

**493**  
June 2020

# Scramble



*From the Bolivian headache-files - Part 2,  
Northrop Raider & DAAFAR 2020*

DUTCH AVIATION SOCIETY





Due to the corona crisis we can see several airlines at many different European airports which are using other equipment than usual. Korean Air was using this B777-300ER HL8010 for a cargo flight. (Amsterdam-Schiphol, 23 April 2020, Robert Eikelenboom)



One of the adhoc cargo flights was this Airbus A330 B-8659 from Tianjin Airlines. They visited Schiphol the last two months with different aircraft. (Amsterdam-Schiphol, 8 May 2020, Walter Heukensfeld)



CRJ900 SU-CCH has been flying for Petroleum Air Services for eleven months and is not often seen in Western Europe. So it was a very welcome present at Schiphol. (Amsterdam-Schiphol, 16 May 2020, Jeroen Westram)

## Editorial

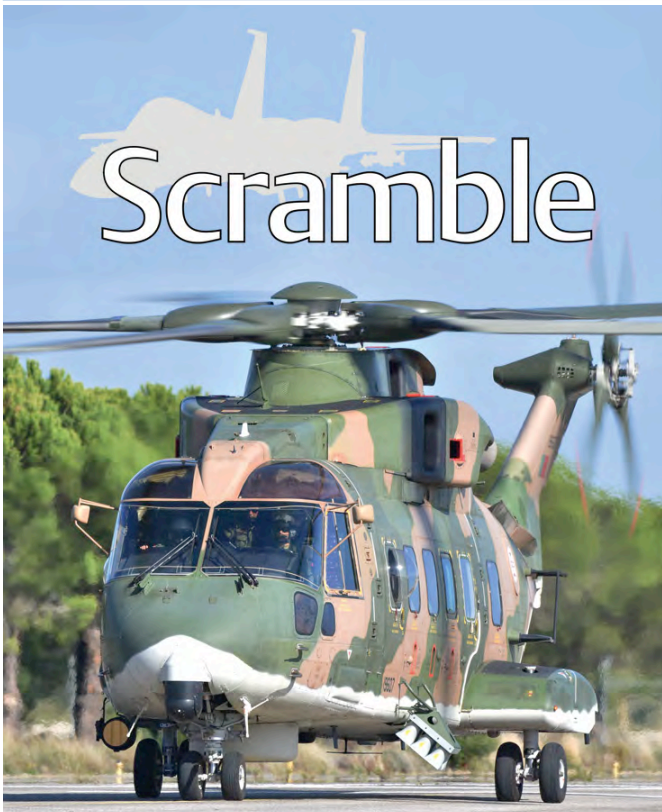
The Covid-19 disease and associated measures, either intelligent or not-so-intelligent lockdowns, means another month with 88 pages. The lack of aircraft movements, trips and airshows is becoming quite apparent. In fact, we do not have a showreports section in this May issue...

Luckily, we have some other subjects to direct our attention to. First, many of you have been doing some administrative work. Our three 2020 publications, the Scramble World Airline Fleets, Scramble Military Transport and Scramble Military Serials our flying out of our shop. So get your copy now, before it is too late!

Other exciting news is that we are nearly finished with modernising our website. Its look was becoming rather stale... We will keep you updated on the progress of that over the coming months. As you can see in this issue, some of our editors made some articles you can enjoy in any 1.5 metre environment. Piet Luijken made a report of the Celebrate Life flight he performed with a formation of other historic aircraft, saluting various Dutch cities to boost our nation's morale. The Northrop Raider is a unique and rare aircraft. Gert-Jan Mentink takes us on a nostalgic trip down memory lane detailing its history and fates of every example built.

Wim Sonneveld used his extensive network of Cuban contacts to provide an extremely rare overview of the current line-up of the Defensa Anti-Aérea y Fuerza Aérea Revolucionaria, the Cuban Air and Defence Force. Accurate until the last week of May! Lastly, Erwin van Dijkman is still emerged in the quest to tie-up every single Bolivian Air Force serial ever used. Part two of this colourful series is included. For your sake, not his, we hope the headaches last a bit longer so we can publish part 3 and a wrap up over the next couple of issues.

## Cover Photo



*"Para que outros vivam" (for others to live) is the motto of Esquadra 751 of the Portuguese Air Force, the unit this EH101 Mk515 belongs to. We could not think of a better motto behind the COVID-19 restrictions the world has seen during the last few months. (19607, EH101, Montijo, 08 November 2019, Wim Sonneveld*

Order your copy of Scramble World Airline Fleets, Scramble Military Serials and Scramble Military Transports now to avoid disappointment. Since most people will be working from home this is the right time to see what you are missing! Head to our shop at [www.scramble.nl/shop/](http://www.scramble.nl/shop/)

## Important dates

Scramble 494  
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# Movements Netherlands



Amsterdam - Schiphol was photographed from the air on 10 April 2020 by the aerial unit of the Dutch Police showing a packed airport but for all the wrong reasons. KLM is the most notable airline with parked aircraft at many spots around the airport. ([twitter.com/depolitieheli](https://twitter.com/depolitieheli))

## Amsterdam - Schiphol

		April 2020					
01. 9A-CQD	DHC-8-402	Croatia Airlines	CTN450/1	TF-AMN	B747-4F6BDSF	Magma Aviation	f/v ABD362/392P
A7-ALY	A350-941	Qatar Airways	f/v QTR273/4	08. A7-AMF	A350-941	Qatar Airways	f/v QTR273/4
C-FSBV	B787-9	Air Canada	ACA7154/5	G-OWTN	ERJ145EP	BAE Systems	f/v BAE21/2
D-IHEB	Ce525	Silver Cloud Air	SCR064	HL7203	B777-3B5ER	Korean Air	f/v KAL9925/6
EI-HEB	A330-322F	Air Hong Kong	f/v 02 BCS1446/1239	N513SN	MD-11F	Western Global (a/w)	WGN5086/7
LY-VEL	A320-232	Avion Express (a/w)	NVD9601/602	N2639U	B777-322ER	United Airlines	f/v UAL2781/5
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3	09. A7-AML	A350-941	Qatar Airways	f/v QTR273/4
OE-IFD	B747-4B5ERF	ASL Airlines Belgium	03 TAY915E	D-ITRA	Ce525	Transavia Flug	
02. 9A-CQC	DHC-8-402	Croatia Airlines	CTN450/1	ER-BAM	B747-409BDSF	Aerotrans (a/w)	f/v 10 ATG6651/2
A7-AME	A350-941	Qatar Airways	f/v QTR273/4	HZ-ARA	B787-9	Saudia	SVA215/6
D-IPPY	P180	AirGo	XGO4AM/4PB	N2142U	B777-322ER	United Airlines	f/v UAL2810/1
HL8011	B777-3B5ER	Korean Air	f/v KAL9925/9926	OO-TUP	B737-85P	TUI Belgium	dep TFL8056
HZ-ARA	B787-9	Saudia	SVA215/6	OO-TUP	B737-85P	TUI Belgium	15 TFL8057/JAF8307
LY-VEL	A320-232	Avion Express (a/w)	NVD603/4	OY-CLP	Ce650	North Flying	NFA064P/064
N546JN	MD-11F	Western Global	f/v WGN5086/7	10. Q-14	AH-64D	301sq	*
N2748U	B777-322ER	United Airlines	f/v UAL2810/1	Q-24	AH-64D	301sq	*
SE-RMB	Ce525B	Svenskt Industriflyg	dep	B-6139	A380-841	China Southern	CSN307/8
SE-RMB	Ce525B	Svenskt Industriflyg	27	D-BAHB	Falcon 2000LX	MHS Aviation	19 MHV20Y
03. 9A-CQD	DHC-8-402	Croatia Airlines	CTN450/1	HB-JWC	CL-650	Schweiz. Luft-Ambulanz	SAZ72/3
A7-AMI	A350-941	Qatar Airways	f/v QTR273/4	N513SN	MD-11F	Western Global (a/w)	WGN5086/7
B-6138	A380-841	China Southern	CSN307/8	VQ-BQE	B777-3M0ER	Aeroflot	f/v AFL2550/1
D-CHZF	Ce550	Tyrol Air Ambulance	TYW212F/213F	11. 9H-VFJ	CL-605	VistaJet Malta	VJT516
D-ITRA	Ce525	Transavia Flug		D-CSOS	Lj45	Jetcall	JCL1
G-KRBN	EMB505	Saxonair	SXN30P	I-TOPX	Beech 400A	Eurofly Service	
N546JN	MD-11F	Western Global	WGN5086/7	OO-JNL	B767-304ER	TUI Belgium	22 TFL8557/8601
N2250U	B777-322ER	United Airlines	f/v UAL2781/2	YR-ASB	A318-111	Tarom	ROT7371/2
OK-SLX	Ce560XL	Silesia Air	04 SUA632/641	12. A7-AMG	A350-941	Qatar Airways	f/v QTR273/4
04. D-CKJM	Ce560XLS+	Air Hamburg	06 AHO338J/442H	CS-TTZ	ERJ195AR	TAP Express	PGA9606/9153
OY-CRJ	CRJ200LR	Global Reach Aviation	CAT5379	D-CXLS	Ce560XLS+	Air Hamburg	13 AHO314T/314E
PH-HSK	B737-8K2	Sun Country	arr TRA052	D-IJOA	Ce525A	Excellent Air	ECA8C
TF-AMP	B747-481BCF	Magma Aviation	f/v ABD360	EC-NBP	A330-343E	Evelop Airlines	EVE300P/7301
YR-AME	B737-530	Blue Air	f/v BLA9953/4	ET-APU	B777-F6N	Ethiopian Cargo	f/v ETH3703
05. D-IBCG	Ce525A	ProAir	06	HZ-ARA	B787-9	Saudia	SVA215/6
HZ-ARA	B787-9	Saudia	SVA215/6	N513SN	MD-11F	Western Global (a/w)	WGN5086/7
N513SN	MD-11F	Western Global (a/w)	f/v WGN5086/7	N799JN	MD-11F	Western Global	WGN3366/7
N799JN	MD-11F	Western Global	f/v 06 WGN3366/7	OO-XLS	Ce560XLS+	Air Service Liège	dep
OK-KIN	Ce525B	Aero Partner	DFC3RT	OO-XLS	Ce560XLS+	Air Service Liège	arr
SE-RIN	Ce525A	H-Bird Aviation	JET9	13. 9H-ILV	CL-850	VistaJet Malta	dep VJT624
06. D-CAHO	Ce560XLS+	Air Hamburg	07 AHO344D/311M	B-1115	B787-9	Juneyao Airlines	f/v DKH1667/8
HL8006	B777-3B5ER	Korean Air	f/v KAL9925/6	EC-NBP	A330-343E	Evelop Airlines	EVE7302/303P
N513SN	MD-11F	Western Global (a/w)	WGN5086/7	EW-531PO	ERJ175LR	Belavia	f/v BRU867/8
OE-ICW	A320-214	EasyJet Europe	arr EJU9041	N513SN	MD-11F	Western Global (a/w)	WGN5086/7
OE-LKK	A319-111	EasyJet Europe	dep EJU9040	OE-FHK	Ce510	GlobeAir	GAC601T/313M
OO-JDL	B787-8	TUI Belgium	JAF8302/830F	OE-FJB	Ce501	LOFT Aviation	f/v
SE-MEP	Beech C90GTx	SAAB	UNY583	OE-IFB	B747-4B5ERF	ASL Airlines Belg.	14 TAY914E/924E
07. D-102	CH-47D	298sq	Titan4	14. L-03	PC-7	131EMVosq	*Diamond14
9H-CLG	CL-850	Air X Charter	08 AXY715/812	L-10	PC-7	131EMVosq	*Diamond07
D-ISUN	Ce525A	Excellent Air	ECA5C	4L-TGC	B737-8FH	Georgian Airways	TGZ651/2
N2645U	B777-322ER	United Airlines	f/v UAL2810/1	A7-AMJ	A350-941	Qatar Airways	f/v QTR273/4
OY-NPG	SA227DC	North Flying	NFA122P/122	ER-AXL	A319-112	Air Moldova	f/v MLD913/4
				ER-BBJ	B747-412F	Aerotrans (n/t)	f/v 15 ATG6651/6600
				N12003	B787-10	United Airlines	f/v UAL2810/1
				N14011	B787-10	United Airlines	f/v UAL2768/2771



OE-FOE	Ce510	GlobeAir	15 GAC629Y/518Z	21.L-03	PC-7	131EMVOsq	*Diamond02
PH-BFT	B747-406	KLM	dep KLM897	A7-AMH	A350-941	Qatar Airways	f/v QTR273/4
15.D-102	CH-47D	298sq	Shadow4	C-GZOX	Falcon 20F	Air Nunavut	f/v 22
D-663	CH-47D	298sq	*Shadow7	ER-JAI	B747-412BDSF	Aerotrans (n/t)	f/v 22 ATG6604/7
N-326	NH90-NFH	860sq	*Trident10	ET-AVN	B777-F60	Ethiopian Cargo	f/v ETH3703
9H-FAM	EMB500	Luxwing	LWG391/302	HZ-AR23	B787-9	Saudia	f/v SVA215/6
A7-ALQ	A350-941	Qatar Airways	f/v QTR273/4	N332QT	A330-243F	Avianca Cargo	f/v TPA4047/6
D-CEFE	Ce525C	Eisele Flugdienst	16 EFD4E	N542KD	MD-11F	Western Global	WGN3366/7
HL8007	B777-3B5ER	Korean Air	f/v KAL9925/6	N796AV	B787-8	Avianca	f/v 22 AVA282/3
N513SN	MD-11F	Western Global (a/w)	WGN5086/7	OE-FNP	Ce510	GlobeAir	24 GAC192R/066Q
N2331U	B777-322ER	United Airlines	f/v UAL2781/2	OY-NPG	SA227DC	North Flying	22 NFA102/103P
OE-GXT	Ce525C	Int'l Jet Management	30 IJM188	22.D-AFAA	CL-604	FAI rent-a-jet	IFA1184/4073
OO-JAX	B737-8K5	TUI Belgium	23 JAF864F/8417	N331QT	A330-243F	Tampa Cargo	f/v 23 TPA4047/6
PH-BFW	B747-406	KLM	dep KLM897	N2352U	B777-322ER	United Airlines	f/v UAL2781/2
16.D-666	CH-47D	298sq	Grizzly75	OE-LQZ	A319-111	EasyJet Europe	dep EJU9041
B-6139	A380-841	China Southern	17 CSN307/8	OE-LQZ	A319-111	EasyJet Europe	arr EJU9041
B-16722	B777-36NER	Eva Air	f/v EVA075/8	OO-ABD	A340-313E	Air Belgium	SLM994/3003
HZ-ARA	B787-9	Saudia	SVA215/6	PK-GIH	B777-3U3ER	Garuda Indonesia	GIA8800
N535RV	BAe125-800XP	REVA Air Ambulance	17	YR-AME	B737-530	Blue Air	BLA9301/9300
N16009	B787-10	United Airlines	f/v UAL2768/2771	23.Q-17	AH-64D	301sq	*Redskin21
OE-EPH	PC-12/47E	Goldeck Flug	f/v GDK6	B-1021	A330-343E	Hainan Airlines	f/v CHH739/40
PH-GWS	Falcon 7X	Exxaero	arr XRO176	B-6140	A380-841	China Southern	24 CSN307/8
17.9H-FAM	EMB500	Luxwing	18 LWG301/391	D-ABUB	B767-330ER	Condor	f/v CFG606/7
A6-BMH	B787-10	Ethiad Airways	f/v ETD77/8	D-AFAG	CL-604	FAI rent-a-jet	IFA4072
D-CAPO	Lj35A	Jet Executive	JEI454	D-ITRA	Ce525	Transavia Flug	
N534RV	BAe125-800XP	REVA Air Ambulance	18	EP-IJB	A330-243	Iran Air	IRA725/4
OE-IVD	A320-214	EasyJet Europe	dep EJU9051	ER-JAI	B747-412BDSF	Aerotrans (n/t)	24 ATG6608/9
OE-IVD	A320-214	EasyJet Europe	18 EJU9052/44	F-HRAP	ERJ145LI	Aero4M	AEH061/2/5/6
OE-LQC	A319-111	EasyJet Europe	EJU9041/2	HL8010	B777-3B5ER	Korean Air	f/v KAL9925/6
OE-LQY	A319-111	EasyJet Europe	dep EJU9043	HZ-AR23	B787-9	Saudia	SVA215/6
OK-BEE	Beech 400A	JetBee Czech	JBC867A/B	LX-JFY	PC-12/47E	Jetfly Aviation	JFA17C/81C
PH-IWS	Falcon 7X	Exxaero	arr XRO177	M-IFY	Ce510	Xead Aviation	25
S5-ABO	A300B4-622RF	MNG Airlines/DHL f/v	BCS1446/1239	SU-GFL	A320-251N	Egypt Air	f/v MSR757/8
18.HL8346	B777-3B5ER	Korean Air	f/v KAL9925/6	24.B-8118	A330-343E	Hainan Airlines	f/v 25 CHH739/40
LX-FPF	Ce525B	Flying Group Lux.	FYL22F/23F	CS-TKS	B767-36NER	Euro Atlantic (a/w)	MMZ631
N91007	B787-10	United Airlines	f/v UAL2814/3	N727AN	B777-323ER	American Airlines	25 AAL9441/2
OE-FZD	Ce510	GlobeAir	GAC052G/099S	N799JN	MD-11F	Western Global	25 WGN5086/7
OE-IJW	A320-214	EasyJet Europe	EJU9042/3	OO-JNL	B767-304ER	TUI Belgium	30 TFL8602/JAF061F
OE-LRR	Falcon 7X	Avcon Jet	AOJ82R	PK-GIH	B777-3U3ER	Garuda Indonesia	25 GIA8900
PH-BFV	B747-406	KLM	dep KLM895	ZA-ALB	B737-46J	Albawings	f/v AWT9051/0
19.9H-FAM	EMB500	Luxwing	LWG391/302	25.2-CINE	AS355N	Pursuit Aviation Guernsey	*
D-CSCA	Ce525B	Silver Cloud Air	20 SCR378	9H-FAM	EMB500	Luxwing	LWG391/302
HZ-ARA	B787-9	Saudia	SVA215/6	9K-APC	A330-243	Kuwait Airways	f/v KAC1217/8
N799JN	MD-11F	Western Global	WGN5086/7	B-16739	B777-36NER	EVA Air	f/v EVA075/8
TC-VEL	A310-308F	ULS Cargo	THY6615/6	LX-JFU	PC-12/47E	Jetfly Aviation	JFA21E/18C
20.A6-BMF	B787-10	Ethiad Airways	f/v ETD77/8	N794AV	B787-8	Avianca	f/v 26 AVA282/3
A7-ALR	A350-941	Qatar Airways	f/v QTR273/4	N12005	B787-10	United Airlines	f/v UAL2768/71
D-ALEU	B757-23NF	EAT Leipzig (DHL c/s) f/v	BCS3319/391	N12012	B787-10	United Airlines	f/v UAL2814/3
D-CSCA	Ce525B	Silver Cloud Air	SCR378	OE-ICR	A320-214	EasyJet Europe	EJU9040/1
D-IEMO	Raytheon 390	Exxaero	21	OE-IZF	A320-214	EasyJet Europe	dep EJU9043
EI-GSW	ERJ190LR	British Airways	f/v 21	OO-JAX	B737-8K5	TUI Belgium	arr JAF8418
OE-IVE	A320-214	EasyJet Europe	dep EJU9045	26.5Y-KZA	B787-8	Kenya Airways	27 KQA2116/7
OE-IVE	A320-214	EasyJet Europe	29 EJU9045/3	B-1021	A330-343E	Hainan Airlines	27 CHH739/40
OO-ABD	A340-313E	Air Belgium	f/v SLM3004/993	C-GEGC	A330-343E	Air Canada	ACA7212/3
OO-SCT	Ce525C	Luxaviation Belgium	AAB632	D-IPPY	P180	AirGo	XGO4AM/4PB
OY-NPG	SA227DC	North Flying	21 NFA101P/102	HZ-AR23	B787-9	Saudia	SVA215/6
S5-SAD	Global 6000	Elit'avia	EAV32D	N142QS	Global 6000	NetJets	27



Previously incorporated within the Thomas Cook Group, Condor became an independent entity again in September 2019. In April 2020 the planned acquisition by the Polish Aviation Group fell through. (Amsterdam - Schiphol, 23 April 2020, Robert Eikelenboom)





Although registered with Air Nunavut since March 2016 it looks like Falcon 20F C-GZOX is being operated by its southern Ontario division called SmoothAir Charter. The division operates an all Falcon fleet and is based at Oshawa, Ontario. (Amsterdam - Schiphol, 21 April 2020, A. Kouwenhoven)

N332QT	A330-243F	Avianca Cargo	TPA4047/6	OE-FHA	Ce510	GlobeAir	GAC648B/537C
N513SN	MD-11F	Western Global (a/w)	WGN3366/7	OE-FZB	Ce510	GlobeAir	GAC638J/527J
N730AN	B777-323ER	American Airlines	f/v 27 AAL9441/2	SP-KCK	Ce525A	Jet Story	JDI40D
N799JN	MD-11F	Western Global	WGN5086/8	YU-SPB	Ce560XLS	Prince Aviation	
OE-IFB	B747-4B5ERF	ASL Airlines Belg.	27 TAY914E				
OH-TFA	EMB505	Hendell Aviation					
OO-TUP	B737-85P	TUI Belgium	arr JAF8451				
RA-67229	CRJ200LR	Severstal	f/v SSF9680/1				
TC-VEL	A310-308F	ULS Cargo	THY6615/6				
27.4X-ABG	A320-232	Israir	ISR202				
9H-PLM	Ce650	Luxwing	LWG891				
A6-ECR	B777-31HER	Emirates	28 UAE9914				
A7-ANB	A350-1041	Qatar Airways	f/v QTR273/4				
N330QT	A330-243F	Tampa Cargo	f/v 28 TPA4047/6				
OE-FDT	Ce510	GlobeAir	GAC428V/317W				
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3				
OK-EMA	Ce680	Travel Service	TVS94J/95J				
OO-ABB	A340-313E	Air Belgium	SLM3004/993				
SE-RMB	Ce525B	Svenskt Industriflyg	28				
SP-TTA	Beech 400A	Smart Jet	SAH59P				
28.A6-ECW	B777-31HER	Emirates	29 UAE9914				
A7-ANE	A350-1041	Qatar Airways	f/v QTR273/4				
EC-GJM	SA227BC	Flightline	f/v 29 FTL941/2				
HZ-AR24	B787-10	Saudia	f/v SVA215/6				
N2243U	B777-322ER	United Airlines	f/v UAL2810/1				
SE-RMB	Ce525B	Svenskt Industriflyg	arr				
SU-GDR	B777-36NER	Egypt Air	f/v MSR757/8				
VP-BPG	B777-3M0ER	Aeroflot	f/v AFL2550/1				
XA-CHG	G550	Operaciones Aviacore	f/v				
29.9H-ALL	Ce525A	Luxwing	LWG102/193				
A7-AMK	A350-941	Qatar Airways	f/v QTR273/4				
B-304L	A330-343E	Hainan Airlines	f/v CHH739/40				
D-IHAG	Ce551	Heli-Flight	f/v				
N793AV	B787-8	Avianca	f/v AVA282/3				
OE-LSZ	A319-111	EasyJet Europe	arr EJU9044				
OO-ABB	A340-313E	Air Belgium	SLM994/3003				
OO-MMT	Ce560XLS	Air Service Liège	dep				
SU-GDP	B777-36NER	Egypt Air	f/v MSR757/8				
VP-BBS	B787-8	Azerbaijan Airlines	f/v AHY7065/6				
ZA-AWB	B737-408	Albawings	f/v AWT9051/0				
30.D-662	CH-47D	298sq	*Ghost5				
D-667	CH-47D	298sq	*Grizzly62				
2-ZEUZ	Beech C90A	Zeusch Aviation	arr				
A6-EQB	B777-31HER	Emirates	f/v arr UAE9914				
A7-ANJ	A350-1041	Qatar Airways	f/v QTR273/4				
B-1097	A330-343E	Hainan Airlines	f/v arr CHH739				
D-IEMO	Raytheon 390	Exxaero	arr				
D-IPVD	Ce525A	Transavia Flug	arr ATG2251				
ER-BAM	B747-409BDSF	Aerotrans Cargo (a/w)	arr BPS1008/2009				
HA-FAN	EMB120ER	Budapest Aircraft	f/v TPA4047/6				
N331QT	A330-243F	Tampa Cargo	TPA4047/6				
N2644U	B777-322ER	United Airlines	f/v UAL2810/1				

April continued to be a month dominated by Cargo traffic. An ASL Airlines Belgium Boeing 747 arrived for maintenance on the 1st. Although not listed it is worth mentioning that KLM operated a repatriation flight to Australia on the 2nd. A Transavia Boeing 737 returned on off lease from Miami Air the 4th. On the 13th a second ASL Airlines Belgium Boeing 747 arrived for maintenance. On the 14th PH-BFT, the first of three KLM Boeing 747s, was reactivated for use as cargo aircraft. On the 15th PH-BFW was reactivated and on the 18th PH-BFV was reactivated. A new fleet addition for Cityflyer was ferried to the UK via Amsterdam on the 20th.

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

### Rotterdam - The Hague

				April 2020	
01.CS-CHJ	CL-350	NetJets Europe	dep NJE061L		
OO-HCY	R44	Heli & Co	02		
PH-BBJ	Ce560XLS+	ASL	dep		
PH-BBJ	Ce560XLS+	ASL	20		
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5		
PH-KIO	P2006T	Kavel 10			
02.D-IWIR	C-525A	Ohlair Charterflug	arr ECA4M		
OO-HCY	R44	Heli & Co			
OY-CKS	BN-2A	Copenhagen AirTaxi	dep COWI02		
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5		
SP-TAT	Beech 400A	Smart Jet	dep SAH26P		
03.EC-GJM	SA227BC	Flightline	FTL951/2		
SX-FSA	CL-605	GainJet Aviation	GNJ68		
04.PH-KIO	P2006T	Kavel 10			
PH-YIS	H135	KNSF Flight Services	f/v		
05.D-IHLB	Ce402B	Hansa Luftbild			
PH-KIO	P2006T	Kavel 10			
PH-MAS	P68C-TC	Miramap Aerial Surveys			
06.CS-DLH	Falcon 2000EX	NetJets Europe	10 NJE469K/3ND		
ES-ACP	CRJ900	Regional Jet OÜ (a/w)	EST8404/5		
PH-MAS	P68C-TC	Miramap Aerial Surveys			
08.PH-PKF	Falcon 2000LXS	ASL	arr		
PH-TXA	Ce510	JetNetherlands	dep		
09.HB-JKV	Falcon 8X	ExecuJet Europe			
OK-PPP	Beeh 400XTi	Time Air	10 TIE243P		
PH-ELP	EC135T2	ANWB - MAA	Lifeline1		
PH-STB	Falcon 900C	Exxaero	XRO169		
10.Q-14	AH-64D	301sq	*Redskin31		
Q-24	AH-64D	301sq	*Redskin41		
2-MAPP	Ce421C	MBA Aviation	arr tdy COWI05		



OO-ESA	Ce404	Eurosense	
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5
11. PH-MAS	P68C-TC	Miramap Aerial Surveys	
12. OO-ACO	Ce510	Air Service Liège	15
13. CS-PHF	EMB505	NetJets Europe	14 NJE530T/586R
G-REXA	Beech 250	RVL Aviation	REV922/922P
14. PH-LAB	Ce550	NLR – TU Delft	
15. OO-ACO	Ce510	Air Service Liège	04
PH-MAS	P68C-TC	Miramap Aerial Surveys	
16. D-666	CH-47D	298sq (spec. c/s)	*Grizzly75
OO-ACC	Ce525A	Air Service Liège	dep
OO-ACC	Ce525A	Air Service Liège	18
17. D-CGAA	Ce560XLS+	Air Hamburg	20 AHO365U/449R
18. D-IEMO	Raytheon 390	Exxaero	19
20. D-CNOC	Ce560XLS	Ohlair Charterflug	arr ECA9C
D-HANS	R44	Heli & Co	21
PH-BBJ	Ce560XLS+	ASL	arr
PH-MAS	P68C-TC	Miramap Aerial Surveys	
21. D-HANS	R44	Heli & Co	
PH-ULP	EC135T2	ANWB - MAA	Lifeline1
22. CS-LTB	Ce680A	NetJets Europe	18 NJE438C
23. HB-JOE	G550	Premium Jet	2x
N208PC	Ce208B	Union Para Club Silvretta	
24. D-FFOX	Kodiak 100		
OY-NPE	SA227DC	North Flying	NFA124P
PH-KIO	P2006T	Kavel 10	
25. 2-CINE	AS355N	Pursuit Aviation Guernsey	26
OO-PRM	Ce510	Air Service Liège	2x
26. PH-KIO	P2006T	Kavel 10	
27. RN-04	NH90-NFH	40sq	BAF701
CS-DXO	Ce560XLS	NetJets Europe	18 NJE572R/093E
PH-KIO	P2006T	Kavel 10	
28. D-CWIT	Ce525C	WITRON	2x
SP-TTA	Beech 400A	Smart Jet	30 SAH59P
29. CS-LTE	Ce680A	NetJets Europe	arr NJE712R
30. PH-HVB	EC135T2+	ANWB - MAA	Lifeline1
PH-PWW	DA62		del

On the 4th the new toy for KNSF Flight Services arrived on delivery from Spain. It continued its journey to a site near Breukelen. The Canadairjet on the 6th was previously operated by Nordica but that company has been restructured into a leasing company. All aircraft are currently registered to Regional Jet OÜ which in turn is in the process of being rebranded to XFly. On the 16th a low pass by the Dutch Chinook showing off its special colours. A new Diamond DA62 arrived on delivery on the 30th.

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



Pursuit Aviation Guernsey is the registered owner for this AS355N Twin Squirrel. 2-CINE is being used as an aerial platform. Pursuit Aviation recently started working with XM2, a company specializing in drone technologies. That explains the combined XM2/Pursuit Aviation logo on the helicopter. (Rotterdam - The Hague, 26 April 2020, Gideon van Dijk)

## Maastricht - Aachen

01. CS-LTE	Ce680A	NetJets Europe	April 2020
EW-511TQ	B747-412(F)	Ruby Star Airways	dep NJE9KW
03. LY-BGK	CL-850	Charter JETS	RSB4708/9
04. N67RS	CL-601-3R		LTC801
OO-GLM	Ce680	Air Service Liège	dep
06. A6-EFF	B777-F1H	Emirates	07 UAE9943/4
A7-BGA	B747-87UF	Qatar Airways	f/v QTR8201/2
S5-CMM	Ce501	Janet Let	
07. OO-GLM	Ce680	Air Service Liège	
09. D-ALXX	A319-115X	K5-Aviation	dep KAY52
P4-KCF	ERJ190LR	Air Astana (a/w)	tst KZR1373
P4-KCF	ERJ190LR	Air Astana (a/w)	tst KZR1375
TF-AMU	B747-48EF	Astral Aviation	ABD4370/1
12. TC-ACR	B747-428ERF	ACT Airlines	THY6393
TF-AMR	B747-45E(F)	Magma Air	ABD4373/4
13. RA-76511	IL-76TD-90	Volga-Dnepr	16 VDA3199/4
14. D-AFBS	ERJ135BJ	Air Hamburg	18 AHO787A/626D
15. ET-AVN	B777-F	Ethiopian Airlines	f/v ETH3508
16. OE-FMU	Ce525	Pink Sparrow	SOW1
RA-76952	IL-76TD-90	Volga-Dnepr	18 VDA3201/10
18. D-APGS	A319-115X	K5-Aviation	26 KAY51
19. RA-76511	IL-76TD-90	Volga-Dnepr	20 VDA3195/6
TF-AMR	B747-45E(F)	Magma Air	ABD4376/7
20. D-IEMO	Raytheon 390	Exxaero	30
21. RA-76952	IL-76TD-90	Volga-Dnepr	22 VDA3211/2
23. CS-DXV	Ce560XLS	NetJets Europe	NJE8HL
LN-RDY	DHC-8-402	Widerøe	dep WIF9148
LN-WFH	DHC-8-311	Widerøe	arr WIF9146
LN-WFO	DHC-8-311	Widerøe	dep WIF9147
25. PH-DWS	ERJ135LR	Air Charters Europe	dep JNL841
PH-DWS	ERJ135LR	Air Charters Europe	28 JNL841/011
PH-TXA	Ce510	JetNetherlands	dep
TF-AMR	B747-45E(F)	Magma Air	26 ABD4379/346P
VP-BCK	B737-46Q(F)	ATRAN	VAS9638/9, VAS9640/1
26. A7-AFG	A330-243F	Qatar Airways	QTR8322
PH-TXA	Ce510	JetNetherlands	arr
27. 4L-GEN	B747-236B(F)	Geo-Sky (a/w)	GEL501/500
28. PH-DWS	ERJ135LR	Air Charters Europe	07 JNL011/112
29. L-03	PC-7M	131EMVosq	*Diamond12
F-HERE	Ce510	Astonjet	ASJ949
30. A7-BAX	B777-3DZER	Qatar Airways	QTR8860/1
HB-VTS	Raytheon 390	Lions Air	
OE-IHH	A320-232	LaudaMotion	02 LDM31/512

The NetJets Cessna on the 1st operated two local patterns before its departure. The departing Challenger on the 4th is former T7-CCM. The K5-Aviation Airbus on the 9th departed after some paintwork. The (former) Astana Embraer on the





No stranger to the locals as this Boeing 747 previously served with Martinair as PH-MPQ. It was stored in 2013 after the demise of Air Cargo Germany who had leased the aircraft as D-ACGC. In 2018 it was acquired by Ruby Star Airways as EW-511TQ. (Maastricht - Aachen, 1 April 2020, Björn van der Velpen)

9th operated two local flights. On the 13th the arrival of the first Il-76 transporting mobile IC units to Saint Martin. The second aircraft arrived on the 16th. A second K5-Aviation Airbus arrived on the 18th for some paint work. All Widerøe aircraft on the 23rd were related to maintenance. The Geo-Sky Boeing on the 27th was reactivated after having been stored for some time. LaudaMotion arrived on the 30th for some touch up work at the paint shop.

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

### Groningen - Eelde

		April 2020	
02. G-RVNV	P68B	Ravenair	arr tdy RVR8NJ
03. D-HYAF	H145	ADAC	CHX26
06. D-AFAB	CL-604	FAI Rent-A-Jet	IFA1164
07. LN-BAA	Beech B200	Airwing	NWG673
	N125DE	Eclipse 500	dep
08. D-CDSO	Ce550 Bravo	Heli-Flight	
10. OO-STG	Ce421C	de Boer Belgium	
14. SP-OPG	P68C	Opegieka	tdy 20
15. N52AG	SF-50	Andrew Gilbert	tst
16. D-666	CH-47D	298sq	*
	5B-DDA	Fokker 70	TUS Airways arr 5B347
	5B-DDE	Fokker 100	TUS Airways arr 5B421
	D-IDOS	Ce404	Hansa Luftbild
	OO-ACC	Ce525A	Air Service Liège
20. N-228	NH90-NFH	860sq	Guardian01
22. N-317	NH90-NFH	860sq	*Neptune03
23. D-HNHD	EC155B-1	Northern Helicopters	
24. 9H-YOU	CL-850	Air X Charter	AXY2401/2
	OO-STG	Ce421C	de Boer Belgium
	TC-KJA	Beech 400A	Skyline Ulasim Ticaret
	VQ-BXG	Falcon 8X	Shell SHE32G
29. N-326	NH90-NFH	860sq	*Trident10
	OY-NCP	Do328-310	Sun-Air (BAW c/s) SUS675A/B
	PH-PXF	EC135P2+	Nationale Politie *ZXP06

Both Tus Airways aircraft on the 16th arrived for maintenance and storage prior sale to a new owner. On the 21st the registrations for both aircraft were ammended to 2-BDDA and 2-BDDE. As of the week of 20 April NH90s N-195 and N-228 will be taking care of the patient flights from the Wadden islands, in order to free up the MAA-RAV Fryslân H145s PH-HOW and PH-OOP for the transport of corona-patients. The Sun-Air Dornier on the 29th seems to have visited the airport twice on that day. Unfortunately only one flight is know to us.

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

		April 2020	
01. PH-RWY	Bo105DBS4	Rotor & Wings	dep
02. PH-KIO	P2006T	Kavel 10	
03. D-FIBE	PC-6/B2-H4	KIAS Airlines	dep
	N71SL	H269C	Jan Overveen – Chris Wouters arr
	PH-KIO	P2006T	Kavel 10

07. D-HANS	R44	Heli & Co	dep
	F-HSMG	R44	Heli & Co
08. PH-KIO	P2006T	Kavel 10	
09. PH-KIO	P2006T	Kavel 10	11
10. 2-ZEUZ	Beech C90A	Zeusch aviation	dep
14. PH-JBR	Ce208B	Tessel Air	dep
	PH-KIO	P2006T	Kavel 10
	PH-PHA	Enstrom 480	Prince Helicopters
16. PH-KIO	P2006T	Kavel 10	
17. PH-PXA	EC135P2+	Nationale Politie	ZXP01
18. PH-TXN	AT-A6	Wings Over Holland	
21. D-FLIZ	Ce208	Skydive Spa	arr
	OO-SEX	Ce208B	Skydive Spa dep
	PH-KIO	P2006T	Kavel 10 24
24. OO-STG	Ce421C	De Boer Belgium	
27. PH-ANK	R44	H. Vink	
28. PH-PHA	Enstrom 480	Prince Helicopters	
30. PH-HOW	H145	RAV Fryslân – MAA	

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

### Eindhoven

		April 2020	
01. J-014	F-16AM	312/313sq	*Burst02
	J-646	F-16AM	312/313sq *Burst01
	SP-ENU	B737-83N	Enter Air ENT507/507P
02. J-006	F-16AM	313sq (322sq mks)	*Epic01
	OM-GTH	B737-8BK	Go2Sky (Corendon c/s) RLX4530/455P
03. D-IFHD	Ce525	E-Aviation	EFD2D
04. D-CUGF	Ce525B	Atlas Air	ATL4U
	SP-ENW	B737-86J	Enter Air ENT51YD/52FB
05. 01	C-17A	HAW	Bartok04
06. OK-TSE	B737-81D	Smartwings	TVS433P/4338
	OO-PKX	Ce750	Air Service Liège arr
07. L-09	PC-7	131EMVOsq	*Diamond14
	L-11	PC-7	131EMVOsq *Diamond02
	PH-HWM	CL-605	ASL dep
08. D-666	CH-47D	298sq (spec mks)	*
	D-CSOS	Lj45	Jetcall JCL1
	OO-JAX	B737-8K5	TUI Belgium JAF8532/853F
09. S-440	AS532U2	300sq	*Wildcat63
	PH-CGN	Do228-212	Kustwacht *NCG03
10. FB24	F-16BM	10w/OCU (spec mks)	*BAF501
	D-AFUN	ERJ135BJ	Air Hamburg 11 AHO889R/820N
	OK-TSE	B737-81D	Smartwings TVS4339/433F
13. HA-LWZ	A320-232	Wizz Air	WZZ8003/4
14. PH-HWM	CL-605	ASL	arr
15. J-013	F-16AM	312/313sq	*Bonzo01
	J-508	F-16AM	312/313sq *Sting01
	CS-CHD	CL-350	NetJets Europe NJE744L/304U
	OO-JAX	B737-8K5	TUI Belgium JAF8632/864F
16. D-666	CH-47D	298sq (spec mks)	*Grizzly75_GLV-V
	Q-09	AH-64DN	301sq *Redskin13
	Q-14	AH-64DN	301sq *Redskin14
	S-454	AS532U2	300sq *Wildcat63_GLV-V
	PH-CGC	Do228-212	Kustwacht *NCG03
17. PH-FJK	Ce525B	JetNetherlands	dep
	PH-FJK	Ce525B	JetNetherlands 28

20. J-509	F-16AM	322sq	*Polly01
J-631	F-16AM	322sq	*Polly02
<u>L-09</u>	PC-7	131EMVOsq	*Diamond14
21. <u>Q-30</u>	AH-64DN	301sq	*Redskin22, GLV-V
PH-CGN	Do228-212	Kustwacht	*NCG01
22. <u>D-101</u>	CH-47D	298sq	*Grizzly62
<u>D-102</u>	CH-47D	298sq	*Viking5
F-GTVC	Beech 1900D	Twin Jet	TJT031P/639A
OK-TSU	B737-8FZ	Smartwings	TVS4302/430F
23. <u>FB14</u>	F-16BM	2w	*BAF235
D-666	CH-47D	298sq (spec mks)	*Shadow5
<u>D-667</u>	CH-47D	298sq	*Omega1.2, GLV-V
<u>Q-16</u>	AH-64DN	301sq	*Bat75, GLV-V
S-440	AS532U2	300sq	*Wildcat3
S-456	AS532U2	300sq	*Wildcat66, Duke1, GLV-V
LX-TWO	Lj45XR	Luxemb. Air Ambulance	LRQ239J
LY-EEL	B737-46M	GetJet Airlines	GJT631P/631
LY-EEL	B737-46M	GetJet Airlines	GJT632/632P
24. LX-N90452	E-3A	NAEW&CF	*Nato40
D-102	CH-47D	298sq	*Ghost4
D-665	CH-47D	298sq	*Shadow4
<u>S-440</u>	AS532U2	300sq	*Wildcat3
OK-TSU	B737-8FZ	Smartwings	TVS4342/434F
25. SP-ENW	B737-86J	Enter Air	ENT55CM/54RA
26. OK-TSU	B737-8FZ	Smartwings	TVS4366/436F
28. 193/64-HA	CN235M-300	ET03.062	CTM1301
<u>L-01</u>	PC-7	131EMVOsq	*Diamond02
<u>L-06</u>	PC-7	131EMVOsq	*Diamond07
Q-10	AH-64DN	301sq	*Redskin06
29. <u>L-03</u>	PC-7	131EMVOsq	*Diamond03
<u>L-11</u>	PC-7	131EMVOsq	*Diamond14
30.03	C-17A	HAW	Bartok18
OK-TSS	B737-8Q8	Smartwings	TVS4372/438F

The Smartwings aircraft on the 6th (and 10th) is still in travel Service colours.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

## Gilze-Rijen

01. <u>S-456</u>	AS532U2	300sq	April 2020
PH-HOW	H145	RAV Fryslân – MAA	arr <u>NAF456</u>
02. N116MA	Lj36A	Skyline Aviation	*Lifeliners5

03. D-662	CH-47D	298sq	tst Grizzly91
<u>G-273</u>	C-130H-30	336sq	*NAF73
06. <u>L-09</u>	PC-7	131EMVOsq	*Diamond15
07. L-05	PC-7	131EMVOsq	Diamond03
N-228	NH90-NFH	860sq	Trident06
N116MA	Lj36A	Skyline Aviation	ZXP04
PH-PXD	EC135P2+	Nationale Politie	
08. <u>L-09</u>	PC-7	131EMVOsq	*Diamond14
09. <u>L-12</u>	PC-7	131EMVOsq	*Diamond14
13. S-441	AS532U2	300sq (o.b. A833)	dep Wildcat1
S-445	AS532U2	300sq (o.b. A833)	dep Wildcat2
14. L-07	PC-7	131EMVOsq	*Diamond15
PH-MAA	EC135T2	ANWB-MAA	*Lifeliners3
15. <u>J-013</u>	F-16AM	312/313sq	*Bonzo01
<u>J-508</u>	F-16AM	312/313sq	*Sting01
L-01	PC-7	131EMVOsq	*Diamond18
20. D-666	CH-47D	298sq (spec mks)	Titan4
<u>J-509</u>	F-16AM	322sq	*Polly01
<u>J-631</u>	F-16AM	322sq	*Polly02
PH-PXA	EC135P2+	Nationale Politie	*ZXP01
21. <u>D-101</u>	CH-47D	298sq	Grizzly76, Titan1
<u>D-102</u>	CH-47D	298sq	Ghost5, Titan4
<u>D-665</u>	CH-47D	298sq	Titan2
<u>D-666</u>	CH-47D	298sq (spec mks)	Grizzly83
22. <u>D-101</u>	CH-47D	298sq	Shadow3, Grizzly62
<u>D-102</u>	CH-47D	298sq	Viking4,5
<u>D-667</u>	CH-47D	298sq	Shadow5, Viking2
N-317	NH90-NFH	860sq	Neptune03
<u>S-440</u>	AS532U2	300sq	Wildcat1,3
23. <u>D-101</u>	CH-47D	298sq	Grizzly05, Viking4
<u>D-666</u>	CH-47D	298sq (spec mks)	Shadow5, Viking5
<u>S-440</u>	AS532U2	300sq	2x Wildcat3
24. <u>D-102</u>	CH-47D	298sq	Ghost4
<u>D-665</u>	CH-47D	298sq	Shadow4
<u>G-275</u>	C-130H-30	336sq	*NAF74
L-10	PC-7	131EMVOsq	*Diamond09
S-440	AS532U2	300sq	Wildcat3
28. <u>L-01</u>	PC-7	131EMVOsq	2x *Diamond02
<u>L-06</u>	PC-7	131EMVOsq	*Diamond07
<u>S-454</u>	AS532U2	300sq	dep <u>NAF454</u>

On 13 April two 300sq Cougars departed for the North Sea were HNLMS Karel Doorman (A833) was waiting for them. Both embarked for a 3-6 months deployment in the Caribbean, assisting the Joint Support Ship while providing aid to the islands during the COVID pandemic. Between 20 and



The latest toy for (the owner of) KNSF Flight Services arrived in the Netherlands on 4 April 2020. Berend Jan Floor was able to take this photo when H135 PH-YIS visited Lelystad on 30 April 2020.





A319ACJ D-ALEX was added to the K5-Aviation fleet in 2014. The company currently operates four Airbus corporate jets and three Bombardier jets. K5-Aviation is part of the K5-Group. (Woensdrecht, 8 April 2020, Ralph Hamaker)

24 April a large and intense wildfire erupted in Northern Limburg province. As the wind kicked in, regular fire fighting services could not handle the fire the help was asked at the DHC/Dutch Helicopter Command. Various Chinooks and a sole Cougar were dispatched in multiple shifts of 6-7 hours with their bambi buckets strapped underneath, during quick stops at Gilze-Rijen or Volkel the crew was replaced and the helicopter was refuelled and checked by maintenance staff.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

		April 2020	
06. J-367	F-16AM	322sq	*Saw02
J-644	F-16AM	322sq	*Saw02
OY-HJL	AW139	Bel Air	f/v arr tdy BBX102
14. J-515	F-16AM	312/313sq	*Burst01
20. J-509	F-16AM	322sq	*Polly01
J-631	F-16AM	322sq	*Polly02
23. G-273	C-130H-30	336sq	NAF76
N-325	NH90-NFH	860sq	arr Neptune18
24. F-010	F-35A	323sq	*
27. RN04	NH90-NFH	40sq	

The NH90 on 23 April returned from its embarking onboard OPV HNLMS Groningen (P843). This vessel has been deployed to the West for six months, being the station ship for the Netherlands Navy in the Caribbean. The vessel itself arrived at the Port of Den Helder two days later so the NH90 must felt homesick around the French waters.

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

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

### Leeuwarden

		April 2020	
02. J-006	F-16AM	312/313sq (322sq mks)	*Epic01
03. V-11	G-IV	334sq	*NAF61
07. V-11	G-IV	334sq	NAF61
08. J-009	F-16AM	322sq	dep Slammer01
J-017	F-16AM	312/313sq	*AG02
J-616	F-16AM	312/313sq	20 AG01/Hammer01
16. G-275	C-130H-30	336sq	*NAF78
J-624	F-16AM	DMO/322sq	dep Blade01
17. G-275	C-130H-30	336sq	*NAF79
21. N-195	NH90-NFH	860sq	Guardian01
28. G-275	C-130H-30	336sq	*Roque11
J-882	F-16BM	312sq	*King01

29. N-326 NH90-NFH 860sq \*Trident10

On 8 April J-009 transferred from Leeuwarden to Volkel, joining 312 or 313sq. J-616 made an emergency landing, following an engine fire indication. After a smooth landing the check-up took some time however the Viper left back home on 20 April. In between on 16 April another F-16AM left Leeuwarden for Volkel, this time J-624 however this jet will not fly after arrival and will be withdrawn from use.

Credits: Movements AGL, Oscar Sannen, Dirk Visser and Scramble MB.

### Lelystad

		April 2020	
03. S5-CMM	Ce501	Janez Let	
04. D-IHLB	Ce402B	Hansa Luftbild	
PH-MAS	P68C-TC	Miramap Aerial Surveys	
06. PH-CGN	Do228-212	Kustwacht	*NCG01
PH-KIO	P2006T	Kavel 10	
07. PH-KIO	P2006T	Kavel 10	
09. D-FSPG	Ce208	BSF Swissphoto	tdy 17
10. 2-ZEuz	Beech C90A	Zeusch aviation	arr
15. D-AFAL	Global Express	FAI Rent-A-Jet	arr
16. D-666	CH-47	298sq	*Grizzly75
D-EPUS	PA-46-500TP		
PH-HOW	H145	RAV Fryslân – MAA	
18. PH-KIO	P2006T	Kavel 10	
28. PH-RIS	EC130B4	KNSF Flight Services	
PH-YIS	H135	KNSF Flight Services	f/v 02

On the 15th the arrival of a Global Express for the paint shop. The new helicopter for KNSF Flights Services visited on the 28th.

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

### Volkel

		April 2020	
08. J-009	F-16AM	313sq (322sq mks)	arr Slammer01
10. PH-RWY	Bö105	Zorgvleugels	tdy 01
15. L-06	PC-7	131EMVOsq	*Diamond15
Q-16	AH-64DN	301sq	*Redskin12
16. FB23	F-16BM	10w/OCU	*BAF501
G-275	C-130H-30	336sq	*NAF78
J-624	F-16AM	DMO/322sq	arr Blade01
17. G-275	C-130H-30	336sq	*NAF79
20. D-665	CH-47D	298sq	Shadow3
J-509	F-16AM	322sq	*Polly01
J-616	F-16AM	312/313sq	arr Hammer01
J-631	F-16AM	322sq	*Polly02
21. D-101	CH-47D	298sq	Grizzly76,2x Titan1
D-102	CH-47D	298sq	2x Ghost5, Titan4

D-665	CH-47D	298sq	22 Titan2/Grizzly91
D-666	CH-47D	298sq (spec mks)	2x Grizzly83
22.D-101	CH-47D	298sq	Shadow3
D-102	CH-47D	298sq	Viking4,5
D-667	CH-47D	298sq	2x Shadow5, 2x Viking2
S-440	AS532U2	300sq	2x Wildcat4, 2x Wildcat3
23.D-101	CH-47D	298sq	3x Grizzly5
D-666	CH-47D	298sq (spec mks)	2x Shadow5, Viking4
S-440	AS532U2	300sq	2x Wildcat3
24.D-102	CH-47D	298sq	2x Ghost4
D-665	CH-47D	298sq	2x Shadow4
F-010	F-35A	323sq	*Pain01
S-440	AS532U2	300sq	Wildcat3
28.G-275	C-130H-30	336sq	Rogue11
V-11	G-IV	334sq	*NAF61
29.G-273	C-130H-30	336sq	*NAF73
L-11	PC-7	131EMVOsq	*Diamond14

The Bölkow 105 on the 10th arrived in order to assist aerial transportation of COVID-19 patients. Between 20 and 24 April Volkel hosted various Chinooks and Cougars from Gilze-Rijen during their fire fighting missions. At Volkel the helicopters refuelled, replenished and crews changed while keeping the ground time as short as possible.

Credits: SGVolkel Message Board, Scramble MB.

### Woensdrecht

April 2020			
06.J-135	F-16AM	322sq	*Killer-formation
J-644	F-16AM	322sq	*Killer-formation
08.D-ALEX	A319-115X	K5 Aviation	arr KAY53
14.PH-PXX	AW139	Nationale Politie	*ZXP24
16.D-666	CH-47D	298sq (spec mks)	*Grizzly75
20.J-367	F-16AM	322sq	*Saw
J-509	F-16AM	322sq	*Polly01
J-631	F-16AM	322sq	*Polly02
J-644	F-16AM	322sq	*Saw
N-324	NH90-NFH	860sq	Trident10
PH-HSG	B737-8K2	Transavia	arr TRA051
21.D-106	CH-47D	298sq	tst Grizzly92
22.D-106	CH-47D	298sq	tst Grizzly92
23.D-106	CH-47D	298sq	tst Grizzly92
24.D-106	CH-47D	298sq	tst Grizzly92
F-010	F-35A	323sq	*Pain01
29.EI-FHX	B737-8JP	Norwegian Air Int'	arr IBK8907
HZ-FFG	ATR72-212A	Nesma Airlines	dep NSS9071
30.J-871	F-16AM	322sq	tst Dozer

The jubilee flight of the special marked Chinook took place on 16 April, resembling the 75 years in its callsign. One of the Leeuwarden based F-35As visited again on 24 April. On the civil side K5 Aviation returned with one of their ACJ319s for maintenance. The Norwegian B737 arrived for storage as it was returned to its lessor while the Nesma ATR72 departed

Woensdrecht for Athens and onwards towards Saudi-Arabia prior return to service.

Credits: Johan Havelaar, Scramble MB.

### Texel

			April 2020
06.OE-XXL	R44	Heli & Co	
09.PH-ELP	EC135T2	ANWB - MAA	Lifeline1
10.PH-HCC	Cabri G2	HeliCentre	
12.PH-HCC	Cabri G2	HeliCentre	
13.OY-HOF	AW169	Uni-Fly	2x UNC90
18.PH-FVD	R44	Rotarywings	
23.OE-XXL	R44	Heli & Co	
25.PH-CGC	Do228-212	Kustwacht	NCG01
	N1944S	PT-13D	
26.PH-YAX	Yak-52	van Rossum	
PH-TWN	P2006T	Zelf Vliegen	

Credit: Texel Airport.

### Twente

			April 2020
24.PH-HOW	H145	RAV Fryslân – MAA	
29.OY-JBS	PA-46-500TP		

The helicopter on the 24th made a fuel stop.

Credit: EHTW spotters.

### Flamingo (Bonaire, Dutch Caribbean)

			April 2020
01.HK-4411	BAe3201	SARPA	04
	N389KA	Lj35A	Fundashon Mariadal 30
	N5324J	Ce340A	30
04.HK-5255	Lj45	SARPA	26
14.N641DJ	Raytheon 4000	JAW Aircraft	
	YV3441	Lj55	
17.PH-BVS	B777-300ER	KLM	f/v KLM735
22.N31ZV	Lj31A	EZAir International	30
27.HK-4411	BAe3201	SARPA	
28.HK-5255	Lj45	SARPA	

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

With closed borders it were just some ambulance flights and repatriation flights of DiviDivi to connect on KLM from Curaçao. The bizjet on the 14th arrived from LeHigh Valley International Airport in Hanover township, LeHigh County, Pennsylvania and departed to Ottawa, Canada. The KLM on the 17th was also a repatriation flight via Curaçao to Amsterdam and a first visit as normally the A330 visits.

Credit: Danny de Kiewit.



