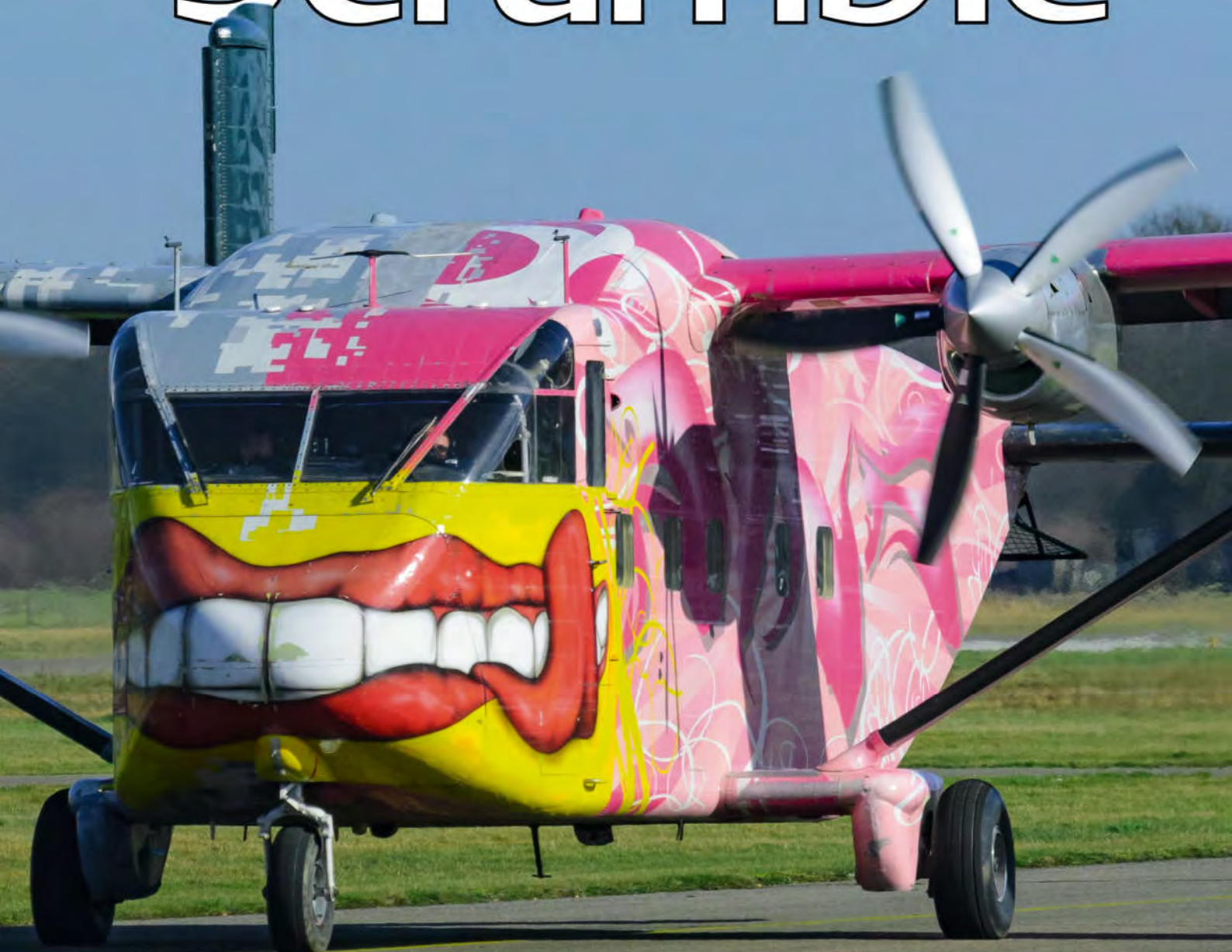


**506**  
July 2021

# Scramble



*Gunfighter Flag 21-1  
Dutch Wrecks & Relics  
UH-72 Lakota - part 2*

DUTCH AVIATION SOCIETY



Featuring on our Beech 200/C-12 theme cover, Beech B200CT Zufit 703 of 100sq of the Israeli Air Force was seen at Andravida on 19 April 2021, by Jurgen van Toor.



French Sécurité Civile Beech B200 F-ZBFK/96 is pictured by Robert Erenstein during a visit to Geneva on 25 May 2021, against a beautiful backdrop.



On 13 May 2021, C-12U-3 84-00177 of the 204th Military Intelligence Battalion, paid a welcome visit to Rotterdam-The Hague, where Manolito Jaarsma photographed it.

## Editorial

This month, 112-pages loaded with aviation related information await you! We have three articles; Exercise Gunfighter Flag 21-1, Dutch Wrecks & Relics and the second instalment of the UH-72 Lakota article.

Gunfighter Flag is a smaller exercise compared to the well-known Red Flag or Checkered Flag exercises, but no less important. Held at Mountain Home AFB (ID) it is a bi-annual large-scale air combat exercise that brings different units and airframes together from all branches of the US military and its international partners. Our editor Rob van Disseldorp paid a visit and came back with this report.

Dutch Wrecks & Relics is a very comprehensive overview of all wrecks and relics you can find in the Netherlands, current up to this issue. We have omitted the warbirds and replicas and in stead have added the smaller general aviation aircraft which we normally do not list in Scramble. Last one is the second part of the massive UH-72 Lakota article, featuring 28-pages.

In issue 504, we 'dropped the bomb on Scramble as we know it', so to speak. In order not to make it all sound too negative, we mainly focused on the advantages of our new, web-only, concept. In retrospect, we should perhaps have added that we do not really have a choice. A steady decline in subscriptions to the printed magazine has been going on for decades, despite us switching from Dutch to English early this century. Combined with ever-rising printing and especially postage costs, this simply means there comes an end to the mag, at some point. Rather than be like true dinosaurs and become extinct, we opted to adapt to a changing world in order to survive.

## Cover Photo



You either love it or hate it but one can't say that the colours which adorn most of the Skyvans of Pink Aviation don't stand out. OE-FDN is one of them and is often used by skydive organisations throughout Europe. (Teuge, 24 February 2021, Ron Frijlink)

In doing so, we obviously strive for the best alternative we can think of, to supply you with at least the same content as we always have. We hope this extra piece of information makes the upcoming transformation a bit more acceptable, especially to those who took the effort to share their concerns with us. Rest assured: we have been weeping over the upcoming loss of our favourite pages longer than anyone else...

## Important dates

Scramble 507	
Deadline copy:	23 July 2021
Deadline photos:	29 July 2021
Planned publication date:	11 August 2021

## Contents

Movements Netherlands.....	2
Movements Belgium.....	15
Military Movements Elsewhere.....	23
Civil News.....	27
Manufacturers News.....	27
Airliner News.....	29
Jetliners.....	34
Commuters.....	37
Fokker News.....	37
Bizjets.....	37
Bizprops.....	40
Soviet Updates.....	40
PH register.....	42
Dustpan & Brush.....	44
Military News & Updates.....	47
Showreports.....	66
Miscellaneous	
Exercise Gunfighter Flag 21-1.....	68
Dutch Wrecks & Relics.....	71
UH-72 Lakota - part 2.....	84

If you would like to subscribe to our digital magazine, go to [www.pocketmags.com](http://www.pocketmags.com) and search for "Scramble"

## Scramble Shop

Items from our shop can be ordered by transferring the applicable amount to our bank-account IBAN NL43INGB0004320790 (BIC INGBNL2A), f.a.o. Dutch Aviation Society, stating your subscription number (or postal code) and the description of the articles you are ordering. Delivery time could take up to four weeks!

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

<b>SMS Europe 2021</b>	<b>138</b> pages
<b>Scramble World Airline Fleets 2020</b>	<b>246</b> pages
<b>Scramble F-16 Fighting Falcon - 6th edition</b>	<b>244</b> pages
<b>Scramble Military Transports 2020</b>	<b>88</b> pages
<b>SMS North America 2019-2020</b>	<b>183</b> pages

# Movements Netherlands



The Indian government was in dire need of tanks with oxygen and used their fleet of C-17As to pick up those tanks in several European countries. C-17A CB-8009 was photographed by Robert Eikelenboom on 10 May 2021, at Amsterdam - Schiphol.

## Amsterdam - Schiphol

May 2021			
01. 9H-ANS	Global 6000	Alliance Executive Jet	dep ALE75X
9K-AOF	B777-369ER	Kuwait Airways	KAC920/2
D-CCVD	Ce560XLS	Atlas Air Service	02 ATL1D
D-CPSH	Ce560XLS+	Heron Aviation	HRN221
D-ISUN	Ce525A	Excellent Air	dep ECA5C
EC-MMG	A330-202	Iberia	IBE3060/1
EI-GVH	A330-243	I-Fly	f/v RSY7642/08
HB-JMH	A340-313E	Swiss	SWR724/5
LN-AWC	Lj45	Airwing	f/v NWG11/2
LY-BGD	BAe125-850XP	Charter Jets	02 LTC401
OK-BEE	Beech 400A	JetBee Czech	JBC663C/662B
SE-RMB	Ce525B	Svenskt Industriflyg	dep
TC-NCR	A320-251N	Pegasus Airlines	f/v PGT5665/6
02. 9H-VJP	Global 6000	VistaJet Malta	09 VJT895
D-CKJE	EMB505	Air Hamburg	03 AHO267R/265G
D-CKJM	Ce560XLS+	Air Hamburg	AHO353Z
D-ISUN	Ce525A	Excellent Air	ECA5C
D-IWIR	Ce525A	Excellent Air	03 ECA4C/E
N280PH	G-V	Global Air Charters	dep
OE-FHA	Ce510	GlobeAir	dep GAC505R
OE-FHA	Ce510	GlobeAir	03 GAC911F/799J
OE-FNP	Ce510	GlobeAir	GAC799H/257V
OO-XLS	Ce560XLS+	Air Service Liège	dep
03. 9H-VFA	CL-605	VistaJet Malta	VJT503
9K-AOC	B777-369ER	Kuwait Airways	04 KAC903/4
D-ISUN	Ce525A	Excellent Air	04 ECA5C
EI-GVH	A330-243	I-Fly	RSY7642/08
HA-JEO	Ce650	Jetstream Air	04 JSH651/0
LX-JDV	Ce525	Flying Group Lux.	FYL52DV/73DV
LX-NEW	PC-12/47E	Jetfly Aviation	JFA28Q/15B
OO-VMF	Ce560XLS+	Air Service Liège	04
OO-XLS	Ce560XLS+	Air Service Liège	08
04. D-CEHM	Ce560XLS+	Silver Cloud Air	SCR021
D-FAST	Ce208	Businesswings	06 JMP322/331
N101QS	Global 5000	Netjets	07
N685MF	G-IV		f/v
OK-PTT	PC-12/47E	Air Bohemia	f/v
SP-ZEN	CL-350	Jet Story	JDI85H
05. 9H-TDI	Global 5000	Avcon Jet Malta	VCJ92T
9H-TGR	Ce525B	Hyperion Aviation	f/v HYP032
D-ILOU	Ce525A	Sylt Air	AWU105A
D-ISUN	Ce525A	Excellent Air	06 ECA5C
EC-MMG	A330-202	Iberia	IBE3062/3
EI-GVH	A330-243	I-Fly	RSY7642/08
G-ZBJC	B787-8	British Airways	BAW430/1
LX-JFD	PC-12/47E	Jetfly Aviation	JFA16Q/C
OE-ITC	G450	Luxaviation Germany	09 LXG14C
OO-ABA	A340-313E	Air Belgium	SLM3004/993
OO-JWB	PC-12/47E	Nextgen Partners	
TF-FIG	B757-23APF	Icelandair Cargo	ICE756/7
06. 9H-JLK	Falcon 7X	TAG Aviation Malta	dep
9H-TGR	Ce525B	Hyperion Aviation	HYP032
D-CGER	Ce525B	Excellent Air	ECA12C
D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168
D-ISUN	Ce525A	Excellent Air	08 ECA5C
G-TUIN	B787-9	TUI	TOM970P/8970
G-ZBJK	B787-8	British Airways	BAW430/1
M-OBIL	Ce525C	Ulla Popken Fashion	
N641EE	EMB550	Embraer Executive	f/v 07
OO-ABA	A340-313E	Air Belgium	SLM994/3003
OO-MMT	Ce560XLS	Air Service Liège	08
OY-VKI	A330-343E	Sunclass Airlines	VKG9145/4145
PH-TFN	B737-8	TUI	dep TFL085T
SE-RMB	Ce525B	Svenskt Industriflyg	08
07. 9H-GKM	Ce560XLS	Avcon Jet Malta	08 VCJ50M
9H-JLK	Falcon 7X	TAG Aviation Malta	
9H-WIN	Ce525B	Air Charter Scotland	f/v 09 SCO55R
9K-AOE	B777-369ER	Kuwait Airways	KAC920/2
D-ARIE	Falcon 7X	Air Hamburg	f/v 08 AHO891J
D-CKJE	EMB505	Air Hamburg	AHO228W
D-IKCG	Ce525A	ProAir	
F-GZHA	B737-8GJ	Transavia France	dep TVF070
LX-FPF	Ce525B	Flying Group Lux.	FYL81F/82F
LX-JFZ	PC-12/47E	Jetfly Aviation	JFA20K/47X
N500J	G550	Johnson & Johnson	
OO-AMR	Ce525A	Air Service Liège	
UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
08. D-AHOX	ERJ135BJ	Air Hamburg	09 AHO896K/347K
D-CJMK	Ce560XLS+	Air Hamburg	AHO347K/005M
D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168
EC-MNK	A330-202	Iberia	IBE3060/1
HB-JHF	A330-343E	Swiss	SWR724/5
M-IFFY	Ce510	Xead Aviation	dep
OE-FGC	Ce525	ABC Bedarfsflug	2x FTY6
OK-PHM	EMB505	CTR Group	
OO-MMT	Ce560XLS	Air Service Liège	10
OO-XLS	Ce560XLS+	Air Service Liège	10
SE-RMB	Ce525B	Svenskt Industriflyg	10
09. 9H-VCK	CL-350	VistaJet Malta	VJT405
9H-VFD	CL-605	VistaJet Malta	10 VJT570
9K-AOF	B777-369ER	Kuwait Airways	KAC920/2
D-BAHB	Falcon 2000LX	MHS Aviation	16 MHV20Y
D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
D-CKJE	EMB505	Air Hamburg	10 AHO228W/227A
D-CKJM	Ce560XLS+	Air Hamburg	10 AHO442M/343Z
D-IOHL	Ce525A	Excellent Air	ECA3C
D-ISUN	Ce525A	Excellent Air	ECA5C
G-SKAL	Ce560XLS+	Catreus	f/v VCG1AL/2AL
HA-JEV	Ce650	Jetstream Air	JSH654/5
LX-SAB	Falcon 900DX	Global Jet Lux	12 SVW56AB
N311EE	EMB505	Embraer Executive	f/v

