United States. The aircraft was placed in storage at this location. This leaves only three Sentry AEW1 aircraft still active with 8/54sq: ZH101/01, ZH103/03 and ZH106/06.

EGDM = Boscombe Down      EGYX = Syerston  
 EGNO = Warton                KLCH = Lake Charles RAP (LA)

**7REME**                    7 Royal Electrical and Mechanical Engineers at Wattisham

**ADSU**                    Apache Depth Support Unit at Wattisham

**Airbus**                    Airbus Military at Getafe (Spain)

**Boeing Mesa**            Boeing Helicopters at Mesa (AZ)

**Boeing San Antonio**    Boeing Aerospace Support Center at San Antonio

**CGS/644VGS**            Central Gliding School and 644VGS pool at RAF Syerston

**CMF**                      Chinook Maintenance Unit at RAF Odiham

**EGUB Pool**              28sq, 33sq and 230sq pool at RAF Benson

**GMS**                      Glider Maintenance Section at RAF Syerston

**Leonardo**              Leonardo Helicopters at Yeovil

**MDMF**                    Merlin Depth Maintenance Flight at RNAS Culdrose

**StandardAero**          StandardAero at Fleetlands

**TMU**                      Typhoon Maintenance Unit at RAF Coningsby

**WST**                      Wildcat Storage at RNAS Yeovilton

**WZM**                      Wildcat Maintenance at RNAS Yeovilton

**CGS/644VS**            Central

**Atlas C1**

ZM400	1312Flt	ex 24/70sq	<b>015</b>	nov19
ZM406	24/70sq	ex Airbus Military	<b>025</b>	dec19
ZM414	24/70sq	ex 1312Flt	<b>047</b>	dec19
ZM418	Airbus Military	ex 24/70sq	<b>072</b>	jan20

**C-17A**

ZZ175	99sq	ex Boeing San Antonio	<b>UK5</b>	dec19
ZZ176	Boeing San Antonio	ex 99sq	<b>UK6</b>	nov19

**Chinook HC6**

ZH900	CMF	ex 27sq	<b>M4479</b>	dec19
ZK559	CMF	ex 7sq	<b>M7710</b>	dec19
ZK560	7sq	ex CMF	<b>M7711</b>	dec19

**Chinook HC6A**

ZA704	28sq	ex EGDM	<b>M7006</b>	dec19
ZA710	CMF	ex 28sq	<b>M7003</b>	dec19
ZA720	27sq	ex 28sq	<b>M7020</b>	dec19

ZA720	18(B)sq	ex 27sq	<b>M7020</b>	jan20
ZD574	7sq?	ex StandardAero	<b>M7021</b>	jan20
ZD981	27sq	ex CMF	<b>M7029</b>	dec19
ZD981	18(B)sq	ex 27sq	<b>M7029</b>	jan20
ZD983	QinetiQ	ex 18(B)sq	<b>M7022</b>	dec19
ZH775	18(B)sq	ex CMF	<b>M4451</b>	jan20

On 7 January 2020, ZD574 returned to RAF Odiham following maintenance at Fleetlands. Six days later it deployed for Operation Shader.

**Griffin HAR2**

ZJ705	Cobham	ex G-CBXL	<b>36306</b>	jan20
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**Hawk T2**

ZK027/FC	25(F)sq	ex 4sq/R	<b>RT018</b>	dec19
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**Puma HC2**

ZA940/V	QinetiQ	ex EGUB Pool	<b>1656</b>	jan20
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**Sentry AEW1**

ZH104	std KLCH	ex 8/54sq/04	<b>24112/1007</b>	jan20
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**Typhoon FGR4**

ZJ929/929	29sq	ex XI(F)sq/929	<b>BS020</b>	dec19
ZJ946/946	II(AC)sq	ex TMU	<b>BS039</b>	nov19
ZJ947/947	9(B)sq	ex 6sq/947	<b>BS040</b>	dec19
ZK301/301	1(F)sq	ex II(AC)sq/301	<b>BS053</b>	dec19
ZK302/302	6sq	ex 1(F)sq/302	<b>BS054</b>	nov19
ZK306/306	II(AC)sq	ex 1(F)sq/306	<b>BS057</b>	dec19
ZK308/308	XI(F)sq	ex 3(F)sq/308	<b>BS059</b>	jan20
ZK310/310	II(AC)sq	ex IX(B)sq/310	<b>BS063</b>	nov19
ZK310/310	6sq	ex II(AC)sq/310	<b>BS063</b>	jan20
ZK317/317	XI(F)sq	ex 3(F)sq/317	<b>BS078</b>	jan20
ZK324/324	6sq	ex II(AC)sq/324	<b>BS085</b>	dec19
ZK325/325	1(F)sq	ex 6sq/325	<b>BS086</b>	nov19
ZK325	TMU	ex 1(F)sq/325	<b>BS086</b>	jan20
ZK330/330	1(F)sq	ex II(AC)sq/330	<b>BS091</b>	jan20
ZK334/334	II(AC)sq	ex 1(F)sq/334	<b>BS095</b>	dec19
ZK338	TMU	ex II(AC)sq/338	<b>BS099</b>	nov19
ZK344/344	II(AC)sq	ex 1(F)sq/344	<b>BS105</b>	jan20
ZK346/346	6sq	ex XI(F)sq/346	<b>BS107</b>	dec19



Likely one of the more colourful army helicopters is this Spanish Cougar HU.27-03/ET-670. Based at Betera and part of the Agrupación de Médios Aéreos, tasked with SAR along the Spanish coast. (Valencia/Betera, 4 February 2020, Bart Stringa)



ZK349/349	II(AC)sq	ex XI(F)sq/349	<b>BS110</b>	dec19
ZK350	TMU	ex BAE EGNO	<b>BS111</b>	dec19
ZK364/364	II(AC)sq	ex 6sq/364	<b>BS125</b>	nov19
ZK366/366	XI(F)sq	ex 12(B)sq/366	<b>BS127</b>	dec19
ZK372/372	12(B)sq	ex TMU	<b>BS133</b>	nov19
ZK372/372	3(F)sq	ex 12(B)sq/372	<b>BS133</b>	dec19
ZK372/372	12(B)sq	ex 3(F)sq/372	<b>BS133</b>	jan20
ZK373/373	XI(F)sq	ex 12(B)sq/373	<b>BS134</b>	dec19
ZK426/426	II(AC)sq	ex 1(F)sq/426	<b>BS142</b>	nov19
ZK434/434	1(F)sq	ex II(AC)sq/434	<b>BS150</b>	jan20
ZK437/437	XI(F)sq	ex TMU	<b>BS153</b>	jan20
ZK438/438	XI(F)sq	ex 29sq/438	<b>BS154</b>	jan20

Actually ZJ929/929 was already used by 29sq for a period of time during end November 2019 and early December 2019, only to return to XI(F)sq for a short time before being re-assigned once again to 29sq.

#### Viking TX1

ZE496	GMS	ex std EGXY	<b>33880</b>	jan20
ZE499/VD	CGS/644VGS	ex 637VGS/VD	<b>33883</b>	dec19
ZE499	GMS	ex CGS/644VGS/VD	<b>33883</b>	jan20
ZE522	GMS	ex CGS/644VGS/VL	<b>33891</b>	dec19
ZE529	GMS	ex CGS/644VGS/VR	<b>33898</b>	dec19
ZE551/VY	GMS	ex 622VGS?VY	<b>33910</b>	jan20
ZE553/WA	622VGS	ex CGS/644VGS/WA	<b>33912</b>	jan20
ZE564/WN	661VGS	ex 645VGS/MN	<b>33928</b>	dec19
ZE584/WP	626VGS	ex GMS	<b>33931</b>	jan20
ZE586/WR	CGS/644VGS	ex GMS	<b>33933</b>	dec19
ZE601/XA	CGS/644VGS	ex GMS	<b>33945</b>	dec19
ZE601/XA	637VGS	ex CGS/644VGS/XA	<b>33945</b>	jan20
ZE614/XN	CGS/644VGS	ex GMS	<b>33969</b>	dec19
ZE625/XP	CGS/644VGS	ex GMS	<b>33970</b>	dec19
ZE628/XS	632VGS	ex GMS	<b>33975</b>	dec19
ZE631/XV	CGS/644VGS	ex 632VGS/XV	<b>33978</b>	dec19
ZE631/XV	GMS	ex CGS/644VGS	<b>33978</b>	jan20
ZE632	GMS	ex 661VGS/XW	<b>33979</b>	dec19
ZE678	GMS	ex std EGXY	<b>34025</b>	dec19

We had ZE553/WA at RAF Topcliffe in September 2019. By December 2019, it had joined CGS/644VGS and in the same month it also spent some time with GMS at RAF Syerston after which it returned again to CGS/644VGS.

#### Voyager KC3

ZZ332	10/101sq	ex 1312Flt	<b>1275</b>	dec19
ZZ338	1312Flt	ex 10/101sq	<b>1419</b>	dec19

#### Army Air Corps (AR)

#### Apache AH1

ZJ180	ADSU	ex 673(AHTU)sq	<b>WAH15</b>	nov19
ZJ180	Boeing Mesa	ex ADSU	<b>WAH15</b>	jan20
ZJ184	ADSU	ex 653sq	<b>WAH19</b>	nov19
ZJ184	Boeing Mesa	ex ADSU	<b>WAH19</b>	jan20
ZJ186	663sq	ex ADSU	<b>WAH21</b>	dec19
ZJ187	656sq	ex ADSU	<b>WAH22</b>	nov19
ZJ190	653sq	ex 662sq	<b>WAH25</b>	jan20
ZJ193	656sq	ex 653sq	<b>WAH28</b>	nov19
ZJ205	656sq	ex 653sq	<b>WAH39</b>	nov19
ZJ208	663sq	ex 653sq	<b>WAH42</b>	jan20
ZJ209	673(AHTU)sq	ex ADSU	<b>WAH43</b>	jan20
ZJ210	653sq	ex 7REME	<b>WAH44</b>	jan20
ZJ222	7REME	ex 3/4Regt	<b>WAH56</b>	jan20
ZJ228	7REME	ex ADSU	<b>WAH62</b>	jan20

Previously we reported ZJ188 with 3/4Regt (oct19), this turns out to be incorrect. The helicopter was with the ADSU at Wattisham from June 2019 until November 2019. In the latter month it was assigned to 663sq. Another pair of Apaches has been shipped to the United States to be inducted into the AH-64E conversion programme at Mesa (AZ). Both ZJ193 and ZJ205 were allocated from 656sq to 653sq since November 2019. Both were returned to 656sq again in January 2020.

#### Wildcat AH1

ZZ391	WST	ex Leonardo	<b>489</b>	nov19
ZZ392	WST	ex WZM	<b>490</b>	jan20
ZZ407	WZM	ex 1Regt	<b>477</b>	nov19
ZZ526	WST	ex WZM	<b>533</b>	nov19
ZZ526	Leonardo	ex WST	<b>533</b>	jan20

#### Fleet Air Arm (NY)

#### Merlin HM2

ZH842	814NAS	ex 824NAS/(5)82	<b>RN22</b>	nov19
ZH862	824NAS	ex 820NAS	<b>RN42</b>	nov19

#### Merlin HC3

The cockpit section of ZJ138/X (w/o 23 June 10, and stored at QinetiQ Boscombe Down since March 2013) has been transported to the QinetiQ facility at Farnborough on 11 December 2019.

#### Merlin HC3A

ZJ992	Leonardo	ex MDMF	<b>50106</b>	jan20
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#### Merlin HC3i

ZJ136	MDMF	ex 846NAS/U	<b>50191</b>	dec19
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#### Merlin HC4

ZJ119/C	846NAS	ex Leonardo	<b>50075</b>	dec19
ZJ122/F	845NAS	ex MDMF	<b>50113</b>	nov19
ZJ127/L	845NAS	ex MDMF	<b>50149</b>	jan20

#### Wildcat HMA2

ZZ375	815NAS	ex Leonardo	<b>494</b>	jan20
ZZ396	WZM	ex 815NAS	<b>481</b>	nov19
ZZ532	WZM	ex 815NAS	<b>514</b>	dec19
ZZ535	825NAS	ex WZM	<b>545</b>	dec19

## Africa

### Algeria

#### Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Diana Mihailova's blog has just confirmed that the first six Algerian Air Force Su-24 bombers are being modernized at the 514 ARZ factory in Rzhev, Russia. The modernization to the full M2 format consists of the installation of the SVP-24 high-precision ground attack suite. The M2 format is in theory a format only reserved for Russia and only Algeria has been authorized to obtain it for the moment. This latest modernization (the third received by the Algerian fleet) is truly revolutionary in that it allows an aircraft with technology of the eighties to drop old fashion bombs, including very old stocks, with the precision of a latest generation device and high-tech ammunition costing fifty to a hundred times its price. This is thanks to the installation of the SVP-24 fire control system (special calculation subsystem for the Su-24).

This subsystem includes a trajectory computer, atmospheric and inertia sensors, a new HUD KAI-24 and encrypted broadband datalink. The sum of the capacities of all the sub-assemblies will constantly interrogate the positioning satellites (Glonass / GPS plus the inertial station) on the exact position of the aircraft relative to the target, all the while calculating the weather conditions, speed, angle of attack, etc. to create an information bubble transmitted to the pilot who drops his bombs at the ideal moment for a hit on the target. The advantage of this system is that it works day and night, it does not require a visual on the target nor that it is laser marked and does not require any modification of the bomb itself.

Better still, the system is effective even at an altitude of more than 5,000 meters. The SVP-24 system was already used by the Russians in Syria, with great success. Several aircraft have already been received and tested with impressive results according to the crews.

#### AB206

EB-16	pres DAAS	location update		may18
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The location of this Jet Ranger is now known, it is at Ain Arnat - Setif, see Google Earth, at 36°11'10.43"N, 05°19'54.44"E.

#### Mi-24MkIII

SB-73		ex Mi-24V	<b>3532421319212</b>	feb20
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#### Mi-26T-2

SL-48	410 HTL	f/n DB, photo		oct19
SL-69	410 HTL	f/n DB, photo		jan20
SL-72	410 HTL	f/n DB, photo		jan20

**Su-30MKI**

... w/o jan20  
KF-76 f/n DB, photo

**Angola**

Força Aérea Nacional de Angola (AF)  
LFSB = Basel-Mulhouse, France

**ERJ135BJ**

T-501 act.? ex std LFSB **14500981** jan20  
This Embraer was stored at Basel just over four years but left on 30 January 2020 for Lisbon, presumably to re-enter service. However it is also possible of course it will be sold on.

**Mi-8MTV-1**

H-604 f/n DB, photo 2005

**MiG-21MF**

C-49 wfu f/n DB, photo late 70s

**Burkina Faso**

Force Aérienne de Burkina Faso (AF)

**UH-1H**

BF1606/06 Esc. Heli. B29 w/o 31jan20 **18061**

**Mi-17**

BF9202 o'haul LOM Malešice jun19  
A photo found on the website of the Ministry of Defence proves what we already assumed in Scramble 488, that one of the two Mi-17s which are getting an overhaul at LOM Praha s.a. is BF9202. So the other one must be BF9001.

**Mi-171E**

BF1909 type corr., not Mi-17V-5  
A photo found of this Mi-171 proves it is an E-model instead of a V-5 model.

**Egypt**

al Quwwat Al Jawwiya Il Misriya (AF)  
HEBS = Beni Suef

**FT-6**

3958 wfu, ex 211FGA f/n DB, photo

**Ka-52**

6620 111 AW f/n DB, photo jan20

**Mi-17-1V**

3283 f/n DB, photo mar18

**MiG-21F-13**

5913 pres Beni Suef jan20  
Peter Weinert found a photo of this MiG-21F-13. The MiG is preserved, already since December 2015, at 29°11'18.94"N, 30°59'27.43"E. Before that time a HA-200 (serial unknown) was

preserved on this position, but that one was moved outside the gate, at 29°10'47.87"N, 30°59'23.80"E. However the MiG was preserved already since June 2010 at Beni Suef Air Base but at that time it was at 29°11'21.07"N, 30°59'29.17"E.

**MiG-21MF**

8360 pres Ras Banas? **965008** nov19  
8622 ex LNA 22 pres Ras Banas **965202** nov19

The location of 8360 needs confirmation.

Last month we already reported 8622 as preserved at Ras Banas Air Base (Berenice airport). Peter Weinert found a photo of the former Libyan National Army Air Force (LNA A.F.) MiG-21 with serial 22, made on November 2019 at Ras Banas. Later photos show a MiG-21 with serial 8622 pole mounted at the gate of Berenice and it looks like this is the same aircraft. 22 was first noted in Libya in January 2015 and the construction number is photo-proven. So most likely 8622 of the Egyptian Air Force was transferred to the LNA A.F. in 2015. Later, it was last noted in Libya in January 2017, it returned to Egypt.

**SA342L**

3330 f/n DB, photo

**Ethiopia**

Ye Ityopya Ayer Hayl (AF)  
HAHM = Debre Zeit

**G120TP**

174 f/n DB, photo jan20

**Mi-24A**

1639 Bahir Dar at Amhara Martyrs Memorial nov19  
It was known that this Mi-24A is preserved, together with a MiG-21UM and a MiG-23BN, since October 2015 at the Amhara Martyrs Memorial centre in Bahir Dar, but until recently the serial was unknown. A photo found on Facebook proves it is 1639. The collection can be found at 11°36'2.08"N, 37°24'45.38"E.

**MiG-21bis**

1081 std HAHM not w/o jul81  
A photo found on Facebook proves that this MiG-21 was not written-off in July 1981, but is in one of the storage lines at Debre Zeit Air Force Base.

**MiG-21R**

'1083' pres HAHM ex std HAHM oct19  
This MiG-21R, with fake serial 1083, is now preserved nearby the F-5A, serial 661, at 08°43'55.24"N, 38°59'39.66"E. In the past this MiG-21 was preserved at the front gate until December 2017. After that it was noted at the MiG-21 storage line



Madagascar CN235M ZU-S00 received a full military Tafika Malagasy (Madagascar Air Force) colour scheme at Lanseria, South Africa. Also note the butterfly making an appearance and giving it an even more arty look. (29 January 2020, Jonathan Druion)

at Debre Zeit and since October 2019 it is pole mounted in front of the headquarter building. We assume, despite the new colour scheme, it is the same aircraft. The real 1083 was a bis-model that crashed on 6 June 1998.

## Ghana

Ghana Air Force (AF)

### C295M

GHF552 Comm. sq dam. 20jan20 **146** jan20  
 On 22 January 2020, this Casa overran the apron and slid into a grass-overgrown slope at Accra Air Force Base. A statement from the Ghana Armed Forces confirmed that the incident occurred around 11:00 am local time during a routine engine run at the base. Also the manufacturer of the aircraft, Airbus, has been notified about the incident, the statement revealed. It is expected that Airbus will fly in a team to join their Ghanaian counterparts for a thorough assessment of the aircraft's damage. Assessing the photographs, it is believed that the aircraft will be repairable.

## Kenya

Kenya Air Force (AF)

The Kenya Air Force has commissioned two newly acquired C-27J Spartan aircraft on 14 February 2020. This aircraft was received on 30 January 2020 by H.E. Uhuru Kenyatta, President of the Republic of Kenya and Commander in Chief of the Defence Forces, in a ceremony held at Embakasi Garrison. Presiding over the commissioning ceremony at Embakasi Garrison, Commander KAF Major General Francis Ogolla said the new acquisition will enhance KAF operations. The third aircraft, 222, is still at Torino. The Spartan replaces the Buffalo aircraft which were retired in 2014 after having been in operation since 1976.

The United States delivered six MD-530F Cayuse Warrior helicopters to the Kenya Army's Joint Helicopter Command (JHC) at Embakasi Barracks during a symbolic handover ceremony on 23 January 2020. Over one hundred guests were in attendance at the ceremony, which featured remarks by U.S. Army Major General Michael D. Turello, commanding general of Combined Joint Task Force-Horn of Africa and many Kenyan Defence Force (KDF) officials. "The tails of these U.S. manufactured helicopters and broad-range programs showcase how we are working together across the Kenyan Defence Forces," said Turello. "This demonstrates how the U.S. remains fully committed to providing relevant and timely training and equipment to bolster the KDF capabilities."

The Kenyan government purchased the first batch of helicopters through the Foreign Military Sales program, which facilitates sales of U.S. arms, defence equipment, services and military training to foreign governments. "This event is not only a culmination of the journey that began in 2016, but also a milestone for our air force to modernize the Kenyan Defence Forces," said General Samson Mwathethe, chief of the KDF. "The integration of the MD-530F into our inventory will go a long way in enhancing our capability to operate and continue our security involvement; and we appreciate this achievement by cooperation with our allies." The helicopters are capable of performing a variety of scout, attack and close air support missions, which will enhance KDF operations. Included with the purchase of the helicopters is a multi-year sustainment package, which will ensure the longevity of the aircraft. The ceremony commenced with a fly-over of three MD-530Fs and a symbolic exchange of a miniature MD-530F helicopter by Turello to General Mwathethe and the KDF. The U.S. State Department had previously approved the potential sale of up to 12 MD 530s to Kenya in May 2017 to replace the KDF's MD 500s.

Meanwhile, the Kenya Air Force will soon take also delivery

of three C-145A (PZL M28) Skytruck light transport aircraft that are excess to United States requirements. They will arrive before September this year, with Kenyan pilots and technicians training in the United States from 2019.

### C-27J

224	ex CSX62314	h/o 14feb20	feb20
226	ex CSX62316	h/o 14feb20	feb20

### MD530F

545	JHC	ex N60576	<b>0305FF</b>	jan20
546	JHC	ex N60664	<b>0306FF</b>	jan20
547	JHC	ex N6070K	<b>0307FF</b>	jan20
548	JHC	ex N6068L	<b>0308FF</b>	jan20
549	JHC	ex N6098H	<b>0309FF</b>	jan20
550	JHC	ex N6101U	<b>0310FF</b>	jan20

## Libya

Libyan National Army Air Force (AF)

### MIG-21MF

22	returned to Egypt as 8622	<b>965202</b>	nov19
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See the section of Egypt.

## Madagascar

Armée de l'Air Malgache (AF)

FALA = Lanseria, South Africa

### CN235M-10

5R-MUQ	as ZU-SOO	overhauled FALA	<b>C008</b>	jan20
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This recently acquired CASA of the air force of Madagascar was noted in it is new overall dark grey colour scheme on 29 January at Lanseria airport. It was still wearing serial ZU-SOO but probably it will soon have its former serial 5R-MUQ applied again. Before the aircraft arrived at Madagascar, on 24 June 2019, it was serialled ZU-SOO too and so it came a little bit as a surprise that it was noted at Lanseria on 30 September 2019 again as ZU-SOO. Now we know it was for a paintjob.

## Mauritania

Force Aérienne Islamique de Mauritanie (AF)

GOBD = Dakar-Blaise Diagne Int., Senegal

GQPA = Atâr

### A-29B

5T-MAC/247	f/n GQPA	<b>31400247</b>	feb20
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### AB-205A

5T-MAB	std GQPA	f/n DB, ex Morocco	feb20
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Judging by the colour scheme of 5T-MAB it looks like this was a former Morocco Air Force AB-205A. Unfortunately we do not yet have a tie-up with its former serial. A photo made in November 2014, during the delivery of the AW109E's, proves that at least two AB205s were delivered to Mauritania. Thanks some searching of Ian Carroll on Google Earth, we now know that the Hueys were in Mauritania at least since August or September 2011. Scrolling along the timeline of Google Earth it seems the helicopters weren't used at all. Until 10 January 2016 both helicopters were stored on the old Nouakchott airport (see 18°05'57.90"N, 15°57'03.00"W), after this date one of the airframes disappears completely. After October 2016 the remaining airframe disappears too. In August 2018 one of the Hueys shows up next to a hangar (see 18°18'13.80"N, 15°59'12.13"W) on the military part of the new Nouakchott International airport. On December 2018 the Huey is still here and because this is the last available image of this location we don't know if it currently is still there. What we do know is that a Huey appears on Google Earth on November 2019 at Base Aérienne Atâr, see 20°30'09.66"N, 13°02'54.53"W, and also here it doesn't move. If this is the same airframe as the one at Nouakchott Oumtounsy International airport is unknown and what happened to the other airframe is a mystery too.

**CN235M-110**

5T-MAE ex UAE f/n GOBD, photo feb20

**Y12-II**5T-MAD act. c/n confirmation **88** feb20

We had the construction number of this Panda as 0070, with a question mark, in our database but this has proved to be wrong. The aircraft was checked at Atar and the construction number was 88. Knowing that the construction number of the Y12-II AF-215 of the air force of Zambia is reported as 0088, we have now doubts if this is correct. If you ever have the chance to check or photograph the manufacturing plate of a Y12 please do and let us now, any confirmed construction number is highly appreciated.

**Morocco**

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)  
Morocco's Ministry of Defence has taken delivery of three Heron I long endurance UAVs made by Israeli Aerospace Industries (IAI) which were decommissioned from service with the French Military. French firm Dassault is said to have mediated the deal between Morocco and IAI as the North African Muslim-majority state does not have diplomatic relations with Israel. That is probably why there was no confirmation of the deal by the Moroccan authorities. French publication Intelligence Online reported that the deal was worth around USD 48 million and that the three drones arrived in Morocco on 26 January 2020, a long delay after their purchase in 2014. Sources told Defenseworld.net that a package of three Herons plus ground stations, spares and support would be worth in excess of USD 150 million if bought new. It is not known how old the drones are and how much service life they have left. The report said Morocco bought the drones after they were decommissioned from the French military, which used them for surveillance operations in Afghanistan. The drones are capable of as much as 52 hours of sustained flight, and can be outfitted with secure communication links and a variety of sensors that can see in day or night. The website said Morocco planned to deploy the UAVs to fight jihadist groups and rebels in Western Sahara.

Royal Moroccan Navy (Marine Royale) (NY)

**Beech 350ER**

211/CN-TMR	21F	d/d 17feb20	<b>FL-996</b>	feb20
212/CN-TMS	21F	d/d 17feb20	<b>FL-1007</b>	feb20

On 17 February 2020, Leonardo announced the entry into service of an African country's navy of two King Air 350ERs in the Maritime Patrol Aircraft (MPA) configuration. The delivery was made by Leonardo as head contractor and integrator of the on-board systems. The aircraft are equipped with Leonardo's ATOS mission system and a full suite of sensors, including Seaspray electronic scanning surveillance radar. The two King Air 350ERs will be used for various missions, including search and rescue, coast security, monitoring of illegal immigration, fishing and pollution. Leonardo does not mention the country in their news item, but 1 (African Navy) + 1 (two aircraft) = 2, so this is almost certainly about the two aircraft for the Morocco Navy that were at Toulouse, France, since April 2018.

al-Darak al-Malikiy al-Maghribiy (Royal Moroccan Gendarmerie) [PO]

**H125**

CN-BZN	Gendarmerie	ex F-WWPF	<b>8748</b>	feb20
CN-BZO	Gendarmerie	ex F-WWPZ	<b>8749</b>	feb20

Both H125s arrived in Morocco on 8 February 2020.