Uni-Fly signed the contract for two AW169s in October 2017. The first was delivered in 2018 and the second, OY-HOF, was delivered in April 2019. Both are being used to support the Ørsted Hornsea offshore wind farm and are based at Humberside. (Texel, 13 April 2020, Mike de Bruijn)



# Movements Belgium



In November 2019 former Flight Options ERJ135BJ N925FL was transferred to its European affiliate Flairjet as G-PRFX. Since acquiring a controlling interest in Italian charter company Sirio by parent company Directional Aviation the company is trading as Sirio UK. (Antwerp, 3 April 2020, Walter Van Brempt)

## Antwerp

			April 2020
01. D-IHLB	Ce402B	Hansa Luftbild	
03. G-PRFX	ERJ135BJ	Sirio UK	f/v
06. HB-GLB	Beech B200	Swiss Flight Services	
OO-GLM	Ce680	Air Service Liège	07
PH-LAW	CeT310R	AFOC Germany	10
09. D-HANS	R44	Heli & Co	arr
10. CS-LTE	Ce680A	NetJets Europe	
I-VICC	P68B	Aeronike	
11. HB-GLA	Beech B200	Swiss Flight Services	
15. OO-SVG	SV-4B	J.de Block	arr
16. F-HANE	P180	Oyonnair	
HB-GLA	Beech B200	Swiss Flight Services	
17. OO-AFJ	SV-4C	F.Vuylsteke	arr
18. OO-ACC	Ce525A	Air Service Liège	01
20. ST42	SF260D	CC Air	2x
OK-AST	Ce560XL	Air Bohemia	
PH-CTH	Falcon 2000LX	Flying Group	arr
21. D-CHZF	Ce550 Bravo	Tyrol Air Ambulance	TYW212F/3F
F-HSMG	R44	Heli & Co	f/v
HB-GLA	Beech B200	Swiss Flight Services	
N680KH	Ce525	KOM Activity	f/v 22 2x
PH-STB	Falcon 900C	Exxaero	
22. OO-ESV	SV-4B	Custom Jet Solutions	arr
23. I-VICC	P68B	Aeronike	24
OK-AST	Ce560XL	Air Bohemia	
24. HB-LUN	P68C	Swiss Flight Services	
M-ATTI	TBM-930	Partner in Pet Food Hunaria	
27. I-GAUS	Partenavia P.68	AFOC Germany	03
29. 9H-WIT	PC-12/47E	Nextgen Aviation (Malta)	
30. OO-PCI	PC-12/47E	EAPC	03

Considering the current circumstances not a bad month for Antwerp. The Falcon on the 20th is again being operated by Flying Group.

Credits: ASA Belgium vzw, Luchtzak.be forum.

## Brussels

			April 2020
01. B-2432	B747-481(F)	Suparna Airlines	f/v YZR7455/06
EC-GJM	SA227BC	Flightline	
F-HECR	Falcon 7X	Dassault Aviation	
F-HLEY	Falcon 2000LXS	Dassault Aviation	
T7-BGD	CL-800	Bancroft Specialty Logistics	
02. VQ-BVC	B747-83QF	Silk Way West	AZG651/2
03. D-IGST	Raytheon 390	Peak Air	
LV-IRQ	G-V	Lionel Messi	div
04. B-308Q	A330-243F	Sichuan Airlines	CSC3713/4
CS-TQP	A330-202	Hi Fly	dep BAF630
Z3-MKD	Lj60	Government of Macedonia	
05. B-1340	B747-4HAERF	Suparna Airlines	YZR7455/06
CS-TQP	A330-202	Hi Fly	09 BAF630/2

EC-GJM	SA227BC	Flightline	arr
06. D-IGST	Raytheon 390	Peak Air	
SE-RLA	B767-232(F)	West Air Sweden	SWN770P/1P
07. 07	C-27J	Transporto Esk	LYF277
D-AFAB	CL-604	FAI Rent-A-Jet	
EC-GJM	SA227BC	Flightline	dep
LZ-CGX	B737-43Q(F)	Cargo Air	BCS995/115
08. LZ-CGX	B737-43Q(F)	Cargo Air	09 BCS995/115
OE-FHK	Ce510	GlobeAir	09 GAC446E/105W
09. D-AFAA	CL-604	FAI Rent-A-Jet	10 IFA1172
D-CTWO	Lj35A	Air Alliance Express	AYY108
G-JOTE	BAe146-300QT	JOTA Aviation	
OE-FHK	Ce510	GlobeAir	11 GAC773W/742J
OO-SFU	A330-223	Brussels Airlines	dep BEL9909
10. 4K-SW008	B747-4R7F	Silk Way West	AZG651/2
9H-AMY	CL-850	Air X Charter	AXY1016/32
B-5905	A330-343E	Hainan Airlines	11 CHH491/2
CS-TQP	A330-202	Hi Fly	11 BAF632/0
HA-LPK	A320-232	Wizz Air	WZZ8011/2
PH-VBG	Falcon 2000EX	JetNetherlands	
ZS-SND	A340-642	South African Airw.	12 SAA2258/4259
11. 9H-DFS	Falcon 50	Harmony Jets	HMJ185
9H-FOM	EMB500	Luxwing	dep
B-308P	A330-243F	Sichuan Airlines	CSC3713/4
B-1138	B787-9	Hainan Airlines	CHH719
TC-MCC	A300B4-622RF	MNG Airlines	THY63337/8
12. B-1138	B787-9	Hainan Airlines	CHH720
CS-TQP	A330-202	Hi Fly	16 BAF630/3
D-IGST	Raytheon 390	Peak Air	
ER-AXR	A321-211	Air Moldova	MLD901/2
HB-JWA	CL-650	Swiss Air Ambulance	SAZ51/2
13. N782CK	B747-4HQERF	Kalitta Air	CKS3542
OE-IBI	B737-490(F)	ASL Airlines Belgium	arr TAY938E
14. 604	A319-112	MH 59. Sz.D. R	15
L4-01	L-410UVP-E	152.LEESK	15
EI-EJH	A330-202	Alitalia	AZA156/9
15. D-IPPY	P180	Airgo Flugservice	XGO4BR/4G
16. 54+26	A400M	LTG62	GAF692
CS-TQP	A330-202	Hi Fly	22 BAF633/HFY230P
D-IPPY	P180	Airgo Flugservice	XGO4R/4PB
VQ-BVC	B747-83QF	Silk Way West	AZG651/1401
17. 9H-DFS	Falcon 50	Harmony Jets	HMJ185
N1624K	G-IVSP	Delta Private Jets	arr
18. D-INCS	Ce525	Jetkontor	JKH321
SP-TTA	Beech 400A	Smart Jet	23 SAH59P
19. D-ISKO	Raytheon 390	Peak Air	
20. D-AIRZ	ERJ135BJ	Air Hamburg	21 AHO797Q
21. F-HERE	Ce510	AstonJet	2x
OH-LWP	A350-941	Finnair	FIN1541/2
TC-JJF	B777-3F2ER	Turkish Airlines	THY85B/3YN
22. 014	C295M	8.BLTr (13.el)	
CS-TKY	A330-941	Hi Fly	f/v 30 HFY441P/761P
D-CEFO	Ce560XLS+	Air Hamburg	
ET-AWQ	B767-306ER	CEIBA Intercontinental	f/v



Kuwaiti wide-body aircraft are not often seen at Brussels but the COVID-19 provided the aviation enthusiast with some different aircraft. 9K-APE operated a cargo flight to Brussels on 23 April 2020 and Paul Sanders was able to photograph the aircraft on arrival.

OO-AIE	Falcon 7X	Luxavn Belgium	del 30 AAB624/40
23.9K-APE	A330-243	Kuwait Airways	KAC1229/30
24.LZ-CGO	B737-301F	Cargo Air	SWT3319/0115
25.OE-FDT	Ce510	GlobeAir	27 GAC859J/428V
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
26.LZ-CGX	B737-43Q(F)	Cargo Air	arr BCS120
ZA-BEL	A319-132	Air Albania	ABN3013/4
28.EC-KUL	ATR72-212A	Swiftair	SWT929P/928P
OO-LUM	Falcon 7X	21sq - Luxaviation Belgium	del
29.OK-BII	Beech 400A	JetBee Czech	
OO-LUM	Falcon 7X	21sq - Luxaviation Belgium	BAF71
30.D-ATWO	CL-604	Air Alliance	AYY162
ET-AVC	A350-941	Ethiopian Airlines	ETH728/9
F-HEBO	Falcon 900EX	Dassault Falcon Services	

Just like other airports Brussels also had an increase in cargo traffic and other unusual visitors. The South African Airbus on the 10th was most probably the one that got the most attention. The CEIBA Boeing on the 22nd was a decend second this month. The Falcon on the 28th is the first of two bizjets that will be operated by Luxaviation Belgium for the Belgian Air Force.

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

### Kleine Brogel

			April 2020
23.CE01	ERJ135LR	21sq	*
FA87	F-16AM	2w	*
FA91	F-16AM	2w	27
27.FB14	F-16BM	2w	

29.FB14	F-16BM	2w	*
ST41	SF260D	CC Air (grey c/s)	*
OO-LUM	Falcon 7X	21sq - Luxaviation Belgium	
30.FA117	F-16AM	2w	*
FA129	F-16AM	2w	*

Due to COVID-19, flying resumed on Thursday 9 April. Till now there are only two flying days a week. The new leased Dassault Falcon 7X for the Belgian Air Force visited Kleine Brogel while on a training mission, visiting also some other airfields in Belgium that same day. On the 30th the Baltic Air Policing mission for the Belgian Air Force came to an end. The four F-16s made a low pass over the base, with the F-16s from the 2W of Florennes making a low approach before continuing to Florennes.

Credits: Rik Brebels, Toon Cox, Tim Van den Boer.

### Koksijde

			April 2020
09.FA95	F-16AM	10w	*
10.FA121	F-16AM	2w	*
FB23	F-16BM	10w	*
16.FA103	F-16AM	10w	*
FA104	F-16AM	10w	*
20.FA77	F-16AM	10w	*
ST43	SF260D	CC Air	*
81	SA365N	35F	*
23.N-325	NH90-NFH	860sq	
29.FA126	F-16AM	10w	2x *
FB20	F-16BM	10w	2x *



A consortium led by the Albanian and Turkish governments founded Air Albania on 16 May 2018. In Scramble 490, page 31 we published the sole Boeing 737 that is being used by the airline. Its sole, former Turkish Airlines, Airbus A319 was caught on camera when it visited Brussels. Turkish Airlines is the majority owner for the airline. (Brussels, 26 April 2020, Yves Deliens)





South African Airways operated a corona repatriation flight from Johannesburg via Cape Town to Brussels. "Springbok 2258" was photographed while arriving on runway 25R. ZS-SND spent a few days in Belgium before returning home. (Brussels, 10 April 2020, Yannick van Praag)

The French Navy Dauphin took the scenic coastal line route while passing by, the Dutch NH90 refuelled while arriving from NAS Culdrose and heading home towards De Kooy. The two F-16s on 29 April performed two base attacks.

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

## Liège

April 2020			
01. G-DXTR	Beech B200	Synergy Aviation	SYG895
02. L4-01	L-410UVP-E	152.LEESK	dep
05. L4-01	L-410UVP-E	152.LEESK	arr LSV401
06. D-CSUN	Ce560XLS+	Air Hamburg	dep
07. B-2423	B747-4EVERF	SF Airlines	f/v 08 CSS7288/9
F-GLNH	Beech 1900D	Twin Jet	
12. G-WNCH	Beech B200	Synergy Aviation	
16. G-DXTR	Beech B200	Synergy Aviation	SYG903
17. F-GZTI	B737-408(F)	ASL Airlines France	19 FPO33F/34
21. A7-BEP	B777-300ER	Qatar Airways	QTR8305/6
22. A7-BEL	B777-300ER	Qatar Airways	QTR8305/6
24. G-WNCH	Beech B200	Synergy Aviation	
25. EC-NHF	B757-223(F)	Cygnus Air	RGN552/1
26. A7-BAW	B777-3DZER	Qatar Airways	QTR8305/6
EC-NHF	B757-223(F)	Cygnus Air	27 RGN552/552P
28. A7-BEP	B777-300ER	Qatar Airways	QTR8305/6
29. VQ-BGL	B777-31HER	Royal Flight	ABG6604/9002

Liège became the European cargo hub for the World Health Organisation (WHO) in their fight against Covid-19. That explains the passenger aircraft that operated cargo flights from the 21st.

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

## Ostend-Bruges

April 2020			
01. CE03	ERJ145LR	21sq	
OY-JJH	Do328-310	Joinjet	SUS649B/C
02. A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8144
ER-JAI	B747-412(F)	Aerotrans Cargo	03 ATG4481/2
N744CK	B747-446(F)	Kalitta Air	CMB161
03. TF-AMI	B747-412(F)	Magma Aviation	ABD365P/320
04. A7-BFD	B777-FDZ	Qatar Airways Cargo	QTR8148
05. A7-BFN	B777-FDZ	Qatar Airways Cargo	QTR8142
06. ER-JAI	B747-412(F)	Aerotrans Cargo	07 ATG4485/6
N744CK	B747-446(F)	Kalitta Air	CMB164
T7-ASK	A300B4-622R(F)	San Marino Exec. Avn	07 SMF100/350
07. A7-BFH	B777-FDZ	Qatar Airways Cargo	QTR8148
SE-RDY	G550	European Flight Service	EUW1076
TF-AMP	B747-481(F)	Magma Aviation	ABD711P/SXY321
08. D-CKJM	Ce560XLS+	Air Hamburg	09 AHO235F/7M
N744CK	B747-446(F)	Kalitta Air	CMB165
OO-NSV	H145	NHV	del 26
09. A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8144
A7-BFS	B777-FDZ	Qatar Airways Cargo	QTR8176
TF-AMU	B747-48EF	Astral Aviation	ABD4371/4014
10. HB-GLA	Beech B200	Swiss Flight Services	SFS40/41
N744CK	B747-446(F)	Kalitta Air	CMB166
T7-ASK	A300B4-622R(F)	San Marino Exec. Avn	11 SMF300/004
TF-AMI	B747-412(F)	Magma Aviation	11 ABD345P/320
11. A7-BFG	B777-FDZ	Qatar Airways Cargo	QTR8148
ER-JAI	B747-412(F)	Aerotrans Cargo	12 ATG4481/2
12. A7-BFC	B777-FDZ	Qatar Airways Cargo	13 QTR8144
D-CITY	Lj35A	Air Alliance	AYY116
13. N742CK	B747-446(F)	Kalitta Air	CMB162
14. A7-BFL	B777-FDZ	Qatar Airways Cargo	QTR8148
HB-GLA	Beech B200	Swiss Flight Services	SFS40/41
TF-AMI	B747-412(F)	Air Atlanta Icelandic	ABD342P/321
15. HB-GLA	Beech B200	Swiss Flight Services	SFS40/41
N742CK	B747-446(F)	Kalitta Air	CMB164



This CEIBA Intercontinental Boeing 767 changed its Equatorial Guinea registration to an Ethiopian one in February 2019. ET-AWQ operated a flight from Cameroon. The return flight made a stop in Spain prior continuing to Cameroon. The Boeing 767 carries 'operated by Ethiopian' titles on the left side only near its front door. (Brussels, 22 April 2020, Paul Sanders)



SF Airlines is a Chinese cargo airline owned by SF Express (Group) Co. The airline owns a fleet of 50+ Boeing aircraft. B-2423 is a former Jade Cargo Boeing 747 that was acquired by the airline in an auction together with Boeing 747 B-2422. The first B747 was put into service in October 2018 and the second B747 was put into service in August 2019. In September 2019 the airline operated its first intercontinental route from China to Hahn, Germany with Boeing 747 equipment. (Liège, 8 April 2020, Jochem Jottier)

OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/433	OE-FRS	Ce525	Pink Sparrow	SOW3
OY-JJH	Do328-310	Joinjet	SUS654B/C	27. G-JOTS	BAe146-RJ100	JOTA Aviation	ENZ933/933F
16. A7-BFK	B777-FDZ	Qatar Airways Cargo	QTR8176	N741CK	B747-4H6(F)	Kalitta Air	CMB164
A7-BFP	B777-FDZ	Qatar Airways Cargo	QTR8186	TS-ICB	B737-3G7(F)	Express Air Cargo	XCR9001/222
N700CK	B747-4R7F	Kalitta Air	17 CMB592	28. A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8155
TF-AMI	B747-412(F)	Magma Aviation	17 ABD344P/320	A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8148
TF-AMP	B747-481(F)	Magma Aviation	CC343P/SXY324	29. N741CK	B747-4H6(F)	Kalitta Air	CMB166
TF-AMU	B747-48EF	Astral Aviation	CC4383/ACP4660	OY-JJH	Do328-310	Joinjet	SUS669B/C
18. A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8148	30. CE02	ERJ135LR	21sq	*
20. A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8132	A7-BFG	B777-FDZ	Qatar Airways Cargo	QTR8186
G-JOTS	BAe146-RJ100	JOTA Aviation	ENZ927/927F	A7-BFQ	B777-FDZ	Qatar Airways Cargo	QTR8176
G-SPRE	Ce550 Bravo	Synergy Aviation	SYG2	OO-LUM	Falcon 7X	21sq - Luxaviation Belg.	f/v AAB698
N707CK	B747-4B5(F)	Kalitta Air (a/w)	CMB161	TF-AMN	B747-4F6(F)	Magma Aviation	arr ABD344P
OY-HJB	EC155B1	NHV (DanCopter c/s)	arr tdy	<u>EgyptAir Cargo:</u>			
TF-AMN	B747-4F6(F)	Magma Aviation	21 SXY321/CC321	SU-GCE	07, 10, 11, 12 <sup>2</sup> , 18 <sup>2</sup> , 19, 23, 24 <sup>2</sup> , 25, 30 <sup>2</sup>		
21. A7-BFO	B777-FDZ	Qatar Airways Cargo	QTR8148	SU-GCF	02 <sup>2</sup> , 05, 07, 09, 10, 14, 16, 21, 26		
HB-FOZ	PC-12/45	Swiss Flight Services	SFS80/81	SU-GCJ	01 <sup>2</sup> , 04, 05 <sup>2</sup> , 06, 12, 13, 14, 18, 19, 20, 28, 29		
OO-KIN	Ce680	Flying Group	FYG11N/42N	Ostend passenger services dried up during April 2020 as TUI Belgium suspended their operations until June 2020. On the other hand the cargo operations expanded. The helicopter on the 8th is the latest addition for NHV. The helicopter departed to its new base Midden-Zeeland on the 26th. Air Atlanta Icelandic operated a number of flights with aircraft in Magma or Astral colours. You might also notice the SXY-flightnumbers; these flights are operated on behalf of Safari Express Cargo. Closing the month is a first visit of one of the two newly leased Falcon 7Xs, operated by Luxaviation Belgium for the Belgian Air Force 21sq.			
22. N403KZ	B747-481F	Kalitta Air	CMB162	<u>Credits:</u> Replo.be, Nik Deblauwe, Andre Deblauwe.			
23. CE01	ERJ135LR	21sq	BAF627				
A7-BFH	B777-FDZ	Qatar Airways Cargo	QTR8176				
A7-BFU	B777-FDZ	Qatar Airways Cargo	QTR8186				
HB-FOZ	PC-12/45	Swiss Flight Services	SFS80/81				
HB-GLB	Beech B200	Swiss Flight Services	SFS70/71				
TF-AMP	B747-481(F)	Air Atlanta Icelandic	24 CC344P/320				
24. ER-BAM	B747-409(F)	Aerotrans Cargo	25 ATG2251/2				
N403KZ	B747-481F	Kalitta Air	CMB163				
25. A7-BFE	B777-FDZ	Qatar Airways Cargo	QTR8148				
PH-DWS	ERJ135LR	Air Charters Europe	JNL841				
26. A7-BFC	B777-FDZ	Qatar Airways Cargo	27 QTR8132				
HA-YFK	Beech 400	Jetstream Air	FCA2AMB				



H145 00-NSV is another new fleet addition for Noordzee Helicopters Vlaanderen (NHV). The helicopter is being used by NHV for hoist operations on offshore windmill parcs Borssele 1 & 2 while mostly based at Midden-Zeeland Airport. (Ostend, 29 April 2020, Nik Deblauwe)





## Military Movements Elsewhere

We open this month's Military Movements section with a movement related to the COVID-19 crisis. The Romanian Air Force flew C-130H 6191 to Frankfurt on 15 April 2020. It is operated by Esc.901 at Otopeni. (Frank Schuchardt)

### Germany

			April 2020
Geilenkirchen			
14. D-CGFH	Lj35	GDF	GDF93
15. 84-00156	C-12U-3	E/1-214th AVN	Duke18
21. D-HEGY	AS332L1	Bundespolizei	BPO111
	D-HNWW	Polizei	Hummel6
22. D-HLTH	EC155	Bundespolizei	BPO104

Credits: Rolf Flinzner, Scramble messageboard.

			April 2020
Nürnberg			
03. 84-00162	C-12U-3	E/1-214th AVN	Duke64
07. 84-00162	C-12U-3	E/1-214th AVN	Duke79
09. 54+31	A400M	LTG62	GAF007
14. 11-20388	UH-60M	4-3rd AVN	* Army20388
15. 84-00157	C-12U-3	E/1-214th AVN	Duke11
16. 84-00162	C-12U-3	E/1-214th AVN	Duke18
	11-20422	UH-60M	4-3rd AVN
17. 15+02	A319-133X	FBS BMVg	GAF850
	15+04	A321-231	FBS BMVg
20. 99-00102	UC-35A	E/1-214th AVN	Duke77
20. 16+01	A340-313X	FBS BMVg	* GAF918
22. 14+04	Global 5000	FBS BMVg	GAF676
	11-20388	UH-60M	4-3rd AVN
23. 11-20361	UH-60M	4-3rd AVN	* Army20361
24. 14+04	Global 5000	FBS BMVg	GAF686
	14+05	Global 5000	FBS BMVg
	97-00105	UC-35A	E/1-214th AVN
28. 11-20388	UH-60M	4-3rd AVN	* Army20388
29. 97-00105	UC-35A	E/1-214th AVN	Duke77
	15+01	A319-133X	FBS BMVg

Credits: MAR, Scramble messageboard.

			April 2020
Ramstein			
01. 85-0002	C-5M	436th AW	dep RCH226
02-1098	C-17A	305th AMW	02 RCH370
07-7169	C-17A	436th AW	dep RCH335
08-8193	C-17A	62nd AW	02 RCH408
84-00165	C-12U-3	E/1-214th AVN	Duke48
165151	C-20G	CFLSW Det Sigonella	CNV6701
168980	C-40A	VR-61	dep CNV6630
02. 00-0182	C-17A	167th AS WV ANG	03 RCH047
	00-0184	C-17A	758th AS AFRC
	01-0189	C-17A	155th AS TN ANG
	01-0197	C-17A	156th AS NC ANG
	07-7187	C-17A	437th AW
	08-8190	C-17A	437th AW

900530	C-26D	AOD Sigonella	CNV6401
910502	C-26D	AOD Naples	CNV6102
03. 85-0001	C-5M	436th AW	dep RCH465
	01-0189	155th AS TN ANG	04 RCH160
	04-4128	305th AMW	04 RCH135
	08-8190	437th AW	04 RCH270
	10-0215	437th AW	dep RCH304
	165151	C-20G	CNV6703
04. 93-0600	C-17A	CFLSW Det Sigonella	CNV6703
	00-0182	155th AS TN ANG	05 RCH637
	02-1100	167th AS WV ANG	06 RCH047/979
	10-0215	155th AS TN ANG	RCH111
	900530	437th AW	06 RCH304
	04-01778	AOD Sigonella	CNV6403
05. 95-0103	C-37B	USAPAT	05 PAT78
	02-1100	62nd AW	RCH103
06. 87-0042	C-17A	155th AS TN ANG	RCH978
	93-0600	60th AMW	07 RCH602
	00-0184	155th AS TN ANG	07 RCH637
	04-4128	758th AS AFRC	10 RCH555
	04-01778	305th AMW	07 RCH135
	165812/601	USAPAT	09 PAT78
07. 00-0182	E-2C-2000	VAW-123	07 VVGH11
	06-6158	167th AS WV ANG	09 Bndge38/RCH979
	10-0221	60th AMW	RCH190
	11-20351	437th AW	08 RCH529
	11-20402	ex 1st CAB	Army20351
	910502	HH-60M	Army20402
	163591/RU	HH-60M	CNV6207
08. 87-0036	C-26D	AOD Naples	08 CNV3562
	87-0045	VR-55	dep RCH982
	00-0176	436th AW	dep RCH112
	10-0215	155th AS TN ANG	09 RCH481
	165151	437th AW	18 RCH304/425
	165835	CFLSW Det Sigonella	CNV6708
09. 87-0042	C-40A	VR-57	10 CNV4381
	00-0176	60th AMW	10 RCH602
	01-0196	155th AS TN ANG	RCH481
	06-6162	167th AS WV ANG	10 RCH980
	07-7174	60th AMW	RCH201
	07-7186	436th AW	10 RCH801
	08-8202	437th AW	10 RCH603
	900528	62nd AW	RCH440
	900531	AOD Sigonella	10 CNV6308
	166694	AOD Naples	CNV6228
10. 177704	C-26D	VR-56	10 CNV4621
	CC-177	429sq	CFC4002

87-0036	C-5M	436th AW	11 RCH226/200	07-7187	C-17A	437th AW	20 RCH232
87-0045	C-5M	436th AW	11 RCH112	900528	C-26D	AOD Sigonella	22 Mdx528/CNV6418
10-0223	C-17A	437th AW	dep RCH725	20.87-0038	C-5M	68th AS AFRC	26 RCH197
10-0223	C-17A	437th AW	14 RCH725/445	01-0189	C-17A	155th AS TN ANG	21 RCH410/976
165151	C-20G	CFLSW Det Sigonella	CNV6710	10-0215	C-17A	437th AW	22 RCH425
11 98-0057	C-17A	137th AS NY ANG	12 RCH220	11-20356	UH-60M	4-3rd AVN	Army20356
01-0196	C-17A	167th AS WV ANG	13 Bndge37/RCH225	21.86-0026	C-5M	60th AMW	22 RCH727
02-1098	C-17A	305th AMW	12 RCH787	01-0197	C-17A	156th AS NC ANG	22 RCH300/Bndge51
04-4128	C-17A	305th AMW	03 RCH4128/235	11-20402	HH-60M	C/2-3rd AVN	Army20402
11-20387	UH-60M	4-3rd AVN	Army20387	15-20743	UH-60M	A/1-214th AVN	Duke26
910502	C-26D	AOD Naples	CNV6211	900530	C-26D	AOD Sigonella	23 CNV6321
164762/JW	C-130T	VR-62	CNV6511	22.93-0603	C-17A	89th AS AFRC	23 RCH485
12.86-0025	C-5M	436th AW	25 RCH407	01-0189	C-17A	155th AS TN ANG	RCH976/410
03-3117	C-17A	183rd AS MS ANG	13 RCH342	02-1112	C-17A	183rd AS MS ANG	23 RCH980
07-7183	C-17A	437th AW	01 RCH445/545	04-4134	C-17A	305th AMW	23 RCH318
13.98-0057	C-17A	137th AS NY ANG	14 RCH220	08-8191	C-17A	437th AW	23 RCH315
03-3117	C-17A	183rd AS MS ANG	RCH342	13-5778	MC-130J	67th SOS	Cage43
73-1580/DM	EC-130H	355th Wg	14 Axis43	99-00102	UC-35A	E/1-214th AVN	Duke33
900528	C-26D	AOD Sigonella	CNV6312	15-08173	CH-47F	B/2-3rd AVN	Army08173
910502	C-26D	AOD Naples	CNV6113	15-20745	UH-60M	A/1-214th AVN	Duke08
14 99-0058	C-17A	62nd AW	16 RCH887/802	165151	C-20G	CFLSW Det Sigonella	CNV6722
01-0196	C-17A	167th AS WV ANG	16 RCH225	900528	C-26D	AOD Sigonella	CNV6418
09-9208	C-17A	437th AW	15 RCH429	900531	C-26D	AOD Naples	CNV6122
73-1583/DM	EC-130H	355th Wg	dep Axis41	23.85-0007	C-5M	436th AW	24 RCH405
15.03-3123	C-17A	167th AS WV ANG	16 RCH483	86-0026	C-5M	60th AMW	24 RCH727
08-8200	C-17A	62nd AW	17 RCH417	01-0187	C-17A	62nd AW	24 RCH151
165151	C-20G	CFLSW Det Sigonella	CNV6715	01-0192	C-17A	137th AS NY ANG	24 RCH240
16.014	C-295M	8.BLTr	PLF044	01-0197	C-17A	156th AS NC ANG	24 Bandage51
85-0002	C-5M	436th AW	17 RCH157	05-5143	C-17A	89th AS AFRC	24 RCH486
86-0024	C-5M	60th AMW	17 RCH455	08-8190	C-17A	437th AW	24 RCH111
97-0048	C-17A	89th AS AFRC	17 RCH202	10-0215	C-17A	437th AW	29 RCH425/509
99-0058	C-17A	62nd AW	17 RCH802/887	164762/JW	C-130T	VR-62	24 CNV6422/24
01-0197	C-17A	156th AS NC ANG	17 RCH803	24.83-1285	C-5M	436th AW	30 RCH160
02-1101	C-17A	758th AS AFRC	17 RCH484	04-4134	C-17A	305th AMW	25 RCH318
09-9205	C-17A	437th AW	RCH223	08-8190	C-17A	437th AW	27 RCH111
900531	C-26D	AOD Naples	CNV6116	08-8196	C-17A	62nd AW	RCH970
17.95-0102	C-17A	437th AW	20 Bandage01/RCH978	15-20744	UH-60M	A/1-214th AVN	* Duke17
03-3114	C-17A	183rd AS MS ANG	RCH180	25.Z21012	C-130H	21sq	TUN35
09-9205	C-17A	437th AW	RCH223	01-0192	C-17A	137th AS NY ANG	26 RCH240/114
165151	C-20G	CFLSW Det Sigonella	CNV6717	02-1100	C-17A	155th AS TN ANG	RCH101
04-01778	C-37B	USAPAT	18 PAT78	03-3116	C-17A	183rd AS MS ANG	26 RCH972
164762/JW	C-130T	VR-62	18 CNV6517	08-8191	C-17A	437th AW	28 RCH315
18.83-1285	C-5M	436th AW	24 RCH160	04-01778	C-37B	USAPAT	30 PAT78
85-0007	C-5M	436th AW	21 RCH405	26.00-0174/AK	C-17A	517th AS AK ANG	RCH418
87-0038	C-5M	68th AS AFRC	19 RCH197	01-0188	C-17A	137th AS NY ANG	27 RCH700
97-0048	C-17A	89th AS AFRC	19 RCH202	02-1100	C-17A	155th AS TN ANG	27 RCH101
99-0058	C-17A	62nd AW	19 RCH887	09-9212	C-17A	437th AW	27 RCH982
99-0165	C-17A	89th AS AFRC	19 RCH800	910502	C-26D	AOD Naples	27 CNV6226
01-0189	C-17A	155th AS TN ANG	19 RCH410	27.01-0192	C-17A	137th AS NY ANG	30 RCH114
01-0197	C-17A	156th AS NC ANG	20 RCH803/300	08-8190	C-17A	437th AW	29 RCH111
03-3114	C-17A	183rd AS MS ANG	RCH180	10-0222	C-17A	437th AW	28 RCH488
03-3118	C-17A	183rd AS MS ANG	RCH560	96-7322	C-130H	130th AS WV ANG	28 RCH971
11-20356	UH-60M	4-3rd AVN	Army20356	28.86-0024	C-5M	60th AMW	30 RCH491
19.03-3118	C-17A	183rd AS MS ANG	20 RCH560	01-0188	C-17A	137th AS NY ANG	29 RCH700/509



Qatar is one of many countries hit by the COVID-19 crisis. The air force sent this C-17A, operated by 10th Transport Squadron to Frankfurt in relation to this crisis. (MAE, 11 April 2020, Frank Schuchardt)





German Tornado IDS 45+66 from TLG-33 returned from the Middle East on 1 April 2020, and can be seen here with "Mission Counter Daesh" markings at Manching a few weeks later. (23 April 2020, Dietmar Fenners)

10-0214	C-17A	437th AW	29 RCH982	166762/BH	KC-130J	VMGR-252	02 Otis81
10-0222	C-17A	437th AW	29 RCH488/700	169742	F/A-18E	nmks	dep Vampyr72
11-0550	C-37B	99th AS	SAM636	169750	F/A-18F	nmks	dep Vampyr71
95-26596	UH-60L	A/2-3rd AVN	Army26596	169219	EA-18G	nmks	dep Vampyr73
166696	C-40A	VR-56	29 CNV4241	02.14+07	Global 5000	FBS BMVg	03 GAF689
29.02-1108	C-17A	62nd AW	30 RCH105	TK.23-03/31-23	A400M	Ala31	AME3132
03-3124	C-17A	437th AW	30 RCH243	TK.10-11/31-53	KC-130H	Ala31	dep AME3130
08-8190	C-17A	437th AW	01 RCH111	T.19B-12/D.4-01	CN235-100MPA	nn	03 AME4801
08-8191	C-17A	437th AW	30 RCH315	C.16-45/14-10	EF-2000	Ala14	dep AME1401
10-0215	C-17A	437th AW	03 RCH509/105	C.16-62/14-21	EF-2000	Ala14	dep AME1403
11-0550	C-37B	99th AS	30 SAM636	C.16-64/14-22	EF-2000	Ala14	dep AME1404
30.85-0004	C-5M	436th AW	01 RCH316	C.16-73/14-31	EF-2000	Ala14	dep AME1402
98-0057	C-17A	137th AS NY ANG	01 RCH166	ZZ338	Voyager KC3	10/101sq	dep RRR9211
00-0185/AK	C-17A	517th AS AK ANG	arr RCH557	03.MM62178/46-43C	KC-130J	50°Gr	05 IAM4681
01-0186	C-17A	436th AW	01 RCH181	T.21-09/35-09	C-295M	Ala35	04 AME3574
06-6160	C-17A	60th AMW	arr RCH612	163591/RU	KC-130T	VR-55	04 CNV3342
10-0220	C-17A	62nd AW	01 RCH353	04.130614	CC-130J-30	436sq	05 CFC4232
				C.16-35/11-35	EF-2000	Ala11	dep AME1409
				CE.16-14/11-14	EF-2000(T)	Ala11	dep AME1410
				73-1584/DM	EC-130H	355th Wg	Axis41
				165151	C-20G	CFLSW det Sigonella	Catbird1
				05.07-7181	C-17A	437th AW	06 RCH1815
				06.T.18-2/45-41	Falcon 900B	451 Esc	AME4556
				13-5786	MC-130J	67th SOS	07 Coot35
				06.79-1948	KC-10A	60th AMW	10 Blue05
				88-1301	AC-130W	16th SOS	07 RCH1035
				59-1461	KC-135R	126th ARS WI ANG	10 Blue06
				164947/DW947	F/A-18D	VMFA-251	10 Mazda51
				164650/DW650	F/A-18D	VMFA-251	10 Mazda55
				164959/DW959	F/A-18D	VMFA-251	10 Mazda52
				165182/DW182	F/A-18D	VMFA-251	10 Mazda53
				165415/DW415	F/A-18D	VMFA-251	10 Mazda56
				165532/DW532	F/A-18D	VMFA-251	10 Mazda54
				07.SU-BTT	Falcon 7X	Gvmt of Egypt	09 SUBTT
				08.T.18-2/45-41	Falcon 900B	451 Esc	AME4556
				06-6161	C-17A	60th AMW	RCH519
				1280/SU-BAL	C-130H	4sq/16sq	09 EGY1105
				09.88-0332/WM	B-2A	509th BW	12 Misty12
				82-1070/WM	B-2A	509th BW	12 Misty13
				14-5788	C-130J-30	19th AW	10 RCH505
				10.144614	CC-144B	412sq	CFC3899
				0012/F-RBAE	A400M	ET01.061	CTM2020
				168980	C-40A	USN	CNV4401
				11.130616	CC-130J	436sq	12 CFC4290
				165151	C-20G	CFLSW	Catbird1
				12.05-5144	C-17A	729th AS AFRC	13 RCH522
				144614	CC-144B	412sq	CFC3899
				13.1280/SU-BAL	C-130H	4sq/16sq	15 EGY1105
				07-7185	C-17A	437th AW	14 RCH379
				164762/CW	C-130T	VR-54	CNV6513
				14.87-0126	MC-130H	15th SOS	dep RCH1014
				15.89-0283	MC-130H	15th SOS	RCH1010
				59-1461	KC-135R	126th ARS WI ANG	17 Blue22
				60-0366	KC-135R	141st ARS NJ ANG	17 Blue21

Credits: MAR, Scramble messageboard.

Spangdahlem			April 2020
04.06-6158	C-17A	60th AMW	05 RCH611
05.10-0221	C-17A	437th AW	06 RCH529
07.05-5143	C-17A	89th AS AFRC	08 RCH155
17.00-0175	C-17A	305th AMW	18 RCH659
19.85-0002	C-5M	436th AW	22 RCH157
22.85-0001	C-5M	436th AW	23 RCH821
25.03-3125	C-17A	305th AMW	26 RCH979
26.01-0187	C-17A	62nd AW	27 RCH980
28.01-0186	C-17A	436th AW	29 RCH181
10-0219	C-17A	62nd AW	29 RCH665
30.00-0176	C-17A	155th AS TN ANG	RCH267

Credits: MAR, Scramble messageboard.

## Ireland

Shannon			April 2020
01.252	CN235M-100	101sq	
06.258	Lj45	102sq	
165812	E-2C-2000	VAW-123	
12.01-0040	C-40B	1st AS	
13.280	PC-12NG	102sq	
29.166696	C-40A	USN	

Credits: MAR, Scramble messageboard.

## Portugal

Lajes, Azores			March 2020
01.1285/SU-BAR	C-130H	4sq/16sq	dep EGY1104
C.16-43/11-43	EF-2000	Ala11	dep AME1405
C.16-52/11-52	EF-2000	Ala11	dep AME1407
C.16-74/14-32	EF-2000	Ala14	dep AME1408
CE.16-12/14-71	EF-2000(T)	Ala14	dep AME1406
P.3M-08/22-31	P-3M	Gr22	dep AME2206
ZZ335	Voyager KC3	10/101sq	dep RRR9212

169533/BH KC-130J VMGR-252 17 Otis83  
 164712/DW712 F/A-18C VMFA-251 17 Mazda62  
 164912/DW912 F/A-18C VMFA-251 17 Mazda65  
 164958/DW958 F/A-18C VMFA-251 17 Mazda63  
 165198/DW198 F/A-18C VMFA-251 17 Mazda66  
 165200/DW200 F/A-18C VMFA-251 17 Mazda61  
 165205/DW205 F/A-18C VMFA-251 17 Mazda64  
 16.62-3534 KC-135R 22nd ARW 17 Blue23  
 18.TL.10-01/31-01 C-130H-30 Ala31 19 AME3144  
 88-1302 AC-130W 16th SOS RCH1034  
 20.144615 CC-144B 412sq CFC3040  
 MM62179/46-44KC-130J 50°Gr 21 IAM4680  
 P.3M-08/22-31 P-3M Gr 22 21 AME2210  
 04-01778 C-37B USAPAT 21 PAT78  
 22.MM62293/14-11 E-550A 71°Gr GE IAM1495  
 23.6x F-2000 AMI 24 IAM0409-411/3601-03  
 MM62179/46-44KC-130J 50°Gr 24 IAM4680  
 MM62228/14-03KC-767 8°Gr 24 IAM1421  
 MM62226/14-01KC-767 8°Gr 24 IAM1422  
 24.1291/SU-BEX C-130H 4sq/16sq EGY1110  
 25.1289/SU-BAV C-130H 4sq/16sq EGY1109  
 26.MM62179/46-44KC-130J 50°Gr 27 IAM4682  
 4x EF-2000 Ala14 AME1401-04  
 4x EF-2000 Ala14 AME1405-08  
 ZZ335 Voyager KC3 10/101sq RRR9301  
 ZZ337 Voyager KC3 10/101sq RRR9305  
 TK.23-07/31-27 A400M Ala 31 AME3166  
 58-0084 KC-135T 171st ARW PA ANG 03 RCH663  
 27.1286/SU-BAS C-130H 4sq/16sq 28 EGY1509  
 1291/SU-BEX C-130H 4sq/16sq 28 EGY1110  
 28.TL.10-01/31-01 C-130H-30 Ala 31 AME3144  
 165832 C-40A USN CNV4101  
 29.MM62179/46-44KC-130J 8°Gr 30 IAM4682  
 MM62228/14-03KC-767 8°Gr 30 IAM1424  
 MM62229/14-04KC-767 8°Gr 30 IAM1423  
 MM7336/32-05 F-35A 32°St 30 IAM3203  
 MM7358/32-08 F-35A 32°St 30 IAM3204  
 MM7357/32-07 F-35A 32°St 30 IAM3205  
 MM7359/32-09 F-35A 32°St 30 IAM3201  
 MM7361/32-11 F-35A 32°St 30 IAM3202

April 2020  
 02.57-2597 KC-135R 151st ARS TN ANG 03 RCH215  
 03.58-0106 KC-135R 106th ARS AL ANG 04 RCH608  
 04.166514/BH KC-130J VMGR-252 05 Bronco31  
 05.01 C-17A HAW +06 Bartok04  
 13.59-1513/D KC-135R 351st ARS \* Quid11  
 14.01-0029 C-37A 76th AS Valor29  
 164598/AX C-130T VR-53 15 CNV3598  
 18.1286/SU-BAS C-130H 4sq/16sq 19 EGY1108  
 20.422/F-RADB A310-304 ET03.060 CTM1022  
 1285/SU-BAR C-130H 4sq/16sq 21 EGY1111  
 21.T-785 Falcon 900 LTDB SUI009  
 1286/SU-BAS C-130H 4sq/16sq 22 EGY1108  
 1x P-8A USN Talon14  
 22.T-785 Falcon 900 LTDB SUI009  
 23.1285/SU-BAR C-130H 4sq/16sq 24 EGY1111  
 ZM402/402 Atlas C1 24/70sq 24 RRR4072  
 57-1493/D KC-135R 351st ARS \* Quid42  
 27.4177 C-130E 6sq/21sq 28 PAAF011  
 29.164762/JW C-130T VR-62 CNV6528

## United Kingdom

Brize Norton April 2020  
 01.ZJ187 Apache AH1 3/4Regiment arr a/f in  
 ZJ218 Apache AH1 3/4Regiment arr a/f in  
 ZJ123 Merlin HC4 846NAS \* Commando521  
 02.11-5737 MC-130J 67th SOS Strix52  
 03.GZ100 AW109SP 32(TR)sq \* NOH22  
 07.GZ100 AW109SP 32(TR)sq \* NOH24  
 ZK339/339 Typhoon FGR4 41sq Rebel56  
 60-0355/D KC-135R 351st ARS Quid89  
 09.ZH901 Chinook HC5 18sq \* SHF518  
 ZJ119/C Merlin HC4 846NAS \* Commando552  
 10.15-0051 A400M 221 Filo OAN2901  
 14.GZ100 AW-109SP 32(TR)sq \* Gauntlet10  
 G-IVIP AW109E QinetiQ

ZJ119/C Merlin HC4 846NAS \* Commando553  
 15.ZJ128 Merlin HC4 846NAS \* Commando552  
 16.ZK552 Chinook HC6 7sq \* SHF537  
 G-VYGK A330-243 Air Tanker TOW330P  
 17.ZE707 BAe146 C3 32(TR)sq NOH99  
 57-1440/D KC-135R 351st ARS Quid52  
 18.C-168 CL-604 Esk721 DAF7914  
 20.3x Typhoon nn \* Typhoon314/317/324  
 21.ZA712 Chinook HC6A 28sq \* SHF257  
 24.GZ100 AW-109SP 32(TR)sq \* NOH22  
 27.GZ100 AW-109SP 32(TR)sq \* NOH22  
 1x Chinook HC6A Odiham Wing SHF464  
 28.ZJ205 Apache AH1 arrived by road \* SHF255  
 ZA714 Chinook HC6A 28 sq \* SHF447  
 29.ZH900 Chinook HC5 Odiham Wing RRR1607  
 30.ZE707 BAe146 C3 32(TR)sq \* Typhoon18  
 1x Typhoon nn Polecat08  
 ZZ408 Wildcat AH1 1Regt

Credits: MAR, Scramble messageboard.

Cambridge April 2020  
 01.ZZ385 Wildcat AH1 1Regt Valiant62  
 ZZ409 Wildcat AH1 1Regt Valiant61  
 03.B-537 C-130J-30 Esk721 DAF7885  
 08.G-273 C-130H-30 336sq NAF78  
 20.5629 C-130J-30 RNorAF NOW335C  
 22.84002/842 Tp84 71 Airlift sq dep SVF819  
 84006/846 Tp84 71 Airlift sq SVF818  
 24.G-275 C-130H-30 336sq NAF84  
 ZH870/870 Hercules C4 24/47sq \* RRR162

Credits: MAR, Scramble messageboard.

Mildenhall April 2020  
 01.ZZ171/171 C-17A 99sq \* RRR814  
 02.86-0031 KC-10A 60th AMW 03 Blue31  
 03-3116 C-17A 183rd AS MS ANG RCH468  
 58-0067 KC-135R 174th ARS IA ANG 03 RCH929  
 58-0124 KC-135R 22nd ARW 03 Blue38  
 59-1483 KC-135R 121st ARW OH ANG 03 RCH981  
 62-3531 KC-135R 121st ARW OH ANG 03 RCH606  
 03.60-0331 KC-135R 314th ARS AFRC dep RCH472  
 04.03-3316 C-17A 183rd AS MS ANG 05 RCH468  
 11-5719/DM HC-130J 79th RQS 05 Adman77  
 58-0117 KC-135T 171st ARW PA ANG 06 RCH369  
 05.09-5709/DM HC-130J 79th RQS 06 Adman078  
 12-5769/DM HC-130J 79th RQS 06 Adman079  
 06.85-0032 KC-10A 305th AMW 07 Blue41  
 07.2x F-15E 494th FS \* Panther21/22  
 2x F-15E 494th FS \* Ginis81/82  
 08.ZM402/402 Atlas C1 24/70sq \* Comet454  
 2x F-15E 494th FS \* Claw41/42  
 09.2x F-15E 494th FS \* Mongol61/62  
 11.57-1473 KC-135R 106th ARS AL ANG 12 RCH553  
 61-0309 KC-135R 126th ARS WI ANG 12 RCH101  
 12.58-0098 KC-135R 132nd ARS ME ANG RCH339  
 59-1506 KC-135R 174th ARS IA ANG 13 RCH950  
 13.58-0084 KC-135T 171st ARW PA ANG RCH108  
 14.73-1580/DM EC-130H 355th Wg 15 Axis43  
 73-1583/DM EC-130H 355th Wg 24 Axis42/41  
 2x F-15C/D 493rd FS \* Balls01/02  
 2x F-15E 492nd FS \* Stout51/52  
 15.ZM415/415 Atlas C1 24/70sq \* Comet457  
 16.2x F-15E 494th FS \* Dark41/42  
 2x F-15E 494th FS \* Triky61/62  
 17.2x F-15E 494th FS \* Rage41/42  
 18.85-0007 C-5M 436th AW RCH405  
 58-0046 KC-135T 6th ARW 21 RCH136  
 60-0337 KC-135T 6th ARW 19 RCH431  
 20.60-0320 KC-135R 6th ARW 21 RCH328  
 63-8883 KC-135R 6th ARW 21 RCH975  
 22.04-4134 C-17A 305th AMW RCH318  
 23.07-7170 C-17A 436th AW 24 RCH104  
 60-0366 KC-135R 141st ARS NJ ANG 24 Blue11  
 24.63-8019 KC-135R 6th ARW 25 RCH973  
 2x F-15E 494th FS \* Panther41/42  
 27.58-0050 KC-135T 6th ARW 28 RCH974  
 28.16-0055 A400M 221 Filo OAN2902



29.63-8018	KC-135R	173rd ARS NE ANG	30 RCH144
30.16-0055	A400M	221 Filo	OAN2902
63-13188	C-130E	222 Filo	OAN2903
03-3124	C-17A	437th AW	RCH243
168851	P-8A	VP-4	arr VVYD40

Credits: MAR, Scramble messageboard.

#### Northolt

02.ZZ175/175	C-17A	99sq	April 2020
03.252	CN235M-100	101sq	RRR6881/82
06.ZH775	Chinook HC6A	27sq	IRL252
07.ZH870/870	Hercules C4	24/47sq	Tusker1
ZJ128/M	Merlin HC4	846NAS	RRR5520
11.ZZ1012/TS-MTB	C-130H	21sq	Commando550
15.2x	AS365N3	658sq	TUN34
24.ZH889/889	Hercules C5	24/47sq	Hammer15/16
28.ZZ178/178	C-17A	99sq	RRR5518
29.ZH889/889	Hercules C5	24/47sq	RRR6889/90
30.ZZ176/176	C-17A	99sq	RRR5519
			RRR6891

Credits: MAR, Scramble messageboard.

#### Prestwick

02.ZH003	Defender R2	651sq	April 2020
03.ZG996	Defender R2	651sq	* AAC515
04.ZH826/CU	Merlin HM2	814NAS	* AAC551
05.ZZ331	Voyager KC2	10/101sq	06 Tiger64
07.ZM417/417	Atlas C1	24/70sq	RRR2721
ZH888/888	Hercules C5	24/47sq	* Comet453
08.ZE708	BAe146 C3	32(TR)sq	* RRR104
09.ZH879/879	Hercules C4	24/47sq	NOH14
11.ZG996	Defender R2	651sq	* Comet113
ZH860	Merlin HM2	814NAS	* AAC530
14.ZP802/02	Poseidon MRA1	120sq	Tiger66
ZZ419	Shadow R1+	14sq	* Stingray01
15.KAF342	C-17A	41sq	* Serpent49
ZM417/417	Atlas C1	24/70sq	17 KAF3226
ZH870/870	Hercules C4	24/47sq	* RRR488
01-0040	C-40B	1st AS	* Comet124
16.ZM419/419	Atlas C1	24/70sq	SAM613
ZZ331	Voyager KC3	10/101sq	* Comet458
16-00276	RO-6A	US Army	RRR890/891
17.MM62300	KA-350ER	del to 71°Gr GE	Grizzly76
ZZ525	Wildcat AH1	1Regt	MM62300
18.KAF342	C-17A	41sq	Villain71
19.ZM419/419	Atlas C1	24/70sq	20 KAF3226
20.ZP802/02	Poseidon MRA1	120sq	* RRR489
			* Lossie101

21.177705	CC-177	429sq	22 CFC4085s
ZM415/415	Atlas C1	24/70sq	* RRR476
ZH853	Merlin HM2	814NAS	Whitehorse
22.177705	CC-177	429sq	23 CFC4058s
ZH869/869	Hercules C4	24/47sq	* RRR152
168755/YD	P-8A	VP-4	VVYD67
169009/YD	P-8A	VP-4	VVYD99
23.ZM416/416	Atlas C1	24/70sq	* Comet478
ZG996	Defender R2	651sq	* AAC515
ZZ337	Voyager KC3	10/101sq	RRR888/889/890/891
25.ZG997	Defender R2	651sq	* AAC501
ZZ338	Voyager KC3	10/101sq	RRR2804/05/06/07
26.ZM400/400	Atlas C1	24/70sq	* RRR4068
27.ZM416/416	Atlas C1	24/70sq	* Comet451
ZZ176/176	C-17A	99sq	RRR830
ZG996	Defender R2	651sq	* AAC522
ZG997	DefenderR2	651sq	* AAC523
166693	C-40A	VR-51	CNV4021
28.ZM416/416	Atlas C1	24/70sq	* RRR493
ZG997	Defender R2	651sq	* AAC503
ZH879/879	Hercules C4	24/47sq	* RRR179
29.ZM402/402	Atlas C1	24/70sq	* RRR494
30.ZM400/400	Atlas C1	24/70sq	* Comet453
ZZ338	Voyager KC3	10/101sq	RRR888/889
N8200H	RO-6A	US Army/Dynamic Avition	Grizzly54

Credits: MAR, Scramble messageboard.

#### Stansted

10.MAN	C-17A	12sq	April 2020
MAP	C-17A	12sq	11 LHOB244
13.MAC	C-17A	12sq	11 LHOB245
16.MAP	C-17A	12sq	14 LHOB247
MAN	C-17A	12sq	17 LHOB245
17.MAC	C-17A	12sq	17 LHOB244
19.OM-BYK	A319-115X	Gvmt of Slovakia	18 LHOB247
20.MAE	C-17A	12sq	SSG006
21.A6-HRM	B747-422	Gvmt of Dubai	LHOB243
25.KAF342	C-17A	41sq	DUB1
30.MAN	C-17A	12sq	KAF3229
			01 LHOB241

Credits: MAR, Scramble messageboard.

#### Waddington

17.ZK363/363	Typhoon FGR4	29sq	April 2020
20.ZK554	Chinook HC6	7sq	* Typhoon329
23.ZK554	Chinook HC6	7sq	SHF397
			SHF397

Credits: MAR, Scramble messageboard.



Returning from a local flight, "Volpe 115" belongs to the Sezione Aerea di Varese, but will receive its 300 hours inspection before July of this year. (MM81135/GF-115, NH500MD, Venegono, 07 February 2020, Marco Muntz)



On 30 April the second prototype of the Boeing 777-9 (MSN 64241 / Line # 1574) made its first flight. The aircraft wearing test registration N779XX is the second of four test aircraft and will be used to test handling characteristics and other aspects of airplane performance. (Everett-Paine Field (WA), 30 April 2020, Boeing)

## Manufacturers News

### Airbus

#### A380

The corona crisis can be seen as the final nail in the coffin of the A380. Already before the outbreak in March, many airlines announced that they had plans to phase out the aircraft and Airbus itself had already announced that due to lack of orders, production of the aircraft would end in 2021. The corona crisis has sped up these developments. Travel restrictions and travel bans with as a result a severe drop in passenger demand forced many airlines to park their aircraft. Before the crisis struck, it was already difficult to operate the A380 economically, but now it has become almost impossible. As a result, late May 2020, only five A380s (four China Southern and one Hi Fly) out of a global fleet of 239 aircraft, were in service. The rest of the fleet was stored. Many operators have already stated that their stored aircraft will not return to service after the crisis. Air France has said that they will stop with their A380 operations with immediate effect.

But, the corona crisis also offers a chance for a second life of the A380. Not as a high capacity people mover, but as a freighter. The current strong market demand for air cargo capacity, driven by the lack of belly capacity due to the storage of passenger aircraft and the huge demand for air cargo, mainly consisting of medical supplies from China, feeds a worldwide need for cargo aircraft. Many airlines are using passenger aircraft for cargo flights. Most cargo will be in the cargo holds, but some airlines also use the passenger cabin. To make a passenger cabin suitable for cargo is not as simple as it looks. Air cargo needs different fire-protection equipment not required in the passenger cabin and tend to have reinforced floor structures as structural loads can be higher than on passenger aircraft.