OK-RLV	G280	Avcon Jet		SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
TC-LSP	A321-271NX	Turkish Airlines	f/v THY1955/6	TC-NCL	A320-251N	Pegasus Airlines	f/v PGT1251/2
10.CB8009	C-17A	81sq	f/v IFC1C21	TC-RSB	Lj45	Redstar Aviation	RHH018/025
9H-VJA	Global 6000	VistaJet Malta	12 VJT19	14.9H-VCG	CL-350	VistaJet Malta	15 VJT480
D-IOHL	Ce525A	Excellent Air	11 ECA3C	D-AGBB	Falcon 8X	Volkswagen	BTX2B
D-ISUN	Ce525A	Excellent Air	12 ECA5C	D-IEMO	Raytheon 390	Projet	16
F-HEVL	EMB505	Evolem Aviation	EVL102/3	D-IKCG	Ce525A	ProAir	
M-IFFY	Ce510	Xead Aviation	12	G-CLAA	B747-446F	CargoLogic Air	CLU343/4
N302VT	Beech B200GT	Ifimi	f/v	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
OE-FOE	Ce510	GlobeAir	11 GAC136L/387F	LX-FLI	PC-12/47NGX	Jetfly Aviation	JFA43T/57Z
OO-MMT	Ce560XLS	Air Service Liège		LX-SAB	Falcon 900DX	Global Jet Lux	21 SVW56AB
SE-RMB	Ce525B	Svenskt Industriflyg	11	N29DE	Cirrus SF50	Deny Airlines	dep
VQ-BFT	B737-86NF	Atran	VAS8605/9206	N515TJ	Beech 400A	Blackburn Int'l	
VN-A898	A350-941	Vietnam Airlines	HVN301/5138	OE-ITC	G450	Luxaviation Germany	15 LXG14C
11.9H-GIB	ERJ135BJ	Air X Charter	12 AXY2701/1211	OK-NTD	Beech 400XT	Time Air	f/v 15 TIE496D
9M-MTY	A330-223	Malaysia Airlines	f/v MAS7980/79	UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
D-CHRG	Ce680A	Hahn Air	HHN943	VN-A898	A350-941	Vietnam Airlines	HVN301/5138
D-CJMK	Ce560XLS+	Air Hamburg	12 AHO353Z/777	15.V-11	G-IV	334sq	16 NAF12
D-ISLT	Ce525A	Sylt Air	AWU911K	9K-AOC	B777-369ER	Kuwait Airways	KAC920/2
N101QS	Global 5000	Netjets	12	D-ISLT	Ce525A	Sylt Air	AWU915K
N839AA	B787-9	American Airlines	f/v AAL220/1	EC-MNL	A330-202	Iberia	IBE3060/1
OE-ISX	Falcon 7X	IJM	27 IJM011	F-HGIO	Ce510	Astonjet	ASJ771
OE-LUA	CL-650	Int'l Jet Management	IJM613	N2E	G650ER	SNAP	
OH-ZRH	PC-12/47E	Fly 7 Executive Aviation	f/v FSF100A	TF-FIG	B757-23APF	Icelandair Cargo	16 ICE756/7
OK-RLV	G280	Avcon Jet		YU-SVL	Ce560XLS	Prince Aviation	PNC1VL
OO-XLS	Ce560XLS+	Air Service Liège	12	16.V-11	G-IV	334sq	NAF12
OY-RSE	PC-12/47E	Air Alsie	12	V-11	G-IV	334sq	17 NAF12
SE-RMB	Ce525B	Svenskt Industriflyg	16	4X-EDH	B787-9	EI AI	ELY337/8
TC-LGE	A350-941	Turkish Airlines	f/v THY1951/2	9H-JLK	Falcon 7X	TAG Aviation Malta	19
TC-NCT	A320-251N	Pegasus Airlines	f/v PGT265/6	9H-VFD	CL-605	VistaJet Malta	17 VJT570
12.9H-VJA	Global 6000	VistaJet Malta	14 VJT19	9K-AOE	B777-369ER	Kuwait Airways	KAC920/2
9K-AOC	B777-369ER	Kuwait Airways	KAC920/2	D-AHOI	ERJ135BJ	Air Hamburg	17 AHO891J/006M
D-CAHO	Ce560XLS+	Air Hamburg	AHO315W	D-ALOA	ERJ135BJ	Air Hamburg	17 AHO315W/888
D-CHRG	Ce680A	Hahn Air	HHN943	D-IHUB	Ce525A	Sylt Air	AWU516E
D-CKVI	EMB505	DAS Private Jets	f/v	F-HBDX	EMB505	Jetkey	KBD216
D-CUGF	Ce525B	Stuttgarter Flugdienst	ATL4U	G-LATO	Ce680A	Zenith Aviation	f/v 17 BZE05B/A
D-IPCG	Ce425	Dr Krause		N525RP	Ce525	Dajets	dep?
D-ISUN	Ce525A	Excellent Air	13 ECA5C	OO-XLS	Ce560XLS+	Air Service Liège	17
EC-MJT	A330-202	Iberia	f/v IBE3062/3	OY-JSW	Ce525A	FlexFlight	18 FXT52W
G-ZBJH	B787-8	British Airways	BAW430/1	SE-RMB	Ce525B	Svenskt Industriflyg	21
LN-AWC	Lj45	Airwing	NWG42	17.D-AWIN	ERJ135BJ	Air Hamburg	18 AHO844A/865R
LX-FPF	Ce525B	Flying Group Lux.	FYL12F/13F	D-ILCG	Ce525A	ProAir	
N66D	Ce510	Heiko Gerhard Sauer		D-ITAN	Ce525	Transavia Flug	
N828AA	B787-9	American Airlines	f/v AAL220/1	G-SIRS	Ce560XL	London Executive Aviation	LNX55RS
OE-FOE	Ce510	GlobeAir	13 GAC387G/990F	HA-SCS	Ce650	Jet Stream	f/v 19 JSH670/1
OK-KKF	G650ER	ABS Jets	f/v ABP951/2	LX-FLG	PC-12/47E	Jetfly Aviation	18 JFA49A/35B
OO-ABB	A340-313E	Air Belgium	SLM3004/993	N762F	Global 7500	Fertitta Enterprises	19
OO-MMT	Ce560XLS	Air Service Liège	14	OE-FNP	Ce510	GlobeAir	GAC176K/023A
TF-FIG	B757-23APF	Icelandair Cargo	ICE756/7	OO-SUN	Ce510	Air Service Liège	f/v 19
13.D-IHUB	Ce525A	Sylt Air	AWU513E	OO-XLS	Ce560XLS+	Air Service Liège	19
G-ZBJG	B787-8	British Airways	BAW430/1	PH-NXD	ERJ195E2STD	KLM Cityhopper	f/v arr KLM295D
N515TJ	Beech 400A	Blackburn Int'l	2x 14	SE-RIL	Ce560XLS	Svenskt Industriflyg	18 JET7
N841AN	B787-9	American Airlines	f/v AAL220/1	SP-DOM	Lj60XR	AMC Aviation	18 AMQ5M
N28912	B787-8	United Airlines	f/v UAL909/8	VN-A898	A350-941	Vietnam Airlines	HVN301/5138
OE-ITC	G450	Luxaviation Germany	14 LXG14C	VQ-BFT	B737-86NF	Atran	VAS8105/9206
OO-ABB	A340-313E	Air Belgium	SLM994/3003	18.9H-ANS	Global 6000	Alliance Executive Jet	ALE75X



This Global 6000 was delivered to VistaJet Malta in October 2013. 9H-VJP has been adorned in this special livery since October 2020, celebrating the partnership between Ferrari and VistaJet to bring Ferrari drivers to international races. (Amsterdam - Schiphol, 5 May 2021, Leo Hoogerbrugge)



This former TAM/Air Belin Airbus A330 was added to the fleet of Malaysia Airlines in December 2018. 9M-MTY is adorned in the Negaralu special colour scheme. (Amsterdam - Schiphol, 11 May 2021, Robert Eikelenboom)

D-ITMM	DA-62	Macknext	f/v	OE-FRM	Ce510	GlobeAir	21 GAC558C/336F
D-APLC	Global 7500	ACM Air Charter	f/v 19 BVR10	OO-ABA	A340-313E	Air Belgium	SLM994/3003
D-CAWB	Ce680	Aerowest		OO-DTE	EC-120B	Heliventure	
D-CPSH	Ce560XLS+	Heron Aviation	2x HRN221	21. D-CHIC	EMB505	Air Hamburg	22 AHO279P/244F
D-FUNC	Ce208B	IAS Itzehoer Airservice	FNK2	D-IAAW	EMB500	Arcus Air	AZE69CF
D-IKCG	Ce525A	ProAir		D-ILCG	Ce525A	ProAir	
F-HJSL	Ce525B	Ixair	f/v IXR618J	D-ILWP	Ce525A	Excellent Air	ECA7C
G-CLAA	B747-446F	CargoLogic Air	CLU345/6	D-ITRA	Ce525	Transavia Flug	
G-LATO	Ce680A	Zenith Aviation	BZE05B/C	F-HENE	HA-420	EATIS	
HA-JEQ	EMB500	Jet Stream	f/v	JU-1021	B767-34GER	Mongolian Airlines	22 MGL3143/4
JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	OE-FRM	Ce510	GlobeAir	GAC974Y/Z
N826AN	B787-9	American Airlines	f/v AAL220/1	OK-PBT	Ce525A	Queen Air	QNR25A
OE-FOE	Ce510	GlobeAir	GAC398J/176L	OY-NCT	Do328-310	Sun-Air	SUS9001/401
OO-CCJ	Ce525	Air Service Liège	19	UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
VT-CDP	Global 6000	Poonawalla Company	f/v	VN-A898	A350-941	Vietnam Airlines	HVN301/5138
YU-TBA	Ce560XLS+	Swisslion		22. D-CARO	Ce680	Aerowest	
19. 9H-VCL	CL-350	VistaJet Malta	VJT418	D-INOB	Ce525A	Atlas Air Service	ATL3Z
D-CAWB	Ce680	Aerowest	20	EC-MKJ	A330-202	Iberia	f/v IBE3060/1
D-CEHM	Ce560XLS+	Silver Cloud Air	SCR021	G-CLAA	B747-446F	CargoLogic Air	CLU362/3
D-IKCG	Ce525A	ProAir	20	HB-JMA	A340-313X	Swiss	f/v SWR724/5
EC-MJA	A330-202	Iberia	f/v IBE3062/3	PT-MUI	B777-32WER	LATAM	24 TAM9554
F-HLRZ	EMB500	Luxwing	20	S5-ABW	A300B4-605RF	Solnair (a/w)	23 BCS1446/1239
G-ZBJB	B787-8	British Airways	BAW430/1	VQ-BFT	B737-86NF	Atran	VAS8605/9206
HA-SCS	Ce650	Jet Stream	JSH670	23. V-11	G-IV	334sq	NAF11
M-DMBP	Lj40	Ven Air	20	4X-EDK	B787-9	El Al	ELY337/8
M-IFFY	Ce510	Xead Aviation	20	9K-AOE	B777-369ER	Kuwait Airways	24 KAC920/2
N685MF	G-IV		2x 20	CS-TOP	A330-202	TAP Air Port. Cargo	f/v TAP9542/3
N827AN	B787-9	American Airlines	f/v AAL220/1	D-CAWO	Ce560XLS+	Aerowest	
OE-FHK	Ce510	GlobeAir	20 GAC336E/402V	D-CBBS	EMB505	Pad Aviation	24 PVD96B/39W
OK-CTP	PC-12/47E	NetFlight		D-IWIR	Ce525A	Excellent Air	ECA4C
OK-PBK	Ce525B	Queen Air	20 QNR25B	F-HGPE	EMB505	Pan Européenne	PEA302
OO-ABA	A340-313E	Air Belgium	SLM3004/993	F-HOND	HA-420	EATIS	f/v
OO-CCJ	Ce525	Air Service Liège	20	LN-AWC	Lj45	Airwing	NWG23
OO-NGI	ERJ190BJ	Flying Group	21 FYG41W/51W	LX-JFD	PC-12/47E	Jetfly Aviation	JFA03E/04F
OO-SUN	Ce510	Air Service Liège	21	N409DX	A330-941	Delta Air Lines	f/v DAL142/3
OO-XLS	Ce560XLS+	Air Service Liège		OK-PBT	Ce525A	Queen Air	QNR25A
20. 110/XP	TBM-700A	ET00.041	CTM1292	OO-XLS	Ce560XLS+	Air Service Liège	24
017	C295M	8.BLTr (13.el)	PLF040	SP-ESD	B737-8AS	Enter Air	f/v ENT501/51FP
9A-JIP	Ce525A	Air Pannonia	21	24. CS-TUM	A330-941	TAP Air Portugal	TAP9542/3
9H-LXX	Global XRS	VistaJet Malta	24 VJT708	D-ALOA	ERJ135BJ	Air Hamburg	AHO781C/633M
9H-VJC	Global 6000	VistaJet Malta	VJT720	D-CAWO	Ce560XLS+	Aerowest	25
CS-TVI	A320-251N	TAP Air Portugal	f/v TAP672/1	D-CFFF	Ce560XLS+	DC Aviation	25 DCS715
D-AGBB	Falcon 8X	Volkswagen	BTX2B	D-IAAY	EMB500	Arcus Air	AZE73CG/69DF
D-ASAP	ERJ135BJ	Air Hamburg	AHO781C	D-IJOG	Ce525A	Excellent Air	ECA8C
D-CAHO	Ce560XLS+	Air Hamburg	AHO336H	D-ILCG	Ce525A	ProAir	
D-CGER	Ce525B	Excellent Air	ECA12C	F-HEXR	Falcon 7X	Exair	DSO24XR
D-IDWC	Ce525A	Excellent Air	21 ECA6C	HB-VTB	Ce525	TC Aviation	f/v
D-IGWT	Ce525A	Sylt Air	21 AWU720G/721G	I-ELYS	Lj40	Eurofly Service	TJD440
D-IKCG	Ce525A	ProAir		JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
D-ILOU	Ce525A	Sylt Air	AWU120A	LX-SAB	Falcon 900DX	Global Jet Lux	arr SVW56AB
D-IPPY	P180	AirGo	21 XGO4AM/4NS	OE-FHA	Ce510	GlobeAir	GAC584P/473Q
F-HENE	HA-420	EATIS	21	OO-ACF	B747-4EVERF	Challenge Air	f/v 25 CHG513P/281P
G-CLAA	B747-446F	CargoLogic Air	21 CLU359/60	OO-XLS	Ce560XLS+	Air Service Liège	25
G-ZBJH	B787-8	British Airways	BAW430/1	SE-RFL	Ce680	EFS	EUW9958
HB-JTZ	CL-650	ExecuJet Europe	f/v	VN-A898	A350-941	Vietnam Airlines	HVN301/5138
N756CA	B747-412BCF	National Airlines	f/v NR819/892	YR-BMS	B737-8Q8	Blue Air	f/v BLA199/200
OE-EPH	PC-12/47E	Goldeck Flug	GDK6	25. B-209E	B787-9	China Southern	f/v CSN307/8

D-AHOX	ERJ135BJ	Air Hamburg	27 AHO770J/839B	D-CAWX	Ce680	Aerowest	
D-BSUN	Do328-310	Sun-Air	SUS9040/340A/	D-ITRA	Ce525	Transavia Flug	
D-BSUN	Do328-310	Sun-Air	26 SUS340B/C	F-HGPG	Ce525	Valljet	VLJ898U
D-FUNC	Ce208B	IAS Itzehoeer Airservice	FNK2	G-MRFX	EMB550	FlairJet	FLJ52R
D-IDWC	Ce525A	Excellent Air	27 ECA6C	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
D-IGWT	Ce525A	Sylt Air	27 AWU725G/727G	OO-JAA	B737-8BK	TUI Belgium	29 JAF058F/TFL7329
HA-JEO	Ce650	Jetstream Air	JSH651/2	OO-PRM	Ce510	Air Service Liège	
LN-AWC	Lj45	Airwing	26 NWG45/6	OY-MGA	Falcon 2000LX	Air Alsie	29 MMD6600/6977
LX-AND	PC-24	Flying Group Lux.f/v	FYL12ND/82ND	TC-JGV	B737-8F2	Anadolujet	f/v THY7822/3
LX-JFU	PC-12/47E	Jetfly Aviation	27 JFA64F/71N	TC-RSC	Lj45	Redstar Aviation	RHH451/2
N824AN	B787-9	American Airlines	f/v AAL220/1	UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4
OY-NCM	Do328-310	Sun Air / British Aw	SUS9041341A	VN-A895	A350-941	Vietnam Airlines	f/v HVN301/5138
PH-JWL	Falcon 2000LX	Cartier Europe	27	VQ-BHB	B737-8LJ	Aeroflot	f/v AFL2550/1
PT-MUI	B777-32WER	LATAM	TAM9557	29.9H-AMY	CL-850	Air X Charter	AXY2807/2907
SE-RMB	Ce525B	Svenskt Industriflyg	27	D-CAWB	Ce680	Aerowest	
26.D-BSUN	Do328-310	Sun-Air	SUS340D/9140	EC-MNL	A330-202	Iberia	IBE3060/1
D-CAWB	Ce680	Aerowest		F-HSBL	EMB500	Pan Européenne	PEA501
D-CESA	Ce550	Euro Link	EUL5B	G-KELT	A320-251N ACJ	Acropolis Aviation	f/v CRV1
D-CPSH	Ce560XLS+	Heron Aviation	27 HRN221	G-POWU	A321-211	Titan Airways (a/w)	AWC972Y/721
D-IBCG	Ce525A	ProAir		HB-JMI	A340-313X	Swiss	f/v SWR724/5
D-IHAG	Ce551	BayAir		N101QS	Global 5000	Netjets	30
EC-MUD	A330-202	Iberia	IBE3062/3	N762F	Global 7500	Fertitta Enterprises	31
G-ZBJD	B787-8	British Airways	BAW430/1	OO-JAA	B737-8BK	TUI Belgium	30 TFL070P/2LD
LX-JFD	PC-12/47E	Jetfly Aviation	JFA59A/05G	SP-OOK	Beech 400XP	Smart Jet	f/v SAH51P
N29DE	Cirrus SF50	Deny Airlines	arr	30.9H-VCO	CL-350	VistaJet Malta	VJT449
N498YY	Ce525	Skyhigh Aviation		9K-AFO	B777-369ER	Kuwait Airways	31 KAC920/2
OE-FAA	HA-420	The Flying Bulls	f/v 28	D-AGBH	Falcon 7X	Volkswagen	BTX8H
OK-VEA	G650	ABS Jets	f/v ABP941/2	D-CANG	Ce560XLS+	Air Hamburg	31 AHO458C/941
OO-ABB	A340-313E	Air Belgium	SLM3004/993	D-CAPB	Ce560	Aerowest	
OO-PRM	Ce510	Air Service Liège		D-CESA	Ce550	Euro Link	EUL5B
OO-XLS	Ce560XLS+	Air Service Liège	30	F-HSBL	EMB500	Pan Européenne	PEA501
OY-NCM	Do328-310	Sun Air / British Aw	SUS341B/9141	G-BZKM	B787-9	British Airways	f/v BAW440/1
OY-RAB	Falcon 7X	Air Alsie	27 MMD6590	HB-FVD	PC-12/47E	Air-Corviglia	
27.9H-VJT	Global 6000	VistaJet Malta	28 VJT938	M-SETT	Global 5000	Lodging 2020	arr
D-AGBH	Falcon 7X	Volkswagen	BTX8H	N825AA	B787-9	American Airlines	f/v AAL220/1
D-ITRA	Ce525	Transavia Flug		OE-FMI	Ce525	ABC Bedarfsflug	FTY2
D-IWIR	Ce525A	Excellent Air	28 ECA4C	OK-NTU	Beech 400XT	Time Air	31 TIE556U/526U
G-ZBJM	B787-8	British Airways	BAW430/1	OO-JAA	B737-8BK	TUI Belgium	arr TFL194
HA-SCS	Ce650	Jet Stream	JSH670/1	SP-CIT	Ce525	Bartolini Air	f/v 31 BNI5T
LX-AND	PC-24	Flying Gr. Lux.	28 FYL23ND/51ND	31.B-7343	B777-39PER	China Eastern	f/v CES7771/2
LX-JFD	PC-12/47E	Jetfly Aviation	JFA10W/56U	D-ACVG	A330-343EF	DHL	f/v arr BCS21G
LX-JFW	PC-12/47E	Jetfly Aviation	JFA06H/02D	D-AIRG	ERJ135BJ	Air Hamburg	arr AHO769R
M-ODUS	Falcon 50EX	BZ Air	f/v	D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7
N729CA	B747-412BCF	National Airlines	f/v 28 NCR821/892	D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
N756CA	B747-412BCF	National Airlines	NCR827/501	D-CJJK	Ce560XLS+	Windrose Air	f/v QGA101G/102G
N830AN	B787-9	American Airlines	f/v AAL220/1	D-IJOA	Ce525A	Excellent Air	ECA8C
OH-TFA	EMB505	Hendell Aviation	28	G-LXWD	Ce560XLS	Catreus	VCG2WD/3WD
OK-NTU	Beech 400XT	Time Air	TIE556U	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
OK-RLV	G280	Avcon Jet	29	LN-AWC	Lj45	Airwing	arr NWG12
OO-ABB	A340-313E	Air Belgium	SLM994/3003	OE-EMG	TBM-930	Goldeck Textil	
P4-HEI	Falcon 900B		f/v	OE-GWS	Ce560XLS+	Avcon Jet	arr AOJ29L
PH-BGP	B737-7K2	ex KLM	dep KLM737	OO-NEY	EMB545	Air Service Liège	
SE-RMB	Ce525B	Svenskt Industriflyg	28	SE-RMB	Ce525B	Svenskt Industriflyg	arr
SP-ZEN	CL-350	Jet Story	JDI85H	VN-A895	A350-941	Vietnam Airlines	HVN301/5138
SX-LWC	B737-7K2	a/w	dep	VP-BHM	B757-222F	E-Cargo (a/w)	arr ERF9480
28.9K-AOE	B777-369ER	Kuwait Airways	29 KAC920/2				
B-7881	B777-39PER	China Eastern	f/v CES7771/2				