**Nigeria**

Nigerian Air Force [AF]

DNAA = Abuja	DNMM = Lagos
DNMN = Minna	

**C-130H**

NAF913	301st HAG	ex o'haul DNMM	<b>4639</b>	jan20
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On 29 January 2020, NAF913 was 'accepted' back into service after a Periodic Depot Maintenance (PDM) within the country at the 631 Aircraft Maintenance Depot (631 ACMD), Ikeja, Lagos.

**G222**

NAF954	i/a DNMM	ex std DNMM	<b>4084</b>	feb20
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The G222 is used at NAF base Minna for anti-aircraft hijack training. The fuselage was stored at Lagos since at least April 2010.

**Mi-171E**

NAF581	d/d 6feb20 DNAA	feb20
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This new Mi-171E was handed over, together with A109s NAF578 and NAF579, during a small ceremony on 6 February 2020 at Abuja Air Base. If correct, soon another new Mi-171E will arrive.



This (ex?) Zambia Airforce AB212 arrived by trailer at Lanseria Airport, a few minutes after the end of the photographer's platform tour. Due to its size, it was blocking the entrance to the airport for a while. Based on info from his local contact, it is confirmed to be AF715, which arrived for a repaint job. Likely it will not be repainted in Zambia Air Force colours again, but will be re-delivered to a different customer. Time will tell. (Lanseria, 12 February 2020, Robert Eikelenboom)



This Angolan Air Force An-72 arrived at Johannesburg-Rand exactly one year ago, 8 February 2019, for maintenance. Since then it was moved to a storage spot at the center of the airport, where it has been parked ever since. (13 February 2020, Robert Eikelenboom)

## Senegal

### Armée de l'Air Sénégalaise (AF)

The Senegalese Air Force is entering the final stages of negotiation for another CN235 aircraft with Indonesia's PT Dirgantara Indonesia (PTDI). These stages will cover the financing terms among other matters, with Indonesia looking to include its Eximbank as a stakeholder in the contract, representatives from PTDI told Jane's at Singapore Airshow 2020. "We are working to get Eximbank involved in the project in line with the Indonesian government's goal to foster a community of government agencies that is conducive for Indonesian exports," said a PTDI representative. Representing Armée de l'Air du Senegal in the negotiations will be an unnamed Belgian company, most likely Belgian air defence commercial company Gaby Peretz, which is also acting as a consultant to the Senegalese government in the acquisition project, PTDI explained. Currently PTDI has a CN235-220MPA, with construction number **N069**, in production for the air force of Senegal and this one will be delivered somewhere this year.

## South Africa

### South African Air Force/Suid Afrikaanse Lugmag (AF) FASK = Swartkop AFB

#### A109LUH

4002	ex n.n.	stored FASK	<b>13652</b>	sep19
4017	ex 17sq	stored FASK	<b>13667</b>	feb20
4021	w/o 15dec10	fuselage at FASK	<b>13671</b>	feb20
4024	ex 17sq	stored FASK	<b>13674</b>	sep19
4027	ex 15sq	stored FASK	<b>13677</b>	feb20

4021 was reported as seriously damaged after a crash near Ballito on 15 December 2010. During the SAAF Prestige Day flypast which was held on 1 February 2020 at Swartkop AFB, the remains were noted, together with 4006 which crashed on 18 April 2019, inside one of the hangars, so it was never repaired. In the same hangar the four stored Agustas mentioned above were noted. 4002 and 4024 (only marked as '2' on the nose) were already noted in this hangar on 4 September 2019.

## Sudan

### al Quwwat al Jawwiya as-Sudaniva (AF)

#### SAFAT 03

1408	ex 08?	f/n DB, photo	dec19
1410	ex 10?	f/n DB, photo	dec19
1412	ex 12?	f/n DB, photo	dec19

It looks like the SAFAT 03s in the Sudanese Air Force are re-

serialled. In the past 2, 3, 7, 8, 10, 11 and 12 were noted but Peter Weinert found photos of SAFAT 03s with the serials as mentioned above. The SAFAT 03 is a trainer aircraft which is built in Sudan, but is a copy of the UTVA 75.

## Tunisia

### al Quwwat al Jawwiya al Jamahiriya at Tunisia (AF)

The Government of Tunisia has requested a possible sale of twelve T-6C Texan trainer aircraft, spare engines, cartridge actuated devices/propellant actuated devices, operational flight trainer, spare parts, ground handling equipment, support equipment, software delivery and support, publications and technical documentation, clothing, textiles and individual equipment, aircraft ferry support, technical and logistical support services, site surveys, minor modifications/class IV support, personnel training and training equipment, U.S. Government and contractor engineering, technical and logistics support services, and other related elements of logistical and program support. The estimated value is USD 234 million.

In October last year the State Department approved the possible Foreign Military Sale to Tunisia, now it is up to Congress if the deal goes on. This proposed sale will support the foreign policy and national security of the United States by helping to improve the defence capabilities and capacity of a major non-NATO ally, which is an important force for political stability and economic progress in North Africa. This potential sale will provide additional opportunities for bilateral engagements and further strengthen the bilateral relationship between the United States and Tunisia. The proposed sale will replace Tunisia's aging trainer fleet and allow Tunisia to continue training pilots to support Tunisia's counter-terrorism and border security missions.

On 26 February 2019, the State Department made a determination approving a possible Foreign Military Sale to Tunisia of four AT-6C Wolverine Light Attack Aircraft and related equipment for an estimated cost of USD 325.8 million. The Defense Security Cooperation Agency delivered the required certification notifying Congress of this possible sale a day earlier.

## Uganda

### Uganda People's Defence Force (AF)

<b>Bell 206B</b>		
AF-302	w/o 28jan20	<b>3678</b>

## Zambia

### Zambia Air Force (AF)

FLLS = Lusaka-Kenneth Kaunda Intl. Airport

#### AB205A-1

AF769 pres. FLLS serial update **4206** 2019

This Agusta-Bell 205 is already preserved since December 2017 at the military part of Lusaka International Airport, but thanks to a photo found by Peter Weinert we now know its serial. It is preserved at 15°20'10.46"S, 28°26'03.79"E. It was last visible at this location on 30 April 2019.

## Asia

### Afghanistan

#### Afghan Air Force (AF)

The United States approved a plan to provide an undisclosed number of CH-47 Chinook transport helicopters to the Special Mission Wing (SMW) of the Afghan Air Force. In 2019, the US Congress was already informed of the planned delivery by the US Department of Defence (DoD). The specific report stated that the US will continue to provide Afghanistan with the necessary equipment and training to improve its capacity. Specifically, the Chinooks will be delivered to the SMW to support its counter-terrorism operations. It will fully replace the Russian made Mi-17 helicopters by the end of 2023 in that role. It is unknown if the Chinooks will be new build or refurbished airframes.

Afghanistan's fleet of Mi-17V-5 helicopters, however, will continue to be operated, despite the fact that Sikorsky UH-60A+ Black Hawks, which were intended as replacement, have already been fielded. The Mi-17s conduct day and night personnel transport, MEDEVAC, resupply, close-combat attack, aerial escort and air assault missions. Afghan technicians conduct 85% of technical operations required for the overhaul of the Mi-17 (excluding heavy repairs). The helicopters also feature the best serviceability level in the Afghan military's rotary wing inventory.

According to a US Annual Report on Enhancing Stability and Security in Afghanistan, the country's air force operates 45 Mi-17 helicopters, of which 23 are fully ready. As of late December 2019, 11 helicopters required overhaul due to the end of their usable lives. Four were sent to Bulgaria for overhaul, and seven more were being repaired or awaiting overhaul.

#### AC-208

YA85439 SMW f/n Afghan serial **208B-5439** may19

## China

### People's Liberation Army Air Force (AF)

#### EC225LP

B-4070 34th Div/100th Reg feb20

#### J-10S

74725 131st Brigade f/n, photo

74728 131st Brigade f/n, photo

#### J-16

65112 40th Brigade f/n, photo

65116 40th Brigade f/n, photo

65213 40th Brigade f/n, photo

70099 98th Brigade f/n, photo

70295 98th Brigade f/n feb20

70393 98th Brigade f/n feb20

#### JL-8

2212/22 Shijiazhuang FA/1st Brigade f/n, photo

2718/78 Shijiazhuang FA/1st Brigade f/n, photo

#### JL-9

3520 Xi'an FA/2nd Brigade jan20

3523 Xi'an FA/2nd Brigade jan20

3528 Xi'an FA/2nd Brigade jan20

3626 Xi'an FA/2nd Brigade jan20

3629 Xi'an FA/2nd Brigade jan20

3722 Xi'an FA/2nd Brigade jan20

3920 Xi'an FA/2nd Brigade jan20

3921 Xi'an FA/2nd Brigade jan20

During a visit to Hami 13 JL-9s were noted, most of them operational. At the same time also 13 J-7II/JJ-7A were noted packed completely in tarpaulin, seemingly wfu. Note that the last batch of JJ-7As ever build was delivered to Hami in 2017.

#### JL-10A

2216/26 Shijiazhuang FA/1st Brigade f/n, photo

#### Su-27SK

62076 16th Brigade f/n, photo

#### Y-8C

55417 CTC/Transport & SAR Brigade feb20

With some Y-20As entering service with the 37th Regiment these days, it can be expected that the Y-8C within the Regiment is currently being phased out. Starting 2007 most of the batch of 20041 up to 20047 had been noted.

#### Y-9

10653 4th Division/11th Regiment feb20

55411 CTC/Transport & SAR Brigade **441804** feb20

The colour scheme is equal to the two Y-9s delivered to the Army. Also as this Y-9 was produced at or before 2017, it might be one of those two.

#### Y-20A

11059/09 4th Division/12th Regiment feb20

11150/10 4th Division/12th Regiment feb20

11151/11 4th Division/12th Regiment feb20

20041/01 13th Division/37th Regiment **20025** feb20

20042/02 13th Division/37th Regiment **20026** feb20

20043/03 13th Division/37th Regiment feb20

(20044)/04 13th Division/37th Regiment feb20

The Corona virus forced the PLAAF to accept many of the Y-20 aircraft waiting to be delivered at Xian, after the initial air bridge using many Il-76s caused raised eyebrows within China.

One of the pilots confirmed two more versions of the Y-20 are being developed, being the AWACS and a refuelling version, with the refuelling version (Y-20U?) due to enter service soon.

### People's Liberation Army (AR)

#### Z-8B

LH991886 71st Brigade f/n, photo

#### Z-9WZ

LH991918 71st Brigade f/n, photo

LH991932 71st Brigade f/n, photo

LH991935 71st Brigade f/n, photo

#### Z-10

LH981129 74th Brigade f/n, photo

LH981140 74th Brigade f/n, photo

### People's Liberation Army Navy (NY)

#### J-11BSH

81895/85 9th Div/25th Reg f/n, photo

81997/97 9th Div/25th Reg f/n, photo

## India

### Bharatiya Vayu Sena (AF)

On 17 February 2020, it was made public that state-run Hindustan Aeronautics Ltd (HAL) agreed on the overall costs picture of USD 5,5 billion for the Indian Air Force for acquiring 83 single-seat Tejas Light Combat Aircraft Mk1A jets. The deal, which includes a complete support package, has been negotiated on for over a year.

The deal is reported as the biggest deal in the Indian military aviation sector. The Ministry of Defence (MoD) and the Indian Air Force were initially shocked at the 'exorbitant price' being demanded by HAL to produce the 83 Tejas Mark-1A



Rafale production proceeds apace. Currently the first batches of Indians are seen frequently, like this RB007. (Bordeaux-Mérignac, 4 February 2020, Cédric Guere)

jets along with the maintenance and infrastructure package. With the deal now being slashed from USD 8 billion to USD 5.5 billion, the procurement file is being sent to the Cabinet Committee on Security (CCS) for the final nod. This should be cleared before this fiscal year ends on 31 March 2020. Once the contract is inked, HAL promises to start deliveries of the Tejas Mk1A in three years.

Going a little bit back in the Tejas history, the Defence Acquisitions Council had first approved the procurement of 83 Tejas Mk1A aircraft at a cost of USD 7 billion in November 2016. But at that time, Hindustan Aeronautics Ltd (HAL) had responded with a quote of around USD 8 billion, which led to protracted cost negotiations. According to a source, Hindustan Aeronautics Ltd (HAL) for instance, was even charging profit on imported components. Item by item, the cost was brought down. The Indian Air Force also cut down some of its support requirements.

However, the slow production rate of the Tejas fighter aircraft remains a major concern for Indian Air Force. The 'Flying Daggers' (45 Squadron) at Sulur AFS have until now inducted only 16 of the original 40 Tejas Mk1 fighter aircraft, which were all slated for delivery by December 2016 under two contracts. The Tejas Mk1A aircraft are slated to have 43 "improvements" over the Mk1 jets to improve maintainability, AESA (active electronically scanned array) radar to replace existing mechanically-steered radar, air-to-air refuelling, long-range BVR (beyond visual range) missiles and advanced electronic warfare to jam enemy radars and missiles. The flight testing for Tejas Mk1A is expected to be completed by 2022. The overall LCA programme started in August 1983 with the aim to replace the ageing MiG-21s.

<b>AH-64E(I)</b>			
ZV4818	Boeing Company	f/n, N4818G	feb20
<b>BAe748-247 (HAL)</b>			
H1517	AHQCS	ex ASTE	<b>555</b> feb20
H1519	AHQCS	ex NTS	<b>557</b> jan20
H1521		ex NTS, unit nn	<b>559</b> jan20
<b>Do228-202K</b>			
KD718	41sq	f/n	jun19
KD719	41sq	f/n	feb20
KD720	41sq	f/n	feb20
KD721	41sq	f/n	jan20

**Rafale DH**

RB002	Dassault Aviation	f/n	jan20
RB004	Dassault Aviation	f/n	jan20
RB005	Dassault Aviation	f/n	jan20

**Rafale EH**

BS005	Dassault Aviation	f/n	jan20
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This single seat Rafale was still in primer and marked as BZ36 EH5.

Indian Army Aviation Corps (AR)

**SA315B (HAL)**

Z1930	662 AA sq	damaged	03feb20
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**SA319B (HAL)**

Z1398	660 AA sq	f/n	feb20
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Bharatiya Nau Sena (NY)

On 19 February 2020, the Cabinet Committee on Security (CCS) cleared a USD 2.4 billion deal to purchase 24 Sikorsky MH-60R Seahawk anti-submarine helicopters for the Indian Navy ahead of US President Donald Trump's visit to India late February 2020. The Navy helicopter purchase goes back to May 2018, when the Indian Navy considered the procurement of the multi-role helicopters through a direct government purchase from the US. In August 2018, India's Defence Acquisition Council cleared the start of negotiations for the procurement of the 24 MH-60R Seahawk helicopters. Eighteen months later, the budget has finally been cleared.

The MH-60R is vital for the Indian Navy to maintain and improve its anti-submarine warfare capabilities, which are currently dependent on ageing British-built Sea King and Russian Kamov 27 helicopters. Interesting to know is that the Indian Navy projected a need for 123 multi-role helicopters, which could indicate the number of MH-60R helicopters being purchased in the future could go beyond 24.

**SA316B (HAL)**

IN476	INAS321	f/n	<b>AH291</b> jan20
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Bharatiya Thatrakshak (CG)

**Do228-101**

CG754	CGAS743	ex CGAS744	<b>2012</b> feb20
CG760	unit nn	ex CGAS744, l/n nov14	<b>4039</b> mar19
CG767	CGAS747	ex unit nn	<b>4052</b> jan20

**Do228-201**

CG770	unit nn	ex CGAS744	<b>4065</b> feb18
CG774	CGAS747	ex unit nn	<b>4069</b> feb20

## Indonesia

Tentara Nasional Indonesia - Angkatan Udara (AF)

### C-130H

A-1338 SKU32 del 15feb20 ex A97-008 **4788** feb20  
It had been ready and stored in full colour scheme at RAAF Richmond since October 2018, and was duly delivered at last!

### Japan

#### Nihon Koku-Jieitai (AF)

Although more than half of the F-2s of 3 Hikotai are operating from Hyakuri, the squadron is officially still part of 3 Kokudan at Misawa. It is expected the official move (with all squadron flags, shields and other paraphernalia) will take place at the end of March. In the meantime part of the QRA at Misawa is performed by Chitose Eagles.

RJFN = Nyutabaru	RJNA = Nagoya/Komaki
RJNG = Gifu	RJTU = Utsunomiya
ADC = Shireibu Hikotai	ADTW = Hiko Kaihatsu Jikkendan
ARW = Koku Kyunandan	AWSG = Hiko Keikai Kanshigun
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan

### C-2

08-1211 Kawasaki HI f/n, test at Gifu **11** feb20

### E-2C

34-3460 AWSG ex IRAN feb20

This Hawkeye was one of the participants in Cope North 2020 at Anderson AFB, Guam.

### F-2A

03-8506	o/h RJNA	nb, ex 3 Hikotai	<b>1006</b>	feb20
33-8522	3 Hikotai	ex nb/IRAN	<b>1022</b>	feb20
43-8528	3 Hikotai	nb, ex IRAN	<b>1028</b>	feb20
63-8541	o/h RJNA	nb, ex 6 Hikotai	<b>1041</b>	feb20
93-8553	3 Hikotai	nb, ex ADTW	<b>1053</b>	jan20

### F-2B

33-8121 6 Hikotai ex nb/IRAN **3021** feb20

### F-4EJ

47-8344	Komaki	scrapped, ex stored	<b>M044</b>	jan20
57-8361	Komaki	scrapped, ex stored	<b>M061</b>	jan20
87-8409	Gifu	preserved	<b>M109</b>	jan20

During 1999/2000 ten F-4EJs were stored inside a hangar of the 2 Hokyusho (Air Department) at Komaki. These non-modified Phantoms were redundant and the only reason they

were stored and not scrapped was probably for spare-parts reclamation. Because of the imminent withdrawal of the Phantom fleet, the JASDF is beginning to clear this hangar. Phantom 361 was already seen outside for a while in September 2018 but was totally scrapped on 22 January 2020, with 344 awaiting the same fate.

The former Hiko Kaihatsu Jikkendan F-4EJ 409 (painted in the digi colour scheme) is now on permanent display in the Gifu Base Museum.

### F-4EJ Kai

57-8369 301 Hikotai retired 30jan20? **M069** feb20  
Some sort of photo session was performed around this Phantom.

### F-15DJ

32-8085 303 Hikotai ex IRAN jan20

### F-15J

22-8813	306 Hikotai?	nb, ex IRAN	<b>013</b>	jan20
32-8827	o/h RJNA	nb, ex 303 Hikotai	<b>027</b>	feb20
52-8859	o/h RJNA	nb, ex 303 Hikotai	<b>059</b>	jan20
62-8864	o/h RJNA	nb, ex 203 Hikotai	<b>064</b>	feb20
62-8878	o/h RJNA	nb, ex 303 Hikotai	<b>078</b>	jan20
82-8897	306 Hikotai?	nb, ex IRAN	<b>097</b>	feb20
02-8916	o/h RJNA	nb, ex 306 Hikotai	<b>116</b>	feb20

It would not surprise us if the two F-15s earmarked for 306 Hikotai are actually destined for 303 Hikotai.

### F-15J Mod.

92-8907	306 Hikotai	nb, ex IRAN, ex 306Hik.	<b>107</b>	jan20
22-8940	303 Hikotai?	nb, ex IRAN	<b>140</b>	feb20
62-8958	303 Hikotai?	nb, ex IRAN, ex 306Hik.	<b>158</b>	jan20

As 306 Hikotai is the only Hikotai operating the modified (blister) Eagles, it would not surprise us if all of the above F-15Js are destined for 306 Hikotai.

### F-35A

09-8717	302 Hikotai	ex MHI	<b>AX-17</b>	feb20
09-8718	302 Hikotai	ex MHI	<b>AX-18</b>	jan20

### F-104DJ

36-5011 Aichi-ken fwd fuselage **583B-5411** jan20

This Starfighter forward fuselage used to be preserved at the Café Avion as "EA+371", but has been bought by a private collector and displayed somewhere in the Aichi prefecture near his/her home. It is now displaying its correct last three '011' below the cockpit.



The RF-4EJ Kai is still operated by 501 Hikotai, only just... (Hyakuri, 4 Februari 2020, Jeroen Jonkers)





Hyakuri already has about half of 3 Hikotai's F-2s, although the unit is still based at Misawa officially. (4 February 2020, Jeroen Jonkers)

#### UH-60J

08-4571	ARW/RJFN	60th ann. mks	<b>2021</b>	feb20
18-4576	ARW	IRAN RJNA, test	<b>2026</b>	feb20

Nyutabaru Kyunantai is celebrating its 60th anniversary and adorned UH-60J 571 with some colourful stickers.

#### T-4

06-5646	ADC	active, ex store?	<b>1046</b>	jan20
16-5661	o/h RJNG	nb, test, ex ADC	<b>1063</b>	feb20
16-5663	o/h RJNG	ex 303 Hikotai, for BI	<b>1063</b>	feb20
36-5693	o/h RJNG	ex store, for BlueImp.	<b>1093</b>	jan20
46-5728	11 Hikotai	Blue Impulse, wfu?	<b>1128</b>	sep17
76-5752	o/h RJNG	nb, test, ex 32 FTS	<b>1152</b>	feb20
96-5775	31 FTS	black 30th ann. c/s	<b>1175</b>	feb20

Another two 'new' T-4s about to be delivered to the Blue Impulse team, giving them a grand total of 11 active aircraft. Three others are also thought to belong to the team but have not been seen for some time. Both 663 and 693 were seen in full Blue Impulse colours, making post-overhaul test-flights from Gifu.

#### T-7

56-5928	o/h RJTU	nb, ex 11 FTW	<b>28</b>	jan20
56-5929	12 FTW	nb, ex IRAN	<b>29</b>	feb20

The ferry pilot for T-7 929 was flown-in by a 12 FTW T-7, however as we learned from recent similar ferries, it is not always a giveaway for its final base.

#### U-4

75-3252	402 Hikotai?	ex IRAN	<b>1271</b>	feb20
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Previous last note for this U-4 was May 2017 so probably away for overhaul. It now also has the monochrome JASDF shield on the fin, just like U-4 251. No other badges present to indicate its unit.

#### U-125A

52-3003	ARW/RJFN	60th ann. mks	<b>258843</b>	jan20
12-3028	ARW	IRAN at RJTU	<b>258250</b>	feb20

#### U-680A

LN-	for JASDF?	f/n, ex N869QT	<b>680A-0210</b>	jan20
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A third Cessna 680A was cancelled from the US register and registered in Norway. As a third aircraft is required by the JASDF, we suspect it is this one. However we can not find any request in the 2020 budget.

Rikujo Jieitai (AR)

RJNA = Nagoya/Komaki	RJNG = Gifu
RJTU = Utsunomiya	

#### OH-1

32606	o/h RJNG	no code, test, ex EH	<b>1006</b>	feb20
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#### UH-1J

41914	MH	ex TDY RJTU (oct17)	<b>1J114</b>	feb20
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#### CH-47JA

52953	o/h RJNG	no code, test, ex WH	<b>5052</b>	feb20
52971	o/h RJNG	code nn, test, ex XVH	<b>5081</b>	feb20
52972	WH/3 Hikotai	never XVH	<b>5082</b>	feb20

#### UH-60JA

43107	o/h RJNA	no code, test, ex XVH	<b>4007</b>	feb20
43122	o/h RJNA	code nn, ex VIII	<b>4022</b>	jan20
43127	o/h RJNA	code nn, test, ex IHB	<b>4027</b>	feb20

#### AH-64DJP

74507	o/h RJTU	code nn, ex IIIATH	<b>JP007</b>	feb20
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Kaijo Jieitai (NY)

RJDU = Omura

RJNA = Nagoya/Komaki

RJTU = Utsunomiya

ATS = Kyoiku Kokutai

nmks = no tail unit-number

#### UH-60J

8969	21 Kokutai?	rep. wfu RJDU	<b>3009</b>	oct19
8970	22 Kokutai	active	<b>3010</b>	nov19
8971	22 Kokutai	active	<b>3011</b>	nov19
8972	22 Kokutai	active, ex IRAN	<b>3012</b>	feb20
8973	21/22 Kokutai?	active? ex IRAN	<b>3013</b>	jan19
8974	o/h RJNA	21 Kok mks, ex 22 Kok	<b>3014</b>	feb20
8975	21 Kokutai	active	<b>3015</b>	feb20
8976	21 Kokutai	active, ex 73, 72 Kok	<b>3016</b>	feb20
8977	21 Kokutai	active	<b>3017</b>	dec19
8978	22 Kokutai	active	<b>3018</b>	nov19
8979	22 Kokutai	active	<b>3019</b>	feb20

All older UH-60Js are withdrawn and are or will be scrapped. UH-60J 8973 should have been re-delivered over a year ago but we have no sightings with a unit. UH-60J 8976 was seen at Nagoya/Komaki, no confirmation if it was visiting or doing test-flights after overhaul.

#### SH-60K

8426	o/h RJNA	nmks, test, ex 23 Kok	<b>5026</b>	feb20
8445	o/h RJNA	nmks, test, ex 21 Kok	<b>5045</b>	feb20
8463	22 Kokutai	ex MHI	<b>5063</b>	feb20

#### P-1

5524	3 Kokutai	ex nmks	<b>24</b>	feb20
5525	3 Kokutai	ex KHI, nmks	<b>25</b>	feb20

#### P-3C

5070	5 Kokutai	nmks	<b>9067</b>	feb20
5076	5 Kokutai	ex nmks	<b>9073</b>	feb20
5095	5 Kokutai?	nmks, ex 2 Kokutai	<b>9092</b>	jan20

#### OP-3C

9134	o/h Nippi	nmks, test, for 81 Kok	<b>9055</b>	feb20
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<b>T-5</b>				
6353	201 ATS	ex IRAN	<b>53</b>	feb20
6354	201 ATS	IRAN at RJTU	<b>54</b>	feb20

**US-2**  
9907 Shin Maywa f/n **4007** feb20  
This US-2 is the 50th flying boat (PS-1/US-1/US-2) produced by Shin Maywa. First PS-1 made its first flight in October 1967.

### Kaijō Ho'an-chō (CG)

**Falcon 900MSA**  
JA8571/LAJ571 to N880EC Dodson Int.Parts Inc. **56** dec18

**Falcon 2000MSA**  
JA575A/MAJ575 for 7th Region ex N346FJ **346** jan20

Second unit to operate the Falcon 2000MSA will be 7th Region at Fukuoka and the name given for the type (in Hiragana) will be Wakataka.