Early May, Lufthansa Technik (Lufthansa's MRO daughter), revealed that it has been asked by an unidentified customer (rumoured to be Hi Fly) to design a modification that adapts an Airbus A380 for cargo flights. Lufthansa Technik has been working on fifteen different projects to make passenger aircraft suitable for cargo and the A380 is now one of them. These are not the normal P2F (Passenger-to-Freighter) conversion per se (it would take at least three to four years and would be extremely expensive) but with the development of a new Supplemental Type Certificate (STC), which will allow

the Airbus Super-Jumbo to be able to temporarily accommodate goods in its main and upper decks.

A nickname for these modified passenger/cargo aircraft is Preighter. LHT says it has developed an "exceptional solution" to convert passenger aircraft as Preighters, which operators can "easily switch" to a permanent STC solution later. With an STC airlines can quickly convert their passenger aircraft into auxiliary freighters. LHT is not the only company offering these Preighter modifications. Airbus itself is also working on these solutions for the A330, A340 and A350. However, LHT is the only company to say they are working on a modification for the A380 as well.

The idea of an A380 in a freighter role is not new. In the mid noughties an A380F was part of the development process of the A380 and Airbus noted 27 orders for the aircraft from FedEx, UPS, Emirates and lessor ILFC. Especially FedEx was enthusiastic as they said that one A380 could replace two MD-11s, making it a very economically viable aircraft. However, the development and certification of the A380 took longer than expected and Airbus was more focussed on the passenger A380. FedEx, UPS and Emirates lost interest in the aircraft and cancelled their orders and ILFC switched their order to passenger aircraft. So, in the end the A380F never came off the drawing board. Now in 2020, thanks to the corona crisis, the chances we will see an A380 in a cargo role are perhaps more serious than ever before.

#### A220

Late May, Airbus opened a new A220 final assembly site in its Mobile (AL) factory. Airbus has already been producing the A220 at Mobile since mid-2019, but these aircraft were built in a hangar that was built for the A320 production and in hangars that were built for other support activities. The new dedicated A220 production facility – 25,100sq metres – houses five assembly stations and can produce both the A220-100 as well as the larger A220-300.

Production of the A220 in Mobile was a direct result of the trade dispute between Boeing and Bombardier several years ago, when Boeing accused Bombardier of selling the then-called CSeries for dump prices, harming the US industry and urging the US government to impose tariffs on imported aircraft. Airbus came to the rescue for the Canadians and acquired the CSeries and to sidestep the potential tariffs it



opened the CSeries production at their Mobile plant, where they already were building the A320. The most visible part of this take-over was the integration of the CSeries in the Airbus Commercial Aircraft portfolio, being rebranded as the Airbus A220. All the A220s built in Mobile so far were destined for Delta, but in May Airbus started working on the first A220 for another US customer. This aircraft will be delivered to jetBlue late 2020.

## Boeing

### Boeing Brazil Commercial

On 25 April 2020, Boeing solely decided to cancel its deal with Embraer to form two joint ventures, one for commercial aircraft and one to promote the C390 military transport aircraft. The deal was signed in January 2019 and had an initial termination date of 24 April 2020. In the proposed deal Boeing would buy 80% of Embraer's commercial aircraft division for \$4.2 billion and Embraer would retain its business aircraft unit unaltered. Initially, the parties expected the merger to close by the end of 2019, but the finalisation of the transaction required the approval of the European Commission and the fulfilment of many other conditions, which were still not met by the termination date, so Boeing decided to cancel the deal.

Since January 2019, a lot has changed. The evolving 737MAX crisis, political squabbling, and finally the corona crisis (which resulted in a collapsed aircraft market) made things even more complex. Boeing lost its appetite for Embraer and exercised its termination rights on 25 April. According to Boeing Embraer has failed to meet several milestones and further negotiations were useless. Although the master agreement has been cancelled, Boeing and Embraer will maintain their previous agreement to jointly market and support the C390.

The cancellation of Boeing is a big blow for Embraer as it is now on its own responsible for the marketing, sales and support of the new E-Jet E2. Especially now its biggest rival, the former Bombardier CSeries, is now part of the large and strong Airbus family Embraer is in a much more vulnerable position. Embraer would benefit from Boeing's global supply chain and sales left, helping reduce costs and making E-Jets more competitive against Airbus A220s. For Boeing there is less at stake. For Boeing the deal would mean the addition of regional jets to Boeing's aircraft line up and to get access to Embraer's engineering expertise. However, Boeing never had any real interest for the E-Jets market segment, this and

the awareness in Seattle that Embraer actually does nothing what Boeing can do itself, made that they realised that in times of cash shortage it made no longer sense to spend so much money on Embraer. For Embraer it is time to partner up as quickly as possible with another candidate to compete against the Airbus A220. In fact the only candidate would be Comac. Mitsubishi is busy with developing its own regional aircraft (at least they have tried for the last ten years) and can even benefit from this break-up as it can strengthen its ties with Boeing again (just as it had before Boeing planned to form a JV with Embraer).

### NMA / 797

The new Boeing NMA (new mid-market aircraft) has been a topic for many years. With this new clean-sheet twin-engine, composite-winged design Boeing would try to conquer the 757/767 replacement market. The aircraft should be able to fly 7,400 – 9,300km carrying up to 270 passengers (see Manufactures News Scramble 473, 478 and 480). Although rumours of a new Boeing design had been around since the early 2000s, the ideas of this new model became more serious after 2012. The sale success of the A321neo - especially A321LR and A321XLR variants - forced Boeing to come with a competitive product for this market segment. In 2018 and early 2019 Boeing was close to conclude the business case and launch the new NMA, which would probably be named the 797. However with the ongoing Boeing 737MAX crisis things changed. Boeing's former CEO David Muilenberg had to resign in December and after David Calhoun became CEO of Boeing in January this year, he put the NMA on hold pending a full review. Now with the corona crisis and the termination of the Embraer joint venture, this is also off the table. Embraer engineers should form a major part of any new airplane design team and key components were to be built by Embraer as well. According to rumours all product development has stopped and all workgroups have been disbanded except for what might be termed skeleton crews. So the chances that we will ever see a new Boeing product in the coming decennium are very small. With the MAX crisis, the dwindling popularity of the 787 and the 777X which seems to be too big for the post corona aviation world, Boeing will be in survival mode for the years to come.

### 777X

On 30 April Boeing issued a press release, which read like news from a different era... long ago when people were still flying, aircraft manufacturers were busy developing



The first Boeing 777-9 to be delivered to a customer was rolled-out in primer at the Everett factory mid-May. This aircraft will become D-ABTA once delivered to Lufthansa (a registration formerly used on a B747-400). Initially it was planned to get the new Boeing certified and delivered in 2020, but the programme has suffered delays and the aircraft will not be delivered until summer 2021. Lufthansa has orders for twenty 777-9s and options for fourteen more. (Everett-Paine Field (WA), 13 May 2020, Matt Cawby)



Juneyao Air operates a fleet of 39 A320-200s, 26 A321-200s, 2 A321-200Ns (plus two on order) and 6 Boeing 787-9s (plus 3 on order). The carrier took delivery of its first Boeing, a 787-9, in October 2018. The Dreamliners are used to serve international destinations in Southeast Asia, Japan, Korea and Europe. During the corona crisis the Juneyao 787s flew several all-cargo missions to various airports in Europe. On 19 April Frank Schuchardt made this picture of B-20DT at Frankfurt. This 787 was the latest aircraft delivered to the airline in late November 2020, and is painted in a Chinese Peony (a Chinese plant) colour scheme and a 100th B787 for China sticker.

and building aircraft, each year millions of people boarded a 737MAX and Corona was still nothing more than a bottle of coloured water, marketed as Mexican beer.

What was the news, on that last day of April? Boeing conducted a productive and successful first flight of the second 777X airplane. The aircraft (MSN 64241 / Line # 1574 and test registration N779XX) took off from Everett (WA) and after a 2 hours and 58 minute test flight over Washington state, it landed at Seattle's Boeing Field (WA).

Designated WH002, this airplane is the second of four in a dedicated flight test fleet and will test handling characteristics and other aspects of airplane performance. An array of equipment, sensors and monitoring devices throughout the cabin allows the onboard team to document and evaluate the airplane's response to test conditions in real time. The 777X test programme lays out a comprehensive series of tests and conditions on the ground and in the air to demonstrate the safety and reliability of the design.

To date, crews have flown the first airplane nearly 100 hours at a variety of flap settings, speeds, altitudes and system settings as part of the initial evaluation of the flight envelope. With initial airworthiness now demonstrated, the team can safely add personnel to monitor testing onboard instead of relying solely on a ground-based telemetry station, unlocking testing at greater distances.

The first production 777X, a 777-9, will be delivered to Lufthansa early 2021. This aircraft was first noted still in primer at Everett on 13 May.

### Mitsubishi Aircraft

#### M90/M100

Following the Covid-19 pandemic Mitsubishi Aircraft reported reorganisation on their SpaceJet-programme by 23 May 2020. Headlines are suspending further development on the smaller M100 (76-seats) and relocating all over-seas locations back to Japan for the M90 (90-seats). The Moses

## Airliner News

### Europe

#### Austria

Austrian Airlines has given some details about their fleet post-Corona. The airline has decided to phase out their fourteen DHC-8-400s, all their seven Airbus A319s and the three oldest Boeing B767-300ERs (which are OE-LAT/W/X). All the aircraft should be gone by the start of 2022.

Lake (WA) flight test facility will be closed and all further test flying activities for the SpaceJet will take place out of Nagoya, Japan. With budget limitations increasingly affecting the progress of the entire programme the jigsaw puzzle becomes more complex as time is passing. Orders from parent company Mitsubishi Heavy Industries (MHI) show a budget cut for 2021 of 50% and will not be helpful, to say the least.

### UAC

#### Il-114-300

Mid May 2020 United Aircraft announced that the first prototype of the 'new' Il-114-300 has entered the final assembly line at the RSK MiG Luchovitsky production facility, just outside Moscow. The 'new' phrase relates to the second attempt to launch the turboprop, the first attempt was taken in 1990 however fell through after the collapse of the Soviet Union with just twenty Il-114s built and delivered. Later developments, that led to the -300 version, are thrived by local demands to replace the aged Antonov 24 and 26 in passenger and cargo services, competing with the ATR42/72, while aiming for better fuel consumption. Late 2020 the flight test programme is scheduled to start with certification completed in 2022 and the initial production rate has been set at twelve per year.

### Textron Aviation

#### Ce408

Cessna, part of the Textron Aviation-brand, celebrated the first flight of their new Cessna 408 SkyCourier twin-engine turboprop on 17 May 2020. Out of their home base at Wichita (KA) a successful two hours fifteen minutes were flown by prototype N408PR. In total the test fleet of the SkyCourier-programme will consist of six airframes, used for the aerial and ground certification and validation. Given the current situation no details have been unveiled on the expected timeline of completing the certification and delivery to launch customer FedEx. They have 50 Ce408s on order and an option for another 50.

Ryanair has decided to pull the plug out of Laudamotion at Vienna on 29 May after the Austrian unions didn't agree with the salary reductions Ryanair proposed. For now, this only means the closure of Laudamotion in Austria; their bases in Düsseldorf, Palma de Mallorca and Stuttgart will remain. However, discussions about pay-cuts with German and Spanish unions are also underway and might lead to



the same outcome and ultimately end of the Laudamotion-brand. Previously Ryanair already said that they were planning to re-fleet Laudamotion with B737-800s, but only when they could reach an agreement on staff costs. Ryanair will now instead incorporate flights to and from Vienna into own route-network.

#### Belgium

Brussels Airlines announced that they will lay-off 1,000 co-workers and also reduce the fleet with ten aircraft. Two A330-300s will leave the fleet as well as eight narrowbody-aircraft. It will most probably be A319s as the company wants to standardise the fleet on A320s in the future. Earlier the company already cancelled the wet-lease contract with City-Jet in which the Irish carrier operated five CRJ900s for the Belgian airline.

#### France

Air France has decided to accelerate the retirement of their nine remaining A380s and will not fly them anymore post-Corona.

Groupe Dubreuil has reached an agreement with Airbus to defer the delivery of four A350-1000s with one year to 2021 instead of 2020. Two of the four are destined for Air Caraïbes, which already operates one of the type, and the other two are for French bee.

#### Germany

Luftgesellschaft Walter, or LGW, has entered administration after it failed to secure a new contract to operate their fleet of fifteen DHC-8-400s. LGW operated its fleet for Eurowings, but this Lufthansa Group-airline cancelled the contract due to the groundings by the corona-crisis. All aircraft are now parked at Bratislava. LGW was founded in 1980 at Dortmund Airport as a charter and air taxi-company. In the nineties the company started flying domestic scheduled services with the Dornier 228. In 2007 LGW formed a partnership with Air Berlin and a year later they took over ten DHC-8-400s from Air Berlin to operator for them on domestic and regional flights. As a result, LGW took on the Air Berlin branding and in 2009 it sold the majority of shares to Air Berlin. In 2013 LGW took on their first jets, several ERJ190s from Air Berlin's Austrian subsidiary Niki. The DHC-fleet grew to seventeen. After the collapse of Air Berlin in 2017, LGW was acquired by the Lufthansa Group and would start flying their DHCs for Eurowings. In addition to this, LGW, also got to operate thirteen A320s for Eurowings. This, however, was short-lived as the

A320s were gone again by 2018. Last year LGW was sold to the Zeitfracht Group, which already owned WDL. The idea was to replace the current DHC-8-400s with ERJ190s and operate them for Eurowings later this year. But, COVID-19, and the subsequent cancellation of their contract by Eurowings changed everything, forcing the airline into administration

As part of their post-Corona strategy, Lufthansa has decided to immediately phase-out seven of their fourteen A380s. The remaining planes will only operate out of Munich once flying operations resume.

#### Malta

Recently, Maleth Aero took delivery of two former Virgin Atlantic A340-600s. The planes, registered 9H-EAL and 9H-NHS, are both carrying large titles thanking or promoting the UK National Health Service (NHS) and used to fly cargo between China and the UK.

#### Russia

Red Wings Airlines has been instructed by their owner, the aircraft manufacturing conglomerate United Aircraft Corporation, to take on 60 SSJ100s and 16 MC-21s by 2024. The plan was announced by Russia's vice-Prime Minister Borisov in an interview on the Russian TV earlier this week. According to several Russian aviation news sites, the 60 SSJs are probably the 60 aircraft already (partially) built and in various stages of completion at the Irkut Corporation-plant. Red Wings has earlier operated Russian-built aircraft, including the SSJ, before switching to be an all-Airbus A320/A321 operator. Their fleet currently exists of four A320s and ten A321s. Three more A321s are planned to be delivered before the end of this year. The airline is also planning to add two B777-200ERs to its fleet. What this new instruction means for the current fleet plans remains to be seen, but vice-PM Borisov said that the goal is to establish an airline that will focus on operating Russian-produced aircraft. The idea is to then use Red Wings as a role-model in improving Russian aircraft reliability to global-standards to show that operating Russian-aircraft is the same as operating Western-built planes.

#### United Kingdom

Virgin Atlantic announced that they will retire their remaining seven B747-400s with immediate effect. The airline also announced that they will close their base at London Gatwick Airport (LGW), resulting in the lay-off of around 3,000 co-workers. Virgin will, however, keep their slots at the airport so that they can return if demand rises again.



Spanish Evelop Airlines operates a fleet of seven Airbus aircraft: 1 A320-200, 1 A330-200, 3 A330-300s and 2 A350-900s. The last A350-900 EC-NGY was delivered to the company on 30 March 2020, but due to the corona crisis, the aircraft was not ferried to Evelop's main hub Madrid-Barajas, but remains in storage at Toulouse. That makes this A350-900 EC-NBO the only A350 currently flying around in Evelop's colours. With 432 economy seats, the Evelop A350-900s carry the highest amount of passengers of all A350-900 operators. (Frankfurt, 4 April 2020, Frank Schuchardt)



TAAG Angola first DHC-8-400 made its first flight on 20 May 2020, wearing test registration C-GKXM. It was initially registered on 28 February, but the test program was delayed, because the Factory was shut down due to corona crisis. This aircraft will be the first non-jet aircraft in the current TAAG fleet and will be the first aircraft in the new TAAG colour scheme. (Toronto-Dwmsview (Ont.), 22 May 2020, Andy Cline).

## Africa

### Angola

With the introduction of their first DHC-8-400, [TAAG Angola Airlines](#) will also introduce a new livery. It features enlarged grey TAAG-titles in a new font, an enlarged logo on a red tail and sweeping red and orange lines across the fuselage.

### Congo

Embraer announced that [Congo Airways](#) has decided to convert their order for two E175s into an order for two E190-E2s. Congo Airways ordered the E175s in December 2019 and also took options on two more. The new order for the E190-E2s also includes options for two planes.

### Mauritius

[Air Mauritius](#) has decided to place itself into administration as the airline is not able to fulfil its financial obligations anymore. The administrators will now see if there are interested parties in the airline and its assets. Air Mauritius was formed in 1967 and operated a fleet of thirteen planes; three ATR72s, two A319s, two A330-200s, two A330-900s, two A340-300s and two A350-900s. Some of the planes will continue to fly to conduct cargo-flights.

### South Africa

Discussions about the survival and future of [South African Airways](#) are an ongoing matter, with lots of stakeholders disagreeing about a clear path forward. One of the possible solutions was to declare the airline bankrupt and start a new national airline, but fully funded by private investors. However, no final resolution has so far been reached. In the meantime, the airline has returned four of their six Airbus A330-200s. All four are leased from lessor AAL and have been ferried to Marana (AZ).

## Asia

### Japan

[All Nippon Airways](#) has decided to postpone the delivery of their third and final Airbus A380 to at least October. The orange turtle, which is currently registered as F-WWAL, will become JA383A once delivered. It is currently residing at Hamburg-Finkenwerder.

### Thailand

The government announced it will not let [Thai Airways International](#) go bankrupt, but instead restructure it under bankruptcy court protection. During the restructuring they will continue to operate normally, but cuts in workforce and fleet are expected, in order to return to profitability. Most obvious candidates to leave the fleet are the eight B747-400s, six B777-200s, six B777-200ERs and six B777-300s.

## Latin America

### Brazil

Embraer and [Azul Linhas Aéreas Brasileiras](#) reached an agreement with to defer the delivery of 59 E195-E2s. Originally the planes were scheduled to be delivered between this year and 2023 but will now start to arrive from 2024 onwards. Azul has ordered a total of 75 E195-E2s of which four have been delivered so far.

[LATAM Airlines](#) is going to restructure the airline in order to secure the airline's long-term operations. The goal is to right-size LATAM into the new reality of lower passenger demand and secure new funding from their stakeholders and new investors. The company filed for Chapter 11 bankruptcy protection for their entities in Chile, Colombia, Ecuador, Peru and the US. LATAM is also in talks with the governments for support for their entities in Argentina, Brazil and Paraguay. Part of the plan is to terminate the leases of one A319, one A320, eleven A321s, two A350-900s and four B787-9s.

### Colombia

The world's second oldest airline, [Avianca](#), has filed for chapter 11 bankruptcy-protection for their US-based activities, while undergoing a restructuring. Part of the reorganization will be the termination of all operations in Peru and reduce the fleet with fourteen aircraft by terminating of not extending leases. Involved are thirteen Airbus-planes; two A319s, seven A320s, two A321s and two A330-300s. They will also phase-out one Boeing B787-8.

### Ecuador

The government of Ecuador has decided to liquidate [TAME Ecuador](#) after five years of loss-making totalling over more than USD 400 million. The government, however, also decided to ensure that some key domestic routes will continue to operate for now. TAME operated a fleet of one Airbus A319, one A320 and three ATR42-500s. It was established in 1962 by the air force. In 2011 the air force withdrew from the airline and the company became a public, but fully state owned, airline. Their expansion plan was, however, a little too aggressive leading to the losses and now the end.

## Middle East

### Lebanon

[MEA](#) is celebrating its 75th birthday and has painted Airbus A320 OD-MRT in this retro livery. The scheme is based on the 1967 livery of the airline's B707s.

### Qatar

If you still need to spot (some of) the five Airbus A330-200Fs left in service with [Qatar Airways](#), you are in luck! Due to a worldwide increase in demand for cargo flights, the airline



announced it will keep all five aircraft until at least the end of this year. Previously the idea was to have them withdrawn from use around this summer. The five A330-200s still flying for Qatar Airways are A7-AFF/G/H/I/J.

Not so happy is the statement by their CEO in which he said that he is not expecting that their ten A380s will return to service after the Corona-crisis ends.

#### United Arab Emirates

The Corona-crisis also has a big impact on Emirates and the airline is rethinking their strategy for the future. According to several reports the airline is in negotiations with Airbus about cancelling five of their remaining eight A380s on order. Airbus is not quite happy with that as the eight are in various stages of production already. Emirates is also thinking about permanently retiring 46 of their 115 A380s as they are planning to be 30-40% smaller after Corona. As a result, up to 30,000 co-workers could become redundant.

Etihad Airways is planning to reduce the staff with 1,200 co-workers and streamline the fleet. Part of the plan is the permanent retirement of their ten A380s. Next to this, the airline is also considering not taking on their first five A350-1000s which they decided to take delivery off while deferring their remaining 15 on order indefinitely. Four of the five have already been delivered to the airline, which placed them into long-term storage at Bordeaux. The fifth has been seen at Toulouse as well.

#### North America

##### Canada

During the presentation of their 2020 first quarter results, Air Canada reported a loss and the accelerated retirement of 79 older aircraft; all Airbus A319s, Boeing B767-300ERs and Embraer E190s. The retirement of the E190s is with immediate effect, the rest will be retired gradually in the coming months. The 79 planes are operated by both Air Canada and subsidiary Air Canada Rouge.

##### United States of America

Earlier American Airlines announced the retirement of their nine Airbus A330-300s. Now the company has decided to also park their fifteen A330-200s until at least 2022. American Airlines used the type out of their hubs at Charlotte (NC) and Philadelphia (PA). All planes are currently stored at Roswell (NM).

Delta Air Lines has announced quite some fleet adjustments over the last few weeks. Firstly, they are planning to reduce the B717-fleet from 91 now to 30-40 over the coming two years. By July, they will retire their last 24 MD-88s, as well as their 21 MD-90s. At the end of the year it will be the turn for

their eighteen B777s (which are eight B777-200ERs and ten -200LRs) to leave the fleet. Under consideration for retirement, but so far undecided, are the B757/B767-fleets as well as smaller regional jets. In other fleet-related news, Delta has decided not to take-over four A350-900s from LATAM Airlines as agreed in September last year when they acquired 20% of the shares of LATAM.

On 24 March, Miami Air International filed for Chapter 11 bankruptcy protection in order to buy time to reorganise the airline. Unfortunately, they couldn't attract new investors and therefore they have applied for bankruptcy, ending 29 years of operations.

In their 2020 first quarter results report, United has announced that they firmed options for seven Boeing B787-10s into firm orders. The aircraft are expected to be delivered in 2021. Currently the airline operates thirteen of this version of the Dreamliner.

As the cargo flying business is booming, UPS announced that they have acquired five additional MD-11Fs through Boeing. Two of the planes are set to be delivered from autumn this year, while the remaining three are joining in 2021. UPS currently has a fleet of 39 MD-11Fs, making them the world's largest operator of the type.

#### Oceania

##### Australia

Qantas has acquired National Jet Systems from Cobham Aviation Services. With this acquisition, Qantas brings operating the 20 The Boeing B717s operating as QantasLink back in house. Cobham operated the B717s for fifteen years and the current wet-lease contract was running until 2026. Qantas, however, wants to fully own the operations to have maximum flexibility regarding capacity when demand returns post-Corona.

The airline also announced that they have put their ultra-long-haul project, Project Sunrise, on hold. This due to the extreme downturn in demand for air travel at this moment in time. The CEO also said that they would not go forward this year with ordering the twelve Airbus A350-1000s for Project Sunrise. The plan is to order the plane when Qantas is in better shape to take on new aircraft and more capital exposure.

##### New Zealand

Air New Zealand has decided to ground their entire Boeing B777-fleet until at least the end of this year. This means their fourteen B787s will be their long-haul workhorse for the next few months. The fleet, which is made up by eight B777-200ERs and seven B777-300ERs, is already mainly parked at this moment, with only six of their B777-300ERs flying some-



In the last couple of months, Aerologic added five brand new 777 freighters to its fleet. Three of these are painted in full DHL colours. One of these three is D-AALM which also wears additional 007 stickers. (Frankfurt, 11 April 2020, Frank Schuchardt)



Last summer Vietnam Airlines took delivery of their first Boeing 787-10. In total they have ordered eight 787-10s, of which four have been delivered so far (by the end of May). VN-A873 is one of them and is wearing a “100th sticker” as it is the 100th aircraft for Vietnam Airlines. Besides these 787-10s, Vietnam Airlines also operates a fleet of eleven 787-9 aircraft. (Frankfurt, 8 April 2020, Frank Schuchardt)

times. To reduce future capital expenditure, the airline also decided to defer the delivery of seven Airbus A321neos. The planes will now start to arrive at the earliest in December 2022. Previously the plan was to have deliveries start in January 2022. Air New Zealand already has seven A321neos in the fleet.

### 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

AerCap	25	A320neo
	25	A321neo
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
	8	A220-300
Air Senegal	8	<u>A320neo</u>
<u>Avolon</u>	1	<u>A321neo</u>
BOC Aviation	20	A320neo
CALC	40	A321neo
Cebu Aviation	5	A320neo
	10	A321neo

### Jetliners

A319	-112	<b>5085</b>	9A-CTN	Croatia Airlines, ex 2-WTBB of World Star Aviation. Delivered on 13 May. Former 9H-LOL of HiFly Malta.
A320	-232	<b>1895</b>	VP-CMS	Castlelake, ex A7-ADD of Qatar Airways. Registered on behalf of the lessor early May. Aircraft was ferried to Kemble for storage and scrapping on 12 May.
	-214	<b>5989</b>	VQ-BSE	Rossiya - Russian Airlines, ex Aeroflot. Transferred in May.
	-232	<b>6037</b>	P4-KBF	FlyArystan, ex Air Astana. Transferred on 21 May.
	-251N	<b>9411</b>	TC-NCL	Pegasus Airlines. Delivered on 14 May. Test registration was D-AUAB.
	-251N	<b>9491</b>	TC-NCN	Pegasus Airlines. Delivered on 14 May. Test registration was D-AUBJ.
A321	-211	<b>2342</b>	YL-LDB	SmartLynx, ex C-GEZY of Air Transat. Returned from winter lease on 8 May.
	-231	<b>2919</b>	TC-OEG	Onur Air, ex TC-JMN of Turkish Airlines. Delivered in May.
A330	-243	<b>398</b>	N839AG	ACG - Aviation Capital Group, ex G-CHTZ of Thomas Cook Airlines. Registered in the US on 12 May. Aircraft has been stored at Newquay since 9 October 2019.
	-243	<b>501</b>	TC-OCV	Onur Air (addition Scramble 492 – Page 35)
	-243	<b>1249</b>	VP-CGI	Tokyo Century Corporation, ex ZS-SXV of South African Airways. Registered on behalf of the owner on 17 April. Aircraft has been stored at Newquay since 12 March.
	-941	<b>1933</b>	PK-LES	Lion Air, ex HS-LAK of Thai Lion Air. Delivered on 11 May.
	-941	<b>1939</b>	PK-LET	Lion Air, ex HS-LAL of Thai Lion Air. Delivered on 11 May.
A340	-642	<b>622</b>	9H-EAL	Maleth-Aero, ex G-VNAP of Virgin Atlantic. Registered in Malta on 16 April. Aircraft has been stored at Bournemouth since 24 March.
	-642	<b>736</b>	9H-NHS	Maleth-Aero, ex G-VWIN of Virgin Atlantic. Registered in Malta on 7 May. Aircraft has been stored at Bournemouth since 24 March.

Spirit Airlines	47	A319neo
	33	A320neo
	20	A321neo
Unidentified	10	A350-900
Total	365	(+9)

#### Boeing 2020 firm orders

Air Lease Corporation	3	B787-9
All Nippon Airways	1	B787-9
	11	B787-10
FedEx	2	B767-300F
Oman Air	4	B787-9
Republic of Korea Air Force	6	P-8A
Royal New Zealand Air Force	4	P-8A
Unidentified	3	B787-9
US Navy	8	P-8A
	7	B787-10
Total	49	

#### ATR 2020 firm orders

Lessor Aviation	2	ATR72-600
PNG Air	3	ATR42-600S
Total	5	

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



A350	-941	<b>64</b>	PR-XTF	LATAM Airlines Brasil, ex A7-AMB of Qatar Airways. Returned from lease on 22 May. Aircraft was operated by Qatar in full LATAM colours but with an A7 registration.
	-941	<b>79</b>	PR-XTG	LATAM Airlines Brasil, ex A7-AMA of Qatar Airways. Returned from lease on 25 May. Aircraft was operated by Qatar in full LATAM colours but with an A7 registration.
	-941	<b>265</b>	PR-XTJ	LATAM Airlines Brasil, ex A7-AQA of Qatar Airways. Returned from lease on 22 May. Aircraft was never operated by LATAM and was ferried straight to Doha from Toulouse. It operated for Qatar with an A7 registration but in LATAM colours.
	-941	<b>282</b>	PR-	LATAM Airlines Brasil, ex A7-AQB of Qatar Airways. As above.
	-941	<b>313</b>	PR-	LATAM Airlines Brasil, ex A7-AQC of Qatar Airways. As Above.
	-1041	<b>402</b>	G-XWBF	British Airways. Delivered on 20 May. Test registration was F-WZGB.
	-941	<b>405</b>	JA06XJ	Japan Airlines. Delivered on 12 May. Test registration were F-WXAF and F-WWBV.
B737	-36EF	<b>25263</b>	LY-MRN	KlasJet, ex TF-BBG of Bluebird Nordic. Per 18 May.
	-3Z0	<b>27126</b>	YA-KMN	Kam Air, ex UR-CNF of YanAir. Delivered on 29 April.
	-31S	<b>29267</b>	ES-MBD	Magnetic Leasing, ex YL-BBS of airBaltic. Delivered on 5 May.
	-81M	<b>35287</b>	SP-ESH	Enter Air, ex A40-BD of Oman Air. Delivered on 27 March as A40-BD.
	-8AL	<b>39060</b>	F-HTVP	Transavia France, ex 2-TJFK of Ballyhaunis Aircraft Leasing Ltd. Delivered on 27 May.
	-81D	<b>39420</b>	VP-BAB	SmartAvia, ex EI-FJE of Norwegian Air International. Delivered on 23 May.
	-800	<b>41228</b>	VP-BGR	Pobeda, ex Rossiya - Russian Airlines. Delivered on 5 May.
	-8AS	<b>44730</b>	9H-QCE	Malta Air, ex EI-FOT of Ryanair. Transferred on 23 April.
	-800	<b>44750</b>	9H-QDA	Malta Air, ex EI-FRY of Ryanair. Transferred on 29 April.
	-800	<b>44766</b>	9H-QDQ	Malta Air, ex EI-FTP of Ryanair. Transferred on 13 May.
	-800	<b>44781</b>	9H-QDY	Malta Air, ex EI-FZH of Ryanair. Transferred on 11 May.
	-800	<b>44806</b>	SP-RKU	Ryanair Sun, ex EI-GDK of Ryanair. Transferred on 11 May.
	-800	<b>44809</b>	SP-RKQ	Ryanair Sun, ex EI-GDI of Ryanair. Transferred on 20 May.
	-800	<b>44810</b>	SP-RKV	Ryanair Sun, ex EI-GDM of Ryanair. Transferred on 5 May.
B747	-4D7BCF	<b>24459</b>	ER-BAG	Terra Avia, ex HS-TGJ of Thai Airways International. Delivered on 7 May.
	-4F6	<b>28959</b>	ER-BAC	Terra Avia. Returned from lease on 7 May.
	-47UF	<b>29258</b>	N497MC	Western Global Airlines, ex N497MC of Atlas Air. Delivered on 22 April.
	-428ERF	<b>32867</b>	TC-ACM	ACT Airlines, ex Saudia - Saudi Arabian Airlines. Returned from lease to Saudi Arabian late March. Aircraft is now painted in full ACT colours.
B757	-223PCF	<b>24614</b>	EC-NIV	Swift Air, ex N656AA of Jetran LLC. Delivered as N656AA on 17 April.
	-28A	<b>33101</b>	N237SA	Bank of Utah, ex G-OOBF of TUI Airways. Registered on 12 May. Destined for SF Airlines, after freighter conversion.
B767	-33AER	<b>25534</b>	UR-CSX	Ukrainian Wings, ex Kam Air. Returned from lease on 3 May.
	-300F	<b>65791</b>	N371UP	UPS - United Parcel Service. Delivered on 12 May. Line # 1209.
B777	-31HER	<b>32789</b>	OE-IHW	GECAS - General Electric Capital Aviation Services, ex A6-EBB of Emirates. Registered on behalf of the lessor on 1 May.
	-F	<b>65421</b>	B-20EM	China Southern Airlines. Delivered on 22 May. Line # 1649.
	-F	<b>65422</b>	B-20EN	China Southern Airlines. Delivered on 22 May. Line # 1650.
B787	-9	<b>35426</b>	JA880J	Japan Airlines. (correction Scramble 490 – Page 33)
	-8	<b>65991</b>	N871AY	American Airlines. Delivered on 29 April. Line # 999.
	-9	<b>66137</b>	N29978	United Airlines. Delivered on 24 April. Line # 986.
	-9	<b>66141</b>	N24979	United Airlines. Delivered on 30 April. Line # 1004.
CRJ	CL-850	<b>8071</b>	9H-BSG	Blue Square Aviation Group, ex 9H-BVJ. Re-registered in May.
	CL-850	<b>8108</b>	M-JIMI	Avion Jet Ltd, ex M-LILY of TAG Aviation Asia. Per 5 May.
DC-9	-87	<b>49767</b>	VP-CAA	Augusta Aviation (Cayman) Inc., ex VP-CNI of Chartright Air. Per March.
ERJ	135BJ	<b>1450944</b>	T7-SYL	VJet, ex A6-NKL of Empire Aviation Group. Per May.
	135BJ	<b>14501111</b>	N263AD	Aerotruster Services Corp. Trustee, ex P4-AEG of AEG Air AVV. Registered on 7 May.
	135BJ	<b>14501208</b>	TC-ATG	TAV Air, ex OE-IBM of MJet. Per March.

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



Last February Cargolux took delivery of this ex CargoLogicAir 747-400ERF. Due to the current strong market demand for air cargo capacity, Cargolux did not have the time to repaint the aircraft in their own colours, so it is operated in a basic Airbridge/CargoLogicAir colour scheme wearing Luxembourgish registration LX-NCL. However, Cargolux has announced that this aircraft will soon be painted in an exciting and unique livery. So this aircraft is one to keep an eye on in the coming weeks! (New York-JFK (NY), 18 May 2020, Howard Chaloner)

## Commuters

ATR42	-500	<b>480</b>	G-LMRC	Loganair, ex F-GPYB of HOP!. Delivered on 7 May as F-GPYB.
	-500	<b>584</b>	G-LMRD	Loganair, ex G-HUET of Aurigny Air Services. Delivered on 24 May as G-HUET.

ATR72	-212A	<b>761</b>	VH-YWV	Hevillift Australia, ex OY-CLU of Nordic Aviation Capital. Delivered on 14 March as OY-CLU.
	-212A	<b>1056</b>	ES-ATJ	Nordica, ex EI-GIV of Celestial Aviation Trading 27 Ltd. Delivered on 5 March. Operating for SAS.
DHC-8	-402	<b>4026</b>	G-CLMT	EIC Aircraft Leasing Ltd, ex OE-LGC of Austrian Airlines. Registered on 12 May. Parked at Exeter.
Do328	-110	<b>3117</b>	D-CLAY	328 Support Services GmbH, ex 9H-AET of Medavia. Destined for Private Wings Flugcharter.

Credits: Airfleets, Planespotters and Skyliner.

## Propliners

Douglas	C-47A	<b>19434</b>	PH-PBA	DDA Classic Airlines, has been forced to cancel the complete 2020 flying season. On 6 May the airplane was ferried from Lelystad to Gilze Rijen, where the Airforce has offered shelter.
	C-47B	<b>25808</b>	HK-4045 ?	We are not 100% sure yet, but we assume it was HK-4045 that was seen in Facebook pictures on the back of a truck in the streets of Villavicencio on 22 May and in a building site of a Bogota shoppingmall building-site the subsequent day. HK-4045 was reported in primer in one of the Villavicencio hangars. Due for preservation rather than reactivation, making this an obvious candidate.
	C-47J	<b>33232</b>	'PH-APM'	KLM Royal Dutch Airlines, painted in beautiful classic livery, and presented at the Madurodam miniature city in The Hague, Holland. The theme park opened its doors late May. The Airplane is in the themepark, however the interactive part of the ride has not yet been completed. This DC-3 is ex N213GB that arrived here by ship in November 2018.

Credits: Aad van der Voet, Michael Prophet, Ruud Leeuw, AMCARUSA, online propliner and photo communities.

## Fokker News



Within hours after having arrived at Groningen-Eelde, both Tus Airways Fokkers (70 5B-DDA and 100 5B-DDE) were reregistered to the Guernsey register, so 2-BDDA and the above 2-BDDE. However, due to a mix-up in Guernsey the 2 could not legally be added yet and the painters at Eelde removed the 2 and replaced it with a 5, trying to revert back to a 5B-DD. registration. This resulted in the Fokkers being registered 5-BDDA and 5-BDDE, trying to match 5B. Still, if you catch them before the 5 will turn into a 2, you have a nice new country! (Groningen-Eelde, 25 April 2020, Jaap Niemeijer)

F27	-050F	<b>20103</b>	5Y-	Ex SE-LJV Amapola Flyg. Cancelled on 16 March and was seen three days later at Malmö, destined for an unknown operator in Kenya.
	-050	<b>20114</b>	5Y-CHK	Finally we know the registration of this former Virgin Australia Regional Airlines Fokker. Has been stored at Nairobi since December 2016.
	-050	<b>20159</b>	SE-MFZ	Amapola Flyg, ex OO-VLQ VLM Airlines. Was stored at Malmö for some time (as OO-VLQ in VLM colours) but was seen flying, in all white colours, on 18 May at Stockholm-Arlanda.
	-050		5Y-DDI	This one...
	-050		5Y-JWH	...And this one where seen at Malmö on 19 March 2020. Highly likely to be former Amapola Flyg airframes, just need a tie-up.
F28	-0100	<b>11359</b>	OE-IMX	Alliance Airlines Slovakia, ex VH-UQP Alliance Airlines ntu, OE-LVJ Austrian Airlines. Was already registered to Alliance Airlines Slovakia on 17 August 2019 and seen at Bratislava on 14 January 2020 in basic Austrian colours, and is now registered with a different Austrian registration, on 20 April.
	-0100	<b>11427</b>	'5-BDDE'	Tus Airways, ex 2-BDDE, 5B-DDE. Ferried to Groningen-Eelde 16 April as 5B421 for continued storage. Reregistered to 2-BDDE soon after arrival.
	-0070	<b>11536</b>	'5-BDDA'	Tus Airways, ex 2-BDDA, 5B-DDA. Ferried to Groningen-Eelde 16 April as 5B347 for continued storage and also reregistered to 2-BDDA moments after arrival. However, there was a paperwork mix up at Guernsey and the 2- registrations did happen right away. In order to remove the 2 and go back to the 5B registrations, they removed the 2 and turned it into a 5, trying to make it look like a 5B-reg. Nice idea but poor execution. Makes for a nice 'new' country though...
	-0070	<b>11560</b>	VH-NUY	Alliance Airlines, ex OE-LFP Austrian Airlines. Should have started the delivery journey to Australia on 18 May 2020 from Bratislava, with first stop Sofia. On 12 May it made a test flight and apparently something was wrong, as the delivery still has to take place.
	-0070	<b>11563</b>	OE-ILQ	Alliance Airlines Slovakia, ex P2-ANZ Air Niugini.
	-0070	<b>11567</b>	OE-ILR	Alliance Airlines Slovakia, ex P2-ANA Air Niugini. Alliance Airlines has taken over two former Air Niugini aircraft, and registered them in Austria. Most likely they will be used as parts supplier for the Fokker 70-fleet. Both are still stored at Singapore-Seletar, where they have been stored since their arrival, on 29 May 2017 (ANZ) and 8 October 2017 (ANA) respectively.

Credits: Merv Crowe, Skyliner.

## Bizjets

BAe	125-800XPi	<b>258840</b>	N840TX	Textron Aviation, ex CS-DRY. Registered on 22 January.
	125-800XPi	<b>258847</b>	N847TX	Textron Aviation, ex CS-DRZ. Registered on 29 January.



	125-900XP	<b>HA-0034</b>	F-HEME	VallJet, ex 9H-KAZ. Registered on 13 May.
Cessna	510	<b>0182</b>	N510MS	Kenfred Enterprises, ex G-FBKK. Registered on 14 January.
	510	<b>0190</b>	EC-NGX	Noted at Madrid-Cuatro Vientos on 2 February, ex OK-PTV.
	525	<b>1044</b>	HB-VTW	Transwing, registered on 11 December.
	525B	<b>0178</b>	F-HJSL	Fenwick Aviation, ex LX-NMX. Registered on 21 April.
	525B	<b>0476</b>	N230JS	TVPX Aircraft Solutions, ex M-JSEG. Registered on 27 February.
	525C	<b>0174</b>	N74HW	Kootenai Business Properties, ex LX-GJM. Registered on 7 February.
	550	<b>0060</b>	SE-RGT	Jetavia Sales, ex ZA-AMA. Registered on 23 April.
	680A	<b>0148</b>	N67MA	Malone AirCharter, re-registered from N112MV on 21 February.
	680	<b>0205</b>	N789MJ	IAL, re-registered from N799MJ on 4 November.
	680	<b>0282</b>	N603HC	13400 South 54 Holdings, re-registered from N868EM on 7 January.
	680	<b>0302</b>	OO-GSP	Air Service Liège, ex LX-GSP. Registered on 22 May.
	680	<b>0316</b>	N827SM	Blue Sky Aircraft Holdings, ex N215WS. Noted on 16 May.
	680+	<b>0508</b>	N885JS	Sky Crossings II, re-registered from N885M on 21 January.
	680+	<b>0550</b>	N95KJ	Textron Aviation, re-registered from N15KJ on 7 February.
	700	<b>0004</b>	N704CL	Freeman Holdings Aircraft, registered on 17 January.
	700	<b>0004</b>	N717FH	Freeman Holdings Aircraft, re-registered from N704CL on 14 February.
	700	<b>0015</b>	N994HP	Focus Aviation Services, registered on 14 January.
	700	<b>0017</b>	N717CZ	Sovereign Skies, registered on 24 January.
	700	<b>0018</b>	N717MB	Miramonte Aviation, registered on 28 January.
	700	<b>0023</b>	N801QS	NetJets, registered on 31 December.
	750	<b>0128</b>	N957JS	flyExclusive, re-registered from N610CD on 25 February.
	750	<b>0145</b>	N954JS	flyExclusive, re-registered from N750TG on 2 January.
	750	<b>0202</b>	N10AM	Rancho Pacific Holdings, re-registered from N202KC on 21 February.
	750	<b>0236</b>	N751ED	Sante Fe Aviation, re-registered from N751EA on 28 January.
	750	<b>0279</b>	N982DW	Raven Aviation, re-registered from N720CC on 7 February.
	750	<b>0307</b>	N750JR	Air Giles, re-registered from N98FG on 6 January.
	750+	<b>0507</b>	N900JQ	Textron Aviation, re-registered from N900JD on 17 January.
Challenger	300	<b>20189</b>	N380BA	Bombardier Aerospace, ex G-KSFR. Registered on 30 January.
	300	<b>20335</b>	SP-VDH	AMC Aviation, ex N1BC. Delivered in May.
	300	<b>20417</b>	N615CA	Pioneer Hi-Bred International, re-registered from N585D on 14 February.
	350	<b>20583</b>	N606RB	MRB Aviation, ex D-BHGN. Registered on 7 February.
	350	<b>20621</b>	N555AD	Ad One, ex M-TECH. Registered on 23 January.
	350	<b>20735</b>	N7JG	JDFJA, re-registered from N350RL on 26 February.
	350	<b>20793</b>	N250AG	TVPX Aircraft Solutions, re-registered from N350JZ on 27 January.
	350	<b>20813</b>	N750HC	Dec LLC, re-registered from N350BQ on 14 February.
	350	<b>20837</b>	N809JM	Bombardier Aerospace, registered on 28 January.
	350	<b>20838</b>	N11EF	Bombardier Aerospace, registered on 3 February.
	350	<b>20840</b>	N852DL	Bombardier Aerospace, registered on 20 February.
	350	<b>20841</b>	N333WC	Bombardier Aerospace, registered on 25 February.
	601-3A	<b>5111</b>	N40UT	Badlands Leasing, re-registered from N502HE on 7 January.
	601-3R	<b>5151</b>	N915TF	Globe Resources Group, re-registered from N915TP on 7 February.
	604	<b>5335</b>	N559CB	Aircarr Holdings, re-registered from N116JS on 12 February.
	604	<b>5396</b>	N396B	Banc of America Leasing & Capital, ex C-GVML. Registered on 26 February.
	604	<b>5501</b>	5N-EGL	N604EG was cancelled to Nigeria on 31 December.
	605	<b>5716</b>	N689SC	Southern Cross Aircraft, ex N688SF. Registered on 22 January.
	605	<b>5745</b>	N7700	Orcus, re-registered from N609SA on 19 February.
	605	<b>5783</b>	N783JG	N415JA, ex A7-CEA. Registered on 28 February.
	605	<b>5899</b>	N589JG	Cortazzo, ex T7-SOV. Registered on 7 February.
Embraer	500	<b>50000306</b>	T7-PET	New operator is now known as P100 Avia Ltd. in Moscow. Addition to Scramble 492 – Page 38.
	500	<b>50000316</b>	HA-ILH	Former OE-FTP of Mustang Charter GmbH was sold to an unknown operator in Hungary.
	550	<b>55000036</b>	G-MSFX	Former N404FX of Flexjet was re-registered to the same owner in the UK.
	600	<b>55020119</b>	OE-HXX	Former PR-LHJ of Embraer was sold to Avcon Jet as a replacement for OE-HLA.



On 23 March 2020, this Challenger with construction number 5149 arrived at Maastricht-Aachen Airport as T7-CCM. That was its eighth registration since delivery in 1994 but certainly not the last. On the 27th of the same month, Mark Rimmel took this photo of it being parked outside as N67RS. The bizzer departed Maastricht on 4 April 2020.



Seen landing at Kleine Brogel is Falcon 7X OO-LUM, in use by the Belgian Air Component. 'LUM' can be very well linked to 'UchtMacht', Dutch for 'air force'. The 2006 Falcon was previously F-HFAS and is operated by Luxaviation Belgium for the military. (29 April 2020, Toon Cox)

Falcon	7X	<b>4</b>	OO-LUM	Belgian Air Component, operated by Luxaviation Belgium. Ex F-HFAS.
	7X	<b>108</b>	N848BC	Bank of Utah, ex F-HLT1. Registered on 7 February.
	7X	<b>152</b>	N963R	Wilmington Trust, ex OO-LMG. Registered on 4 February.
	7X	<b>257</b>	OK-FLN	ABS Jets, ex VP-CZS. Noted at Prague on 7 May.
	7X	<b>289</b>	OO-AIE	Luxaviation Belgium, registered on 22 April.
	50	<b>175</b>	N97KS	206 Holdings, ex VQ-BZE. Registered on 20 February.
	50	<b>209</b>	N38TL	TLO Aviation, re-registered from N790JS on 10 January.
	50EX	<b>260</b>	N877SA	Banker Aviation, re-registered from N777 on 17 January.
	50EX	<b>265</b>	N696RG	Pecos Bend Royalties, re-registered from N868DB on 16 January.
	50EX	<b>276</b>	N324U	Aeronavis, re-registered from N96UT on 24 February.
	50EX	<b>292</b>	N710P	Paccar Mexico Logistics, ex XA-KMR. Registered on 28 January.
	50EX	<b>312</b>	N706P	Paccar, re-registered from N26WP on 2 January.
	900B	<b>104</b>	N618CX	Cathexis Holdings DE, re-registered from N610CX on 24 January.
	900B	<b>160</b>	N508BA	Air Bahnik, re-registered from N506BA on 7 November.
	900LX	<b>11</b>	N90YC	American Cruise Lines, re-registered from N111SW on 26 February.
	900EX	<b>57</b>	N84PH	Harron Entertainment, re-registered from N406EA on 21 January.
	900EX	<b>198</b>	N7883K	MTNOCN, re-registered from N198FJ on 8 January.
	900LX	<b>319</b>	N246AG	Dassault Falcon Jet, registered on 10 January.
	900LX	<b>320</b>	M-CPAY	Puru Aviation, registered on 6 May.
	2000	<b>63</b>	N700DS	Aircraft Guaranty, re-registered from N68GL on 24 January.
	2000	<b>106</b>	N926JC	Prospectpb, re-registered from N78LK on 6 January.
	2000	<b>130</b>	N232RJ	RJ Aircraft Leasing, re-registered from N902MC on 3 January.
	2000	<b>133</b>	N181GD	330AM Holding, ex TC-GNC. Registered on 9 January.
	2000	<b>162</b>	N507DJ	Dumont Aircraft Charter, re-registered from N371SM on 8 January.
	2000	<b>185</b>	N518DJ	Dumont Aircraft Charter, re-registered from N284QS on 14 January.
	2000	<b>185</b>	N882AD	DNA Air 2, ex N518DJ. Noted at Bloomingdale (IL) on 16 May.
	2000	<b>187</b>	N705WL	WHS, re-registered from N249EC on 6 January.
	2000LX	<b>111</b>	F-HYVO	Former HB-IGU, delivered early 2020 but cancelled already on 25 February.
	2000LX	<b>128</b>	M-OHEM	Hampshire Aviation, re-registered from M-CHEM on 18 March.
Global	XRS	<b>9253</b>	N118MJ	Registered in the USA on 22 April, ex VQ-BZB.
	XRS	<b>9262</b>	N394WJ	Reregistered from N433DC on 12 May.
	XRS	<b>9402</b>	N60BJ	Reregistered from N84DS on 20 April.
	5000	<b>9998</b>	T7-YMF	Reregistered from B-KMF in December 2019. Operated by Fang Group.
	6000	<b>9511</b>	N552YM	Reregistered from N806AS on 17 April.
	6000	<b>9861</b>	N861GL	Reregistered from C-GDRX on 15 May.
	7500	<b>70019</b>	N769F	Delivered to Bombardier on 1 May, ex C-FZKU.
	7500	<b>70022</b>	F-HFHP	Exported to France on 15 May, ex C-GAAE.
	7500	<b>70023</b>	N782SF	Delivered to Bombardier on 13 May, ex C-FZYN.
	7500	<b>70059</b>	C-GNKF	Delivered to Bombardier on 12 May.
	7500	<b>70060</b>	C-GNKH	Delivered to Bombardier on 12 May.
Gulfstream	III	<b>463</b>	N413WJ	Western Jet Aviation, re-registered from N196CC on 28 January.
	IV	<b>1071</b>	N163JW	Federal Aviation Administration, re-registered from N1 on 8 January.
	IVSP	<b>1398</b>	N130JE	Jet Edge, re-registered from N498VR on 13 January.
	G450	<b>4033</b>	N771L	N157BC, ex N102NY and delivered to Gary (IN) on 8 April.
	G450	<b>4242</b>	N187SG	SGA Aviation, re-registered from N714AA on 16 January.
	G450	<b>4282</b>	N713AA	Altitude Aviation Group, ex VP-CQQ. Registered on 10 January.
	G450	<b>4304</b>	N203CK	Macs Aviation, re-registered from N456SW on 6 January.
	V	<b>636</b>	N338FT	Franklin Templeton Travel, re-registered from N328MM on 19 February.
	G500	<b>72038</b>	N18B	Bank of Utah, ex N538GD. Registered on 21 February.



	G500	<b>72040</b>	N500XX	Stephenson Air Services, ex N540GD. Registered on 17 January.
	G550	<b>5005</b>	N503GS	AS Air II, re-registered from N537JK on 31 December.
	G550	<b>5019</b>	N513MA	Richport Air, re-registered from N898AW on 28 February.
	G550	<b>5127</b>	N127CX	TVPX Aircraft Solutions, ex CS-DKG. Registered on 3 February.
	G550	<b>5159</b>	N612MJ	TVPX Aircraft Solutions, re-registered from N607CH on 31 December.
	G550	<b>5307</b>	N703FS	Flo-Sun Aircraft, re-registered from N288A on 24 January.
	G550	<b>5312</b>	N415B	Solairus Aviation, re-registered from N415P on 3 February.
	G550	<b>5364</b>	N715AA	Altitude Aviation Group, ex B-8261. Registered on 30 December.
	G550	<b>5388</b>	VP-CHH	Ex B-LMF, registered in April.
	G550	<b>5510</b>	N78EL	Enterprise Holdings, re-registered from N70EL on 19 February.
	G550	<b>5522</b>	N285PH	General Motors, re-registered from N260Z on 20 February.
	G550	<b>5599</b>	N708JH	United States Department of Justice, re-registered from N559GA on 31 January.
	G550	<b>5601</b>	N616CA	DuPont de Nemours, ex N561GA. Registered on 27 January.
	G600	<b>73004</b>	N600FR	AH Fleet Services, ex N740GD. Registered on 7 February. This G600 is based in France.
	G600	<b>73014</b>	N700PR	Logical Logistics, ex N614GD. Registered on 30 December.
	G600	<b>73021</b>	N10199	First noted on 12 May, ex N621GD.
	G650	<b>6382</b>	N888ZF	Solairus Aviation, re-registered from N682GD on 28 January.
	G650ER	<b>6402</b>	N2702	TVPX Aircraft Solutions, ex N612GA. Registered on 13 February.
	G650	<b>6417</b>	LX-RAY	Global Jet Luxembourg, ex N617GA. Registered in May.
IAI	1124A	<b>306</b>	N123EG	Reactivated on 22 April after expiration of registration in October 2019.
	1124	<b>386</b>	N386RL	Registration reactivated on 6 May, was expired in November 2019.
	1125SPX	<b>96</b>	N16LV	Reregistered from N323P on 1 May.
	G100	<b>149</b>	N749GA	Registration expired on 1 May.
	G100	<b>152</b>	N53UA	Reregistered from N1UA on 12 May.
	G150	<b>206</b>	N150CH	Reregistered from N150KM on 12 May.
	G150	<b>260</b>	N175MG	Reregistered from N150HM on 20 April.
	G150	<b>275</b>	N719KX	Reactivated on 20 April after expiration of this registration a few weeks earlier.
	G200	<b>87</b>	N707SQ	Reregistered from N707SG on 29 April.
Pilatus	PC-24	<b>146</b>	LX-LMD	Operator in Luxembourg now known as Jetfly Aviation SA. Addition to Scramble 492 – Page 39.
	PC-24	<b>176</b>	N24NX	Ex HB-VZU of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft in the US.
	PC-24	<b>177</b>	HB-VZV	Registered to Pilatus Flugzeugwerke in March.
	PC-24	<b>178</b>	HB-VZW	Registered to Pilatus Flugzeugwerke in March.
	PC-24	<b>179</b>	HB-VZX	Registered to Pilatus Flugzeugwerke in March.
	PC-24	<b>180</b>	HB-VZY	Registered to Pilatus Flugzeugwerke in April.