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



Global 5000 N101QS has been part of the NetJets fleet since March 2013. (Amsterdam - Schiphol, 5 May 2021, Leo Hoogerbrugge)



The Airbus A340 is becoming a rare type within the mainstream airline community. HB-JMH is one of five still being operated by Swiss. (Amsterdam - Schiphol, 1 May 2021, René Woerlee)

## Rotterdam - The Hague

				May 2021			
01. CS-CHJ	CL-350	NetJets Europe	NJE076R/711U	F-HGLG	Lj75	Ixair	
D-IDWC	Ce525A	Excellent Air	ECA6C	M-WING	Falcon 7X	Gama Aviation	GMA513
HB-JGQ	CL-300	Premium Jet	dep	N652PP	Ce680	Eenhoorn	13
LX-JAG	ERJ135BJ	Global Jet Luxemb.	dep SVW49AG	OE-FMU	Ce525	Pink Sparrow	SOW1
N417RK	PA-46-350P	Vertigo		OE-GGG	Ce560XLS+	Jet Fly	
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-XYK	R44	Heli & Co	11
PH-OOP	H145	RAV Fryslân – MAA	Lifeline5	PH-HVB	EC135T2+	ANWB - MAA	dep
PH-RIS	EC130B4	KNSF Flight Services		11. 9H-KOM	Ce525 (M2)	Hyperion Aviation	13
02. D-AIRV	ERJ135BJ	Air Hamburg	AHO738X	EC-NKH	Ce680A	Global Jet Austria	13
D-IPCH	Ce525A	Jetkontor	JKH32A	F-HRCA	Ce525	RC Air	
N641EE	EMB550	Embraer Executive Aircraft		OE-FMU	Ce525	Pink Sparrow	SOW1
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-FWH	Ce510	Mustang Air Taxi	
PH-OOP	H145	RAV Fryslân – MAA	Lifeline5	OE-XYK	R-44	Heli & Co	
PH-SFF	PC-12/47E	Silver Flight	03	12. CS-PHM	EMB505	NetJets Europe	13 NJE8LD/021B
03. D-GVCC	DA42	Rent-A-Plane	*	D-CGER	Ce525B	Excellent Air	ECA12D
G-JSNS	G280	Gama Aviation	f/v 04 GMA384	F-HGLG	Lj75	Ixair	
OE-FMU	Ce525	Pink Sparrow	SOW1	G-SPRE	Ce550 Bravo	Synergy Aviation	SYG2
OE-FZE	Ce510	GlobeAir	GAC379S/268T	HA-JEF	Ce650	Jet Stream	JSH658/6
OO-VMF	Ce560XLS+	Air Service Liège	dep	LN-LFS	DA42	CAE Oxford	*
SE-RFL	Ce680	Europ. Flight Service	04 EUW9908	LX-GVI	G650	Global Jet Luxembourg	SVW38VI
04. CS-PHE	EMB505	NetJets Europe	05 NJE584K/910W	OE-FRS	Ce525A	Pink Sparrow	SOW3
HB-JSB	Falcon 2000	TAG Aviation		OE-GGG	Ce560XLS+	Jet Fly	
N311EE	EMB505	Embraer Executive Aircraft		OK-KKF	G650ER	ABS Jets	ABP953/4
OE-FMU	Ce525	Pink Sparrow	SOW1	PH-CUA	Saab 340B	JetNetherlands	13 JNL1163/2163
SP-KKW	PC-12/47E	Karol Kania i Synowie		13. 84-00177	C-12U3	204th MI Bn	REBEL77
05. D-AFBS	ERJ650	Air Hamburg	06 AHO738X/50X	9H-KOM	Ce525 (M2)	Hyperion Aviation	27
F-HGET	PC-12/47E	Getonejet	2x 06	D-ICCG	Ce525A	ProAir Aviation	
HA-JEX	Ce650	Jet Stream	JSH660/1	LN-LFS	DA42	CAE Oxford	*
LX-EMO	Falcon 900EX	Flying Group Luxembourg	FYL124/5	OE-FOE	Ce510	GlobeAir	GAC988K/877K
OE-FMU	Ce525	Pink Sparrow	SOW1	PH-SLC	P68	Slagboom & Peeters Luchtfotografie	
OK-BEE	Beech 400A	JetBee Czech	JBC662E/F	14. D-ILWP	Ce525A	Excellent Air	15 ECA7C
06. LN-LFS	DA42	CAE Oxford	*	HB-JSB	Falcon 2000	TAG Aviation	
OE-FMU	Ce525	Pink Sparrow	SOW1	LN-LFS	DA42	CAE Oxford	2x *
OO-ACO	Ce510	Air Service Liège	dep	OE-FPP	Ce510	GlobeAir	GAC877L/413Y
OO-OCA	Beech 350i	Air Service Liège		OO-EDR	Ce510	Blue Sky Aviation	dep
07. V-11	G-IV	334sq	NAF11	PH-OOP	H145	RAV Fryslân – MAA	Lifeline5
OE-FMU	Ce525	Pink Sparrow	SOW1	15. D-CAWN	Ce680A	Aerowest	17
08. CS-DLJ	Falcon 2000EX	NetJets Europe	09 NJE956A/397Q	N61MN	EMB550	Priester Aviation	16
D-CGER	Ce525B	Excellent Air	09 ECA12C	OK-AST	Ce560XL	Air Bohemia	BOH712/3
F-HRCA	Ce525	RC Air		PH-KFA	DA42NG	KLM Flight Academy	*KLM7913
M-CLAB	CL-300	ProAir Aviation	dep	PH-WTG	EC135P2+	HeliCentre	
OE-FZA	Ce510	GlobeAir	GAC268U/595J	16. CS-LAU	Ce680A	NetJets Europe	NJE7TV
P4-MSG	ERJ135BJ	Premier Avia		D-IGST	Raytheon 390	Peak Air	
PH-CTH	Falcon 2000LX	Flying Group	09 FYG925/26V	N120RB	Cirrus SF50	Robin Balen	18
PH-KGJ	EC120B	Heli Holland Holding		PH-OOP	H145	RAV Fryslân – MAA	2x Lifeline5
PH-SFF	PC-12/47E	Silver Flight	09	PH-WTG	EC135P2+	HeliCentre	
YU-PCC	Ce560XLS+	Air Pink		PH-YIS	H135	KNSF Flight Services	
09. D-CGER	Ce525B	Excellent Air	ECA12C	17. V-11	G-IV	334sq	18 NAF11
D-IEGA	Ce525A	ProAir Aviation		CS-PHI	EMB505	NetJets Europe	18 NJE644E/8GX
D-ILCG	Ce525A	ProAir Aviation		D-ANCE	ERJ135BJ	Air Hamburg	AHO844P/30G
LX-JAG	ERJ135BJ	Global Jet Luxembourg	SVW49AG	D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	TYW524P/5P
10. D-ALIL	Falcon 7X	Aero-Dienst	ADN25L	EC-MPN	Ce525	Air Taxi & Charter	18 IBJ800Y/18X
D-CNAC	SA227DC	Binair	BID13A/11A	LN-LFS	DA42	CAE Oxford	2x *
D-CNAC	SA227DC	Binair	12 BID11C/A	OE-FMU	Ce525	Pink Sparrow	SOW1
				18. V-11	G-IV	334sq	NAF11
				HB-JQQ	G550	ExecuJet Europe	
				LN-LFS	DA42	CAE Oxford	*



PH-OOP	H145	RAV Fryslân – MAA	Lifeliners5	G-UMMI	PA-31-310	2 Excel Aviation	tdy 02 RRR8400
19.9H-VCA	CL-350	VistaJet Malta	VJT401	LN-AWC	Lj45	Airwing	28 NWG46/18
CS-PHO	EMB505	NetJets Europe	20 NJE206B/8KE	N181RT	PA-46-350P		
D-IEGA	Ce525A	ProAir Aviation	20	PH-CUA	Saab 340B	JetNetherlands	JNL0985/1985
HA-SCS	Ce650	Jet Stream	JSH671/0	PH-JWL	Falcon 2000LXS	Cartier Europe	
PH-DTS	DA42	Twinstar Beheer	*	PH-UMC	H135	ANWB – MAA	Lifeliners3
20.65/F-Y5BA	EMB121AN	28F	FNY5020	28.V-11	G-IV	334sq	NAF11
9H-JSB	Falcon 2000LXS	TAG Aviation Malta	21	2-LVLY	CL-604	Volare Aviation	VLZ157A
G-OXFA	PA-34-220T	CAE Oxford	*	CS-LTD	Ce680A	NetJets Europe	29 NJE8RJ/636H
LN-LFS	DA42	CAE Oxford	*	CS-LTG	Ce680A	NetJets Europe	29 NJE417L/646C
PH-GOV	B737-700	Gov'mnt of the Netherl.	KLM9927	D-AERO	ERJ135BJ	Air Hamburg	AHO623Z/33A
PH-HVB	EC135T2+	ANWB - MAA	Lifeliners1	D-IRKE	Ce525	Star Wings Dortmund	STQ666
PH-YIS	H135	KNSF Flight Services		F-HYRL	EMB500	Speedwings France	MIM060
21.D-103	CH-47D	298sq	Grizzly03	LN-LFS	DA42	CAE Oxford	*
CS-DXM	Ce560XLS	NetJets Europe	22 NJE028L/5EC	N44KJ	G650ER	NasJet	
D-CDOC	Lj45	Jetcall	JCL2	29.2-LVLY	CL-604	Volare Aviation	VLZ157A
G-THFC	ERJ135BJ	Luxaviation	LNx70TC	65/F-Y5BA	EMB121AN	28F	FNY5020
LN-LFS	DA42	CAE Oxford	*	9H-IBD	Global 5000	Elit'avia Malta	EAU56D
OE-FAT	Ce510	GlobeAir	GAC206N/195P	CS-GLI	Global 6500	NetJets Europe	NJE167Q/6MF
OY-JPJ	Ce650	North Flying	NFA015	OE-GRA	Ce525B	Alpha Air Charter	30
PH-EUA	AW139	CHC Helic. Netherl.	22 HNL70B/88A	30.9H-KOM	Ce525 (M2)	Hyperion Aviation	arr
SE-RFL	Ce680	European Flight Service	EUW9945	OO-CEJ	Ce525	Air Service Liège	arr
22.D-AIRG	ERJ135BJ	Air Hamburg	AHO836J	PH-CUA	Saab 340B	JetNetherlands	JNL0985
OE-FSP	Ce525A	Pink Sparrow	SOW4	PH-HVB	EC135T2+	ANWB - MAA	Lifeliners1
PH-LAU	Falcon 900EX	Exxaero	23 XRO212	PH-JTJ	Ce680	ASL	arr
VH-FMG	Global 7500	FMG Air	f/v 24	31.LN-LFS	DA42	CAE Oxford	*
VH-LZP	Global Express	FMG Air	27	N86MW	G-IVSP	Skystream Jet	
23.D-CHRG	Ce680A	Hahn Air	25 HHN921	PH-KFB	DA42NG	KLM Flight Academy	2x *KLM7934
LY-HCW	BAe125-800XP	Charter Jets	LTC501	PH-PNX	PA-31-350	Slagboom & Peeters Luchtfotografie	
N129NS	G-IVSP	Global Air Charters	25 GJE1209	SP-TTA	Beech 400A	Smart Jet	arr SAH59P
N32CK	PA-46-500TP		24	YU-BTB	Ce550 Bravo	Air Pink	
PH-LAU	Falcon 900EX	Exxaero	28 XRO212/253				
PH-WTG	EC135P2+	HeliCentre					
24.V-11	G-IV	334sq	25 NAF11				
9H-VJZ	Global 6000	VistaJet Malta	25 VJT981/891				
CS-DLD	Falcon 2000EX	NetJets Europe	NJE194K/508D				
LN-LFS	DA42	CAE Oxford	*				
OE-FHA	Ce510	GlobeAir	25 GAC195R/695N				
OK-IMO	Beech 400A	Airstream	25 AQ5701B/0A				
OY-JPJ	Ce650	North Flying	NFA011				
25.OE-FRS	Ce525A	Pink Sparrow	SOW3	01.4L-GEO	B747-236B(F)	Geo-Sky	May 2021
PH-KFA	DA42NG	KLM Flight Academy	*KLM7914	02.D-IEMO	Raytheon 390	Exxaero	GEL803/4
PH-KFA	DA42NG	KLM Flight Academy	*KLM7910	03.LJ-2	Lj35A	TukiLLv	FNF141
26.CS-PHH	EMB505	NetJets Europe	27 NJE7QZ/801K	OO-VMF	Ce560XLS+	Air Service Liège	
D-BAVG	Ce750	Baden Aircraft Operations	BAO890G	04.D-IEMO	Raytheon 390	Exxaero	
D-CFAQ	Lj60	FAI Rent-A-Jet	IFA6089	G-KELT	A320-251N(X)	Acropolis Aviation	f/v CRV1
F-HATV	Ce680A	Astonjet	ASJ126	05.LJ-2	Lj35A	TukiLLv	FNF144
LN-AWC	Lj45	Airwing	NWG46	40-AOA	ERJ195LR	Montenegro Airlines	27
OE-FRS	Ce525A	Pink Sparrow	SOW3	D-ISJP	Ce525A	Excellent Air	ECA1C
OO-OCA	Beech 350i	Air Service Liège	2x	PH-WMM	Ce525	ASL	
PH-HVB	EC135T2+	ANWB - MAA	Lifeliners1	08.N676WT	Beech 200	Skywest Aviation	tst
PH-KGJ	EC120B	Heli Holland Holding		OO-MMT	Ce560XLS	Air Service Liège	
27.V-11	G-IV	334sq	NAF11	PH-DWA	ERJ145LR	Air Charters Europe	16 JNL0199/325
CS-PHH	EMB505	NetJets Europe	28 NJE957W/7QZ	SE-RMB	Ce525B	Royalair	
G-OXFC	PA-34-220T	CAE Oxford	2x *	09.4L-GEO	B747-236B(F)	Geo-Sky	GEL805/6
				OO-VMF	Ce560XLS+	Air Service Liège	

Former N194ER returned to Antwerp with its new registration on the 14th.