## Pakistan

Pakistan Fauj (AR)

**MFI-395**  
16-6432/432 nn f/n **15.432?** jan20

Pakistan Bharia (NY)

On 21 January, the navy withdrew the F27 after 38 years of service. They have been superseded by the ATR-72. Of the four ATRs operated, two are upgraded to Rheinland Air Service Sea Eagle standard. Back to the Fokkers, the fleet consisted of the following aircraft:

71 / AR-NZZ	27(ASW)sq	ex 44, l/n jan14	<b>10444</b>
72 / (AR-NZV)	27(ASW)sq	ex 45, l/n sep97	<b>10445</b>
73 / (AR-NZQ)	27(ASW)sq	ex 52, l/n sep05	<b>10252</b>
74 / AR-NZE	pres Turbat	ex 62, l/n sep17	<b>10262</b>
75 / AR-NZW	27(ASW)sq	ex 69, l/n dec17	<b>10469</b>
76 / AR-NZX	27(ASW)sq	ex AP-BDB, l/n apr08	<b>10292</b>
77 / (AR-NZY)	27(ASW)sq	ex J-752, l/n apr11	<b>10281</b>

Of these, 75 is a -400M and 77 a -200, the others are all believed to be -200MPA configured aircraft. Furthermore, two former PIA aircraft were obtained in May 2007 and used for spares: AP-BAO (**10230**) and AP-BCZ (**10305**). It is said that the latter is used by the Special Service Group as a training aircraft at PNS Iqbal, Nathia Gali, along the Sindh coast, west of Karachi. However, they have two Fokkers there... Also kept for posterity is 74 that flew to PNS Turbat to be exhibited there. Two have been stored in a compound on PNS Mehran (Karachi/Sharea Faisal airport). That same compound held two white coloured air frames while the first F27 already appeared at PNS Iqbal!

## Philippines

Pilipinas Hukbong Himpapawid (AF)

In October 2019 the Air Force ordered a Gulfstream G280 which is believed to be operated by the 250th Presidential Airlift Wing. The aircraft will be delivered this year and is believed to be used as a Command and Control aircraft and as a result this could mean the end of the F28 operations. Total value of the contract, including two years logistical support, is reported to be USD 31,9 million.

## South Korea

Dae Han Min Guk Gong Gun (AF)

We received some important news and updates concerning our OrBat. Firstly we have updated the official name of the RoKAF. Previous name Han Guk Gong Gun was not wrong but not the official name. Furthermore we became aware of some mistakes regarding squadrons and their equipment.

110 FS is the third squadron operating the F-15K within 11 FW, not 151 FS. 151 FS operated the F-4D until it was withdrawn and was resurrected to operate the F-35A.

We believed 125 TRS was the squadron operating the RC-800 and Falcon 2000 SIGINT, however a Korean website with an overview of all units does not mention a 125 numbered squadron.

256 TATS operating the CN235 moved to Seongnam under 15 SMW.

We believed 257 TASS also operated the C-130 Hercules, however it is the VIP squadron (257 SFS) operating the VIP fleet.

We believed 296 Squadron operated the VIP fleet, actually it is named 296 TRS and is operating the RC-800 and Falcon 2000 SIGINT. In retrospect, the squadron name 'Black Bat' was a giveaway as it is not really relating to VIP transport.

203 Squadron is not part of 1 FW but part of 8 FW as 203 FS, operating the FA-50.

231 CS&ARS is a fairly new unit operating the HH-47Ds within 6 S&RG. 233 CS&ARS is operating the HH-60P and 235 CS&ARS the rest of the fleet within 6 S&RG.

216 FTS is the second unit operating the T-50 within 1 FW at Gwangju.

237 Squadron is not part of 15 Wing, but of 8 FW as 237 FS, operating the KA-1.



Regular visitor to Europe is this Pakistan Army G450 4270. Often found at Luton, it was seen at Zürich-Kloten during this year's World Economic Forum. (21 January 2020, Robert Eikelenboom)



One of the relatively new NC212i aircraft of the Philippines Air Force is captured here at Lapu-Lapu/Mactan Intl. It has unit markings for 220 Airlift Wing as well as two stars that may signify a VIP passenger. (23 January 2020, Jan Zocher)

239 SFS/Black Eagles is no longer part of 8 FW but subordinate to 53 SFG.

#### MC-130K

05-186	255 SOS		<b>382-5186</b>	oct19
95-180	255 SOS		<b>382-5180</b>	oct19
95-181	255 SOS		<b>382-5181</b>	may18

These three were modified to MC-130K for use by the 255 Special Operation Squadron. The type-name is a local designator. A fourth one is not identified yet.

#### F-5E

50-586	18 FW/105 FS		<b>R1289</b>	jan20
50-594	18 FW/105 FS	ex 206FS	<b>R1312</b>	jan20
61-655	18 FW/112 FS	ex 206FS	<b>R1356</b>	jan20
61-658	18 FW/112 FS	ex 206FS	<b>R1359</b>	jan20

#### F-35A

19-012	17 FW	not yet noted in Korea	<b>AW-12</b>	nov19
19-013	17 FW	not yet noted in Korea	<b>AW-13</b>	nov19
19-014	17 FW	ex LMTAS	<b>AW-14</b>	jan20
19-015	17 FW	ex LMTAS	<b>AW-15</b>	jan20
19-016	17 FW	ex LMTAS	<b>AW-16</b>	jan20
20-017	LockheedMartin	f/n	<b>AW-17</b>	jan20

It is now believed both 151 and 152 FS are operating the F-35A, with the fleet being equally distributed between both units. The third F-35A squadron will be 156 FS.

### Thailand

#### Royal Thai Air Force (AF)

During the Singapore Airshow a contract was signed between the Royal Thai Air Force and Airbus for the acquisition of six A135 helicopters. Although all military Thai services operate a wide variety of helicopter versions from Airbus, the H135 type was not yet one of them. The helicopters will be used for ab-initio training and as the press release mentions that the helicopters will complement the Air Force H225M fleet, they might be operated by 203sq from Don Muang. This will be the first time the Air Force will operate a dedicated helicopter training type.

The Royal Thai Air Force has released a 100 pages White Paper in the English language in order to reveal to the world their intentions on equipment for the years to come. By publishing this White Paper the RTAF wants to trigger interest from foreign companies how Thai industry can be incorporated in the acquisition process for projects in the next 10 years. The

White Paper 2020 can be found here: <https://www.docdroid.net/cKcHE88/white-paper-rtaf-2020-version-eng.pdf>

In the paper no exact delivery dates are mentioned, but budgetary periods for each project. In the summary below the closing budgetary year has been taken. Although the document acknowledges that money might become a constraint, the following interesting projects for the coming 10 years on aircraft are identified.

The following procurements are mentioned:

- Two additional T-50TH fighter lead-in trainer aircraft to reach a total of fourteen aircraft by 2022
- Twelve fighter/attack aircraft to replace F-16A/Bs from 102sq between 2026 and 2028
- One JAS39C/D by 2025. (One JAS39C of the original order (70108) was lost in a crash in 2017)
- Twelve light attack aircraft to replace the L-39ZA/ART by 2024
- One VVIP aircraft to replace one A319CJ by 2029
- One VVIP aircraft for royal missions by 2026 (to replace the B737-800?)
- Four medium-sized transport aircraft to replace the BT-67 by 2030
- Twelve transport aircraft to replace the C-130 fleet between 2025 and 2029
- Two transport aircraft to replace the SAAB 340B by 2029
- Three ISR aircraft (Intelligence, Surveillance and Reconnaissance) to supplement the current fleet of DA-42MPP by 20212.
- Four additional DA-42 transport lead-in trainer aircraft to reach a total of fourteen aircraft by 2021.
- Six additional DA-40 training aircraft to replace the CT-4B by 2026
  - 24 training aircraft (side-by-side seating) to replace the CT-4E by 2029
- Six medium sized helicopters for SAR and CSAR role to replace the Bell 412/412SP and 412EP by 2023.
- Three VIP transport helicopters for Royal missions by 2028
- Additional S-70i helicopters

Also the following enhancements of existing aircraft are envisioned the next ten years:

- Enhance capability of legacy aircraft like the F-5, AU-23 (transport) and Alpha Jet
- Enhance C2 capability of the two SAAB 340AEW aircraft by 2024

#### A320-214CJ

L15K-2/637/60205 f/f 31jan20 as F-WWIC, then F-WJKH **9313**

After its test and acceptance flights registered as F-WWIC this A320 was handed over to ICBC Leasing, which had taken Azur Aviation to ferry the aircraft to Hamburg for interior fitting using registration F-WJKH. After finishing, the aircraft will be leased to the Royal Thai Air Force which colours it now already carries.

Royal Thai Army (AR)

#### UH-60A

3451 o/o ex N160CU, 80-23451 **70209**

The helicopter was one of three that arrived by sea at Laem Chabang Harbour 9 February with onward transport to Lopburi.

Police (PO)

#### Bell 429

3209 o/o

3210 o/o

These two soon to be delivered helicopters will be the last of the order for ten.

Department of Disaster Prevention & Mitigation (GV)

#### Ka-32A11BC

32-01 " jun19

32-02 " jun19

With these two helicopters we can introduce a new non-civilian operator DDPM (Department of Disaster Prevention & Mitigation) from a new Ministry (Ministry of Interior) with a new type of helicopter used by the government (Ka-32). Both helicopters were delivered as airfreight on 25 June 2019 by Il-76 RA-78765 to U-Tapao and are believed to be based at Saphan Nak, with support of the local 41st Army Aviation Battalion.

## Vietnam

Không quân Nhân dân Việt Nam (AF)

Already in 2019, but just recently made public, Vietnam signed a USD 350 million contract to purchase at least twelve Yakovlev 130 (combat) advanced training aircraft. Russia is Vietnam's, and the rest of Southeast Asia's, biggest arms supplier. This order will see Vietnam as the third operator of the Yak-130 in Southeast Asia, after Laos and Myanmar, while being the sixth user of the aircraft in the world. Within

the Không quân Nhân dân Việt Nam, the Yak-130s will serve with the 915th Training Regiment at the Air Force Officer School at Dong Tac Air Base. The 915th Training Regiment is responsible for student pilots undergoing training before piloting the Sukhoi Su-27 and Su-30MK2 fighters and fighter-bombers. The Yak-130s will replace the ageing fleet of Czech-built Aero L-39C Albatros' training aircraft operating with the 910th Aviation Training Regiment. During wartime or other emergencies, the new Yak-130s provide the VPAF with a full squadron of light attack fighters. However, primarily the aircraft will stick to their first task of training future Vietnamese Sukhoi fighter pilots. No information was published on the aircraft's delivery schedule to Vietnam.

## Latin America

### Argentina

#### Comando de Aviación de Ejército Argentino (AR)

SADO = Campo de Mayo, BA

#### SA226T

AE-176 std SADO ex SecAvEj 141 **T-275** oct19

AE-178 std SADO ex SecAvEj 181 **T-280** oct19

AE-179 std SADO ex BAvApyComb 601 **T-281** oct19

The type was withdrawn from use in May 2017.

#### Sabre 75

AE-175 std SADO ex BAvApyComb 601 **380-13** oct19

Prefectura Naval Argentina (CG)

#### AS365N2

PA-44 PN ex D-HAVZ **6478** aug19

This is leased pending upgrade of their N2 to N3+ standard at Itajubá, with Helibras.

Gendarmería Nacional Argentina (PO)

#### R44 Raven

GN-921 std SADO ex GN, l/n apr12 **1039** oct19

GN-922 std SADO ex GN, l/n jul12 **1040** oct19

#### R44 Police

GN-923 std SADO ex GN, l/n feb11 **1050** oct19

The R44s were withdrawn from use in August 2015.

### Brazil

Força Aérea Brasileira (AF)

There have been reports that Brazil is shedding its AH-2 Sabres (Mi-35M) operated by 2°/8°GAv 'Poti', selling them back to Rosboronexport. At least six of the Porto Velho-based aircraft are said to be involved, possibly twelve. As you may recall, the deliveries were stopped from 2012 to 2015 due to a lot of problems with serviceability, a backlog in spare part deliveries and the Russians not meeting their contract obli-



During the second instalment of Kuwait Aviation, this Tucano Mk52 KAF115 was on static display. (Kuwait Intl, 15 January 2020, Jonathan Verschuuren)

gations. Allegedly, the funding for this sales deal comes from the United Arab Emirates that will offer them to Libya. Two months ago a UN study revealed that Jordan, Turkey and the UAE “routinely and sometimes blatantly supplied weapons (to Libya ed.) with little effort to disguise the source”, well this would be a proof of that point, unless it is fake news...

Comando da Força Aeronaval (NY)

#### AH-11A

N-4009 Leonardo Yeovil ex HÁ-1, for upgrade **386** feb20  
The sixth aircraft for upgrade to AH-11B arrived at Yeovil and was noted there 20/21 February. With N-4001, 4004, and 4005 being delivered back and N-4003 and N-4010 being worked on, and N-4006/N-4012 still to follow, that makes up all eight.

#### Chile

Fuerza Aérea de Chile (AF)

MNAE = Museo Nacional Aeronáutico y del Espacio, Los Cerrillos

SCTE = Puerto Montt/El Tepual

#### DHC-6-100

935/931' pres MNAE ex pres SCTE **7** dec19  
Formerly preserved at Puerto Montt, it was handed over to the museum on 17 December.

#### El Salvador

Fuerza Aérea Salvadoreña (AF)

#### A-37B

444 Esc CyB f/n, ex Chile jan20

#### T-35B-3

74 EAM w/o 21jan20 **201**

#### Honduras

Fuerza Naval de Honduras (NY)

#### Bo105CBS-4

(FNH-01) FNH f/n, ex N895PH **S-895** feb20  
The future registration of the Bo will be FNH-01. A Dauphin/Panther helicopter for shipborne operations will be delivered soon.

#### Mexico

Gobiernos Estatales Mexicanos (GV/PO)

#### Bell 429

XC-MED ex XB-PZB c/n update **57378**

#### EC130T-2

XA-VRG Edo de Michoacan, w/o 24jul19 **7816**

This helicopter was leased, hence the XA-registration.

#### R44-II

XC-MTA c/n update **11769**

#### Peru

Fuerza Aérea del Perú (AF)

#### CH-2000

492 SEMAN under construction **20-5009P** feb20

#### PA-44

OB-2131 EDACI ex 483 **44-96378**

We can confirm the tie-up to its previous identity thanks to a photograph of the aircraft's logbook!

#### Uruguay

Fuerza Aérea Uruguaya (AF)

SUAA = Montevideo/Angel S. Adami

SUGA = Pando/Artigas

SUMU = Montevideo/Carrasco

#### T-41D

601 dump SUMU ex std SUGA **R1720393** oct19

606 pres SUMU ex EA7 **R1720494** oct19

#### U-17A

736 pres SUMU ex i/a SUMU **185-1022** oct19

#### Aviación Naval Uruguay (NY)

The Navy is getting its new helicopters, see Scramble 485 - Page 65. The OH-58 has already arrived and will be used for pilot training, whereas the two AB412 are expected imminently too. Administratively, the serials are preceded by an 'A-'. The Bolkow 105P1s that were acquired second-hand from Germany in 2007 are withdrawn from use due to their costly maintenance.

#### AB412

041 ESCAN o/o, s/n allocation, ex 9-xx

042 ESCAN o/o, s/n allocation, ex 9-xx

These will be ex-Italian Guardia Costiera aircraft.

#### OH-58A+

021 ESANA f/n, ex C-GMWL **41354** jan20

#### Middle East

#### Bahrain

Production is underway of the world's first F-16V Viper Block 70 at the new plant in Greenville (SC). The aircraft is destined for the Royal Bahrain Air Force (RBAF). The production of new F-16s has moved from Fort Worth (TX) to Greenville (SC) to facilitate the ramp-up of F-35A/B/C production in Texas. Lockheed Martin hosted Shaikh Abdullah bin Rashed Al Khalifa, ambassador of the Kingdom of Bahrain to the United States, at the company's F-16 production line on 17 December 2019. In September 2017, the US State Department approved a Foreign Military Sale to Bahrain for nineteen new F-16Vs, plus the upgrade to F-16V standard of its twenty-strong existing F-16 block 40 fleet.

#### Kuwait

LFML = Marseille-Provence, France

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

Early January 2020, the Marshall Aerospace and Defence Group signed a multi-year contract to support the three al-Quwwat al-Jawwiya al-Kuwaitiya (KAF, Kuwait Air Force) KC-130J Hercules. The contract was signed with the United States Government and Naval Air Systems Command (NAVAIR) as the aircraft were supplied on their budget via the Foreign Military Sales programme. Marshall, based at Cambridge (United Kingdom), will take care of the Planned Maintenance Interval inspections, full aircraft repainting and specific overhaul tasks through 2020. The trio Hercules, serials KAF326, 327 and 328, were purchased in 2014. The tanker aircraft are assigned to 41 Transport squadron based at Kuwait International Airport. Each aircraft will spend separate periods at Cambridge, to ensure the continuation of KAF Hercules operations during individual maintenance.

On 23 December 2019, the Eurofighter Instrumented Series Production Aircraft (ISPA 6) equipped with the al-Quwwat al-Jawwiya al-Kuwaitiya (KAF, Kuwait Air Force) configuration successfully completed its first flight.

This is not the real first Kuwaiti Eurofighter, rather a prototype configured with the planned Kuwaiti modifications. The 28 new Kuwaiti Eurofighters will be built at the Leonardo Aircraft Division in Turin-Caselle (Italy). This Typhoon is, however, the first to fly with the Captor E-Scan Radar with Phase Enhancement P3Eb, and is a key milestone for the entry into service of the aircraft with the KAF. Leonardo reports that this standard is the most advanced variant of the fighter aircraft, with a package of capabilities that builds effectively on existing enhancement programmes. This package includes the integration of Storm Shadow and Brimstone and other air-to-surface weapons. Moreover, it foresees the integration of a new advanced laser designator pod (the Lockheed Martin Sniper Advanced Targeting Pod) that will expand Eurofighter's portfolio of cleared laser designa-

tor pods; the introduction of the DRS-Cubic ACMI P5 combat training pod and an enhanced navigation aid (VOR).

On 5 April 2016, the contract for 28 Eurofighter Typhoon multi-role fighter aircraft was signed between the Ministry of Defence of the State of Kuwait and Leonardo. Delivery of the aircraft will start in 2020 and will be completed in 2023, making Kuwait the eighth customer.

#### H225M

601/F-....	Airbus	f/n LFML	<b>3035</b>	oct19
602/F-ZWDA	Airbus	f/n LFML	<b>3048</b>	oct19
603/F-ZWDC	Airbus	f/n LFML	<b>3049</b>	oct19
605/F-ZWBF	Airbus	f/n LFML	<b>3054</b>	oct19
607/F-ZWCG	Airbus	f/n LFML	<b>3059</b>	jan20
608/F-ZWBU	Airbus	f/n LFML		jan20
619/F-....	Airbus	f/n LFML		oct19
620/F-ZWBQ	Airbus	f/n LFML		jan20

The first Airbus Helicopters H225M Caracal, to be delivered to Kuwait, started flight testing from Marseille-Marignane, France, mid-October 2019. Airbus announced in a press release the KAF H225M flight test programme has started on 17 October 2019. The above helicopters all have been seen flying in full colours and serials with most of them having their French test registration and construction number on a card behind a fuselage door window. Allegedly two have been delivered, more about that later.

Kuwait ordered 30 of the long-range multi-role H225M Caracals in August 2016. First deliveries were expected in late 2019. They are planned to be operated by the Kuwait Air Force and the Kuwait National Guard.

The long-range tactical transport military helicopter is developed from the Eurocopter AS532 Cougar and was once known as the EC725. There are currently some 95 H225Ms in service in France, Brazil, Mexico, Malaysia, Indonesia and Thailand. More recently, the helicopter was also ordered by Singapore, Kuwait and Hungary.

Kuwait currently operates SA330L Pumas with 32 Helicopter Squadron from Ali al Salem air base. Only some four SA330Ls are still operational with 32sq. At the same location, 62 Utility Squadron is equipped with the AS332M and AS532SC. It is expected that the relatively old SA330s will be retired. The H225M will join 62sq to replace the AS332 and AS532.

On 19 February 2020 however, it was announced that the Kuwaiti Ministry of Defence has suspended acceptance of any further Airbus H225M Caracal helicopter deliveries after the first two were delivered with unspecified engine problems. After some uproar by local Members of Parliament, a special committee was stood up to investigate the issue. The problems refer to technical incidents with the engines of the first two helicopters during their ferry flights to Kuwait in the first weeks of February 2020.

#### Lebanon

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

During a ceremony at Beirut Air Base, Lebanon, a major milestone in the AB212 project was celebrated on 9 January 2020: the first restored AB212. Previously, the Lebanese Air Force had started a project at the air base to return its Agusta Bell AB212 helicopters into active service. The ceremony took place in the presence of the Chief of Staff, Major General Amin Al-Aram. Also attending were the Army Commander and Airport Security Chief Brigadier General George Doumit; Commander of the Lebanese Air Force Brigadier Pilot Ziad Haikal, plus senior army officers and several military attachés. The rebuild and overhaul of Agusta Bell AB212 L-557 (32108) has been completed. The AB212 project will oversee restoration of another four examples back to airworthy status. The Italian helicopter manufacturer Leonardo pro-

vides assistance with the project, while the work itself is mostly performed by local engineers in Lebanon. 5 Squadron at Beirut Air Base will be the proud operator of the helicopters. The following six examples are known to us and have been in long term storage at Rayak Air Base since 1990:

L-552	Agusta production, d/d 1973 ex L-252	<b>5511</b>
L-555	Agusta production, d/d 1973 ex L-255	<b>5519</b>
L-556	Agusta production, d/d 1973 ex L-256	<b>5520</b>
L-558	Fort Worth (TX) production, d/d 1980	<b>32107</b>
L-559	Fort Worth (TX) production, d/d 1980	<b>...</b>
L-562	Fort Worth (TX) production, d/d 1980	<b>32117</b>

#### Qatar

OTBD = Doha

FLBD = Bordeaux-Merignac, France

##### Qatar Emiri Air Force (AF)

Annually, on 18 December, Qatar celebrates its National Day. During the event an impressive military parade with surface, sea and air assets is presented to the public. The event is held at streets, at the seafront and for us in the air of al Corniche street in Doha. This easily accessible street runs near the shoreline of the large bay area, which measures some 1,75 miles in diameter (three kilometres). Most first notes (f/n) below are all on the days before and during the actual parade over the corniche.

##### AH-64E

QA110	f/n OTBD	<b>QT001</b>	dec19
QA111	f/n OTBD	<b>QT002</b>	dec19
QA114	f/n OTBD	<b>QT005</b>	dec19
QA115	f/n OTBD	<b>QT006</b>	dec19
QA116	f/n OTBD	<b>QT007</b>	dec19
QA117	f/n OTBD	<b>QT008</b>	dec19
QA119	f/n OTBD	<b>QT010</b>	dec19
QA123	f/n Boeing	<b>QT014</b>	sep19

##### AS350B3

F-GMEH/DAC04	f/n Al Zaeem Air Academy	<b>8564</b>	dec19
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##### AS350Be

F-HNPL/DAC02	f/n Al Zaeem Air Academy	<b>8544</b>	dec19
F-HNSR/DAC06	f/n Al Zaeem Air Academy	<b>8688</b>	dec19

We reported before that Qatar received the first Airbus H125 helicopters late 2018 or early January 2019. When Qatar signed the contract with Airbus for the purchase of 28 NH90 military helicopters on 14 March 2018, it also mentioned the acquisition of 16 Airbus Helicopters H125 light single-engine training helicopters. Those 16 H125s for the Air Academy Qatar at Doha International Air Base are slated to replace the Gazelle helicopters to train next generation helicopter pilots. Airbus Helicopters H125 is the current designation for the Eurocopter AS350B3e Écureuil (Squirrel in English). It looks like it might be the case however that those that have been delivered so far are an interim measure until the actual Qatari helicopters are produced. Hence the French registration on the AS350s. The meaning of the "DACxx" code is unknown to us but does suggest at least some six Écureuils are in use.

##### MFI-395

QA305	f/n Al Zaeem Air Academy		dec19
QA306	f/n Al Zaeem Air Academy		dec19

##### Rafale DQ

QA205	Al Adiyat sq	del. ex Dassault	<b>DQ05</b>	dec19
QA206	Al Adiyat sq	del. ex Dassault	<b>DQ06</b>	feb20
QA207	Dassault	f/n LFBD	<b>DQ07</b>	may19

##### Rafale EQ

QA212	Al Adiyat sq	del. ex Dassault	<b>EQ03</b>	dec19
QA213	Al Adiyat sq	del. ex Dassault	<b>EQ04</b>	dec19
QA214	Al Adiyat sq	del. ex Dassault	<b>EQ05</b>	dec19
QA215	Al Adiyat sq	del. ex Dassault	<b>EQ06</b>	feb20
QA226	Al Adiyat sq	del. ex Dassault	<b>EQ17</b>	dec19
QA227	Al Adiyat sq	del. ex Dassault	<b>EQ18</b>	feb20

The fourth batch of five left on 3 December 2019 followed by batch five of three Rafales on 25 February 2020.



Two former Israeli Air Force A-36 Chofits are seen here at Elstree. They are N336EU (ex IAF 353, c/n E-3609), and N536EU (ex IAF 399, c/n E-3616). Nice to see them still wearing their military serials and one of them still sporting the IAF roundel. (27 February 2020, James Ronayne)

Qatari Government (GV)

#### B747SP-21

VP-BAT to N7477S by 01jul19 21648/367

#### Saudi Arabia

LFML = Marseille-Provence, France

KNRB = Mayport (FL), USA

EDPR = Donauworth, Germany

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

The last two BAE Systems-built Hawk Mk165 fuselage and wing sets left Warton Aerodrome (UK) on 22 October 2019. The first 22 aircraft for the Saudis have all been fully assembled at Warton. They were delivered roughly between April 2016 and November 2018 (**ST001/1501** - **ST022/1522**) to the Royal Saudi Air Force (RSAF).

As agreed, the next 22 (**ST023** - **ST044**) aircraft would be delivered as partially completed fuselage and wing sets to be locally assembled in Saudi Arabia. The last two, ST043 and ST044, were loaded on board Silk Way West Airlines B747-R7F 4K-SW800 and departed Warton for Dhahran (Saudi Arabia) on 22 October 2019. Nine locally assembled Hawks should have been completed by the end of 2019. The first one flew for the first time in April 2019. Unfortunately, we have no reports or photos of those aircraft and their Saudi serials yet.