## Bizprops



On 17 May 2020 the Cessna Ce408 SkyCourier took to the skies for its first time. Prototype N408PR is seen here cruising through Wichita skies in its stylish green outfit. Upgrading to the segment above the Cessna 208 Grand Caravan the Cessna 408 will bring new opportunities in passenger and cargo services. (Textron Aviation/ Cessna)

Beech	C90GTI	<b>LJ-1908</b>	N845WR	Former D-IXAA of Reupke Air Service sold to Aircraft Sales Company LLC.
	B200	<b>BB-269</b>	9H-XPA	Former D-IICE of Euro Link was sold to Luxwing Ltd.
	B200	<b>BB-459</b>	LV-IZK	Ex SE-KXM of Nextjet was sold to Flightec SRL in Argentina.
	B350C	<b>FM-82</b>	G-RTNA	Former N82US of TVPX Aircraft Solutions Inc. was sold to Raytheon Systems Ltd. in the UK.
Cessna	208B	<b>5594</b>	LN-TER	Blom Aviation, delivered through Oslo on 23 May.
	421B	<b>0317</b>	N16AS	Stefenelli Aviation n TR, ex D-INDI. Registered on 13 January.
Commander	690B	<b>11482</b>	OO-EYE	RENI, ex PH-FMI. Registered on 18 May.
Piaggio	P180	<b>1183</b>	S2-AIX	Seen as S2-AIX in May 2019, ex VT-TET.
Pilatus	PC-12/47E	<b>1767</b>	OH-DNG	Former HB-FWB of Pilatus Flugzeugwerke was sold to a yet unknown operator in Finland.
	PC-12/47E	<b>1910</b>	OM-AAK	Operated by Elite Jet s.r.o., but owned by Alania s.r.o.
	PC-12/47NGX	<b>2001</b>	N47GX	Former HB-FRV of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	<b>2006</b>	N95FM	Former HB-FRY of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	<b>2007</b>	N207NW	Former HB-FRZ of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	<b>2008</b>	HB-FIR	Registered to Pilatus Flugzeugwerke in March.
	PC-12/47NGX	<b>2009</b>	HB-FSB	Registered to Pilatus Flugzeugwerke in March, later sold as:
	PC-12/47NGX	<b>2009</b>	N468LC	for Pilatus Business Aircraft Ltd. in the US.
	PC-12/47NGX	<b>2010</b>	HB-FSC	Registered to Pilatus Flugzeugwerke in March, later sold as:

PC-12/47NGX2010	PS-DPC	for Synerjet Brasil Ltda.
PC-12/47NGX2012	HB-FSE	Registered to Pilatus Flugzeugwerke in March.
PC-12/47NGX2013	HB-FSF	Registered to Pilatus Flugzeugwerke in March.
PC-12/47NGX2014	HB-FSG	Registered to Pilatus Flugzeugwerke in March.
PC-12/47NGX2016	HB-FSI	Registered to Pilatus Flugzeugwerke in March.

## 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-2T	<b>1G98-39 ?</b>	"09" yellow	DOSAAF	Nib	16sep18	sat wfu at Bogorodskoye
An-2R	<b>1G187-21</b>	RA-05830 (2)	Universal-avia	rgd	16apr15	to OOO "Veda"; canx between 07apr20 and 13may20
An-2R	<b>1G190-05</b>	OK-KIJ	ArgoAor	Mni	10may20	all-yellow c/s with red rudder
An-2R	<b>1G217-21</b>	OK-HFL	no titles	Mlb	10may20	white fuselage, red tail and checkerboard rudder
An-2R	<b>1G218-43</b>	UR-33056	FOP O.H. Nedov	rgd	24apr20	
An-2T	<b>1G237-53</b>	UR-00117	DOSAAF Rossii	Sht	sep17	ex RF-00862
An-2	---	FAR-338	Cuban Air Force	photo		date unknown; San Antonio de los Banos, white/blue c/s
An-12	---	CCCP-11990	Soviet AF/AFL titles	photo		in all-grey c/s with 'wavy' Soviet flag
An-24RV	<b>3 73 089 09</b>	CU-T1237	Cubana		27feb19	on Google Earth at N23.157446 W82.083165
An-26	<b>05 03</b>	UP-AN601	H.A.D. Jet Cargo	w/o	05apr20	probably this is the aircraft hit by an UAV on approach to Buaisha and crash landed
An-26	<b>97 08</b>	"01" white	Kaz Border Guards	ALA	22may20	nationality marking green circle with blue star
An-28	<b>1AJ 005-05</b>	UR-28773 (1)	East/West Alliance		2018	remains seen at a disused airfield at Uzin Sherpelovka
An-28	<b>1AJ 006-10</b>	UR-28799	East/West Alliance		2018	remains seen at a disused airfield at Uzin Sherpelovka
An-28	<b>1AJ 006-22</b>	UR-28712	East/West Alliance		2018	remains seen at a disused airfield at Uzin Sherpelovka
An-28	<b>1AJ 008-02</b>	UR-28739	East/West Alliance		2018	remains seen at a disused airfield at Uzin Sherpelovka
M28-05	<b>AJE 002-03</b>	EB-0064	Venezuelan Army	photo	may19	
M28-05	<b>AJE 003-20</b>	43	Estonian Air Force	h/o	feb20	ex USAF 09-0320
Il-28	<b>50 30 03 01</b>	"4"	Soviet Air Force	mfd	1950	c/n from engine cover; in natural metal c/s
Il-78	<b>00934 93799</b>	5A-DLL (2)	Libyan Air Force	w/o	09may20	hit during an attack at Mitiga airport and burnt out
Ka-27M	<b>5235001023305</b>	RF-19114	Russian Navy	photo	15may50	active; carries also code "30" red
Ka-52	---	6638	Egyptian Air Force	photo	05feb20	at Bilbeis
L-410MA	<b>75 05 01</b>	RA-67066 (2)	not known	w/o	16may20	crashed into a building during take off at Ulang
L-410UVP	<b>79 03 03</b>	9S-GPB	Cetraca Air Service	GOM	24jun19	ex 9Q-GKX
L-410UVP	<b>81 06 05</b>	XT-BBU		rgd	dec17	ex UR-CJG and became
L-410UVP	<b>84 13 02</b>	TY-AEF		rgd	2020 ?	flew from Burkina Faso to Juba later on; ex XT-BBU
L-410UVP	<b>87 18 21</b>	XT-ASI		rgd	2019	Still in Burkina Faso apr20; ex UR-TEN
L-410UVP-E3	<b>19 32 11</b>	EY-433	all white, no titles	CRK	29may19	ex S2-AEI
L-410UVP-E20	<b>19 32 11</b>	UP-L4111	Zhezkazkan Air	rgd	2019/20	ex OK-JRO
L-410UVP-E3	---	RF-94664	Russian Air Force	photo	2019	no code, with 'VKS Rossii' titles and Russian stars
PS-84	<b>6 5 16</b>	CCCP-L3430	Aeroflot/Moscow	w/o	25aug42	on t/o from Tashkent when lifted off at too low speed
Li-2	<b>184 281 02</b>	CCCP-L3430	Aeroflot/Volga	rgd	1947	in the MGA listing also with the prefix 'L'
		CCCP-Sh2319	Aeroflot/ShVLP	rgd	unknown	Advanced Flying Training College
		CCCP-Sh4340	AFL/North Kavkaz	trf	unknown	in documents dated 22may58 with the prefix 'Sh'
		CCCP-16209	AFL/North Kavkaz	rgd	29may58	soc 25jul60 as worn out
Li-2T	<b>184 281 09</b>	CCCP-N459	Polyarnaya Aviatsii	dbr	16aug55	stalled on landing Kresty Kolymskiy; c/n correction
Li-2T	<b>184 343 04</b>	CCCP-N529	Polyarnaya Aviatsii	w/o	23may59	crashed on landing Bilibino; soc 28dec59
Mi-1	---	17	Cuban Air Force	photo		
Mi-2	---	890	Libyan Air Force	photo	sep19	serial not visibly painted on but on flight board
Mi-4s	---	43 & 71	Cuban Air Force	photos		
Mi-8MSB-V	<b>39 73</b>	no code	Ukraine Air Force	dam	22apr20	force landed landing in near Ivankiv after a bird strike
Mi-8T	<b>9 84 15512</b>	RA-22863	Vityaz Aero	KJA	10aug19	
Mi-8T	<b>9 89 43845</b>	RA-25191	Yeltsovka	photo	17may20	in the Tomsk region
Mi-8MTV-1	<b>9 5219</b>	HK-4884X	Vertical de Aviacion ?	rgd	unknown	ntu?; ex YA-KML and became UR-CNZ
Mi-8MTV-1	<b>9 5664</b>	H-210	Croatian Air Force	SPU	30jun19	c/n now known, ex CCCP-25516
Mi-8MTV-1	<b>9 5837</b>	204	Croatian Air Force	SPU	08sep12	c/n now known, ex CCCP-70906
Mi-171	<b>59489619735</b>	735	United Nations	GOM	24mar20	in full all-white UN c/s, coded 'UNO-872'
Mi-171E	<b>171E00067842807U</b>	MAP-7711	Macedonian Police	dam	04may20	on t/o from Skopje when came to rest on its left side
Mi-8AMT	<b>8AMT01643094304U</b>	RF-19037	Russian Air Force	photo	early20	in the Murmansk Region
Mi-8AMT	<b>8AMT00804092601U</b>	HK-4904X	not known	rgd	unknown	ntu?; ex YA-KMH and became UR-CMT



Mi-171A1	<b>171A01076105305U</b>	HK-5024X	Vertical de Aviacion ?	rgd	unknown	ntu?; ex PR-BRU and became HK-5244
Mi-8AMT	<b>8AMT00643187776U</b>	RA-24734 (2)	not known	rgd	06may20	full c/n 8AMT 00 643 18 7776U
Mi-8AMT	<b>8AMT00643187777U</b>	RA-24746 (2)	not known	rgd	06may20	full c/n 8AMT 00 643 18 7777U
Mi-8T	<b>226204</b>	UR-PLF	greyish green/ochre camo		22may20	at Choczniia (Poland); ex Hungarian AF 6204; not yet on Ukraine register by 24may20
Mi-8MTV-5	---	RF-04476	Russian Air Force	photo	17apr20	f/n near Zhezkazgan
Mi-8AMTSh	---	RF-04486	Russian Air Force	photo	early20	coded "40" yellow
Mi-8	---	RF-04531	Russian Air Force	CKL	early20	in shiny green brown camo c/s
Mi-8MTV-1	---	RF-32835	MChS Rossii	SVX	01may20	in full c/s
Mi-8AMTSh	---	RF-39201 (2)	Russian Air Force	photo	2020	in light brown green camo c/s
Mi-8	---	RF-94407	Russian Air Force	VVO	may20	coded "46" yellow
Mi-171E	---	TT-OB	Chad Air Force	photo	sep19	
Mi-17-1V	---	TN-356	Congo Air Force	photo	04sep19	
Mi-8PS	---	CU-H1467	Cubana	photo	may20	preserved at the restaurant "El Guije" at Santa Clara
Mi-8P	---	66	Cuban Air Force	photo		
Mi-8s	---	92 & 99	Cuban Air Force		1980s	
Mi-17	---	160	Cuban Air Force	photo	2014	
Mi-8T	---	1028	Egyptian Air Force	photo	1987	
Mi-8T	---	1423	Egyptian Air Force	photo	13jun16	in sand c/s with light grey underside
Mi-8T	---	"47" blue	Georgian Air Force	photo	2015	l/n 22sep18
Mi-8MTV-1	---	GBP-10006	Georgian Border Police	photo	14aug19	'MIA Border Police of Georgia' titles
Mi-8T	---	H11	Libyan Air Force	photo	14mar20	in sand c/s with light grey underside
Mi-24P	<b>353243 19 26701</b>	RF-91085	United Nations	photo	sep16	coded 'UN 45'; l/n 26sep19; c/n now known
Mi-24D	<b>730 202</b>	TU-VHO (2)	Ivory Coast Air Force	d/d	may17	c/n now known, ex 121 of the Bulgarian AF
Mi-24D	<b>410 452</b>	TU-VHR (2)	Ivory Coast Air Force	d/d	may17	c/n now known, ex 131 of the Bulgarian AF
Mi-24D	<b>410 453</b>	TU-VHS (2)	Ivory Coast Air Force	d/d	may17	c/n now known, ex 132 of the Bulgarian AF
Mi-35	---	19	Cuban Air Force	photo		
Mi-35s	---	16, 18 & 22	Cuban Air Force	photo	apr20	all three stored at Santa Clara, seen apr20
Mi-35M	---	NAF563	Nigerian Air Force	d/d	2018 ?	opb 115 Special Op. Group at Port Harcourt; f/n oct19
Mi-24V	---	961	Sudanese Air Force	UYL	22may14	in olive drab/khaki camo c/s with light blue underside
Mi-26T	<b>34001212483</b>	RA-06268	Abakan-avia	dbr	25apr20	on an emergency landing at the Rotor-40 helipad
Mi-26	<b>34001212656</b>	RF-13658	Russian Air Force	Khb	29apr20	coded "12" blue
Mi-28NE	<b>012 299 122</b>	SC-46	Algerian Air Force	photo	mar20	opb 14 RHC
M-101T	<b>15-01-014</b>	UP-MG002	Sunkar Air	rgd	jul19	ex RA-15114
RRJ-95B	<b>95 105</b>	9H-SJD	RJ Leasing	rgd	jan20	current on register 24jan20; ex EI-FWD
RRJ-95B	<b>95 200</b>	89140	primer	r/o	01feb20	fff 21may20
Tu-154M	<b>87A754</b>	UP-T5407	SkyBus	GUW	may20	reported scrapped may20
Tu-204-100	<b>1450742564017</b>	RA-64017	Aviastar-TU	no	reports	change of operator reported apr20
Yak-12R	<b>08 4 26</b>	CCCP-L5850	AFL/Central Asia	rgd	23sep55	became CCCP-07850 AFL/Tajikistan rgd 13may58
Yak-12R	<b>08 4 27</b>	CCCP-L5853	AFL/Central Asia	rgd	23sep55	became CCCP-07853 AFL/Tajikistan rgd 13may58
Yak-12R	<b>08 4 28</b>	CCCP-L5855	AFL/Central Asia	rgd	23sep55	became CCCP-07855 AFL/Tajikistan rgd 13may58
Yak-12R	<b>08 4 29</b>	CCCP-L5858	AFL/Central Asia	rgd	23sep55	became CCCP-07858 AFL/Tajikistan rgd 13may58
Yak-12R	<b>08 4 30</b>	CCCP-L5854	AFL/Central Asia	rgd	23sep55	became CCCP-07854 AFL/Tajikistan rgd 13may58
Yak-12M	<b>05 5 12</b>	CCCP-L4101	AFL/Central Asia	rgd	18jun56	became CCCP-74101 AFL/Tajikistan rgd 13may58
Yak-12M	<b>08 5 40</b>	CCCP-L4146	AFL/Central Asia	rgd	07aug56	became CCCP-74146 AFL/Tajikistan rgd 13may58
Yak-12M	<b>09 5 37</b>	CCCP-L4172	AFL/Central Asia	rgd	07aug56	became CCCP-74172 AFL/Tajikistan rgd 13may58
Yak-12M	<b>11 5 13</b>	CCCP-L4077	AFL/Central Asia	rgd	14sep56	became CCCP-74077 AFL/Tajikistan rgd 13may58
Yak-12M	<b>12 5 02</b>	CCCP-L4261	AFL/Kazakhstan	rgd	02oct56	became CCCP-14261 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>12 5 04</b>	CCCP-L4253	AFL/Kazakhstan	rgd	02oct56	became CCCP-14253 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>12 5 24</b>	CCCP-L4277	AFL/Central Asia	rgd	13dec56	became CCCP-74277 AFL/Tajikistan rgd 1958
Yak-12M	<b>12 5 35</b>	CCCP-L4129	AFL/Kazakhstan	rgd	19sep56	became CCCP-74129 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>12 5 40</b>	CCCP-L4292	AFL/Kazakhstan	rgd	19sep56	became CCCP-14292 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>13 5 06</b>	CCCP-L4314	AFL/Central Asia	rgd	31oct56	became CCCP-14314 AFL/Tajikistan rgd 13may58
Yak-12M	<b>13 5 08</b>	CCCP-L4324	AFL/Central Asia	rgd	31oct56	became CCCP-14324 AFL/Tajikistan rgd 13may58
Yak-12M	<b>13 5 10</b>	CCCP-L4326	AFL/Kazakhstan	rgd	23oct56	became CCCP-14326 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>13 5 11</b>	CCCP-L4328	AFL/Kazakhstan	rgd	23oct56	became CCCP-14328 AFL/Kazakhstan rgd 1958
Yak-12M	<b>13 5 12</b>	CCCP-L4329	AFL/Kazakhstan	rgd	23oct56	became CCCP-14329 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>13 5 15</b>	CCCP-L4339	AFL/Kazakhstan	rgd	19sep56	became CCCP-14339 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>13 5 16</b>	CCCP-L4347	AFL/Kazakhstan	rgd	24oct56	became CCCP-44387 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>13 5 18</b>	CCCP-L4359	AFL/Kazakhstan	rgd	05feb57	became CCCP-44359 AFL/Kazakhstan rgd 1958
Yak-12M	<b>13 5 21</b>	CCCP-L4376	AFL/Kazakhstan	rgd	31oct56	became CCCP-44376 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>14 5 06</b>	CCCP-L4279	AFL/Kazakhstan	rgd	27nov56	became CCCP-14279 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>14 5 09</b>	CCCP-L4385	AFL/Kazakhstan	rgd	19apr57	became CCCP-44385 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>14 5 10</b>	CCCP-L1057	AFL/Central Asia	rgd	31oct56	became CCCP-21057 AFL/Tajikistan rgd 13may58
Yak-12M	<b>14 5 11</b>	CCCP-L4395	AFL/Central Asia	rgd	31oct56	became CCCP-44395 AFL/Tajikistan rgd 13may58
Yak-12M	<b>14 5 20</b>	CCCP-L1063	AFL/Kazakhstan	rgd	25dec56	became CCCP-21063 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>14 5 21</b>	CCCP-L1064	AFL/Kazakhstan	rgd	24jan57	became CCCP-21064 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>15 5 06</b>	CCCP-L1097	AFL/Kazakhstan	rgd	18jan57	became CCCP-21097 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>15 5 09</b>	CCCP-L1006	AFL/Kazakhstan	rgd	15feb57	became CCCP-21006 AFL/Kazakhstan rgd 1958
Yak-12M	<b>15 5 11</b>	CCCP-L1014	AFL/Kazakhstan	rgd	18jan57	became CCCP-21014 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>15 5 15</b>	CCCP-L1029	AFL/Kazakhstan	rgd	19apr57	became CCCP-21029 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>15 5 21</b>	CCCP-L1045	AFL/Kazakhstan	rgd	18jan57	became CCCP-56489 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>18 5 14</b>	CCCP-T488	AFL/Kazakhstan	rgd	15feb57	became CCCP-56488 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>18 5 15</b>	CCCP-T489	AFL/Kazakhstan	rgd	07mar57	became CCCP-21045 AFL/Kazakhstan rgd 1958
Yak-12M	<b>20 5 37</b>	CCCP-T648	AFL/Kazakhstan	rgd	08apr57	became CCCP-62648 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>20 5 39</b>	CCCP-T655	AFL/Kazakhstan	rgd	10apr57	became CCCP-62655 AFL/Kazakhstan rgd 13may58

Yak-12M	<b>21 5 01</b>	CCCP-T657	AFL/Kazakhstan	rgd	19apr57	became CCCP-62657 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>21 5 38</b>	CCCP-T713	AFL/Kazakhstan	rgd	21jun57	became CCCP-72713 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>22 5 09</b>	CCCP-T765	AFL/Kazakhstan	rgd	29jun57	became CCCP-72765 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>22 5 24</b>	CCCP-T766	AFL/Kazakhstan	rgd	21jun57	became CCCP-72766 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>24 5 28</b>	CCCP-K4196	AFL/Kazakhstan	rgd	02oct57	became CCCP-14196 AFL/Kazakhstan rgd 13may58
Yak-12M	<b>24 5 29</b>	CCCP-K4019	AFL/Kazakhstan	rgd	17sep57	became CCCP-74019 AFL/Kazakhstan rgd 13may58
Yak-18T	<b>22202021611</b>	"02" white	Kazakh Air Force	AKX	03may15	c/n confirmed
Y7-100C	<b>05 7 01</b>	B-3467	China Northern		29apr20	seen in the Huang Aviation School
ARJ21-700	<b>131</b>	B-604F	Chengdu Airlines	h/o	23apr20	and ferried from PVG to INC the same day
ARJ21-700	<b>132</b>	B-606A	Genghis Khan Airlines	h/o	01may20	at DSN; carried 'Holy Land Ordos' titles
ARJ21-700	---	B-605T	Jiangxi Air	PVG	17may20	was to be h/o around 15may20
ARJ21-700	---	B-605W	Xiongan Airlines	Shg	14may20	based at Daxing; to be h/o 28jun20
ARJ21-700	---	B-605X	Xiongan Airlines			to be h/o oct20
ARJ21-700	---	B-606C	Genghis Khan Airlines	r/o	17may20	in special bright green c/s; not yet flown by 17may20

## PH register

### Newly registered aircraft:

PH-HXF	Boeing 737-8K2	<b>62153</b>	03apr20	Transavia. Ex PR-GZD, PH-HXF, N1787B.
PH-HXG	Boeing 737-800	<b>41355</b>	03apr20	Transavia. Ex PR-GZQ, PH-HXG.
PH-4U2	TL-3000 Sirius	<b>16 SI 125</b>	02apr20	Ex G-CKKG.
PH-1643	Schleicher ASW 28	<b>28047</b>	07apr20	Ex D-9289.

### Change of ownership:

PH-DTW	Aerostar Yak-52	<b>9111413</b>	08050	01apr20
PH-DYX	Robin DR400/140B	<b>2674</b>	08487	17apr20
PH-LSC	Akrotech Giles G-202	<b>LSC1</b>	07969	20apr20
PH-SHP	Agusta AW139	<b>31099</b>	07116	23apr20
PH-3V2	Kappa KP-2UR Sova	<b>6879H/2002</b>	20670	01apr20
PH-4J6	FUL Graffiti MA 30	<b>63</b>	21038	09apr20
PH-4Q3	Blackshape Prime BS100	<b>BPU 026</b>	09468	16apr20
PH-8Z4	Fresh Breeze SportiX 122	<b>1398</b>	20905	08apr20
PH-1441	Glasflügel Libelle 201 B	<b>173</b>	07454	10apr20
PH-1500	Schempp-Hirth Ventus a	<b>324</b>		01apr20
PH-1627	Schempp-Hirth Discus-2a	<b>186</b>		01apr20

### Cancelled from register:

PH-NPT	Cessna F172N	<b>F17201641</b>	02684	17apr20	To Germany.
PH1642	Diamond HK-36TTC	<b>36.837</b>		14apr20	To Greece.

### Additions, corrections and news:

PH-AVI	Cessna TR182	<b>R18200742</b>		25apr19	Ex D-EDCN, N736MU.
PH-AWC	Cessna 172P	<b>17274510</b>		07oct19	Ex HA-TUT, D-EFZQ, N52414.
PH-BBJ	Cessna 560XL	<b>560-6266</b>		14may19	Ex N5168Y.
PH-DHD	Cessna 172N	<b>17269065</b>		11oct19	Ex G-IDHC, LN-DAA, SE-GOX, N734RX.
PH-DOC	Eurocopter EC135 P3H	<b>2095</b>		26sep19	Ex D-HECH.
PH-FSD	Cessna 208	<b>20800415</b>		17jan19	Ex G-OAFF, (D-FSSD), N5256N.
PH-HCH	Eurocopter EC120B	<b>1273</b>		15aug19	Ex G-DEVL, F-WQDH.
PH-KFB	Diamond DA42NG	<b>42.N373</b>		04jul19	Ex OE-VPY.
PH-MAS	Partenavia P.68C-TC	<b>245-08-TC</b>		22jul19	Ex OO-PXL, Z-WLL, VP-WLL, OO-HJD.
PH-MLZ	Socata TB-20	<b>1469</b>		08oct19	Ex I-OHDB, F-OHDB.
PH-NAZ	Piper PA-34-200	<b>34-7350318</b>		05nov19	Ex HA-OTI, N758BL, G-BFKY, PH-NAZ, N56332.
PH-TFO	Boeing 737-8 MAX	<b>44598</b>		23jan19	Ex N1786B.
PH-WOH	Diamond DA40	<b>40.762</b>		29jan20	Ex EW-414LL, N727DC.
PH-4U1	Pipistrel Taurus 503	<b>165 T 503</b>		04oct19	Ex 05QY.
PH-1604	Grob G-109	<b>6033</b>		30oct19	Ex SE-UUD, OY-XNC, D-KAZE.
PH-1627	Schempp-Hirth Discus-2a	<b>186</b>		18jun19	Ex OK-7201, N7CG.
PH-1633	Glasflügel Libelle 205	<b>150</b>		29aug19	Ex D-8681, G-CKNI, BGA 5225, F-CEQG.

Credits: Inspectie Leefomgeving en Transport, airnieuws.nl



In November 2018 "Zelf Vliegen" was selected as the company that will train future Transavia pilots using the Blackshape BK160 Gabriel. PH-TRC was registered in December 2019 and PH-TRZ was registered in March 2020. Recently both aircraft were seen outside with Transavia-green stickers applied ready to be used by future Transavia pilots for the Multi crew Pilot License. (Lelystad, 7 May 2020, Richard Poeser)



# Dustpan & Brush



The crash of Pakistan International Airlines Airbus A320 AP-BLD with the loss of the lives of nearly all on board was another disaster that much will be said about afterwards. As we go to press it is too early to draw conclusions but sadly, there are indications that an initially perfectly good aircraft may have been damaged by loss of situational awareness, with catastrophic consequences in the end. Above, the Bus is seen in better days at Dubai, on 31 January 2015. (René Bremer)

## Additions & Corrections:

20jun13 FA334 Mi-17 **419M48** w/o  
See Scramble 410.

30mar16 90-940 F-16D **5B-9** w/o  
See Scramble 444.

31jan17 314 SA319B **2314** w/o  
See Scramble 454.

07dec18 1351 SA330B **1351** dam  
Callsign was F-RAAJ.  
See Scramble 477.

27feb19 93-103 KF-16D **KD-23** w/o  
See Scramble 479.

## New Accidents:

07aug17 10.. UH-60M dam

A brand new UH-60M of Escuadron Aereo 108 of the Mexican Air Force was blown over at Monterrey Aeropuerto Del Norte during the hurricane season. It sustained considerable damage to its undercarriage and tail plane but may be repairable.

29feb20 N721EC Lj35A **35A-355** dam

An East Coast Jets Lear 35A suffered damage after a landing accident at Altoona Airport (PA), when one of its wings hit the ground on landing. It had left Allentown-Lehigh Valley International Airport (PA) with two crew members earlier in the day.

22apr20 1136 CeT206H w/o

Both crew members were killed when Iran Police Wing Cessna Stationair TC crashed during the evening into trees on the edge of the Motel Ghoo Forest, in northern Mazandaran province. The crash occurred in bad weather while the aircraft was en route to Tehran.

23apr20 N477SS PC-12/47 **813** w/o

The pilot, sole person onboard the Boutique Air PC-12, was completing a short fifteen minutes positioning flight from Dallas-Fort Worth to Mesquite Metro Airport, located east of Dallas (TX). On approach, the engine lost power and failed. The pilot attempted an emergency landing in an open field located a few miles from the airport. On touchdown both wings were torn off and the aircraft slid for few dozen yards before coming to rest in flames. The pilot was injured and the aircraft was damaged beyond repair (although the fuselage remained intact).

23apr20 N601X PA-61 **61-0393-117** w/o

A Ted Smith Aerostar 601B of Tiadaghton Aviation impacted terrain under unknown circumstances at Powder Wash, Moffat County, north-west of Craig (CO), killing the sole occupant.

24apr20 YV3427 IAI1125SP **054** dam

A Venezuelan registered IAI 1125 Astra of Inversiones SC 2012 sustained minor to moderate damage when it suffered a runway excursion during take-off from runway 27 Fort Lauderdale Executive Airport (FL). The nose landing gear collapsed after it ran onto the grass. The three people onboard were not injured.

24apr20 N3276T UH-1H **12199** w/o

One of the two occupants of this VNC Iroquois was killed after it impacted the ground in Sherwood Park, Mesa (AZ). The helicopter was a write off. Video shows the helicopter spinning out of control moments before it crashed. The tail rotor was found approx. 1.12 miles southwest of the main wreckage.

24apr20 ZK-LTK PAC Cresco 08-600 **030** w/o

The Ravensdown PAC Cresco 08-600 (a New Zealand built single engine turboprop) crashed shortly after take-off from a private agricultural strip on a farm twenty kilometres south-east of Carterton, near Ruakiwi Road, Kourarau Hill. The experienced Ravensdown pilot unfortunately received fatal injuries during the accident. Wairarapa Police Area Commander, Inspector Scott Miller has stated that the Cresco had displayed problems during the take-off run. The Transport Accident Investigation Commission (TAIC) are investigating the cause of the accident and the wreckage is due to be removed and examined at a remote facility in Wellington.

25apr20 RA-06268 Mi-26T **34001212483** w/o

Of the five passengers and three crew onboard the Mil (so eight in total), seven were injured during a hard landing incident, in which the sole Mi-26T of Abakan Avia was written off. The Mi-26T crash landed on the Yamal Peninsula in Northern Russia, Novy Urengoy, Vankor field to be precise. It is not exactly clear what happened, but landing speed and angle of attack may not have been according to the Mi-26 operating manual. It is also reported that a swirling stream and failure of the left engine caused the crash. During touchdown, the tailboom separated from the fuselage pod.

26apr20 N3276K UH-1H **10127** dam

This Iroquois was used in the State of Nuevo León to fight fires, suffered substantial damage after a hard landing. It is former 67-19521 of the US Army.

27apr20 MiG-21 dam

Either on 26 or 27 April the Syrian Arab Air Force had one of its about 100 remaining MiG-21s suffer a take-off incident at Hama Air Base, Syria. According to some sources, the MiG-21 was shot down by Syrian rebels. However, analysts believe that the MiG-21 was not shot down, as photographic evidence suggests. It is more likely that the MiG-21 slipped off the runway during take-off because the fuselage is overturned while the front and rear wheels are all extended.

Terrorists always sense a good opportunity to report this as a 'victory' for them to polish their names through fake information.

28apr20 C-FCBZ Beech A100 **B-116** dam

A Buffalo Airways Beech King Air suffered a runway excursion on landing at Kugaaruk Airport (NU). The aircraft slid off the side of the runway into a snowbank. Both occupants were unharmed. At the time of the mishap visibility was poor.

29apr20 148822 CH-148 **925022** w/o

A Royal Canadian Air Force CH-148 Cyclone helicopter of 12 Wing had gone down in the Ionian Sea west of the island Kefalonia (between Greece and Italy) in the Italian Flight Information Region. It was onboard the Halifax-class HMCS Fredericton (FH 337), in the Mediterranean Sea as part of Standing NATO Maritime Group Two (SNMG2). Task force SNMG2 consists of four to six destroyers and frigates. Its role is to provide NATO with an immediate operational response capability. Contact with the helicopter was lost early in the evening on Wednesday, around 20:15 hours local time. The flight was briefed as a routine flight operation while the task force was at sea. NATO search and rescue teams were searching the sea area west of Kefalonia island shortly after the report of the missing helicopter. Sadly all six onboard died in the mishap. It later emerged that the chopper went down within sight of the frigate and several witnesses.

30apr20 Do228-201 dam

During the take-off roll at Delhi-Palam Air Force Station, the Dornier of the Indian Navy experienced a right-hand main gear tyre deflation. The captain of the aircraft aborted the take-off. A fire erupted in the area of the undercarriage, causing local damage and scorching.

30apr20 A7-ALJ ? A350-941 **025 ?** dam

30apr20 A7-BCT B787-8 **38338** dam

A very strong wind at Doha-Hamad International Airport made Qatar Airways Boeing 787-8 A7-BCT jump its chocks around 15:30 hours local time, and weather vaned into the wind and strangely enough seems to move forward into a parked Airbus A350. The registration of the Airbus needs confirmation. According to ATIS (Automatic Terminal Information Service, basically weather reports from an airport at hourly or half hourly intervals) information shared on Twitter winds in Doha were gusting up to 61 knots. No wonder the Dreamliner was moved from its chocks!

01may20 HL9646 S-76B **760391** dam

Five crew and two others (including a patient) were onboard the Sejin Aviation Sikorsky when it crashed on Mount Jiri, Sacheon, Sancheong County, South Korea shortly after having picked up the patient (one of two mountain climbers who was reported to have suffered a heart attack). Five occupants sustained minor injuries, two occupants were seriously injured.

02may20 N8375F MD500E **0586E** w/o

A Houston Police Department MD500E crashed into an unoccupied building in an apartment complex in the 17000 block of Imperial Valley near Benmar in the Greenspoint area of North Houston (TX). Both police officers were injured and had to be cut from the wreckage. One police observer (Tactical Flight Officer) died about four hours later from the injuries sustained in the crash. The accident happened just before 2am in the morning.

02may20 N27YK Yak-52 **9611905** w/o

A private Yakovlev Yak-52 (Aerostar built) crashed at Zelmer Memorial Air Park, Macoupin County (IL). The airplane got destroyed and the sole pilot onboard received fatal injuries.

02may20 FAB-051 Beech 95-B55 **TC-1388** dam

Six people have died, including four Spanish citizens, when a Bolivian Air Force Beech Baron crashed twenty kilometres south of Trinidad, capital of the Beni department. The aircraft participated in the repatriation of Spanish citizens, whom it had to transport to the city of Santa Cruz de la Sierra. The regional director of the Administration of Airports and Auxiliary Services to Air Navigation (Aasana) explained that "the aircraft took off at 2:07 pm from the Trinidad air base heading to El Trompillo (Santa Cruz), twelve minutes later reported an engine failure and reported returning to the station. Five



One of the two occupants of VNC Iroquois N3276T was killed after it impacted the ground in Sherwood Park, Mesa (AZ) on 24 April 2020. Our photo shows it on 2 October 2019 in Redding, CA, shot by John Bennett.





Sikorsky CH-148 Cyclone 148822 was lost at the Ionian Sea on the night of 29 April 2020, after taking off from Canadian frigate HMCS Fredericton during a mission with the Standing NATO Maritime Group in the Mediterranean. The data-recorders were found afloat amidst debris soon after the crash. (HMCS Toronto in Mediterranean, 20 April 2019, MCpl Manuela Berger).

miles away, contact was lost and smoke was observed in the sector.“

02may20 84-0030 F-15C **941/C333** dam

An Oregon Air National Guard F-15C, while on a homeland defence mission, diverted to Joint Base Andrews (MD) due to an in-flight emergency, and skidded off the runway. The 123rd FS Redhawks Eagle was assigned to a North American Aerospace Defense Command's (NORAD) Operation Noble Eagle mission over Camp David, where President Trump was present. Aircraft conducting that mission are usually armed with air-to-air missiles and it seems the pilot jettisoned all four AIM-9 Sidewinders and all four AIM-120 AMRAAMs before the recovery. The F-15C was forced to divert around 13:30 hours local time. When it touched down, the landing gear collapsed and the aircraft eventually went off the runway. There were no injuries to the pilot and runway operations were not affected, according to the base. Damage consisted of the radome and the radar (likely an active electronically-scanned array for the AN/APG-63(V)3) being sheared off and the drop tank under the aircraft's right wing got crushed.

04may20 MAP-7711 Mi-171 **171E00067842807U** dam

The Macedonia Police Aviation had one of its two Mi-171s sustain quite some damage after the chopper crashed during take-off after refuelling due to unknown reasons. One person was slightly injured, four others were fine.

04may20 5Y-AXO EMB120RT **120259** w/o

This African Express Airways Embraer was on a charter freight flight from Baidoa to Berdale (Somalia) with four passengers, two crew and a load of medical supplies, approaching Berdale at about 2,200 feet, or about three minutes prior to landing, when the aircraft was hit by an object similar to a rocket propelled grenade. The twin turboprop lost height, impacted ground five kilometres short of the airfield and burst into flames. All occupants perished, the aircraft was destroyed. Kenyan Security Forces reported the aircraft was downed by a rocket propelled grenade launched from the area of Berdale.

Somalia's officials reported the aircraft was shot down. Berdale Airport is a base for Ethiopian military under the multinational African Union Mission Somalia (AMISOM), combating al Qaeda linked Al Shabab extremist forces. On 9 May a preliminary report filed by AMISOM stated Ethiopian troops at Berdale admitted they shot down the aircraft on mistaken identity. The troops at Berdale Airfield did not know about the arrival of the aircraft and judged the air-

craft's unusual flight path at low altitude to be a potential suicide mission, seeking a target to attack and shot the aircraft down. AMISOM further reports the Ethiopian troops at Berdale were not part of AMISOM but Ethiopian National Defense Forces (ENDF), which raises legal questions on their presence in Somalia.

04may20 LV-WOC Lj25D **25-269** dam

An explosion occurred on a Learjet 25D ambulance jet while being serviced on the apron at San Fernando Airport, Argentina. The aircraft was being prepared for emergency medical flights on behalf of the Tierra del Fuego government with the servicing of the oxygen system when the explosion took place in the rear fuselage

05may20 LV-BXU Lj35A **35A-462** w/o

The Lear 35A of Cabiline departed San Fernando for a domestic Argentinean flight to Esquel as an ambulance flight, carrying a doctor, a nurse and two pilots. While on a night approach to Esquel Airport, the crew encountered low visibility (down to 100 metres) due to foggy conditions. On final approach the aircraft struck the ground and crashed, bursting into flames. Both medical staff were killed and both pilots were seriously injured. Two days later, the co-pilot died from his injuries.

05may20 C-GKCK Bell 412EP **36090** dam

Operating on behalf of Conaf (Corporación Nacional Forestal, or National Forest Corporation), the Guardian Helicopters Bell 412 was loading water on Lliu Lliu reservoir, near Coliguay, Chile, when it crashed on the water under unknown circumstances. Both crewmembers abandoned the aircraft, with no relevant injuries, besides a wet suit.

07may20 N401WN B737-7H4 **29813** dam

An unusual entry for the Dustpan & Brush section, as a Southwest Airlines Boeing 737-700, operating flight WN1392 from Dallas-Love Field (TX) to Austin (TX) landed on Austin's runway 17R when the crew spotted a man on the runway and attempted to avoid the individual. However, the left engine hit and killed the man. The aircraft rolled out without further incident, the crew advised tower "there might be a person on the runway" and added at about the touch down point. Tower instructed the next arrival on finals to go around. There were no injuries onboard of the aircraft, the aircraft sustained damage to the left hand engine.

Austin Police reported the man wasn't dressed like an airport worker and did not have any identification on him. On 9 May the airport reported the man was not employed by the airport and hopped the perimeter fence. The perimeter fence is being



Last month we showed Beech B55 FAB-051 in fine shape but now it is in shambles unfortunately. Extra sad is that it was transporting some Spanish tourists that were being repatriated after the travel ban due to Covid-19. (Trinidad, 2 May 2020, Andrés Gómez Vela through Agencia de Noticias Fides)

checked by the TSA, or Transportation Security Administration. Airport Staff reported the man was a homeless person known to police. A large homeless camp is just outside Austin Airport, in the past there had been similar encounters when homeless people ended up inside the airport perimeter.

07may20 A400M dam

Approaching Zaragoza Airport, Spain, an Ejército del Aire Airbus A400 of Ala 31, suffered a bird strike, which caused quite some damage to the fuselage, just aft of the main gear.

07may20 403 Zlin 242L 0785 w/o

Around 16:00 hours local time, a Zlin 242L from the Hrvatsko ratno zrakoplovstvo i protuzračna obrana (Croatian Air Force) crashed during a training flight at Donje Biljane near Zadar. Unfortunately both pilots were killed in the crash.

07may20 Mi-35 w/o

A Russian Federation - Aerospace Forces Mi-35 crash-landed in the Dzhankoi area in the north of the Crimea. According to the information, the pilot did not survive the crash and two more service men are in critical condition. The helicopter was on a scheduled training flight.

07may20 XB-RBF BAe125 w/o

A Hawker Siddeley HS125 was destroyed on the ground by Venezuelan forces. The aircraft had landed at an illegal airstrip in southern Zulia state, Venezuela, and was engaged in a narcotics smuggling operation.

08may20 MiG-29UPG w/o

Around 12:30 hours local time a Bharatiya Vayu Sena (Indian Air Force) MiG-29UPG crashed near Rurki Kalan village in the Nawanshehr district (state of Punjab). The aircraft developed a technical snag and the pilot ejected safely. The fighter aircraft took off from Adampur Air Force Station for a normal routine training flight. The 8th Wing, based at Adampur AFS, has two operational fighter squadrons, 47 Squadron 'Black Archers' and 223 Squadron 'Tridents' operating the upgraded MiG-29.

09may20 5A-LAQ A320-214 5494 dam

09may20 5A-LAU A330-202 1543 dam

09may20 5A-UAE Lj60XR 60-385 w/o

09may20 Il-78 0093493799 w/o

A Libyan Airlines A320 was damaged in a mortar attack by armed forces of the Libyan National Army (LNA, forces loyal to Libyan general Khalifa Haftar) were responsible for that attack at Mitiga International Airport. A picture shows shrapnel that has damaged the fuselage. Also a company A330 received minor damage, and had been in storage in a hangar

at the airport since 31 August 2019. Besides the two Airbuses also a United Aviation Lear 60 got destroyed, plus an Il-78 of the Libyan Air Force.

09may20 N4661N Ce402C 402C0019 dam

The aircraft impacted wooded terrain along US 41 in Henry County near Henry County Airport (GA), near the Atlanta Motor Speedway, and received substantial damage. Both occupants were taken to a nearby hospital for check-ups but released with no injuries.

12may20 PK-MEC Kodiak 100 100-0026 w/o

Shortly after take-off from Jayapura-Sentani Airport Papua, while climbing, the pilot of the Mission Aviation Fellowship Quest Kodiak sent a brief mayday message when he lost control of the airplane before crashing in Sentani Lake, two minutes after getting airborne. The wreckage was found at a depth of thirteen metres and the pilot was killed.

12may20 N887SP PA-34-200 34-7350124 w/o

Following an unspecified mechanical issue, the Wayman Aviation Academy Piper Seneca struck power lines and impacted terrain during the attempted emergency landing in Miramar (FL), along South Hiatus Road and Pembroke Road. The airplane was destroyed during the accident sequence and the trainee pilot received fatal injuries, the flight instructor onboard was seriously injured. A third person was injured by debris and was treated at the scene. The Piper had taken off from Hollywood-North Perry Airport (FL) earlier for a training sortie.

14may20 N183MP OH-58C 41527 dam

This military version of the Bell 206, a Kiowa of Air One Mobility, executed an apparent precautionary landing to an orchard field after flying low to prevent frost from forming on fruit trees at Klein's Kill Fruit Farms, near 115 Cold Spring Road in the town of Claverack, Columbia County (NY). The helicopter sustained substantial damage and the two people onboard were not injured. It used to fly around for the US Army as 71-20666.

15may20 PT-RMN EMB810C 810434 w/o

An Embraer 810C Seneca II (license built Piper 34) of Top Line Táxi Aéreo carrying three doctors, one of them a Covid-19 patient, and one pilot, crashed in a mountainous area near São Benedito, Brazil. All four were sadly killed.

15may20 F-22A w/o

An F-22A, assigned to the 43rd Fighter Squadron "Hornets" ('TY'), part of the USAF 325th Fighter Wing based at Eglin AFB (FL), crashed at approximately 09:15 hours local time. The accident took place during a routine training mission some



twelve miles north-east of its home base over the nearby test and training range. Luckily, the pilot ejected safely from the Raptor and has been transported to the Eglin hospital for evaluation and observation.

16may20 RA-67066 L-410MA **750501** dam

A Let 410 of an unknown operator suffered a runway excursion during take-off from Ulang, South Sudan. It veered to the left, hit a building with its left wing and came down to a stop in the middle of the village next to the airstrip. The L-410 suffered damage to the left-hand wing tip, left-hand main gear bay, no.1 propeller tips and the nose cone.

17may20 114161 CT-114 **1161** w/o

Plane fanatics and families gathered under grey skies for what was to be an exhilarating show by the Canadian Forces Snowbirds team over Kamloops (B.C.). Operation Inspiration (meant to lift spirits) started in Nova Scotia earlier this month and features the team's signature nine-jet formation. It was aimed at boosting morale as Canadians continue to struggle with the COVID-19 pandemic. Instead of enjoying their usual stunning display, locals watched as the Tutor veered up and circled back before diving into the ground, in an area near Glenview Avenue. The crash resulted in fire and, sadly, one fatality.

17may20 YV1837 Bell 206B-3 **4307** dam

A Bell JetRanger of Lloyd Aviation, carrying a party of military officers, made a forced landing in the parking lot of the "La Ceiba" stadium in San Félix, Bolivar. The skids partially collapsed, causing damage to the chopper. The crew and passengers were unharmed.

19may20 F-35A w/o

An F-35A Lightning II assigned to the USAF 58th Fighter Squadron crashed upon landing around 21:30 hours at Eglin AFB (FL), during night time conditions. The pilot successfully ejected and was transported to the 96th Medical Group for evaluation and monitoring, and was reported as being in stable condition. At the time of the accident, the pilot was participating in a routine night training sortie. If the F-35 involved is a write off, this would be the third F-35 lost in a crash, following a US Marine Corps F-35B and a Japan Air Self-Defence Force F-35A.

19may20 PT-VEO EMB810D **810647** w/o

Another license built Piper crash in Latin America, as this Brazilian Embraer 810D Seneca III crashed and burned soon after take-off from Tietê, São Paulo. Both occupants died at the scene.

19may20 Mi-8AMTSh w/o

A Russian Federation - Aerospace Forces Mi-8 crash landed near Moscow, killing all three crew members onboard. Around 20:00 in the evening it crashed during a training flight in a remote area in the Moscow region, some twenty kilometres from Klin. The helicopter came down after the crew reported technical issues. After hitting the ground, the helicopter was destroyed by fire.

19may20 N820TJ B737-8Q8 **28128** dam

iAero Airways flight WQ3518, from Victorville (CA) to San Diego (CA), suffered damage to the leading edge of the left-hand horizontal stabiliser under unknown circumstances. After landing it appeared that some non-structural parts of the tail fin were missing and had departed the aircraft in-flight. The crew had no idea this had happened.

20may20 N153SA OH-58A **40025** w/o

Both occupants were fine after this former OH-58A 68-16711 of the US Army, now operating for a private owner, crashed in a field under unknown circumstances at West Branch (MI).

21may20 VT-ABB ATR42-320 **392** nil

21may20 VT-RPG Be400A **RK-190** w/o

Cyclone Amphan caused flooding and damage at Kolkata Netaji Subhas Chandra Bose International Airport, India. A hangar at the airport collapsed, causing damage to the Beechjet of the Sanjiv Goenka Group. From an image the airplane looks totally destroyed. Another aircraft that got wet was an ATR42 of Alliance Air, but damage to that one was minimal.

21may20 2347 C-95BM **110374** dam

After suffering a hydraulic failure, a Força Aérea Brasileira Embraer C-95M Bandeirante of Rumba Squadron (1<sup>o</sup>/5<sup>o</sup> GAv) made an emergency landing without landing gear on runway 34R at Natal Air Force Base, sustaining quite some damage in the process. There were no injuries.

22may20 AP-BLD A320-214 **2274** w/o

Pakistan International Airlines flight PK8303 crashed on the approach to Karachi-Jinnah International Airport's runway 25L, Pakistan. The airline stated there were 91 passengers onboard and seven crew members. The flight departed Lahore-Allama Iqbal International Airport at 13:05 hours local time and was expected to arrive at Karachi at about 14:45.

Approaching the airfield the flight was cleared to land on runway 25L, but soon after the flight crew radioed that they were going around due to problems with extension of



What should have been a cheerful event to enlighten the somber mood of the COVID-19 crisis turned into a rather traumatising event for many. During a Snowbirds performance over Kamloops (B.C.) in the context of Operation Inspiration, CT-114 114161 crashed after apparent loss of control. Rob Sowald took the above photo of the Tutor at London (Ont.) Air Show on 23 September 2017.



the nose landing gear and requested another ILS approach to runway 25L. The controller instructed the flight to turn left heading 110 degrees and climb to 3,000 feet. While on a left downwind for a second approach to runway 25L, about abeam the threshold of runway 25L, the crew requested to turn left immediately reporting they had lost both engines, declaring multiple maydays. Pictures of the aircraft show it had the RAT (RAM Air Turbine) deployed, which provides a source of electricity and for a hydraulic system, in case of a loss of both engines or engine driven generators. Tower cleared the aircraft to land on either runway 25 (25L or R). The Airbus never made it that far as it lost height and impacted a residential area called Model Colony, featuring concrete multi-storey buildings on the second approach east of the aerodrome and burst into flames at about 14:40. Five multi-storey houses - including the Allied School Airport Campus - are being reported to have been de-roofed and set ablaze, debris is distributed over the streets. Two occupants survived with injuries, 66 bodies were recovered from the crash site. Jinnah Medical Center reported that fifteen bodies and eight injured people (unclear whether the injured were occupants of the aircraft or people on the ground) were taken to the centre. The Health Department of Sindh confirmed two passengers survived the accident. So far 66 bodies have been recovered from the crash site, five of them were already identified.

A few days later it emerged that the aircraft made two attempts to land. During the first approach it appears the landing gear was still retracted when the aircraft neared the runway, the pilot had not indicated any anomaly or emergency, emergency services thus did not respond and did not foam the runway as would be done in case of a gear malfunction. The marks on the runway between 4,500 feet and 7,000 feet down the runway suggest the engines made contact with the runway surface, it is possible that the engines were damaged during that contact with the runway surface. On that same day, 24 May, the airline said, the landing gear had not been (partially or fully) lowered prior to the first touchdown. The crew did not call out the standard operating procedures for an anomaly and no emergency was declared. Most likely the crew was not mentally prepared for a belly landing and went around when they realised the engines were scraping the runway.

28 May investigators reported that both the FDR (Flight Data Recorder) and CVR (Cockpit Voice Recorder) were recovered, and will be read out soon, hopefully revealing exactly what happened.

24may20 PT-MSS B767-316ER 41748 dam

24may20 PT-MUB B777-32WER 37665 dam

A LATAM Boeing 777-300ER was being pushed back at São Paulo-Guarulhos International Airport when the rear side of the left-hand wing hit the right-hand elevator of a parked LATAM Boeing 767-300ER. Especially the 767 received quite some damage to its elevator.

26may20 Mi-8MTSh-VA w/o

Four crew members have been killed after a Russian Federation - Aerospace Forces Mi-8 crash-landed and caught fire near the town of Anadyr in Russia's Far Eastern Chukotka region. The Mi-8 was involved in a training flight and crashed on Coal Mine Airport under unknown circumstances. First reports mention that the helicopter came down with technical issues. A video showed the helicopter during a common take-off, but into its hover it started to turn, most probably due to issues with the tail rotor. After some tumbling's around, it violently crashed. This Mil Mi-8AMTSh-VA is a special Arctic version of Mi-8.

26may20 Beech 200 w/o

A Beech Super King Air was found at an illegal airstrip near Morocoy, Mexico, by law enforcement officers. The aircraft likely had been used to transport narcotics. It had been set ablaze and the main fuselage was consumed.

28may20 N720PT BAe125-700A 257032/NA0223 dam

A private Hawker 700 landed at an illegal airstrip between the towns of Chunox and Sarteneja in Belize. The nose gear sank in soft soil and the right-hand wing leading edge suffered some damage.

28may20 N909AK AC500S 3232 w/o

Following a loss of engine power, the State of Alaska Aero Commander Shrike force landed into a pond shortly after take-off from Aniak Airport (AK), about 2.5 miles west of the airport. The airplane sustained substantial damage and the four occupants onboard received unspecified injuries.

Credits: ASN, AviationHerald, B3A, f-16.net, HudsonValley360, Nicaragua Dispatch, FAA



The Belize Defence Force lost one of its two Hueys, BDF-12, in an accident late February 2020. The helicopter plunged into the sea and was later recovered. It is seen here in better circumstances late 2019 (BDF Air Wing).





Ex Polish MiG-21MF 9105 is one of the former Alten Buseck aircraft which has come to Baarlo. It arrived last year and is now parked in the backyard. (20 May 2020, Jurgen van Toor)

## Netherlands

### Baarlo

Piet Smedts has restarted the tours at this site ([www.psaero.com/tour-rondleidingen](http://www.psaero.com/tour-rondleidingen)). Noted on 20 May were:

26+72	F-104G	preserved	<b>7418</b> may20
30+39	Typhoon	preserved, on pole, test rig	may20
84	Bo105CB	preserved	may20

All these are in the front yard. The Bo105 is in white/blue colours and mentioned as an ex Dutch Politie aircraft. In the former car showroom are:

16520/HC	T-33A	preserved	<b>5852</b> may20
B-63	Bo105CB4	preserved	<b>S.263</b> may20
XW318/MG-78	Jet Provost T.5A	preserved, ex Maastricht	may20

Inside the green sheds were:

BR-15	Mirage 5BA	stored	<b>315</b> may20
2422	MiG-23ML	stored	<b>0390322422</b> may20
31+21	G91R/3	stored, ex Anjum	<b>388</b> may20
R-2107	Mirage 3R	stored	may20

Also in here were two ex KLu Bo105s being converted so their rotors can move on electric power. These two, plus B-48 from the backyard and one more will go to an amusement park. These three could be B-72, B-74 and B-79.

Between the sheds were:

25+61	F-104G	stored	<b>9007</b> may20
26+44	F-104G	26+30, stored	<b>9182</b> may20
40+65	Alpha Jet	stored	<b>0065</b> may20
(XZ641)/A	Lynx AH7	stored	<b>172</b> may20

Preserved in the backyard are:

MT-48	CM170	MT-9, preserved	<b>266</b> may20
24+25	MiG-21bis	preserved	<b>75058087</b> may20
25+41	Su-22M-4	preserved	<b>26716</b> may20
61+11	Br1150	preserved	<b>22</b> may20
94+50	Mi-2S	preserved	<b>563401044</b> may20
98+08	Tornado	XX947, preserved	<b>P02</b> may20
23	MiG-23UB	20+56, preserved	<b>A1038504</b> may20
593	MiG-23MF	20+09, preserved	may20
B-48	Bo105CB4	preserved	<b>S.248</b> may20
1809	MiG-21M	preserved	<b>961809</b> may20
1909	MiG-21R	preserved	<b>94R01909</b> may20
2007	MiG-21M	preserved	<b>962007</b> may20
2008	MiG-21M	preserved	<b>962008</b> may20
8909	MiG-21MF	preserved	<b>968909</b> may20
9105	MiG-21MF	preserved, ex Alten Buseck	may20
XX974/FE	Jaguar GR3A	preserved	<b>S96</b> may20
XZ357/FK	Jaguar GR3A	preserved	<b>S124</b> may20
XX481/560-CU	Jetstream T2	preserved	<b>251</b> may20
XZ182	Lynx AH7	preserved	<b>058</b> may20
ZD282	Lynx AH7	preserved	<b>303</b> may20

64-0745 GF-4C preserved **1028** may20  
MiG-23UB 20+09 has been sold to Zruc and will move on. Also confirmed as gone are Alouette 2 1654/JAG (sold) and Alpha Jet 40+23 (to Austria).