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

### Maastricht - Aachen

							May 2021
							GEL803/4
01.4L-GEO	B747-236B(F)	Geo-Sky					
02.D-IEMO	Raytheon 390	Exxaero					
03.LJ-2	Lj35A	TukiLLv					FNF141
OO-VMF	Ce560XLS+	Air Service Liège					
04.D-IEMO	Raytheon 390	Exxaero					
G-KELT	A320-251N(X)	Acropolis Aviation					f/v CRV1
05.LJ-2	Lj35A	TukiLLv					FNF144
40-AOA	ERJ195LR	Montenegro Airlines					27
D-ISJP	Ce525A	Excellent Air					ECA1C
PH-WMM	Ce525	ASL					
08.N676WT	Beech 200	Skywest Aviation					tst
OO-MMT	Ce560XLS	Air Service Liège					
PH-DWA	ERJ145LR	Air Charters Europe					16 JNL0199/325
SE-RMB	Ce525B	Royalair					
09.4L-GEO	B747-236B(F)	Geo-Sky					GEL805/6
OO-VMF	Ce560XLS+	Air Service Liège					



In August 2005 this Embraer was delivered to Auto Central Services as N551VB. In February 2007 Silvershore Trading became the operator of the aircraft and changed its registration to P4-MSG, with HWC Aviation as the owner. Premier Avia has been the current operator since January 2009. (Rotterdam - The Hague, 8 May 2021, André Wadman)



Global Express VH-LZP is being operated by FMG Air. FMG is short for Fortescue Metals Group, which is an Australian iron ore company. (Rotterdam - The Hague, 24 May 2021, Maarten Visser Sr)

YR-ASD	A318-111	TAROM	ROT7301/2	OE-EBF	PC-12/47NGX	Taransay	
10.D-ILCG	Ce525A	ProAir Aviation		OO-JWB	PC-12/47E	Blue Sky Aviation	
EI-HBA	CRJ1000	Hibernian Airlines	tst HBN001	PH-FJK	Ce525B	ASL	
ES-NTB	ATR42-500	NyxAir (a/w)	dep SXI2128	26.F-GHOC	Beech 200	Open Flight	OFL26C
F-HDMO	Falcon 8X	Dassault Aviation		G-ECOM	DHC-8-402	HEH Avn Bristol Bet.	arr SXI2113
SP-ZIW	PC-12/47E	Jet Story		G-ECOT	DHC-8-402	HEH Avn Bristol Bet.	tst SXI2109
11.9H-FHB	A320-214	Freebird Airl. Europe	dep FHM9031	27.OO-CEJ	Ce525	Air Service Liège	2x 28
9H-KOM	Ce525 (M2)	Hyperion Aviation		PH-JTJ	Ce680	ASL	
EI-HBB	CRJ1000	Hibernian Airlines	dep HBN3154	TF-AMU	B747-48EF	Astral Aviation	ABD4058/9
EI-HBB	CRJ1000	Hibernian Airlines	21 HBN3155/80	29.D-IWIR	Ce525A	Excellent Air	30 ECA4C
OE-FZC	Ce510	GlobeAir	GAC447T/U	OO-CEJ	Ce525	Air Service Liège	
VH-IQA	ERJ190LR	Cobham	f/n	VQ-BFT	B737-86N(F)	ATRAN	VAS8605/9206
12.5A-SOC	ERJ170LR	Petro Air	19	30.166377	C-37B	VR-1	VV700
D-CROG	EMB505	Air Hamburg	13 AHO251V/292R	CS-DLH	Falcon 2000EX	NetJets Europe	NJE3ND
ER-ECC	ERJ190LR	Air Moldova (a/w)	dep MLD9017				
G-CIDI	ERJ190LR	Ravelin Jet Leasing (Cobham c/s)	tst				
OK-HAR	Ce560XL	Aeropartner	DFC8NC				
OO-OCA	Beech 350i	Air Service Liège					
13.9H-FHA	A320-214	Freebird Airl. Europe	dep FHM9211				
D-IEMO	Raytheon 390	Exxaero					
14.D-IKCG	Ce525A	ProAir Aviation					
OO-AMR	Ce525A	Air Service Liège	arr				
OO-MMT	Ce560XLS	Air Service Liège					
TC-LJE	B777-3F2ER	Turkish Airlines	f/v THY6152				
15.SP-ATT	Beech 400XP	Smart Jet	SAH48P/C				
16.EI-HBA	CRJ1000	Hibernian Airlines	dep HBN3156				
OK-HAR	Ce560XL	Aeropartner	DFC8NC				
17.D-IMVC	Beech B200	Star Wings Dortmund	STQ99B				
EI-HBA	CRJ1000	Hibernian Airlines	20 HBN3157/8				
OO-MMT	Ce560XLS	Air Service Liège	19				
PH-DWA	ERJ145LR	Air Charters Europe	11 JNL0325/885				
18.EW-556TQ	B747-409B(F)	Rubystar Airways	RSB4721/2				
G-CIDI	ERJ190LR	Cobham	dep				
G-KELT	A320-251N(X)	Acropolis Aviation	19 CRV1				
PH-KFB	DA42NG	KFA	*KLM7910				
PH-KFB	DA42NG	KFA	*KLM7910				
PH-UMC	H135	ANWB - MAA	Lifeliner3				
S-444	AS532U2	300sq	NAF444				
19.OO-GEE	PC-12/47E	Blue Sky Aviation					May 2021
OO-MMT	Ce560XLS	Air Service Liège	arr				medic1
PH-FJK	Ce525B	ASL		01.PH-OOP	H145	RAV Fryslân - MAA	
PH-PXC	EC135P2+	Nationale Politie	ZXP03	PH-SFF	PC-12/47E	Silver Flight	
S-447	AS532U2	300sq	Duke3	02.OK-RLV	G280	Avcon Jet	
20.OO-VMF	Ce560XLS+	Air Service Liège		03.PH-DTS	DA42	Twinstar Beheer	*
PH-PXY	AW139	Nationale Politie	ZXP25	04.N474CG	Cirrus SF50	I-Fly	06
S-447	AS532U2	300sq	NAF447	N50G	Cirrus SF50	Progress Solutions	dep
TF-AMU	B747-48EF	Astral Aviation	ABD4054/5	05.CS-PHK	EMB505	NetJets Europe	NJE2CP
21.PH-JTJ	Ce680	ASL		06.CS-PHB	EMB505	NetJets Europe	07 NJE783L
PH-KFB	DA42NG	KFA	*KLM7910	D-CAWX	Ce680+	Aerowest Flugcharter	08
PH-KFB	DA42NG	KFA	*KLM7910	PH-DTS	DA42	Twinstar Beheer	
22.EI-HBB	CRJ1000	Hibernian Airlines	arr HBN3181	07.I-VICC	P68B	AFOC Germany	dep
ET-APU	B777-F6N	Ethiopian Airlines	ETH3401/734	PH-SAE	PA-44-180	AIS Flight Academy	
23.9H-VJF	Global 6000	VistaJet Malta	24 VJT754	08.D-GHSB	PA-34-220T	MSR Flug-Charter	
CS-LAU	Ce680A	NetJets Europe	24 NJE007N/133L	09.D-HOAF	H145	Wiking Helicopter Service	*WHS2AF
EI-HBA	CRJ1000	Hibernian Airlines	arr HBN3161	PH-DTS	DA42	Twinstar Beheer	*
YR-ASB	A318-111	TAROM	ROT7301/2	PH-SFF	PC-12/47E	Silver Flight	
24.HA-LWC	A320-232	Wizz Air	31 WZZ803	10.D-COLO	Ce525C	Jetkontor	2x
				D-IOLO	BN-2B-20	OFD	*
				OO-AMR	Ce525A	Air Service Liège	

The former Montenegro Airlines Embraer on the 5th arrived for a repaint. Montenegro Airlines was liquidated from 26 December 2020 due to accumulating heavy losses. Montenegro Airlines has been reorganized and replaced with a new company called Air Montenegro. The previously mentioned Embraer departed all white for (re-)delivery to Air Montenegro. Both Freebird Airlines Europe aircraft that had been stored at the airport, departed this month. The first one departed to Cologne on the 11th. The second aircraft departed to Leipzig on the 13th. An Embraer destined for Cobmah was first noted on the 11th with its Australian registration. It performed a local test flight on the 12th registered as G-CIDI and as such departed on delivery to Australia on the 18th. The Ethiopian Airlines aircraft on the 22nd carries additional Cainiao titles since February 2021. The Wizz Air Airbus on the 24th departed all white. On the 26th a former FlyBy Dash8 arrived while another Dash8 performed a test flight. The C-37B on the 30th was a Memorial Day visitor.

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

### Groningen - Eelde

							May 2021
01.PH-OOP	H145	RAV Fryslân - MAA	medic1				
PH-SFF	PC-12/47E	Silver Flight					
02.OK-RLV	G280	Avcon Jet					
03.PH-DTS	DA42	Twinstar Beheer	*				
04.N474CG	Cirrus SF50	I-Fly	06				
N50G	Cirrus SF50	Progress Solutions	dep				
05.CS-PHK	EMB505	NetJets Europe	NJE2CP				
06.CS-PHB	EMB505	NetJets Europe	07 NJE783L				
D-CAWX	Ce680+	Aerowest Flugcharter	08				
PH-DTS	DA42	Twinstar Beheer					
07.I-VICC	P68B	AFOC Germany	dep				
PH-SAE	PA-44-180	AIS Flight Academy					
08.D-GHSB	PA-34-220T	MSR Flug-Charter					
09.D-HOAF	H145	Wiking Helicopter Service	*WHS2AF				
PH-DTS	DA42	Twinstar Beheer	*				
PH-SFF	PC-12/47E	Silver Flight					
10.D-COLO	Ce525C	Jetkontor	2x				
D-IOLO	BN-2B-20	OFD	*				
OO-AMR	Ce525A	Air Service Liège					

PH-SAE	PA-44-180	AIS Flight Academy		PH-SAE	PA-44-180	AIS Flight Academy	*
11. I-VICC	P68B	AFOC Germany	26	SE-RMB	Ce525B	Royalair	
PH-DTS	DA42	Twinstar Beheer	*	28. D-AZUR	ERJ135BJ	Air Hamburg	29 AHO895Z
PH-HHJ	AS355F2	Heli Holland Holding		OO-PRM	Ce510	Air Service Liège	
PH-OOP	H145	RAV Fryslân – MAA	medic1	PH-DTS	DA42	Twinstar Beheer	
PH-SAE	PA-44-180	AIS Flight Academy		PH-HCD	Cabri G2	HeliCentre	*
12. D-HOAE	H145	Wiking Helicopter Service	*WHS2AE	29. D-HSAN	EC135P2	ADAC Luftrettung	
PH-DTS	DA42	Twinstar Beheer	*	OO-VMF	Ce560XLS+	Air Service Liège	
PH-SAE	PA-44-180	AIS Flight Academy	*	OY-JBS	PA-46-500TP		
13. CS-PHD	EMB505	NetJets Europe	NJE081D/806H	PH-DTS	DA42	Twinstar Beheer	*
D-IPCH	C525A CJ2+	Jetkontor	JKH32A	30. CS-PHH	EMB505	NetJets Europe	31 NJE577P/361P
G-SVNP	Bell 429	Seven Up Aviation		OO-PRM	Ce510	Air Service Liège	
PH-DTS	DA42	Twinstar Beheer	*	31. CS-PHO	EMB505	NetJets Europe	NJE452K
14. OY-MNS	P68C	Bioflight		D-ATOP	ERJ135BJ	Air Hamburg	AHO895Z
PH-DTS	DA42	Twinstar Beheer	*	OE-XYK	R44	Heli & Co	arr
PH-NDK	Falcon 900B	Exxaero	XRO241	PH-WDL	PA-34-220T	Cordial Beheer	dep
16. CS-PHC	EMB505	NetJets Europe	17 NJE568W				
D-INCS	Ce525	Jetkontor					
PH-DTS	DA42	Twinstar Beheer					
17. F-HJOF	R44	Heli & Co	18				
G-CSIX	PA-32-300	T.W. Gilbert					
PH-BGA	B737-8K2	KLM	dep KLM9868				
PH-BGC	B737-8K2	KLM	dep KLM9870				
PH-BXD	B737-8K2	KLM	dep KLM9872				
PH-BXW	B737-8K2	KLM	dep KLM9866				
18. CS-LTD	Ce680A	NetJets Europe	NJE8RJ/773L	01. D-ETLR	PA-46-350P		
N939PA	PA-46R-350T	Schuybroek Aviation		N417RK	PA-46-350P	Vertigo	
PH-BCA	B737-8K2	KLM	dep KLM9872	OO-JOE	R44	J & G	
PH-BXC	B737-8K2	KLM	dep KLM9866	PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-BXI	B737-8K2	KLM	dep KLM9868	PH-ZGZ	Beech C90A	Zeusch Aviation	17
PH-BXK	B737-8K2	KLM	dep KLM9870	02. PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-CJM	Ce680	ASL	19	03. CS-PHE	EMB505	NetJets Europe	04 NJE9A/589N
19. F-HLFE	Ce525B	Direct Distribution	20	PH-KIO	P2006T	Kavel 10 Aerial Survey	
20. CS-DFK	Falcon 2000EX	NetJets Europe	21 NJE4RR/284D	04. CS-PHK	EMB505	NetJets Europe	05 NJE376W/236N
D-CARO	Ce680+	Aerowest Flugcharter		PH-MAA	EC135T2+	ANWB - MAA	
F-HLFE	Ce525B	Direct Distribution		05. OE-FBJ	DA62	Air Ranger	08
PH-DTS	DA42	Twinstar Beheer	2x *	06. PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-LAB	Ce550	NLR – TU Delft		07. PH-KIO	P2006T	Kavel 10 Aerial Survey	
21. OO-PCI	PC-12/47E	European Aircraft Private Club		09. CS-PHE	EMB505	NetJets Europe	NJE918W/385U
PH-DIX	PC-12/45	Din-Air		D-GJPA	PA-44-180	RWL German Flight Academy	
22. OO-PCN	PC-12/47E	European Aircraft Private Club		PH-DTX	Yak-52	Dutch Thunder Yaks	
PH-DTS	DA42	Twinstar Beheer	*	PH-DTY	Yak-52	Dutch Thunder Yaks	
23. PH-FVD	R44	Rotarywings		PH-KIO	P2006T	Kavel 10 Aerial Survey	11
PH-JTJ	Ce680	ASL		10. PH-FVD	R44	Rotarywings	
24. D-CARO	Ce680+	Aerowest Flugcharter		PH-PHB	Enstrom 480	Prince Helicopters	
OY-JEM	P2006T	Greybird Aviation		11. N2648X	Ce501	T.S. Aviation	
PH-DIX	PC-12/45	Din-Air		PH-HCF	Cabri G2	HeliCentre	
25. N-175	NH90-NFH	860sq	*NAF05	PH-KAT	P2006T	Kavel 10 Aerial Survey	13
F-HKDD	DA42	Airbus Flight Academy	26	PH-WIK	AS350B3	HeliAir	
26. F-HEMI	C525A CJ2+	Carelux	VLJ137S	12. CS-PHG	EMB505	NetJets Europe	NJE714B/401T
OK-HAR	C560XL	Aeropartner	27 DFC9GM/41A	PH-PXY	AW139	Nationale Politie	
PH-SAE	PA-44-180	AIS Flight Academy	*	13. PH-KIO	P2006T	Kavel 10 Aerial Survey	20
27. N-164	NH90-NFH	860sq	*Neptune	14. F-HJOF	R44	Heli & Co	27
PH-DTS	DA42	Twinstar Beheer	*	18. D-HDER	H145	DRF Luftrettung	Christoph83
PH-HCC	Cabri G2	HeliCentre	*	PH-ECE	EC120B	Heli Holland Holding	
				19. S5-HCE	EC120B	Flycom	
				20. PH-HGB	R44	HeliAir	
				21. OE-FBJ	DA62	Air Ranger	24
				OE-XXL	R44	Heli & Co	

Credit: GEAS, FlyGRQ.

### Deventer-Teuge

May 2021

01. D-ETLR	PA-46-350P		
N417RK	PA-46-350P	Vertigo	
OO-JOE	R44	J & G	
PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-ZGZ	Beech C90A	Zeusch Aviation	17
02. PH-KIO	P2006T	Kavel 10 Aerial Survey	
03. CS-PHE	EMB505	NetJets Europe	04 NJE9A/589N
PH-KIO	P2006T	Kavel 10 Aerial Survey	
04. CS-PHK	EMB505	NetJets Europe	05 NJE376W/236N
PH-MAA	EC135T2+	ANWB - MAA	
05. OE-FBJ	DA62	Air Ranger	08
06. PH-KIO	P2006T	Kavel 10 Aerial Survey	
07. PH-KIO	P2006T	Kavel 10 Aerial Survey	
09. CS-PHE	EMB505	NetJets Europe	NJE918W/385U
D-GJPA	PA-44-180	RWL German Flight Academy	
PH-DTX	Yak-52	Dutch Thunder Yaks	
PH-DTY	Yak-52	Dutch Thunder Yaks	
PH-KIO	P2006T	Kavel 10 Aerial Survey	11
10. PH-FVD	R44	Rotarywings	
PH-PHB	Enstrom 480	Prince Helicopters	
11. N2648X	Ce501	T.S. Aviation	
PH-HCF	Cabri G2	HeliCentre	
PH-KAT	P2006T	Kavel 10 Aerial Survey	13
PH-WIK	AS350B3	HeliAir	
12. CS-PHG	EMB505	NetJets Europe	NJE714B/401T
PH-PXY	AW139	Nationale Politie	
13. PH-KIO	P2006T	Kavel 10 Aerial Survey	20
14. F-HJOF	R44	Heli & Co	27
18. D-HDER	H145	DRF Luftrettung	Christoph83
PH-ECE	EC120B	Heli Holland Holding	
19. S5-HCE	EC120B	Flycom	
20. PH-HGB	R44	HeliAir	
21. OE-FBJ	DA62	Air Ranger	24
OE-XXL	R44	Heli & Co	



This bizjet performed several test flights as N216GA, mid March 2021. The G280 was caught on camera by Kees Harteveld while on its delivery flight to the UK, on 4 May 2021. The Gulfstream is being operated by Gama Aviation as G-JSNS.



Embraer 5A-SOC was photographed while it arrived for maintenance. The ERJ170LR is being operated by Petro Air. (Maastricht - Aachen, 12 May 2021, Björn van der Velpen)

PH-KIO	P2006T	Kavel 10 Aerial Survey		09.OK-HAR	Ce560XL	Aeropartner	DFC6FD
23.D-FAIR	An-2S	CNE Air		OK-NTU	Beech 400XT	Time Air	TIE455U
25.OE-FME	RC690A	Meixner Aerial Surveys	27	10.5607	C-130J-30	335skv	NOW335F
26.L-08	PC-7	131EMVOsq		D-ISUN	Ce525A	Excellent Air	ECA5C
L-10	PC-7	131EMVOsq		SP-AGA	PC-24	AMC Aviation	AMQ7A
OO-ICE	R44	HeliAir		11.ZJ198	Apache AH1	4Regt	17 AAC446
PH-HGB	R44	HeliAir		ZJ220	Apache AH1	4Regt	20 AAC446/445
PH-PHB	Enstrom 480	Prince Helicopters		ZJ223	Apache AH1	4Regt	14 AAC443
27.OK-BBA	Beech C90GTi	RCraft	f/v	ZJ224	Apache AH1	4Regt	14 AAC443
PH-FVD	R44	Rotarywings	28	F-HHAB	TBM-850	Altair	
PH-PXF	EC135P2+	Nationale Politie		G-SHUI	Ce680A	Air Charter Scotland	EDC486
28.PH-ATT	H269C	Heli Holland Holding		12.258	Lj45	102sq	IRL258
PH-KIO	P2006T	Kavel 10 Aerial Survey		D-473	CH-47F	298sq	*GLV-V
29.PH-KIO	P2006T	Kavel 10 Aerial Survey		13.D-BEER	EMB550	Air Hamburg	15 AHO174X/575Y
30.OK-BBA	Beech C90GTi	RCraft		14.D-CITA	Lj60	FAI Rent-A-Jet	IFA1148
PH-MAV	P68C	Miramap Aerial Surveys		16.ZJ198	Apache AH1	4Regt	tst
31.CS-PHN	EMB505	NetJets Europe 01 NJE458B/175B		G-IPAX	Ce560XL	Air Charter Scotland	EDC499
N2114G	Ce208B	Mission Aviation Fellowship	dep	PH-CJM	Ce680	ASL	18

The helicopter on the 14th is a recent addition for Heli & Co. The Flycom helicopter on the 19th is based in Belgium. The Cessna on the 31st departed to Lelystad for a repaint.