#### A330-202MRTT

2405 24sq special Saudi 89 years livery c/s 1478 sep19

#### F-15SA

12-1044	ex Boeing via UGUL 02dec19 Retro61	dec19
12-1062	del, ex Boeing via UGUL 02dec19 Retro62	dec19
12-1080	del, ex Boeing via UGUL 02dec19 Retro63	dec19
12-1081	del, ex Boeing via UGUL 02dec19 Retro64	dec19
12-1082	del, ex Boeing via UGUL 02dec19 Retro65	dec19
5502	Alsalam ex F-15S, ex 55sq 1254/SA003	jan20

The first in-country upgraded Boeing F-15S Eagle to F-15SA configuration performed its first functional check flight (FCF) from Riyadh International Airport, Saudi Arabia, on 15 January 2020. Serial 5502 was flown in primer. Most notably on the outside is the new nose section, new wings and the addition of wing station 1 and 2. These items are locally produced and installed by Alsalam Aerospace Industries at Riyadh.

The F-15SA is a derivative of the two-seat F-15E Strike Eagle multi-role fighter, and is one the most advanced variants of the Eagle, incorporating a host of features taken from the advanced F-15K Slam Eagle (used by South Korea) and the F-15SG (operated by Singapore), as well as some systems new to the Eagle. The aircraft is equipped with the Raytheon APG-63(V)3 active electronically scanned array (AESA) radar, BAE Systems digital electronic warfare system/common missile

warning system (DEWS/CMWS), a joint helmet-mounted cueing system (JHMCS), an AN/AAS-42 infrared search and track (IRST) system, as well as the Tiger Eyes third generation low altitude navigation and targeting infrared for night (LANTIRN) navigation pod.

The F-15SA is powered by increased thrust General Electric F110-GE-129 engines and is able to carry a wide variety of weapons, including the long-range AIM-120C7 advanced medium range air-to-air missile (AMRAAM) and short-range AIM-9X Sidewinder air-to-air missile, the AGM-84 SLAM-ER air-to-surface missile, the AGM-88 HARM high-speed anti-radiation missile and GBU-39 small diameter bombs (SDBs), as well as laser- and dual-mode laser/GPS-guided weapons of up to 2,000lb weight.

Most of the 84 new-built F-15SA jets have by now been delivered to the Royal Saudi Air Force (RSAF) by Boeing and now it seems the production of the upgrade package for the 68 surviving Saudi F-15S is finally in full swing. There is still a possibility the Alsalam Aerospace Industries modified F-15S are referred to as F-15SR, and not F-15SA. We would like to hear from you if you have any information.

#### H215

6601	...sq	d/d 27feb20, ex Airbus
6603	...sq	d/d 27feb20, ex Airbus
6604	Airbus	f/n jan20

Military Aviation Review published 6601 and 6604 noted at the Airbus Helicopters plant at Marseille Marignane, France, destined for the Royal Saudi Air Force. It seems an unknown order of more than four Super Puma helicopters has surfaced. We assess the helicopters are for 66sq squadron. 66sq used to operate Tornado IDS. It does happen now, and then, unannounced orders pop up here and there, this seems one of those. 6601 and 6603 already left for delivery via Italy.

#### PC-21

2201	22sq	ex Pilatus HB-HWW	177	nov19
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We never really managed to disclose the logic of the near simultaneous reports of a PC-21 serial 2201 in Stans-Buochs and Riyadh at the same time. Fact is that the above PC-21, the final Saudi to be delivered, left Switzerland for delivery on 25 November 2019.

#### T-35A

101		ex 53-4465/34465	<b>TE-6015</b>
102	to N909B	as 34466	<b>TE-6016</b>
103	to N58BK	ex 53-4467/34467	<b>TE-6017</b>
104		ex 53-4468/34468	<b>TE-6018</b>
105		ex 53-4469/34469	<b>TE-6019</b>
106	pres Riyadh museum, as 34470		<b>TE-6020</b> feb09
107		ex 53-4471/34471	<b>TE-6021</b>
108		ex 53-4472/34472	<b>TE-6022</b>

109 ex 53-4473/34473 **TE-6023**  
 110 ex 53-4474/34474 **TE-6024**

A little trip down memory lane, the ten rare Temco Buckaroo were acquired in the 1950s for training. The Buckaroo (company designation TE-1) was designed in the late 1940s as an extremely low-cost trainer for commercial and military markets. Temco's failure to secure a United States Air Force order for the Buckaroo forced it to turn to non-U.S. governments to keep the production lines going, yet only a few export orders materialized. The Saudi examples first flew all with part of the FY-serial number on the tail and later with a (real) Saudi serial, for example 34465 became 101. See for more info the Facebook page of Mr. Kientz. Type in T-35A Buckaroo Restoration as search and find his gem of a page with a wealth of information on the history and an interesting tale of the seldom seen aircraft type. The identity of the Riyadh museum example is still not 100% certain, it has been suggested that not the former 106/34470 but the former 110 as "34470" is on display. Most, if not all other examples above became derelict at the old Jeddah airport.

#### Wing Loong II

20207 w/o Yemen 30nov19

Royal Saudi Naval Force (NY)

#### MH-60R

803	HSM-40	f/n KNRB	<b>70-4886</b>	apr19
805	HSM-40	f/n KNRB	<b>70-4888</b>	apr19
806	HSM-40	f/n KNRB	<b>70-4889</b>	apr19
810	HSM-40	f/n KNRB	<b>70-4893</b>	apr19

Saudi Arabian Government (GV)

#### H145T2

PSS-50/D-HADN	Airbus Helicopters	<b>20109</b>	dec19
PSS-51/D-HADB	Airbus Helicopters	<b>20111</b>	dec19
PSS-66	PSS ex MOI-66, f/n EDPR	<b>20192</b>	nov19

There is doubt if PSS-50 and -51 ever will be delivered due to German restrictions on Saudi arms purchases. They stayed behind at Donauwörth for crew training. The last two of the original order, MOI-71 and -72, their construction numbers unknown, have not been seen and may not have been built at all for the same reasons.

#### United Arab Emirates

United Arab Emirates Air Force & Defence Force (AF)

#### C295W

823	del	ex Airbus D&S	nov19	<b>184</b>	dec19
824	Airbus D&S	f/n LEZL		<b>186</b>	nov19

#### MB339NAT

...	Al Fursan	status unknown		<b>6719</b>	dec15
...	Al Fursan	status unknown		<b>6722</b>	dec10

430/5	Al Fursan	ex 4	<b>6767</b>	jan20
431/-	Al Fursan		<b>6735</b>	jan16
432/3	Al Fursan		<b>6736</b>	jan16
433	Al Fursan	w/o 21oct90	<b>6737</b>	
434/3	Al Fursan	ex 5	<b>6738</b>	jan20
435/-	Al Fursan	ex 1	<b>6774</b>	jan20
436/2	Al Fursan	c/n update, ex -	<b>6835</b>	jan20
437/4	Al Fursan	ex 6	<b>6836</b>	jan20
438/1	Al Fursan	ex -	<b>6764</b>	jan20
439/2	Al Fursan		<b>6766</b>	nov18
440/6	Al Fursan	ex 1	<b>6717</b>	jan20
441/-	Al Fursan	c/n update, ex 1	<b>6715</b>	jan20
442/7	Al Fursan	c/n update, ex 6	<b>6771</b>	jan20

The recent air show in Kuwait provided ample opportunity to have a detailed look at the mounts of the Al Fursan national aerobatic team. All aircraft marked January 2020 have been checked, providing some previously unknown construction numbers. For completeness sake all known MB339NAT are listed. The first one listed above (former MM54506) has no known UAE serial and was quite possible only acquired for spare parts of maintenance training only. Former MM54508/CSX54508, the second one listed, goes in the same category. UAE Government (GV)

#### B737-2W8

A6-ESH/(1)	to A6-ESJ	<b>22628</b>
A6-ESJ	to VP-CSA	<b>22628/820</b>

#### North America

#### Canada

Royal Canadian Air Force (AF)  
 CYQQ = Comox (B.C.)

#### CF-188

(188054) ex A21-54 **807/AF54** feb20  
 This ex-Aussie-Hornet was delivered to Montreal per CC-177 on its way back from Australia after delivering firefighting assistance.

#### CC-295 (C295W-SAR)

295517	i/a CYQQ	d/d 28jan20	<b>187</b>
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This maintenance trainer is the first CC-295 delivered to Canada. It went to 19 Wing Comox after stopping at a few future home bases across Canada on its way. This airframe is expected to remain grounded for the rest of its life. One week after arrival, the engines were already seen taken off the airframe. Technically, the airframe belongs to 418sqn, the new SAR Centre of excellence, which is tasked with the introduction of this new capability with the RCAF. Serials 295501 and 295502 were still at Seville, Spain, late February and will be delivered before Summer.



N576EM departed from Ft Lauderdale to Sarasota at on 29 January 2020. The aircraft had been at Ft. Lauderdale for a repaint. (Chris Wood)





The first CC-295 for the RCAF wears serial 295517 and will become a dedicated ground instructional aircraft with 418sq at 19 Wing Comox. From its cradle in Seville, Spain, to Comox (B.C.), the aircraft stopped at some future bases, like CFB Trenton where this picture was taken by Andrew Cline (Trenton, 31 January 2020).

## United States

### Joint US Forces (JF)

According to Boeing's Vice-President Thom Breckenridge, the company is planning ski-jump testing for the F/A-18 Super Hornet. This claim was made by the vice-president at the DefExpo 2020, which is being held at Lucknow, India (state of Uttar Pradesh) and is directly related to a possible future Bharatiya Nau Sena (Indian Navy) contract for the Super Hornet. The Indian Navy uses STOBAR (short take-off but arrested recovery) at her aircraft carriers, whereas the US Navy uses CATOBAR (catapult take-off but arrested recovery). The Indian Navy aircraft carriers, INS Vikramaditya and the under-construction carrier, use STOBAR technology by using a ski-jump ramp.

The Indian Navy had issued a Request for Information (RFI) in 2018 for 57 fighter aircraft, intended as day-and-night capable, all-weather, multi-role, deck-based combat aircraft which can be used for air defence, air-to-surface operations, buddy refueling, reconnaissance etc. from IN aircraft carriers. Competitors for this contract are the Dassault Rafale (France), Boeing F/A-18 Super Hornet (USA), MiG-29K (Russia) and the Saab 39 Gripen (Sweden). Scramble Magazine assesses that a twin-engined aircraft will be favoured for this role. Boeing will be conducting their first test-launches of the F/A-18 Super Hornet from a shore-based ski jump in the United States as the culmination of a long-standing message to the Indian Navy that the American aircraft would be compatible with Indian aircraft carriers. Most probably these tests will be performed at Naval Air Station (NAS) Patuxent River (MD), where Lockheed Martin used the ski jump for refining this manoeuvre for the F-35B Lightning II operating from the Royal Navy's new Queen Elizabeth class (QEC) aircraft carriers.

On 15 January 2020 it became known that the Autonomic Logistics Information System (ALIS), the computer-based logistics system of the Lockheed Martin F-35 Lightning II, which has been plagued by delays, will be replaced. Although not yet confirmed by Lockheed Martin, it was stated by the Pentagon that ALIS will be replaced with Lockheed Martin's Operational Data Integrated Network (ODIN). ALIS was designed to maintain the Lightning fleet's daily operations, ranging from mission planning and flight scheduling to repairs and scheduled maintenance, as well as the tracking and ordering of (spare) parts.

The Government Accountability Office (GAO) has estimated that in the end, ALIS would have cost more than USD 16,7 billion over its multi-decade life cycle. Also, ALIS was blamed for delaying aircraft maintenance, one of the main objectives it was meant to support. It is reported that one USAF unit estimated that it spent the equivalent of more than 45,000 hours per year performing additional tasks and manual work-arounds because ALIS was not functioning properly. At this moment it is unknown when ODIN will become operational within the US F-35 units, NATO F-35 partners and worldwide Foreign Military Sales F-35 partners.

Lockheed Martin is set to deliver fifty Lockheed C-130J Super Hercules' to the US government through a 'Multiyear III' award. On 27 December 2019, the contract was finalized by the US government. The contract comes as a follow-up delivery order under an existing Indefinite Delivery/Indefinite Quantity contract, already awarded during August 2016. For this contract, the US Department of Defense awarded more than USD 1,5 billion in funding for the first 21 C-130Js on this multi-year award. The overall award, worth more than USD 3 billion, provides Super Hercules' to the USAF (24 HC/MC-130Js), US Marine Corps (20 KC-130Js) and US Coast Guard (options for six HC-130Js). Aircraft purchased through the C-130J 'Multiyear III' award will be delivered between 2021-2025. All Super Hercules will be built at Lockheed Martin's Marietta plant (GA).

From the first 'J' model deliveries from the mid-nineties onwards, Lockheed Martin delivered sixty C-130Js to the US government through the first initial multi-year contract, which was announced in 2003. Most of them were delivered to the USAF and USMC during the 2003-2008 period. At this moment the 'Multiyear II' contract is still ongoing. According to the contract, Lockheed Martin will have delivered 78 C-130J Super Hercules to the US forces in due time. Most of them are USAF HC/MC-130J and AC-130Js (converted MC-130Js). Remarkably, besides one second-hand C-130J from the Royal Air Force (For Blue Angels 'Fat Albert' use), no 'J' models have been ordered for the US Navy (yet).

### United States Air Force [AF]

As expected, and published in the US Department of Defense Fiscal Year (FY) 2021 Budget Estimates of February 2020, more B-1B Lancers will be retired during 2021. Having quoted the USAF commander David Goldfein last year, the USAF was considering redirecting funding from the B-1B programme and acquiring more next generation B-21 Raider bombers.

This now seems to have materialised. On 17 September 2019, Goldfein said that over the last few years the USAF flew the B-1B in its least optimal configuration. The result of that are stresses on the aircraft that were not anticipated for its airframe. As a result, the Lancer fleet sees significant structural issues during depot maintenance.

The B-1B averages 9,701 airframe hours as of January 2020. Scramble assesses that the intended 17 B-1Bs that will be retired during 2021 are already grounded at this moment. Currently, eighteen B-1Bs are stored at the 309th AMARG at Davis Monthan near Tucson (AZ). It is uncertain whether the seventeen others will be joining them under the Arizona sun. The B-1B is a swing-wing, supersonic, long-range, conventional bomber. It carries the largest payload of both guided and unguided weapons in the USAF inventory. At this moment, the USAF maintains 62 B-1Bs in its inventory. In 2021, this number will be brought down to 45. Although its current service life extends beyond 2037, it is expected that a large number, if not all, will be retired well before that year.

Scramble Facebook News (SFN) and Scramble Magazine frequently reported about the intended purchase of new light attack aircraft (so-called OA-X) for the United States Air Force. After more than a decade of tests and research, in Q3 of 2019 the USAF released its final Requests For Proposal (RFP) for the Textron Aviation's AT-6 Wolverine and the Sierra Nevada Corporation/Embraer Defense & Security's A-29 Super Tucano. Back then, it became known that only less than a handful of the Wolverine and Super Tucano aircraft, for respectively Air Combat Command (ACC) at Nellis AFB (NV) and Air Force Special Operations Command (AFSOC) at Hurlburt Field (FL), would be purchased. At the end of September 2018, according to the USAF, "the OA-X aircraft requirement was more urgent". After that, an awkward silence surrounded the USAF's future OA-X/LAAR (Light Attack, Armed Reconnaissance) procurement.

At the end of 2019, Florida Congressman and former Special Forces officer Michael Waltz, because of USAF's "slow-rolling", spearheaded legislation allowing US Special Operations Command (USSOCOM) to seek light attack aircraft. Congressman Waltz stated: "While we can be proud and grateful for its capabilities, the Lockheed Martin F-35 is also the most expensive weapon system in history. The price tag of a single unit alone is over USD 90 million per aircraft and its operating cost is more than USD 42,000 per hour. The light-attack aircraft comes at a price of USD 12 million per aircraft, with operating costs of about USD 2,000 per hour".

Scramble has now learned that USSOCOM's Directorate of Procurement, on behalf of the Programme Executive Office-Fixed Wing (PEO-FW), will be conducting an Industry Day event for Armed Overwatch. Armed Overwatch will provide Special Operations Forces (SOF) deployable and sustainable manned aircraft systems fulfilling Close Air Support (CAS), Precision Strike, and SOF Intelligence, Surveillance & Reconnaissance (ISR) in austere and permissive environments.

With USSOCOM solely conducting an Armed Overwatch Industry Day, it seems a new phase was entered. The aircraft system procured will support the following typical AFSOC missions: Close Air Support, Armed Reconnaissance, Strike Coordination & Reconnaissance, and Forward Air Control-Airborne. The prototype initiative is to demonstrate an Armed Overwatch prototype. The follow-on contract is expected to be an Indefinite Delivery/Indefinite Quantity, with a base 5-year ordering period and 2-year option ordering period and an estimated quantity of 75 aircraft with associated support.

USSOCOM will conduct a briefing to industry in support of the Armed Overwatch programme. This Industry Day will occur on 4-5 March 2020 at Pinewood, located at 6701 South Dale Hwy Tampa, near the main gate of MacDill AFB (FL). To be continued.

Last year, at the beginning of May 2019, Scramble Magazine Facebook News (SFN) announced the reactivation of the 65th Aggressor Squadron with Low-Rate Initial Production (LRIP) F-35A Lightning IIs. Scramble Magazine has now learned that the 2020 draft defence policy bill will most probably prohibit the USAF from transferring any LRIP F-35As to be used in the adversary air role, until Gen. David Goldfein (USAF Chief of Staff) submits a report to Congress detailing the service's plan for modernizing its current aggressor fleet. Congress wants to be reported by Gen. David Goldfein specifically about:

- Potential locations for F-35A aggressor aircraft. This includes an analysis of installations that: 1) have the size and availability of airspace necessary to meet flying operations requirements; 2) have sufficient capacity and availability of range space; 3) are capable of hosting advanced threat training exercises; 4) meet (or require minimal addition to) the environmental requirements associated with the basing.
- An analysis of the costs and timelines associated with expanding and modernizing the existing USAF 18th Aggressor Squadron at Eielson AFB (AK) and the 64th



Two HC-130Js of the 71st RQS visited Prague Airport on 27 January 2020 on the way to Al Asad Air base in Iraq via Rota in Spain. (Vaclav Kudela)



One of the two sneaky C-146s of the 524th Special Operations Squadron visited Paya Lebar Air base in Singapore for a night stop. The C-146s of the 524th SOS are normally based at Duke Field in Florida but are heavily tasked with special missions for Army, Air Force and Navy special forces. (25 February 2020, Hans Jacobs)

Aggressor Squadron at Nellis AFB (NV). This includes upgrading aircraft radar, infrared search-and-track systems, radar warning receiver, tactical datalink, threat representation jamming pods and other (software) upgrades necessary to provide realistic advanced adversary threats.

In the past, Gen. Mike Holmes, Air Combat Command (ACC) commander, recommended improving training for fifth generation fighter tactics development and close air support, by adding F-35As to the fourth generation aircraft (both military and civil) that are currently being used. To support this requirement, the USAF opted to create a fifth generation aggressor squadron at Nellis, with the intention to move nine non-combat capable LRIP F-35As from Eglin AFB (FL) to the squadron. The Lightning IIs, with their stealth and other capacities, should provide an extra dose of realism in air exercises. Their high training value would be crucial for the USAF's efforts to stay ahead of adversaries for years to come. Congressional emphasis on improving organic USAF aggressors comes as the USAF recently bolstered the role of contracted "Red Air" under an USD 6.4 billion multi-award contract. During October 2019, the USAF awarded seven companies an indefinite-delivery, indefinite quantity contract. Neither of the contracted "Red Air" companies are (completely) able to fulfil the capacity the F-35A would bring as an aggressor aircraft. Scramble Magazine assesses that Congress has done the right thing to ask the USAF for a comprehensive report about planning F-35As to be used in the adversary air role.

- Firstly, what will be the main task, besides deterrence, for the USAF's F-35A? Would that be Suppression of Enemy Air Defences (SEAD) and/or Destruction of enemy Air Defences (DEAD)? If the latter two would be the case, a newly erected aggressor squadron would surely not have the Dissimilar Air Combat Training (DACT) traditional tasks and capacities.

- Secondly, who would be your potential enemies? The ultimate opponent being either the Chinese Chengdu J-20 (with only 24 reported active) and/or Russian Sukhoi Su-57 (with only 11 reported active)? Their capacities and tasks are mostly still unknown and will evolve in due time.

- Thirdly and lastly, is it feasible to use the planned Eglin

LRIP F-35As. Most of them have already been in use for training for the last decades. Upgrades would be necessary. F-35s that are being delivered to the USAF at this moment are technologically (and software-wise) very different aircraft. New technical upgrades would cost millions of dollars.

The story of the 65th Aggressor Squadron reactivation will be continued.

On 8 February 2020, past and present members of Air Force Reserve Command's 916th Air Refueling Wing (916th ARW) at Seymour Johnson AFB (NC) gathered to say goodbye to the last of their Boeing KC-135R Stratotanker fleet in a ceremony held in the 916th ARW fuel cell hangar. Very coincidentally, it was also the 916th's first Stratotanker tail in and last tail out. The journey of the 916th ARW and the last KC-135R began on 1 October 1995, when aircraft 60-0349 touched down at Seymour Johnson, making the Air Force Base and the 916th ARW its home for the past 24 years. To date, this particular aircraft is 58 years and 8 months old. Also coincidentally, tail "349" was also the last Stratotanker flight for the 77th Air Refueling Squadron at Seymour Johnson on 5 December 2019. Both 916th ARW squadrons, 77th ARS "The Totin' Tigers" and 911th ARS "First in Flight", are slated to convert to the Boeing KC-46A Pegasus in 2020.

On 1 February 2020, six Lockheed F-22A Raptors touched down at Morón Air Base (Spain). The aircraft, all 1st Fighter Wing from Langley AFB (VA), returned after a lengthy deployment in the Middle East. In June 2019, Scramble Magazine reported the deployment of these six and six more Langley Raptors deploying to Al Udeid Air Base (Qatar). It was reported that the six aircraft that now arrived at Morón, arrived from Al Dhafra (United Arab Emirates). The Raptors were accompanied by two KC-10A Extender tanker aircraft. Arriving as Trend 31-36, the following Raptors arrived in order of landing:

09-4173, 08-4163, 04-4082 (as 149th FS flagship), 08-4165, 09-4174 and 04-4067

The two accompanying KC-10As were 79-0433 from the 305th AMW at McGuire AFB (NJ) and 79-1946 from the 60th AMW at Travis AFB (CA). The 149th FS/192nd FW is an associated Air National Guard unit to the 1st Fighter Wing. The second batch of six Raptors arrived at Morón on 4 February. These

stealthy machines, a mix of TY- and FF-coded aircraft, but most probably all 1st FW arrived as Trend 81-86. The following Raptors arrived in order of landing:

05-4089/TY, 08-4157/FF, 09-4189/FF, 10-4192/FF (as '192FW' flagship), 05-4100/TY and 08-4167/FF

There were three accompanying KC-10As noted on the 4th. These were 84-0186 of the 305th AMW from McGuire AFB (NJ), 79-1948 as Blue 32 of the 60th AMW from Travis AFB (CA) and 79-0433 as Blue 61 of the 305th AMW from McGuire AFB (NJ).

The United States Air Force operates a total of 19 C-21A (Learjet 35A) aircraft, used primarily for executive transport. The current upgrade programme mainly focuses on the avionics suite, including replacing the analog cockpit with a digital version, and adding a suite of new systems that allow the type to meet Federal Aviation Administration (FAA) requirements, such as ADS-B. Those improvements open up the number of approaches available to pilots while landing, and also allow the aircraft to fly at higher altitudes. While designing the new digital cockpit, the USAF modified the layout of flight instruments and displays, to make it more similar to other military aircraft. This helps ease the transition for young pilots moving from the C-21A to other air force aircraft. According to Major Kirk Schlueter, the 375th Operations Group chief of standards and evaluations, eleven C-21As have gone through the modernization process, with the remaining eight aircraft to go through the process by July 2020.

The 458th Airlift Squadron (375th Airlift Wing) at Scott AFB-Midamerica Airport (IL) owns a total of 14 C-21s, as a result of four aircraft from the 457th Airlift Squadron at Andrews AFB (MD) having been transferred to the 458th Airlift Squadron in June 2019. The other five aircraft are operated by the 76th Airlift Squadron (86th Airlift Wing) at Ramstein Air Base (Germany). Originally the USAF had 85 C-21A Learjets in its inventory. The majority of the aircraft were ordered in the Fiscal Year (FY) 1984 budget. Today, nineteen C-21As are in active service:

**375th AW / 458th AS at Scott AFB-Midamerica Airport (IL):**

84-0071, 84-0072, 84-0075, 84-0079, 84-0120, 84-0124, 84-0125, 84-0129, 84-0135, 84-0137, 84-0139, 84-0142, 86-0374 and 86-0377

**86th AW / 76th AS at Ramstein (Germany):**

84-0083, 84-0085, 84-0087, 84-0096 and 84-0126

On 6 January 2020, the United States Air Force started deploy-

ment of six B-52H Stratofortress bombers to Diego Garcia, an island in the Indian Ocean. The aircraft were noted departing Barksdale AFB (LA). The deployment is the latest development amidst the rising threat from Iran and militias inside Iraq hinting at possible retaliatory attacks to avenge Iranian Gen. Qassem Soleimani's death. Pentagon officials told CNN on Monday that the bombers will be available for operations against Iran if ordered into action. This is the second time in one year time that the USAF has deployed B-52H bombers to the region due to rising tensions with Iran. Barksdale Air Force Base is the home of the 2nd Bomb Wing. The Wing is assigned to the Air Force Global Strike Command and Eighth Air Force.

On 29 and 30 December 2019, the 99th Airlift Squadron's newest aircraft was seen multiple times in and over Europe. The C-37B Gulfstream, with serial number 18-1942 and construction number **5586**, was only delivered a few days before Christmas from General Dynamics' Gulfstream Aerospace plant, Savannah (GA), to Joint Base Andrews (MD). The C-37B is the US military designation for the Gulfstream G550 in a VIP passenger configuration. On 30 December 2019, the above mentioned C-37B was seen transiting Dutch airspace as 'SAM933', on a flight from London-Stansted Airport (UK) towards Zürich-Kloten Airport (Switzerland). We expect, while at least one more C-37B (18-1947 *c/n* **5592**) will be delivered to the 99th Airlift Squadron/89th Airlift Wing in the near future, some of the older C-37As will be withdrawn from use at some point.

The 1st Special Operations Squadron bade farewell to the Combat Talon II. Almost going unnoticed, on 4 December 2019, the last 1st Special Operations Squadron MC-130H Combat Talon II left Kadena Air Base (Japan). On that day, after 24 years of service in the Pacific region, the last of the Air Force Special Operations Command (AFSOC) Pacific based MC-130H Combat Talon IIs, serial number 86-1699, was flown to Hurlburt Field (FL). Kadena's 1st Special Operations Squadron, part of the 353rd Special Operations Group, will continue the MC-130 legacy as the unit transitions to the MC-130J Commando II this coming Spring. The 353rd SOG will reorganize its two MC-130 squadrons, transitioning the aircraft and personnel from the 17th SOS to the 1st SOS, and standing down the 17th SOS. With the 1st SOS having disposed of all of its Combat Talons IIs, the 15th SOS at Hurlburt is now the sole MC-130H operator.