### Breda

Preserved F-16A J-213, which was removed from here on 25 July 2019, is now scrapped. This happened together with J-142 which was stored at Leeuwarden.

### Den Haag

(99840)/PH-APM R4D-7 (N213GB), preserved may20  
The aircraft, which arrived in October 2018 at Madurodam, has been restored and is now painted in KLM colours. It is pole mounted at the local airfield (N52.09955, E4.29713) and is easily visible from outside the park.

### Leeuwarden

H-08 Alouette 3 A-522, preserved, ex Gilze jan20  
The Alouette arrived on 10 January and will be preserved on base. The aircraft was repainted at Lelystad in November.

### Zaandam

B-39 Bo105CB preserved **S-239** may20  
The former Baarlo Bo105 is hanging from the ceiling at the Flinders Design Woonwinkel at Affuitenhal 10.

## Czechia

### Brno - Slatina

(28+29) L-39ZO OK-DDR **232302** apr20  
The Albatros arrived last year from Trencin where it was overhauled. It is with Blue Sky Aviation.

### Březinka

3259 MiG-15bis preserved **623259** 18  
Former Český Brod MiG-15 is now under restoration with a private collector at this village east of Čáslav.

### Brno

(0215) L-29 preserved **290215** aug19



Sitting at home in lock-down does not mean you cannot spot aircraft. Czech L-39ZA 5019 passing through on its way to Pardubice. (30 April 2020, via Ben Sadler)



The cockpit of the former Koněšín Delfin is inside the Technické Muzeum.

**Brťov**  
(86) Yak-52 YL-STH **877814** jul18  
The former Hodenhagen (Germany) Yak is now based at the small airfield at N49.41113, E16.49702.

**Heřmanice v Podještědí**  
The location MiG-21MF 9410, which arrived here in 2017, is now known. It is preserved on a pedestal in the garden of an arms collector at N50.79265, E14.72952.

**Jindřichův Hradec**  
(XA311)/LPD Cadet TX3 BGA5834 **853** aug19  
Also here is Slingsby BGA785 which is marked *WE996*, but has no military history (updates EMOOS). Both came from Bechyně. The airfield is at N49.15040, E14.97728.

**Koněšín**  
(4313) MiG-21MF stored, ex Slovak **964313** sep19  
The MiG-21 has been removed from its art grave at Dolní Břežany (see Scramble 481).

Malhostovice  
3051 MiG-21UM preserved, ex Slovak **516913051** 18  
A private collector has a former Koněšín MiG-21 (N49.33579, E16.49908).

**Mníšek pod Brdy**  
Another private collector has MiG-15bis 3779 (ex Koněšín) and MiG-21MFN 2500 (cockpit).

Mostkovice  
3235 L-29 preserved, ex Přeřov **993235** Oct19  
0107 MiG-21F-13 preserved, ex Frydlant 20  
MiG-15UTI preserved ex Poland 20

A local collector has these aircraft. The MiG-21 was reported by the Frydlant airfield as moved to Slovakia, but apparently it did not.

Pardubice  
5015 L-39ZA stored **035015** apr20  
5017 L-39ZA stored **035017** apr20  
5019 L-39ZA stored, special c/s **035019** apr20

All three are stored with the CLV.

Turnov  
A restoration group has several cockpits, L-29R 2409 and MiG-21MFNs 4017 and 5581.

## Denmark

Ringsted  
Stampe SV-4C 222/OY-EFF (ex France) is confirmed as left for the UK. It is was registered on 20 March 2020 as G-BUNA and is based at Lashenden.

## France

Bordeaux (33)  
218/33-LC Mirage F1C-200 preserved oct19  
The former Rochefort Mirage arrived on 13 October at Bordeaux for the CAEA collection.

Castelnaudary (11)  
1062/AZE SA330B preserved **1062** apr17  
The Puma is preserved inside the barracks of the 4e Régiment Étranger (N43.29988, E1.97939). Thanks to MAR for several of the ALAT updates.

Caylus (82)  
SA341Fs 1131, 1399 and SA342Ms 3546 and 4184 have been delivered to the Camp de Caylus. A SA341F is visible on Google Earth as preserved behind the gate (N44.27673, E1.74529).

Clermont Ferrand (63)  
1504 SA341F preserved **1504** jul19  
This Gazelle is clearly visible over de wall at the military barracks (N45.77538, E3.09039).

Draguignan (83)  
Ex Cuers Puma 1088/AZP is reported to be preserved with the barracks of the Écoles Militaires. The barracks are at N43.52780, E6.49701.

Lunéville Chenevière (54)  
SA330B 1006 which was listed in EMOOS with the ALAT barracks at the former airfield is incorrect (it is still operational) and should be 06, ex Bourges. However it already has left the site. The still unknown dismantled F-86 Sabre is now visible at N48.51256, E6.64845.

Nimes (30)  
SA341F 1027/BDD (ex Pau) is reported as preserved at the barracks of the 2<sup>e</sup> Régiment Étranger d'Infanterie. The barracks are at N43.84658, E4.37221.

Marseille Provence (13)  
Some errors crept in last month list of stored Gazelles at the Aeromecanic hangar. They should be 1415 (desert c/s), 3857/GJK, 4022/GJQ, 4083/GNT, 4108/GKD, 4118/GNV, 4135/GNW, 4183/GOB plus one coded BCL. Another small Aeromecanic hangar on airside has at least two more Gazelles, including one coded AXN.

Noirmoutier en l'Île (85)  
(43-1059) L-4B (F-BGQM), restoration may20  
The Cub arrived in December 2018 from Luçon.

Saint Astier (24)  
The Puma preserved at the top of the hill at the Gendarmerie barracks (N45.15835, E0.53049) has been identified as 1066 (ex Montauban).



Former Zruč MiG-21MF 1207 arrived in March at the Paintball-Prague range at Radotin. This is on the far south side of Prague. (4 April 2020, Vaclav Kudela)





Former Zweibrücken RF-4C 68-0554 arrived on 12 April 1991 at Ramstein for instructional use. After use it was stored for many years. Recently it has been restored and repainted. It is now coded AR on one side and ZR on the other. The aircraft will be preserved on base at a roundabout. (9 May 2020, Mathias Schatz)

#### Toul Rosieres (54)

A129/11-ED Jaguar A preserved, ex code 7-HD nov19  
The Amicale de la 11ème escadre de chasse have restored their Jaguar and applied a more fitting code.

#### Tours (37)

The cabin of SA341F 1519/GHJ (l/n feb19) is used by the local division Centre d'Information et de Recrutement des Forces Armées. Their office is at N47.38083, E0.68586.

#### Germany

##### Bentlage (NW)

Gateguard F-104G 22+59 (as DF-101) has been removed from its pole on August 2019. It is now under restoration in a hangar. It is not known if it will return to the gate.

##### Bielefeld Windelsbleiche (NW)

(41-25275) PT-17 D-EDLL **75-2764** apr20  
The Stearman used to be at Oerlinghausen.

##### Ramstein

68-0554 RF-4C preserved **3369** may20  
Instructional RF-4C, which arrived here in March 1991, has been fully restored and will be displayed on a roundabout on base. It carries code AR on one side and ZR on the other.

#### Norway

##### Kjeller

On 26 May Sea King HAR3A ZH541/V was removed from the storage at Kjeller and trucked to the Metallco AS company in Oslo where it was scrapped.

##### Tønsberg Jarlsberg

(43)/H3+HF MS500 LN-WNS **1816** apr20  
The Morane arrived on 5 April from its winter storage of Eggemoen at its new home base.

#### Poland

##### Choczniia (MLP)

(6204) Mi-8T UR-PLF, ex Hungary **226204** may20  
The Mi-8 is under restoration at the heliport at N49.88037, E19.46699. It was already doing engine runs in May and came from Budapest Csepel. It might go to Denmark after restoration.

##### Deblin Irena (LBL)

Stored MiG-21PFM 09 has been confirmed to have left the museum. An internet photo shows the aircraft (repainted) preserved in a field. Its exact location is unknown.



This is most likely the very last photo ever of Sea King HAS3A ZH541/V. Tom Svendsen saw it on 26 May on a low loader heading from Kjeller to the scrapper Metallco in Oslo.





Joe Frastia from Most pri Bratislave, Slovakia, has the cockpit of MiG-21MF 1201 (via Ben Sadler)

#### Kraków Rakowice (MLP)

SN-51XP/G-020 Kania preserved **900301** may20  
 On 21 May the former policja Kania was handed over to the Muzeum Lotnictwa Polskiego and was directly put on display next to the entrance building. It was stored for several years in the policja hangar at the same location. The other stored Kania, SN-52XP/G-002, was also noted on that day.

#### Portugal

##### Alverca

Correcting EMOOS, the G44 Widgeon on display at the Museo do Ar collection is 129 (c/n 1251), not 121 (c/n 1243) painted as 129.

##### Beja

Six stored T-33A (1905, 1907, 1909, 1911, 1924 and 1927) have been scrapped in May 2020. It has been reported that more aircraft will be scrapped. These should include F-104G 20+99, G91R/3 32+38, 10 to 15 Alpha Jets, T-38A 2602 and 2 to 4 CASA 212s.

#### Romania

##### Tecuci

Correcting last month, MiG-15bis 27 should read 727.

#### Russia

##### Kamensk Shakhtinsky

RA-84837	An-2R	preserved	may20
	Mi-2	preserved, unmarked	may20
49 white	Mi-8	preserved	may20
81 white	MiG-25PU	preserved, ex 81 red	<b>22005047</b> may20

All aircraft are the Park Patriot at N48.29879, E40.30070. The

MiG-25 was intended for Algeria as FL-50, but was never delivered. Its log book is in French.

#### Slovakia

##### Mníšek nad Hnilcom

An all-white Mi-2 is preserved in a field at N48.80849, E20.80842 (l/n oct19). It might be an ex Police Mi-2.

##### Myjava

XZ578/30	Sea King HU5	stored	<b>WA846</b>	20
XZ598/N	Sea King HAR3	stored	<b>WA864</b>	20

Both arrived in 2019 at a private collector in or near Myjava. One will be restored with parts from the other.

##### Most pri Bratislave

1201	MiG-21MA	preserved, cockpit	<b>961201</b>	nov19
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A private collector has the cockpit of a former Koněšín MiG-21.

#### Turkey

##### Burhaniye

(10031)	Do28D-2	(TC-TRM), as TC-BBB	aug19
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The Skyservant is at the south western entrance of the city (N39.48906, E26.95930). It is there since at least May 2013 and came from Etimesgut.

#### United Kingdom

##### Balcombe, West Sussex

The Wings Museum has taken delivery of the cockpit of a Bristol Beaufort. It came from HARS in Australia.

##### Brough, East Yorkshire

ZJ100	Hawk 102D	preserved	<b>312359</b>	may20
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A TV news item showed Hawk 102 ZJ100 sitting in a building here. It arrived from Humberside for trials use circa 2016, a fact that seems to have gone unnoticed.

##### Dulwich, London

The fuselage of Chipmunk T.10 PAX (WB627/9248M) can still be found at Dulwich College. It is currently stored outside next to a building on the western side of the sports fields awaiting disposal. GPS: N51.43732, W0.08733 (this is the actual location of the aircraft).

##### Old Warden, Bedfordshire

The Shuttleworth Collection has nearly completed restoration work on its Bristol Fighter D8096/G-AEPH. It is now marked to represent B1162/F of 22 Sqn.

**Credits:** Phil Adkin, Wolfgang Birmes, Vaclav Kudela, Ben Sadler, Tom Svendsen, Tony Szulc, Jurgen van Toor, Gordon Wimmer



US Navy R4D-7 99840 was last flown as N213GB. It arrived at Madurodam (a miniature/heritage park) on 23 October 2018. It now on display in KLM colours as PH-APM (AirPort Madurodam/Albert Plesman) and easily visible from outside (9 May 2020, Peter Heeneman)



# Military News & Updates



Now that is some visitor! Beech 350 7T-WRM graced the tarmac of Exeter airport on 20 May 2020 and Ian Silva Simpson sent us this splendid photo; a worthy opener for this month's News & Updates section!

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)

#### CH-47F

D-473 Boeing f/f mar20 **M7473** may20

We mentioned the first flights of the first new CH-47Fs in March 2020. Serial D-472 was identified, but we could not identify the second Chinook. Recently, 298 Squadron of the Royal Netherlands Air Force published two pictures of both helicopters during their final acceptance at a US Army facility, so we were able to identify the second serial.

#### F-16AM

J-002 wfu Volkel **6D-158** apr20

J-142 wfu Volkel **6D-132** apr20

J-866 wfu Volkel ex 312/313sq **6D-83** may20

Sadly, more F-16AMs have been withdrawn from use at Volkel AFB. As far as we know, J-142 has already been scrapped.

#### F-35A

F-001/OT 308th FS ex 323rd TES **AN-1** may20

F-002/OT 308th FS ex 323rd TES **AN-2** may20

Both F-35s, which have been flying with 323rd TES at Edwards Air Force Base (CA), for test purposes, have been transferred to 308th FS at Luke Air Force Base (AZ), and joined the other six RNLAFF F-35s. F-002 was seen with a special tail for 70 years 323 TES Squadron.

### Bosnia and Herzegovina

#### Ministarstvo unutrašnjih poslova Republika Srpska (GV)

As a follow up on our news in Scramble 486 that the government of the Bosnian-Serb entity was planning to buy helicopters for its Ministry of Interior, we can now add that the government has decided to abandon the procurement of the helicopters! The tender was cancelled during budget revision in connection with the consequences of the COVID-19 crisis. It was expected that one additional AW119 Koala would be

purchased along with some Kazan Ansat helicopters. Possibly the purchase of the second AW119 will go ahead in due time.

### Croatia

Hrvatsko Ratno Zrakoplovstvo (AF)

The government announced that a decision had been made that, due to the emergency situation caused by the COVID-19 crisis, it would postpone the purchase of multi-purpose fighter planes. Officially the process is still open, but the government has other priorities at the moment. Croatian media reported that the RfP was sent to seven countries: the USA for new F-16s, Sweden for new Gripens, Greece/Israel/Norway for second hand F-16s, Italy for used EF2000s and France for used Rafales. The deadline for submitting bids was on 7 May 2020. A decision was expected around August and the contract was to be signed before the end of this year. Also elections at the end of the year could further delay the process. The current MiG-21s have a lifetime until maximum 2024.

This month we continue with some updates on IDs, including some nice ones: the last unknown MiG-21s.

#### OH-58D

321 EH ex USAR 10-01332

322 EH ex USAR 10-01336

323 EH ex USAR 10-01340

324 EH ex USAR 10-01341

326 EH ex USAR 11-01343

327 w/o 27jan20 ex USAR 12-01344

328 EH ex USAR 12-01346

331 EH ex USAR 12-01349

333 EH ex USAR 12-01351

334 EH ex USAR 12-01352

#### MiG-21bis

104 w/o 16apr95 c/n update **75092600**

132 stored fuselage c/n update **75003117**

134 stored fuselage c/n update **75080601**

#### Zlin 242L

403 EA w/o 07may20 **0785**

### Denmark

Flyvevåbnet (AF)

#### F-16AM

E-008 Esk 727 ex o/h **6F-51** may20

## Estonia

Eesti Õhuvägi (AF)

**M28-05**

43 1. Eskadrill f/n **AJE003-20** may20

## France

Armée de l'Air (AF)

As mentioned earlier this year, EAC00.314 has stopped its activities at Tours. The stepping down ceremony planned for 14 May was cancelled due to the COVID-19 crisis. This will now take place on 10 September at Cognac. There will be some limited flying of the Alpha Jets from Tours until 5 June. On that day four Alpha Jets will make a farewell flight over France. The base will remain operational until 30 June 2021. Some Rafales will have a temporary detachment here, starting mid-June 2020.

**A400M**

0102/F-RBAQ ET01.061 ex Airbus **102** may20

The Airbus was delivered on 24 April 2020.

Marine National (NY)

32F will be re-activated in 2021 at Lanvéoc and will have a detachment at Cherbourg. The SAR-unit will have four civil H160s on loan from Babcock. The Marine will not get its own military H160Ms before 2028.

34F will be de-activated in September 2020 at Lanvéoc when the Lynx helicopters will be phased out. However it will be re-activated on 1 January 2021 as 34F/ESHE and will replace 22S/EHSE.

In April 35F has conducted trials with a new version of their Dauphin, named Dauphin N, on board the frigate *La Fayette*. The Dauphin Ns will replace the Alouette 3s which will no longer be used aboard ships.

## Germany

Luftwaffe (AF)

**A350-941CJ**

(10+03) Lufthansa Tech. registered D-AGAF **416** may20

The first A350 for the FBS BMvg had been delivered to Lufthansa Technik in Hamburg for a reconfiguration as a VIP aircraft.

**EF2000(T)**

30+05 TLG71 ex TLG31 **021/GT005** may20

30+31 TLG71 ex TLG31 **110/GT012** may20

**H145M**

77+03 THR30 ex Airbus heli. ? may20  
(77+05) Airbus Heli. registered D-HADA **20326** may20

We missed the delivery of H145 77+03 to THR30 last month. This H145 had been delivered on the 17th of April 2020.

**Heeresflieger (AR)**

**NH90-TTH**

78+11 THR30 ex IHAz **TGEA11/GEAR11** may20

**Marineflieger (NY)**

**NH90-NFH**

79+53 MFG5 ex Airbus heli. **1436/NGEN03** may20

## Italy

Leonardo recently announced that the Ministry of Defence's ARMAEREO (Air Armaments and Air Worthiness Directorate) has issued the "initial certification" for Leonardo's new M345 (Aeronautica Militare designation T-345A) HET (High Efficiency Trainer) aircraft. Leonardo made "intense in-flight and on-ground test activities" totaling almost 200 sorties. This certification is a milestone in the development and another step to possible further sales abroad. Already in June 2019 Leonardo signed a second contract with the Ministry of Defence for the supply of thirteen T-345A HET aircraft, for a total value of 300 million Euros. This follows an initial contract for five aircraft bringing the number of T-345A trainers ordered by Italy to eighteen. The contract includes ground-based training systems and a five-year logistics support package. The Aeronautica Militare has identified a requirement for around 45 T-345A to progressively replace its fleet of 137 Aermacchi MB339s, that have been in service since 1982. The T-345A is also destined to become the new platform of the National Aerobatic Team (Pattuglia Acrobatica Nazionale (PAN). Leonardo also made efforts to interest African and European customers. However, two previously discussed sales targets for the M345, France and Spain, both opted to acquire the Pilatus PC-21.

Aviazione dell'Esercito (AR)

**UH-90A**

CSX81565/E.I.248 Leonardo f/n, new **ITAR49** apr20

Marina Militare (NY)

**MH-90A**

CSX81630/3-58 Leonardo f/n, new apr20



Not every Airbus product carries two GBU-16s, but EF2000 98+07 does. (Manching/Ingolstadt, 15 April 2020, Dietmar Fenners)





The H145M, like this 77+02, is replacing the venerable UH-1D in the Search and rescue role. It could immediately be deployed to combat the Corona virus. And so it was among some military aircraft visiting Frankfurt/Main for that reason. (15 April 2020, Frank Schuchardt)

Carabinieri (PO)

#### UH-139D

MM81968/CC-01 Raggr. Elicot. f/n, new/ex Leonardo **31880** apr20  
Guardia di Finanza (PO)

#### AW139M

MM81964/414 Centro Aviazione f/n, new/ex Leonardo **31874** apr20

#### UH-169A

MM81965/502 Centro Aviazione f/n, new/ex Leonardo **69104** apr20  
MM81966/503 Centro Aviazione f/n, new/ex Leonardo **69107** apr20

### North Macedonia

Ministry of Interior (GV)

#### Mi-171

MAP-7711 Police, w/o 04may20 **171E00067842807U**

### Norway

Norske Luftforsvaret (AF)

After a lengthy repair, AW101 Mk612 0268 was redelivered to Norway on 14 May 2020. The unfortunate Merlin was severely damaged on 24 November 2017 at Stavanger/Sola during a test run, when the helicopter rolled over on its side. It returned to Leonardo Helicopters at Yeovil (UK) in July 2018. Late October 2018, it was clarified that the helicopter would be fully repaired. First flight at Yeovil was on 31 July 2019, followed by nine months of testing.

#### AW101 Mk612

0268 OT&E d/d 14may20 **50268/NOR04** may20

### Serbia

Ratno Vazduhoplovstvo i Protivvazdusna ODatabaserana (AF)

After a break of two years a MiG-21 took to the skies again! Although on paper the MiG-21 was still in operation, they had stopped flying. The last single seat MiG-21bis was grounded in September 2015, and the Air Force was left with only three unarmed MiG-21UM dual seaters. These were disarmed according to the Subregional Arms Control Agreement in the 1990s. In the beginning of 2016 two disarmed MiG-21UM (16180 and 16185) were overhauled and armed with infra-red self-guided R-60MK air-to-air missiles, but after some time both stopped flying. In May aircraft 16185 finally flew again. Serbia reports they still own an experienced and capable staff (of pilots and technicians) to keep the MiG-21s flying until 2025 or 2026.

### Sweden

Flygvapnet (AF)

On 4 May 2020, the Försvarets Materielverk (FMV, Swedish Defence Material Administration) officially released a Request for Information (Rfi) for the replacement of its venerable Saab Sk60 (Saab 105) jet training aircraft. This side-by-side training aircraft has already been in service with the Flygvapnet since 1963.

The Rfi contained some interesting facts, which will narrow down the available options:

\* the education system must be ready at Linköping/Malmen for the first batch of pilot students in the summer of 2023. And before that, flight instructors should be able to fly into the system.

\* because of the very tight timeline, the requirement is that the system should be based on existing products and that there should be no Swedish special solutions. The supplier will also be responsible for maintenance for the first three years with an option for another two years.

Next to the aircraft, the other elements of the contract include the following: flight safety equipment (helmets, mask, life-jacket, parachute, etc.), simulators, Part Task Trainer (simpler PC type simulators), CBT (Computer Based Training), TLS (Through Life Support), engineering support for the product's life, aircraft maintenance (operational aircraft on the line and heavy maintenance), maintenance of simulators. As from 1 August 2020, the FMV will start evaluating the tenders received.

#### JAS39C

39228/228 F7 ex F17 39-228 may20

### United Kingdom

Royal Air Force (AF)

On 1 April 2020, 216X squadron was activated at RAF Waddington. The unit will act as an experimental unit to test drone swarm technology. The history of this squadron dates back to August 1917. It was then established as part of the Royal Naval Air Service (RNAS). During a bit more recent history, the squadron was re-activated at RAF Honington on 1 July 1979. It was planned to become the third maritime strike squadron equipped with Buccaneer S2 aircraft. The plans never really materialized following a fatal accident at

the Nellis AFB Ranges (NV) on 7 February 1980. A Buccaneer (XV345) flown by XVsq was lost on this date. The cause of the crash was fatigue in the front spar causing the wing to separate from the fuselage. The entire Buccaneer fleet was grounded and 216sq seized Buccaneer operations. The squadron was never officially deactivated, but it was not equipped with aircraft until the first TriStar tanker/transport aircraft were delivered in 1984. It continued operations with these large aircraft until they were retired in 2014, with the squadron disbanding on 20 March 2014. The experiments which will now be conducted by 216Xsq will focus on the usage of larger numbers of relative small drones which operate in concert. This for example can support reconnaissance missions covering larger areas in shorter periods of time, including Search and Rescue operations. Another area which is being looked at is to saturate enemy air defences.

Another RAF squadron which was reactivated is 22 squadron. The history of this squadron dates back to 1 September 1915, when it was established at Fort Grange, Gosport as part of the Royal Flying Corps (RFC). It served with distinction during both World Wars but was deactivated in 1945. In February 1955 it was reactivated again as dedicated Search and Rescue unit. From this moment on the squadron maintained flights at different locations in the United Kingdom. In sequence Sycamore HC12, Whirlwind HAR2, Wessex HC2 and Sea King HAR3/HAR3A helicopters were used until 5 October 2015. The British government had decided to divest the search and rescue role to civil contractor Bristow. On 14 May 2020, 22 squadron was reactivated at RAF Benson as the Operational Test and Evaluation (OTE) unit of the Joint Helicopter Command (JHC). As such the squadron will provide test and evaluation support for the Apache, Chinook, Puma and Wildcat helicopters operational units.

Mid-May 2020, the Ministry of Defence (MoD) confirmed the new location for the Royal Air Force Aerobatic Team (RAFAT), which is better known as "Red Arrows". Since 1983 the team was located at RAF Scampton, which will be closed in 2022. The team will move about fifteen kilometres to the south and settle down at RAF Waddington.

Marshall Aerospace and Defence Group (MADG) withdrew from the RAF E-7A Wedgetail project. Five former civil Boeing 737NG aircraft will be stripped to their frames by Boeing and will then be converted to E-7A standard. Initially, it was planned that MADG would perform the conversion part of this work, but since they withdrew Boeing had to select a

new UK based partner for this. The UK branch of STS Aviation Group has been selected. The first Boeing 737 is expected to arrive at Birmingham where this work will be conducted in the former Monarch Aircraft Engineering hangar. Boeing also announced that the first Boeing 737NG is already completely stripped and that the project will not suffer any delays due to the switch from MADG to STS. The first E-7A is planned to be delivered to the RAF in 2023, and the fifth and final one in 2026.

The Royal Air Force declared that Initial Operating Capability (IOC) was reached for the Poseidon MRA1 on 1 April 2020. The two aircraft delivered to the United Kingdom are jointly operated by aircrew of 54sq and 120sq. Five more aircraft are still on order.

General Atomics Aeronautical Systems (GA-ASI) announced that it had commenced construction of the first of sixteen Protector RG1 drones on order for the Royal Air Force. The manufacturer designated this aircraft **BC04**, but it is also known as **UK1**. This UAV is based on the MQ-9B SkyGuardian, of which the first prototype was registered as N190TC (**YBC01**). It performed its maiden flight on 17 November 2016. It was followed by N191FP (**YBC02**) and the next example is the first production-representative MQ-9B (**BC03** and most likely registered as N390MC). Aircraft **BC03** took to the sky for the first time on 30 March 2020. The Royal Air Force is planning to equip 31 squadron with these drones. During the 2018 RIAT, the first prototype (N190TC) flew from the United States to RAF Fairford and was placed on the static show where it was adorned with stickers representing RAF and 31 squadron markings.

The next Volunteer Glider Squadron (VGS) to commence operations again with Viking TX1 gliders was 615VGS at RAF Kenley. The unit was planned to start flight operations again on 13 April 2020, but this has been delayed due to the COVID-19 lockdown in the United Kingdom. MAR reports that three gliders were already allocated to this unit, but none were delivered. By mid-April 2020, they were all still with the units mentioned between brackets: ZE605/XE (GMS), ZE632/XW (CGS/644VGS) and ZE653/YE (GMS).

In contrast to previous announcements, the Ministry of Defence will not divest the entire fleet of Vigilant T1 aircraft. Six were already restored to flying condition and are reportedly being retained. The aircraft in question are: ZH123, ZH186, ZH206, ZH207, ZH271 and ZH890.



On 13 May 2020, Norwegian AF AW101 Mk612 was re-delivered from Leonardo at Yeovil to Stavanger Airport, via a fuel stop at Humberside Airport. Thankfully the UK lockdown restrictions had just been lifted in time, enabling Rick Sleight to go there to shoot it. It is just marked as ZZ103 but will become 0268 again.



EGNO = Warton	EGQS = Lossiemouth
ADSU	Apache Depth Support Unit at Wattisham
CMF	Chinook Maintenance Facility at RAF Odiham
EGUB Pool	28/33/230sq pool at RAF Benson
GMS	Glider Maintenance Section at RAF Syerston
Leonardo	Leonardo Helicopters at Yeovil
TMU	Typhoon Maintenance Unit at RAF Coningsby
WLT	Weapons Load Trainer
WST	Wildcat Storage at RNAS Yeovilton
WZM	Wildcat Zonal Maintenance at RNAS Yeovilton
StandardAero	StandardAero at Fleetlands

CGS/644VGS = Central Gliding School/644VGS pool, RAF Syerston  
 Marshalls = Marshalls Aerospace and Defence Group (MADG) at Cambridge  
 MDMF = Merlin Depth Maintenance Facility at RNAS Culdrose  
 P2MF = Puma HC2 Maintenance Flight at RAF Benson  
 7REME = 7 Royal Electrical and Mechanical Engineers at Wattisham

#### A109E

ZR324	to G-EMHB, ex Cobham Hel. Academy	<b>11111</b>	feb20
ZR325	to G-BZEI, ex Cobham Hel. Academy	<b>11056</b>	feb20

#### Alpha Jet

All former QinetiQ Alpha Jets have been sold to the Canadian company Top Aces. These former Luftwaffe jets were purchased by the Ministry of Defence in 1999 and all were delivered between December 1999 and April 2000. In total twelve aircraft were purchased but only seven were actually used by QinetiQ at their Boscombe Down facility. The others were stored inside Hardened Aircraft Shelters (HAS) at this airfield. Details of these aircraft are:

ZJ645	<b>0162</b>	ex Luftwaffe 41+62, rr 98+62, d/d 24mar00, to C-GLZY (reg 06dec19)
ZJ646	<b>0155</b>	ex Luftwaffe 41+55, rr 98+55, d/d 31mar00, to C-GTOJ (reg 28jun19)
ZJ647	<b>0171</b>	ex Luftwaffe 41+71, rr 98+71, d/d 28jul00, to C-FTOK (reg 28jun19)
ZJ648	<b>0009</b>	ex Luftwaffe 40+09, rr 98+09, d/d oct00, to C-GVTA (reg 28jun19)
ZJ649	<b>0173</b>	ex Luftwaffe 41+73, rr 98+73, d/d 03nov00, to C-GMBU (reg 06dec19)
ZJ650	<b>0135</b>	ex Luftwaffe 41+35, rr 98+35, d/d 03nov00, to C-GYMT (reg 26feb20)
ZJ651	<b>0142</b>	ex Luftwaffe 41+42, del apr00 (dep Germany by road on 30mar00), to C-GLZW (reg 06dec19)
ZJ652	<b>0109</b>	ex Luftwaffe 41+09, del apr00 (dep Germany by road on 07apr00), to C-GKFN (reg 26feb20)
ZJ653	<b>0022</b>	ex Luftwaffe 40+22, d/d apr00 (dep Germany by road on 07apr00), to Canada on 14feb20, no C-registration allocated
ZJ654	<b>0102</b>	ex Luftwaffe 41+02, d/d apr00 (dep Germany by road on 30mar00), to C-GHZH (reg 26feb20)
ZJ655	<b>0119</b>	ex Luftwaffe 41+19, d/d dec99 (dep Germany by road on 01dec99), to C-GXNB (reg 26feb20)
ZJ656	<b>0140</b>	ex Luftwaffe 41+40, d/d feb00 (dep Germany by road on 24feb00), to C-GZEH (reg 26feb20)

#### Atlas C1

ZM400	24/70sq	ex 1312Fit	<b>015</b>	feb20
ZM414	1312Fit	ex 24/70sq	<b>047</b>	feb20

#### AW130

ZR283	to G-FBHA, ex Cobham Hel. Academy	<b>31283</b>	feb20
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#### Chinook HC5

ZH900	nb	ex CMF	<b>M4479</b>	apr20
ZH901	QinetiQ	ex StandardAero	<b>M4480</b>	feb20
ZH901	18(B)sq	ex QinetiQ	<b>M4480</b>	mar20

End-April 2020, ZH900 was used again by one of the squadrons at RAF Odiham (7sq, 18(B)sq or 27sq).

#### Chinook HC6

ZK552	CMF	ex 7sq	<b>M7703</b>	feb20
ZK552	7sq	ex CMF	<b>M7703</b>	apr20
ZK559	7sq	ex CMF	<b>M7710</b>	feb20
ZK561	CMF	ex 7sq	<b>M7712</b>	mar20

#### Chinook HC6A

ZA681	CMF	ex 18(B)sq	<b>M7002</b>	apr20
ZA704	27sq	ex 28sq	<b>M7006</b>	feb20
ZA704	CMF	ex 27sq	<b>M7006</b>	mar20
ZA708	18(B)sq	ex CMF	<b>M7018</b>	feb20
ZA710	28sq	see note	<b>M7003</b>	feb20
ZA720	27sq	ex 18(B)sq	<b>M7020</b>	mar20
ZD981	27sq	ex 18(B)sq	<b>M7029</b>	feb20
ZH777	18(B)sq	ex CMF	<b>M4453</b>	feb20
ZH894	18(B)sq	ex 27sq	<b>M4457</b>	mar20
ZH896	18(B)sq	ex StandardAero	<b>M4459</b>	apr20

In February 2020, ZA710 was delivered to 28sq (RAF Benson) following attention by the Chinook Maintenance Facility (CMF). It was transferred to 27sq on 2 March 2020, passed on to 7sq before the end of the same month and returned again to 28sq on 1 April 2020.

#### Griffin HAR2

ZJ705	84sq, ex Cobham Hel. Academy	<b>36306</b>	apr20
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In April 2020, this helicopter was reported back at RAF Akrotiri (Cyprus) with 84sq. It was originally taken on charge by this squadron mid-2003, where it remained until transferred back to the United Kingdom eleven years later. Since 2014, it has been used by 60(R)sq/SARTU (later re-numbered into 202(R)sq) and QinetiQ. On 20 March 2019, it was flown to Newquay where it joined the Cobham Helicopter Academy. It was last reported there in January 2020.

#### Puma HC2

XW217	EGUB Pool	ex P2MF	<b>1134</b>	mar20
ZA935	EGUB Pool	ex std P2MF	<b>1633</b>	apr20
ZJ954	EGUB Pool	ex P2MF	<b>1310</b>	feb20
ZJ955	P2MF	ex EGUB Pool	<b>1363</b>	apr20
ZJ956	std P2MF	ex EGUB Pool	<b>1374</b>	feb20
ZJ957	P2MF	ex EGUB Pool/Z	<b>1474</b>	feb20
ZJ957/Z	EGUB Pool	ex P2MF	<b>1474</b>	apr20

Shortly after being re-delivered, ZJ954 was flown as air freight to Afghanistan under Operation Toral. Most likely XW204 was returned to the UK following delivery of ZJ954.

#### Shadow R1+

ZZ416	14sq	cvtd from R1 standard	<b>FM-14</b>	mar20
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#### Typhoon FGR4

ZJ919/919	IX(B)sq	ex 6sq/919	<b>BS010</b>	apr20
ZJ929/929	12(B)sq	ex 29sq/929	<b>BS020</b>	feb20
ZJ929/929	29sq	ex 12(B)sq/929	<b>BS020</b>	mar20
ZJ947/947	6sq	ex IX(B)sq/947	<b>BS040</b>	apr20
ZJ949/949	3(F)sq	ex TMU	<b>BS045</b>	apr20
ZK301/301	TMU	see note	<b>BS053</b>	feb20
ZK310/310	1(F)sq	see note	<b>BS063</b>	mar20
ZK313/313	3(F)sq	ex XI(F)sq/303	<b>BS070</b>	feb20
ZK314/314	1(F)sq	ex WLT EGQS	<b>BS071</b>	mar20
ZK317/317	II(AC)sq	ex 3(F)sq/317	<b>BS078</b>	mar20
ZK320/320	6sq	see note	<b>BS081</b>	apr20
ZK322/322	1(F)sq	ex 3(F)sq/322	<b>BS083</b>	mar20
ZK323/323	1(F)sq	ex II(AC)sq/323	<b>BS084</b>	feb20
ZK324/324	6sq	see note	<b>BS085</b>	mar20
ZK328/328	XI(F)sq	ex TMU	<b>BS089</b>	apr20
ZK329/329	XI(F)sq	ex 12(B)sq/329	<b>BS090</b>	mar20
ZK330/330	1(F)sq	see note	<b>BS091</b>	apr20
ZK332/332	II(AC)sq	ex 6sq/332	<b>BS093</b>	apr20
ZK333/333	II(AC)sq	see note	<b>BS094</b>	apr20
ZK334/334	3(F)sq	ex II(AC)sq/334	<b>BS095</b>	apr20
ZK341/341	II(AC)sq	ex 1(F)sq/341	<b>BS102</b>	feb20
ZK341	WLT EGQS	ex II(AC)sq/341	<b>BS102</b>	mar20
ZK342/342	3(F)sq	ex XI(F)sq/342	<b>BS103</b>	mar20
ZK343/343	1(F)sq	ex XI(F)sq/343	<b>BS104</b>	apr20
ZK344/344	6sq	ex II(AC)sq/344	<b>BS105</b>	mar20
ZK344	TMU	ex 6sq/344	<b>BS105</b>	apr20

ZK349/349	6sq	ex II(AC)sq/349	<b>BS110</b>	mar20
ZK350/350	6sq	see note	<b>BS111</b>	mar20
ZK351/351	XI(F)sq	ex 3(F)sq/351	<b>BS112</b>	apr20
ZK352/352	XI(F)sq	ex 3(F)sq/352	<b>BS113</b>	mar20
ZK353/353	1(F)sq	see note	<b>BS114</b>	mar20
ZK357	TMU	ex XI(F)sq/357	<b>BS118</b>	mar20
ZK360/360	6sq	see note	<b>BS121</b>	apr20
ZK364	TMU	ex 6sq/364	<b>BS125</b>	mar20
ZK365/365	41(TES)sq	ex TMU	<b>BS126</b>	mar20
ZK368/368	II(AC)sq	ex 1(F)sq/368	<b>BS129</b>	mar20
ZK369/369	12(B)sq	ex XI(F)sq/369	<b>BS130</b>	mar20
ZK378/378	II(AC)sq	see note	<b>BS139</b>	apr20
ZK425/425	1(F)sq	ex 6sq/425	<b>BS141</b>	apr20
ZK426/426	1(F)sq	see note	<b>BS142</b>	feb20
ZK427/427	29sq	ex BAE EGNO	<b>BS143</b>	mar20
ZK430/430	II(AC)sq	ex 3(F)sq/430	<b>BS146</b>	mar20
ZK434/434	1(F)sq	see note	<b>BS150</b>	apr20
ZK435/435	II(AC)sq	ex 12(B)sq/435	<b>BS151</b>	mar20
ZK437/437	1(F)sq	see note	<b>BS153</b>	apr20

Quite a few aircraft were passed on multiple times to various squadrons (mostly at RAF Lossiemouth) during the first months of 2020. In order to keep things readable and for those who maintain individual aircraft histories we can present this overview, with the squadron changes in sequence:

ZJ946/946	II(AC)sq (feb20), 1(F)sq (feb20), 6sq (feb20), II(AC)sq (mar20)
ZK301/301	1(F)sq (feb20), II(AC)sq (feb20), 29sq (feb20), TMU (mar20)
ZK310/310	6sq (jan20), 1(F)sq (jan20), II(AC)sq (feb20), 1(F)sq (mar20)
ZK320/320	II(AC)sq (feb20), 1(F)sq (feb20), 6sq (apr20)
ZK324/324	3(F)sq (feb20), 1(F)sq (feb20), II(AC)sq (feb20), 6sq (mar20)
ZK330/330	1(F)sq (feb20), 6sq (feb20), 1(F)sq (apr20)
ZK333/333	3(F)sq (feb20), 6sq (feb20), II(AC)sq (apr20)
ZK334/334	II(AC)sq (feb20), 6sq (feb20), II(AC)sq (mar20)
ZK350/350	TMU (mar20), 6sq (mar20), 1(F)sq (mar20)
ZK353/353	II(AC)sq (jan20), 6sq (jan20), II(AC)sq (feb20), 6sq (mar20), 1(F)sq (mar20)
ZK360/360	6sq (feb20), 1(F)sq (feb20), II(AC)sq (feb20), 1(F)sq (mar20), 6sq (apr20)
ZK378/378	II(AC)sq (feb20), 6sq (feb20), II(AC)sq (apr20)
ZK426/462	II(AC)sq (feb20), 6sq (feb20), 1(F)sq (apr20)
ZK434/434	II(AC)sq (feb20), 6sq (feb20), 1(F)sq (apr20)
ZK437/437	1(F)sq (mar20), 3(F)sq (mar20), XI(F)sq (mar20), 1(F)sq (apr20)

#### Voyager KC2

ZZ332	1312Flt	ex 10/101sq	<b>1275</b>	feb20
ZZ332	10/101sq	ex 1312Flt	<b>1275</b>	apr20

#### Voyager KC3

ZZ334	1312Flt	ex 10/101sq	<b>1033</b>	apr20
ZZ338	10/101sq	ex 1312Flt	<b>1419</b>	feb20

#### Viking TX1

ZE495	GMS	ex 637VGS/VA	<b>33879</b>	feb20
ZE495/VA	637VGS	ex GNS	<b>33879</b>	apr20
ZE499/VD	632VGS	see note	<b>33883</b>	feb20
ZE503	std EGDM	ex Marshalls	<b>33887</b>	feb20
ZE527/VP	622VGS	ex GMS	<b>33896</b>	jan20
ZE528/VQ	CGS/644VGS	ex 632VGS/VQ	<b>33897</b>	feb20
ZE528	GMS	ex CGS/644VGS/VQ	<b>33897</b>	mar20
ZE529/VR	CGS/644VGS	ex GMS	<b>33898</b>	feb20
ZE529/VR	645VGS	ex CGS/644VGS/VR	<b>33898</b>	mar20
ZE532	GMS	ex 622VGS/VU	<b>33906</b>	feb20
ZE532/VU	CGS/644VGS	ex GMS	<b>33906</b>	mar20
ZE559/WG	CGS/644VGS	ex GMS	<b>33923</b>	mar20
ZE587/WS	626VGS	ex GMS	<b>33934</b>	apr20
ZE595/WY	CGS/644VGS	ex 645VGS/WY	<b>33943</b>	mar20
ZE600/WZ	CGS/644VGS	ex GMS	<b>33944</b>	feb20
ZE605	GMS	ex CGS/644VGS/XE	<b>33949</b>	feb20
ZE609/XJ	CGS/644VGS	ex GMS	<b>33958</b>	feb20
ZE609/XJ	645VGS	ex CGS/644VGS/XJ	<b>33958</b>	mar20
ZE613	GMS	ex CGS/644VGS/XM	<b>33962</b>	apr20
ZE625/XP	637VGS	ex CGS/644VGS/XP	<b>33970</b>	feb20
ZE653	GMS	ex CGS/644VGS/YE	<b>34003</b>	feb20

During September 2019, both ZH193/UF and ZJ968/SN were moved from storage at RAF Woodvale to the storage facility at RAF Little Rissington. Another stored Viking (ZH271) was moved in the same month from RAF Syerston to RAF Topcliffe. Early-February 2020, ZE499/VD was in use by CGS/644VGS but prior to being transferred to 632VGS on 27 February 2020,

it spend a short while with GMS at RAF Syerston.

We lost track of ZE613/XM since July 2019. In that month it was in use by 637VGS, but as it now turns out it had transferred to RAF Syerston where CGS/644VGS used it until February 2020. In that month it was passed on to the GMS at the same RAF station for maintenance and the glider was returned again to CGS/644VGS in March 2020.

#### Army Air Corps (AR)

A large milestone was reached in the AAC Apache upgrade project on 19 May 2020. On this date a joint AAC and US Army aircrew ferried the first Apache AH2 (AH-64E) from the Boeing facility at Mesa (AZ) to Redstone Arsenal (AL). At the destination, the helicopter will undergo testing in close cooperation with the US Army Aviation Flight Test Directorate (AFTD). The identity of the helicopter in question was not confirmed, but believed to be ZM700 which is the first helicopter converted.

#### Apache AH1

ZJ179	Boeing	ex ADSU	<b>WAH14</b>	mar20
ZJ181	662sq	ex 653sq	<b>WAH16</b>	jan20
ZJ181	7REME	ex 662sq	<b>WAH16</b>	feb20
ZJ181	3/4Regt	ex 7REME	<b>WAH16</b>	mar20
ZJ183	664sq	ex 653sq	<b>WAH18</b>	feb20
ZJ199	7REME	ex 662sq	<b>WAH34</b>	jan20
ZJ205	663sq	ex 653sq	<b>WAH39</b>	feb20
ZJ222	653sq	ex 7REME	<b>WAH56</b>	feb20
ZJ225	Boeing	ex ADSU	<b>WAH59</b>	mar20
ZJ228	662sq	ex 7REME	<b>WAH62</b>	jan20
ZJ230	653sq	ex 662sq	<b>WAH64</b>	jan20
ZJ230	7REME	ex 653sq	<b>WAH64</b>	feb20

The two Apaches listed as Boeing arrived at RAF Brize Norton on 10 March 2020. They were transported by air to the United States to be inducted into the AH-64E conversion line at Mesa (AZ).

#### Gazelle AH1

ZA766	StandardAero	ex 7Regt Conversion Flt	<b>1808</b>	mar20
ZA775	655sq	ex StandardAero	<b>1817</b>	feb20
ZB671	StandardAero	ex 29Flt/BATUS	<b>1958</b>	mar20

#### Wildcat AH1

ZZ387	Leonardo	ex 1Regt	<b>506</b>	apr20
ZZ391	1Regt	ex WZM	<b>489</b>	mar20
ZZ392	1Regt	ex WST	<b>490</b>	feb20
ZZ393	WZM	ex 1Regt	<b>491</b>	mar20
ZZ398	WST	ex 1Regt	<b>471</b>	feb20
ZZ403	WST	ex WZM	<b>473</b>	feb20
ZZ407	1Regt	ex WZM	<b>477</b>	apr20
ZZ523	661sq	ex WZM	<b>530</b>	feb20

#### Fleet Air Arm (NY)

At RNAS Culdrose, 849NAS received its first Merlin HM2 helicopter. This is ZH841, which was allocated to the squadron on 24 February 2020. The helicopter did not stay long with this squadron since it was passed on to 820NAS the next month. Luckily, 849NAS did receive another example (ZH828) on time so it could continue operations to work up to operational status again. Having its own helicopters assigned does come a bit as a surprise since it was previously believed that the 849NAS would only provide mission equipment (Crow's-nest radar kit) and mission personnel to the other Merlin HM2 squadrons when they were required to fly airborne early warning missions.

#### Chipmunk T10

WB657/908	to G-CLNI	Navy Wings	<b>C1/0096</b>	mar20
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#### Hawk T1

XX240	i/a JARTS	ex std EGOS	<b>312076</b>	feb20
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As predicted, this former 736NAS Hawk (coded CU-840) was transported by road from the storage facility at RAF Shawbury to Newquay airport where it will be used by the Joint Aircraft Recovery and Transportation Squadron.





This is the first H145 out of an order for ten helicopters for the Ukrainian police. It was noted at the Airbus factory at Donauwörth with test registration D-HMBF. Serial "01 blue" was also applied. Its construction number is 20331. (27 May 2020, Alexander Lutz)

#### Merlin HM2

ZH826	814NAS	ex 820NAS	<b>RN06</b>	feb20
ZH828	849NAS	ex 814NAS	<b>RN08</b>	mar20
ZH832	MDMF	ex QinetiQ	<b>RN12</b>	mar20
ZH841	849NAS	ex 824NAS	<b>RN21</b>	feb20
ZH841	820NAS	ex 849NAS	<b>RN21</b>	mar20
ZH861	824NAS	ex QinetiQ	<b>RN41</b>	mar20

Prior to being taken on charge by 824NAS, ZH861 first underwent maintenance with Leonardo at RNAS Culdrose.

#### Merlin HC3A

ZJ994	Leonardo	ex 845NAS/AC	<b>50121</b>	feb20
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#### Merlin HC3i

ZJ135	MDMF	ex 846NAS/T	<b>50187</b>	mar20
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#### Merlin HC4

ZJ118/B	846NAS	ex Leonardo	<b>50049</b>	mar20
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#### Sea Fury FB11

VR930/O-110	to G-CLNJ	Navy Wings		mar20
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#### Swordfish I

W5856/A2A	to G-BMGC	Navy Wings		mar20
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#### Wildcat HMA2

ZZ380	WZM	see note	<b>499</b>	mar20
ZZ396	825NAS	ex WZM	<b>481</b>	apr20
ZZ519	Leonardo	ex 825NAS	<b>525</b>	mar20
ZZ531	815NAS	ex WZM	<b>538</b>	mar20
ZZ532	825NAS	ex WZM	<b>514</b>	apr20
ZZ533	WZM	ex 815NAS	<b>515</b>	apr20
ZZ534	WZM	ex 825NAS	<b>516</b>	jan20

End-March 2020, it was confirmed that ZZ380 was present with the WZM at RNAS Yeovilton. We had it last reported with Leonardo at Yeovil in November 2019 and it was believed still be there by January 2020. It is unknown to us when it was transferred to WZM.

## Africa

### Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

#### AS355N2

ER-19	reregistered	as ES-19		
ES-19	ex ER-19	f/n (photo)		2020

#### Mi-24 Mk3

SB-12	1 RHC	c/n update	<b>353242_117563</b>	feb20
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#### MiG-21bis

106	wfu	f/n database		photo
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#### MiG-21MF

FD-57	wfu	f/n database	<b>96016128</b>	photo
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#### MiG-23BN

FM-93	wfu	f/n database		photo
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#### MiG-29S

FC-59	status unknown	f/n database		photo
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#### Yak-18A

96VG	wfu	f/n database, photo		1966
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## Angola

Força Aérea Nacional de Angola (AF)

FNLB = Lobito

FNLU = Luanda 4 de Fevereiro

FNUB = Lubango

#### An-30-100

D2-MBO	pres FNLU	base museum	<b>1401</b>	jul19
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This Antonov 30 is preserved at the base museum of Luanda at 08°51'00.43"S, 13°13'41.87"E. It is first visible at this location on Google Earth on 23 November 2018.

#### CeFR172K

I-116	std FNLB	fuselage only		
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#### K-8W

I-65	o/o, NAMC	f/n Yaohu, China		may20
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First it was reported that Angola bought four K-8s with an option for another four, now it became clear they have bought six aircraft and another six this year.

#### L-29

I-77		f/n database		photo
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#### Mi-8MT

H-594	std FNLU	green c/s		nov19
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#### Mi-8MTV-1

H-613	std FNLU	green c/s		nov19
H-622	std FNLU	white c/s		nov19

#### Mi-8T

H-64	std FNLU	green c/s		nov19
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#### MiG-23ML

C-402		f/n database		aug85
C-404		f/n database		aug85
C-406		f/n database		aug85
C-410		f/n database		aug85
C-439	w/o 08aug99	f/n database		

#### MiG-23UB

I-20	to Cuba	as 705		
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This MiG-23UB was shipped back to Cuba after the war in Angola. Angola later had another MiG-23UB, with the same serial, which crashed on 19 November 2008. Known is that at least three MiG-23UBs were shipped back to Cuba after the

war, so there is a great chance that more serials are/were used double in Angola.

#### SA316B

H-247	ex Swiss V-229	c/n update	<b>1051</b>	jan20
H-251	std FNLB	f/n, photo		apr19

#### Su-22M

C550		f/n database		photo
C551		f/n database		photo

Photos of this third batch of former Belarus Su-22s were provided by Peter Weinert. If somebody knows how many aircraft were delivered in this third batch, please let us know.

#### Su-30KN

C-124	13° EdC	f/n FNUB		feb20
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#### Polícia Nacional de Angola IPOI

##### AS350B3

PN-101	Polícia	std FNLU	<b>7038</b>	nov19
PN-103	Polícia	std FNLU		nov19
PN-112	Polícia	std FNLU		nov19
PN-114	Polícia	std FNLU		nov19
PN-115	Polícia	std FNLU	<b>3322</b>	nov19

##### AS365N2

PN-120	Polícia	std FNLU	<b>6410</b>	nov19
PN-121	Polícia	std FNLU	<b>6521</b>	nov19
PN-123	Polícia	c/n upd., ex F-WQSR[3]	<b>6418</b>	
PN-125	Polícia	std FNLU, f/n database		nov19

The AS365 PN-123 is also stored at Luanda.

#### Botswana

Botswana Police Service (PO)

#### A-109E

WA-2	WNP	ex A6-JMR	<b>11613</b>	apr20
WA-3	WNP	ex ZS-HFC [2]	<b>11117</b>	

These A109s belongs to the Department of Wildlife & National Parks. So far WA-3 has not been noted yet, but the serial and tie-up was supplied by Damiano Gualdoni.

#### Cameroon

Armée de l'Air du Cameroun (AF)

Marshall Aerospace and Defence Group at Cambridge was awarded a five-year contract to maintain the three C-130s

of the Cameroon Air Force. Announced on 4 May, the deal also involves the company providing technical support and personnel training. Cameroon still has two H-models, TJ-XCD and TJ-XCF, and one H-30 model, TJX-CE, in its inventory, between 38 and 42 years of age. All three aircraft are operated by 22ème Escadron Aerien (22nd Air Squadron) at Base Aérienne 201 Douala (part of Douala International Airport). Some of the maintenance will be performed at Marshall's. Air force personnel will also receive training to enable them to deliver front line support for the assets in Cameroon.

#### Congo

Force Aérienne Congolaise (AF)

#### Mi-17-1V

TN-356	subtype update	sep19
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Was in the database as a Mi-17 but a photo proves it is a 1V-model.

#### Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

DIBK = Bouaké

#### Alpha Jet

TU-VCG/CG-7	pres DIBK	ex std DIBK	<b>../CI-7</b>	may19
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A photo of this Alpha Jet was found on Facebook. It is the third Alpha Jet, beside TU-VCB and TU-VCC, which is preserved outside. The aircraft was visible for the first time on Google Earth, at 07°44'50.96"N, 05°03'38.28"W, on 29 November 2018.

#### Djibouti

Force Aérienne du Djibouti

HDAM = Djibouti-Ambouli

#### Z9WE

J2-MBT	d/d 20may20	f/n HDAM	<b>Z9-0720</b>	may20
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#### Egypt

al Quwwat Al Jawwiya II Misriya (AF)

More information on an order was revealed by the Italian Foreign Ministry's report to the Senate on 2019 arms exports, published in May 2020. Egypt has ordered 24 AW149 combat



All of the two seat Rafale DHs destined for India have already been seen at Dassault Aviation in Bordeaux (France). Number six of them is this RB006. (15 May 2020, Maciej Swiderski)



helicopters and eight AW189 civil models from Leonardo Helicopters under a 871 million Euro contract signed in 2019. Already in April 2019, the news website *La Tribune* reported that Egypt officially notified France that it had chosen to award Leonardo the contract for the delivery of 20-30 AW149s for the Egyptian Navy as a ship-borne helicopter to be used in the new Mistral class assault ships, refer Scramble 480 - May 2019.

The U.S. Department of State has approved a possible Foreign Military Sale of a refurbishment package for 43 Boeing AH-64 Apache attack helicopters owned by Egypt. The estimated USD 2.3 billion deal is not final, but was announced via a required notification by the Defence Security Cooperation Agency to Congress on 7 May. As part of the refurbishment package, Egypt would receive 88 GE Aviation T700-GE-701D turboshaft engines; 47 Lockheed Martin Modernized Target Acquisition Designation Sight/Pilot Night Vision Sensors; 45 BAE Systems Common Missile Warning Systems; and 92 Honeywell Embedded Global Positioning System/Inertial Navigation Systems, among other electronics upgrades and spare parts. Many of the components, including most of the T700 turboshaft engines, would be remanufactured.