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

## Eindhoven

		May 2021					
01.D-IRKE	Ce525	Star Wings Dortmund	STQ666	18.FB24	F-16BM	10w/OCU (spec mks)	*BAF415
LN-AWC	Lj45	Airwing	NWG11	OE-FDN	SC-7M-3	Pink Aviation	19
OO-AMR	Ce525A	Air Service Liège	03	OO-VMF	Ce560XLS+	Air Service Liège	
02.D-BEER	EMB550	Air Hamburg	AHO174X	19.S-447	AS532U2	300sq	*NAF447
D-CASH	EMB505	Air Hamburg	AHO238X	CS-LTD	Ce680A	NetJets Europe	20 NJE144A/216T
03.02	C-17A	HAW	Bartok34	N116MA	Lj36A	Skyline Aviation	
D-102	CH-47D	298sq	*GLV-V	OY-CLP	Ce650	North Flying	NFA063/063P
S-454	AS532U2	300sq (grey c/s)	*GLV-V	20.LX-N90446	E-3A	NAEW&CF	*Nato40
9H-VCN	CL-350	VistaJet Malta	VJT437	S-447	AS532U2	300sq	*NAF447
04.2-RAYS	Eclipse 550	Evradale		D-ITAN	Ce525	E-Aviation	
CS-PHE	EMB505	NetJets Europe	NJE584K	OE-GMM	Ce680	Magna Air	MGR1
OO-AMR	Ce525A	Air Service Liège	05	21.FB14	F-16BM	2w	*BAF235
PH-VBG	Falcon 2000EX	JetNetherlands		D-473	CH-47F	298sq	*Omega1, *2, GLV-V
05.D-IDWC	Ce525A	Excellent Air	ECA6C	D-ICBA	Ce525A	ProAir Aviation	
OK-RLV	G280	Avcon Jet		OO-SUN	Ce510	Air Service Liège	
SP-AGA	PC-24	AMC Aviation	AMQ7A	22.OO-MMT	Ce560XLS	Air Service Liège	
06.S-444	AS532U2	300sq (camo c/s)	*GLV-V	23.D-ICBA	Ce525A	ProAir Aviation	24
D-CUGF	Ce525B	Atlas Air Service	ATL4U/4YU	M-YGIG	G650ER	Jet Concierge Club	24
OK-RLV	G280	Avcon Jet		OE-GDS	Ce560XLS+	Jet Pool Network	JPV323
PH-CJM	Ce680	ASL	07	OO-ACO	Ce510	Air Service Liège	24
07.02	C-17A	HAW	Bartok34	24.D-ILWP	Ce525A	Excellent Air	ECAT7C
G-988	C-130H	336sq	dep NAF20	OE-FZE	Ce510	GlobeAir	GAC182B/394N
S-444	AS532U2	300sq (camo c/s)	*Wildcat66	OO-ACO	Ce510	Air Service Liège	25
PH-CJM	Ce680	ASL	13	25.D-103	CH-47D	298sq	*Grizzly3, GLV-V
PR-OBE	Falcon 2000LX	Construtora Norberto Odebrecht		S-440	AS532U2	300sq (camo c/s)	*Wildcat1, GLV-V
08.9H-VCF	CL-350	VistaJet Malta	VJT405	D-CEFE	Ce525C	E-Aviation	EFD4E
CS-CHG	CL-350	NetJets Europe	NJE417L	N722PM	Beech C90GT		
PH-LAU	Falcon 900EX	Exxaero	XRO233	OE-GYS	Ce525B	Avcon Jet	AOJ41S
				PH-CJM	Ce680	ASL	



Gulfstream M-YGIG was delivered to its operator Jet Concierge Club in April 2018. The G650ER is owned by Irish businessman Denis O'Brien and officially registered to AC Executive Aircraft. (Eindhoven, 23 May 2021, Toon Cox)

PH-CJM	Ce680	ASL	28
26. H38	A109BA	17sq	*BAF317
27. <u>L-13</u>	PC-7	131EMVOsq	*3x <u>Diamond09</u>
I-SEAE	Falcon 2000	Leader	LSA211/2
28. <u>D-101</u>	CH-47D	298sq	* <u>Grizzly24</u>
M-YGIG	G650ER	Jet Concierge Club	30
<u>PH-CGN</u>	Do228-212	Kustwacht	*
PH-CJM	Ce680	ASL	30
PH-WMM	Ce525	ASL	
29. 9H-TGR	Ce525B	Hyperion Aviation	HYP032
30. G-GALI	AW109SP	Castle Air	
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW432/3
PH-CJM	Ce680	ASL	arr
31. S-447	AS532U2	300sq	*Demon2
D-CSCB	Ce560XLS+	Silver Cloud Air	01 SCR187
OE-FPP	Ce510	GlobeAir	GAC827G/716H

G-988 departed Eindhoven on 7 May for Beja Portugal to support the return of the Dutch NTM delegation. On 11 May 4 AAC Apaches arrived for an initial quick refuel. Shortly after departure they encountered bad weather conditions over Germany, blocking their next stop in Hannover. After their return the first pair departed again on 14 May. ZJ198 broke down, made a test flight on 16 May and departed solo a day later. In the meantime ZJ220 also broke down and departed on 20 May. All four were heading for Berlin and eventually Poland. The first GLV-V visit of Delta 473 was noted on 12 May as the dark green colours of the CH-47D are slowly being replaced by the olive drab colours of the new CH-47F fleet.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

### Gilze-Rijen

May 2021

05. PH-DHC	DHV-2	SKHV	
PH-ENJ	PA-18	Vliegend Museum Seppe	
PH-FVE	Spitfire LF XVI	SKHV	
PH-IIB	AT-16ND	SKHV	
PH-LSK	AT-16ND	SKHV	
PH-PSC	PA-18	SKHV	
PH-TBR	AT-16ND	SKHV	
PH-XXV	B-25N	SKHV	
11. PH-PXY	AW139	Nationale Politie	ZXP25
17. PH-OOP	H145	ANWB - MAA	Lifeliners5
26. <u>L-08</u>	PC-7	131EMVOsq	* <u>Popco01</u>
<u>L-10</u>	PC-7	131EMVOsq	* <u>Popco02</u>
27. L-13	PC-7	131EMVOsq	*Diamond09
31. OE-FDV	SC-7M-3	Pink Aviation (a/w)	arr tdy

On 5 May the Air Force Historical Flight from Gilze-Rijen performed a number of flights over Oosterbeek and Renkum,

commemorating the liberation of The Netherlands during World War 2. The Beaver and both Super Cubs, including one from Seppe, flew as Beaver formation, the three Harvards operated as Harvard formation. The B-25 Mitchell flew for a couple of hours and the Spitfire Mk.16 operated some flights. The all white Pink Aviation Skyvan arrived from Cottbus-Neuhausen for a couple of days of parachute flying with Dutch soldiers.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

### De Kooy

May 2021

06. G-SNSI	AW139	CHC	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
07. N-227	NH90-NFH	860sq	arr
G-SNSE	AW139	CHC	
13. N-325	NH90-NFH	860sq	dep Neptune12
19. G-781	C-130H	336sq (spec mks)	
22. N-110	NH90-NFH	860sq	arr
N-195	NH90-NFH	860sq	arr
27. J-882	F-16BM	312sq	*

Two CHC UK AW139s visited on offshore flights. On 7 May NH90 227 returned from maintenance at LCW Woensdrecht. On 13 May another NH90 departed De Kooy as she boarded OPV HNLMS Holland (P840) for its Caribbean deployment. The 336sq special marked C-130H visited on 19 May. Two NH90s deployed to Scotland for Joint Warrior 2021 and returned on 22 May, with 110 wearing a dummy torpedo load and additional SeaLion/Joint Warrior markings.

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

### Leeuwarden

May 2021

01. PH-HHJ	AS355F2	Heli Holland Holding	
PH-KGJ	EC120B	Heli Holland Holding	
PH-WIK	AS350B3	Heli Holland Holding	
06. PH-PXD	EC135P2+	Nationale Politie	*ZXP04
07. J-060	F-16AM	322sq	dep Polly01
10. FB23	F-16BM	10w/OCU	*BAF415
FB24	F-16BM	10w/OCU (spec mks)	*BAF417
N-175	NH90-NFH	860sq	Neptune13
N-195	NH90-NFH	860sq	Neptune10
12. J-055	F-16AM	312sq/KTV	21 Crack01
17. J-062	F-16AM	312sq (f/c mks)	*Epic01
S-447	AS532U2	300sq (grey c/s)	Demon1
18.68	EMB121AN	28F	FNy5029

PH-CGN	Do228-212	Kustwacht	*NCG01	PH-MAA	EC135T2+	ANWB - MAA	arr Lifeliner1
19.G-781	C-130H	336sq (spec mks)	*Rogue01	11.Q-14	AH-64D	301sq	Thunder31
20.G-781	C-130H	336sq (spec mks)	*Rogue01	Q-16	AH-64D	301sq	Thunder32
J-020	F-16AM	312sq (f/c mks)	Metal02/Epic02	Q-19	AH-64D	301sq	Thunder33
J-513	F-16AM	322sq/DMO	dep Cowboy01	Q-29	AH-64D	301sq	Thunder34
25.F-018	F-35A	322sq	delivery NAF322	12.Q-01	AH-64D	301sq	Guardian11
26.G-781	C-130H	336sq (spec mks)	Monk11	Q-08	AH-64D	301sq	Guardian12
27.J-882	F-16BM	312sq (f/c mks)	28 Hammer2/Bulldog1	Q-23	AH-64D	301sq	Guardian13
28.FA94	F-16AM	10w	BAF411	Q-29	AH-64D	301sq	Guardian14
FA127	F-16AM	10w	BAF412	I-VICC	P68B	AFOC Germany	
FA129	F-16AM	2w	BAF272	13.I-VICC	P68B	AFOC Germany	2x
FA132	F-16AM	2w	07 BAF271/272	OM-ATN	Ce550 Bravo	Air-Transport Europe	EAT492/312
J-020	F-16AM	312sq (f/c mks)	Sting2	17.PH-UDB	DA62	SIM International	
J-055	F-16AM	312sq (f/c mks)	Sting4	18.I-VICC	P68B	AFOC Germany	
J-641	F-16AM	312sq (t/d mks)	03 Sting3/Killer3	19.D-ILAP	EMB500	Liebherr Geschäftsreise	LHB4
31.FA126	F-16AM	10w	BAF501	20.I-VICC	P68B	AFOC Germany	
				PH-LAB	Ce550	NLR - TU Delft	*
				23.I-VICC	P68B	AFOC Germany	
				26.D-103	CH-47D	298sq	Grizzly32
				PH-UDB	DA62	SIM International	
				27.OO-ECB	EC120B	Modularte	
				28.D-CDAS	EMB505	DAS Private Jets	
				PH-TAK	DA42	Happy Landings	
				30.PH-KAT	P2006T	Kavel 10	
				31.N2114G	Ce208B	Mission Aviation Fellowship	arr
				PH-KAT	P2006T	Kavel 10	
				PH-MAS	P68C-TC	Miramap Aerial Surveys	
				PH-MAV	P68C	Miramap Aerial Surveys	2x
				PH-TDX	DA42NG	Vliegclub Schiphol	

Leeuwarden starts their May 2021 movements with three civil helicopters from Heli Holland, both AS350/355s performed a celebration flight for local soccer club SC Cambuur as they managed to promote back the highest division after five years. The Eurocopter flew as support. On 7 May J-060 is one of the last Leeuwarden based F-16s to depart for Woensdrecht to receive maintenance. With the nearing phase out of the F-16s at 322sq on 1 July 2021 it seems that this jet will return to Volkel and 312sq after its maintenance. On 10 May Neptune10 arrived on a precautionary landing due to gearbox problems, Neptune13 flew in reinforcements and technical support and both helicopters departed that same day. The French Navy Xingu of 18 May is a special visitor as this visited is marked as the first visit of type. Not something you might expect as these small twin props do find their way into The Netherlands and have been around for quite some years. From 28 May the WIC2021 started, the Weapons Instructor Course.

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

## Lelystad

May 2021			
01.I-VICC	P68B	AFOC Germany	
02.I-VICC	P68B	AFOC Germany	
03.Q-08	AH-64D	301sq	2x
04.N-175	NH90-NFH	860sq	5x *Trident06
07.Q-01	AH-64D	301sq	
Q-08	AH-64D	301sq	
PH-TAK	DA42	Happy Landings	
08.PH-TDX	DA42NG	Vliegclub Schiphol	
10.D-666	CH-47D	298sq	Grizzly36
Q-01	AH-64D	301sq	Guardian11
Q-08	AH-64D	301sq	Guardian12
Q-14	AH-64D	301sq	Guardian13
Q-29	AH-64D	301sq	Guardian14
PH-HVB	EC135T2+	ANWB - MAA	-/Lifeline1

23.I-VICC	P68B	AFOC Germany	
26.D-103	CH-47D	298sq	Grizzly32
PH-UDB	DA62	SIM International	
27.OO-ECB	EC120B	Modularte	
28.D-CDAS	EMB505	DAS Private Jets	
PH-TAK	DA42	Happy Landings	
30.PH-KAT	P2006T	Kavel 10	
31.N2114G	Ce208B	Mission Aviation Fellowship	arr
PH-KAT	P2006T	Kavel 10	
PH-MAS	P68C-TC	Miramap Aerial Surveys	
PH-MAV	P68C	Miramap Aerial Surveys	2x
PH-TDX	DA42NG	Vliegclub Schiphol	

The Cessna on the 31st arrived for painting.

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

## Volkel

May 2021			
04.PH-XXV	B-25N	SKHV	*
06.J-003	F-16AM	312sq (nmks)	arr NAF320
J-008	F-16AM	312sq (312sq mks)	arr NAF317
J-011	F-16AM	312sq	arr NAF314
J-021	F-16AM	312sq	arr NAF313
J-063	F-16AM	312sq	arr NAF626
J-512	F-16AM	312sq	arr NAF315
J-515	F-16AM	312sq	arr NAF316
J-516	F-16AM	312sq (313sq mks)	arr NAF625
J-641	F-16AM	312sq (NTM21 mks)	arr NAF318
07.G-988	C-130H	336sq	NAF20
10.J-646	F-16AM	312sq	arr NAF319
11.J-136	F-16AM	312sq	dep Cowboy21
14.LX-N90456	E-3A	NAEW&CF	*Nato40
G-781	C-130H	336sq (spec mks)	*Rogue21
20.J-513	F-16AM	322sq/DMO	arr Cowboy01
21.FB15	F-16BM	10w/OCU	*BAF451
26.H38	A109BA	17sq	*BAF317
G-781	C-130H	336sq (spec mks)	*Monk11



The HondaJet remains a rare sight as there are only close to 150 aircraft in service. HA-420 T7-APG is registered to Alpha Golf Aviation. (Budell, 20 May 2021, Toon Cox)



Pilatus PC-12/47E PH-WPB was registered to Bonita Aviation in May 2019. That company is part of the Bonita Group which has its head office located in a monumental building called "In de Drye Swaentjes", in Oisterwijk. (Texel, 6 May 2021, Mike de Bruijn)

27. Q-01	AH-64DN	301sq	Apache32
Q-13	AH-64DN	301sq	Apache33
Q-14	AH-64DN	301sq	Apache34
Q-18	AH-64DN	301sq	Apache31
28. D-101	CH-47D	298sq	*Grizzly24
30. J-003	F-16AM	312sq	King04
J-005	F-16AM	312sq	King02
J-063	F-16AM	312sq	King01
J-516	F-16AM	312sq	King03
J-646	F-16AM	312sq	King05

As reported in previous Scramble 505 the Volkel delegation attending the Nato Tiger Meet 2021 did not last very long so nine Vipers returned on 6 May 2021, the last one arrived four days later with the C-130H as support in between. J-513 arrived from Leeuwarden as part of the ELOT (End Life Of Type) awaiting its fate. The 301sq Apache fourship was on deck for a few hours on 27 May, while supporting training at nearby Deelen. On 30 May the annual Margraten memorial flight past took place again with King01-04 in for formation and King05 as airborne spare.

Credits: SGVolkel.