We expect that with the operational MC-130H fleet now concentrated at Hurlburt, and depending on the remaining flight hours left, more Combat Talon IIs will join the handful already



The 119th FS New Jersey Air National Guard (NJ ANG) attended the first edition of Red Flag 2020 which was held from 27 January 2020 till 24 February 2020. F-16C 87-0226 was photographed by Monolito Jaarsma during landing at Nellis Air Force base. (29 January 2020)



Phoenix Sky Harbour International is regularly surprised with visits of US military aircraft. On 2 February 2020, eight T-6A Texan IIs arrived at PHX for a short stop including this 'heritage' coloured T-6A 07-3897 of the 89th FTS. (Manolito Jaarsma)

stored with the 309th Aerospace Maintenance And Regeneration Group, also known as the 'Boneyard', near Tucson (AZ).

Model	Current Unit	Previous Unit	Serial Number	Notes	Transfer Date
<b>A-10C</b>					
78-0583/FT	74th FS	ex 75th FS	<b>A10-0203</b>	nov19	
78-0586/FT	74th FS	ex 75th FS	<b>A10-0206</b>	nov19	
78-0598/FT	23rd Wing	ex 163rd FS	<b>A10-0218</b>	nov19	
78-0701/FT	75th FS	ex 74th FS	<b>A10-0321</b>	nov19	
79-0135/FT	75th FS	ex 74th FS	<b>A10-0399</b>	nov19	
80-0279	no markings	ex DM/357th FS	<b>A10-0629</b>	jan20	
81-0964/FT	75th FS	ex 74th FS	<b>A10-0659</b>	nov19	
82-0647	no markings	ex 354th FS	<b>A10-0695</b>	jan20	
<b>B-1B</b>					
86-0099/EL	37th BS	ex 34th BS	<b>59</b>	jan20	
86-0113/EL	37th BS	ex 34th BS	<b>73</b>	feb20	
86-0138	OK-ALC	ex 37th BS	<b>98</b>	jan20	
<b>B-52H</b>					
60-0045/BD	77th WPS	ex 93rd BS	<b>464410</b>	jan20	
<b>C-5M</b>					
86-0013	436th AW	ex WR ALC	<b>500-99</b>	jan20	
86-0020	WR ALC	ex 9th AS	<b>500-106</b>	jan20	
86-0022	WR ALC	ex 22nd AS	<b>500-108</b>	jan20	
<b>C-17A</b>					
92-3294	156th AS	ex 62nd AW	<b>50018/F017/P14</b>	jan20	
<b>RC-26B</b>					
94-0265	130th AS	ex 111th RS	<b>DC-863B</b>	nov19	
<b>KC-46A</b>					
16-46016	344th ARS	new delivery	<b>41860/1116/VH016</b>	jan20	
<b>AC-130J</b>					
14-5809	73rd SOS	ex no markings	<b>382-5809</b>	jan20	
<b>C-130J</b>					
14-5815	211th RQS	first noted	<b>382-5817</b>	jun17	
<b>HC-130H(N)</b>					
92-2104	no markings	ex 39th RQS	<b>382-5381</b>	jan20	
<b>MC-130H</b>					
88-1803	15th SOS	ex 1st SOS	<b>382-5173</b>	jan20	
89-0280	15th SOS	ex 15th SOS	<b>382-5236</b>	jan20	
89-0283	15th SOS	ex 15th SOS	<b>382-5244</b>	jan20	
<b>MC-130J</b>					
08-6205	67th SOS	ex 415th SOS	<b>382-5695</b>	jan20	
<b>KC-135R</b>					
57-2599	92nd ARW	ex 77th ARS	<b>17735/T0205</b>	jan20	
58-0076	74th ARS	ex OK-ALC	<b>17821/T0291</b>	feb20	
59-1448	153rd ARS	ex OK-ALC	<b>17936/T0351</b>	nov19	
59-1495	173rd ARS	ex 909th ARS	<b>17983/T0398</b>	jan20	
60-0320	63rd ARS	ex 22nd ARW	<b>18095/T0434</b>	jan20	
60-0328/ZZ	909th ARS	ex 54th ARS	<b>18103/T0442</b>	feb20	
60-0349	?	ex 77th ARS	<b>18124/T0463</b>	feb20	
61-0313/ZZ	909th ARS	ex 92nd ARW	<b>18220/T0535</b>	feb20	
62-3530	197th ARS	ex 72nd ARS	<b>18513/T0581</b>	feb20	
63-8019	50th ARS	ex 91st ARS	<b>18636/T0675</b>	feb20	
<b>KC-135T</b>					
58-0046	6th ARW	ex 92nd ARW	<b>17791/T0261</b>	jan20	
58-0055/ZZ	909th ARS	ex no markings	<b>17800/T0270</b>	jan20	
60-0344	168th ARS	ex 351st ARS	<b>18119/T0458</b>	jan20	
<b>E-3B</b>					
79-0003/OK	964th AACs	ex 966th AACs	<b>21757/944</b>	jan20	
<b>E-3C</b>					
80-0139/OK	552nd AACW	ex 962nd AACs	<b>22831/950</b>	jan20	
<b>E-3G</b>					
80-0138/OK	970th AACs	ex 964th AACs	<b>22830/948</b>	jan20	
<b>F-15E</b>					
87-0175/SJ	334th FS	ex 335th FS	<b>1040/E015</b>	jan20	
89-0486/SJ	334th FS	ex 335th FS	<b>1133/E108</b>	jan20	
<b>F-15SG</b>					
05-0029	to Singapore AF	ex 428th FS	<b>SG29</b>	feb20	
05-0032	to Singapore AF	ex 428th FS	<b>SG32</b>	feb20	
<b>F-16C</b>					
86-0239/AZ	195th FS	ex AATC	<b>5C-345</b>	jan20	
87-0226/AC	119th FS	ex 134th FS	<b>5C-487</b>	feb20	
87-0322/AL	100th FS	ex 134th FS	<b>5C-583</b>	nov19	
<b>F-16CM</b>					
88-0439/HL	16th WPS	ex 24th TASS	<b>1C-41</b>	feb20	
88-0467/AK 22	18th AGRS	ex 4th FS	<b>1C-69</b>	jan20	
88-0486/WA	16th WPS	ex 24th TASS	<b>1C-88</b>	feb20	
88-0528/WP	35th FS	ex 24th TASS	<b>1C-130</b>	jan20	
88-0533/WA	16th WPS	ex 24th TASS	<b>1C-135</b>	feb20	
89-2015/HL	16th WPS	ex 24th TASS	<b>1C-168</b>	feb20	
89-2067/WA	16th WPS	ex 162nd FW	<b>1C-220</b>	feb20	
89-2071/AZ	195th FS	ex 35th FS	<b>1C-224</b>	jan20	
89-2075/AZ	16th WPS	ex 152nd FS	<b>1C-228</b>	feb20	
89-2092/WA	16th WPS	ex 24th TASS	<b>1C-245</b>	feb20	
90-0721/WA	24th TASS	ex 16th WPS	<b>1C-329</b>	feb20	
90-0726/WA	24th TASS	ex 16th WPS	<b>1C-334</b>	feb20	
90-0728/WA	24th TASS	ex 16th WPS	<b>1C-336</b>	feb20	
90-0729/WA	24th TASS	ex 16th WPS	<b>1C-337</b>	feb20	
90-0757/WA	24th TASS	'ex 16th WPS	<b>1C-365</b>	feb20	
91-0404/WA	24th TASS	ex 16th WPS	<b>CC-102</b>	feb20	

There is a lot of F-16 movement at Nellis AFB to report this month. The 24th TASS no longer has the HL coded jets. They all went to the 16th WPS, along with the other various base tails that were with the 24th TASS. The 16th is now flying Block 40s, and the 24th has a mixture of Block 42/52s. All of

the 24th TASS F-16s now have WA tails.

#### F-16DM

88-0155/LF	311th FS	ex 308th FS	<b>1D-9</b>	jan20
90-0788/HO	314th FS	ex 308th FS	<b>1D-66</b>	feb20

#### F-35A

12-5051/LF	56th FW	ex 422nd TES	<b>AF-62</b>	feb20
17-5237/HL	421st FS	ex 4th FS	<b>AF-179</b>	feb20
17-5283/WA	6th WPS	new delivery	<b>AF-225</b>	jan20
18-5338/VT	134th FS	new delivery	<b>AF-?</b>	feb20
18-5339/VT	134th FS	new delivery	<b>AF-?</b>	jan20
18-5341/VT	134th FS	new delivery	<b>AF-?</b>	jan20
18-5342/WA	6th WPS	new delivery	<b>AF-?</b>	feb20
18-5343/VT	134th FS	new delivery	<b>AF-?</b>	feb20
18-5413/LF	61st FS	ex TurAF 18-0007	<b>AF-?</b>	jan20
18-5414/LF	61st FS	new delivery	<b>AF-?</b>	jan20
18-5415/LF	63rd FS	new delivery	<b>AF-?</b>	feb20
18-5416/LF	63rd FS	new delivery	<b>AF-?</b>	feb20

#### HH-60G

88-26120	66th RQS	ex 129th RQS	<b>70-1341</b>	jan20
90-26311/OT	88th TES	ex 66th RQS	<b>70-1541</b>	jan20
90-26312	66th RQS	ex 34th WPS	<b>70-1542</b>	feb20

#### MQ-9A

00-4003/CH	42nd ATKS	first noted		feb20
08-4038	no markings	ex 138th ATKS	<b>PB-038</b>	jan20
16-4311/HO	29th ATKS	first noted		feb20

#### T-1A

91-0094/XL	309th AMARG	ex 86th FTS	<b>TT-35</b>	jan20
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#### T-6A

02-3652/CB	37th FTS	ex 41st FTS	<b>PT-194</b>	nov19
02-3653/CB	37th FTS	ex 41st FTS	<b>PT-195</b>	nov19
05-3760/CB	41st FTS	ex 37th FTS	<b>PT-312</b>	nov19

United States Navy (NY)

USNI reports that the US Navy wants to truncate production of the “legacy” Boeing F/A-18E/F Super Hornet in favour of the acceleration of the development of the Next Generation Air Dominance (NGAD) carrier-based fighter programme, the service revealed in its Fiscal Year 2021 budget request. The 2021 order of 24 Super Hornets would be the last one on the order books for the US Navy under this plan. In 2019, Boeing won a USD 4 billion multi-year contract to buy 78 Super Hornets through FY21. According to the justification in the documents, the money the US Navy planned for a subsequent multiyear buy of 36 Super Hornets (EA-18G Growlers) from FY22 to FY24 would be rerouted to “accelerated development of NGAD, previously known as F/A-XX, and other key aviation wholeness investments.” The cut of the Super Hornets past FY21 is estimated to route USD 4,5 billion

over the five-year horizon of the Future Years Defense Plan (FYDP) to the new aviation effort. The US Navy said that the decision to cease F/A-18 procurement after FY21 ensures the Carrier Air Wing will maintain capable strike fighter capacity to face the most stressing threats through the 2030s. The NGAD programme has sought to replace the payload capacity of the Super Hornets on carrier decks as the incoming F-35C Lightning II brings a stealthy fighter to the air wing. The programme has had fits and starts over the last decade as the service has grappled with shaping the future of the air wing. The US Navy has been widely criticised for not modernising its CVWs to keep up with the growing threat of longer-range guided missiles that can put capital ships like carriers at risk. Pentagon leaders singled out the Chinese Dongfeng family of DF-21 and DF-26 anti-ship ballistic missiles as a key threat last year. A study released last year said that, in order for future CVWs to be effective in a major conflict with China, it would need to develop aircraft that could operate consistently at ranges of up to 1,000 nautical miles from the carrier. That is double the effective combat range of an F-35C. It is unclear if NGAD will be manned or unmanned. In 2015, the US Navy reported that the F-35C would be the last manned fighter the service would buy, but in 2019 this was countered by US Navy leaders that they were not developing further unmanned aircraft, so NGAD could be optionally manned.

The first of fifteen Super Hornets that was modified under the Service Life Modification (SLM) programme has been delivered to the US Navy. The Rhino will be followed by a second one later this month, with a third one delivered in April 2020. Before years end, a fourth and fifth airframe will be delivered. With the 18-month SLM, Boeing gives a Super Hornet airframe an extension of its service life from 6,000 to 7,500 flight hours. Later on in 2020, an additional modification programme will start to extend the Super Hornets service life to 10,000 hours and this mod will incorporate the new Block III capabilities too. From 2021, the SLM work will decrease in time, and it will show an increase in deliveries of aircraft. The Block III configuration sees capability upgrades that include enhanced conformal fuel tanks for a longer range, network capability, reduced radar signature, advanced cockpit and communication systems. The updates are expected to keep the Rhino in active service for decades to come.

On 20 December 2019, Northrop Grumman Systems Corporation, San Diego (CA) was awarded a USD 251,6 million modification contract. This ninth modification on the original contract that was dated May 2018 involves the actual pro-



T-38A 66-4343 is the ‘Vietnam Heritage Talon’ of the 469th Flying Training Squadron. Note that the rudder wears silhouettes of all the aircraft that the 469th FTS trained pilots for in the last decades. The aircraft also carries the South-Vietnamese flag on the tail as a tribute to the squadron’s service in South East Asia. The shark mouth on the nose is a tribute to the squadron’s detachment at Korat Airbase in Thailand. (Dyess AFB, 7 January 2020, Garrett Heller)



UH-60L 94-26587 attended the WEF 2020 in Zürich. This UH-60L is assigned to the A/2-3AVN and arrived in Europe in October last year for a six-month deployment. (Robert Eikelenboom)

curement of three Low Rate Initial Production Lot 4 MQ-4C Triton unmanned aerial system, and includes ground stations and supporting equipment. The trio Tritons are expected to be delivered by February 2023 and are part of the US Navy Fiscal Year 2019 procurement funds.

#### United States Navy unit news

The US Navy and US Marine Corps get together USD 207,1 billion budget in Fiscal Year 2021. The US Navy will get USD 161 million, while USD 46 billion is allotted to the US Marine Corps. The FY21 budget restores the Midlife Refueling and Complex Overhaul (RCOH) of the USS Harry S. Truman (CVN-75), which had previously been slated for early retirement. It also includes a massive USD 1 billion for the research and development of long-range hypersonic strike weapons capability such as Conventional Prompt Strike (CPS). The CPS is planned for an initial operational capability in 2028.

The US Navy includes USD 17,2 billion (some USD 2 billion less compared to FY20) for 121 new aircraft. These include ten F-35B and ten F-35C Lightning IIs, three MV-22B Ospreys, five KC-130J Super Hercules', seven CH-53K King Stallions and five VH-92A presidential transport helicopters for the USMC. The US Navy itself will get 24 F/A-18E/F Super Hornets, eleven F-35Cs, four E-2D Advanced Hawkeyes, six CMV-22B Ospreys and 36 recently selected TH-73A training helicopters. The latter marks the start of the replacement for the navy's TH-57B/C fleet.

FY21 sees the very last batch of Super Hornets for the US Navy, funding for the research and development of the MQ-25A Stingray unmanned aerial refueling aircraft (which sees initial production from 2023 and initial operational capability (IOC) in 2024). Strikingly, the budget does not include any further P-8A Poseidons.

The US Navy Reserve will deactivate Helicopter Sea Combat Squadron (HSC) 85 *Firehawks* ('NW-xxx'), which operates the MH-60S from homebase NAS North Island (CA). The *Firehawks* support Navy SEALs special forces, but as from 2022 this task will be transferred to the US Air Force and the US Army, both of which provide similar (training) capabilities.

The FY21 budget also includes sad plans to accelerate the early retirement of the MH-53E Sea Dragon mine-sweeping helicopter. The US Navy will start to retire the Sea Dragon by 2022. Some thirty are flown by HM-12 *Sea Dragons* ('AN-43x'), HM-14 *Sea Stallions / Vanguard* ('BJ-5xx') and HM-15 *Blackhawks* ('TB-xx'), all based at NS Norfolk (VA).

The US Navy also plans to retire its MQ-8B unmanned helicopter through the 2024-2028 period. Initially, 14 of the 23

MQ-8Bs will be retired. In the meantime (by 2028), the MQ-8C will reach its IOC with a mine-countermeasures capability - the aforementioned MH-53E task when the last MQ-8Bs will be retired.

MQ-4C Triton unmanned aerial systems (UAS) will be procured too. This large UAS is being gapped for 2021-2022 to allow for time to mature its signals intelligence systems. The RQ-4A Global Hawk Broad-Area Maritime Demonstration (BAMD) will be retired early 2023. This retirement creates funds for Triton sustainment. The MQ-4C will replace the EP-3E Aries II in 2022.

The five-year Future Years Defense Plan, also named in the FY21 budget, includes plans for the construction of a new amphibious assault ship in 2023.

The United States Navy wants to buy a number of Schweizer Luftwaffe (SL, Swiss Air Force) F-5E/F Tiger IIs, as it has before, for its adversary squadrons. The United States Navy is expected to purchase an additional 22 surplus Northrop F-5E/Fs from the Swiss. Both the US Navy and Armasuisse have been discussing the deal since July 2019. Now, a USD 40 million contract is expected to be inked soon, with first deliveries in 2021. The budget is part of Fiscal Year 2020 funds, but the deal needs approval from US Congress first. The 22 F-5s are currently some 35 years old and will be added to the 44 Swiss Tiger IIs that were delivered to the US Navy from 2005. The SL once bought 100 Tiger IIs from Northrop; of these some 25 are still operational. The SL is currently in the process of procuring a new fighter jet. It has to choose between the Rafale, F/A-18E/F, EF2000 and F-35, in a CHF 6 billion contract. The Swedish company Saab was forced to withdraw from the competition. The new fighter, which replaces the F-5E/F Tiger IIs as well as the McDonnell Douglas/Boeing F/A-18C/D Hornets, must enter service by 2030.

The US Navy started to re-designate its E-2 Hawkeye squadrons to more accurately reflect the aircraft's expanded capabilities and missions. The service has changed the name from Carrier Airborne Early Warning Squadron (VAW) to Airborne Command and Control Squadron, as of 1 January 2020. The well-known VAW-abbreviation continues.

The E-2A was the first carrier-based plane for the US Navy that was built from scratch as an Airborne Early Warning (AEW) and command and control airplane. The E-2A replaced the Grumman E-1 Tracer (a modified C-1 Tracker) in the AEW role. The first E-2As were deployed from 1965 onwards and participated in the Vietnam War. 59 E-2As were built. Although the first version was not very successful due to constant problems with its onboard computers and airframe

corrosion, the next variants became very successful aircraft. The improved E-2B was introduced, but this version was only an interim solution as the E-2C was already ordered by the US Navy when the first E-2B entered service. 49 E-2As were modified to E-2B (so no new E-2Bs were built), while four other E-2As were converted to TE-2B trainer. Another two E-2As served as prototype for the E-2C.

The E-2C was introduced in 1973, and these were all new-built aircraft, at least 180 were manufactured by Grumman. From that moment, the crew and its aircraft became specialists in detecting and tracking airborne targets and providing radio voice commands and data link tracks to enable fighters to intercept enemy aircraft or cruise missiles. Through the following years, the Charlie was constantly improved with new sensors, as well as an improved strike control system, systems for land force support, rescue coordination communication suites, and it was equipped for drug-interdiction operations and other tasks that went beyond the once sole early warning mission.

From 1972 onwards, the E-2C Group 0 batch was built (55 aircraft). From 1988, a new batch, Group I, was constructed (18 new-built aircraft). In the late eighties, a production batch started with Group II aircraft of which 50 were delivered (including 12 upgrades of the Group I aircraft). In the meantime, all Group 0 aircraft were replaced in first-line service by Group II aircraft. In 1997, the US Navy decided for a total of 75 Group II aircraft.

A few years earlier, manufacturer Grumman merged with Northrop and started the Group II Plus, also known as the Group II / NAV upgrade (NAVUP). In the late nineties, early zeros, a new variant appeared, referred as Group II MCU/ACIS (with upgrades to the mission computer and workstations). These were produced in small numbers due to production of the Hawkeye 2000 soon after its introduction. All Group II aircraft had their 1960s vintage computer processors replaced by a modern GRIIM RePr (Group II Mission Computer Replacement Program, pronounced "grim reaper"). The final NAVUP aircraft was retired from the active fleet on 19 November 2019, while the other Group IIs continued service.

Another upgrade to the Group II was the Hawkeye 2000, that became more or less a standard, with a glass cockpit and many other technical improvements. In 2004, the US Navy decided to replace all propeller systems of the fleet, and the new eight-bladed propeller system named NP2000 was introduced, the E-2Cs were designated E-2C NP2000. From 2015, a brand-new Hawkeye was fielded, the E-2D Advanced Hawkeye. This bird received an entirely new avionics suite

including the new radar, radio suite, mission computer, integrated satellite communications, flight management system, improved engines, a new glass cockpit and from 2019 onwards an aerial refueling probe was installed too. Probably, 68 are ordered of which some 42 are already delivered.

All nine US Navy Carrier Air Wings are equipped with one E-2C or E-2D squadron. Four of these are based at NAS Point Mugu (CA), four plus one are based at NAS Norfolk (VA) and one is based at MCAS Iwakuni (Japan). The additional squadron at Norfolk is tasked as the Fleet Replacement Squadron. The Naval Air Warfare Development Center (NAWDC) at Fallon own two Hawkeyes as well.

#### NAS Point Mugu (CA)

VAW-113	Black Eagles	E-2D	NE-60x
VAW-115	Liberty Bell	E-2C-2000	NH-60x
VAW-116	Sun Kings	E-2C-2000	NA-60x
VAW-117	Wallbangers	E-2C-2000	NG-60x

#### NAS Norfolk (VA)

VAW-120	Greyhawk,	all variants	AD-xxx
VAW-121	Bluetails	E-2D	AG-60x
VAW-123	Screwtops	E-2C-2000	AC-60x
VAW-124	Bear Aces	E-2C-2000	AJ-60x
VAW-126	Seahawks	E-2D	AB-6xx

#### NAS Fallon (NV)

NAWDC		E-2C-2000	60x
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#### NAS Patuxent River (MD)

VX-20	Force	all variants	xxx
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#### MCAS Iwakuni (Japan)

VAW-125	Tigertails	E-2D	NF-6xx
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Note: Scramble would love to get in contact with someone who has a complete reliable production list of the E-2A to E-2D Hawkeye as we got a little lost in exact numbers in combination with all modifications. Please get in contact with us via [usn@scramble.nl](mailto:usn@scramble.nl)

#### Commander, Naval Air Force U.S. Atlantic Fleet (ComNavAirLant)

On 2 February 2020, the first US Navy CMV-22B Osprey arrived at NAS Patuxent River (MD). The navalized Osprey was transferred from its birthing ground Bell's Amarillo Assembly Center (TX) to Pax, where it is assigned to the CMV-22B Integrated Test Team (ITT) of Air Test and Evaluation Squadron (HX) 21 Blackjack ('HX-xx'). HX-21 will lead the CMV-22B through the developmental tests into the direction of the operational status of the new Osprey variant. A second tiltrotor will join HX-21 soon. Both Ospreys will be validated by the ITT, which includes pilots, aircrew, engi-



F-35B 169295/VK-09 of VMFA-121 attended the Singapore Air Force airshow on 13 February 2020. The Singaporean Defence Minister already announced on 9 January that the Air Force will acquire four F-35Bs with an option for another eight aircraft. (Hans Jacobs)





HMLA-469 sent a couple of AH-1Zs and UH-1Ys to Yuma for a training exercise. AH-1Z 169497 was photographed during landing after another training mission in the Arizona desert. (27 January 2020, Monolito Jaarsma)

neers and maintainers from the Naval Air Warfare Center Aircraft Division (NAWC-AD), for the unique Carrier Onboard Delivery (COD) mission with a variety of ground, flight and avionics test events. The ITT will conclude its development tests in 2021. However, by then the first CMV-22B will have already been introduced within the first operational squadron: Fleet Logistics Multi-Mission Squadron (VRM) 30. This will be in the Summer of 2020. Operational testing is slated to begin in early 2021. In that year, the new Osprey COD will achieve its initial operational capability too.

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

Strike Fighter squadron (VFA) 97 Warhawks (ex CVW-9, 'NG-3xx'), operating the F/A-18E was reported in the fall of 2019 as the next F-35C squadron for the US Navy. In September 2019, some of their Super Hornets were seen with an adversary like colour scheme. The squadron's job was apparently changed to keep the pilots current in between their fleet job and their transition period to Lightning II. Just recently, some of their Rhino's were again seen with normal modex' and one of the "adversary birds", ex NG 06 red, is now reported as 3xx with VFA-97 markings on the fuselage, but without a tail code. The US Navy reported late 2019 that the next squadron in line will start its transition to F-35C in March 2020, without mentioning the squadron. But Scramble Magazine still assesses that the Warhawks are the lucky ones.

#### Chief of Naval Air Training Command (CNATRA)

On 13 January 2020, the US Navy announced that Leonardo Philadelphia Corporation was awarded a contract for the production of 32 TH-73A helicopters in support of the Advanced Helicopter Training System (AHTS) programme. The acquisition of the militarized version of the single-engine version of the light twin-engine AW109Kx marks the nearing end of the ageing TH-57B/C Sea Rangers. The Leonardo team pitched the AW119 as TH-119, but the US Navy designates the Instrument Flight Rules (IFR) training helicopter as TH-73A. A name has not yet been given. The fleet of 1968-built TH-57s is becoming more difficult to maintain due to obsolescence. The old helicopter also lacks appropriate cockpit avionics and aircraft performance. Replacement will begin in fiscal year 2022 and will be concluded in fiscal year 2024. The new firm fixed price TH-73A contract was awarded on a best-value trade-off basis with a base year and three further one-year options. The base year contract is USD 176,5 million for 32 helicopters. The total contract value is USD 648,1 million for the procurement of 130 helicopters.

Leonardo will deliver the next-generation helicopter to the US Navy to be used for the training of tiltrotor airmen for the US Navy, US Marine Corps, US Coast Guard and US allies through at least 2050. The fleet will be built at the Leonardo Helicopters FAA Part 21 production facility in Philadelphia (PA), where the AW119 for the (civil) US market is already being produced. Five proposals were submitted for the contract; the Airbus H135 and Bell 407GX were main competitors. Scramble expects that one, or maybe both, will file against the US Navy's decision to buy the Leonardo product. The TH-73As will be assigned to three Helicopter Training (HT) squadrons within Training Air Wing (TAW) Five. The wing and its squadrons (HT-8 *Eight Ballers*, HT-18 *Vigilant Eagles* and HT-28 *Hellions*, all coded E-xxx) are based at NAS Whiting Field (FL). A fourth unit, designated Helicopter Instructor Training Unit (HITU), nicknamed Blade Runner, is dedicated to instructor training.