Egypt is already a long time operator of the Apache. It purchased an initial batch of 24 AH-64As, a few years later followed by an additional 12 aircraft. Of these, 35 were converted to the AH-64D standard in 2005/06. Ten new AH-64Ds were purchased and delivered in 2013/14. One D-model crashed in September 2016, so we think another one crashed before the fleet was upgraded from A to D-model.

On 17 December 2019 Clayton International Inc., Peachtree City (GA), was awarded with a 7.7 million USD firm-fixed-price, cost reimbursable contract, to provide depot level maintenance on one AS-61 helicopter for the Government of Egypt. Work will be performed in Peachtree City (GA) and is expected to be completed in November 2021. In January 2018 the same company was awarded with a similar contract, also for a depot level maintenance on an AS-61 of the Egyptian Government. A photo of this AS-61 was found on the internet, dated 28 February 2019, but because none of these AS-61 have a serial on the outside it is not known which one was overhauled.

<b>II-14P</b>				
1094	w/o 1967	f/n database		photo
<b>KA-52</b>				
6638	111 AW	f/n Bilbeis (photo)		feb20
<b>MiG-21F-13</b>				
5902	pres Helwan	inside gate		mar17
This MiG-21 is preserved at the western gate since at least June 2004. It is visible on Google Earth at 29°49'48.38"N, 31°18'57.14"E.				
<b>MiG-29M</b>				
8729	42sq	f/n Bernice (video)		jan20
<b>SA342L</b>				
3369		f/n Bilbeis (photo)	<b>1174</b>	feb20
<b>Su-7</b>				
7047		f/n database, from logbook		jul67
7108		f/n database, from logbook		jul67
7125		f/n database, from logbook		jul67
7201		f/n database, from logbook		jul67
7247		f/n database, from logbook		jul67
7253		f/n database, from logbook		jul67

## Guinea

Force Aérienne de Guinee (AF)

<b>MiG-15UTI</b>				
036		f/n database		photo

## Libya

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

<b>Mirage F1AD</b>				
413	std Al-Watiya	captured by GNA		may20

Libyan National Army Air Force (AF)

Despite the support of the United Arab Emirates, Egypt and the presence of the Russian private military company [SMP] Wagner, as well as fighters sent by Syria to Benghazi, the Libyan National Army (LNA) of Marshal Khalifa Haftar suffered a heavy setback, on 18 May 2020. On this day the LNA lost, the control over their strategic air base al-Watiya, during an offensive by the militias of the Government of National Union (GNA) and supported by Anka-S drones supplied by Turkey. The air base, located about 100 kilometers southwest of the capital Tripoli, was captured by Haftar troops about six years ago and used for attacking the internationally-recognized government of the GNA based in Tripoli. With the recapturing of the airfield the GNA is now able to protect the capital better against future LNA-attacks. The loss of the air base was yet another setback for the LNA, after they were forced to withdraw from Sabratha and Sorman, located about 70 km from the capital, in mid-April. During the capture of the air base many aircraft were left behind, mostly because they were already withdrawn from use, or wrecked (due to the NATO airstrikes in 2011) or they were under maintenance and could not be moved. Surprisingly eight Mi-24As were found in the main hangar. Thanks to photos found by Peter Weinert and videos on the internet we come to the following list: four Su-22UM-3K (among these serial 16), three Su-22Ms (exact subtypes unknown), two Su-20s, one MiG-23 (and the tail section of serial 8008), three Mirage F1s (among these serial 413), two Mi-35s (among these serial 852 and a wreck with grey colour scheme), nine Mi-24As and some wrecked Mirage F1s and Su-20/22s along the taxiway or in shelters.

<b>Mi-8T</b>				
H11		f/n database (photo)		mar20

<b>Mi-35</b>				
852	std Al-Watiya	captured by GNA	<b>280852</b>	may20

<b>MiG-21UM</b>				
F17		f/n database (photo)		dec19

This is the second, former Egyptian Air Force, MiG-21UM found on the internet and again without the hyphen between letter and digits.

<b>MiG-23UB</b>				
8008/10	std Al-Watiya	captured by GNA		may20

### Government of National Accord (IAF)

HLLM = Mitiga International airport

<b>II-78</b>				
(5A-DLL)	w/o 09may20	at HLLM	<b>0093493799/70-10</b>	may20
This II-78 was flying without a serial and only with the text "LAAF" on its tail since at least June 2016.				

## Mali

Force Aérienne de la République du Mali (AF)

<b>Z-9A</b>				
TZ-394	reregistered	as TZ-31H	<b>Z9-0185</b>	
TZ-31H	w/o 19jan19	ex TZ-394	<b>Z9-0185</b>	

## Nigeria

### Nigerian Navy (INY)

As part of a project called "Deep Blue", Nigeria has ordered two Cessna aircraft and two Agusta helicopters, the A109 is mentioned. The project is all about securing the country's territorial waters. Israeli company HLSI had won this contract but passed the baton to sistercompany Blue Octagon. Some sources report that the aircraft and helicopters will be operated by the navy, others say they will be operated

by the Nigerian Maritime Administration and Safety Agency (NIMASA).

Israel's BIRD Aerosystems has been contracted to supply a number of Cessna Citations configured for the maritime surveillance role to a new, undisclosed African customer, most likely Nigeria. On 19 December 2019, the company announced that the aircraft would be fitted with its Airborne Surveillance, Intelligence and Observation (ASIO) maritime solution as well as its Mission Management system (MSIS). BIRD Aerosystems told IHS Jane's that the USD 20 million Airborne Surveillance, Information, and Observation (ASIO) contract includes the maritime surveillance aircraft, ground-based command and control centre and ASIO workstations on naval vessels.

#### A109E

211 102sq f/n NAS Ojo feb18  
Another new serial for an A109 of the navy. Serials 231 and 232 were already known but 211 not yet. It is still unknown whether the navy re-serialled the old A109s or if these are new airframes. The last option becomes more and more unlikely, and so we assume for now that the old A109s were reregistered somewhere in 2018. The navy initially received six A109E Power models of which two crashed (serials 06 and 07) and another one (serial 04) most likely crashed in 2007, this however needs confirmation.

#### AW139

312 102sq? ex CSX81969 31882 may20  
A new AW139 for the navy was handed over during a small ceremony held at Naval Air Station Ojo (Lagos) on 22 May 2020.

### Senegal

#### Armée de l'Air Sénégalaise (AF)

According to a written statement from the Indonesian Embassy in Dakar, the Senegalese Government has purchased a third CN235 from PT Dirgantara Indonesia (PTDI), which will be used as a maritime patrol aircraft.

The signing of the agreement to purchase the CN235 took place in Dakar on 16 May 2020, by representatives of PTDI and the AD Trade company from Belgium who represented the Senegalese Government as credit funders. At the moment PTDI is building a CN235-220MPA (construction number N069) for Senegal and it is expected that this aircraft will be

delivered around August or September this year.

### Sudan

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

HSNN = Nyala  
HSSP = Port Sudan

#### AB212

415 to ST-APP c/n update 5630 dec96  
416 to ST-APU c/n & serial update 5631 dec96

Thanks to Jos Stevens from rotorspot.nl, who send us the above information. Both helicopters were transported as air freight from Sudan, via London-Stansted, to Colombia on 14 December 1996. The civil serials were printed on tape which was applied on top of the former military serials, which were still readable underneath. They were checked at London, including the construction numbers. The 416 was even a first note for the Scramble database. ST-APP later became HK-4099X and ST-APU became HK-4100X.

#### Mi-24V

961 f/n HSNN (photo) may14

#### SAFAT 03

1415 f/n HSSP (photo) dec19

### Tunisia

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

#### UH-60M

L82-303 36sq f/n database (photo)

### Uganda

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

#### MiG-21UM

U-902 pres Entebbe at AF secondary school jan16  
This MiG-21 used to be preserved at the Air Force Senior Secondary School in Entebbe. It can be found on Google Earth at 00°04'56.95"N, 32°28'44.26"E from 17 December 2007 until 5 January 2016. It was broken up at an unknown location, where it was last noted on 6 January 2019.

### Asia

### Cambodia

#### Force Aérienne Royale Cambodge (AF)

#### AS355NP

XU-015 to N87LH rgd 6may20



Single seat Rafale EH, serial BS004, captured heading for the runway threshold at a very hot Bordeaux/Merignac. (20 May 2020, Maciej Swiderski)



## China

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

**H-6K**  
10199 8th Div/22nd Reg photo

**HYJ-7**  
3752 Xi'an FA/5th Brigade jun19

**J-10S**  
64350 34th Brigade photo  
73556 124th Brigade photo

**JL-8**  
1651/61 Harbin FA/4th Brigade mar20

**JL-10A**  
2215 (y) Shijiazhuang FA/1st Brigade apr20  
2612/62 Shijiazhuang FA/1st Brigade apr20

The 2215 has its serial in yellow in the tail, where up to now a black (or white) serial on the nose with only the two-digit code in the tail was the standard.

**Y-5**  
4914 AU FBTB/1st Regiment jun17

**Y-9**  
10750 4th Div/11th Regiment photo  
And also the Y-9 has fallen victim to the new camouflage rules, where the serial is now also painted in the well-known yellow colour.

## People's Liberation Army (AR)

**Mi-17**  
LH953720 161st Brigade photo  
LH953721 161st Brigade photo  
LH953728 161st Brigade photo  
LH953729 161st Brigade photo  
LH953730 161st Brigade photo

**Mi-171**  
LH993768 73rd Brigade photo  
A picture emerged of this helicopter carrying a big battlefield surveillance radar similar to the AS532 Horizon radar with the French military. The radar is stored at the lower part of the aft fuselage shell and can be turned vertically down when the helicopter is flying. At least four brigades are known to fly with this version.

**Mi-17V-7**  
LH921706 Tibet/Xizang Brigade apr20  
LH921722 Tibet/Xizang Brigade apr20

**Z-9WZ**  
LH992957 72nd Brigade photo  
LH992986 72nd Brigade photo

**Z-10**  
LH992111 72nd Brigade photo

**Z-19**  
LH991539 71st Brigade photo  
LH991555 71st Brigade photo  
LH991566 71st Brigade photo  
LH991576 71st Brigade photo  
LH992162 72nd Brigade photo

## People's Liberation Army Navy (NY)

**H-6L**  
71 8th Div/17th Regiment ? ex 81x1x photo  
Again another Navy unit has started to use a two-digit code only. With the code only, it is harder to identify the unit the aircraft is flying for. The H-6L is believed to be the new designation for an upgraded version of the H-6G, able to carry two YJ-12 supersonic long range anti-ship cruise missiles.

**H-6J**  
53 5th Indep. Regiment photo  
54 5th Indep. Regiment photo  
55 5th Indep. Regiment photo

56 5th Indep. Regiment photo  
By now six naval versions have been noted.

**J-11BSH**  
81792/72 9th Div/25th Reg may20  
Although the serial indicates this airplane used to fly for the 9th Division/25th Regiment, it was one of the J-11BSH's featuring in a photo series of the Regiment of the Naval Aeronautical University, flying from Feidong. Feidong is known for the 4th Division/10th Regiment flying Su-30MK2. Also 81792 was a known serial painted on single seater J-11BH around 2015.

**JH-7A**  
02 unit nn f/n database photo  
Also the JH-7A units are starting to use the two digit serial system within the unit. So this aircraft is flying for the 13th, the 14th or the 27th Regiment

**JL-9G**  
On 12 May Guizhou Aviation Industry Corporation (GAIC) executed it first flight of yet another new derivative of the MiG-21 family. Actually it is a minor aerodynamic modification to the tail, rudder and wing tips of the current JL-9G flying with the Navy Aviation University. The modification is intended to make approaches to the runway and carrier deck more stable and therefore improve training conditions for would be J-15 pilots. The aircraft used as a prototype was obtained by modifying an existing JL-9G aircraft. Indications are that this version might be called JL-9GI.

**Y-7**  
85002/02 Naval Av. University/5th Regiment photo  
85005/05 Naval Av. University/5th Regiment photo  
85107/17 Naval Av. University/5th Regiment photo

**Y-9Q**  
9441 2nd Div/6th Regiment photo

## Manufacturers

**AG600**  
Aviation Industry Corp. of China has provided some details on the status of the flight test and production program of the AG60 seaplane. By now the prototype aircraft has achieved 308 flying hours in 172 flight tests that included airport flights from its birthplace Zhuhai in addition the lake trials in the Zhanghe Reservoir near Jungmen. In addition to the flying prototype B-002A also an airframe is currently undergoing static tests. An additional four prototypes will be built with intended initial deliveries in 2022. Next will be take-off and landing tests from sea given the wave height is not higher than the to be certified two meters.

**AR500C**  
On May 20, the first prototype of the AR500C unmanned helicopter made its first flight from Poyang UAV base of the Aviation Industry Helicopter Institute. The flight lasted for 20 minutes. It is reported that the batteries are sufficient for a five hour flight with a service ceiling of 6700 meters. The intended roles are likely to be reconnaissance and communication relay, although it still unknown whether the military have positive feelings about the project. The AR500C is a further development of the AV500B that is used from lower altitudes for the same missions.

## India

## Bharatiya Vayu Sena (AF)

**An-32RE**  
KA2718 f/n, ex K2718 PTS **06 03** apr20

**Dhruv Mk.III**  
ZD4139 f/n may20

**Rafale EH**  
BS003 Dassault Aviation f/f 19may20 may20

Bharatiya Nau Sena (NY)  
VAGO = Goa/Dabolim

### II-38SD

IN305 pres VAGO f/n, ex INAS315 **0800 106 09** mar20  
With its successor almost delivered, the first Indian Navy Ilyushin Il-38SD is preserved at Goa's naval air station, also known as INS Hansa.

### Japan

Probably due to the COVID-19 crisis we present a very limited number of updates this month. Most updates come from photographs posted on Japanese blogs or Twitter, however it seems the majority of Japanese photographers stay at home. Nihon Koku-Jieitai (AF)

As announced in the FY2019 budget, the Keikai Kokutai (Airborne Early Warning and Control Group) was upgraded to wing-status as the Keikai Kokudan as per 26 March 2020. The wing now controls the Hiko Keikai Kanshigun (parent group of 601 and 603 Hikotai) and 602 Hikotai (reports directly to the wing).

RJNA = Nagoya/Komaki

ADC = Shireibu Hikotai      ADTW = Hiko Kaihatsu Jikkendan  
ARW = Koku Kyunandan      FTS = Kyoiku Hikotai  
FTW = Hiko Kyoikudan      TS = Jyutsuka Gakko

### F-2A

13-8510 o/h RJNA? nb, ex 1 TS **1010** may20  
63-8539 8 Hikotai ex nb/IRAN **1039** may20

F-2A 510 was seen at Hamamatsu doing tests after at least two years acting as instructional airframe. At the time of writing it was still not ferried to Nagoya and testing continued.

### F-2B

03-8103 o/h RJNA nb, ex 21 Hikotai **3003** may20  
23-8111 o/h RJNA nb, ex 21 Hikotai **3011** may20  
83-8133 8 Hikotai nb, ex IRAN **3033** may20

### F-15J

22-8810 203 Hikotai nb, ex IRAN **J1-0600** apr20  
52-8855 o/h RJNA nb/test, ex 305 Hikotai **055** may20  
72-8882 203 Hikotai nb, ex IRAN **082** apr20  
32-8941 304 Hikotai nb, ex IRAN **141** apr20

### UH-60J

18-4575 ARW at Komaki for IRAN? **2025** may20

### T-4

86-5606 ADTW ex nb/IRAN **1006** may20  
26-5674 32 FTS ex IRAN? ex ADC **1074** may20

56-5734 32 FTS ex store? **1134** apr20

### T-7

56-5923 11 FTW ex nb/IRAN **23** may20

### Rikujo Jieitai (AR)

In anticipation of the arrival of the first two Ospreys for the JGSDF in Japan, the Yuso Kokutai (Transport Aviation Group) was activated at Kisarazu on 26 March 2020. The group will parent two V-22 units (107 and 108 Hikotai) and one CH-47J/JA unit (109 Hikotai). For the moment the group is subordinate to 1 Herikoputadan, possibly later when it will re-locate to Saga this will change. No unit codes have been noted but the following might be possible: HGPVII, HGPVIII and HGPIX.

### UH-1J

41857/857 WH TDY Utsunomiya Kou **1J57** may20

### V-22B

91701 at Iwakuni **D0312** may20  
91705 at Iwakuni may20

These two arrived at Iwakuni by ship on 8 May 2020, as intended (the beginning of March as stated in Scramble 492 was a typo). A video on the internet shows an Osprey landing at Iwakuni in what looks like the Japanese colour-scheme. This was probably on a test-flight prior to its ferry to Kisarazu.

### Kaijo Jieitai (NY)

RJNA = Nagoya/Komaki  
nmks = no unit number

### SH-60K

8409 o/h RJNA ex 21 Kokutai **5009** may20  
8467 Mitsubishi HI f/n, test at Nagoya **5067** may20

### P-3C

5077 o/h Nippi? nmks, ex 1 Kokutai **9074** may20  
5082 o/h Nippi? nmks, ex 5 Kokutai **9079** may20  
5090 o/h Nippi? nmks, ex 5 Kokutai **9087** may20

### Laos

Laos People's Liberation Army Air Force (AF)

### LE500

738 mar20

### Myanmar

Tamdaw Lay (AF)

### CH-601 Zodiac

8003 unit nn f/n, photo may18  
8009 unit nn f/n, photo may19



This Bolivian Beech 95-B55 Baron of the Servicio Aéreo is clearly marked PB-001. But a recent tender refers to it as PB-003, likely the R44 helicopter PB-001 was found to be the rightful owner of that serial, on paper at least... (Santa Cruz/El Trompillo, June 2018, Frecuencia Policial)



## North Korea

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

### Ka-28

... (2\*) photo

### Mi-14PL

... known delivery **30301**  
 ... known delivery **30302**  
 ... known delivery **30303**  
 ... known delivery **30304**

The Mi-14s and the Ka-28s were delivered from Cuba in 2002-2004. They are based at Inhung, just north of Wonsan, at three spots close to each other at 39°32'15.95"N 127°22'51.05"E.

## Pakistan

Pakistan Fiza'ya (AF)

### A-5III

3W-115 pres Jhang, PB l/n ops 2010 dec19  
 Already on 5 December 2019, the A-5III was hoisted on its poles in Chenab College, Jhang, Punjab, N31.33841°, E 72.37344°.

### FT-5

55-1529 p. D.G.Khan, PBex 1(FCU)sq apr20  
 On 28 October 2019, it was placed in the middle of Pakistan Chowk, East-Northeast of Dera Ghazi Khan where the N55 and N70 roads meet, N30.06454°, E70.69762°. Painted in Pakistan flag colours, you cannot miss it if you take the Giddar Wala by-pass.

Pakistan Fauj (AR)

### MFI-17

88-5164/164 10AAsq f/n, photo on Facebook jan11

### SA330L

1628/UN-810 MONUSCO ex TUR EM-1628 **1628** feb20

## Philippines

Hukbong Katihan NG Pilipinas (AR)

### Ce172

071 f/n apr20  
 072 f/n apr20

## South Korea

An update from the UK prompted us to look into the CH-47D Chinooks South Korea bought from the US Army under an FMS program beginning 2014. Fourteen second-hand Chinooks, together with extra engines and other parts were bought. All belonged to the B-Company, 3rd Battalion, 2nd Aviation Regiment of the US Army at Desiderio Army Airfield, Camp Humphreys, South Korea. The unit was set to receive CH-47F helicopters and it was deemed cheaper to sell them to Korea instead of shipping them back to CONUS.

All fourteen helicopters involved are former CH-47A, B and C model Chinooks inducted into the CH-47D conversion program, so some parts are over fifty years old.

The US Army CH-47D serials were:

84-24158, 86-01654, 88-00070, 88-00073, 88-00081, 88-00083, 88-00085, 88-00089, 88-00091, 88-00093, 88-00094, 88-00095, 88-00096 and 88-00107.

At least five were supplied to the RoKAF, the rest to the RoK Army.

The government of South Korea has signed a contract with Korean Air to lease a The Boeing Company B747-8 for five years. The Jumbo Jet will be used by the Republic of Korea Air Force as *Code One* to replace their B747-400 10001 as the country's governmental jet, which is also leased from Korean Air. The plane will now undergo modifications and a repaint and is expected to enter service next year.

Dae Han Min Guk Gong Gun (AF)

### KF-16D-52

93-103 111 FS? w/o 27feb19 **KD-23** feb19

### F-16D-32

90-940 19 FW w/o 30mar16 **5B-9** oct15

Info from Korea.

### F-35A

20-021 LockheedMartin f/n, at Ft.Worth (TX) **AW-21** may20

### CH-47D

88-092 231 CS&RS? **M3255/M3257?** oct19

88-093 231 CS&RS? **M3267** oct17

88-094 231 CS&RS? **M3268** may20

88-095 231 CS&RS? **M3269** oct17

88-096 231 CS&RS? **M3270** oct19

Chinook 88-092 cannot be former US Army 88-00092 as this one crashed on 4 December 1989. Serial is probably chosen to neatly fit in with the other former US Army Chinooks. Only 88-00081 and 88-00083 were never reported to us, neither as RoKAF or RoK Army, however a database-program claims 88-00081 was noted in October 2016 as an army asset. This leaves 88-00083 (**M3257**) as the most promising candidate.

### UH-60P

01-716 233 CSRS ex RoK Army? **70-1716** oct15

Han Guk Yuk Gun (AR)

### CH-47D

424158 Icheon (G-510) **M3062** oct18

800070 re-serialled? as 880070 **M3244** oct15

88-00081? or to RoKAF as 88-092? Seen oct16? **M3255** mar14

88-00083? or to RoKAF as 88-092? **M3257** mar14

800089 re-serialled? as 880089 by oct18 **M3263** oct15

861654 Icheon (G-510) **M3159** mar19

880070 Icheon (G-510) **M3244** sep19

880073 Icheon (G-510) **M3247** may18

880085 Icheon (G-510) read off as '0085' **M3259** mar19

880089 Icheon (G-510) **M3263** oct18

880091 Icheon (G-510) read off as '091' **M3265** mar19

Seven former US Army Chinooks have been positively identified as operating with the RoK Army from Icheon. By process of elimination 88-00083 seems the most likely candidate to be the one transferred to the RoKAF as 88-092.

And then the question of the Chinooks receiving 'new' serials. As the RoK Army also seems to incorporate some sort of Fiscal Year into the serials, were 880070 and 880089 ever positively read-off as 800070 and 800089 as in use with the RoK Army? And anyone with a decent picture of 424158? Fact is most Chinooks conveniently carry the last two or three of the serial in big white numbers on one of the cabin-windows therefore the need to check the full (harder to read) tail serial is limited.

### UH-60P

01716 to RoKAF as HH-60P 01-716 **70-1716** oct04

Was this ever operated by the RoK Army?

## Vietnam

Không quân Nhân dân Viet Nam (AF)

In the night of 8 May 2020, the armed forces started to transport a total of four aircraft, seven tanks and six self-propelled guns from the Thua Thien Huế history museum. Among the four aircraft is MiG-21PFM 6124, one of the backbone aircraft of the Vietnam People's Air Force during the Vietnam war. The other three aircraft consist of a A-1 52-135244, A-37B 68-7957 and the immaculate UH-1H 69-15955. All three are former South Vietnam Air Force examples. After 44 years at the old location, the collection will be moved to 268 Điện Biên Phủ street, also the location of a border guard garrison at Huế.

### C-130A

005 pres Cu Chi ex std Tan Son Nhut? **3084** mar19

In order to combat the better-supplied American and South Vietnamese forces during the Vietnam War, Communist

guerrilla troops known as Viet Cong (VC) dug tens of thousands of miles of tunnels, including an extensive network running underneath the Cu Chi district northwest of Saigon. Soldiers used these underground routes to house troops, transport communications and supplies, lay booby traps and mount surprise attacks, after which they could disappear underground to safety. From March 2019, there is C-130A 005 preserved and it looks like the 0005/HCI (ex 56-0476), which has been stored at Tan Son Nhat Airport for many years. The four stored C-130s have been removed from the airport due to expansion of a new freight terminal.

## Latin America

The “intelligent lock-down” allowed for a lot of research by the editors and a laborious hunt for wrecks and relics, with great help of some contributors, for which we owe many thanks, you know who you are.

### Argentina

#### Gendarmería Nacional Argentina (PO)

##### PC-6/B2-H2

GN-805	reregistered	as LQ-JDQ	<b>787</b>	sep19
LQ-JDO	GNA	ex HC-BJS, ex <b>724</b>	<b>843</b>	sep19
LQ-JDQ	GNA	ex GN-805	<b>787</b>	sep19

Of these, HC-BJS **724** was damaged in November 1981 and rebuilt 6 February 1985 using the fuselage of **843**.

##### PC-12/47E

GN-812	reregistered	as LQ-JCQ	<b>1165</b>	aug19
LQ-JCQ	GNA	ex GN-812	<b>1165</b>	aug19

### Bolivia

Fuerza Aérea Boliviana (AF)  
SLET = El Trompillo/Santa Cruz

##### A-122A

FAB-166	GAE21	w/o 10oct74	<b>082</b>	
FAB-168	GAE21	w/o 05jan86		
FAB-172	pres Batallas	ex GAE21		apr20

The one in Batallas is in the town square at, S16.30102°, W68.53044°.

##### A-122B

“FAB-171” pres La Paz fake s/n, is an A-122B oct19  
One of the original eighteen Uirapurús crashed ‘on delivery’ as per last month’s article. However, the date is a bit suspicious and we have reason to believe it was freshly delivered and crashed later during the rehearsals for the yearly FAB anniversary fly-by... As deliveries were still continuing, the factory provided a new airframe. Still unclear what serial

that one took up, until now it was said to have become FAB-178(1). Imposter FAB-171 has been pole mounted outside the ‘Círculo Aeronáutico’, a popular venue for weddings and other celebrations. However, it is clearly a A-122B model while it bears the serial of an A-122A model! Also, the real FAB-171 crashed. Its exact location since April 2017 at least is, S16.54557°, W68.07155°. The one in Batallas is in the town square at, S16.30102°, W68.53044°.

##### Beech B55

FAB-051	GAT72	w/o 02may20	<b>TC-1388</b>
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Last month, it featured in the magazine with a photo.

##### CeU206

FAB-290	pres Uyuni	ex GAT65	<b>U206-05360</b>	oct19
FAB-353		f/n, type update		2015

The one at Uyuni is at the barracks adjacent to the airport.

##### Ce402B

FAB-002	reregistered	as FAB-003	<b>402B-0108</b>	1974
FAB-003	SNA	w/o 21feb81	<b>402B-0108</b>	

Remaining query is about construction numbers 402B-0212 and 1041. Both are mentioned to be FAB-012. However, we still have both FAB-005 and FAB-015 without a known previous identity. We used to have FAB-012 tied to 0212. Moreover, that one was written off on 7 January 1978 but the identity 0212 was registered in the USA again as N7884Q on 15 June 1981! FAB-005 and FAB-015 were both written off in 1982. It seems plausible that one or more of the crash victims were sold off in the USA to create a new airframe taking up the identity of 0212?

##### Ce414

FAB-002	GAC31	after sep74, to...	<b>414-0170</b>
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Clearing up this matter, this took over FAB-002 from the Ce402B mentioned above.

##### VT-34A

FAB-927	std SLET	f/n photo	2010
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#### Policía Boliviana (PO)

##### Beech B55

PB-001	Servicio Aéreo	f/n jun17, reregistered	PB-003
PB-003	Servicio Aéreo		may19

It was handed over during the 191st anniversary of the Police on 24 June 2017.

### Colombia

Fuerza Aérea Colombiana (AF)

##### C-47

FAC1680	ex FAC680A	c/n update	<b>4824</b>
FAC670	reregistered	as FAC1670	not <b>19125!</b>



To illustrate the Cuban military updates, L-39C 18 of UM 5010 in recent colours brown and green, seems to be appropriate. The picture was taken at San Antonio de los Baños, where it is currently stored. The construction number can be read from the main wheel door. (Summer 2019).





Another new Munich visitor for the Münchner Sicherheitskonferenz - at least in this colour scheme - was recently repainted Republic of Iraq Boeing 737-81Z YI-ASF. (Munich, 15 February 2020)

FAC1670 ex FAC670 not **19125!** feb95

#### C-117D

FAC685A reregistered as FAC1685 **43382**  
 FAC1685 ex FAC685A **43382** feb95

#### DC-3A-408

FAC1128 ex N33649 c/n update **4809**

The C-47 preserved at Madrid as "FAC1693" and formerly "FAC670" is in fact FAC1680 (ex FAC680A). The real FAC670 was believed to have been re-registered as FAC1128, but this too has proven incorrect, as it became FAC1670. However, AC-47T FAC1670 which was upgraded by Basler and delivered in February 2000, has the fuselage of **19125** which spent its whole life in the USA, before delivery to Colombia.

#### UH-1V

(69-)15271 white c/s d/d 27sep19 **11559**  
 (70-)16465 d/d 27sep19 **12770**

Four Hueys were delivered in September 2019, we still need serials of the other two.

#### Mirage M5COR

FAC3012 w/o 13feb74

#### T-33A

FAC2007 pres Villavicencio, f/n, fuselage **580-9898** photo  
 FAC2012 pres Maní f/n, real serial? apr17

Spa "Barquitos" in Villavicencio had (or still has) the fuselage of FAC2007 (l/n jan14 on Google Earth) and the nose cone of FAC2012 (on an undated photo). A complete FAC2012 is preserved in Maní, erected unmarked on 28 June 2011, and seen painted as FAC2012 in April 2017.

#### T-37B

FAC2116 pres Montenegro, f/n photo **41010** jun19  
 Refer Scramble 492, FAC2116 is now confirmed at the Club de Suboficiales Paraíso Cafetero in Montenegro, Quindío province, which can be found at N4.53240 W75.82820.

Armada de la República de Colombia (NY)

#### Bo105CB

ARC202 pres SKBQ ex GANCA **S-648** may20  
 Both Bo's have been retired a few years ago.

#### Policía Nacional de Colombia (PO)

#### Ce310N

(PNC-...) pres Ricaurte f/n photo feb12  
 An unmarked Cessna 310N is preserved at the PNC-holiday resort in Ricaurte, Cundinamarca, at N4.28341 W74.774111.

#### UH-1N

PNC-5004 to N78970 registered 10mar11 **32026**

#### PT-13/17

PNC-107 derelict Medellín, f/n, tail parts photo

A gap in the old sequence of PNC-serials, which has finally been filled. An undated picture of a Stearman's tail, apparently taken along the road southbound of Medellín, shows the full-colour PNC-roundel.

#### Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

ITM = Instituto Técnico Militar "José Martí", Havana

MUSA = San Antonio de los Baños

MUSC = Santa Clara

#### An-2

FAR-1212 f/n photo

#### An-2M

FAR-924 f/n, damaged photo

#### Il-14

12-54 f/n photo

Another gap in the sequence of registrations was filled with an undated photo of this VIP Il-14 in DAAFAR-colours.

#### L-39C

06 w/o, date unknown **232232**

19 w/o, date unknown **232346**

These are said to be the only L-39s written off, together with 15, which was written off in April 2008.

#### Mi-1

17 f/n photo

#### Mi-4

33 f/n photo

43 f/n photo

71 f/n photo

#### Mi-8T

92 w/o?

99 w/o?

Both were confirmed in service at one point in the 80s and may have crashed.

#### Mi-17

160 f/n, photo 2014

#### Mi-35

16 std MUSC f/n, photo apr20

18 std MUSC f/n, photo apr20

22 std MUSC f/n, photo apr20

#### MiG-15bis

.. w/o 01jun63

This was supposedly the first Cuban MiG-15bis loss.

**MiG-17**

212 w/o 09nov73  
 A serial and type update for this MiG-crash on 09 November 1973. The pilot steered the aircraft away from houses to eject at 50m altitude and was killed. A MiG-17 with this (fake?) serial was once photographed in a playground somewhere in Cuba.

**MiG-19P**

88 pres MUSA f/n photo jun18  
 A picture has emerged of MiG-19P 88 in the local base museum, next to Mi-4 H-100. The museum housed MiG-19P 80 for many years. The DAAFAR-museum in Havana, which closed in 2008, had serial 88 since at least October 1989, as well as Mi-4 H-100.

**MiG-21bis**

618 w/o 2011/2012  
 623 i/a ITM ex active photo

**MiG-21MF**

514 w/o  
 515 w/o  
 517 w/o 1978  
 518 w/o late 80s  
 Serial 518 was the last one written off before the MF's retirement in 1991. Only three out twelve had survived till then.

**MiG-21PFM**

380 w/o nov85 or nov86

**MiG-21U-600**

24 re-registered f/n photo  
 Delivered in 1965-1966 as above and re-registered to a three-digit serial after.

**MiG-23BN**

716 w/o late 80s  
 The only DAAFAR type ever deployed to Angola were a squadron of MiG-23BNs, of which only 716 crashed in Angola.

**MiG-23MF**

821 pres Holguín ex active, photo apr12  
 Known as preserved at an unknown location, which turned out to be the Club de las FAR near Holguín, of which the exact location is still unknown.

**MiG-23ML**

253 f/n, ex ANG C-... photo

**MiG-23UB**

705 (1)	f/n, in Cuba (w/o pre-1989)	1986
705 (2)	f/n, ex ANG I-20	89/90
706	f/n, in Cuba	<b>A1038407</b> 1986
707	f/n, ex ANG I-..	1990
708	w/o, ex ANG I-..	1990

Both 705 and 706 had been delivered to Cuba by 1986. The first 705 crashed before the late eighties. The second 705 came from Angola and became known as "el Inglesito" (the English Boy) as it had English stenciling. Both 707 and 708 were also donated by Angola after the war, however 708 fell off a crane whilst being unloaded in Cuba and became a spares source.

**MiG-29UB**

900 pres MUSA ex active may20  
 This aircraft showed up in the local base museum. Sociedad de Educación Patriótico-Militar (DF)

**L-13**

CU-D583/83 SEPMI f/n photo  
 The SEPMI was the Cuban equivalent of the DOSAAF.

**El Salvador**

Fuerza Aérea Salvadoreña (AF)

**OA-37B**

440 c/n update ex Chile 644 **43515**

**Guatemala**

Fuerza Aérea de Guatemala (AF)  
 MGGT = Guatemala/La Aurora  
 MGSJ = Puerto San José

**Bell 212**

105 pres Guatemala City, ex std MGGT **30985** dec17  
 This helicopter is preserved across the street from the Ministry of Defence, at N14.61335° W90.51030°.

**IAI201**

"513" pres MGSJ f/n photo jan16  
 An unknown Arava is preserved as a gateguard with the army's Brigada de Paracaidistas (parachute brigade). It is sometimes quoted as 880, which was still at La Aurora by December 2018.

**Honduras**

Fuerza Aérea Hondureña (AF)

The repair and modernization programme of the fighter fleet by Israeli companies has once again been halted following lack of approval by the US Government. After 2016 evaluation advised for overhaul of seven F-5s, modernization of two F-5s and overhaul of five OA-37Bs to airworthy condition, the program was finally approved by Congress which allocated a budget, and set in motion last year, before the US Government prevented the work being done. The only part of the program that was executed according is the overhaul of four Bell 412s. Currently, only three F-5s and three OA-37Bs are said to be airworthy.



The Mexican Air College at Zapopan has many preserved aircraft on its premises to inspire future Mexican air force pilots. One of these is ex-FAM Bonanza 6435. (6435, Beech F33C, Zapopan, August 2019, Raul Michel).



Fuerza Naval de Honduras (NY)

### Bo105CBS-4

FNH-101 FNH f/n, not FNH-01 **S-895** jan20

## Mexico

Trending in Mexico are the preservation and donation of retired aircraft to towns and institutions, and the auctioning of federal and state VIP-aircraft, although the latter has seen limited success so far. We share new findings of "unknown" wreck & relics here as well to encourage checking them out whenever you have a chance...

CCAEIM = Centro de Capacitación y Adiestramiento Especializado de Infantería de Marina  
 CDMX = Ciudad de México (Mexico City)  
 CECyT = Centro de Estudios Científicos y Tecnológicos  
 CONALEP = Colegio Nacional de Educación Profesional Técnica  
 ESCMEC = Escuela de Mecánica de Aviación  
 ESIME = Escuela Superior de Ingeniería Mecánica y Eléctrica Unidad  
 HENM = Heroica Escuela Naval Militar  
 MMCH = BAM 13 Chihuahua (CHH)  
 MMCL = BAM 10 Culiacán (SIN)  
 MMIT = BAM 2 Ixtepe (OAX)  
 MMLB = EAM 8 Loma Bonita (OAX)  
 MMLP = BAM 9 La Paz (BCS)  
 MMMD = BAM 8 Mérida (YUC)  
 MMMX = EAM 1 Mexico City/Benito Juárez (CDMX)  
 MMOX = BAM 15 Oaxaca (OAX)  
 MMSG = BAM 11 Santa Gertrudis (CHH)  
 MMSM = BAM 1 Santa Lucia (MEX)  
 MMZP = BAM 5 Zapopan (JAL)  
 MM48 = BAM 16 Ciudad Pemex (TAB)  
 UPC = Universidad Politécnico de Chihuahua  
 UTN = Universidad Tecnológica de Nezahualcóyotl  
 UTT = Universidad Tecnológica de Tijuana

### Fuerza Aérea Mexicana (AF)

The FAM's main base, BAM 1 Santa Lucia, will soon transform into the second international airport of Mexico City. The airport will be known as Aeropuerto Internacional Felix Ángeles (AIFA). The project is already in the construction phase and replaces earlier plans to construct an entirely new airport for Mexico City. The projected opening date for Santa Lucia as a civil airport was 21 March 2022, until the remains of sixty mammoths were discovered during construction work recently...

Intensive civil use of Santa Lucia will mean the military will have to reduce its activities here. Eventually, just helicopters will remain. As reported before, Querétaro airport (QUE) is planned to house the FAM's sole fighter unit, EA.401 with the F-5. The first aircraft will move out of Santa Lucia shortly, and the first to go are the jets of EA.401 and EA.502 (B737). They will move to Toluca (MEX), and on to Querétaro (QUE) when that airport is ready to receive them. Due to construction work at Santa Lucia, FAMEX 2021 will also be at Querétaro airport.

### AS332L-1

.... pres MMMX f/n apr17

A Super Puma is preserved at N19.42642 W99.07395 since at least April 2017. We lack a picture of it though.

### Beech M19A

EBP-320 pres MMZP f/n photo, ex EBM-20 **MB-480** mar16

### Beech F33C

(....) std MMCH ex pres MMCH may17  
 6405 pres MMZP f/n photo **CJ-66** mar16  
 6411 pres MMZP f/n photo aug16  
 6424 pres Cd Victoria (TAM), f/n photo **CJ-159** may14  
 6427 pres MM48 f/n photo **CJ-162** jan13  
 6428 pres Cd Victoria (TAM), f/n photo **CJ-163** may14  
 6435 pres MMZP f/n photo **CJ-170** jan19  
 6442 pres Temamatla (MEX) f/n photo apr19

An unmarked Bonanza is at Chihuahua. At least three others are preserved at Zapopan and two went to the Parque Lineal Centenario del Ejército in Ciudad Victoria, a PC-7 (qv) is pre-

served at the same location. The Bonanza at Ciudad Pemex finally became known thanks to new footage found.

### Beech 65-80

(....) pres Cinco de Mayo (DUR), f/n photo jun15  
 Campo Militar 10A houses a classic Beech 65 with square tail, at N24.10434 W104.584986. The FAM used to operate a few of this type. No registration is visible on pictures.

### Beech C90A

(5203) i/a ESIME f/n photo **LJ-1168** feb19  
 ESIME is a technical school in Ticomán (CDMX).

### Bell 206B-3

.... San Agustín (GRO), f/n GE oct16  
 (....) Iguala (GRO) f/n, photo oct17  
 6234 pres Santiago Tulantepec (HID) as/ex 1634 jul14  
 An unknown 206 is at a military camp at San Agustín (GRO) at N20.54053 W103.47584, while another unmarked example named "Centinela" is at Zona Militar 27 in Iguala at N18.34338N W99.52376 in fake digital camo. Finally, the serial of the 206 in Santiago Tulantepec became known.

### Bell 206L-3/4

1678 EA.111 f/n photo apr14

### Bell 212

(....) pres Apizaco (TLX), f/n photo apr18  
 1418 pres MMLB f/n, ex std MMOX **35013** dec19  
 1422 pres Temamatla (MEX), f/n photo **35017** apr19  
 1487 pres Temamatla (MEX), f/n photo, gate **30732** apr19

An unmarked Bell 212 is preserved in Apizaco (TLX) at N19.42130 W98.15119, where F260EU 6123 (qv) can be found as well. Loma Bonita houses a Bell 212 at N18.01683 W95.85887. Both 1422 and 1424 are on the central grounds of Campo Militar 37B whilst 1487 can be found near the gate.

### Cessna single

.... pres Petatlán (GRO), f/n GE apr14

An unknown Cessna single is at Campo Militar 27B in Petatlan at N17.54916 W101.26426.

### Ce182S

.... pres MMLP f/n photo feb16  
 5408 i/a UTN as "6369" **182-80579** apr19  
 5449 re-registered as 6349 **182-80641**  
 5452 re-registered as 6352  
 5470 i/a UTT f/n, donated 26oct18 video  
 5475 re-registered as 6375  
 6349 Esc Preparatorio, f/n, ex 5449 **182-80641** apr15  
 6352 Esc Preparatorio, f/n, ex 5452 feb19  
 6375 Esc Preparatorio, f/n, ex 5475 aug19

La Paz air base houses a Skylane for a few years already, but its serial is still unknown. The UTN also has one, beside a Bell 206 and a PC-7. The serial of the Skylane at the UTT was gleaned from new footage.

### CeU206

BRE-1310 Campo Militar No1, f/n (photo apr19) dec15  
 Campo Militar No.1 is in Mexico City, just west outside the CDMX-city limits.

### CeTU206G

5511 pres Temamatla (MEX), f/n (photo apr19) feb13  
 Campo Militar 37B houses this Stationair II.

### Ce207

(....) pres Tlaltenango (ZAC), f/n photo sep19  
 An unknown single has been visible in the area since May 2007 and has recently revealed itself in a picture. Its location is at Campo Militar 34 in Tlaltenango de Sánchez Román and it wears an effective digital camo without a vertical stabilizer and no visible registration. It can now be found at N21.77043 W103.28980. The FAM operated a few of the type.

### CV580

(TE-004) pres Santa Maria de Rayon (MEX), f/n aug19  
 This beauty was in San Juan Tuxtepec (MEX) from April 2007 till April 2013, spent time in the western suburbs of Toluca

(MEX) from February 2014 till November 2017, until it reappeared at its current location in August 2019, just north of the Arava at nearby Zona Militar 22, at N19.14368 W99.58923. It will become a restaurant, which may allow for an identity check....

#### F260EU

....	pres MMIT	f/n photo		may18
6109	pres MMSG	f/n photo	<b>6901/2034/EM009</b>	nov19
6123	pres Apizaco (TLX), f/n		<b>6920/2048/EM023</b>	may18
6127	pres MMCL	f/n photo	<b>6929/2052/EM027</b>	mar18
6128	pres MMZP	f/n photo	<b>6930/2053/EM028</b>	mar16
6130	pres MMZP	f/n photo	<b>6932/2055/EM030</b>	mar16

At least two F260EUs remain preserved at Zapopan, more are kept stored. Other F260EUs are preserved in Apizaco village and at Culiacán, Santa Gertrudis and Ixtepec; the last one is in front of the dining hall, next to Bonanza 6417 and is yet unknown.

#### IAI201

3003 pres Temamatla (MEX), f/n (photo apr19) **0008** sep13  
 Campo Militar 37B houses this Arava, another example at the training grounds here is yet unknown.

#### PC-7

....	pres MMLP	f/n photo, old c/s		dec17
....	pres MMIT	f/n photo		sep17
2501	pres Guanajuato (GUA), f/n, not 2561		<b>122</b>	oct15
2514	pres MMIT	f/n photo	<b>199</b>	feb18
2519	pres Cd Victoria (TAM), f/n photo		<b>204</b>	may14
2561	std MMSM	l/n	<b>504</b>	sep17
6515	pres MMCH	f/n photo, old c/s	<b>200</b>	oct17
6521	pres Tecámac (MEX), f/n (photo jul19)		<b>206</b>	jan18

The PC-7 at the Unidad Deportiva "Arnulfo Vazquez Nieto" at N20.97659 W101.28551 in Guanajuato is 2501 and not 2561. Better footage gave its serial away, while 2561 is still at Santa Lucia. Ixtepec houses two PC-7s, one of these became known. La Paz and Chihuahua have painted theirs in old multi-colour camo. The PC-7 in Tecámac at N19.74422° W98.97182°, is just south of the Santa Lucia highway exit at school CBT No.2.

#### UH-60M

10.. EA.108 damaged 07aug17  
 Hurricane winds blew this brand-new Black Hawk over at BAM 14 Apocada (NL).

Armada de México – Fuerza Aeronaval (NY)

#### Bo105CB-5

AMHP-109 pres Cosoleacaque (VER), f/n photo **S-564** jun19  
 This Bo is now preserved at N17.98909 W94.63582, together with a L-90TP (qv).

#### Beech F33C

AMP-150 pres Cd Madero (TAM), f/n, GE/photo **CE-984** apr15  
 This serial needs confirmation although it is the only candidate known. AMP-150 was destined for preservation at Tampico, which has a naval air station. However, the Bonanza never showed up on satellite imagery here. Ciudad Madero is a suburb of Tampico and houses a naval infantry base, which has a Bonanza as a gate guard, photoproof but not readable, at N22.27444 W97.80049.

#### C212-400

(AMP-...) i/a CCAEIM f/n photo, fuselage nov12  
 Two C212s can be found in Champotón (CAM), one unmarked fuselage for instruction and complete AMP-116 as preserved.

#### E-2C

(AMP-...)/"10" pres Orizaba (VER), cockpit only jun17  
 The local Expo Parque de los Dinosaurios has a Hawkeye cockpit on display at N18.85738 W97.08778. As the town is home to an ex-FAM 727 since last January, it may be worth stopping by. The Mexican Hawkeyes were scrapped at Las Bajadas (VER).

#### Lancair IVP

(AMP-160) i/a CONALEP I f/n, donated 08jul19 **001** jul19

This technical school named "Aeropuerto" in Mexico City received an unmarked Lancair IVP. The only other Lancair IVP, AMP-167, is still at the Museo Naval in Veracruz (VER).

#### Lancair Super ES

(AMP-...) i/a CONALEP III f/n, donated 20sep19  
 An unmarked Lancair Super ES went to technical school CONALEP plantel III in Cancun.

#### L-90TP

...-...	i/a HENM	f/n photo		dec19
(AME-)304	pres Cosoleacaque (VER), f/n photo			dec19

The naval academy (HENM) houses an unknown Redigo in one of its classrooms. Next to the Bo105 at Cosoleacaque (qv) is another Redigo, which could have been re-registered as ANX-1304; only 304 is readable on top of the wing.

#### MD500E

(AMHE-...) i/a CECyT 4 f/n, donated 05jun17 photo  
 An unmarked bare metal MD500 has been donated by the navy to technical high school CECyT 4 "Lázaro Cárdenas del Río" in Belen de las Flores Reacomodo (CDMX). It has since been painted red and given fake registration "XA-AJS".

#### MD902

(AMHP-...)	i/a CCAEIM	f/n photo, no boom		apr13
(AMHP-...)	i/a CCAEIM	f/n photo, no boom		apr13

Two unmarked MD902 hulks are mounted high up for rappel instruction at Champotón (CAM). After studying a few pictures, we concluded they must be real.

#### R44-I

AMHE-412 i/a CECyT 2 f/n, donated 07dec16 **0740** photo  
 This Robinson has been donated by the navy to technical high school CECyT 2 "Miguel Bernard" in Lomas de Sotelo (CDMX). It wore full colours including its serial upon delivery, although it was the only possible candidate....

#### Guardia Nacional - Policía Federal (PO)

##### Hermes 900

PF-701 f/n photo jan19

##### S-70A

PF-101	(XC-ATA)	c/n checked	<b>70-3085</b>	apr18
PF-102	(XC-ATP)	c/n checked	<b>70-3310</b>	dec17
PF-103	(XC-ATF)	c/n update	<b>70-3209</b>	feb17
PF-104				oct18
PF-105		c/n checked	<b>70-3233</b>	dec17
PF-106		c/n checked	<b>70-3152</b>	apr19
PF-107	(XC-ATB)	c/n update	<b>70-3229</b>	nov18

##### UH-60M

PF-108		c/n update	<b>70-3382</b>	dec17
PF-109				apr15
PF-110		c/n checked	<b>70-3397</b>	oct19
PF-111				feb14
PF-112				dec17
PF-113				oct18

An overview of the federal police Black Hawks with some new construction numbers. All were noted after a crash in September 2013, killing five occupants. PF-106 has widely been reported as the one that crashed, but it was noted alive again after many years, and had its construction number checked. Officially, no serial has been reported for this crash. As with the Mi-17s, XC-registrations are no longer worn externally.

#### Fiscalía General de la República (PO)

##### Beech 200

(XC-...) i/a UPC f/n, donated 17aug17 photo  
 An unmarked ex-PGR King Air has been donated to the UPC, which keeps it hangered.

##### Bell 206B

XC-... i/a Ecatepec (CDMX), f/n photo sep15  
 At a police-school an ex-PGR Jet Ranger is mounted high up for rappel instruction. At N19.55259 W99.053519, it is clearly visible from outside the premises, refer GE street view, and it wears a registration.





Mexico was once the world's largest user of the Pilatus PC-7. In recent years, the type has largely been replaced by the T-6C+ Texan II and is now only used for advanced training. Serial 6515 has been re-painted in its old early 90s colours and is preserved at Chihuahua air base. (October 2019).

### CeU206G

XC-... i/a Ecatepec (CDMX), f/n photo sep15  
At the same school as above Bell, an unknown 206 in PGR-colours is preserved behind a high wall. Beware of the cameras here.

Gobiernos Estatales Mexicanos (GV/PO)

As part of the government's austerity measures two major auctions of state property have been held recently. The first auction includes aircraft listed below in December 2019, the second one involves those listed in April 2020.

### AS350B

XC-FAL03 pres Mexico City, f/n photo 1367 apr19  
The location is Instituto Desierto de los Leones (CDMX) at N19.33733 W99.24842, since at least April 2019. It used to be operated by SSP Agrupamiento Condores, the police aviation unit of Mexico City.

### AW109SP

XC-BIN Edo de Mexico f/n, ex XB-MQL 22231 jul18  
XC-GEM Edo de Mexico f/n 22351 jul18

### CeT210N

XC-HFL std MMCH ex Edo de Chihuahua 64105 apr20

### Ce310R

XC-LGB Edo de Yucatán to XB-PZO 310R-0932 dec19  
This one was auctioned off with success, however, it was duly impounded by authorities from its new owners in January 2020.

### Lj36A

XC-GBC std MMSM ex Edo de Baja Calif 36A-050 dec19  
Put up for auction in "aeronavigable" state in December 2019 and again in April 2020.

### RC690B

XC-TAB pres Villahermosa (TAB), ex Edo Tabasco 11504 apr19  
Towed to the Museo Interactivo Papagayo for display on 28 April 2019. It can now be found at N18.00657 W92.96609.

### RC690C

XC-LIM std MMSM ex Edo de Guerrero 11606 dec19  
Put up for auction in airworthy state.

### RC695

XC-LIF std MMSM ex Edo de Durango 95068 dec19  
XC-UJW std MMSM ex Edo de Hidalgo 95000 dec19  
Both were put up for auction in airworthy state.

### RC695A

XC-BCS std MMLP ex Edo de BCS 96001 dec19  
XC-LGC std MMMD ex Edo de Yucatán 96024 dec19  
XC-LHD std MMDO ex Edo de Durango 96056 dec19  
All three were put up for auction in December 2019 in airworthy state, only the last one was auctioned again in April 2020.

## Nicaragua

Fuerza Aérea Sandinista (AF)

### An-2

74 f/n, w/o? photo  
Another gap filled, 74 was never reported before. It made an emergency landing in a field, causing considerable damage and may have been left behind. Location unknown.

## Peru

The Peruvian armed forces are in the process of getting their 200 aircraft insured. The breakdown of those 200 is, 58 for the Army, 22 for the Navy and 120 for the Air Force. Because for some reason or other, this has been delayed to 30 June, the individual branches had to take out a couple of months' worth of insurance coverage. This does not amount to all 200, but it reveals the current fleet in use quite nicely. That is why we have included the respective serials, last month the 14 Navy aircraft, this month the Air Force and Army.

Two Bo105s were transferred from the Police to the Air Force on 19 April, thus augmenting the two examples currently active with Escuadrón 315 of Grupo 3. These are to be used in assisting the medical aid necessary because of the COVID-19 crisis.

Fuerza Aérea del Perú (AF)

SPID = Iquitos/Teniente Alberto Bergerie

SPQT = Iquitos/Coronel FAP Francisco Vignetta-FAP Santa Clara

Insured from 15 May to 30 June 2020 are the following 82 aircraft:

A-37B:	120, 124, 133		
An-32B:	325	B737:	352, 356
Bell 212:	605, 690	Bo105LSA-3:	622, 623
C-26B:	529	C-27J:	328, 329, 330, 332
Ce172SP:	453, 459, 467, 468, 477, 478, 479		
CH2000:	448, 488, 489, 492, 494, 499		
DHC-6-400:	301, 302, 303, 304, 306, 307, 309, 310, 313, 314, 315		
KA-1P	430, 437, 441, 442, 444		
KT-1P:	419, 425, 426, 427		
L-100-20:	382		
Lj36A:	524	Lj45XR:	526
Mi-17-1V:	614, 626	Mi-17:	628, 641
Mi-171Sh:	607, 609		
Mi-25:	648, 650, 653, 694, 697, 698		
MiG-29SMP:	038		
Mirage 2000DP:	195	Mirage 2000P:	051, 062
PA-44-180:	483	PC-6/B2-H4:	331
Su-25:	070, 071, 075	Su-25UB:	083, 085
T-41D:	406, 408, 414		
Zlin 242L:	461, 462, 463, 464, 491		

<b>A-37B</b>				
134	Grupo 7	w/o 08jun77	<b>43502</b>	
'134'	pres			
<b>OA-37B</b>				
143	Grupo 7	id conf, ex N9639Y	<b>43432</b>	apr20
Its identity was confirmed on the plate as 73-1066.				
<b>CH2000</b>				
488	EFOPI/EDACI	del	<b>20-5010P</b>	may20
489	EFOPI/EDACI	del	<b>20-5011P</b>	may20
492	EFOPI/EDACI	del	<b>20-5009P</b>	may20
...	SEMAN	under construction	<b>20-5012P</b>	may20
...	SEMAN	under construction	<b>20-5013P</b>	may20
...	SEMAN	under construction	<b>20-5014P</b>	may20
...	SEMAN	under construction	<b>20-5015P</b>	may20

<b>PBY-5A</b>				
OB-AA-134	Faucett	ex 08087, to 422 or 423	<b>906</b>	
OB-AB-135	Faucett	ex 08088, to 422 or 423	<b>907</b>	
422		del aug46		
423		del aug46, w/o 07may52		

<b>PBY-6A</b>				
381	fate?	ex ?		jun65

<b>OA-10A</b>				
...		ex 44-33965, to 49x	<b>CV-476</b>	1947
...		ex 44-33991, to 49x	<b>CV-502</b>	1947
...		ex 44-34020, to 49x	<b>CV-531</b>	1947
378		ex 49x		
379	pres SPID	ex 607		dec17
490		w/o 06aug55		
491	fate?	poss to 3xx		sep60
492	fate?	poss to 3xx		jan52
606		del 1955, poss to 3xx		1960
607		del 1955, to 379		1960

**Canso A**  
380 fate ex 11040, N9752Z **CV-329**  
Some fruits of research into this type provided the above situation. Please note that the one preserved at Iquitos is not the former OB-T-251. Instead the one at Teniente Bergerie is 379 and under the paint the former serial 607 was revealed. If you are able to fill in the gaps, please let us know!