### Woensdrecht

May 2021			
03. N-227	NH90-NFH	860sq	tst Neptune13
04. Q-30	AH-64DN	301sq	*Bat73
07. J-060	F-16AM	322sq	arr Polly01
N-227	NH90-NFH	860sq	dep
S-444	AS532U2	300sq	*Wildcat66
S-454	AS532U2	300sq	*Duke4
HA-LWF	A320-232	Wizz Air	17 WZZ801
HA-LYU	A320-232	Wizz Air	dep WZZ802
10. D-666	CH-47D	298sq (spec mks)	Grizzly36
N666ML	B737-7BC	HK Bellawings	arr
PH-PXF	EC135P2+	Nationale Politie	*ZXP06
11. PH-PXA	EC135P2+	Nationale Politie	*ZXP01
19. S-447	AS532U2	300sq	*NAF447
OE-IOD	A320-214	AerCap (LDM c/s)	tst
2-VJWR	A330-302	GECAS (JAI c/s)	arr
21. PH-PXB	EC135P2+	Nationale Politie	ZXP02
26. CS-TFY	A320-232X	MasterJet	arr LMJ302Y
PJ-JAB	Fokker 70	JetAir Caribbean	arr JRC006
28. H38	A109BA	17sq	*BAF317
N-195	NH90-NFH	860sq	arr Neptune18
31. VH-XFC	A330-243	Virgin Australia	arr
PH-PXD	EC135P2+	Nationale Politie	*ZXP04

The departing Wizz Air A320 on the 7th departed Woensdrecht for Budapest on return to lessor. Shortly after arrival in Hungary an Irish registration was applied. On 10 May an stylish looking BBJ1 arrived, managed by HK Bellawings with HK representing Hong Kong. The AerCap/Lauda Motion A320 on 19 May performed a test flight, rumour has it that Lauda Motion has dropped this particular A320 acquisition and SmartLynx Malta stepped in as new owner. On the same date a former Jet Airways A330-300 arrived from Tarbes after

being stored there. The Masterjet A320 Corporate Jet arrived from Paris Le Bourget for some maintenance on 26 May. Inbound from Glasgow JetAir Caribbean Fokker 70 PJ-JAB arrived for base maintenance with Fokker Services. This particular airframe is a former Vietnam Airlines/TransNusa jetliner and as a frame is the last Fokker built. Closing the month is a ex Virgin Australia A330-200, arriving from Melbourne via Dubai International. This airframe has been taken out of service since 19 March 2020 and has been stored since on some Australian airports with the largest period being at Melbourne.

Credits: Johan Havelaar, Scramble MB.

### Texel

May 2021			
01. PH-DTS	DA42	Twinstar Beheer	
02. PH-HCF	Cabri G2	HeliCentre	03
PH-PWW	DA62	P.O.R.T. Aviation	
03. PH-DTS	DA42	Twinstar Beheer	
06. PH-ANK	R44	Bear Helicopters	
PH-PXD	EC135P2+	Nationale Politie	ZXP04
PH-WPB	PC-12/47E	Bonita Aviation	
07. N939PA	PA-46R-350T	Schuybroek Aviation	
PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	
PH-RYF	H269C	Heli Holland Holding	
08. PH-HGB	R44	HeliAir	
09. PH-CGN	Do228-212	Kustwacht	NCG01
10. D-HOAF	H145	Wiking Helicopter Service	WHS2AF
PH-PXC	EC135P2+	Nationale Politie	ZXP03
12. D-HOAG	H145	Wiking Helicopter Service	WHS2AG
N939PA	PA-46R-350T	Schuybroek Aviation	
PH-PXY	AW139	Nationale Politie	NCG04
18. PH-CGN	Do228-212	Kustwacht	NCG01
19. PH-KGJ	EC120B	Heli Holland Holding	
20. F-HJOF	R44	Heli & Co	
N939PA	PA-46R-350T	Schuybroek Aviation	
PH-JVZ	P2006T	Zelf Vliegen	
PH-SLO	S.11-1	R. Sloots	
24. N939PA	PA-46R-350T	Schuybroek Aviation	
25. PH-PXB	EC135P2+	Nationale Politie	ZXP02
26. PH-PXB	EC135P2+	Nationale Politie	ZXP02
28. OO-ICE	R44	HeliAir	
PH-PXB	EC135P2+	Nationale Politie	ZXP02
PH-PXE	EC135P2+	Nationale Politie	ZXP05

The Wiking helicopter on the 10th was on its way from Germany to Humberside for offshore operations. Two days later another Wiking helicopter made the journey in reversed direction.

Credit: Texel Airport.

### Twente

May 2021			
05. CS-PHN	EMB505	NetJets Europe	NJE494M/623D
D-IKHW	Ce525	ProAir Aviation	f/v
PH-OOP	H145	ANWB - MAA	Lifeline 5

SP-TAT	Beech 400A	Smartjet	f/v SAH26P
06. CS-PHM	EMB505	NetJets Europe	NJE449C/671Q
D-IKHW	Ce525	ProAir Aviation	
11. CS-CHA	CL-350	NetJets Europe	NJE744P/892G
12. CS-PHI	EMB505	NetJets Europe	NJE981Y/374L
15. CS-PHG	EMB505	NetJets Europe	16 NJE716F/347E
18. OK-FTR	Ce510	Atmospherica Aviation	19
19. CS-PHC	EMB505	NetJets Europe	20 NJE121G/892P
21. PH-PXF	EC135P2+	Nationale Politie	*ZXP06
25. OK-AOA	CL-300	Atmospherica Aviation	
26. CS-CHC	CL-350	NetJets Europe	NJE440L/732G
F-HENE	HA-420	EATIS	f/v 27
28. CS-DXZ	Ce560XLS	NetJets Europe	29 NJE749H/973P
PH-PXF	EC135P2+	Nationale Politie	*ZPX06
29. CS-PHE	EMB505	NetJets Europe	NJE218Y/524A
N195JR	Beech 95	Buddy Management	
OK-AOA	CL-300	Atmospherica Aviation	
30. CS-CHC	CL-350	NetJets Europe	NJE498R/198K
CS-PHM	EMB505	NetJets Europe	31 NJE420N/404B
31. CS-PHN	EMB505	NetJets Europe	NJE727A/458B

Credit: EHTW spotters, Berend Jan Floor.

### Flamingo (Bonaire, Dutch Caribbean)

			May 2021
08. VT-IDP	A320-232	IndiGo Airlines	IGO9430/1
10. PH-DCG	AW139	DCCG	
12. LV-HQC	Falcon 2000	Aerorutas	
15. HI1052	ERJ145ER	Sky High Aviation Services	
PS-HCS	Beech 200		
16. N876RA	Ce560XL	Avtran	18
21. HI1052	ERJ145ER	Sky High Aviation Services	
HK-4541	BAe3201	SARPA	
N611BV	ERJ135BJ	D&B Truck & Trailer Services	28
22. HB-JWA	CL650	Swiss Air Ambulance	SAZ53/4
27. PJ-IKA	PA-31-350		
31. C-GAXX	Ce750	Air Partners Corp.	

Air Antilles:  
F-OIXD: 12

TUI:  
PH-TFK 09 PH-TFM 02, 16, 23, 28, 30

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. A delivery flight on the 8th from Montreal via Havana to Belo Horizonte. The Airbus is destined for ITA - Imperatriz Táxi Aéreo as PS-AAF.

Credit: Danny de Kiewit.

### Hato (Curaçao, Dutch Caribbean)

			May 2021
01. HK-4262	B727-2F9(F)	Lín. Aéreas Surameric.	LAU334/3
HK-5197	B737-476(F)	AerCaribe	ACL864/865
HK-5255	Lj45	SARPA	
02. N389KA	Lj35A	Fundashon Mariadal	
N96DQ	Beech C90	PSA Management and Aircraft Svs	
03. HI1052	ERJ145ER	Sky High Avn Services	SHH940/941
N389KA	Lj35A	Fundashon Mariadal	
N743AX	B767-232B(F)	Amerijet International	AJT816
N991HA	DHC-8-202	645 AESG (a/w)	dep BAT91
04. C6-FLR	Beech B99	Flamingo Air	
05. 9Y-ANU	B737-8Q8	Caribbean Airlines	BWA8400/1
C6-FLR	Beech B99	Flamingo Air	06
N611AZ	CL-604	Aero Ways	06 TKK61
06. 9Y-ANU	B737-8Q8	Caribbean Airlines	BWA7400/8401
07. HI1052	ERJ145ER	Sky High Avn Services	SHH940/941
HI915	Ce550 Bravo	Helidosa	
HK-5312	B737-33V(F)	Lín. Aéreas Surameric.	LAU334/3
08. F-OSBE	PC-12/47E	St. Barth Executive	
HK-5197	B737-476(F)	AerCaribe	ACL864/865
YV2923	MD-82	LASER	LER9556/9957
09. HK-4637	B727-2S2F	Lín. Aéreas Surameric.	LAU334/3
N275DJ	G-IV	Ragtime Investments	arr
N406WT	CeF406	Woolpert	tdy 24
12. HI1058	CRJ200ER	Air Century	CEY171/172
HK-5312	B737-33V(F)	Lín. Aéreas Surameric.	LAU334/3
N610SM	IAI1125SPX	Tru-form Industries	
13. HK-5312	B737-33V(F)	Lín. Aéreas Surameric.	LAU334/3
N901BC	Saab 340A(F)	IBC Airways	CSQ703/706
14. N10GF	Beech C90GTI		17
18. N810QS	Ce700	NetJets	
N876RA	Ce560XL	Avtran	arr
20. 76-0165	C-12C	USE Tegucigalpa	22 TITUS65
22. PH-CGA	DHC-8-106	Caribbean Coast Guard	arr SPR81
23. 76-0165	C-12C	USE Tegucigalpa	TITUS65
24. N55SK	Ce525	Operadora Hcl Barquisimeto	25
PJ-JAB	Fokker 70	JetAir Caribbean	dep JRC001
25. N773RB	Ce560	TTA Logistics	27
PP-IVA	Ce560XLS	Mill Táxi Aéreo	
26. 96-00111	UC-35A1	2-228th AVN	PAT761
27. 9Y-JMF	B737-8Q8	Caribbean Airlines	BWA7400/1
28. 9Y-TAB	B737-8Q8	Caribbean Airlines	BWA7400/8401
OO-LOE	B787-8	TUI Belgium	29 JAF944F/9441
29. 1706	HC-130H	Barbers Point	arr SHELL01
N74PJ	Ce525 (M2)	Norm Air	

The Beech on the 2nd was on delivery to Brasil to become to PS-ALR. The Cessna on the 9th operated several survey flights during its stay. The JetAir Caribbean Fokker on the 24th departed for maintenance to Woensdrecht.

Credit: Larry Every.



Beech B99 C6-FLR was photographed while on a charter flight to Curaçao. Flamingo Air is a small airline in the Bahamas. (Hato, 5 May 2021, Larry Every)



# Movements Belgium



This Praetor 600 G-FHFX was delivered to Flexjet in November 2020, and is being operated by Flexjet Operations, the new name for Flairjet. The Embraer was photographed at Antwerp on 8 May 2021 by Walter Van Brempt

## Antwerp

				May 2021				
01.OO-IDE	Ce525	Air Service Liège		07	XA-CHG	G550	Operaciones Aviadore	24
02.F-HLTV	Ce510	AMW Aero		03	11.ST47	SF260D	CC Air	
OO-HMW	EC120B	Helimo			D-ILAP	EMB500	Liebherr	12
OO-PCM	PC-12/47E	EAPC			F-GZJX	DA42	Aeroplano	
PH-JTJ	Ce680	Exxaero		03	F-HPCD	DA42NG	Gie Cirrus	f/v
PH-VBG	Falcon 2000EX	JetNetherlands			OO-ACO	Ce510	Air Service Liège	12
03.ST46	SF260D	CC Air			OY-MNS	P68C	Bio Flight	12
9H-TGR	Ce525B	Hyperion Aviation		f/v 05	PH-DFD	DA42	Bluetail Flight School	
D-ISUN	Ce525A	Challengeline			PH-JRC	ERJ135BJ	JetNetherlands	13
F-HXPG	P180	Oyonnair		f/v	12.CS-CHG	CL-350	NetJets Europe	13
LX-JDV	Ce525 (M2)	Flying Group Luxembourg		05	CS-GLI	Global 6500	NetJets Europe	
PH-DFB	DA42	Bluetail Flight School			D-CRON	Ce560XLS	Silvercloud	13
PH-JTJ	Ce680	ASL		05	G-KARE	PC-12/47E	Graham Aircraft Hire	
04.D-IRUP	Ce551	R+P Flugcharter			OO-ACO	Ce510	Air Service Liège	15
M-GETS	PC-12/47E	3FS Aviation			OO-CCJ	Ce525	Air Service Liège	
N233KC	Falcon 900	TWC Aviation Inc		17	OO-GEE	PC-12/47E	Blue Sky Aviation	19
PH-MYX	Ce650	JetNetherlands		06	PH-DFD	DA42	Bluetail Flight School	
05.ST42	SF260D	CC Air			PH-FJK	Ce525B	ASL	
CS-LTJ	Ce680A	NetJets Europe			PH-TXA	Ce510	ASL	14
D-BUBI	CL-300	Windrose Air			13.D-GEWF	DA42	M. Haesslich	
OH-JFB	PC-12/47E	Hendell Aviation			F-HKAF	DA42	Aero Flandre Maintenance	f/v
OY-SWO	Falcon 2000S	Execujet Scandinavia			OO-GHE	Falcon 2000LX	Abelag	
PH-JTJ	Ce680	ASL		06	14.CS-DGW	Ce525B	Valair	15
06.ST43	SF260D	CC Air			D-IMOI	Ce525	Proair Aviation	
ST46	SF260D	CC Air			OO-EDR	Ce510	Blue Sky Aviation	del
9H-TGR	Ce525B	Hyperion Aviation			OO-HMW	EC120B	Helimo	
D-CQAA	Lj45	Quick Air			15.OK-ILA	Ce525C	Letecke Muzeum Tocna	
LX-JDV	Ce525 (M2)	Flying Group Luxembourg		10	OO-HMW	EC120B	Helimo	
OO-ACO	Ce510	Air Service Liège			PH-DWS	ERJ135LR	Air Charters Europe	26 JNL941/479
OO-PCJ	PC-12/47E	EAPC			16.D-ITAN	Ce525	Transavia	17
OO-STE	AS350B3e	Stephex Stables			HB-VTW	Ce525 (M2)	Alpine Flightservice	f/v
PH-JRC	ERJ135BJ	JetNetherlands			LX-JFR	PC-12/47E	Jetfly Aviation	
PH-VBG	Falcon 2000EX	JetNetherlands		07	PH-BBJ	Ce560XLS+	ASL	17
07.H38	A109BA				PH-FJK	Ce525B	ASL	19
S-454	AS532U2	300sq			PH-JRC	ERJ135BJ	JetNetherlands	20
9A-JSC	Ce525A	Jung Sky			PH-MYX	Ce650	JetNetherlands	17
I-VICC	P68B	AFOC Germany		11	PH-TXA	Ce510	ASL	17
OO-IDE	Ce525	Air Service Liège		20	17.H24	A109BA		
PH-BBJ	Ce560XLS+	ASL			ST42	SF260D	CC Air	
PH-DFB	DA42	Bluetail Flight School			CS-DVZ	Ce550	Taespejo Portugal	
PH-VBG	Falcon 2000EX	JetNetherlands			D-CGER	Ce525B	Excellent Air	
08.G-FHFX	EMB550	Flexjet		f/v	D-CRON	Ce560XLS	Silvercloud	18
OO-HMW	EC120B	Helimo			D-IAHM	P2012	AirborneHydroMapping	f/v
PH-JTJ	Ce680	ASL		12	OO-CCJ	Ce525	Air Service Liège	
09.9H-GPS	Ce560XL	Luxwing		10	PH-DFB	DA42	Bluetail Flight School	
D-IOHL	Ce525A	Excellent Air		10	PH-DWS	ERJ135LR	Air Charters Europe	tst JNL336
OO-PCJ	PC-12/47E	EAPC			PH-KFB	DA42NG	KLM Flight Academy	
OO-STE	AS350B3e	Stephex Stables		2x	PH-MYX	Ce650	JetNetherlands	21
PH-JRC	ERJ135BJ	JetNetherlands		11	PH-TXA	Ce510	ASL	19
10.D-BOOM	CL-300	Windrose Air			18.S-444	AS532U2	300sq	f/v
D-IHKW	Ce525	E-Aviation			D-CHLR	EMB505	Atlas Air Service	19
M-IFFY	Ce510	Xead			D-CJMK	Ce560XLS+	Air Hamburg	19
OO-ACO	Ce510	Air Service Liège		11	D-IBJJ	Ce525A	E-Aviation	
OO-GEE	PC-12/47E	Blue Sky Aviation		12	LX-JFR	PC-12/47E	Jetfly Aviation	
					OO-HMW	EC120B	Helimo	
					PH-DWS	ERJ135LR	Air Charters Europe	tst JNL595
					19.ST48	SF260D	CC Air	

OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		F-HEXR	Falcon 7X	Dassault Aviation	
OK-PMI	Beech 400A	Queen Air		HB-GLB	Beech B200	Swiss Flight Services	31
OO-GEE	PC-12/47E	Blue Sky Aviation	21	HB-VTW	Ce525 (M2)	Alpine Flight Service	
OO-MAP	PC-24	EAPC		OE-XYK	R44	Heli & Co	
PH-CJM	Ce680	ASL		OH-WAU	PC-12/47E	Hendell Aviation	f/v
PH-TXA	Ce510	ASL	20	OK-ILA	Ce525C	Letecke Muzeum Tocna	
PH-WMM	Ce525	ASL		OO-ACO	Ce510	Air Service Liège	28
20. ST42	SF260D	CC Air		OO-MBP	PC-24	EAPC	28
D-FABS	PC-12/47E	Schumacher Packaging		PH-JWL	Falcon 2000LXS	Cartier Europe	f/v
OO-CCJ	Ce525	Air Service Liège	21	28. H38	A109BA		
OO-MAP	PC-24	EAPC	21	CS-LTE	Ce680A	NetJets Europe	
OO-STE	AS350B3e	Stephex Stables		D-HMDX	MD900	Air Lloyd	31
OY-MNS	P68C	Bio Flight	22	HB-FOZ	PC-12	Swiss Flight Services	31
PH-CJM	Ce680	ASL		HB-GLA	Beech B200	Swiss Flight Services	29
PH-DFB	DA42	Bluetail Flight School		HB-LUN	P68C	Swiss Flight Services	30
PH-KFB	DA42NG	KLM Flight Academy		HB-TEN	Ce208B	Swiss Flight Services	01
21. D-CTWO	Lj35A	Air Alliance		LX-JFR	PC-12/47E	Jetfly Aviation	30
D-IHKW	Ce525	E-Aviation		OO-PCM	PC-12/47E	EAPC	
M-GETS	PC-12/47E	3FS Aviation	22	OO-STE	AS350B3e	Stephex Stables	
OK-ZZK	DA42	JetAge	f/v 23	29. HB-GLB	Beech B200	Swiss Flight Services	tst
OO-EDR	Ce510	Blue Sky Aviation	tst	HB-LUN	P68C	Swiss Flight Services	tst
OO-MBP	PC-24	EAPC		OD-CXJ	EMB550	Middle East Airlines	f/v 30
OO-PCN	PC-12/47E	EAPC		OO-PCM	PC-12/47E	EAPC	30
22. CS-DXM	Ce560XLS	NetJets Europe		30. CS-LTG	Ce680A	NetJets Europe	31
D-CMXM	EMB505	Air Hamburg	f/v 23	F-HLTV	Ce510	AMW Aero	31
23. F-HFTV	Beech 200	Aero Sotravia	[24]	HB-FOZ	PC-12	Swiss Flight Services	tst
G-KARE	PC-12/47E	Graham Aircraft Hire		HB-GLB	Beech B200	Swiss Flight Services	tst
LX-AND	PC-24	Flying Group Luxembourg	f/v 25	HB-LUN	P68C	Swiss Flight Services	03
OO-ACO	Ce510	Air Service Liège		HB-TEN	Ce208B	Swiss Flight Services	tst
OO-IDE	Ce525	Air Service Liège	01	LX-AND	PC-24	Flying Group Luxembourg	02
PH-CJM	Ce680	ASL	24	OO-STE	AS350B3e	Stephex Stables	
24. EC-NGX	Ce510	Heron Aviation	f/v 25	PH-MYX	Ce650	JetNetherlands	31
F-HEXR	Falcon 7X	Dassault Aviation	f/v	PH-TXA	Ce510	ASL	02
F-HLTV	Ce510	AMW Aero		XA-CHG	G550	Operaciones Aviacore	arr
OO-CCJ	Ce525	Air Service Liège	26	31. ST46	SF260D	CC Air	
OO-GEE	PC-12/47E	Blue Sky Aviation	26	CS-PHP	EMB505	NetJets Europe	01
OO-STE	AS350B3e	Stephex Stables	2x	D-IHKW	Ce525	E-Aviation	01
PH-CJM	Ce680	ASL	25	F-GOFX	Falcon 900B	Dassault Aviation	
PH-MYX	Ce650	JetNetherlands	27	F-HJOF	R44	Heli & Co	del
25. ST42	SF260D	CC Air		HB-FXI	PC-12/47ENGX	Pilatus Flugzeugwerke	f/v
9H-VJJ	Global 6000	VistaJet Malta	f/v	HB-LUA	P68C	Swiss Flight Services	03
CS-LTO	Ce680A	NetJets Europe	f/v	HB-LUN	P68C	Swiss Flight Services	tst
D-IHKW	Ce525	E-Aviation	26	HB-LUZ	P68C	Swiss Flight Services	01
F-HEXR	Falcon 7X	Dassault Aviation	[26]	HB-TEN	Ce208B	Swiss Flight Services	tst
LX-JDV	Ce525 (M2)	Flying Group Luxembourg		I-VICC	P68B	AFOC Germany	
OO-ACO	Ce510	Air Service Liège	27	M-USIC	G550	Ineos Aviation	
OO-MBP	PC-24	EAPC	26	OK-PMI	Beech 400A	Queen Air	
OO-PCJ	PC-12/47E	EAPC		PH-DFD	DA42	Bluetail Flight School	
26. ST46	SF260D	CC Air		PH-MYX	Ce650	JetNetherlands	
D-IHKW	Ce525	E-Aviation					
M-IFFY	Ce510	Xead	27				
OO-MAP	PC-24	EAPC					
OO-SVB	SV-4B	Lathouwers					
27. CS-LTN	Ce680A	NetJets Europe	28				

Former N194ER returned from Rotterdam on the 14th with its new registration OO-EDR.

Credits: ASA Belgium vzw, Luchtzak.be forum.



Tecnam P2012 Traveller D-IAHM was the first aircraft to be built in the 'Special Mission Platform' configuration. Tested as I-EASF in October 2020 the aircraft was delivered to Austrian-German engineering and surveying company AirborneHydroMapping in February 2021. (Antwerp, 17 May 2021, Paul Soons)



This Schweizer H269C is based at Antwerp and currently for sale. F-HLLE has been registered to Laurens Leeman since September 2017. (Antwerp, 29 May 2021, Walter Van Brempt)

## Brussels

				May 2021				
01. CS-TQP	A330-202	Hi Fly		dep HFM7926	08. D-IECI	Ce500	Aeroways	arr
N487MC	B747-45EF	Atlas Air		GTI8153	LX-JFF	PC-12/47E	Jetfly Aviation	dep
OE-FRM	Ce510	GlobeAir			LX-JFW	PC-12/47E	Jetfly Aviation	
OE-GLL	Ce550 Bravo	Jetfly		arr	LX-PCC	PC-24	Jetfly Aviation	09
OM-ZUB	Beech 400A	JetBee Czech		dep TTJ317B	OE-FBD	Ce510	GlobeAir	09
SP-ATT	Beech 400XP	Smart Jet			OO-NGI	ERJ190BJ	Flying Group	dep
XA-CHG	G550	Operaciones Aviacore		dep	PH-LAU	Falcon 900EX	Exxaero	arr
02. CS-LTA	Ce680A	NetJets Europe		arr	SP-TTA	Beech 400A	Smart Jet	arr
F-GPGA	BAe125-900XP	Valljet			09. 15+02	A319-133X	FBS BMVg	
N143QS	Global 6000	NetJets		04	258	Lj45	102sq	arr
N621AR	C212-300DF	EP Aviation (a/w)			L1-01	Falcon 2000EX	Slovenian Air Force	
03. D-ABBD	B737-86J	TUIfly (a/w)	14 TUI857P/37T		T.18-5/45-44	Falcon 900B	451 Esc	10
EC-MQM	A340-313X	Plus Ultra	PUE782		102004	Tp102C	74 Airlift sq	10
N772CK	B777-F1H	Kalitta Air	CKS257/977		9H-TDI	Global 5000	Avcon Jet Malta	dep
SE-RNB	B737-8	TUI Nordic	arr BLX528P		D-IGST	Raytheon 390	Peak Air	
04. B-2473	B747-41BF	China Southern Airlines	LHA4225/6		LX-KAY	Beech 250	Luxaviation	11
PR-ANZ	A330-941	Azul Linhas Aéreas	05 AZU9997/8		LZ-OOI	Falcon 2000	Government of Bulgaria	10
05. 135L-484	ERJ135BJ	352 MMYP	06		OE-FZC	Ce510	GlobeAir	
258	Lj45	102sq	06		OM-ZUB	Beech 400A	JetBee Czech	arr
MM62243	A319-112X	306° Gruppo TS	06		PH-STB	Falcon 900C	Exxaero	2x
L1-01	Falcon 2000EX	Slovenian Air Force	06		TC-KRM	Global 5000	Fiba Air	10
D-ABMR	G500	BMW Flugdienst			UP-C8502	CL-850	Gov'tment of Kazakhstan	10 BEC10
F-HTLS	EMB500	PH Occitanie			Z3-MKD	Lj60	Government of North Macedonia	11
HB-VPO	EMB505	Enjoy Air			10. 3085	A319-115X	241.dlt	
N772CK	B777-F1H	Kalitta Air	CKS335		15+02	A319-133X	FBS BMVg	
OE-GGG	Ce560XLS+	Jetfly			145-209	ERJ135LR	352 MMYP	
OM-BYA	A319-115(X)	Government of Slovakia	06		606	Falcon 7X	MH 59. Sz.D. REB.	
OM-ZUB	Beech 400A	JetBee Czech	06		258	Lj45	IRL	dep IRL258
SE-RFX	B737-8K5	TUI Nordic	dep BLX343P		MM62244	Falcon 900EX	93° Gruppo TS	dep
VQ-BNZ	G650ER	Government of Jordan			L1-01	Falcon 2000EX	Slovenian Air Force	
06. 5105	CL601-3A	241.dlt			9A-CRO	CL-604	Croatian Government	dep
146/XR	TBM-700A	ET00.041			9H-LXX	Global XRS	VistaJet Malta	
14+05	Global 6000	FBS BMVg			C-080	CL-604	Esk 721	
607	Falcon 7X	MH 59. Sz.D. REB.			CS-DXJ	Ce560XLS	EJME (Portugal)	12 JME513J
0001	G550	1.BLTr			OE-FIX	Ce525	Aeroways	
CS-GLG	Global 6000	NetJets Europe	08		OH-WIW	CL-650	Jetflite	
F-HTMC	TBM-940	Voyag'air			OM-BYA	A319-115(X)	Government of Slovakia	
LX-PCB	PC-24	Jetfly Aviation			11. 102005	Tp102D	74 Airlift sq	arr
OE-FOE	Ce510	GlobeAir			CS-LTB	Ce680A	NetJets Europe	
OE-GDF	EMB505	Speedwings	dep		CS-LTH	Ce680A	NetJets Europe	arr
OO-SNC	A320-214	Brussels Airlines	arr BEL9902		N661GT	G650ER	Rhys Vineyards	14
07. L1-01	Falcon 2000EX	Slovenian Air Force	2x		OK-PBK	Ce525B	Queen Air	
D-ABMR	G500	BMW Flugdienst	2x		12. L1-01	Falcon 2000EX	Slovenian Air Force	
D-CTIL	Lj35A	Air Alliance			9H-VFG	CL-605	VistaJet Malta	
D-IAAS	EMB500	Arcus Air			CS-LTG	Ce680A	NetJets Europe	arr
D-IGST	Raytheon 390	Peak Air			D-CDSO	Ce550 Bravo	Heli-Flight	
F-HIPE	EMB505	Pan Européenne A/S	08		D-IFIS	Ce525A	Luxaviation Germany	
OE-FZC	Ce510	GlobeAir			G-SPTX	Falcon 7X	Jet Concierge Club	
					LX-FLI	PC-12/47E	Jetfly Aviation	dep
					N604GF	CL-604	TVPX ARS	13
					PR-ANX	A330-941	Azul Linhas Aéreas	dep

	SP-OOK	Beech 400XP	Smart Jet		258	Lj45	IRL		IRL258
13.	1608/F-UJCS	A330-243	ET03.060		017	C295M	8.BLTr (13.el)		dep
	CS-DXT	Ce560XLS	NetJets Europe		020	C295M	8.BLTr (13.el)		
	CS-PHG	EMB505	NetJets Europe	arr	1931	C-27J	Dopravné křídlo (DK)	arr	SQF011
	CS-PHI	EMB505	NetJets Europe	14	T.18-2/45-41	Falcon 900B	451 Esc		
	D-ILWP	Ce525A	Excellent Air	14	102005	Tp102D	74 Airlift sq		
	LX-JFE	PC-12/47E	Jetfly Aviation	dep	9H-FAB	ERJ190BJ	Air X Charter		20
	LX-JFU	PC-12/47E	Jetfly Aviation	dep	CS-PHQ	EMB505	NetJets Europe		arr
14.	CS-PHI	EMB505	NetJets Europe		D-ABMR	G500	BMW Flugdienst		dep
	D-ILWP	Ce525A	Excellent Air		D-CAWN	Ce680A	Aerowest		20
	D-INOB	Ce525A	Atlas Air Service	arr	D-CAWU	Ce560XLS	Adolf Wurth		20
	PH-PKF	Falcon 2000LXS	JetNetherlands		D-CKVJ	EMB505	DAS Private Jets		arr
15.	7T-VPS	G-IVSP	Government of Algeria		D-CUUU	Ce560XLS+	DC Aviation		
	9H-JAI	A340-313X	SpiceXpress		F-HSHC	Ce525 (M2)	Ixair		
	D-IGST	Raytheon 390	Peak Air	16	LX-DIO	B737-97YER	Global Jet Luxemb.	23	SVW46DD
	OE-GGG	Ce560XLS+	Jetfly	16	LX-LTI	A318-112X	Global Jet Luxembourg	20	TOG001
16.	144619	CC-144D	412sq	19	M-AGMA	Global XRS	Magma - Jets Management		
	9H-VFI	CL-605	VistaJet Malta	arr	ZS-FCI	Falcon 900EX	Paramount Group		23
	CS-GLY	Global 5000	NetJets Europe		20.14+02	Global 6000	FBS BMVg		
	D-IFIS	Ce525A	Luxaviation Germany		14+07	Global 6000	FBS BMVg		2x GAF614
	D-IGST	Raytheon 390	Peak Air	17	605	A319-112	MH 59. Sz.D. REB.		HUAF247
	LX-JFZ	PC-12/47E	Jetfly Aviation		258	Lj45	IRL		arr IRL258
	LX-KAY	Beech 250	Luxaviation		282	PC-12/47E	104sq		IRL282
	OO-LAH	Falcon 7X	Luxaviation Belgium	arr	17403	Falcon 50	Esq504		
	SP-ATT	Beech 400XP	Smart Jet	arr	L1-01	Falcon 2000EX	Slovenian Air Force		
	SX-WEB	A320-251N	Sky Express	f/v SEH800/1	9A-DWA	Ce525A	Winair		
17.	1931	C-27J	Dopravné křídlo (DK)		9H-JSB	Falcon 2000LXS	TAG Aviation Malta		arr
	5105	CL601-3A	241.dlt		9H-OPE	Global 6000	VistaJet Malta		arr
	14+03	Global 6000	FBS BMVg		CS-GLI	Global 6000	NetJets Europe		dep
	607	Falcon 7X	MH 59. Sz.D. REB.		D-CHIC	EMB505	Air Hamburg		21
	282	PC-12/47E	104sq	IRL282	D-CKVI	EMB505	DAS Private Jets		21
	020	C295M	8.BLTr (13.el)	arr	F-GMTJ	Ce510	Astonjet		arr
	17401	Falcon 50	Esq504		HB-JIN	Falcon 900EX	Jet Avn Business Jets	arr	PJS400
	L1-01	Falcon 2000EX	Slovenian Air Force	2x	M-JPEB	Lj75	ADD		
	91-003	G-IV	212 Filo	18	N425NC	Ce425	SCH Aviation		
	99-0003	C-32A	1st AS	18	OE-FPP	Ce510	GlobeAir		arr
	40-MNE	Lj45	Government of Montenegro	18	SP-CIT	Ce525	Bartolini Air		
	F-HENE	HA-420	EATIS	18	21.258	Lj45	102sq	dep	IRL258
	F-HEVL	EMB505	Evolem Aviation		102004	Tp102C	74 Airlift sq		
	G-SPRE	Ce550 Bravo	Synergy Aviation	18	7T-VNM	Ce560XLS+	Star Aviation		
	HB-JIN	Falcon 900EX	Jet Aviation Business Jets		D-INKY	P180	AirGo		
	LX-FLG	PC-12/47E	Jetfly Aviation	arr	OK-EAS	Beech 400XTi	Time Air		arr
	OE-ESM	PC-12/47E	Sepp Michelfeit	18	OK-JFA	Beech 400XT	Time Air		
	SP-TTA	Beech 400A	Smart Jet		22.I-GURU	Lj40	Avionord		23
	SX-NIG	A320-251N	Sky Express	f/v SEH800/1	OE-FHA	Ce510	GlobeAir		
	YU-SRB	ERJ135BJ	Government of Serbia		OE-FOE	Ce510	GlobeAir		
18.	LJ-3	Lj35A	TukiLLv		OO-SEA	A330-243F	CMA CGM Air Cargo		
	L1-01	Falcon 2000EX	Slovenian Air Force	2x	PH-TFK	B787-8	TUI Netherlands		
	9H-VFI	CL-605	VistaJet Malta	dep	SP-CIT	Ce525	Bartolini Air		arr
	F-HENE	HA-420	EATIS	19	TC-KRM	Global 5000	Fiba Air		23
	HB-VTW	Ce525 (M2)	Transwing		23.9H-ANS	Global 6000	Alliance Executive Jets		arr
	LX-JFZ	PC-12/47E	Jetfly Aviation	arr	9H-TOO	Falcon 7X	Skyfirst		
	PH-JTJ	Ce680	ASL		D-CHIC	EMB505	Air Hamburg		
	TC-ANA	A319-115X	Government of Albania	arr	F-HEVL	EMB505	Evolem Aviation		24
	TC-KRM	Global 5000	Fiba Air		HA-JEV	Ce650	Jet Stream		24
	YU-PNK	Ce560XLS+	Air Pink		LX-JFZ	PC-12/47E	Jetfly Aviation		arr
	Z3-MKD	Lj60	Government of North Macedonia	19	N737GG	B737-8KT	Seven Three Seven Two Avn		arr
19.	5105	CL601-3A	241.dlt		OE-GLL	Ce550 Bravo	Jetfly		24



This Bombardier CL-850 is still wearing the former colours of Comlux Kazakhstan. UP-C8502 has been flying for the Government of Kazakhstan since 2013. (Brussels, 10 May 2021, Yves Deliens)



SE-RNB was delivered to TUI Nordic in December 2018. The Boeing 737 was ferried to Brussels for maintenance before being transferred to TUI Airways as G-TUMT. (Brussels, 3 May 2021, Jonas Evrard)