FRCE = Fleet Readiness Center East, Cherry Point (NC)  
 FRCMA = Fleet Readiness Center Mid Atlantic, Oceana (VA)  
 FRCSW = Fleet Readiness Center South West, North Island (CA)

<b>C-130J</b>					
170000	Blue Angels	serial tbc		<b>382-5483</b>	jul19
This is former RAF ZH885.					
<b>C-2A</b>					
162164/57	VRC-40 Det.2	ex FRCSW		<b>44</b>	jan20
<b>MH-60R</b>					
166538	309th AMARG	ex ?		<b>70-30..</b>	dec19
166998/NF-622	HSC-12	ex HK-000/HSM-40		<b>70-3...</b>	feb20
<b>MH-60S</b>					
167835/NF-612/01	HSC-12	w/o 25jan20		<b>70-3158</b>	
<b>F/A-18B</b>					
162857	Blue Angels	ex AF-407/VFA-204	<b>389/B063</b>		feb20
<b>F/A-18C</b>					
163491	wfu Pensacola	ex Blue Angels	<b>727/C048</b>		nov19
164201/AF-405	VFA-204	ex AF-430	<b>964/C195</b>		feb20
164204/AF-404	VFA-204	ex AF-431	<b>967/C197</b>		feb20
164217/AF-406	VFA-204	ex AF-423	<b>980/C207</b>		feb20
164640/AF-401	VFA-204	ex RQ-45/FRCSW	<b>1060/C269</b>		feb20
164655/AF-410	VFA-204	ex AJ-313/VFA-15	<b>1082/C279</b>		feb20
164663/AF-411	VFA-204	ex AF-421	<b>1090/C284</b>		feb20
<b>F/A-18D</b>					
164046/AF-415	VFA-204	ex AD-432/VFA-106	<b>934/D053</b>		feb20
<b>F/A-18E</b>					
165667	Blue Angels	ex 00/NAWDC	<b>1518/E021</b>		feb20
165782/NJ-201	VFA-106	ex NE-300/VFA-192	<b>1528/E025</b>		feb20
165906/AJ-300	VFA-97	ex NG-06	<b>E061</b>		feb20

169743	Boeing	f/n	<b>E3..</b>	feb20
169744	Boeing	f/f	<b>E3..</b>	feb20
<b>F/A-18F</b>				
166613/AD-260	VFA-106	ex AG-203/VFA-103	<b>F106</b>	feb20
166675/AB-2..	VFA-211?	ex NJ-134/VFA-122	<b>F153</b>	feb20
166850/NJ-131	VFA-122	ex NG-107/VFA-41	<b>F198</b>	feb20
169749/NJ-170	VFA-122	f/n	<b>F28.</b>	jan20
<b>EA-18G</b>				
166941	VX-23	ex NL-541/VAQ-132	<b>G26</b>	jan20
169142/NL-515	VAQ-138	ex NL-542/VAQ-132	<b>G133</b>	feb20
<b>F-35C</b>				
169637	LMTAS	f/f 06feb20	<b>CF-42</b>	feb20
169638	LMTAS	f/f 07feb20	<b>CF-43</b>	feb20
<b>P-3C AIP+</b>				
162318/318	VP-30	ex 318/VP-40	<b>185-5794</b>	feb20
<b>P-3C BMUP+</b>				
161121/121	309th AMARG	ex 121/VP-62	<b>185-5700</b>	feb20
<b>P-8A</b>				
168432/LK-432	VP-26	ex LA-432/VP-5	<b>40812/3969</b>	feb20
168433/LK-433	VP-26	ex LD-433/VP-10	<b>40813/4055</b>	jan20
168434/LL-434	VP-30	ex LN-434/VP-45	<b>40814/4099</b>	feb20
168435/LL-435	VP-30	ex 435/VP-45	<b>40815/4141</b>	feb20
168439/439	nmks	ex LA-439/VP-5	<b>40819/4331</b>	feb20
169324/LF-324	VP-16	ex LK-324/VP-26	<b>62291/6104</b>	feb20
169334/RD-334	VP-47	ex LC-334/VP-8	<b>63181/6440</b>	feb20
169348/348	nmks	ex 348/VP-1	<b>63198/6974</b>	feb20
<b>CMV-22B</b>				
169435	HX-21	del 02feb20	<b>D03..</b>	feb20
169436	Boeing	f/n	<b>D03..</b>	feb20

United States Marine Corps (NY)

United States Marine Corps unit news

### Marine Force Atlantic (MARFORLANT)

On 19 February 2020, Sikorsky Aircraft Corp. was awarded a USD 471 million contract to procure six low rate initial production lot II VH-92A Presidential helicopters. The order is expected to be completed in December 2022. The VH-92A will replace two current presidential helicopter types, the VH-3D Sea King and the VH-60N "White Hawk" with HMX-1 Nighthawks at MCAF Quantico (VA). The initial operational test and evaluation phase is planned for mid-2020 and initial operational capability (IOC) in late 2020. Deliveries of 23 helicopters in total will continue up to 2023. A total of 23 VH-92As will replace the current fleet of eleven VH-3Ds and eight VH-60Ns. Two VH-92As will stay at Patuxent River (MD) for ongoing developmental initiatives.

### Marine Force Pacific (MARFORPAC)

On 23 January 2020, Marine Fighter Attack Squadron - All-Weather (VMFA(AW)) 225 Vikings, based at MCAS Miramar (CA), completed the phase-out of its last F/A-18D Hornets.

The squadron is slated to begin transition to the F-35B, the short-take-off/vertical landing version of the Lightning II. According to the fiscal year 2019 Marine Corps Aviation Plan, VMFA(AW)-225 is scheduled to begin its transition to the F-35B in fiscal year 2021. Presumably, the squadron designation will drop the (AW) suffix during its transition. The squadron will follow VMFA-121, VMFA-211 and VMFA-122 as the Corps' fourth operational F-35B squadron. VMFA-225 will move to MCAS Yuma (AZ), to join VMFA-211 and VMFA-122. VMFA-121 is based at MCAS Iwakuni (Japan). Also, the USMC plans to stand up a second F-35B replacement training squadron at Miramar during 2020: VMFAT-502. This new training unit is much needed to support the increasing F-35B training load.

On 21 January 2020, as expected, Marine Wing Fighter Attack Squadron (VMFA) 314 *Black Knights*, part of the 3rd MAW, welcomed the first of its F-35Cs at Miramar. VMFA-314 flew its carrier-capable Lightning II version to Miramar from NAS Lemoore (CA), where the unit has been transitioning to the F-35C from the F/A-18C Hornet. Notably, this aircraft was given the code 'VW-301'. This contrasts with VMFA-314 F-35Cs which were seen with a 'VW-43x' code while training at Lemoore. The unit is scheduled to be ready for deployment on an aircraft carrier by early fiscal year 2022.

The Yuma Search and Rescue flight will be decommissioned on 30 March 2020 instead of the earlier planned sundown planned for June 2020. The squadron's four HH-1Ns (BuNo's 158257/5Y-04, 158554/5Y-03, 158557/5Y-05 and 158764/5Y-07) will be retired. The Yuma SAR flight is the very last of its kind within the USMC and fulfilled decades-long the military-aided rescue operations in the Yuma area, including search and rescue for missing hikers and boaters and off course also fulfilled its military task. The quartet 1970s Hueys will not make it until June safety wise. Necessary maintenance accelerated their retirement. The Yuma SAR flight will not get any new helicopters, so the local Arizona Department of Public Safety has offered its assistance with its own fleet of helicopters. The last flight of the HH-1N is expected in March 2020 during the Yuma Air Show.

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)

### KC-130J

169534/BH-534 VMGR-252 del **382-58..** jan20

### F/A-18C

164956/DR-206 VMFA-312 ex NA-206 **1256/C377** jan20

165213/NA-405 VMFA-323 ex AC-302/VFA-131 **1388/C438** jan20

165401/NA-403 VMFA-323 ex AC-310/VFA-131 **1424/C458** sep19



VMAT-203 sent their (T)AV-8B single and dual Harriers to Yuma for a live bombing training on the Arizona shooting ranges. AV-8B 163186 was photographed during take-off by Manolito Jaarsma on 27 January 2020 and carried some training bombs.



At Paya Lebar you can take spectacular photographs at close proximity during approach, if you are quick enough. This banking shot shows KC-130H 734 of 122sq. (25 February 2020, Hans Jacobs)

#### F/A-18D

164024/SH-244	VMFAT-101	ex SH-437	<b>908/D045</b>	jan20
164254/320	VMFAT-101	ex XE-444/VX-9	<b>1017/D076</b>	jan20

#### F-35B

168314/MV-54	VMX-1	ex 18/461st FLTS	<b>BF-18</b>	feb20
168838/VM-04	VMFAT-501	ex DC-04/VMFA-122	<b>BF-35</b>	feb20
169415/CF-20	VMFA-211	ex CF-00	<b>BF-60</b>	feb20
169416/CF-21	VMFA-211	ex CF-01	<b>BF-61</b>	jan20
169614/CF-09	VMFA-211	del	<b>BF-78</b>	jan20
169620/CF-00	VMFA-211	del	<b>BF-84</b>	jan20
169625/-14	VMFA-...	f/n	<b>BF-89</b>	feb20
169628	Yuma	del 08jan20	<b>BF-92</b>	jan20
169678	LMTAS	f/n	<b>BF-93</b>	feb20
169679	LMTAS	f/f 06feb20	<b>BF-94</b>	feb20

#### F-35C

169601/VW-301	VMFA-314	ex VW-434	<b>CF-35</b>	jan20
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#### AH-1W

160743/YM-33	VMM-265	ex TV-27/HMLA-167	<b>29139</b>	jan20
165331	309th AMARG	ex HF-76/HMLA-269	<b>26355</b>	dec19

#### UH-1Y

168407/SM-03	HMLA-469	ex SN-03/HMLA-169	<b>55144</b>	feb20
168501/SM-06	HMLA-369	ex SN-06/HMLA-169	<b>55165</b>	feb20
168784/SM-02	HMLA-369	ex SN-02/HMLA-169	<b>55181</b>	jan19
169238/YM-43	VMM-365	ex TV-14 HMLA-167	<b>55229</b>	feb20
169291/SN-06	HMLA-169	ex SM-06/HMLA-369	<b>55250</b>	dec19

#### AH-1Z

168002/WR-41	HLMA-775	ex SE-43/HMLA-469	<b>59014</b>	feb20
168049/SM-49	HMLA-369	ex UV-44/HMLA-267	<b>59016</b>	feb20
168520/WR-43	HMLA-775	ex QT-634/HMLA/T-303	<b>59034</b>	feb20
169264/SN-49	HMLA-169	ex SM-49/HMLA-369	<b>592..</b>	feb20
169513/WR-45	HMLA-775	del	<b>592..</b>	feb20

#### CH-53E

161391/YP-20	VMM-163	ex YJ-391/HMH-465	<b>65-448</b>	jun18
162010/HH-08	HMH-366	ex EH-21/VMM-264	<b>65-487</b>	feb20
165344/EN-25	HMH-464	ex ES-23/VMM-266	<b>65-649</b>	feb20

#### AV-8B+

164551/WP-00	VMA-223	ex WP-05	<b>236</b>	feb20
164560/WP-223	VMA-223	ex WP-01	<b>245</b>	feb20

#### AV-8B+(R)

165573/WL-08	VMA-311	ex WL-02	<b>310</b>	jan20
165587/CG-08	VMA-231	ex EH-55/VMM-264	<b>324</b>	feb20

#### MV-22B

168024/YT-06	VMM-164	ex YW-07/VMM-165	<b>D0154</b>	sep19
168286/EP-06	VMM-265	ex ET-06/VMM-262	<b>D0203</b>	feb20
168668/PF-12	VMM-364	ex YR-11/VMM-161	<b>D03xx</b>	feb20
168687/YL-05	VMM-362	f/n	<b>D03xx</b>	feb20

National Aeronautics and Space Administration (NASA)

National Aeronautics and Space Administration (NASA) is making progress on the road to the first flight for the agency's first piloted X-plane in two decades. This aircraft will be the X-57 Maxwell, the first all-electric X-plane. The X-57 is based on a conventional, piston engine powered Tecnam P2006T twin. Already in 2015, NASA pilots and engineers performed test flights of this production-instrumented aircraft in the skies above and around Edwards AFB (CA). The purpose of these flights was to collect data, such as lift, drag, cruise efficiency, energy usage and ride quality. In the years that followed various wing designs, designated Mod I through to Mod IV, were tested. For this purpose the wings were fitted on a rig on the back of a truck, to observe the behaviour of the wing designs at various speeds. These tests were performed at NASA's Armstrong Flight Research Center in Edwards (CA). The final configuration will feature fourteen electric motors and propellers (twelve high-lift motors along the leading edge of the wing and two large wingtip cruise motors). These will be powered through the use of lithium-ion battery systems.

Also known as the Quiet SuperSonic Technology (QueSST) aircraft. The QueSST has an exterior that looks like a Lockheed Starfighter stretched to the extreme. The X-59 is shaped to reduce the loudness of a sonic boom reaching the ground to that of a gentle thump, if it is heard at all. It will be flown over select US communities to generate data from sensors and people on the ground in order to gauge public perception. The data will help regulators establish new rules to enable commercial supersonic air travel over land. Construction of the X-59, under a USD 247.5 million cost-plus-incentive-fee contract, is continuing at Lockheed Martin Aeronautics Company's Skunk Works factory in Palmdale (CA). Final assembly and integration of the airplane's systems – including an innovative cockpit eXternal Visibility System – is targeted for late 2020. The first flight is planned for 2021.

# Triptease



Safari Express Cargo 5Y-SEC and 5Y-SEP, together with 5Y-WFA of Skyways Express/Rudufu are parked on the apron at Nairobi International /Jomo Kenyatta. (29 October 2019, André Alders)

## Civil trips

### Kenya

Nairobi-Jomo Kenyatta 28 October 2019

9XR-WI	CRJ-900	RwandAir
A7-AHU	A320-232	Qatar Airlines
ET-AOU	B787-8	Ethiopian Airlines

Nairobi-Wilson Airport 28 October 2019

5Y-BGH	DHC-6-300	AirKenya Aviation
5Y-BMP	DHC-7-102	AirKenya Aviation
5Y-BWG	DHC-8-311	Silverstone Air Services
5Y-CDK	DHC-7-110	AirKenya Aviation
5Y-CGX	Fokker 50	basic Kush Air c/s
5Y-CHM	Fokker 50	Freedom Airline Express
5Y-FAE, 5Y-FAM	EMB120RT	Freedom Airline Express
5Y-FJE	Fokker 50	Fanjet Express a/w
5Y-IZO	Fokker 50	Silverstone Air Svcs dump
5Y-JWX	Fokker 50	Jetways Airlines a/w
5Y-JWZ	Fokker 50	Jetways Airlines
5Y-RBA	DHC-5	a/w
5Y-SAX	DC-9-15	Fly-Sax dump
5Y-SLE	Ce208B	Safarilink Aviation
5Y-SMI	DHC-8-311	Skyward Express
5Y-SMQ	Fokker 50	Skyward Express
5Y-SMZ	Fokker 50	Skyward Express dump
5Y-SVN	Fokker 50	Rudufu std
5Y-WFC	Fokker 50	Buff Air Services
5Y-ZBI	Ce208B	Safarilink Aviation

### Stored

5X-FNN	F27-500CRF	Fly540
5Y-BXD	CRJ100ER	Fly540 a/w
5Y-CCT	CRJ100ER	East African
5Y-FAI	Fokker 50	Freedom Airline Express
5Y-JLI	CRJ200LR	Jetlink
5Y-JRN	Fokker 50	Rudufu a/w
5Y-SMS	Fokker 50	Skyward Express

Kenya remains an interesting country for civil aviation enthusiasts. With a bit of good luck you will get in touch with the right people making it still possible to participate on flights as extra crew or passenger on commonly obsolete aircraft types as I was already lucky to experience earlier this year, and years before. Thanks to my continuous negotiations during and after my trips with decision-makers in Nairobi I was lucky enough in October to receive an invitation to join a Boeing 727 cargo flight with Astral Aviation, an offer I surely could not resist. Unfortunately I only had four days at my disposal, but with a little creativity you make the best of it in a short period of time not counting the outward and return flight. Sunday 27 October, the first day of the KLM winter

schedule, I flew KLM Asia B777-206ER (PH-BQK) to Nairobi, unfortunately the replacement for the usual Boeing 747.

Nairobi-Jomo Kenyatta

29 October 2019

### Terminal 1

5H-PWB	ATR72-212A	Precision Air
5Y-IRE	B727-2Q9F	Safe Air Company
5Y-JIB	B727-251	Safe Air Company
5Y-MSA	B737-244AF	Multifple Solutions a/w
9XR-WI	CRJ900	RwandAir
A6-AOW	A320-214	Air Arabia
A6-EIS	A320-232	Etihad Airways
A6-ENP	B777-31HER	Emirates
A7-ACK	A330-202	Qatar Airways
ET-AOB	B737-8HO	Ethiopian Airlines
ET-AOT	B787-8	Ethiopian Airlines
ZS-SZE	A320-232	South African Airways

### Terminal 2

12-3085	C-146A	US Air Force
5Y-AXP	DC-9-31	African Express Airways
5Y-BXC	CRJ100ER	Fly540
5Y-BXU, 5Y-CAU	DHC-8-102	Red Cross ICRC
5Y-BYX	CeF406	East African Air Charters
5Y-CGH	DHC-8-311	Fly540
5Y-EEE	F28-4000	Fly-Sax std
5Y-GMC	F27-500	AeroSpace Consortium
5Y-GMF, 5Y-GMG, 5Y-GMH	ATP	AeroSpace Consortium
5Y-JAF	Fokker 50	Air Jubba std
5Y-JAI	Beech 200	Capital Airlines
5Y-JXG	CRJ100ER	Safe Air a/w
5Y-JGM	DHC-8-102A	748 Air Services
5Y-JXI	DHC-8-Q402	Jambojet
5Y-JXJ	Fokker 50	Skyward Express a/w
5Y-JXN	Fokker 50	Air Jubba
5Y-JWF	Fokker 70	Fly-Ade Airline a/w, std?
5Y-SIA	Fokker 100	Salaam Air Express
5Y-?	DHC-8-402	ex OE-LGE

### African Express Airways maintenance area

D2-EZC	EMB120RT	Air26
ET-AUU	ERJ145EU	National Airways
MM60204	An-24B	Somali Air Force
3C-ZZA	An-24RT	Interflight
5Y-AXD, 5Y-AXF	DC-9-32	African Express Airways
5Y-AXJ	EMB120RT	African Express Airways
5Y-AXL, 5Y-AXN	MD-82	African Express Airways
1x	CRJ100	a/w, std

### Storage area

4R-EXJ	DC-8-63CF	Fits Aviation
5Y-BXB	DHC-8-102	Fly540
5Y-BXZ	B737-247	Jubba Airways
5Y-CCE	F27-500	Cargo2Fly

5Y-KQJ, 5Y-KQK	B737-248	Kenya Airways	HB-LQV, HB-LTG	DHC-6-300	Red Cross ICRC
5Y-JLA	F28-4000	Jetlink	N467SP	DC-3-C-TP	Samaritan's Purse
5Y-SAN	DC-9-34CF	Astral Aviation	N886SP	Ce208B	Samaritan's Purse
5Y-SAZ	DC-9-14	Fly-Sax	RA-67066	L-410MA	a/w
5Y-SIB	Fokker 50	Skyward Express	RA-76780	Il-76T	United Nations WFP
5Y-TCO	HS748-2B	Safe Air Kenya	RA-06033	Mi-26T	Skol
5Y-XXA, 5Y-XXB	DC-9-14	East African Safari Expr.	S9-GRN	An-26	Malek Air
9S-GFA	B727-230	Fayaka Airways	ST-ANP	B707-351C	TAAT
EY-534	B737-247	Daallo Airlines	TR-KNG	An-26	South Sudan Supreme AL
TZ-MHI	L1011-100	SAM Intercontinental Gp	TR-OAN	An-26	South Sudan Supreme AL
TF-AMM	B747-4H6F	Astral Aviation	UP-AN607	An-26	a/w
TF-AMN	B747-4F6F	Magna Aviation	UR-APR	Mi-8MTV-1	United Nations WFP
<b>Cargo Area</b>			YI-AZR	An-26	South West
A9C-DHJ	B767-281F	DHL Middle East	ZS-ATL	L-410UVP-E20	United Nations WFP
5Y-IZI	DHC-8-100	a/w?	ZS-CMG	CRJ200ER	CemAir
5Y-IZZ	Fokker 50	Silverstone Air Svcs	ZS-HNB	Bell 412EP	Red Cross ICRC
5Y-SEC	F27-500CRF	Safari Express Cargo	ZS-MBH	Ce402B	Little Swift Investments
5Y-SEP	F27-400	Safari Express Cargo	ZS-RSC	L-100-30	United Nations
5Y-KQD	B737-3U8SF	Kenya Airways	ZS-SKA	Fokker 70	Flyequator.com
5Y-MHD	DHC-8-103	Silverstone Air Svcs	ZS-SLG	Ce208B	a/w
5Y-MWM	B727-227F	Astral Aviation	ZS-ULE, AS-ULM	Ce208B	Fortune Air
5Y-SMN	Fokker 50	Silverstone Air Services	3D-BKL	An-26B	Ultimate Airways
5Y-TLC	Ce208B	DHL	3D-GSS	An-26	Bravo Air Georgia
5Y-UAE	DC-9-34CF	Astral Aviation	5X-ASI	Ce208B	Bravo Air Georgia
5Y-VVR	DHC-8-102	Bluebird Aviation	5Y-BNG	Ce208B	United Nations WFP
5Y-VVU, 5Y-VVW	DHC-8-402PF	Bluebird Aviation	5Y-BRX	Do228-100	MAF Kenya
5Y-WFA	Fokker 50	Rudufu	5Y-BSM	L-410UVP-E9	Kasas
5Y-WFC	Fokker 50	Buff Air Services	5Y-BXC	CRJ100ER	Kush Air
			5Y-IHO	DHC-8-106	Fly540
Juba International Airport		29 October 2019	5X-KNP	CRJ900	United Nations WFP
EK-2801	An-28	Mars Avia	5Y-MWM	B727-227F	Uganda Airlines
EK-2803	An-28	Skiva Air	5Y-NIK	L-410UVP-E9	Astral Aviation
EK-2815	An-28	Mars Avia	5Y-SED	Fokker 50	Kush Air
EK-4104	L-410UVP-E	Kush Air	5Y-TMP	C295M	Skyward Express
EK-26008	An-26B	South Supreme AL	5Y-WMM	Ce208B	United Nations WFP
EK-74052, EK-74923	An-74-200	Mars Avia	5Y-ZBR	Ce208B	Sky Aviation
ET-AOF	Ce208B	Abyssinian Flight Services	7Q-STB	DHC-5B	Medicins sans frontieres
ET-AQC	DHC-8-402	Ethiopian Airlines	9Q-CNL	F27-500	Nyassa Air Taxi
ET-AVY	ERJ145LR	Walya Airways	3D-6x	An-24/26	XL Trading
EX-126	An-26B	Sky Way Air		Mi-8	a/w ?
EY-331	An-72-100	Asia Sky Lines			UN or South Sudan AF
EY-433	L-410	a/w			
EY-434	L-410UVP-E3	a/w			
EY-409	An-12BP	Eagle Enterprise			
EY-410	An-12BK	Asia Airways			
EY-639	BAe746	dump			

Monday morning it was time to meet the management of Astral Aviation in the Africa Flight Services terminal at NBO Airport. I was more than welcome and thanks to the Chief Operations Officer I received an excellent explanation of what I could expect the next day. In the afternoon I visited Wilson



YI-AZR was only seen for the first time at Juba on 29 October 2019 according to the Soviet Transports database. Our educated guess is that André Alders was the first one to spot this aircraft, as he was at Juba Airport on this date!



Most probable 5Y-IRE is B727-2Q9F with c/n 21930 and line number 1508. It can be found under 5X-IRE in various databases. Currently, it is stored at Nairobi-Wilson as the Kenyan CAA withdrew the Air Operations Certificate of Safe Air, due to safety concerns after the inspection audited the company. (31 October 2019, André Alders)

airport including a small ramp tour at Skywards Express / Jetways Airlines. Unfortunately, this time nothing special on the ramp to photograph. Yet compared to my previous visit last March there was plenty to discover at Wilson. For spotters, the garden of the Aero Club is the best place to overlook the airport. You can read many registrations from here and photographing is even possible even though I was told to stop later in the week. In any case, I was able to photograph my very first Cariboo (5Y-FBA) which unfortunately stood in the way of Kush Air 5Y-CGX and three other Fokker 50's. Fokker 50 5Y-IZO, 5Y-SMZ and DC-9 5Y-SAX are dumped in front of the garden near the runway. Silverstone Air Services 5Y-IZO veered off the runway on 11 October during takeoff from runway 14 at Nairobi-Wilson Airport, Kenya. The aircraft came to rest close to some trees, 300 meters past the end of runway 14. The nose landing gear was pushed inside the fuselage and the no.1 engine had separated. Only two passengers sustained minor injuries. The registration of Fokker 50 5Y-SVN is no longer legible due to the green paint.

Tuesday morning, and I was expected in Terminal 2 by Astral Aviation. Here I went through customs and with a company car we drove across the entire airport to the cargo section of NBO. Astral Aviation is a cargo airline that acquired its Air Operators Certificate (AoC) and Air Service License (ASL) from the Kenya Civil Aviation Authority in 2001, and subsequently designated as a cargo airline, by the Ministry of Transport of the Republic of Kenya in November 2006. They once started with Antonov An-12's but nowadays Astral Aviation operates a fleet of F-27 (5Y-JUU), DC-9 (5Y-UAE) and B727 (5Y-MWM) freighter within its intra-African network, in addition to wet-leased B747-400's freighter (TF-AMA, TF-AMM, TF-AMU) on the Nairobi-London and Liege sector. Today a scheduled flight with Boeing 727 5Y-MWM to Juba in South-Sudan was on the program. This classic airplane entered service in July 1976 with Braniff Airways as N446BN, became N73751 for Continental Airlines in May 1985 until February 1999. It was converted into a freighter for Express.net Airlines. From 2006, this aircraft flew in South Africa for Imperial Air Cargo and Africa Charter Airline as ZS-IAE until it finally arrived in Kenya in 2015 as 5Y-MWM. On the cargo ramp I had plenty of time to photograph the Boeing 727 while the cargo was being loaded into the fuselage. I also had the opportunity to photograph the DC-9 before we finally took off to Juba with a fantastic

seat behind Captain Neal. Needless to say that the flight from the flightdeck was fantastic including the landing in South Sudan. For the enthusiastic spotter Juba airport is very interesting with a variety of many rare airplanes. Unfortunately I was not allowed to leave our B727 as I did not have a visa for South Sudan, but from the cockpit I had a very good view on the apron near the terminal. Almost everything could be read off and photographed as a nice mixture was taxiing by. After our cargo was unloaded, which took almost two hours, we were ready for departure and during taxiing we could read almost all aircraft along the runway except for a number of Mi-8s which could not be identified. Prior to take-off clearance, we still had to wait for a departing Hercules, An-26 and a landing Cessna and Avro HS748, not the average queue of planes at your local airport. South Supreme Airlines CRJ was read as C5-DAN and their L-410 as TR-KSS (probably former 5Y-SSA). Not sure about that. After 75 minutes we were safely back on the ground at NBO airport. In the meantime, the cargo ramp was full of Dash 8, Fokker 50 and even two Fokker F27 freighters, a beautiful sight. Unfortunately it was time to say goodbye to Astral Aviation for this special and unforgettable day, but I was assured that a flight with their Fokker F27 might be possible in the future. According to Astral Aviation this should be 5Y-JUU but as far as I know this Fokker is nowadays registered as 5Y-GMC, and seen today at Terminal 2 at the same parking place during my previous visit in March and probably not moved? Another registration mystery?