**Y-12**  
337 pres SPQT ex Grupo 42, l/n may02 **0053** aug19  
The one at Iquitos airport is inside the gate of the FAP Santa Clara enclave, S3.78834°, W73.31786° since March 2019 at least.

Ejército del Perú (AR)  
Insured for 61 days awaiting the Ministry of Defence tender for their whole inventory, are the following 25 aircraft:

A109K2:	EP-343		
An-32B:	EP-833		
Beech 350:	EP-825	Beech 1900D:	EP-828
Ce152:	EP-804	Ce172SP:	EP-810
Ce182T:	EP-805	Ce208:	EP-857
Ce560XL:	EP-861		
F28F:	EP-907	F280FX:	EP-918
Mi-171Sh-P:	EP-669, EP-670, EP-671, EP-674, EP-676, EP-683		
	EP-684, EP-685, EP-687, EP-688, EP-690		
Mi-17-1V:	EP-617, EP-639	Mi-8MTV-1:	EP-647

**Ce172SP**  
EP-810 corr. not 51031 **172S-10311** may20  
EP-811 corr. not '825' **172S-10594** apr19

The first was a typographic mistake in a document where the 'S' was replaced by a '5' and the last digit fell out of the table cell. How the '825' made it into an insurance tender we still do not know. These two are ex N1109V, and N1006T respectively. Both were cancelled 5 January 2011 and taken up in EP service on 24 February 2011.

Fuerza Aviación Naval del Perú (NY)

**DHC-6-100**  
AB-583 pres Iquitos ex stored Iquitos **3**  
Preserved for posterity unmarked at, S3.73283°, W73.24044°, Estación Naval Corvette Captain Manuel Clavero Muga, Iquitos. If you tell the taxi driver to go to Estación Naval Clavero he probably knows where you want to go.

**Mi-8T**  
HT-453 pres Manchay ex pr Pueblo Libre, Lima jul19  
The helicopter was dismantled on 9 July 2019 from its spot in Parque 3 Octubre, Pueblo Libre, Lima and moved to Pachacámac. Reason was that the neighbourhood complained about it being a magnet for homeless people, drug users and others that climbed in the helicopter for shelter. Its destination was the roundabout 'Ovalo Tambo Verde', in Manchay village, Pachacámac district, Southeast of Lima, S12.15548°, W76.88413°.

**SH-2G(P2)**  
HMM-481 o/o Kaman f/n, ex NZL NZ3601  
HMM-482 o/o Kaman f/n, ex NZL NZ3602  
HMM-483 o/o Kaman f/n, ex NZL NZ3603  
(HMM-484) o/o Kaman s/n allocated, ex NZL NZ3604

**Policía Nacional del Perú (PO)**  
SPJC = Lima-Callao/Intl Jorge Chavez

**Bo105LSA-3**  
PNP-114 to Air Force as ..., ex stored SPJC **2020** apr20  
PNP-116 to Air Force as ..., ex stored SPJC **2022** apr20



Mi-8T HT-453, formerly operated by the Peruvian Navy, was preserved once in Lima. It lost its pristine Navy colours for a fantasy scheme, was vandalised and moved to a rural village. (Manchay, August 2019, Jose Urbina)





On 24 April 2020, Airbus Military reported flight testing of the third CC-295 for Canada had been concluded. So far only one maintenance trainer, serial 295517, has been delivered, with deliveries of operational aircraft expected this Summer. (295503, CC-295, Seville, 24 April 2020, Airbus Military)

## Uruguay

Aviación Naval Uruguaya (NY)

### AB412HP(CP)

... AW Frosinone ex MM81473/9-05 **25718** may20  
It was seen in full colour scheme on 8 May. It will become either 041 or 042. See Scramble 490 - Page 75.

## North America

### Canada

Royal Canadian Air Force (AF)  
CAFM = Comox Air Force Museum

### CT-114 (CL-41A)

114161/- 431sq w/o 17may20 **1161**

### CC-115 (DHC-5A)

115457 pres CAFM due **11**

This Buffalo has been earmarked for preservation already, marking the imminent retirement of the type.

### CH-148 (H-92)

148808 12 Wing ex N808CT **92-5008** feb20  
148822 12 Wing w/o 29apr20 **92-5022**  
148828 12 Wing f/n, ex N828CH **92-5028** apr20

Cyclone 808 was delivered for initial training back in 2012 and returned to Sikorsky for modifications mid-2019. It had returned to 12 Wing by February 2020. Cyclone 828 is a factory fresh delivery.

### CC-295 (C295W-SAR)

295503 f/n serial **190** apr20

The third operational aircraft completed its flight test program on 24 April 2020. A picture confirmed both the registration and the construction number. So far, only a maintenance trainer with serial 295517, has been delivered to Canada.

### United States

United States Air Force (AF)

#### B-1B

85-0069/EL 34th BS ex 9th BS **29** may20  
86-0101/DY 28th BS ex MROTC **61** may20  
86-0138/EL 37th BS ex OK-ALC **98** may20

#### C-5M

86-0014 356th AS ex 337th AS **500-100** may20

#### C-21A

84-0082 to N528L ex std Springfield **35A-528**

84-0103 to N111JG ex 103rd AW **35A-549**  
84-0118 to N118MD ex std Springfield **35A-564**

#### C-130H

86-0418 154th TRS ex 164th AS **382-5110** dec19

#### C-130J

05-3146 41st AS ex 62nd AS **382-5567** may20  
06-4631 61st AS ex 41st AS **382-5582** may20  
07-46312 61st AS ex 41st AS **382-5610** may20  
14-5788 41st AS ex 61st AS **382-5788** may20  
14-5791 41st AS ex 61st AS **382-5791** may20  
16-5849 61st AS ex 40th AS **382-5849** may20  
16-5851 61st AS ex 41st AS **may20**

#### MC-130J

09-6209 9th SOS ex 415th SOS **382-5658** may20

#### KC-135R

59-1501 54th ARS ex 92nd ARW **17989/T0404** may20  
61-0311 92nd ARW ex 22nd ARW **18218/T0533** may20  
61-0315 351st ARS ex 22nd ARW **18222/T0537** apr20  
62-3552 6th ARW ex 22nd ARW **18535/T0603** sep19  
63-8887 6th ARW ex 22nd ARW **18735/T0718** aug19

#### KC-135T

59-1462 50th ARS ex 22nd ARW **17950/T0365** may20  
59-1480 6th ARW ex 92nd ARW **17968/T0383** jan20

#### E-3B

75-0557/AK 962nd AACS ex 964th AACS **21207/907** may20

#### F-16A

79-0294 left AMARC on a trailer on 08apr20 **61-79** apr20

#### F-22A

04-4072/AK 3rd Wing ex TY tailcode **645-4072** may20  
05-4088/AK 3rd Wing ex TY tailcode **645-4088** may20  
05-4099/FF 94th FS ex 95th FS **645-4099** may20

#### F-35A

15-5160/WA 16th WPS ex 422nd TES **AF-135** mar20  
17-5258/HL 34th FS new delivery **AF-200** apr20  
17-5264/HL 421st FS new delivery **AF-206** apr20  
18-5347/AK 356th FS new delivery **AF-?** apr20  
18-5348/WA 6th WPS new delivery **AF-?**  
18-5349/VT 134th FS new delivery **AF-?**  
18-5350/AK 356th FS new delivery **AF-?**

#### MQ-1B

06-3177 JB Andrews ex unknown **P177** may20

#### MQ-9A

16-4308/HO 29th ATKS first noted **may20**

**T-38A**

66-8404/BB	1st RS	ex 2nd FTS	<b>N5989</b> may20
67-14828/BB	1st RS	ex 71st FTS	<b>T6023</b> may20

**CV-22B**

12-0062	14th WPS	ex 7th SOS	D1043	apr20
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United States Army (AR)

Back in October 2018, a pair of UH-72A Lakota helicopters were added to the inventory of 1-207th AVN at Bryant AHP (AK). Up until recently their serials remained unknown, but this month we finally managed to figure out which two examples are now used by Alaska Army National Guard.

Additional news is that Peter Longley managed to obtain a list of construction number-serial tie-up details for the US Army UH-72A fleet. In order to not just publish a list of numbers, we are gathering some additional details and will publish a more detailed overview next month. But this month already a big thanks to Peter for his efforts and for sharing the results freely!

In August 2020, the US Army AH-64E Apache will take on an additional role. In that month the first helicopter with Version 6 hardware and software upgrades will be delivered. This includes the capability to use the AN/APG-78 Longbow radar to detect, track and attack maritime targets. This upgrade also includes UAV targeting capabilities, which will result in an increased cooperation between the US Army Apaches and MQ-1C Grey Eagle UAVs.

The first unit to receive the helicopters with the Version 6 upgrade is 1-229th AVN at Grey AAF, JB Lewis-McChord (WA). It is however not expected to reach operational status until the first quarter of 2021. About six months are required for air and ground crew training, which will commence in September 2020.

B/3-2nd AVN	Desiderio AAF (South Korea)
2-6th CAV	Wheeler AAF, Schofield Barracks (HI)
4-6th CAV	Grey AAF, JB Lewis-McChord (WA)
1-10th AVN	Wheeler Sack AAF, Fort Drum (NY)

A/3-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
1-14th AVN	Hanchey AAF, Fort Rucker (AL)
B/15th MI Bn	Robert Grey AAF, Fort Hood (TX)
3-17th CAV	Hunter AAF, Fort Stewart (GA)
7-17th CAV	Hood AAF, Fort Hood (TX)
1-25th AVN	Wheeler AAF, Schofield Barracks (HI)
2-25th AVN	Wheeler AAF, Schofield Barracks (HI)
A/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B/1-52nd AVN	Ladd AAF, Fort Wainwright (AK)
Det.1 E/52nd AVN	Kadena AB (Japan)
C(-)/6-52nd AVN	USARC, AASF Los Alamitos (CA)
B/1-126th AVN	CA ARNG, AASF Stockton MAP (CA)
C/2-147th AVN	IA ARNG, AASF Boone MAP (IA)
1-150th AVN	NJ ARNG, NAS Lakehurst AAF (NJ)
1-151st AVN	SC ARNG, AASF McEntire JNGS (SC)
Det.1 B/1-168th AVN	OR ARNG, AASF Easter Oregon RAP (OR)
A/1-189th AVN	MT ARNG, AASF Helena CAP (MT)
B(-)/1-189th AVN	NV ARNG, AASF Reno Stead Airport (NV)
Det.1 B/1-189th AVN	MT ARNG, AASF Helena CAP (MT)
1-207th AVN	AK ARNG, AASF Bryant AHP (AK)
Det.1 C/2-211th AVN	IA ARNG, AASF Waterloo (IA)
1-227th AVN	Hood AAF, Fort Hood (TX)
3-227th AVN	Hood AAF, Fort Hood (TX)
B(-)/1-228th AVN	Soto Cano AB (Honduras)
1-229th AVN	Grey AAF, JB Lewis-McChord (WA)
A/3-238th AVN	DE ARNG, AASF Wilmington-New Castle CAP (DE)
1-244th AVN	LA ARNG, AASF Hammond Northshore RAP (LA)
A/2-285th AVN	AZ ARNG, AASF Papago (AZ)
B/305th MI Bn	
A/2-501st AVN	Biggs AAF, Fort Bliss (TX)
AFTD = Aviation Flight Test Directorate at Redstone AAF (AL)	
BEST = BEST Aircraft Consolidation Facility, 248 Dunlop Blvd, Huntsville (AL)	

**UC-35A1**

99-00101	C(-)/6-52nd AVN, ex Det.1 E/52nd	<b>560-0534</b> dec19
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**MC-12S-1**

12-00279	B/15th MI Bn	ex MC-12S	<b>FL-416</b> jun19
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**MC-12S-2**

10-00729	B/305th MI Bn	ex MC-12W	<b>FL-729</b> nov19
10-00730	B/305th MI Bn	ex MC-12W	<b>FL-730</b> jan20



On 24 April 2020, Boeing OC-135B "Open Skies" serial 61-2670 was photographed at Tinker AFB (OK) performing functional check flights (FCF). Dylan Phelps made some great shots of that bare metal C-135. As with the Nuke Sniffers, this OC-135B is also one of the very last 135s still equipped with the Pratt & Whitney TF33-P-5/P-9 turbofans with thrust reversers. The OC-135B, normally based at Offutt AFB (NE) with the 55th Wing, was at the Oklahoma City Air Logistics Complex (OC-ALC) for seven months of heavy maintenance work. Most probably, this was the last overhaul as the airframe is reaching the end of its service life. The C-135B Stratolifter rolled out the Boeing factory in March 1962 and performed its first flight in April 1962. In 1965 it was converted to a WC-135B and was delivered to one of the two squadrons with the 9th Weather Reconnaissance Wing (55th WRS or 56th WRS). In May 1992 it flew as the "Orient Express" with the 55th Weather Reconnaissance Squadron. The aircraft was converted to its current status, OC-135B with 55th Wing as Open Skies, in 1994





192nd Airlift Squadron "High Rollers" C-130H Hercules 92-0547 at Stennis International Airport (MS) on 3 April 2020 is being fitted with new propellers. (3 April 2020, Carey Mavor)

#### UC-35A1

95-00123	AFTD	ex E/1-214th AVN	<b>560-0387</b>	dec19
97-00102	AFTD	ex E/1-214th AVN	<b>560-0456</b>	feb20
97-00105	E/1-214th AVN	ex AFTD	<b>560-0472</b>	feb20

At Huntsville (AL), the UC-35s from Wiesbaden are undergoing modifications executed by the Aviation Flight Test Directorate.

#### CH-47F

07-08741	B/3-25th AVN	ex B/1-52nd AVN	<b>M8741</b>	feb20
08-08764	B/3-25th AVN	ex B/1-52nd AVN	<b>M8764</b>	feb20
08-08767	B/3-25th AVN	ex B/1-126th AVN	<b>M8767</b>	feb20
09-08778	Det.1 B/1-168th AVN,	ex B/1-189th	<b>M8778</b>	may20
11-08094	Det.1 B/1-189th AVN,	ex nb	<b>M8094</b>	jul19
11-08836	B/3-25th AVN	ex B/3-2nd AVN	<b>M8836</b>	feb20
16-08472	B/3-25th AVN	f/n	<b>M8472</b>	mar20
17-08237	B(-)/1-228th AVN,	ex Boeing	<b>M8237</b>	dec19

#### UH-60A

78-22974	std BEST	ex A/3-238th AVN	<b>70-037</b>	mar20
78-23005	to N160CZ	ex std BEST	<b>70-068</b>	may20
80-23467	std BEST,	ex Det.1 C/2-211th AVN	<b>70-225</b>	mar20
83-23868	std BEST	ex 1108th TASMG	<b>70-693</b>	mar20
88-26068	A/1-168th AVN	ex nb	<b>70-1287</b>	jul19

Prior to being flown to 1108th TASMG MS ARNG at AASF Gulfport-Biloxi IAP (MS), 83-23868 was used by A/1-168th AVN as AASF Helena CAP (MT).

#### UH-60L

92-26450	1-207th AVN	ex nb		feb20
93-26532	A/2-501st AVN	ex A/3-10th AVN		apr20
94-26574	A/3-25th AVN	ex nb	<b>70-2094</b>	apr20

With thanks to Jeff Rankin, we can report that two UH-60L Blackhawks were delivered by CCAD at Corpus Christi (TX) to the National Institute of Aviation Research at the Wichita State University (KS). They will be used to create a virtual model of the Black Hawk and presumably both will be returned to CCAD once this work has been completed. One of the two is 97-26750 which was previously used by 2-2nd AVN in South Korea.

#### HH-60M

08-20172	C/2-3rd AVN	ex C/2-1st AVN	<b>70-3700</b>	oct19
11-20351	C/2-3rd AVN	ex C/2-1st AVN	<b>70-3905</b>	oct19

From January 2019 until October 2019, 1st CAB deployed to Europe as part of Operation Atlantic Resolve. One of the units involved was C/2-1st AVN, which as it turns out handed over a few of their HH-60M helicopters to C/2-3rd AVN. The later unit is part of 3rd CAB which arrived in Europe to relieve 1st CAB in October 2019.

#### UH-60M

..-20457	4-3rd AVN	f/n		oct19
..-20519	1-244th AVN	ex nb		feb20
..-20545	1-244th AVN	ex 2-25th AVN		feb20
..-20564	1-244th AVN	ex nb		feb20
..-20628	1-244th AVN	ex C/2-147th AVN		feb20
..-20711	A/2-285th AVN	ex C/2-147th AVN		mar20
..-20833	3-227th AVN	f/n		jan20
..-20977	2-25th AVN	f/n		mar20
..-20984	1-244th AVN	f/n		feb20
..-21009	1-150th AVN	f/n		may20
..-21049	A/2-285th AVN	f/n		mar20
19-21090	2-2nd AVN	f/n		apr20

The FY listed here for 21090 was taken from the call sign used by its crew.

#### AH-64D

03-05370	3-17th CAV	ex 1-10th AVN	<b>PVD370</b>	oct19
04-05442	1-151st AVN	ex nb	<b>PVD442</b>	may20
06-07019	1-25th AVN	ex nb	<b>DUS019</b>	mar20
09-05614	2-6th CAV	ex nb	<b>PVD614</b>	mar20

#### AH-64E

15-03050	7-17th CAV	ex nb	<b>NM050</b>	mar20
15-03060	7-17th CAV	f/n	<b>NM060</b>	mar20
15-03071/71F	1-14th AVN	ex Boeing	<b>NM071</b>	mar18
16-03084	4-6th CAV	ex 1-227th AVN	<b>NM084</b>	mar20
17-03162	4-6th CAV	f/n	<b>NM162</b>	mar20
18-03207	1-229th AVN	ex Boeing	<b>NM207</b>	mar20
19-03272	1-14th AVN	f/n	<b>NM272</b>	may20

#### UH-72A

13-72279	1-207th AVN	ex C(-)/1-376th AVN	<b>9617</b>	oct18
14-72312	1-207th AVN	ex C(-)/1-376th AVN	<b>9677</b>	oct18

#### EO-5B

N53993	std 309th AMARG,	ex D/204th MI Bn	<b>104</b>	jan20
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United States Navy (NY)

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

KNHK = Patuxent River (MD)

#### C-12C

23132/38	to N222KC	ex 38/USNTPS	<b>BC-68</b>	may20
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#### C-20D

163692/692	to NASA	as 163692	<b>481</b>	feb16
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#### C-2A

162142/142	wfu KNHK	to be preserved	<b>22</b>	mar20
162144/637	VAW-120	ex 55/VRC-40	<b>24</b>	feb20
162152/32	VRC-30 Det.1	ex Det.4	<b>32</b>	may20

<b>C-40A</b>												
165832/832	VR-58	ex 832/VR-61	<b>30781/742</b>	apr20	168114/AC-711	HSM-74	ex AB-711/HSM-72	<b>70-4448</b>	apr20			
166696/696	VR-59	ex VR-56	<b>40577/3687</b>	mar20	168141/HR-514	HSM-48	f/n		feb20			
					168153/HQ-765	HSM-46	ex HQ-465		feb20			
					168167/HK-...	HSM-40	f/n		sep17			
<b>C-130T</b>					<b>MH-60S</b>							
164998/BD-998	VR-64	ex AX-998 VR-53	<b>382-5305</b>	dec19	167812/BR-40	HSC-28	ex HU-741/HSC-2		apr20			
165313/AX-313	VR-53	JW-313 VR-62	<b>382-5383</b>	mar20	168587/BR-31	HSC-28	ex AM-04/HSC-22		mar20			
165348/JW-348	VR-52	ex AX-348/VR-43	<b>382-5404</b>	apr20								
<b>KC-130T</b>					<b>P-3C BMUP+</b>							
164441/BD-441	VR-64	ex NY-441/VMGR-452	<b>382-5219</b>		161404/LL-404	VP-30	ex 404/VP-62	<b>185-5740</b>	apr20			
may20					<b>P-8A</b>							
<b>E-2C-2000</b>					169555/555	VP-30?	del 14may20	<b>65747/7796</b>	may20			
165825/AJ-600	VAW-124	ex NH-603/VAW-115	<b>A196</b>	apr20	169560/560	Boeing	f/f 29apr20	<b>66093</b>	apr20			
<b>E-2C-II</b>					<b>T-45C</b>							
165300/AJ-606	VAW-124	ex AJ-601	<b>A20-171</b>	may20	163656/B-200	VT-7/VT-9	ex B-200/TAW-2	<b>A058</b>	feb20			
<b>E-2D</b>					165623/B-234	TAW-2	ex A-181/TAW-1	<b>C081</b>	mar20			
168599/642	VAW-120	ex AG-605/VAW-121	<b>AA18</b>	feb20	<b>CMV-22B</b>							
169075/661	VAW-120	f/n	<b>AA41?</b>	feb20	169435	Boeing		<b>D2001</b>				
<b>F/A-18C</b>					169436	Boeing	f/f	<b>D2002</b>	may20			
164648/AF-40	VFC-12	ex nmks	<b>1072/C277</b>	feb20	169437	Boeing	f/f 26may20	<b>D2003</b>	may20			
<b>F/A-18E</b>					169438	Boeing		<b>D2004</b>				
165535/AD-103	for Blue Angels	ex AD-103/VFA-106	<b>1467/E008</b>	may20	169439	Boeing		<b>D2005</b>				
165861/AJ-301	VFA-97	ex NE-302/VFA-192	<b>E037</b>	may20	169440	Boeing		<b>D2006</b>				
165862/AJ-102	VFA-37	ex NJ-235/VFA-122	<b>E038</b>	feb20	169441	Boeing		<b>D2007</b>				
165902/AJ-305	VFA-97	ex AC-305	<b>E057</b>	may20								
166958/AG-304	VFA-86	ex AC-214	<b>E200</b>	mar20								
169399/AC-400	VFA-105	ex AD-114/VFA-106	<b>E302</b>	apr20								
169747	Boeing	f/n	<b>E323?</b>	may20								
<b>F/A-18F</b>					<b>KC-130J</b>							
165887/AD-206	VFA-106	ex AD-241	<b>F047</b>	feb20	168065/QD-065	VMGR-152	ex QB-065/VMGR-234	<b>382-5644</b>	apr20			
166464/NJ-135	VFA-122	ex NJ-131	<b>F099</b>	apr20	169225/NY-225	VMGR-452	ex BH-225/VMGR-252	<b>382-5792</b>	may20			
166809/AC-1..	VFA-32	ex AJ-205/VFA-213	<b>F182</b>	apr20								
<b>MH-60R</b>					<b>F/A-18C</b>							
166595/HK-021	HSM-40	ex HQ/HSM-46		feb20	164718/VE-06	VMFA-115	ex RQ-43/FRCSW	<b>1166/C320</b>	mar20			
167037/AJ-702	HSM-70	ex AJ-713		apr20	164739/CE-24	VMFA(AW)-225	ex WS-406/-323	<b>1195/C336</b>	sep19			
167038/HQ-766	HSM-46	ex HQ-466	<b>70-3822</b>	feb20	164879/VE-09	VMFA-115	ex XE-301/VX-9	<b>1211/C345</b>	apr20			
167046/HQ-767	HSM-46	ex HQ-467		feb20	164902/DR-201	VMFA-312	ex NA-201	<b>1234/C361</b>	may20			
167048/HR-500	HSM-48	ex HK-015/HSM-40		feb20	164910/DR-208	VMFA-312	ex AB-407/-251	<b>1242/C369</b>	may20			
167780/HK-024	HSM-40	ex AC-704/HSM-74	<b>70-4004</b>	feb20	164956/DR-206	VMFA-115	ex VMFA-312	<b>1256/C377</b>	mar20			
168087/HQ-772	HSM-46	ex HK-024/HSM-40		feb20	164960/DR-206	VMFA-312	ex NE-410/VFA-34	<b>1260/C379</b>	may20			
168089/HK-034	HSM-40	ex HR-500/HSM-48		feb20	164968/DR-214	VMFA-312	ex NA-214	<b>1268/C383</b>	may20			
168097/HR-501	HSM-48	ex HK-033/HSM-40		feb20	164970/DR-204	VMFA-312	ex NA-204	<b>1271/C385</b>	may20			
					164973/VE-02	VMFA-115	ex DR-203/-312	<b>1275/C388</b>	mar20			
					164978/VE-08	VMFA-115	ex AB-413/-251	<b>1281/C393</b>	mar20			
					165173/VE-05	VMFA-115	ex AG-311/FRCSW	<b>1290/C398</b>	mar20			

United States Marine Corps (NY)  
FRCSW = Fleet Readiness Center South West, North Island (CA)  
LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)



Twelve F-35A Lightning IIs from the 388th Fighter Wing at Hill AFB (UT) arrived at Lajes Air Base (Azores) on their way back to CONUS. The aircraft and crew had a long rest at Lajes, they stayed for one week at the island. (3 May 2020, João Toste)



165174/DR-203	VMFA-312	ex AJ-405/VFA-37	<b>1292/C399</b>	may20
165195/VE-03	VMFA-115	ex WT-01/-232	<b>1340/C420</b>	mar20
165197/VE-11	VMFA-115	ex AD-345 VFA-106	<b>1346/C422</b>	mar20
165201/VE-01	VMFA-115	ex AD-364/VFA-106	<b>1356/C426</b>	mar20

**F/A-18D**

164237/ED-14	VMFA(AW)-533	ex XE-400/VX-9	<b>1000/D072</b>	may20
165684/ED-18	VMFA(AW)-533	ex CE-01/-225	<b>1487/D158</b>	may20
165686/ED-09	VMFA(AW)-533	ex DT-02/-242	<b>1494/D160</b>	may20

**F-35B**

169617/VK-..	VMFA-121	ex CF-10/VMFA-211	<b>BF-81</b>	apr20
169622/VK-..	VMFA-121	ex 06/VMFA-211	<b>BF-86</b>	apr20
169623/VK-..	VMFA-121	ex 07/VMFA-211	<b>BF-87</b>	apr20
169624/VK-..	VMFA-121	ex CF-11/VMFA-211	<b>BF-88</b>	apr20
169625/VK-..	VMFA-121	ex 14/VMFA-211	<b>BF-89</b>	apr20
169626/VK-..	VMFA-121	ex CF-12/VMFA-211	<b>BF-90</b>	apr20
169627/VK-..	VMFA-121	ex VMFA-211	<b>BF-91</b>	apr20
169628/VK-..	VMFA-121	ex CF-14/VMFA-211	<b>BF-92</b>	apr20
169683	LMTAS	f/f 23apr20	<b>BF-98</b>	apr20
169684	LMTAS	f/f 04may20	<b>BF-99</b>	may20

**F-35C**

169640	VMFA-314	del 11may20	<b>CF-45</b>	may20
169702	LMTAS	f/n	<b>CF-46</b>	may20

**AH-1Z**

169382/SN-51	HMLA-169	ex SM-51/HMLA-369		may20
169809	Bell	f/n		apr20

**CH-53E**

161996/YF-16	HMH-USA	ex YJ-00/HMH-465	<b>65-473</b>	apr20
164859/YF-859	HMH-462	ex YK-859/HMH-466	<b>65-635</b>	may20

**MH-53E**

163057/AN-436	HM-12	del from Erickson Inc.	<b>65-555</b>	feb20
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**AV-8B+(R)**

165390/YM-53	VMM-365	ex WH-08/VMA-542	<b>285</b>	apr20
165580/WH-15	VMA-542	ex WL-15/VMA-311	<b>317</b>	apr19

**MV-22B**

166383/MQ-409	VMM-774	ex MQ-09	<b>D0050</b>	feb20
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166487/MQ-403	VMM-774	ex MQ-03	<b>D0066</b>	feb20
166492/MQ-408	VMM-774	ex MQ-08/VMM-774	<b>D0071</b>	feb20
166689/12	VMM-America	ex YT-11/VMM-164	<b>D0083</b>	apr20
166719/YM-10	VMM-365	ex YS-09/VMM-162	<b>D0088</b>	apr20
166746/YT-08	VMM-164	ex YT-07	<b>D0111</b>	may20
168004/YP-12	VMM-163	ex YR-12/VMM-161	<b>D0134</b>	apr20
168604/YP-05	VMM-America	ex YP-05/VMM-163	<b>D0259?</b>	apr20

**YCH-53K**

168779/01	HX-21	BuNo update	<b>EDM-1</b>	oct18
168780/02	HX-21	BuNo update	<b>EDM-2</b>	feb20
168781/03	HX-21	BuNo update	<b>EDM-3</b>	apr20
168782/04	HX-21	BuNo update	<b>EDM-4</b>	oct18

We had the BuNo's of the YCH-53Ks wrong in our database, these are now in the correct order.

United States Coast Guard (CG)

**HC-144A**

2312	Cape Cod	ex Miami	<b>C-185</b>	jan20
2316	Mobile	ex Cape Cod	<b>C-209</b>	apr20

**MH-60T**

6044	Mobile	ex Clearwater	<b>70-1682</b>	mar20
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**MH-65D**

6607	New Orleans	ex San Francisco	<b>6804</b>	mar20
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**MH-65E**

6556	Mobile	ex Elizabeth City	<b>6235</b>	apr20
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National Aeronautics and Space Administration (GV)

**C-20D**

163692	Langley	ex USN	<b>481</b>	jan16
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## Credits

Clive Bartram, Danny Bonny, Winston Brent, Ian Carroll, Matt Cawby, Damiano Gualdoni, Steve Donaldson, Edwin de Greeuw, Joris Heeren, Michael Kennedy, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Jonathan Olguin, Jeff Rankin, Jos Stevens, Hans van der Vlist, Richard Vandervord, Peter Weinert, Paul Williamson



The second US Navy CMV-22B Osprey, BuNo 169437, was pictured by Anthony Boyer during a test flight from the Bell-Boeing plant in Amarillo (TX) on 26 May 2020. The US Navy is planning 39 Carrier Onboard Delivery (COD) Ospreys that will replace the venerable C-2A Greyhound. The Greyhounds should be retired by 2024. The first COD Osprey was 169435 and made its first flight on 19 December 2019. The US Navy Osprey will start operating with Fleet Logistics Multi Mission Wing (COMVRMWING) and its first squadron, Fleet Logistics Multi-Mission Squadron (VRM) 30, at NAS North Island (CA). The wing will get two additional CMV-22B squadrons under its command: VRM-40 and VRM-50.

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# Triptease



Libyan Air Ambulance was established in 1979. Cessna 560XLS 5A-DRL was acquired in September 2008. (Djerba-Zarzis, 5 March 2020, Raymond van Dijkhuizen)

## Tunisia

Paris-Orly 3 March 2020

7T-VJB	A330-202	Air Algérie
7T-VJN, 7T-VKI, 7T-VKK	B737-8D6	Air Algérie
CN-RGF, CN-RGI	B737-86N	RAM - Royal Air Maroc
CN-RGV	B737-85P	RAM - Royal Air Maroc
CN-ROK	B737-8B6	RAM - Royal Air Maroc
CS-TTE	A319-111	TAP Air Portugal
EC-MMU	A321-231	Vueling
EC-MXY	A320-251N	Iberia
F-HHAV, F-HNET, F-HTRE	A350-941	Air Caraïbes
F-HOXY	ERJ145LI	Amelia
F-HUNO	A330-232	Air Caraïbes
F-ORLY	A330-323X	Air Caraïbes
OE-IVQ, OE-IVU	A320-214	easyJet Europe
TC-DCM	A320-214	Pegasus
TS-IOR	B737-6H3	Tunisair

Royal Air Maroc CN-RGV was spotted in the special 60 anniversary colour scheme.

### Hub traffic

Air France	A319 (1), A320 (1), A321 (1), B777 (5)
Corsair International	A330 (1), B747 (1)
French Bee	A350 (1)
HOP! (Air France)	CRJ1000 (2), ERJ145 (1)
La Compagnie	A321 (1)
Level France	A330 (2)
Transavia France	B737 (12)

Djerba-Zarzis 3 March 2020

G81-103/TS-QGC	Bell 429	Garde Nationale
Z21121/TS-MTK	C-130J-30	11sq
TS-IOR	B737-6H3	Tunisair

Early in the morning, the members of the 4Aviation trip to the first-ever IADE air show in Tunisia gathered at Schiphol Airport. After check-in, there was some time to spot aircraft at Schiphol. Once boarding was completed we flew with Transavia France to Paris-Orly. As Transavia does not have any luggage transfer facilities, we had to reclaim our luggage and check these in again, for our connection to Djerba-Zarzis. Also at Orly we had some time to spot aircraft, and also at Djerba we could note a few aircraft. After we reclaimed our luggage, we got a transfer to our hotel for a well deserved rest.

4 March 2020

F-GZHE, F-HTVJ	B737-8K2	Transavia France
TS-IMN	A320-211	Tunisair

TS-LBG ATR72-212A Tunisair

Today IADE was formally opened, after collecting our access passes, we could enter the air show. It was remarkable that the biggest absentee was the own Tunisian Air Force for the show. At the static you could find two Turkish C-130s, and a lot of American aircraft. At the flightline there were sufficient aircraft. However, soon after we arrived, the first left Djerba and were not to be seen again.

The show was opened by a fly-by of one F-5 and two L-59s, after that all the fuzz had ended, bar the departure of the two Turkish Hercules aircraft.

For the log of the show, please refer to Scramble issue 492, page 72.

5 March 2020

5A-DRL	Ce560XLS	Libya Air Ambulance
TS-IMN	A320-211	Tunisair
TS-IMW	A320-214	Tunisair
TS-INC, TS-INQ	A320-214	Nouvelair
TS-IOR	B737-6H3	Tunisair
TS-LBF, TS-LBG	ATR72-212A	Tunisair

After an excellent breakfast, we went for the second show day to the airport of Djerba. Today, we had some high expectations to see some more aircraft at the show. The Garde Nationale (National Guard) helicopter was added to the static. This was the same we saw upon arrival on 3 March 2020. The rest of the day, the only movements were made by the L-410s and a Hercules, which transported guests to the show.

6 March 2020

F-GZHN	B737-85H	Transavia France
F-HTVA	B737-8K2	Transavia France
TS-INQ	A320-214	Nouvelair
TS-LBG	ATR72-212A	Tunisair

Again, the hotel provided us with an excellent breakfast. After some grocery shopping, we went to the air show again. Unfortunately, it was a very dull day with the only movements from the daily air show consisting of Solo Türk and the Saudi Hawks. After this again disappointing day, we left early and enjoyed dinner and beers in the hotel.

Djerba-Houmt Souk (Lycée Technique) 7 March 2020

(TS-APF)	T-6G	preserved	168-377
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The registration was read from the call plate in the cockpit and the construction number was read from the manufacture plate.





TS-LBF was added to the Tunisair Express fleet in November 2019. The ATR72 is named 'Bulla Regia' which refers to an ancient Berber city near present-day Jendouba, Tunisia. (Djerba-Zarzis, 5 March 2020, Raymond van Dijkhuizen)

As today promised yet another disappointing day at the show, a lot of people decided to do something touristic. Also, the only W&R location on the island of Djerba was checked and after that we strolled through the city and walked along the beach to spot some flamingoes.

Djerba-Zarzis		8 March 2020
F-GZHZ	B737-85P	Transavia France
F-HTVO	B737-8GJ	Transavia France
TS-IMN	A320-211	Tunisair
TS-INC	A320-214	Nouvelair
TS-ION, TS-IOR	B737-6H3	Tunisair
TS-LBF, TS-LBG	ATR72-212A	Tunisair

The last day of IADE was a public day, just like 7 March. This meant that flying with VIP's was limited, and the flying display was cut short and set for the afternoon. The programme consisted of a fly-by with one F-5 and two L-59s, Solo Türk and the Saudi Hawks. We photographed a Black Hawk which dropped some paratroopers. After we had checked in for our flight to Orly, it appeared that three support aircraft (one Saudi and two Turkish Hercules aircraft) had landed. Just before midnight we arrived in our hotel near Paris-Orly

for a short night rest. At Orly we saw one B777 of Air France and four B737s of Transavia France.

Paris-Orly		9 March 2020
7T-VJO	B737-8D6	Air Algerie
EC-MFN	A320-232	Vueling Airlines
EC-MGY	A321-231	Vueling Airlines
F-ORLY	A330-323	Air Caraïbes

#### Hub traffic

Air France	A320 (1), B777 (3)
Corsair International	A330 (3), B747 (1)
French Bee	A350 (1)
HOP! (Air France)	CRJ1000 (1), ERJ190 (1)
Transavia France	B737 (6)

At 05:45 we had to travel to the airport to catch our plane back to Amsterdam. Before departure at Orly and after arrival at Schiphol, we spent some time with spotting. After everyone collected their luggage, one could look back with mixed feelings about the success of this show. In 2022 there is another IDAE and hopefully this one is better than the edition of 2020.

Credit: Raymond van Dijkhuizen



This former USAF T-6G was transferred to the French Air Force in 1957 and ended up in Tunisia in the sixties as TS-APF. The aircraft was donated to the Houmet Souk Lyceum in Djerba in 1979. (Djerba-Zarzis, 7 March 2020, Raymond van Dijkhuizen)



# From the Bolivian headache-files: part 2 - FAB-201 to FAB-415



Erwin van Dijkman

Cobija-based CeU206G FAB-366 taxis past during the 90th anniversary of the Bolivian Air Force at Santa Cruz-El Trompillo. This was the standard colour scheme, also used by TAM, until FAB also found the grey paint... (12 October 2013, Wim Sonneveld)

This is the second instalment of our Bolivian serial overview. As we explained in the first part, the Fuerza Aerea Boliviana inducted scores of drug trafficking aircraft. The once modest category reserved for light utility aircraft, FAB-2xx, therefore exploded into the FAB-3xx and even FAB-4xx ranges. These were originally reserved for advanced trainer and light attack aircraft. That is why this chapter does not neatly run to 399 but slightly beyond! Maybe FAB-416 is pressed into service as we speak...

## Aircraft histories

As you can imagine, the air force has faced some challenges while taking up impounded aircraft. First of all, there is no maintenance record whatsoever. There is no way of telling when the next inspection is due and which parts are in need of imminent replacement. Sometimes, the exact aircraft subtype is not even known and the associated parts and maintenance intervals may differ from what is applied. Secondly, if the aircraft has no valid or documented history, what happens with the insurance pay out if an accident does occur? Probably, the insurer would be reluctant to oblige. Lastly, and most importantly, it may not really be safe to operate an aircraft without known history. All sorts of hidden issues might be there, who knows how it was handled? Maybe

the airframe was over-stressed during operations from unprepared runways, left unprotected or maintained with 'needle and thread'... But although these birds are a mixed blessing, they have provided the air force with a huge amount of usable aircraft to operate in the vast country. Arguably, in the Bolivian context, they are more directly usable than any 'fighter' type aircraft.

## 'Cessna singles'

The header says it all. This is how many were identified by mainstream aircraft enthusiasts. To be frank, during the research into this article we were humbled on more than one occasion even though we thought we had at least a decent small aircraft recognition capability. It turns out to be quite hard to tell the difference between an early strut-equipped Cessna 210 and a Cessna 182 for example. Or between a Cessna 172 and 182 for that matter. Especially when it is a wingless hulk or grainy shot from afar. So we scrutinized many photographs and altered various subtypes back-and-forth along the way.

Like the previous part, serials are listed in order, double ones in order of usage. Dubious entries are marked **red** with a query or explanation; **green** is currently operational:

## Serial overview

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
FAB-200	U-17A			1963		?	USA 63-9...	
<b>FAB-200</b>	<b>unknown</b>					?		
FAB-201	U-17A			1963		?	USA 63-9...	
FAB-201	Ce206 ?	La Paz-El Alto		sep94	sep94	?		
FAB-202	U-17A			1963		?	USA 63-9...	
FAB-202	CeU206G	Trinidad	<b>U206-06366</b>	may08	oct15	dump	CP-1745	
FAB-203	U-17A	GA31		jul63	09oct63	w/o	USA 63-9...	w/o 09oct63
FAB-203	CeU206G	GREA83	<b>U206-06112</b>	apr07	aug19	act	CP-1672	
FAB-204	U-17A	GA31		jul63	17aug63	w/o	USA 63-9...	w/o 17aug63
<b>FAB-204</b>	<b>unknown</b>					?		
FAB-205	U-17A		<b>185-0589</b>	26jun63	jan68	w/o	USA 63-9803	w/o jan68
<b>FAB-205</b>	<b>unknown</b>					?		
FAB-206	U-17A			jul63		?	USA 63-9...	
<b>FAB-206</b>	<b>unknown</b>					?		
FAB-207	U-17A			jul63		wfu	USA 63-9...	wfu by apr91
FAB-207	Ce182P (or Q)	GAE21		apr91	jul96	?		
FAB-208	U-17A	GAC31	<b>185-0584</b>	21jun63	30jan69	w/o	USA 63-9800	w/o 30jan69
FAB-208	PA-34			nov92	nov92	?		Possibly EMB-810
FAB-209	U-17A			jul63	apr91	?	USA 63-9...	wfu by apr91, see FAB-218
FAB-209	Ce210?	Santa Cruz		apr91	apr91	?		



FAB-210	U-17A				?	USA 63-9...	
FAB-210	Ce172		nov92	nov92	?		
FAB-211	U-17A		jan64		?		reported as MAP, no candidates
FAB-211	CeU206	GAE21	sep94	jul96	?		
FAB-212	U-17A		jan64	aug66	w/o		dbr aug66, reported as MAP, no candidates
FAB-212	CeU206G	Santa Cruz	oct94	sep97	dump		
FAB-213	U-17A		jan64		?		reported as MAP, no candidates
FAB-213	CeU206	GAT64	15	15	act		
FAB-214	U-17A			03aug86	w/o		w/o 03aug86, possibly 64-17948?
<b>FAB-214</b>	<b>unknown</b>				?		
FAB-215	U-17A		<b>185-0999</b>	09mar66	18apr72	w/o	USA 66-8036 w/o 18apr72
FAB-215	Ce172				92	wfu	
FAB-216	U-17A		<b>185-1000</b>	09mar66	09jun87	w/o	USA 66-8037 w/o 09jun87
<b>FAB-216</b>	<b>unknown</b>					?	
FAB-217	U-17A	GAC31	<b>185-1004</b>	09mar66	09jun68	w/o	USA 66-8038 w/o 09jun68
FAB-217	Ce210N		<b>210-64633</b>	92	sep94	?	CP-1833
FAB-218	Ce185/U-17A			1967	1967	?	<b>Ce185 or U-17A ex FAB-209?</b>

#### U-17A deliveries under the Military Assistance Program

FAB received 15 U-17As. Eleven from late June 1963 through MAP program 3U-261. These were, 63-9794 (**185-0556**) and 63-9795 (**185-0557**), 63-9796 (**185-0580**) to 63-9801 (**185-0585**), 63-9802 (**185-0587**), 63-9803 (**185-0589**), and 63-9804 (**185-0591**). Although 63-9805 was earmarked to go to Bolivia, that went to Jamaica. These were FAB-200 to 210. In January 1965, a single ship followed under MAP 4U-403, 64-17948 (**185-0806**), likely FAB-214. Lastly, three more arrived in March 1966 under MAP 6U-084 concluding the U-17A deliveries, 66-8036 (**185-0999**), 66-8037 (**185-1000**), and 66-8038 (**185-1004**). Likely FAB-215 to FAB-217. Also, FAB-211 to FAB-213 and FAB-218 are said to have been Skywagons. The first three were delivered under MAP 15 January 1964, possibly direct acquisitions, and the latter is either a Ce185 or a FAB-209 reserialled; but that is not confirmed!

FAB-219	CeA185E		<b>185-01344</b>	mar68	25feb72	w/o		w/o 25dec72 (or 25dec77?)
<b>FAB-219</b>	<b>unknown</b>					?		
FAB-220	CeA185E	GAC31	<b>185-01345</b>	22mar68	25aug73	w/o		dam 22nov71, rep, w/o 25aug73
FAB-221	CeU206C	GAC31	<b>U206-0980</b>	07jul67	23sep72	w/o		w/o 23sep72, wfu 1982
FAB-221	Ce208	Villamar Mallcu	<b>208-00063</b>	feb92	15feb92	w/o	CP-2090	w/o 15feb92, tail still in the village
FAB-222	CeU206C	GAC31		11dec67	oct71	w/o?		dam 17oct71
FAB-222	<b>Ce...</b>					?		<b>(type requires confirmation)</b>
FAB-222	CeU206G	Cochabamba	<b>U206-06388</b>	1991	oct94	dump	CP-1797	PMA, wreck
FAB-223	CeA185E		<b>185-01346</b>	mar68		?		
FAB-223	CeU206	GAE21		oct94	jul96	?		
FAB-224	CeA185E		<b>185-01435</b>	oct68		?		
FAB-224	Ce210	Santa Cruz		oct94	oct94	?		
FAB-225	CeA185E		<b>185-01436</b>	oct68	18apr72	w/o		w/o 18apr72
FAB-226	CeA185E		<b>185-01858</b>	71		?		
<b>FAB-225 to 226 unknown</b>						?		
FAB-227	CeA185E	GAC31		22mar71	18jun71	w/o		w/o 18jun71
FAB-227	Ce210	GAC32		apr91	00	w/o		w/o 2000
FAB-228	CeT210N	to CP-1739	<b>210-64601</b>	92	mar98	civil		
FAB-229	CeU206F	Cochabamba	<b>U206-01735</b>	oct94	oct13	i/a		PMA
FAB-230	CeA185F		<b>185-02211</b>	19may73		?		
FAB-230	Beech 35			nov92	nov92	?		
FAB-231	CeA185F	La Paz-El Alto	<b>185-02221</b>	73	oct94	wfu		wreck
FAB-232	CeA185F		<b>185-02229</b>	73		?		
FAB-233	CeA185F	Santa Cruz	<b>185-02234</b>	73	feb06	wfu		
FAB-234	CeA185F		<b>185-02240</b>	73	06nov73	w/o	N4367Q	w/o 06nov73
FAB-235	CeA185F		<b>185-02252</b>	76		?	N2624S	
<b>FAB-231 to 235 unknown</b>						?		



Not much was left after the crash on 25 February 1992 of a rare FAB Cessna 208 Caravan FAB-221 when David Wilson found it in Mallcu on 4 August 2008. It has since moved to a spot more North in the village. FAB-222 follows 221 in sequence, and more or less in fate as well. Venue for this Cessna U206G is the Politécnico Militar de Aeronáutica (PMA) in Cochabamba where Hans van der Vlist snapped it on 13 October 1994.