Nairobi-Wilson		30 October 2019
7Q-LEX	Ce208B	Ulendo Airlink
9S-GPT	SC-7	Malu Aviation
5Y-IZI	DHC-8-100	Silverstone Air Services?
5Y-IZK	DHC-8-311	Silverstone Air Services
5Y-SLK	DHC-8-315	Safarilink Aviation
5Y-SSB	Beech 200	
Eldoret Airport		30 October 2019
5Y-CGL	DHC-8-202	Fly540
5Y-ELX	DHC-8-311	Silverstone Air Services
5Y-JWX	Fokker 50	Jetways Airlines a/w
Lodwar Airport		30 October 2019
5Y-JWX	Fokker 50	Jetways Airlines a/w

After a good night's sleep I decided to go to Wilson airport with one main goal, flying a Fokker 50 since I had only flown between Curacao and Aruba with this type of Fokker aircraft. The afternoon flight from Wilson via Eldoret to Lodwar and

back with Jetways Airlines was a cheap option. Our Fokker 50 5Y-JWX was completely white and only provided with Jetways Airlines titles on the fuselage. The pilots were very enthusiastic about this former Aer Lingus Commuter which entered service in 1991 and ended up in Kenya after many other companies. Call it the Land Rover of the sky, they never let you down and as the crew assured me, better than their Dash 8s. Due to a delay in the afternoon we departed later than planned from Wilson airport to Eldoret and Lodwar. However, due to the short ten minutes stops at EDL and LOK, we arrived exactly at the normal scheduled time. I had enough time left to visit the EastAfrican.com office, previously known as Fly-Sax. As I had never flown a Beech 1900 I asked about the schedule for Friday morning to Wajir, the answer was promising because a Dash 8 could also be on this regular service.

Nairobi-Wilson		31 October 2019	
5H-FLC	Beech 1900C	Flightlink Air Charters	
5X-FFD	F27-500F	Fly540	dump
5Y-BPJ	Beech 200	Knight Aviation	dump
5Y-BTD	F27-300M	Imaatong	dump
5Y-CDL	Ce208B	ex AirKenya Aviation	
5Y-CHK	Fokker 50		a/w
5Y-CIO	DHC-8-102A	Echo Flight	
5Y-DAS	Ce208B	Kenya Government	
5Y-ELX	DHC-8-311	Silverstone Air Services	
5Y-FDM	Ce560 Citiation	Amref Flying Doctors	
5Y-GAS	Beech 1900D	East African.com	
5Y-IHO	DHC-8-106	United Nations WFP	
5Y-LEO	Ce208B	Safarilink Aviation	
5Y-MAJ	DHC-8-103	United Nations WFP	std
5Y-MIS	Fokker 50	Maandeeq Air	std
5Y-POL	Ce208B	Kenya Police	
5Y-SFA	Mi-17-1V	Kenya Police	
5Y-SKN	Fokker 50	Rudufu	a/w ?
5Y-SLA, 5Y-SLB	Ce208B	Safarilink Aviation	
5Y-SLD	DHC-8-106	Safarilink Aviation	
5Y-SMP	DHC-8-102	Silverstone Air Services	
5Y-STA	Mi-17-1V	Kenya Police	
5Y-TAJ	DHC-5D	Trident Enterprises	std
5Y-VVC	L-410UVP-E7	Bluebird Aviation	std
5Y-VVE	L-410UVP-E20	Bluebird Aviation	a/w, std
5Y-VVL	L-410UVP-E7	Bluebird Aviation	std

5Y-VVM	Beech 1900D	Bluebird Aviation
5Y-VVG	Fokker 50	Bluebird Aviation a/w, std ?
5Y-VVS	DHC-8-102A	Bluebird Aviation
5Y-VVV	Dash-8-402PF	Bluebird Aviation ?
ET-ANE	Beech 1900D	Exec. Turbine Kenya dump
VP-BOS	DHC-8-402	DAC Aviation East Africa
ZS-PKB	Beech 1900D	CemAir
Wajir Airport		31 October 2019
5Y-ELX	DHC-8-311	Silverstone Air Services
5Y-GAS	Beech 1900D	East African.com
5Y-JWX	Fokker 50	Jetways Airlines
Nairobi-Jomo Kenyatta		31 October 2019
5Y-BBX	B720-047B	Kenya Airways
5Y-CIW	Fokker 50	std
5Y-JHS	B737-200	a/w
		untitled

**Hub traffic**

Jambojet	DHC-8-400	
Kenya Airways	B737-700, B737-800, B787-8, ERJ190	
Entebbe International		31 October 2019
OO-SFD	A330-342	Brussels Airlines
PH-AKB	A330-303	KLM
5X-EQU, 5X-KDP	CRJ900	Uganda Airlines
5X-KNP, 5X-KOB	CRJ900	Uganda Airlines
5Y-FFM	ERJ190AR	Kenya Airways

Early in the morning I boarded my very first Beech 1900, which looked great in the colors of EastAfrican.com. On Wajir I also had plenty of time to photograph the plane. Again I experienced that once you are on the platform no one is bothering about your hobby. Also at Wilson airport I could take some nice pictures during departure and return. I spent the afternoon in the garden of the Aero Club but also visited the Safe Air Company office. There I met a friendly CEO who I asked if it was possible to fly one of their B727s? At NBO I already saw 5Y-JIB at Terminal 1 (a bizjet B727 with an Air Djibouti sticker) which, in contrast to my previous visit in March, looked airworthy again. In addition, another B727 (5Y-IRE) although a freighter of Safe Air Company was also parked at the terminal. According to various sources a third Boeing 727 (5Y-GMA with Safe Air titles) is said to have been leased to Aerospace Consortium but maybe this is not correct? According to the CEO business went exceptionally well including a three apparently leased Fokker 50's (5Y-CGX, 5Y-CIW and



Via the United Kingdom, the Netherlands and Australia, this Fokker 50 5Y-CHM ended up in Kenya. It is operated by Freedom Airlines. (Nairobi-Wilson, 30 October 2019, André Alders)



The Lao People's Army History Museum in Vientiane has possession of this An-2 074. The museum was established in 1974 and is mostly dedicated to the struggle for independence during the First and Second Indochina Wars. (5 November 2019, Erwin Alexander)

5Y-FJE). Despite a very nice conversation I had my reservations that everything was well organized with this airline, the office was one big mess. Still, I was promised a possible flight with one of their B727s, 5Y-JIB would soon be flying again for a new yet unknown company, very interesting!

At the end of the afternoon I visited African Express Airways at NBO to ask if the DC-9-31 was still flying? Although it was no longer mentioned on the schedule, I was assured that this was still the case. Near the office a B737-200 with a blue tail and blue cheatline was parked but I couldn't read the registration. According to a local spotter this is probably 5Y-JHS?

Early in the evening I boarded Kenya Airways ERJ190 (5Y-FFM) to Entebbe where I had to wait for a few hours for the flight back to Amsterdam with KLM A330 PH-AKB.

Just a few days later at home, various messages were received regarding the state of service of the airport and airlines at Wilson airport:

All Dash-8 aircraft operated by the carrier, namely two Dash 8-100's and four Dash 8-300's, had been grounded by The Kenya Civil Aviation Authority (KCAA) following three incidents between October 11 and 28, two of them at Nairobi Wilson Airport including Fokker 50 5Y-IZO.

Safe Air Company had their licences suspended by the Kenya Civil Aviation Authority (KCAA), which cited safety concerns following inspections.

A Safarilink aircraft with 10 passengers on board skidded off the runway at Wilson Airport shortly after landing from Lamu on Tuesday evening October 30th.

In summary, it is clear that the airport no longer meets current requirements including poor runways, unclear aircraft maintenance, doubtful business and too many outdated buildings such as the terminal that is in fact no more than a small classroom, but time will tell?

Credit: André Alders

## Combined (W&R) trips

### Thailand - Laos - China

What to do when you have a couple of weeks off from work and the family is either off to work or school, well, in my case I plan a W&R trip somewhere at this planet. First a

maximum budget was set of €400 destination unknown for a flight ticket. After searching for a while I found a ticket with Air China from London (as I had to be in London for other reasons anyway) to Bangkok via Beijing for €369. Destination Thailand was born! Now it was time to make a W&R route in Thailand, a very useful tool for this is Google MyMaps. While making a route I discovered I could visit most W&R locations I wanted to visit within a week. As I was in the "area" anyway I started to look for another country to visit, Laos caught my attention especially Xieng Khouang airfield. At this airfield most of the Laos Air Force Mig-21's are stored. My plans for this airfield were, as I have been reading many different articles on the internet, trying to make some photo's during landing at this airfield or find a way to see those stored Mig-21's from the outside. So the basic plan was set for this. Now it was time to find a hotel nearby the airfield and during my search for this, my eye caught bed & breakfast "Pukyo" near the airfield. What was more interesting about this hotel, the owner David, married to a Laotian lady, is speaking Dutch, English, French and German whilst his wife is of course speaking Lao and English. This triggered me as this city is not that big and a place where everyone knows each other. So a long shot was made by me by sending the B&B owner David a message explaining why I came to visit and if he know any Air Force staff to arrange a base visit. His reply was, "yes, we know a few pilots and we can arrange this!" A new priority was set for me for this trip. More about this later in this trip report. For photos of this trip please feel free to look online at <https://www.flickr.com/photos/erwinalexander/albums> and just look up the countries Thailand, Laos or China. I saw during this trip also some interesting operational aircraft, my main goal were the W&R as reported in this review.

Bangkok-Science Centre for Education	29 October 2019
9414	C-47 pres., ex Thai Army
Kh17-21/04/1211	F-86F pres., ex Thai Air Force
...	LA-4-200 pres., Thai AF markings
HS-TCZ	PA-23-250 preserved

After arrival at Bangkok, my first goal was to get a Thai simcard for my extra old smartphone what I normally use as hotspot for my regular telephone. After taking care of this I went straight to my hotel from the airport with the BTS Skytrain (over ground metro network) in Bangkok having a quick bite, a well-deserved beer and went to sleep, to be fit for the first day W&R hunting in Bangkok.



Bangkok-Royal Thai Naval Academy 29 October 2019  
7235 HU-16B ptres., ex Thai Navy

After a short ride on the BTS Skytrain I arrived at the BTS station "Royal Thai Naval Academy" from the station you can already see and photograph the preserved Albatross so there is no need to leave the station for this.

Bangkok-Department of Airports 29 October 2019  
1x Airtourer preserved

Back on the BTS Skytrain again, destination station Lumpini. After some walking from this station I arrived at the "Department of Airports" offices. Don't make the military control post scare you, they just let you passing through if you point out that you want to go to the other main road on the other side of the complex. At this location a unmarked AESL Airtourer can be found.

Bangkok-Aeronautical Radio of Thailand 29 October 2019  
HS-ACC CeT337G preserved

Bangkok-Rajamangala University 29 October 2019  
... Bell 47 preserved  
2311 Bell 206B-2 pres. ex Royal Thai Police  
25105 SD330-UTT Royal Thai Police i/a

#### Inside building

L9-19/27/46135 N22B Royal Thai Air Force i/a

Opposite of the main entrance of the Aeronautical Radio of Thailand is the Rajamangala University of Technology. As well raised up as I am, I went straight to the admin office to ask permission to make some photos of the aircraft at this location. At the end there was no need to go to the admin office for this as no one cares if you walk straight up to the location of the aircraft. At the classroom location I met some of the teachers and I must say, they are really helpful in a good way to give you access.

Bangkok-Siam Paragon shopping mall 29 October 2019  
(HS-AKO) B737-281 ex Phuket Airlines

The next stop is the shopping mall "Siam Paragon" what's next to the BTS station "Siam". In this shopping mall, on the top floor, there is the children's playground called "Kidzania" what has at the entrance of the playground a fuselage of a B737. It is painted in Air Asia colours and the identity needs confirmation.

Bangkok-Quartermaster Generals School 29 October 2019  
L4-3/07 C-123B pres, ex RTAF  
2578 O-1E pres., ex Royal Thai Army

After some time, whilst being on the road studying on Google

street view I decided to skip a few locations like the Military Residence Village where a UH-1 should be preserved and the Royal Palace area (several preserved aircraft) as I was uncertain I could see anything. For this reason I went straight to the Quartermaster Generals School Quarter Master Royal Thai Army by taxi from a BTS Station, of which I forgot the name.

Bangkok-The Camp Vintage Flea Market 29 October 2019  
L2-25/01/919 AC-47B pres. ex RTAF

After this location I hopped into a taxi to bring me to the The Camp - Vintage Flea Market where you can find a AC-47.

Bangkok-Civil Aviation Training Center 29 October 2019  
51-14554 T-6G ex Royal Thai Air Force i/a  
1505 FH1100 ex Royal Thai Army i/a  
1108 KH-4 ex Royal Thai Army std  
HS-TCR PA-23-250D as "HS-CAT" i/a  
HS-TZM Enstrom 480 i/a  
HS-TCI, HS-TCM TB-9 i/a  
HS-TGI SE210-3 Nose only i/a  
HS-TZE UH-12E std  
1x Hughes 269A preserved **62-0090**  
1x Beech B200 Aeronautical Radio of Thailand  
1x Airtourer i/a  
"HS-AMEL" Airtourer i/a  
"HS-CATC" Ce180 preserved **180-30574**

After this pretty good day catch, I called it the day and took a taxi toward my hotel near Don Muang airport.

After a short walk from my hotel near Don Muang airport I arrived at the arrival hall of the airport to collect my rental car, a Nissan Almera would be my choice of transport for the rest of the week in Thailand.

After the paperwork I went on my way to the first W&R location at the military side of the airport.

Bangkok-Don Muang 30 October 2016  
Kh17-18/04 F-86F pres. ex RTAF

If you drive in the north direction of the airport than and follow the road signs Royal Thai Air Force you end up at a military checkpoint, this is no problem at all, just tell the guard that you are going to visit the Thai Air Force Museum and they let you pass through. Besides this is not only a shorter way to get there, you also pass a preserved F-86 on a roundabout. Unfortunately stopping with your car in this area is prohibited so make some photos from your car. Remember that the Sabre has two different codes, one on each side. The



Phonsavan Air Force Training School has three instructional airframes of which MiG-21bis 731 is one. (6 November 2019, Erwin Alexander)

codes are: 5112 and 4334.

Bangkok-Don Muang (North side) 30 October 2019  
Kh17k-4/06/1214 F-86L pres., ex RTAF

If you drive in the north direction of the airport and follow the road signs Royal Thai Air Force you end up at a military checkpoint, this is no problem at all, just tell the guard that you are going to visit the Thai Air Force Museum and they let you pass through. Besides this is not only a shorter way to get there, you also pass a preserved F-86 on a roundabout. Unfortunately stopping with your car in this area is prohibited so make some photos from your car.

At the Airport Division Royal Thai Air Force Civil Engineer Department area, behind this F-86 should also be a T-33 preserved, unfortunately this one couldn't been seen from the outside.

Bangkok-Don Muang RTAF Aviation Park 30 October 2019  
Kh17-7/04 F-86F pres., ex RTAF  
1x F-5E pres., ex RTAF  
TKh18-4/13 RF-5A pres., ex RTAF  
(79-0375) F-16A pres. es USAF as RTAF

On huge concrete poles are here the following aircraft preserved in the shape of a formation flight. Be aware that each aircraft carries multiple code on each side. Although there is also a control post at the entrance of this location, you just can drive up here, park your car without any problems.

Separated from this group on the ground at 13.921643° 100.625536° on the same grounds you can find another Sabre. Kh17k-11/06 F-86L pres., ex RTAF

When you follow the one way system with your car at this park, you will also pass another gate on the other side of the park. From there you can see two Trojan's preserved next to each other.

JF13-113/15 T-28D pres., ex RTAF  
JF13-115/15 T-28D pres., ex RTAF

Bangkok-Don Muang Air Force Auditorium 30 October 2019  
HS-AFC CaA150L preserved

Bangkok-Don Mueang ATTS 30 October 2019  
JF13-98/13 T-28D pres., ex RTAF  
(66-16428) UH-1D pres as SVNAF "455"

Unfortunately the other preserved and instructional aircraft at the Ait Trchnical Training school could not been seen from the public road. The good news however for the near future is that the BTS Skytrain service will be extended towards Don Mueang including a station called Royal Thai Air Force Museum. The construction is nearly finished and I'll guess that this service will be operational this year. The good thing is that the Skytrain as the name itself gives away is a metro service high above the ground and with this new service towards the Air Force museum is high above the main road so the aircraft at the military side of the airport including the preserved aircraft should be visible from this public transport service.

Bangkok-Don Muang RTAF Museum 30 October 2019  
(150556) UH-34D pres., ex Laos AF as RTAF  
39178/178 JAS39A pres., ex Swedish AF

The other side with RTAF markings and serial 70100  
1258 F-5A ex Taiwan AF std  
(1271) F-5A ex Taiwan Air Force

Under restoration to become a bare frame, without metal plates

"65159/1311" F-5A ex Taiwan Air Force 1275  
1295 F-5A ex Taiwan Air Force std  
J7-19/44/23144 Alpha Jet A pres., ex RTAF  
Th1-5/06/63-8103/7135 U-10B pres., ex RTAF  
JTh2-23/19 AU-23A pres., ex RTAF  
1x Fairchild 24J pres., ex RTAF  
J6-12/15/21132 A-37B pres., ex RTAF  
J6-13/15/21133 A-37B pres., ex RTAF  
F12-9/13/RR.09-13/09 T-37B pres., ex RTAF

F12-12/13/12  
1x  
H8-01/38/01  
L11-1/26/22-222  
L1-6/90  
L2-6/90/100536  
L2-39/15/547  
L4-6/07/555  
F16-20/18/20/60442  
1x  
1x  
J3-4/94/4  
F9-5/93  
F9-24/95/24  
H1-4/96  
Kh15-178/98/4312  
Kh18k-1/09/70101/38438  
Kh18-13/17/70143/38371  
(TKh18-3/13)  
Kh16-06/99/878/1231  
Kh17-10/04/4322/5060  
(Kh17-42/06)  
Under restoration to become a bare (without metal plates)  
frame forward fuselage  
Kh17k-5/06/30681/1215 F-86L pres., ex RTAF  
J4-11/94 Firefly FR1 pres., ex RTAF  
L14-6/39/60312 G222 pres., ex RTAF  
L5-1/8/60301 HST748-208 pres., ex RTAF  
TL7-1/22/40204 Arava 201 pres., ex RTAF  
1x Ki-55 pres., ex RTAF  
1x KH-4 pres., ex RTAF  
S3-4/90/4 L-4J pres., ex RTAF  
S4-10/90/100.302 L-5B pres., ex RTAF  
KhF1-40/40/40115 L-39ZA/ART pres., ex RTAF  
L9-4/25/46122 N22B pres., ex RTAF  
1x Kogata Hato-4 pres., ex RTAF  
1x Kogata Tobi-4 pres., ex RTAF  
1x PDQ-2 Microlight pres., ex RTAF  
1x P-12E pres., ex RTAF  
F19-06/34/06 PC-9 pres., ex RTAF  
F18k-15/32/40226 Fantrainer 600 pres., ex RTAF  
F18-1/27/4001 Fantrainer 400 pres., ex RTAF  
5x Fantrainer 400 ex Royal Thai Air Force std  
The 5 stored Fantrainers 400 have the following construction numbers: 032, 034, 035, 037 and 041  
T2-27/15/2604/60406 O-1A pres., ex RTAF  
T2-29/15/2507/60415 O-1E pres., ex RTAF  
PL-2 PL-2 pres., ex RTAF  
ThOr2-1 RTAF-2 pres., ex RTAF  
F17-3/17/03 RTAF-4 pres., ex RTAF  
ThOr5-1 RTAF-5 pres., ex RTAF  
ThOr6-1/59 RTAF-6 pres., ex RTAF  
ThOr6-2/59 RTAF-6 pres., ex RTAF  
"T1-1/98" P.54 Survey Prince 3A pres., ex RTAF  
F15-8/17/RR.08-17 SF260MT pres., ex RTAF  
Kh14-1/93 Spitfire FR14E pres., ex RTAF  
F11-23/13/640/1132 T-33A pres., ex RTAF  
TF5-11/10/56141 RT-33A pres., ex RTAF  
TF11-8/13/56142 RT-33A pres., ex RTAF  
H1K-1/96 YH-5A pres., ex RTAF  
H2K-4//96 UH-12B pres., ex RTAF  
H7-9/15 OH-13H pres., ex RTAF  
H3-3/97/6313 H-19A pres., ex RTAF  
H5-2/05/6321 HH-43B pres., ex RTAF  
H4K-64/30 S-58T pres., ex RTAF  
H6K-1/19 UH-1N pres., ex RTAF  
TL6-1/22/60501 SA226AT pres., ex RTAF  
1x T-6G pres., ex RTAF  
F8-99/94/2244 T-6F pres., ex RTAF  
JF13-106/14/0-37661 AT-28D pres., ex RTAF  
1x Vought V-93S pres., ex RTAF  
J5-10/14/41110/158405 OV-10C pres., ex RTAF  
1411/160563 A-7E pres., ex Royal Thai Navy  
3109/161178 AV-8A/S pres., ex Royal Thai Navy  
"10200" F-16A ex USAF 79-0324  
(142072) A-1J pres. ex USN nmks

5202 MiG-21bis pres., ex Vietnam Air Force  
 F-AZBH Bréguet 14P pres., as Royal Siam AF  
 The Bréguet is a replica which has been flown, it is painted in the colours of the Royal Siam Air Force  
 (G-AMGB) DH-82A as RTAF Preserved  
 (NC86623) G-44A as RTAF Preserved

Next stop was the Royal Thai Air Force museum, this museum is really worth visiting. The preserved aircraft are really in perfect condition and most of the time really good positioned for photographing. You can also find some really rare airframes in this museum. The entrance is free of charge.

Bangkok-The National Memorial 30 October 2019  
 T2-36/16/53116/5620 O-1E pres., ex RTAF  
 JF13-119/18/0-53652 T-28D pres., ex RTAF  
 1x OH-13S pres., ex Royal Thai Army

Across the street from the National Memorial you can see a Provider as instructional airframe at 13.953120° 100.622396°  
 L4-7/07/552-01 C-123B ex Royal Thai AF i/a

Bangkok-Don Muang Technical College 30 October 2019  
 06892 Beech 65-A80 ex Royal Thai AF i/a  
 Kh17-15/04/4315 F-86F ex Royal Thai AF i/a  
 1x O-1 ex US Army i/a

Plates from the radio panel come from another O-1, true identity remains unknown. The O-1 has a White/Blue colour scheme with DMTC titles.

HS-TZB/1002 UH-12E ex Thai Gvmt agency i/a  
 304 UH-12E ex KASET i/a

Unfortunately I missed the other two O-1's that should also be also here. Later I got confirmation they are still here.

Bangkok-Army Transp. Engineering School 31 October 2019  
 (9483) UH-1H pres., ex Royal Thai Army  
 "2500" O-1E pres., ex Thai Army 2591

Bangkok-CADT 31 October 2019  
 (HS-TAO) A300B4-622R Forw. fuselage i/a

Bangkok-Food Village / Night life area 31 October 2019  
 1x UH-12E preserved

With tail boom of 1006 of Royal Thai Police.  
 HS-AXE L-1011-1 preserved

Nakhon Pathom-Jaseda Museum (storage) 31 October 2019  
 L4k-1/16/576 C-123K ex Royal Thai Air Force std  
 L4k-20/19/576A C-123K ex Royal Thai Air Force std

After some negotiations and some phone calls made by the guard I was finally allowed to enter the storage area of the Jaseda Technik Museum. At this yard you can find two Providers.

Sam Phran-Police Academy 31 October 2019  
 12257 DHC-4 pres., ex Royal Thai Police

Nakhon Pathom-Jeseda Technik Museum 31 October 2019  
 75+16 SE3130 pres., ex Heer  
 "25190" O-1A pres. ex US Army 50-01349

At the museum where you can find mainly cars and other ground transportation are also preserved a Bird Dog and an German Alouette 2.

75+19 SE3130 pres., ex Heer  
 L14-5/39/60311 G222 pres., ex RTAF  
 1400, 1544, 2003, 2481, 2498 O-1A ex Royal Thai Army std  
 2586 O-1E ex Royal Thai Army std  
 "2353" O-1E std., ex Royal Thai Army 2618  
 2705, 3286, 4647, 4699, 4742 O-1A ex Royal Thai Army std  
 3313, 4222 O-1E ex Royal Thai Army std  
 4792, 4854 O-1A ex Royal Thai Army std  
 "25190" O-1A pres., ex US Army 51-12118  
 EK-47835 An-24B preserved  
 HS-APA HS-11A preserved  
 HS-KLB BAe3107 preserved, ex Air Andaman  
 HS-TCO TB-9 preserved, ex CATC  
 HS-TCU PA-38-112 preserved, ex CATC  
 HS-TZJ R22 preserved, ex CATC  
 HS-TZN Enstrom 480 preserved, ex CATC

On another side of the museum about 200m north at 13.813926° 100.196724° you can find the aircraft collection. You can only visit this under supervision of a museum staff member. So ask a staff member to come with when you are at the car museum.

On the other side of the road is another compound that also belongs to this museum. It is in use as storage or restoration area. Unfortunately I discovered this when I was home already. The two C-47s and the S-58 are stored inside this compound. Lesson learned! Always check the satellite images of the nearby surroundings when you are at a location.

Nakhom Pathom-Hangar Café 31 October 2019  
 (KhF1-2/37) L-39ZA/ART pres., ex RTAF  
 "7494" Fantrainer 400 ex RTAF F18-10/35 as USAF  
 1x OV-10C pres., ex RTAF  
 1x R22 preserved

At this restaurant/café you can find several aircraft, as it also was time for a little break I too this opportunity to eat and have some refreshments.

Nakhom Pathom-Aircraft Market 31 October 2019  
 (KhF1-1/37) L-39ZA/ART pres., ex RTAF  
 "2015" Fantrainer 400 ex RTAF F18-3/32 as USAF  
 F18k-6/30/40216 Fantrainer 600 pres., ex RTAF  
 TL6-2/22/40202 SA226AT ex Royal Thai AF std  
 1x RTAF-4 pres., ex RTAF  
 HS-AXA L-1011-1 dismantled, stored



The Royal Thai Navy has a large museum at their U-Tapao base. P-3C 1206 is here on permanent display. (1 November 2019, Erwin Alexander)

HS-KVA	YS-11A		std
HS-TCZ	TB-20	preserved, ex CATC	
N880TH	MD-87	preserved	a/w

Bang Plee-Asian Highway 34 1 November 2019  
(L4k-10/18) C-123K pres., ex RTAF

Along the Highway 34 you can find another Provider at a local CAT construction machines dealer painted in CAT house colours.

Bang Wua-Bang Na/Chon Buri Express Way 1 November 2019  
(L4k-8/16) C-123K pres., ex RTAF

Along the express way there is a coffee/café called very originally "Coffee 123", the interesting thing is that this café is a Provider painted all black & yellow with Coffee 123 titles.

Chonburi-Fonjangnanghai Pub 1 November 2019  
HS-SKD C-46F preserved

At this local pub has a Commando preserved on poles in a rough state. Also its former registration XW-PMF is visible under the wing.

Bangphra-Hope International 1 November 2019  
XV-NIA C-47 preserved

This rehab center has a C-47 preserved with Hope International titles painted on it. When you are at this location just ask if you can make some pictures as they are very helpful. Please do not start making pictures without asking! This because of the privacy of their patients.

Pong-Siam Country Club 1 November 2019  
(HS-THI) HS748-243 Srs.2 preserved

The Siam Country Club has a very colorful although in fake colors painted HS748 preserved.

Makham Khu 1 November 2019  
"JIG 112/10" C-47 preserved in USAAF c/s

This brand new petrol station has a un-identified C-47 preserved in fake USAAF c/s.

U-Tapao-RTN Shooting range 1 November 2019  
(1309) U-17B pres., ex RTN fake c/s

U-Tapao Naval Base 1 November 2019  
1265 HU-16B pres. ex RTN, ex USN 151265

At the main entrance is an Albatross preserved as gate guard.

U-Tapao Naval Aviation Museum 1 November 2019

1403, 1406	A-7E	pres., ex Royal Thai Navy
1416	TA-7C	pres., ex Royal Thai Navy
2305	Bell 214ST	pres., ex Royal Thai Navy
2102	C-47B	pres. ex RTN, ex 44-76418
2104	CL-215	pres. ex Royal Thai Navy
2109	N22A	pres. ex Royal Thai Navy
1302	O-1G	pres., ex RTN, ex 516973
1206	VP-3T	pres., ex Royal Thai Navy
1103	S-2F	pres., ex Royal Thai Navy
3101	TAV-8A/S	pres., ex RTN, ex 159563
1308	U-17B	pres., ex Royal Thai Navy

When you drive to the main gate and tell the guards that you here to visit the Naval Museum they let you pass through. When I was there I could freely walk around but making photos was prohibited. I don't know if this was made up by the officer who was on guard duty or if this a general rule.

All over the airport are many stored stored civil and military aircraft. These ones are not noted in this list as I couldn't get a proper overview.

U-Tapao Airport 1 November 2019  
3105 AV-8A/S pres., ex RTN, ex 159558

Since 2019 a Harrier has been put on a stick at the roundabout on the access road to the airport terminal.

U-Tapao Beach 2 November 2019  
1304 O-1G pres., ex RTN, ex 514582

43-49213 C-47 pres., ex Royal Thai Navy  
As first location this morning I tried to get to the preserved aircraft at the south end of U-Tapao airport at the beach front. To get there I took from the main road the access road along

the storage and maintenance area of the airport on the east side as Google maps told me to do so. Directly when you enter this road there is a military checkpoint with a guard who couldn't be bothered what you came here to do, however, the day before I tried this road either and was completely lost at some point. So I waved friendly to the guard to ask him if this was the way to the beach, the only answer was that he pointed straight on as I did. When driving there between the old revetments and taxi runways as U-Tapao was during the Vietnam war an massive USAF air force base from where the B-52's made their sorties over Vietnam etc. Google maps told me to drive with my rented Nissan Almera over an unpaved road with massive holes in it. Finally I reached another gravel road passing at some point the landing runway and finally made it to the camping site where several preserved airframes can be found.

U-Tapao Beach (Explosive Ordinance Disp.) 2 November 2019  
1303 O-1A pres., ex RTN, ex 51-4597

After having a coffee at the restaurant on the beach, hoping for some flying activity I had to review my calculated route for this day as my attempts to reach the beachfront took more time as I expected. I came to the conclusion that I had to skip several locations around Sattahip. So a little set back. After my coffee I jumped back in my car and took this time the road back towards the airport terminal, when you follow this road you pass by the shelters and hangars of the Thai Navy. Back at the roundabout where the earlier mentioned Harrier is preserved and where a military checkpoint is, I realized I could have taken this road to the beach telling the guards that you wanted to go to the restaurant on the beach, my guess is the would simply let you pass through.

Chun Buri-War Camping & Coffee War 2 November 2019

L5-6/26/60306	HS748-243	pres., ex RTAF
(7415)	O-1A	pres. ex RTA as "USAF"
"E8102"	O-1E	preserved as RAF
1x	O-1E	pres. ex Royal Thai Army
"010203"	O-1E	pres as US Army
1x	T-41	pres as JASDF
66-16491/917	UH-1H	pres. ex US Army
(HS-TEA)	A330-321	preserved
HS-JAK	B767-2J6ER	std

On my way towards Pattaya I passed a relative new W&R location what wasn't known by me at that moment. Especially the collection they had was a bit of a surprise for me.

The T-41/O-1 composite frame. It is painted as JASDF "1G-1096" with code 096/V.

Jomtien-Army Surplus Store 2 November 2019  
(30108) OH-13S pres., ex JGSDf

"51-4897/N-5E"	O-1E	pres as USAF
1x	O-1A	preserved
1x	RTAF-4	pres as as US Army

There should also be a CT/4 at this location, inside the restaurant. Unfortunately I missed this one.

Jomtien-Chinese Memorial 2 November 2019  
1x Maule MX-7-235 pres., ex Thai Army

This Maule is painted as China Nationalist AF "CN-168".

Jomtien-Abandoned Waterpark 2 November 2019

RDPL-34006, RDPL-34010	An-24RV	ex Laos AF	std
RDPL-34044	Mil-8T	ex Laos AF	std
L4k-11/18/565	C-123K	pres., ex RTAF	
1x	PA-31		std

To find the next location is easy, however, to enter it is more complicated as expected. The former ZOO/waterpark is abandoned for years now so the main gate is closed. After searching for a while I discovered that by following the unpaved road along the Provider ends up in the abandoned park what brings you a strange sight, first you will see the Provider over and between the trees what makes it nearly impossible to make a proper photo, maybe a drone would help in this situation. When you see the Provider, you follow the road with



In the Royal Thai Air Force Museum there are several RTAF named aircraft. Most are prototypes, however of the RTAF-4 several more have been built than just one. Serial F17-3/17/03 is seen preserved within the museum. (Bangkok-Don Muang, 30 October 2019, Erwin Alexander)

your car and at some point you really start to think...what am I doing here! Than out of the blue you enter the paved, old pedestrian paths of the park itself. While driving over these paths through the empty animal cages you really start to believe that you ended up in a Jurassic Park movie. At some point I discovered the first old Laos An-24 and at that same moment, a local showed up on his motorbike who is apparently living in this abandoned park. This guy was very helpful to find the other airframes hidden in this park. Especially the Mil-8 what is preserved on an island in the pond of the park. I was told that this pond still has crocodiles in it so be careful when you are there.

Again as it took too much time to finally get inside this old ZOO, I had to skip again several locations on my route for this day. Therefore I decided to go straight to Nong Khor Airfield where an YS-11 is preserved.

### Nong Khor Airfield

HS-KVU	YS-11A	pres. ex Phuket Air	
Bangkok-Runway 3119	Night Market		2 November 2019
HS-SPA	Ce402B	preserved	
1x	O-1A	pres ex RTA or RTAF	
H8-03/38	Bell 206B	pres., ex RTAF	
1602	UH-1H	pres., ex Royal Thai Army	

Bangkok 2 November 2019

HS-MDI MD-81 ex Orient Thai std

A little bit further north on the same road as the Night Market there is an transport company what has on it's yard many aircraft parts. However, the MD-80 is complete but dismantled.

Saraburi 3 November 2019

This area has been completely cleared.

Muek Lek-Army Surplus Store			3 November 2019
1x	O-1A	pres., as USMC "22452"	
(2009)	CT/4A	pres. ex Royal Thai Police as USN	
(J6-2/15)	A-37B	pres., ex RTAF	
0241	Ce411	ex RTSD	std
6544	UH-1H	pres. ex Royal Thai Army	
1x	C-47	Forward fuselage	std
1x	R22	ex CATC	std

This location has many more airframes as UH-1's etc, however I discovered when I was back home that these aircraft are stored in a concealed area of the Army Surplus Store.

Klang Dong-Choksai Museum			3 November 2019
"9911/XO"	UH-34D	pres., ex Laos Air Force	
KhF1-9/37/40108	L-39ZA/ART	pres., ex RTAF	

F18k-4/30/04 (4952)	Fantrainer 600	pres., ex RTAF
L14-4/39 (0577)	O-1A	pres., ex Royal Thai Army
66-17063/9911 1x	G222	pres., ex RTAF
	UH-1H	pres., ex SVNAF as USMC
	RC-3 Seabee	pres., as "N64RN"

In this museum, children's animal play farm, I still don't have any idea what this location actually is. Anyway, they have a couple of airframes preserved so this caught my attention. After asking permission to pass through to make some photos of the aircraft they told me, sure, no problem, just walk through this hall and you end up in a park where you can find them. Whilst walking there meanwhile changing a battery of my camera not paying attention I walked around the corner and bumped into an elephant. Ok, that was expected/unexpected as in Europe children's play farms have sheep and goats... In Thailand they apparently scale this a bit up to elephants. After this encounter I start to look for the aircraft with a nice result.

Muek Lek			3 November 2019
1x	C-123K	preserved	

After this I had to head back to Don Mueang airport to hand in my rental car, after these days driving through Thailand including driving off road with this Nissan Almera car not a single scratch on the car. Only thing to do was refueling and hand it in at the airport, well, while waiting for a motorcycle to pass by, before I could make my turn into the petrol station, the motor cyclist bashed into my car and after that hit, drove off without even looking! Bummer, Lucky enough I was already at the airport and fully insured on this vehicle. But it's not the way to end this trip.

Bangkok-Don Muang Airport			4 November 2019
HS-TLD	A340-541	Thai Airways	std

Vientiane – Wattay Airport			4 November 2019
02, 04	MiG-21PFM	Laos Air Force	dump
21	MiG-21bis	Laos Air Force	dump
073	An-2	pres., ex Laos Air Force	
(5Y-AMM)	Helio H-250	stored or preserved	
HS-SAB, HS-SAE	Do228-200	Lao Skyway	std
RDPL-34016	Y-7-100C	Laos Government	std
RDPL-34069	Mi-26T	Laos Air Force	dismantled
RDPL-34124	An-2	Air Lao	dump
RDPL-34158	L-410UVP-E	Lao Central Airlines	std
RDPL-34168, RDPL-34169	MA60	Lao Airlines	std
RDPL-34172	MA60	Lao Airlines	std
RDPL-34183	B737-4K5	Lao Central Airlines	std

RDPL-34189 B737-4Y0 Lao Central Airlines std  
 1x Beech 60 Lao Central Airlines std  
 At Vientiane Airport at several locations several stored aircraft can be found.

Vientiane City 4 November 2019  
 RDPL-34002 Yak-40 pres., ex Laos Government  
 After check in at my hotel I spend the rest of the day with sightseeing and walking to the Yak-40 fuselage what's preserved near the city center next to a gym.

Vientiane-Lao People's Army History Mus. 5 November 2019  
 074 An-2 pres., ex Laos Air Force  
 725 MiG-21bis pres., ex Laos Air Force  
 RDPL-34043 Mi-8T pres., ex Laos Air Force

As Vientiane is such relaxed city to be, compared to Bangkok, it's easy to adopt this lifestyle. So the next day after a good sleep I decided to walk from my hotel to the "Lao People's Army History Museum" in Vientiane. Currently this museum is undergoing an heavy renovation however you can still visit the exhibits showed outside. I would not be surprised as the Mi-26 what I mentioned earlier, dismantled at Wattay Airport will show up in this museum after the renovation. Time will tell.

Vientiane 5 November 2019  
 RDPL-34119, RDPL-34127 Y-7-100C pres., ex Lao Aviation  
 After visiting this museum I took a tuk-tuk to the north side of the airport where you can find on a compound two Y7's.

Phonsavan-Air Force Training School 6 November 2019  
 16 MiG-21bis i/a, ex Laos Air Force  
 710 MiG-21US i/a, ex Laos Air Force  
 731 MiG-21bis i/a, ex Laos Air Force

On arrival at this small airfield I got picked up by the hotel owner David of Bed & Breakfast "Pukyo" and after a small ride with his van we arrived at my B&B. From there I took a bicycle he provided me and biked up to the Air Force Training School in Phonsavan what was about one kilometre away from the B&B. When you decide to do the same thing as I did, make sure you go to the entrance on the other side of the military compound. When I came at the entrance I tried to explain to the guard what my intentions were, unfortunately he had no idea what I wanted. Lucky for me, another car arrived with apparently an military officer. This good man understood what I meant and it was no problem to walk up the military compound with him and make photos of the three instructional MiG-21s. Later I discovered that this was the same officer who was going to show me around at the air base itself, the visit was pre-arranged via the B&B owner David.

Xieng Khouang Air base 6 November 2019  
 14 MiG-21PFM ex Laos Air Force std  
 19, 722, 724, 727, 729 MiG-21bis ex Laos Air Force std  
 730 MiG-21bis ex Laos Air Force std

These aircraft can be found on the apron.  
 01, 03, 06, 07, 11, 15 MiG-21PFM ex Laos Air Force dump  
 17 MiG-21bis ex Laos Air Force dump

The above aircraft can be found in a derelict state on a grass surface.  
 RDPL-34015 Y-7-100C ex Laos Government dump  
 An Y7 can be found dumped at 19.443268° 103.153082°

I was told that I could visit the Air Force base not earlier than 17:00, the reason for this was that there were at the moment about 30 Russian military staff working on the airbase for future development. Of course I accepted this however the

downside is when you are in Asia, around 18:00 it's really dark. In the near future they expect about a 1000 Russians for development of the airfield.

After this successful day, mission accomplished! I went out for a drink and food with the officer who guided me around and B&B owner David.

Vientiane 07 Nov 2019  
 RDPL-34173 ATR72-200 Lao Airlines  
 After arrival at Vientiane, I went straight to my hotel.

Bangkok-Don Muang Airport 8 November 2019  
 HS-BKN B767-346 Orient Thai std  
 N170AE B737-3Z0 std

Bangkok-Fly n Senses Academy 8 November 2019  
 HS-OMB MD-82 i/a  
 When you take your seat on the free shuttle bus from Don Muang Airport to Suvarnabhumi Airport you can see this MD-80 instructional airframe at this academy.

Bangkok-Suvarnabhumi Airport 8 November 2019  
 HS-STA B747-422 Orient Thai std  
 In advance for my 22 hour layover in Beijing I made an great W&R route for myself, however I missed out one tiny detail, apparently humans need also some sleep from time to time. So, my whole W&R route for Beijing went in the bin and I visited only two museums.

Beijing-Civil Aviation Museum 10 November 2019  
 (36044) C-46A pres., ex China Air Force  
 201237 CJ-6 pres., ex China Air Force  
 (50152) HS121-1E ex China Air Force as CAAC "B-2207"  
 201238 JJ-5 pres., ex China Air Force  
 (324) Li-2 preserved, ex CAAC  
 (3018) Li-2 pres., ex China Air Force  
 20 Shenyang X-10 pres., ex China Air Force  
 8207 Y-5 preserved, ex CAAC  
 B-2301 A310-222 pres., ex China Eastern  
 B-2701 BAe146-100 pres., ex China Eastern  
 B-3456 Y-7 pres., ex China Southern  
 B-3471 Y-7-100 pres., ex Wuhan Airlines  
 B-7022 Ce650 preserved, ex CAAC  
 B-4208 IL-14P pres., ex Zhongyuan AL  
 B-7803 Mi-8 pres., ex China General Avn  
 B-8903, B-8928 TB-20 preserved  
 B-8404 Y-5 pres., ex China Aviation Flight College  
 B-3880 Y-11 pres., ex China Fly Dragon Avn  
 B-3888 Y-11 pres., ex Xinjiang General Avn

Beijing-Chinese Peoples Revolution Mus. 10 November 2019  
 70841/81 CJ-6A pres., ex China Air Force  
 20210 H-6A pres., ex China Air Force  
 30474 J-5 pres., ex China Air Force  
 71947 JJ-5 pres., ex China Air Force  
 025, 81077 J-6 pres., ex China Air Force  
 81773 JJ-6 pres., ex China Air Force  
 31130 J-7 pres., ex China Air Force  
 72206 J-8E pres., ex China Air Force  
 102/2 Ki-55 pres., ex China Air Force  
 67973 MiG-15UTI pres., ex China Air Force  
 079, 70209 MiG-15bis pres., ex China Air Force  
 03 P-51D pres., ex China Air Force  
 11162, 33027 Q-5 pres., ex China Air Force  
 44792 Tu-2S pres., ex China Air Force  
 80401 Y-5 pres., ex China Air Force  
 8018/54-1725 U-6A pres., ex Taiwan Air Force  
 F-86272/24441 F-86F pres., ex Taiwan Air Force  
 3024/52-9971 T-33A pres., ex Taiwan Air Force

Credit: Erwin Alexander

# Pacific Eagles in Hawaii



Rob van Disseldorp

Two MV-22B Ospreys of VMM-268, 166732/YQ-07 and 168345/YQ-01, standing on the 'Red Dragon' flight line at MCAS Kaneohe Bay. The Osprey is the primary assault support aircraft for the U.S. Marine Corps. (all photos author)

Ever since World War I, troops on the ground have relied on aircraft to support their operations. From providing close air support to insertion and extraction, fixed- and rotary-wing aircraft have become an essential asset for ground forces. The Marines look to their own US Marines Aviation component for this support. The US Marines Aviation combat element's main task is to support the Marine Air-Ground Task Force (MAGTF). USMC Aviation is subdivided into Marine Aircraft Wings (MAW), who in turn oversee several Marine Aircraft Groups (MAG). One of these MAG's is MAG-24 'Pacific Eagles'. Scramble traveled to beautiful Hawaii to report on the current status of MAG-24.

Stationed at picturesque MCAS Kaneohe Bay (commonly referred to as K-Bay) on the windward side of Oahu Island, Hawaii, MAG-24 supports Marine Corps operations on the different Hawaiian Islands and beyond. MAG-24's Commanding Officer is Col. Stephen Lightfoot, who's also a Cobra pilot. He told Scramble, 'MAG-24's mission is to provide combat-ready expeditionary aviation forces capable of short notice worldwide deployment to MAGTF, fleet and unified commanders. With five different aircraft, we are strategically postured, trained and equipped to respond to crisis, humanitarian assistance and disaster relief, and fulfill various alliance roles in the Indo-Pacific.'

Over the last eight years, the group has experienced a period of growth and transition. Col Lightfoot explains, 'MAG-24 has specifically changed a fair amount and grown. In fact, since 2012 we have tripled in size, we've gone from 650 personnel to over 2,000. We are now the largest MAG in the 1st MAW and we've become more diverse than any other active MAG in the Marine Corps.'

The transition started in the summer of 2012. With the addition of HMLA-367 from Camp Pendleton, MAG-24 became a composite Group. Later that year the Group lost a squadron when HMH-362 was deactivated after their deployment to Afghanistan ended and their CH-53D Sea Stallions were retired. In 2014 VMU-3 and their RQ-7's were added. That unit is currently in the process of converting to the RQ-21. In

2016 VMM-268, an MV-22B squadron was added and in 2018 the Osprey presence at Kaneohe Bay was doubled with the arrival of VMM-363. In total, the group now has close to 100 total aircraft and nearly 2,000 personnel assigned to it. This number is made up of Marines, Navy sailors, and civilians.

The aircraft that provides the Pacific Eagles with range, reach and capability is the MV-22B Osprey. This aircraft combines the vertical capability of a helicopter with the speed and range of fixed-wing aircraft. Combined with the 1st MAW refueling assets MAG-24's Ospreys can reach across the Pacific to quickly respond to crisis.

Capt. Megan Albright is an Osprey pilot at VMM-268 "Red Dragons". She tells Scramble, 'The MV-22 is an assault support aircraft, specifically assault support means that we can carry troops and cargo from one place to another and that is our primary mission in the Marine Corps and that's also one of our primary roles here at MAG-24. Operating with MAG-24 we have the ability to carry all the cargo and troops up to one of the primary training facilities on the big island of Hawaii. We are used a lot for that and we're an asset to them because we can fly further and faster than the traditional helicopter.'

The addition of a second VMM in 2018 was necessary to assist with the demand for Osprey operations in Hawaii. Capt. Albright explains, 'As a single Osprey unit here on Hawaii we were brand new and our operations were actually pretty high and intensive. Adding the second squadron builds our ability to assist in the Indo-Pacific region and helps with that operational tempo with the other squadron taking on some of that workload and helping us out.'

Close air-support is provided by HMLA-367 'Scarface'. The squadron fields the UH-1Y Venom and AH-1Z Viper. The Venom can fight its way into a hostile area and insert and extract troops in environments where the Osprey and Super Stallion can't go. It has a much smaller footprint and uses less fuel. The AH-1Z is the Marine Corps' most lethal helicopter. It is also the only attack helicopter in the world with fully integrated air-to-air missile capability.

HMH-463 'Pegasus' are the heavy lifters of MAG-24. The squadron flies the CH-53E Super Stallion. These beasts can lead an assault with 30 combat loaded Marines, externally lift up to 36,000 pounds in equipment and can be used to transport civilians and critical supplies in support of humanitarian assistance and disaster relief operations.

The eyes and ears of MAG-24 are the VMU-3 'Phantoms'. The squadron employs the RQ-21A 'Blackjack'. This surveillance and reconnaissance platform can be launched and recovered without a runway and is capable of delivering actionable intelligence to the tactical commander in real-time.

To counter rising threats from China and North Korea in the Indo-Pacific region the Marine Corps has been redistributing troops and aircraft in that area since 2018. Redistributing men and material across the Pacific will make it harder for the enemy to strike and destroy Marine assets. An extra 4,000 Marines were moved from Okinawa, Japan to units in Hawaii which means MAG-24's workload is only getting bigger. Since 2012 the Marines have also been regularly stationing MV-22B's in Darwin, Australia for 6-month rotations to train with Australian forces. Often this task falls on the shoulders of the

MAG-24 Osprey Squadrons. To this date, MAG-24's Osprey squadrons have completed a Trans-Pacific flight supported by air-refuel tankers five times, once by VMM-363 and four times by VMM-268.

With the Marines' focus on the Indo-Pacific region, MAG-24 will see requests for its services increase in the future. Whether it is current events or the threats of natural disasters like volcanic eruptions and hurricanes in Hawaii, the men and women of MAG-24 stand ready to jump into action at a moment's notice. 'The bottom line is, the Marines are a 911-force, whatever it is, we want to be the first ones to get there to provide whatever assistance is required whether it's combat-related or whether it's humanitarian assistance or crisis-related', says Col. Lightfoot.

Unfortunately for aviation enthusiasts like us, there is no good spot around K-Bay to watch flight operations. You will just have to find a spot on a nearby beach and have your camera ready in case one of MAG-24's aircraft flies by.

*The author thanks Col. Lightfoot, 1st Lt. Glynn, Capt. Albright and Lt. Col. Alvarez for answering all the questions and arranging the visit.*



*The impressive Ko'olau Range provides a perfect backdrop for the helicopter flight line at K-Bay. Here you see an AH-1Z Viper, 169262/VT-31, and UH-1Y Venom, 169101/VT-11, assigned to HMLA-367 'Scarface'.*



*HMH-463 flies the CH-53E Super Stallion. Seen here is 161539/YH-01. The CH-53E is the largest and heaviest helicopter in the U.S. military today.*





Crew members attending CH-53E 162005/YH-08 with its seven blade, 24m (79ft) diameter rotor, driven by three engines.



A 'Red Dragon' MV-22B Osprey, 168608/YQ-09, turns and heads towards the runway for a training flight.



In March 2018, HMLA-367 finished transitioning from the older AH-1W (Whiskey) model to the newer AH-1Z (Zulu) model. In this picture you see AH-1Z 168970/VT-28.

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## Editorial addresses

**Dutch Aviation Society**  
Postbus 75545  
1118 ZN Schiphol  
The Netherlands  
Fax +31-84-738 3905  
<http://www.scramble.nl>

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ISSN 0927-3417

[info@scramble.nl](mailto:info@scramble.nl)  
[subscribe@scramble.nl](mailto:subscribe@scramble.nl)  
[mil@scramble.nl](mailto:mil@scramble.nl)  
[civ@scramble.nl](mailto:civ@scramble.nl)  
[milupload@scramble.nl](mailto:milupload@scramble.nl)  
[civupload@scramble.nl](mailto:civupload@scramble.nl)  
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*Republic of Singapore Air Force' 111 squadron operates 018, a Nachshon Eitam conversion of the Gulfstream G550 It was photographed by Hans Jacobs at its home Tengah Air Base on 20 February 2020.*



*065 is an AH-64D Apache with 120 squadron, Republic of Singapore Air Force. Home base is Sembawang. Hans Jacobs provided us with these fine image made at Tengah Air Base. (24 February 2020)*



*The third and final shot by Hans Jacobs is that of 8308, an F-15SG Strike Eagle that flies with 149 squadron, Republic of Singapore Air Force. The Strike Eagles are based at Paya Lebar where this photo was taken on 4 February 2020.*



*65 Years old and still going strong. Beech 18 N8711H was built in 1955 and operated by Seven Stars Air Cargo, a company based on Luis Muñoz Marín International Airport. (San Juan (PR), 12 December 2019, Juan A. Rodriguez)*



*Beech 1900C-1 VQ-TGG is owned by Caicos Express Airways which is based at the Turks and Caicos Islands. They have a fleet of Beech 1900s and Cessna 402s. (Cibao, 11 January 2020, Juan Rodriguez)*



*The last picture from the Caribbean is Saab 340 HI1046 of Air Santo Domingo. It is the only aircraft still in the fleet of this company. (Cibao, 11 January 2020, Juan Rodriguez)*