The Politécnico Militar Aeronáutica (PMA) in Cochabamba uses a variety of airframes to train air force technicians in the trade of aircraft maintenance. Distinctive Beech V33 FAB-236 with its 'butterfly' tail is one of them. Visible in the back ground are the one off 'Huayna' (based on the Lancair 360) FAB-X02 that was the first aircraft built in Bolivia and is now in the Museo Aeroespacial de la FAB in La Paz. Also, sticking out in the background due to its apple green colour scheme, is Cessna 172A FAB-250. (22 June 2012, Jaime Escobar, archive AviacionBoliviana.net)

FAB-236	CeA185F		<b>185-02255</b>	76		?	N2639S	
FAB-236	Beech V33	Cochabamba		oct94	oct15	i/a		PMA
FAB-237	CeA185F	La Paz-EI Alto	<b>185-02256</b>	76	oct94	dump	N2641S	wreck
FAB-237	CeTU206G	GA31	<b>U206-05929</b>	26apr81	30jan82	w/o	N6511X	w/o 30jan82
FAB-238	CeT210L				05aug79	w/o		w/o 05aug79 (or Ce185?)
FAB-238	CeTU206G	Santa Cruz	<b>U206-05996</b>	26apr81	oct15	std	N4658Z	inside Aerocondor hangar
FAB-239	CeTU206G		<b>U206-06046</b>	26apr81	apr81	?	N4899Z	
FAB-240	CeTU206G	Cochabamba	<b>U206-06075</b>	nov07	nov07	dump	N5188Z	w/o 05feb06, wreck
FAB-241	CeU206G	La Paz-EI Alto	<b>U206-06089</b>	26apr81	jan97	dump	N5264Z	wreck
FAB-242	CeU206G	Trinidad	<b>U206-06098</b>	26apr81	oct15	dump	N5340Z	wreck
FAB-243	CeTU206G	GAT63	<b>U206-06121</b>	12apr81	14nov98	w/o	N5483Z	w/o 14nov98
FAB-244	Ce210N	to CP-1919	<b>210-64302</b>	03may81	mar98	civil		w/o 28oct83
FAB-245	Ce172P		<b>172-74735</b>		91	wfu	CP-1775	
FAB-245	Ce182	GAT63		feb06	sep13	act		
FAB-246	PA-28-235	GAT72		oct96	may08	?		
FAB-247	Ce207	Santa Cruz		may82	feb06	wfu		wreck
FAB-248	Ce210	Santa Cruz		oct94	nov94	wfu		
FAB-249	Ce210N	Santa Cruz		may82	may82	?		
FAB-250	Ce172A	Cochabamba		oct94	oct15	i/a		no engine, green c/s
FAB-251	CeTU206	Santa Cruz		mar84	nov94	wfu		dam 05nov87, repaired
FAB-252	PA-32RT	Santa Cruz		oct94	may09	wfu		
FAB-253	CeU206G	Santa Cruz	<b>U206-06334</b>	oct94	nov94	wfu		
FAB-254	CeU206	Santa Cruz		feb06	feb06	wfu		or Ce182? or CeA185F?
<b>FAB-255 to 259 unknown</b>						?		
FAB-260	Ce182	Trinidad		apr91	jun14	dump		
FAB-261	Ce210L		<b>210-59975</b>	73		?	N30896	
FAB-262	Ce210L	to CP-1213	<b>210-59983</b>	73	75	civil	N30963	
<b>FAB-263 to 264 unknown</b>						?		
FAB-265	CeTU206G	La Paz-EI Alto		apr91	nov94	dump		w/o 29jul91 (type: CeT210)
FAB-266	CeT210L					?	CP-1730	quoted as 210-59975, but see FAB-261
FAB-266	CeU206G		<b>U206-06383</b>			?	CP-1733	



The Ministerio de Salud (Department of Health), used four Cessna 210s like this Ce210N FAB-396, and the Beech 90 FAB-050 we showed last month, as aerial ambulance. Supporting remote communities has always been a task performed by the FAB. (Santa Cruz-El Trompillo, 3 October 2016, Asociación de Esposas de la Fuerza Aérea Boliviana Filial Santa Cruz)





First of this Cessna triple-treat is Ce172M FAB-317. It was in service until 2009. (Santa Cruz-El Trompillo, 17 October 1994, Hans van der Vlist)



Next up is this Skylane. FAB-207 is either a 182P or Q model. Although FAB operated hordes of Cessnas over the years, the models 172/182 only numbered 29 in total. (Santa Cruz-El Trompillo, 17 October 1994, Hans van der Vlist)



The Stationair is the weapon of choice though. This FAB-240 is one of the earlier direct acquisitions bought from the factory in 1981. With well over 80 operated, and more being impounded and taken up. Narcotics are illegal to produce in Bolivia since 1988. That meant the Cessna 206 also became the work horse of traffickers... All aircraft on this page are in the standard colour scheme of the 80/90's, white with a two-tone blue cheat line. (Cochabamba, 9 January 1997, Erwin van Dijkman)



FAB-267	Ce207	Trinidad		may08	oct10	dump			
FAB-268	<b>Ce206?</b>				03nov93	w/o		w/o 03nov93	<i>(exact subtype unknown)</i>
<b>FAB-269</b>	<b>unknown</b>					?			
FAB-270	CeT210	SNA			01jun94	w/o	w/o 01jun94	<i>(But: seen once as a Ce206 in mar02)</i>	
FAB-271	CeU206G	Santa Cruz	<b>U206-06506</b>	aug91	feb06	wfu	N9464Z		
FAB-272	CeU206	Santa Cruz		feb06	feb06	wfu			or Ce182?
FAB-273	CeU206	Santa Cruz		oct94	oct94	?			
<b>FAB-274</b>	<b>unknown</b>					?			
FAB-275	CeU206G		<b>U206-04712</b>			?	CP-1457		
FAB-276	CeU206G		<b>U206-04851</b>	03aug10		?	CP-1483		
FAB-277	CeU206G			apr91	07may94	w/o			w/o 07may94
FAB-278	Beech A36	GAE21		nov94	jan97	?			
FAB-280	CeU206	GAC32		oct96	04mar02	w/o			w/o 04mar02
FAB-281	CeU206G	GAT62 / Esc.Aereo 620		oct13	oct13	act			
<b>FAB-282</b>	<b>unknown</b>					?			
FAB-283	CeU206	Santa Cruz		feb06	feb06	wfu			or Ce182?
<b>FAB-284 to 288</b>	<b>unknown</b>					?			
FAB-289	Ce182	Trinidad		apr91	apr91	civil	CP-1973		returned to rightful owner in 1999
FAB-290	CeTU206G	Uyuni	<b>U206-05360</b>	nov18	oct19	pres	N6167U		barracks, adjacent to airfield
FAB-291	<b>Ce182?</b>	Trinidad		apr91	1993	?	CP-2070		<i>(type requires confirmation)</i>
FAB-291	Ce206	Santa Cruz		nov94	jan97	?	CP-1778		
FAB-291	CeU206G	GA51/FdTDR	<b>U206-06823</b>	nov04	nov04	?	CP-1951		also ex N6623R
FAB-291	<b>Ce...</b>			2007		?	CP-1558		<i>(type requires confirmation)</i>
FAB-292	CeU206	Cochabamba		oct94	oct94	wfu			PMA, wreck
FAB-293	CeU206G	Santa Cruz		oct94	oct15	std			inside Aerocondor hangar
FAB-294	CeU206	GAE21		oct94	jul96	?	CP-1825		
FAB-295	CeU206G	GAC32		feb92	feb92	?			
FAB-296	CeTU206G		<b>U206-06897</b>			?	CP-1986		
<b>FAB-297 to 298</b>	<b>unknown</b>					?			
FAB-299	CeU206D					?	CP-1253		possibly unmarked at PMA in 2009
FAB-300	Ce182R	GAE21		oct94	nov94	?			
FAB-301	CeU206	La Paz-El Alto		oct15	dec19	pres			Museo Aeroespacial de la FAB, outside
FAB-302	PA-32RT	Cochabamba		oct94	oct94	i/a			PMA
<b>FAB-303 to 304</b>	<b>unknown</b>					?			
FAB-305	Ce421B					?			Mispole for Ce402 FAB-005?
FAB-306	CeU206	Santa Cruz		oct94	oct94	?			
FAB-307	CeU206G		<b>U206-06869</b>	may97	may97	?	CP-1942		
<b>FAB-308 to 310</b>	<b>unknown</b>					?			
FAB-311	Ce172			nov92	nov92	?			
<b>FAB-312 to 316</b>	<b>unknown</b>					?			
FAB-317	Ce172M	GAE21	<b>172-63057</b>	92	09	wfu	CP-1120		
FAB-318	Ce172			13	13	act			
FAB-319	CeU206F		<b>U206-01805</b>			?	CP-1972		
FAB-320	CeU206G	GAT62 / Esc.Aereo 620		16jan92	jul18	act			dam 30jul18
<b>FAB-321</b>	<b>unknown</b>					?			
FAB-322	CeU206	Cochabamba		sep97	oct15	i/a			PMA
<b>FAB-323</b>	<b>unknown</b>					?			
FAB-324	CeU206	GAE21		oct94	nov94	?			
FAB-325	CeU206	Cochabamba		nov07	oct13	dump			fuselage
<b>FAB-326</b>	<b>CeU206G</b>	GA51/FdTDR	<b>U206-06899</b>	oct94	feb20	act			
<b>FAB-327 to 328</b>	<b>unknown</b>					?			
FAB-329	CeU206G		<b>U206-04665</b>			?	CP-2240		
FAB-330	Ce210L	GAT62		oct94	jul15	act			
FAB-331	CeU206G	GAC34		oct94	jan97	?			
<b>FAB-332</b>	<b>unknown</b>					?			
FAB-333	CeU206	GAE21		oct12	oct12	act			
FAB-334	CeU206G		<b>U206-06578</b>			?	CP-2023		



The Cessna Centurion is a popular aircraft for skydiving, retractable gear, no wing struts. GAC34's FAB-362, was impounded as PT-WEL. (Santa Cruz-El Trompillo, 12 October 2013, Wim Sonneveld)



Do not worry, just an exercise! Ce182 FAB-359 is used for training at Cobija, revealing its identity to us. (28 February 2019, Noticias Pando)





The new standard for the Bolivian Air Force's small aircraft is a grey colour scheme with toned down unit badges. GAT72 at Trinidad operates a sizeable fleet of Centurions and Stationairs as air ambulance. So when the Corona virus struck, requiring supplies to be distributed, the choice to have impounded these was not such a bad idea after all. (FAB-413 CeU206G GAT72, Trinidad, 29 February 2019, Servicio de Gestión Social Beni)

FAB-335	CeU206	Trinidad		dec09	may16	i/a		
FAB-336	CeTU206G		<b>U206-02857</b>			?	CP-1288	
<b>FAB-337</b>	<b>CeU206G</b>	GAT64		94	feb20	act		
<b>FAB-338</b>	<b>CeU206G</b>	GA51/FdTDR	<b>U206-06564</b>	23mar94	jan20	act		
FAB-339	CeT210L	GA82	<b>210-63722</b>	oct94	13jan07	w/o	CP-1623	w/o 13jan07
FAB-340	CeU206G		<b>U206-06804</b>	may97	may97	std	CP-1959	returned to rightful owner 2007
FAB-341	CeTU210L	GAC31	<b>210-60339</b>	04	05may11	w/o		w/o 05may11
<b>FAB-342</b>	<b>unknown</b>					?		
FAB-343	Ce182	Santa Cruz		jul96	oct15	std		inside Aerocondor hangar
<b>FAB-344</b>	<b>Ce182</b>	GRE83		apr06	aug19	act		
FAB-345	Beech F33	Santa Cruz		jul96	oct15	std		inside Aerocondor hangar
FAB-345	CeU206	Santa Cruz		feb06	feb06	?		or Ce182?
FAB-346	Ce210	GA82	<b>210-61251</b>	oct96	02	?		dam 04jun98, repaired
FAB-347	CeU206	GAT61		apr04	apr19	act		
<b>FAB-348 to 349</b>	<b>unknown</b>					?		
FAB-350	CeU206			jan98	jan01	?		
<b>FAB-351</b>	<b>unknown</b>					?		
FAB-352	PA-32R	Santa Cruz		feb06	oct15	std		inside Aerocondor hangar
FAB-353	CeU206G					?		
<b>FAB-354</b>	<b>Ce210L</b>	GAT62 / Esc.Aereo 620		apr05	mar20	act		
<b>FAB-355</b>	<b>Ce210L</b>	GAT72		may08	jun18	act		
<b>FAB-356</b>	<b>Ce182P</b>	GRE83	<b>182-61093</b>	feb06	jan20	act		grey c/s
<b>FAB-357</b>	<b>unknown</b>					?		
<b>FAB-358</b>	<b>CeU206B</b>	GAT61	<b>U206-0665</b>	12sep96	apr19	act		
FAB-359	Ce182	Cobjia		feb12	feb19	i/a		
FAB-360	Ce182	GAT63		sep12	sep12	act		
<b>FAB-361</b>	<b>CeU206G</b>	GAT72	<b>U206-06607</b>	oct13	mar20	act	CP-1854	grey c/s
<b>FAB-362</b>	<b>Ce210N</b>	GAC34	<b>210-64350</b>	sep09	jul19	act	PT-WEI	
FAB-363	CeU206G	GAT72		oct13	15	act		
FAB-364	Ce210	GAT62 / Esc.Aereo 620		jun13	jun13	act		
FAB-365	EMB710C	GAT62	<b>710042</b>	apr13	apr13	?	PT-NCP	
<b>FAB-366</b>	<b>CeU206G</b>	GAT64	<b>U206-05588</b>	aug10	apr18	act	CP-1596	
<b>FAB-367</b>	<b>Ce210N</b>	GAT63	<b>210-64401</b>	10	jun19	act	N6486Y	also ex N6486Y, impounded as "LV-CCK"
FAB-368	CeT188C	GAE21	<b>188-02568T</b>	01aug10	12oct12	w/o	CP-2210	w/o 12oct12
FAB-369	Ce172H	GAT62		jun11	apr13	?	CP-1772Ce182	on photo, impounded as " <b>172-06604</b> "
FAB-370	Ce210	GA67		24may13	13nov15	w/o		w/o 13nov15
<b>FAB-371</b>	<b>unknown</b>					?		
FAB-372	Ce195	to CP-646	<b>7342</b>			civil	N4319V	
FAB-373	CeU206G	GAT61		oct13	nov15	act		
<b>FAB-374</b>	<b>CeU206F</b>	GRE83	<b>U206-01890</b>	feb11	aug19	act	N9690G	
<b>FAB-375 to 379</b>	<b>unknown</b>					?		
<b>FAB-380</b>	<b>CeU206G</b>	GAE21		oct13	apr18	act		
FAB-381	Ce172	nmks		jun13	jun13	act		
FAB-382	CeU206G	GAT64		oct12	sep17	act		
<b>FAB-383</b>	<b>CeA188B</b>		<b>188-03166T</b>	13	apr18	act	PR-APC	
<b>FAB-384</b>	<b>CeU206G</b>	GA51/FdTDR	<b>U206-06433</b>	22feb13	jan20	act		
<b>FAB-385</b>	<b>CeU206B</b>	GAT61	<b>U206-0711</b>	18jul13	aug19	act		
<b>FAB-386</b>	<b>unknown</b>					?		
<b>FAB-387</b>	<b>Ce210L</b>	GA66	<b>210-59591</b>	19nov13	apr18	act	CP-2674	
<b>FAB-388</b>	<b>unknown</b>					?		
<b>FAB-389</b>	<b>PA-36-285</b>		<b>36-7760052</b>	14	apr18	act	PT-WDX	
<b>FAB-390</b>	<b>Ce206</b>	GAT72		jun18	jun18	act		white c/s, red cheatlines
FAB-391	CeU206G	...		oct16	oct16	act		
<b>FAB-392</b>	<b>CeU206G</b>	GA67		22aug16	may19	act		
<b>FAB-393</b>	<b>unknown</b>					?		

<b>FAB-394</b>	<b>Ce210N</b>	GAT72/Min.Salud	<b>210-64384</b>	24apr15	oct19	act	ZP-BFR	
FAB-395	Ce210N	GAT72/Min.Salud	<b>210-60203</b>	24apr15	dec16	act	CP-2729	
<b>FAB-396</b>	<b>Ce210L</b>	GAT72/Min.Salud	<b>210-61195</b>	24apr15	sep19	act		
FAB-397	Ce210	GAT72/Min.Salud	<b>210-62744</b>	24apr15	dec16	act		
<b>FAB-398</b>	<b>CeU206A</b>	GAT72	<b>U206-0469</b>	nov15	apr18	act	N206PJ	grey c/s
<b>FAB-399</b>	<b>CeU206G</b>	GREA83	<b>(no plate)</b>	sep16	mar20	act		grey c/s
'0-001'	T-28A	US Air Mission		1961		mil		back to the USA for other MAP client
'0-002'	T-28A	US Air Mission, reregistered		1961		mil		dam 14mar62, reregistered as FAB-411 by 1981
FAB-400	T-28A	GA31		1964		?		
<b>FAB-400</b>	<b>Ce210G</b>	GAT63	<b>U210-58879</b>	nov16	apr18	act	N5879F	all white
FAB-401	T-28A	GA31		1964	20aug65	w/o		w/o 20aug65
<b>FAB-401</b>	<b>Ce210L</b>		<b>210-59902</b>	nov16	05oct18	act	N550EA	dam 05oct18
FAB-402	T-28A	GA31		1965		?		converted to D
<b>FAB-402</b>	<b>CeU206G</b>	GAT64	<b>U206-05066</b>	mar16	oct19	act	N579LD	white c/s
FAB-403	T-28A			1965	78	?		converted to D
<b>FAB-403</b>	<b>CeU206G</b>	GAT62 / Esc.Aereo	<b>620U206-06888</b>	nov16	dec19	act	N87AM	
FAB-404	T-28D	GA31		1966	78	?		
<b>FAB-404</b>	<b>CeU206E</b>	GA61	<b>U206-01464</b>	aug16	sep19	act		white c/s
FAB-405	T-28A	GA31		1966	78	?		converted to D
<b>FAB-405</b>	<b>CeTU206G</b>	GAC34	<b>U206-04537</b>	nov16	apr20	act	N925Y	grey c/s
FAB-406	T-28A			1966	78	?		
<b>FAB-406</b>	<b>Ce210L</b>	GAE21/ColMilAv	<b>210-59993</b>	nov16	apr18	act	N2VJ	grey c/s
FAB-407	T-28A			1967	may82	?		
<b>FAB-407</b>	<b>CeU206G</b>	III Brigada Aérea		oct16	apr18	act		
FAB-408	T-28A			1967	may82	?		
<b>FAB-408</b>	<b>CeTU206G</b>	GAT63	<b>U206-03532</b>	nov16	apr18	act	N358DW	grey c/s
FAB-409	T-28A			1967	may82	?		
<b>FAB-409</b>	<b>Ce210L</b>	GAC34	<b>210-61080</b>	apr18	apr20	act	N90404	grey c/s
FAB-410	T-28A			1967	may82	?		
<b>FAB-410</b>	<b>CeU206B</b>	GAT72	<b>U206-0428</b>	13	apr18	act	CP-2750	grey c/s
FAB-411	T-28A	La Paz-El Alto		oct15	nov16	pres	'0-002'	Museo Aeroespacial de la FAB, inside

#### T-28 deliveries under the Military Assistance Program

FAB received at least 11 T-28s. These trickled in between 1961 and 1967. The US National Archives export files show two in 1964 (NARA record control number (RCN) AT47), candidates are T-28A 50-0305 (**171-111**) and 51-3497 (**174-35**). Two T-28A in 1965 (RCN AX17), believed to be 51-3466 (**174-4**) and 51-3516 (**174-54**). Another came in 1966, (RCN RH18) 51-7849 (**174-702**) that was a T-28D. In 1967 two instalments of T-28As followed. We think the first couple (RCN RH16) were 50-0198 (**171-4**) and 50-0204 (**171-10**), followed by four more (RCN RE20), 50-0235 (**171-41**), 50-0238 (**171-44**), 50-0248 (**171-54**), and 50-0265 (**171-71**). These were registered FAB-400 to FAB-410 (or FAB-401 to FAB-411 according to some other sources). Two mystery birds were used by the US Air Mission, spuriously registered 0-001 and 0-002. There is a photograph made in 1987 of the latter showing both 0-002 and FAB-411, help! Apart from the sole T-28D, two conversion packages were delivered along with the two T-28A in 1965 (AX17) and the last four T-28A were also converted to the three-prop T-28D version.

<b>FAB-411</b>	<b>Ce210L</b>			mar19	aug19	act		grey c/s
<b>FAB-412</b>	<b>CeT210</b>	GAT65		sep17	apr20	act		grey c/s
<b>FAB-413</b>	<b>CeTU206G</b>	GAT72		jul19	mar20	act		grey c/s
<b>FAB-414</b>	<b>Ce210C</b>			mar20	mar20	act		grey c/s
<b>FAB-415</b>	<b>CeU206G</b>	GAT72		mar20	mar20	act		grey c/s

**Credits** go to Ian Carroll, Michael Flebbe, Andy Marden, Jonathan Olguin, Steve Ozel, Colin R. Smith and Hans van der Vlist for their assistance in the past and present quest for the real types, serials and construction numbers.



Little is known about the T-28s in Bolivian service. One survives at the Museo Aeroespacial de la Fuerza Aerea Boliviana in La Paz. This T-28A FAB-411 was once preserved at Santa Cruz as you can see and bears a part plate marked "type: T-28, contract: AF8953, serial: 731, modification 159-21001-1". This may indicate a FY50 aircraft. (Santa Cruz-El Trompillo, 17 October 1994, Hans van der Vlist)



# Northrop Raider

the unknown trimotor



Gert Jan Mentink

Since 1995 this YC-125B Raider has been on display at USAF Museum, marked as "48-622", showing the livery of an arctic rescue machine. The reason why the identity of this particular aircraft was chosen, could be that the real "622" used to be stationed at Wright-Patterson AFB for cold weather testing. (USAFM photo)

## Ford Trimotor replacement

At the end of World War II, a fair number of Ford Trimotors was still operational in the South Americas. Until then, these had been highly appreciated for their ruggedness and reliability, even so many years after their date of production. But maintenance began to develop into an important issue, as spare parts for the ageing Fords were hard to find. In those days, the Honduran air cargo company TACA (Transportes Aereos Centro Americanos) operated by far the largest fleet of Trimotors. So it was not surprising that TACA contacted a number of aircraft manufacturers, asking if they could design a Trimotor replacement. The Northrop company, based at Hawthorne (CA) in the USA responded positive. The specifications for a new design were laid down by the TACA board: the company was looking for a 3-engined, high-wing taildragger with large cargo door.

## Northrop Pioneer

And so Northrop came up with a design that could be considered as a sort of Trimotor 2.0: the N-23 Pioneer. The N-23 was a trimotor, high-wing aircraft of all-metal construction. Its robust fixed landing gear, with long struts, enabled the aircraft's use on unimproved runways. To allow for short-field operation, large flaps made up 80% of the wing's trailing edge. In addition, another wheel could be added to the inboard side of each main gear strut to reduce the aircraft's



The ancestor of the Northrop was the N-23 Pioneer. This NX8500H was the only one ever built. It was tragically lost on 19 February 1948 when its fin broke loose. (Northrop photo)

load footprint for soft field operation. Outboard of the large flaps were small ailerons that acted with wing spoilers to control the aircraft's roll. The Pioneer was engineered with remote field operations in mind. Common parts were used when possible; all three engine installations were identical, as were the vertical and horizontal stabilizers. The Pioneer was designed with large panels to allow easy access to critical parts for maintenance and repair. The type could be fitted with 36 seats for passenger service or carry up to 10,000 lb (4,536 kg) of cargo. Quick-change fittings were featured in the floor of the Pioneer's cabin; these enabled easy reconfiguration of the aircraft's interior from passenger transport to cargo transport. Long objects (such as pipe or timber) up to 36 ft. (11 m) could be loaded through a hatch under the aircraft's nose.

## Bright future ahead

Initially one prototype was built, registered NX8500H, which was powered by three 600 h.p. Pratt & Whitney R-1340 "Wasp" radials. It made its first flight from Hawthorne on 21 December 1946. Northrop chief test pilot Max Stanley was at the controls. He was impressed by the STOL capacities of the N-23 design, even during its first flight. The Pioneer took off within 300 metres. During the testflights that followed the Pioneer prototype behaved flawless and soon TACA decided to order 40 examples. In the autumn of 1947, new engines were installed, Wright R-1300 Cyclones which produced 800 h.p. This increase in power even improved the STOL capacities of the Pioneer. With a 10.350 kg take-off weight the aircraft only needed 130 metres of runway, and with 11.475 kg T.O.W only 235 metres. These impressive data attracted interest from several parts of the globe: Argentina, Chile, Mexico, Peru, and even Iran and Norway. The Pioneer had the potential to become a successful aircraft type, but then something went terribly wrong.....

## Tragedy

After a year of test flights, the Pioneer was used to test an experimental dorsal fin. During a flight on 19 February 1948, the fin broke loose and damaged the Pioneer's tail surfaces, making the aircraft uncontrollable. Test pilot Latham A. "Slim" Perrett did what he could to steady the aircraft to allow the co-pilot and an engineer to parachute to safety.



Sadly, there was no time for Perrett to escape. But the crash of the prototype was not the only setback for the project. In March 1948 Pan American Airways filed a complaint with the US Civil Aviation Board (CAB). The Honduran company TACA, the launching customer of the Pioneer, was accused of unfair competition. The majority of the TACA had been acquired by an American firm, the "Waterman Steamship Company", and so, according to Pan American, TACA was no longer a foreign airline. So it was allegedly not entitled to the advantages of being foreign and accused of not having paid US taxes. At the end the CAB decided to cancel TACA's landing permits for Miami and New Orleans. This had an immediate effect: TACA cancelled its order for 40 Pioneers. Northrop had a problem.

### USAF comes to the rescue

Despite the crash, the Air Force was interested in the Pioneer's capabilities. In March 1948, Northrop was issued a contract for thirteen aircraft developed from the Pioneer. The new aircraft was the N-32 Raider and was designated YC-125 by the Air Force. The first version was the YC-125A, an assault transport with a crew of two. An order for ten additional YC-125B aircraft followed. The YC-125B was intended for Arctic rescue and in that configuration was to be flown by a four person crew. The YC-125A had a single wheel main undercarriage, while the B version was usually equipped with double main wheels. The two versions of the YC-125 differed furthermore only in internal equipment.

### STOL capacities

The YC-125 Raider was very similar to the Pioneer, but it had a redesigned rear fuselage that incorporated a 2.7 by 2.0 meters ramp for loading and unloading equipment from its 13 metres long cargo hold. The addition of the loading ramp led to a redesign of the aircraft's empennage. The YC-125's tailwheel strut could be extended to allow for better loading ramp access. The YC-125 was powered by three 1,200 hp (895 kW) Wright R-1820 Cyclone engines. Each engine turned a constant speed, three-blade Curtiss Electric propeller. (The N-23 Pioneer had two-bladed props) The propellers' pitch could be reversed to shorten the landing distance to as little as 100 metres. The aircraft had a 26.4 metres wingspan and was 20.4 metres long. The YC-125 had a maximum speed of 333 km/h (207 mph) and a cruising speed of 275 km/h (171 mph). The aircraft's maximum range was 2,977 km (1,850 miles),

and it could carry 32 troops or 5,443 kg (12,000 lbs) of cargo.

### Power

The first production YC-125, N4050K (2502) made its maiden flight on 1 August 1949 with Stanley at the controls. The initial flight tests were promising and so N4050K continued to serve as Northrop's test plane. In the spring of 1950, the Temco company of Dallas (TX) was contracted to design, build and install a preheat-



*Fighter like take-off by a JATO equipped YC-125 Raider: spectacular! (USAFM)*

ing system in the engines of the YC-125B (polar) Raiders. The idea behind this was to prevent internal freezing by ducting warm air over the engines before start-up. The pre-production N4050K was de-registered on 13 November 1950. It was then delivered to the USAF as 48-618. And while N4050K was doing its test flights, the production had continued and all 23 aircraft had been delivered to the Air Force by the end of 1950. However, the USAF pilots considered the YC-125 to be underpowered during service trials. So one of the Raiders was experimentally re-engined with three R-1820-101s of 1575 h.p. But despite the fact that this increased the aircraft's load, this conversion was not applied to other YC-125s. As an alternative for more power, one Raider, 48-620, was even used in JATO (jet-assisted take off) trials. Bolted to the side of the aircraft six bottles enabled a fully loaded 15,552 kg (40,900 lbs) YC-125 to take off in 152 metres (500 ft.). But this spectacular way of taking off was not introduced in the other Raiders. And



*A view of the Northrop production line at Hawthorne where all the Raiders were manufactured. The aircraft on the foreground is Northrop YC-125A Raider (USAF 48-635). After being withdrawn from service by the US Air Force, the aircraft was purchased (along with the vast majority of YC-125s built) by Frank Ambrose Aviation of Miami and given the civil registration N2572B. (USAFM photo)*



intended for use as a polar rescue aircraft, tests were conducted under Arctic conditions. YC-125B 48-622 was tested while equipped with so-called SOIAS undercarriage, which stood for "Sliding On Snow And Ice". But in the end, the YC-125 was thought to have little use in its intended roles. The Air Force had other, more versatile aircraft (e.g. the C-123 Provider) and helicopters that could be used in place of the YC-125s. Soon, all YC-125s were stationed at Sheppard Air Force Base in Texas and used for ground instructional training. In 1955, they were declared surplus, and around nineteen YC-125s were sold to Frank Ambrose Aviation in Miami (FL).

### Brand new second hand



Rare photo of Mexican Air Force FAM6100 (Key Aero)

Frank Ambrose Aviation bought these almost factory fresh Raiders with the intention of selling them to cargo airlines throughout the USA. But unfortunately for Ambrose the Northrop company had not completed all the testing that was required by the American FAA to obtain a civilian Certificate of Airworthiness. And Ambrose Aviation was reluctant to go through all the trouble to obtain the CoA afterwards, and so sought another way out. Despite the fact that it lacked a CoA, one YC-125B Raider was sold to Planet Airways as N4194A (2507). And two YC-125s (48-630 and 48-634) were donated to technical schools and continued their life as instructional airframes. Knowing that the original demand for a rough field transport had come from South America, Ambrose decided to market his Raiders there. In January 1956, YC-125B N2561B (2503) was used on a demonstration tour through several South American countries. The trip through Guatemala, Honduras, Nicaragua and Panama turned out to be successful: several aircraft were sold during the tour. Before delivery, the Raiders were flown from Sheppard AFB to Miami. There, all of the military equipment was removed. Some Raiders were even re-engined with more powerful R-1820-56s engines which produced 1350 h.p. This conversion, sometimes designated as C-125D, was able to carry almost 9 tons of payload.

### Mexican Raiders

Mexico was the first South American country to welcome a number of Raiders. Triplay y Maderas de Durango received their XB-GEY, former 48-636 and N2573B (2521) in 1956. It was only used until 1960 and was then withdrawn from use in Durango, Mexico. It passed through several hands, before finally ending up in the Pima County Air Museum of Tucson (AZ). It is preserved as XB-GEY in its original Mexican colours as one of only two aircraft of the type that have survived. Servicios Aereos de Chiapas bought two Raiders, which arrived on their home base in Chiapas in 1957. These were XA-LOV (2502) and XA-LOU (2510) which were both used for passenger and cargo transportation. Unfortunately XA-LOV crashed during take-off from Chiapas-Tuxtla Gutierrez airport on 9 July 1958. The aircraft suffered substantial damage, but was

repaired despite that. It was sold to Jose Luis Arenas in Guatemala as TG-DAH-84 and delivered in January 1959. After the crash of XA-LOV, it went downhill with the activities of Servicios Aereos de Chiapas. The company finally ceased operations and the second Raider XA-LOU was left in open storage at the airport of Mexico City. It was eventually brought to a farm in Zacatecas. The wreckage was found in a mining site and salvaged by Asher Ward in 1990. The Fuerza Aerea Mexicana (or Mexican Air Force) has flown a single YC-125A Raider, serialled FAM6100, but unfortunately its previous identity is unknown.

### Raiders for Bolivia

In 1957 YC-125B N2564B (2508) was owned for a short period by the American Quipco Ass. Of Hialeah (FL) but soon delivered to the Corporacion Minera de Bolivia. This company flew their Raider with its US registration until the end of 1957. It was the re-registered as CP-631. This machine made an emergency landing at Achocalla, north of La Paz on 29 July 1959. CP-631 was heavily damaged and consequently written off. The wreckage of CP-631 was eventually sold for \$ 10 thousand in 1963. Another Bolivian company, South American Placers operated two Raiders from 1959 to 1966. These were YC-125A CP-650 (2515, although some sources report 2516) and YC-125B CP-651 (2507) We have seen before that, after its withdrawal from USAF service as 48-623, the YC-125B had become N4194A, flown by Planet Airways and later Commandair. CP-650, having served as 48-631, was also bought by Frank Ambrose (as N2569B) but soon acquired by Commandair of White Plains (NY). It shared its fate with so many South American aircraft: CP-650 crash-landed on 4 March 1966 at Caranavi airport and was written off. CP-651 slowly deteriorated at Teoponte. Its empty hull was last seen in 2013.

### Raiders in Suriname



PZ-TAO was the second Raider that SLM (Surinaamse Luchtvaart Maatschappij) leased from Ambrose Aviation. It is seen here in basic Ambrose livery (photo Dutchavia)

In the mid-Fifties aviation in this then Dutch colony was in its infancy. In 1955 a real airline was founded, called SLM (Surinaamse Luchtvaart Maatschappij) The directors of SLM and the local authorities soon decided to initiate the construction of seven airstrips spread all over the country. This project was christened "Operatie Sprinkhaan" ("Operation Grasshopper"). They contacted Frank Ambrose to hire one of his C-125s for the transportation of construction material. On 24 September 1959 YC-125A N2570B (2516) arrived at Zorg en Hoop airport, Paramaribo, the capital of Suriname. Very soon the Raider was re-registered as PZ-TAD and adorned with the name "Grasshopper" on its nose. But jungle flying soon turned out to be dangerous: PZ-TAD nosed over on take-off at Coeroenie on 6 November 1959 but was repaired on site. One month later, on 11 December 1959, it was damaged again, this time while landing at Kayser. PZ-TAD was, again, repaired





Although it carries serial 620, this Raider seen during restoration by Asher Ward c.s. is actually former 48-626. This YC-125B was salvaged by Ward and his team from a mining site in Mexico where it had flown as XA-LOU. After it was withdrawn from use, it slowly deteriorated but it was saved, just in time. (phot Asher Ward, collection author)

on site. But on 15 August 1960 the aircraft was lost when it stalled during a landing at Oelemarie. There were fortunately no casualties amongst the crew of captain D.L. Walker.

As a replacement for PZ-TAD, an even rarer type was hired, a Chase YC-122 Avitruc transport which was registered N122E, but which was re-registered as PZ-TAP. Soon after its arrival the YC-122 broke down, and the SLM director, Zaal, was fired and jailed because of false declarations. And again, Frank Ambrose came to the rescue: he sent another Raider to Suriname: YC-125B N2563B (2505). It arrived at Zorg en Hoop airport in December 1960 and soon became PZ-TAO. It was also adorned with "Grasshopper" titles, in smaller lettering than that of PZ-TAD. And while "TAD" had flown in natural metal finish, "TAO" wore basic Ambrose livery and small titles. This Raider had returned to Ambrose from lease by May 1964 when it was seen at Miami (FL), (USA) again as N2563B.



Small, but interesting picture of PZ-TAD at Zorg en Hoop airport in Suriname. The aircraft carries large "Grasshopper" titles on its nose (photo Dutchavia)

### Survivors

While most Northrop Raiders were eventually scrapped, two have been preserved. The Pima Air Museum in Tucson (AZ) owns YC-125A XB-GEY (2520) since 1973. This Raider was fully restored and this restoration was completed in 1988. It carries the original silver and red livery of Triplay y Maderas de Durango, but without its titles. The USAF Museum at Wright-Patterson AFB (OH) wanted to secure a Raider for their impressive collection too. But this turned out to be far from easy. Two Americans, Asher Ward and Darryl Greenamyer (known for his dramatic and failed attempt to salvage B-29 "Kee Bird" from Greenland) offered the museum a YC-125B N3756Q, the former USAF 48-634 (2518) This Raider had been part of the Le Tourneau Technical Institute, Longview (TX) since 1955. From 1963 to 1982 this aircraft, re-reg-

istered as N4975N was owned by John Mecom/Mecom Oil. He then donated the Raider to the Commemorative Air Force at Harlingen (TX) as N3756Q. In 1987 Ward and Greenamyer prepared N3756Q, painted as "48-620" for a delivery flight to Wright-Patterson AFB. But during this flight something went terribly wrong. During take-off from the airport of Tulsa (OK) on 29 June 1988, one of the engines switched to reverse and N3756Q crashed. The Raider was ready for the scrap heap. Some of its parts were incorporated in Ward's second Raider project for the USAF Museum. In 1990 Asher Ward had discovered a derelict YC-125B in a mining site in Mexico. This was the former XA-LOU, once USAF 48-626 (2510). Ward started a static restoration for the USAFM as "USAF 620" which was completed in the museum in 1995. "USAF 620" was repainted there with another, incorrect serial "USAF 622" which it will probably carry for years to come.



Detail shot of the heavy undercarriage strut of the same PZ-TAD. (photo Dutchavia)



## YC-125B Raider Production

c/n	serial	remarks
2502	48-618	Prototype N4050K, de-registered 13nov50, del 8jun51 to USAF Sheppard AFB as 48-618 to N2560B Frank Ambrose Aviation to XA-LOV crashed Chiapas 9 July 1958, repaired and sold as TG-DAH-84
2503	48-619	del 1may51 to USAF Sheppard AFB as 48-619; To Frank Ambrose Aviation as N6521B. Final fate unknown.
2504	48-620	del 1may51 to USAF Sheppard AFB as 48-620; To Frank Ambrose Aviation as N2562B. Final fate unknown.
2505	48-621	del 7may51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-621; To Frank Ambrose Aviation as N2563B. Lsd to SLM as PZ-TAO December 1960 Returned to Ambrose as N2563B in 1964. Final fate unknown
2506	48-622	del 26jan51 to USAF Wright Patterson as 48-622; test a/c; Written off?
2507	48-623	del 1may51 to USAF Sheppard AFB as 48-623; To N4194A.to CP-651 broken up Teoponte.
2508	48-624	del 1may51 to USAF Sheppard AFB as 48-624; To Frank Ambrose Aviation as N2564B.to CP-631 Final fate unknown.
2509	48-625	del 7feb51 to USAF Edwards AFB as 48-625; To Frank Ambrose Aviation as N2565B. Final fate unknown.
2510	48-626	del 7feb51 to USAF Edwards AFB as 48-665;To Frank Ambrose Aviation as N2566B to XA-LOU derelict Zacatecas salvaged by Asher Ward 1990 restora tion; pres. USAF Museum at Wright-Patterson AFB (OH) as "48-622"
2511	48-627	del 13apr51 to USAF Sheppard AFB as 48-627; To Frank Ambrose Aviation as N2567B. Final fate unknown.

## YC-125A Raider Production

2512	48-628	20sep50 complete washout accident; del 18dec50 to USAF as 48-628; fate unknown
2513	48-629	del 11apr51 to USAF Sheppard AFB as 48-629; To Frank Ambrose Aviation as N2568B. Final fate unknown.
2514	48-630	del 13apr51 to USAF Sheppard AFB as 48-630; To N65884. Final fate unknown.
2515	48-631	del 7may51 to USAF Sheppard AFB as 48-631; To Frank Ambrose Aviation as N2569B.to CP-650 w/o Caranavi 4 Mar66.
2516	48-632	del 7may51 to USAF Sheppard AFB as 48-632; To Frank Ambrose Aviation as N2570B. This aircraft was leased to SLM –Suriname Luchtvaart Maatschappij as PZ-TAD during 1959. Damaged twice, both times repaired. Third time crashed and w/o Oelearie 15aug60.
2517	48-633	del 1may51 to USAF Sheppard AFB as 48-633; To Frank Ambrose Aviation as N2571B. Final fate unknown.
2518	48-634	del 13apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-634; To N4975N to N3756Q, rest as "48-620" for USAFM; crashed Tulsa (OK) 29 June 1988.
2519	48-635	del 5apr 51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-635; To Frank Ambrose Aviation as N2572B. Final fate unknown.
2520	48-636	del 11apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-636; To Frank Ambrose Aviation as N2573B to XB-GEY to N2573B. pres. Pima Air Museum, Tucson(AZ) as XB-GEY
2521	48-637	del 5apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-637; To Frank Ambrose Aviation as N2574B. Final fate unknown.
2522	48-638	del 5apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-638; To Frank Ambrose Aviation as N2575B. Final fate unknown.
2523	48-639	del 5apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-639; To Frank Ambrose Aviation as N2576B. Final fate unknown.
2524	48-640	del 13apr51 to USAF Sheppard AFB 3750 Tech Training Wing as 48-640; To Frank Ambrose Aviation as N2577B. Final fate unknown.

Sources: Dutchavia, Geoff Goodall, Landewers.net, Vliegtuig Magazine.



As one of only two survivors of the type, Northrop C-125A XB-GEY is on static exhibition in the Pima Air Museum, of Tucson (AZ) since 1988. It is seen here on a photo taken by Axel Juengerich, who travelled all the way from Wiesbaden, Germany to catch this 'handsome' bird. (Tucson 16 December 2003)

# DAAFAR 2020

The Cuban air force today



Wim Sonneveld

*The Mi-17 is the DAAFAR's ubiquitous workhorse. Tasked with transportation, search and rescue, coastal patrol missions, and armed ground support amongst other duties, some detachments are kept but the main concentration of these helicopters is currently at San Antonio de los Baños. (121, Mi-17, UM 3840, Holguin).*

Cuba – Caribbean island of sea and sun, rum and... MiG's. It has been sixteen years – in Scramble 301 of June 2004 to be more precise – since we published an in-depth overview of the structure of the Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (DAAFAR), as the air force and air-defence forces are locally known. A lot has happened in these past sixteen years, so it is about time for a recap and a new focus on the operational capabilities of the DAAFAR in 2020. With great thanks to a network of Cuban contacts, it will be more thorough than ever before.

## DAAFAR - Post-Cold War

After the Cold War, Cuba's revolutionary adventures in Africa to support socialist regimes also ended. Cuban military personnel were brought back from Angola, and brought with them a lot of combat experience, after battling the South African military in the so-called Angolan Bush War. As a direct payment from the Angolan government for Cuban assistance, the DAAFAR received fair quantities of MiG-21MFs (8), MiG-23MLs (about 35), a few MiG-23UBs and a dozen Mi-17s in 1990. A squadron of MiG-23BNs, the only DAAFAR aircraft ever deployed to Angola to fight in the Bush War, were brought back to Cuba in the same year without being used in combat. Except for the MiG-23s, the aircraft given as a payment by Angola were not taken into operational service. With enough MiG-21bis available, the DAAFAR retired its MiG-21MFs already in 1991, when only three of the original twelve delivered to Cuba in 1971 had survived. The Mi-17s given by Angola were stored at Santa Clara for future use, as enough Mi-17s were still available.

With the collapse of the USSR, all military aid but disappeared and Cuba endured years of economic hardship. The American economic blockade prevented the country from earning US dollars in the tourist industry. Hard western currency had to be found to pay even their Russian friends for spare parts. To maintain the military strength of the DAAFAR at the same level during the Cold War years proved nothing less than utopian and drastic measures were taken to reduce costs. Thus, the DAAFAR had to become a much leaner force with a focus on its own territory rather than on brotherly overseas assistance.

In the early nineties, about half of the DAAFAR's personnel was sent home, and older MiG-21 subtypes like the PFM, MF and U were all retired. Moreover, the cradle of pilots, the SEPMI, the local DOSAAF, was abolished, and the MiG-21 con-

version school at San Julian was closed. A devastating hurricane that had flattened the base did not help either.

The focus of the reshaped DAAFAR became the defence of the island. To further reduce costs, fighters that were no longer needed were placed in outside storage at the fighter bases. Others were kept in conservation in conditioned clamshell-shelters, to decrease the effects of tropical humidity on the airframes and have them available for later use.

Exchange deals were made with North Korea that involved Cuban aircraft. At least two of the navy's Ka-28s and all four Mi-14 helicopters including all equipment and weapons found their way to the Korean comrades. After repair and refurbishment in Russia the naval helicopters went to North Korea in 2002-2004, at a rate of two per annum. The helicopters had not been flown for a few years and their home base Mariel had been converted into a container terminal.

MiG-21s also found their way to the Korean peninsula. A fact that only came to light 15 July 2013, when the North Korean ship Chong Chon Gang was seized in Panama. After the ship had sent out irregular signals with its automatic identification system (AIS) for three months, and intelligence had been received, Panamanian officials boarded the ship before it sailed into the Panama Canal. After a missile was found under thousands kilogram of Cuban brown sugar, the ship was seized and thoroughly inspected, a process that takes several days. After one inspection day, Cuba already admitted "these obsolete weapons are bound for North Korea". The inspection revealed a total of nine missiles, two MiG-21UMs and no less than fifteen Tumansky jet engines for MiG-21s. According to several other Cuban sources, they were preceded by many more.

To bring in necessary cash for the military, Mi-8 and Mi-17 helicopters and An-26 transport aircraft were transferred to capitalist civilian use with the DAAFAR's own airline, Aerogaviota. It seemed like the DAAFAR had been reshaped well to cope with the new reality.

## A bit of politics - The Castro's & The Embargo

The face of Cuba during the Cold War years had been Fidel Castro. The bearded Cuban leader finally stepped down from the presidency in 2008, only to relinquish his duties to his younger brother Raul. Until his death in 2016, Fidel remained a powerful figure in Cuban politics and steps towards opening Cuba's impoverished society, lifting of travel bans for Cubans and normalisation of ties with USA were out of the question



for as long as Fidel was still around. Bro Raul stepped down as president himself in 2018 but remains an active player in Cuban politics even today as the secretary-general of the almighty Communist Party. As if things would never change, a Castro is still shaping Cuban internal and external policy in 2020, over sixty years after the 1959 revolution! Likewise, the American economic embargo remains in full effect after sixty years.

Cuban society has opened just a little bit in the past decade. Meanwhile, warm relations with Russia and a like-minded regime as North Korea are still evident. In Venezuela, Cuba has found a new socialist brother in Latin America, which provides crude oil below world-market prices. Meanwhile, Fidel's personal Il-62 CU-T1280 was sold to the comrades in North Korea as a spares source.

#### DAAFAR – 2000 to 2020

From the early 2000s, the DAAFAR's MiG-21bis and MiG-23ML fighters were concentrated at Holguín and San Antonio de los Baños, with the oriental (eastern) and the occidental (western) air commands respectively, the latter also housing Cuba's modest fleet of MiG-29s. The former fighter base at Santa Clara had become the main helicopter base, where a small MiG-21bis detachment for QRA-duties was kept.

The Mi-17s presented by Angola in 1990 as payment for Cuban military assistance in the Angolan Bush War, that were kept at Santa Clara in conservation, were brought to flying status in the first decade of the new millennium. A solution which proved to be less expensive than overhauling the entire Mi-17 fleet inherited from the Cold War years. Three older Mi-17s were demilitarized and equipped for offshore and VIP-duties and flown in Aerogaviota colours. Numbers of operational MiG's gradually dwindled to about two dozen in total. Military presence at air bases like Ciudad Libertad, San Julian (MiG-21) and La Coloma (L-39) had been further reduced to modest compounds, as their runways and taxiways were no longer maintained to support jet operations.

Around 2010, the DAAFAR had scaled down even further. The most significant steps were the retirement of the MiG-29s around 2009, followed by the Mi-35 attack helicopters in the first years of the next decade. Interestingly, the rather dated MiG-23MLs had received a modest radar upgrade and survived the MiG-29s which were once planned to succeed it!

Although a handful of MiG-23MLs were kept flying for a few more years, the type was also completely withdrawn by early 2017. Although some MiG-23MLs had been kept in conditioned shelters for conservation, overhauling, and flying the aircraft became too costly for the cash-strapped Cuban government, leaving less than two dozen MiG-21bis to defend the island.

The L-39C Albatros however, proved to be reliable stand-ins for the MiG-fighters, enabling fighter pilots to keep up their skills against lower costs per hour. Problems with the hermicity of the canopies became a serious headache though, and powder that catapult the ejection seats exceeded its parameters and expired. Hence, only two L-39Cs are airworthy at this moment.

Lesser known types, like a handful of Zlin 142s taken over from the SEPMI and the military border guards (Tropas Guardafronteras) and the two relatively new Russian-built Chernov Che-22 Korvet-Js hydroplanes were also withdrawn from use.

Tellingly, the only new aircraft delivered in the past decade were two Mi-172s for VIP-transport, which were handed over in February 2016, replacing the three older civilianised Mi-17s to fly high-ranking party officials and the president.

As a consequence, Holguin is no longer used for fighter operations and currently just houses a detachment with a handful of Mi-17s, as does Santa Clara, after the operational helicopter fleet was concentrated at San Antonio de los Baños. Just like the helicopter logistics centre (UTE) which moved from Santa Clara to San Antonio de los Baños.

The operational readiness of the DAAFAR is still trained in large scale exercises, like Bastión 2016, aimed to defend the island against an invading force, which is still expected from the imperialistic North. Guerrilla tactics are part of these exercises, and air support still plays a vital role in this concept.

Interestingly, fighters in outside storage on the old fighter bases have almost completely disappeared, destination unknown, although some fuselages are known to have been stored in caves in the middle of the island or simply left behind where the fell of trailers bringing them to their final resting place.



One of "Los Angolitos" as the latest batch of Mi-17s are known. These helicopters spent years in conservation at Santa Clara after being received as payment for Cuban involvement in the Angola Bush War, only to be taken into service after more than a decade. (165, Mi-17, UM 2003).



In 2020, the DAAFAR's focus is on air defence and helicopter operations.

The current **Order of Battle** is as follows:



A glimpse of reality, MiG-21UM 1120 of UM 5301 during a flight at San Antonio de los Baños.

Comando de Defensa Aérea y Aéreo Tactico

**UM 1779 Regimiento de Aviación de la Guardia Playa Giron San Antonio de los Baños (MUSA)**

UM 5301	Escuadrón de Caza	MiG-21bis, MiG-21UM
UM 5010	Escuadrón de Enseñanza de Vuelo Avanzada	L-39C
UM 2003	Escuadrón de Helicópteros de Propósitos Generales	Mi-17
UM 4306	Unidad Técnica de Explotación (UTE)	base maintenance, storage
UM 1277	Unidad de Aseguramiento Logístico (UAL)	logistics
UM 7292	Batallón de Seguridad	base security

**UM 1890 Regimiento Santa Clara (MUSC)**

UM 3049?	Escuadrón de Helicópteros de Propósitos Generales	Mi-17
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**UM 3710 Regimiento Holguín (MUHG)**

UM 3840	Escuadrón de Helicópteros de Propósitos Generales	Mi-17
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Comando de Transporte

**UM 3405 Regimiento Ejecutivo y Transporte Playa Baracoa (MUPB)**

An-26, ATR42-500, Mi-172

Unidades Independientes

**Unidad de Industrias Militares (UIM) Yuri Gagarin Ciudad Libertad**

depot-level maintenance

**Instituto Técnico Militar (ITM) José Martí Marianao (La Habana)**

instructional airframes



The days of blue/green MiG's are long over in Cuba, however the green/brown colours of this MiG-21bis 668 of UM 5301 are not bad-looking either. It was pictured inside a concrete shelter at San Antonio de los Baños a while ago.

**DAAFAR 2020 – the fleet**

As stated in the introduction, we have been able to determine the current strength of the DAAFAR in detail, thanks to members of our Cuban network, who understandably prefer to stay anonymous. With their great help, we can present the following overview of the current fleet, with applicable last noted dates. Some changes in the last decade have been included for reference.

**An-26B**

FAR-1406	UM 3405	w/o 29apr17	<b>13502</b>
FAR-1459	UM 3405	ex CU-T1459	<b>13501</b> may20

**ATR42-500**

CU-T1240	UM 3405	Cubana c/s	<b>617</b> oct18
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**L-39C**

22	UM 5010		<b>232401</b> may20
30	UM 5010		<b>232413</b> may20

**Mi-17**

107	UM 2003		may20
113	UM 3840		2016
115	UM 3840		apr13
117	UM 3840		may20
119	(MUHG)		oct14
121	UM 3840		may20
123			2013
125	UM 3049?		2014
127	(MUSC)		2014
133	(MUSC)		<b>407M24</b> aug16
141	UM 3840	at UTE (UM 4306)	may20
160	UM 3049?	ex Angola	<b>312M..</b> may20

161	(MUSC)	ex Angola	<b>312M..</b> 2016
162	UM 2003	ex Angola	<b>312M..</b> may20
163		ex Angola	<b>312M..</b> sep14
164	UM 2003	ex Angola	<b>312M..</b> may20
165	UM 2003	ex Angola	<b>312M..</b> may20
166	UM 2003	ex Angola	<b>312M..</b> may20
167	UM 2003	ex Angola	<b>312M..</b> may20

**Mi-172**

CU-H1718	UM 3405	Cubana c/s	<b>192M38</b> may20
CU-H1719	UM 3405	Cubana c/s	<b>192M39</b> may20

**MiG-21bis**

614	UM 5301	w/o 24feb19	
618	UM 5301	w/o 2011/2012	
619	UM 5301		may20
620	UIM	overhaul	may20
632	UM 5301	(UTE)	may20
654	UIM	overhaul	may20
664	UIM	overhaul	may20
668	UIM	overhaul	may20
670	UM 5301	(UTE)	may20
672	UM 5301		may20

**MiG-21UM**

522	std Manzanillo (Panama) - seized	16jul13
1117	std Manzanillo (Panama) - seized	16jul13
1119	UIM temporarily stored	may20
1120	UM 5301	may20
1121	UM 5301	may20

El editorial agradece a todos los colaboradores Cubanos por su ayuda excelente a escribir ese artículo.





## Celebrate Life flight

Piet Luijken

*This image by Jacqueline Luijken-van der Laarse, taken from the rear seat of Chipmunk G-APLO, tells the whole story. Pilot Ferry van der Geest in his 1942 built Stearman overflies two groups of grounded KLM aircraft. Seven Boeing 777s are parked close to the threshold of runway 36R while six Embraer E190s are parked on the apron in front of Hangar 73. It is as if the Stearman wants to encourage the aircraft on the ground. Let us all hope that this disastrous situation will soon come to an end. (Over Schiphol airport, 25 April 2020)*

For everybody it is all too clear that the world of civil aviation is in a dire crisis as all the restrictions due to the COVID-19 virus have stopped almost all flights. In the Netherlands, KLM Royal Dutch Airlines operates only 10% of its normal flights and have parked all Boeing 747, Boeing 777-200 and Airbus A330 at all available positions including the beginning of the runways. The same is true for the other airlines like Transavia and TUI. Not only are the aircraft parked, also most of their staff have been idle, awaiting their schedule to load, plan, fly and attend these flights.

On Saturday 25 April 2020, two WWII biplanes and another historic plane performed a flying salute overhead Amsterdam, Amstelveen, Amsterdam Airport Schiphol and Haarlem, the Netherlands. Under the title 'Celebrate Life', the initiators wanted to show their support to those who help facing the difficult times that exist now. Aviation has become an essential part of the world. These Boeing Stearman biplanes, that helped to liberate the world in WWII by training the required pilots, symbolise that every challenge can be overcome in cooperation with each other.

The flights were executed by highly experienced pilots in conformance with the latest aviation regulations with the cooperation of air traffic control of Schiphol and the airport authorities of Texel Airport and Breda International Airport. In the lead of the Old Crow Formation was Piet Luijken, captain on the KLM Boeing 777/787, owner of the DHC-1 Chipmunk, pilot with the Royal Netherlands Historical Flight and also editor with Scramble magazine. His Chipmunk with registration G-APLO and construction number **C1/0144** was built in 1950 at the de Havilland factory in Hatfield. As WB696 she was delivered to the RAF and immediately issued to RAF Perth in Scotland, 11 RFS. Here she was allocated the unit code RCR-C and later re-coded as 61. WB696 only stayed at Perth for a year as she moved to Dyce airfield on 30 November 1951 to serve with Aberdeen University Air Squadron. Again it was a short stay and exactly a year later she had been reallocated to RAF Scone. She continued to serve at Scone until 5 June 1953

when she was delivered to 9 MU at RAF Cosford and transferred to 'non-effective-stock' on 17 August 1955. WB696 was eventually offered for sale on 20 February 1956 and struck off charge on 27 June the same year. She was subsequently registered to D. Montgomery in Ireland as EI-AHU, but her stay was a short one as she was sold on 21 January 1958 and ferried back to the UK on 3 March. On 21 April she was placed on the British civil aircraft register as G-APLO with Derby Aviation of Burnaston, Derby on 1 May, to Bahamas Helicopters on 2 March 1959 and then to Andrew Roberts of Strathallan Castle on 13 May 1960. On 10 October 1960 she returned to Perth once again, now under the ownership of Air Service Training (AST). She would spend the next nine years being used to train BOAC, BEA and BUA airline pilots. G-APLO was sold again in October 1969 and moved to the Jersey Aero Club. In 1991 the Chipmunk was purchased by Mike Collett, Chairman of Air Atlantique who sold it to the present owners during the auction at the Goodwood Revival on 12 September 2015. The aircraft is based at Vliegend Museum Seppe at Breda International Airport.

In the number 2 position was Hans Nordsiek, retired KLM captain, owner of one of the Stearmans. Hans is also known as the Storyteller where he wants to inspire youngsters to become the best version of themselves by holding inspirational speeches for business events and by publishing books about the passion of life. His Stearman N9912H was built in 1942 as an N2S-3 with construction number **75-7213** and taken on strength with the United States Navy with serial 07609. On 14 October 1946 she was declared surplus and sold for \$ 510 to William E. Haddock. Bill Haddock bought the plane apparently for trade and in 1947 he sold it to Aerial Blight Control in West Bend (WI), a private company that converted her into a crop sprayer. The maintenance documents in the FAA files highlight some details: "Front seat, instrument panel and floor boards removed. All metal hopper for crop dusting installed". The type specification in the documents changed from N2S-3 to the civil Model B75N1. In 1979 another shift



in usage took place. The front cockpit got her seat back and the plane took a slower pace of living; she carried out some local passenger rides, demo flights or simple tow jobs. From this time stems the black-gold livery with an Old Crow as a logo; probably a sponsor activity from the Kentucky based whiskey brand with the same name. This impressive color scheme has been retained by all next owners. After some change of ownerships, it was bought by Hans Nordsiek in 1990. In the fall of 1990 the aircraft was flown to Chicago, taken apart, then travelled by train to Montreal (Canada) and by boat to Antwerp (Belgium). In 1991 she was put together at Lelystad Airport, the Netherlands. Later the Stearman was moved to Breda International Airport to be included in the inventory of the Vliegeng Museum Seppe.



Another shot of Stearman N1944S, this time concentrating on the aircraft itself. Seeing the condition of this biplane, makes it hard to believe it is already 78 years old! (orbiting "Tower-West" Schiphol airport, 25 April 2020, Jacqueline Luijken-van der Laarse)

In the number 3 position was Ferry van der Geest, owner of the second Stearman, retired F-16 pilot of 306 squadron, retired KLM captain and furloughed captain with Turkish Airlines. Stearman N1944S was built in 1942 with construction number 75-5864 for the United States Army Air Force and as a PT-13D Kaydet given the serial 42-17701. On 6 July 1956, the aircraft was declared surplus and was given her civil certificate of airworthiness. In July 1971 the aircraft was sold to G&W Motorcycle Sales, Trinidad, CO. In 1979, she was sold to Eskra Rudolph and added to the Pueblo Weisbrod Aircraft Museum. In 2006, after a rebuilt, a new certificate was issued and on 30 November 2009 the Stearman was sold and exported to the Netherlands. Based at Texel airport, the aircraft was refurbished in new colors in 2019 and decorated

with a 306 buzz number, as a memory of Ferry's favorite squadron.

The routing was via Amsterdam, including the Central Station and the Olympic stadium to Amstelveen, to the head office of KLM Royal Dutch Airlines. From there, it was with a beeline to Schiphol-East to overfly all parked aircraft and then towards Schiphol Tower and Schiphol Tower West. Schiphol area was vacated via Haarlem and while flying to Zandvoort, the number 3 was commanded to break, to continue his flight back to Texel airport. Old Crow Formation, now only two aircraft continued to Sassenheim to overfly Rotterdam airport via the overhead. After a low pass at Seppe airport and a nice break, the aircraft landed safely and the Celebrate Life formation flight was declared a success!



More than 10,000 (Boeing) Stearmans were built, initially as primary trainers for the USAAC and US Navy but later on by air forces all over the world. After the war many have survived as crop sprayers. Nowadays the type has gained fame not only as a characteristic (and affordable) warbird but also as a reliable platform for skywalkers. In this photo, Hans Nordsiek ("the Storyteller") flies his former US Navy N2S-3 N9912H "Old Crow". (flying over the village of Strijen, 25 April 2020, Jacqueline Luijken-van der Laarse)



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*This page is dedicated to the military visitors at Zurich for the World Economic Forum 2020. The Royal Air Force of Oman transported their dignitaries with G-IV 558, one of two Gulfstreams operated by 4 squadron from Muscat. It used to operate for the government as A40-AC. (22 January 2020, Robert Eikelenboom)*



*One of two USMC VH-60Ns of HMX-1 present at Zurich, transporting the US president to Davos. This Seahawk, 163264, was part of a six-ship formation departing to the WEF, consisting of both VH-60Ns, two US Army UH-60Ls and two Swiss AS532s. (21 January 2020, Robert Eikelenboom)*



*Also this year, both VC-25As attended, bringing in the US president. The well known blue/white VIP colours as seen on 82-8000 will be a thing of the past with the delivery of the new VC-25Bs. This modified Boeing 747-8 is scheduled to replace the aging VC-25As by December 2024 and it is said its new colour scheme has been designed by 'The Donald' himself. (21 January 2020, Robert Eikelenboom)*





*After ten years of service this Boeing 757 went from China to Kazakhstan. Since 2011 it is operated by SCAT and since 2016 it has been flying in the colours of Sunday Airlines. (Amsterdam-Schiphol, 16 May 2020, Walter Heukensfeld)*



*Thanks to Western Global we could see the MD-11F at Amsterdam again. N546JN was acquired in 2015 and built in 1995 for EVA Air as B-16107. (Amsterdam-Schiphol, 2 April 2020, Robert Eikelenboom)*



*The last picture at the cover of this edition due to the coronacrisis is Boeing 767 4K-AZ82 from Azerbaijan Airlines – AZAL. It was built in 2012 and was directly delivered to this company. (Amsterdam-Schiphol, 5 May 2020, Walter Heukensfeld)*