24.2801	A319-115X	241.dlt	25	9H-VBG	Global 6500	TAG Aviation Malta	arr
C-080	CL-604	Esk 721	25	CS-PHQ	EMB505	NetJets Europe	arr
07	C-27J	Transporto Esk	25	LX-JFD	PC-12/47E	Jetfly Aviation	dep
68/F-RAFA	Falcon 7X	ET00.060	25	N160QS	Global 6000	NetJets	30
15+01	A319-133X	FBS BMVg	arr	OE-FOE	Ce510	GlobeAir	
145-209	ERJ135LR	352 MMYF	25	SP-OOK	Beech 400XP	Smart Jet	arr
258	Lj45	IRL	25 IRL258	30.9H-ILY	CL-850	VistaJet Malta	
MM62209	A319-115X	306° Gruppo TS	25	CS-DXZ	Ce560XLS	NetJets Europe	dep
607	Falcon 7X	MH 59. Sz.D. REB.	arr	F-HJFP	PC-12/47E	Getonejet	
17403	Falcon 50	Esq504	25	HA-SCS	Ce650	Jet Stream	arr
L1-01	Falcon 2000EX	Slovenian Air Force		LX-FLH	PC-12/47E	Jetfly Aviation	arr
T.18-1/45-40	Falcon 900B	451 Esc	25	LX-FLI	PC-12/47E	Jetfly Aviation	
102005	Tp102D	74 Airlift sq	arr	31.C-GLXC	Falcon 7X	Galaxy Airways	
9A-CRO	CL-604	Croatian Government	25	CS-LTG	Ce680A	NetJets Europe	arr
9H-VFE	CL-605	VistaJet Malta	arr	D-CMDH	Ce680	E-Aviation	
CS-LTG	Ce680A	NetJets Europe	arr	D-CSCE	EMB505	Luxaviation Germany	
D-INKY	P180	AirGo	26	F-HMAU	EMB500	Lei Moa	arr
F-HEVL	EMB505	Evolem Aviation	25	OE-FZD	Ce510	GlobeAir	
F-HMBG	Ce525A	Speedfly	arr	OK-XLS	Ce560XLS+	Silesia Air	
G-FDZX	B737-8K5	TUI Airways	07 TOM927P/6P				
I-AVNE	Lj40	Avionord					
I-WLFX	Falcon 2000	Aliserio					
LX-JFZ	PC-12/47E	Jetfly Aviation	dep				
LZ-OOI	Falcon 2000	Government of Bulgaria	25				
OH-WIL	G150	Jetflite	arr				
OH-WIX	Falcon 7X	Jetflite	arr				
OM-BYA	A319-115(X)	Government of Slovakia	arr				
PH-BEJ	Global 5000	Flying Group	arr				
SP-ATT	Beech 400XP	Smart Jet					
SP-LIH	ERJ175LR	Government of Poland	arr				
25.252	CN235M-100	101sq					
02-0202	C-40C	201st AS	arr BOXER40				
9H-WII	Ce650	Luxwing	arr				
A7-CGE	G650ER	Qatar Executive	QQE770				
F-HJFP	PC-12/47E	Getonejet	26				
PH-JRC	ERJ135BJ	JetNetherlands					
S5-CMM	Ce501	Janez Let	28				
26.0455	C295M	242.tsl					
2801	A319-115X	241.dlt					
MM62029	Falcon 50	306° Gruppo	arr	03.D-667	CH-47D	298sq	May 2021 *
L1-01	Falcon 2000EX	Slovenian Air Force	arr	05.FA57	F-16AM	2w	*
T-785	Falcon 900EX	LTDB		FA91	F-16AM	2w	*
9H-PLM	Ce650	Luxwing		OO-FAE	Falcon 7X	21sq	*
9H-SAL	Ce550 Bravo	Hyperion Aviation		06.ZZ388	Wildcat AH1	1Regt	
9H-VCE	CL-350	VistaJet Malta		ZZ389	Wildcat AH1	1Regt	
F-GVMA	Global 7500	LVMH Services		ZZ408	Wildcat AH1	1Regt	
OE-ESM	PC-12/47E	Sepp Michelfeit	dep	ZZ524	Wildcat AH1	1Regt	
OE-FOE	Ce510	GlobeAir		07.FA70	F-16AM	2w	*
OH-WIX	Falcon 7X	Jetflite	28	FA94	F-16AM	2w	*
SP-CEO	BAe125-750	Jet Story	28	ST26	SF260M+	CC Air	*
28.2801	A319-115X	241.dlt		ST43	SF260D	CC Air	*
252	CN235M-100	101sq	dep	S-444	AS532U2	300sq	*
CS-TST	B767-34PER	euroAtlantic Airways	29 MMZ79412	S-454	AS532U2	300sq	*
29.017	C295M	8.BLTr (13.el)	dep				

The TUI Boeing on the 3rd arrived for maintenance and departed on the 14th. The Plus Ultra bus on the 3rd came in for a fuel stop on its way from China to Brasil. The TUI Nordic Boeing on the 3rd arrived for maintenance and is scheduled to become G-TUMT. Another TUI Nordic aircraft departed back home on the 5th. The Brussels Airlines Airbus on the 6th has been repainted from the Magritte special colours into Star Alliance. The Falcon 7X on the 16th is a new addition to the Belgium register and is former CS-DTD. Sky Express began serving passenger flights to Brussels from the 16th. The fourth and final Airbus A330 freighter for Air Belgium was ferried from Amman to Dublin via Brussels on the 22nd. On the 24th a TUI Airways Boeing arrived for maintenance.

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

### Kleine Brogel

May 2021						
03.D-667	CH-47D	298sq				*
05.FA57	F-16AM	2w				*
FA91	F-16AM	2w				*
OO-FAE	Falcon 7X	21sq				*
06.ZZ388	Wildcat AH1	1Regt				
ZZ389	Wildcat AH1	1Regt				
ZZ408	Wildcat AH1	1Regt				
ZZ524	Wildcat AH1	1Regt				
07.FA70	F-16AM	2w				*
FA94	F-16AM	2w				*
ST26	SF260M+	CC Air				*
ST43	SF260D	CC Air				*
S-444	AS532U2	300sq				*
S-454	AS532U2	300sq				*

10.FA94	F-16AM	2w		FA126	F-16AM	10w	*
ST02	SF260M+	CC Air (Red Devils c/s)		FB24	F-16BM	10w/OCU (spec mks)	*
ST04	SF260M+	CC Air		H38	A109BA	17sq	
ST22	SF260M+	CC Air (Red Devils c/s)		ST35	SF260M+	CC Air (Red Devils c/s)	
ST40	SF260D	CC Air		ST48	SF260D	CC Air	*
ST43	SF260D	CC Air		25.H24	A109BA	17sq	6x
ST47	SF260D	CC Air		ST35	SF260M+	CC Air (Red Devils c/s)	
ST48	SF260D	CC Air	*	ST42	SF260D	CC Air (spec mks)	3x tst
12.FB14	F-16BM	2w	*	26.FA110	F-16AM	10w	*
ST02	SF260M+	CC Air (Red Devils c/s)		ST16	SF260M+	CC Air	
17.H24	A109BA	17sq	*	ST40	SF260D	CC Air	*
18.CH01	C-130H	20sq (special c/s)	*	ST43	SF260D	CC Air (spec mks)	
FA81	F-16AM	2w		27.FA68	F-16AM	2w	*
FB14	F-16BM	2w	*	FA70	F-16AM	2w	*
S-444	AS532U2	300sq	*	FA84	F-16AM	2w	*
20.ST02	SF260M+	CC Air (Red Devils c/s)	*	FA87	F-16AM	2w (75yr mks)	*
S-447	AS532U2	300sq	*	FB14	F-16BM	2w	*
21.FB14	F-16BM	2w	*	ST22	SF260M+	CC Air	*
ST04	SF260M+	CC Air		ST40	SF260D	CC Air	*
ST25	SF260M+	CC Air		ST42	SF260D	CC Air (spec mks)	3x tst
26.ST46	SF260D	CC Air	*	28.H29	A109BA	17sq (spec mks)	
31.ST22	SF260M+	CC Air (Red Devils c/s)	*	H38	A109BA	17sq	

Compared to last month's movements Kleine Brogel movements from May show an increase in foreign helicopter movements. A sole Dutch classic Chinook, four Army Air Corps Wildcats and four Dutch Cougars. The majority of visitors remains CC Air Marchetti trainers in various yellow, grey and red outfits. The number of active Belgian C-130Hs has dropped to 5 so their visits are become more rare, on 18 May the 50years C-130H special visited did visit KeeBee on a training flight.

Credits: Toon Cox, Mathias Bijmens, Edwin Huskens, Stephan Lodewijks.

### Koksijde

			May 2021
03.643/3-JD	Mirage 2000D	EC02.003 (nmks)	*
05.FA129	F-16AM	2w	*
H28	A109BA	17sq	
06.ST46	SF260D	CC Air	3x tst
07.H38	A109BA	17sq	
10.FA95	F-16AM	10w	2x*
FA102	F-16AM	10w	2x*
FB14	F-16BM	2w	2x tst
FB23	F-16BM	10w/OCU	2x*
FB24	F-16BM	10w/OCU (spec mks)	2x*
H38	A109BA	17sq	
11.FA134	F-16AM	10w	*
FB20	F-16BM	10w/OCU	*
12.FA107	F-16AM	10w	2x*
FA134	F-16AM	10w	*
FB15	F-16BM	10w/OCU	2x*
ST40	SF260D	CC Air	4x tst
20.FA81	F-16AM	10w	*

Koksijde movements of May 2021 start with the highlight, one Nancy-based Mirage 2000D paying a visit on a navigation flight. Rest of the movements are various F-16s, Marchetti trainers and A109BAs.

Credits: Wim Houquet, Mike Derijcke, Christopher Noens, Niels De Ruyck, Kenny Plaetevoet, Davy Lucidarme.

### Liège

			May 2021
01.CS-DXJ	Ce560XLS	EJME (Portugal)	JME513J
EI-DPB	B737-8AS(F)	ASL Aviation	arr TAY286F
02.D-CAPO	Lj35A	Jet Executive Int'l	
D-ITRA	Ce525	Transavia Flug	
OE-FFB	Ce510	GlobeAir	03
03.ER-BBE	B747-4D7(F)	Aerotrans Cargo	f/v ATG7701
F-HXPG	P180	Oyonnair	2x
PH-JTJ	Ce680	Air Service Liège	
07.UR-CQD	An-26B	Vulkan Air	arr
09.N895VH	Beech B200C	Academy Resources	
RA-82077	An-124-100	Volga-Dnepr	
12.CS-DXP	Ce560XLS	NetJets Europe	
UP-CS302	Ce525B	KazAirJet	
16.4X-ABS	A320-232	Israir	ISR211/2
4X-EDE	B787-9	EI AI	17 ELY231/2
4X-ERB	B787	EI AI	17 ELY235/6
UP-CS302	Ce525B	KazAirJet	17
17.EW-484TI	An-12BK	Ruby Star	18
18.282	PC-12/47E	104sq	IRL282
D-CKUM	Lj31A	Kum Consulting & Trading	
G-ZNTH	Lj75	Zenith Aviation	
19.D-IAAT	EMB500	Arcus Air	20
UR-CQD	An-26B	Vulkan Air	



Destined for Interjet this Airbus was delivered to leasing company Aviation Capital Group in June 2020, as VP-CCS. In March 2021 the A320 was delivered to Sky Express as SX-WEB. (Brussels, 16 May 2021, Paul Sanders)



Roland De Groot was able to take this photo of H145 N702FF when it departed for the Amsterdam harbour, on 20 May 2021. It was shipped by sea from Savanna (GA) to Zeebrugge, Belgium and then made ready to fly at Knokke Heliport. The helicopter departed the Netherlands onboard superyacht Viva on 12 June 2021.

20.9H-FCB	Falcon 7X	Albinati Aviation	OO-SUN	Ce510	Air Service Liège	13
CS-PHD	EMB505	NetJets Europe	PH-NNX	Ce750	JetNetherlands	
D-CDAS	EMB505	DAS Private Jets	TC-MCC	A300B4-622R(F)	MNG Airlines	MNB770/931
D-CQAJ	Lj35A	Quick Air	10.ST26	SF260M+	CC Air	*
M-ABEU	Lj45XR	Ryanair	D-CNAC	SA227AC	Binair Aero Service	BID11/B,11B/C
OE-FOE	Ce510	GlobeAir	D-COLO	Ce525C	JetKontor	JKH32C
OO-MMT	Ce560XLS	Air Service Liège	OO-MMT	Ce560XLS	Air Service Liège	2x
UR-CQV	An-26B	Vulkan Air	11. HB-ALR	ATR72-212A(F)	Zimex Aviation	IMX801/802F
21 PH-MYX	Ce650	ASL	N165SL	P180	Supair	
22.EW-485TI	AN12BP	Ruby Star	N86LF	Raytheon 4000	Muy Consulting	12
OE-FFB	Ce510	GlobeAir	12.CB-8001	C-17A	81sq	IFC1E21
24 PH-MYX	Ce650	ASL	N165SL	P180	Supair	arr
CS-DIY	Ce525B	Airjetsul	OO-MMT	Ce560XLS	Air Service Liège	
OE-FGI	Ce525	Salzburg Jet Aviation	T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	SMF514/515
OK-IMO	Beech 400A	Airstream	13.CS-LTH	Ce680A	NetJets Europe	arr NJE196U
OO-MMT	Ce560XLS	Air Service Liège	D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
26.EI-DPC	B737-8AS(F)	K V Aviation	TC-MNV	A300C4-605R	MNG Airlines	MNB311/312
27.A6-COM	B747-433	Government of Dubai	15.D-CJMK	Ce560XLS+	Air Hamburg	AHO358R
D-CDAS	EMB505	DAS Private Jets	16.D-CCVD	Ce560XLS	Atlas Air Service	ATL1D
29.CS-CHH	CL-350	NetJets Europe	N500RW	TBM-850	Flying Group	17
F-HIQD	B737-8AS(F)	ASL Aviation (FDX c/s)	17.N280EX	G280	Flying Group	
30.PH-JTJ	Ce680	Air Service Liège	N500RW	TBM-850	Flying Group	18
			18.D-IMEP	Beech C90GTI	Mack Aviation	19
			F-HDHN	AS365N3	NHV - French Navy	arr
			LX-FCB	PC-24	Flying Group	19 FYL31CB/11CB
			N500RW	TBM-850	Flying Group	20
			N939PA	PA-46R-350T	SCH Aciation	arr
			PH-NNX	Ce750	JetNetherlands	19
			19.F-HDHN	AS365N3	NHV - French Navy	tst
			LX-FCB	PC-24	Flying Group	FYL12CB/13CB
			20.D-ARIE	Falcon 7X	Air Hamburg	25 AHO9411/005T
			EC-NIR	SA227AC	Flightline	21 FTL642/651
			HA-TVJ	Saab 340A	Fleet Air International	FRF401/400
			OO-MMT	Ce560XLS	Air Service Liège	
			OO-PRM	Ce510	Air Service Liège	21
			PH-NNX	Ce750	JetNetherlands	21
			RA-82078	An-124-100	Volga-Dnepr	21 VDA4717/48
			21.CH01	C-130H	20sq	
			CB-8002	C-17A	81sq	IFC2U21
			D-CNAC	SA227AC	Binair Aero Service	24 BID52A/11A
			G-JOTE	BAe146-300(QT)	JOTA Aviation	22 ENZ642/642F
			OO-PAR	Ce525B	Luxaviation Belgium	
			OY-HUP	EC155B1	Air Greenland	arr
			22.LX-FCB	PC-24	Flying Group	-/FYL33CB
			YL-RAG	Saab 340A(F)	RAF-Avia	24 MTL855C/869P
			23.D-CHRF	Ce525B	Hahn Air	HHN910
			N165SL	P180	Supair	31
			OO-PAR	Ce525B	Luxavation Belgium	arr
			PH-JTJ	Ce680	Exxaero	24
			PH-NNX	Ce750	JetNetherlands	24

The Boeing on the 1st arrived from Shannon in FedEx colours on delivery and departed to Paris on the 29th after being re-registered. A new fleet addition for Aerotrans Cargo was delivered via Liège on the 3rd. Another delivery flight took place on the 26th. This aircraft is also in FedEx colours and has entered service as OE-IXA mid June 2021.

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

## Ostend-Bruges

		May 2021	
01.RA-89117	RRJ-95B	Severstal	dep SSF9940
02.TC-MCG	A300B4-622R(F)	MNG Airlines	MNB770/931
03.PH-NNX	Ce750	JetNetherlands	06
04.G-YEOM	PA-31-350	Strata Aviation Services	arr
HA-TAB	Saab 340A(F)	Fleet Air Int'l	FRF101
N165SL	P180	Supair	arr
05.CB-8009	C-17A	81sq	IFC8821
OK-PPP	Beech 400XP	Time Air	06 TIE434P/441P
06.D-CMXM	EMB505	Air Hamburg	07 AHO293E
N500RW	TBM-850	Flying Partners	07
07.D-IFFF	CeF406	Air-Taxi Europe	TWG244/144
HA-TAD	Saab 340A(F)	Fleet Air Int'l	13 FRF201/200
N500RW	TBM-850	Flying Partners	
08.OO-AEI	Falcon 7X	Luxaviation	
09.N45WF	PA-46-350P	Hexaconseil	



This MD902 is being operated by Specialist Aviation Services. The SAS Group has a continental facility in Genk. G-CNWL was ferried from Staverton to Genk on 6 May 2021 where it was photographed by Toon Cox.

24. D-CNAC	SA227AC	Binair Aero Service	25 BID12A/21A	PH-NNX	Ce750	JetNetherlands	
LX-FCB	PC-24	Flying Group	FYL22CB	UR-82008	An-124-100M	Antonov Airlines	ADB5721/5722
SP-TTA	Beech 400XP	Smart Jet	SAH59P	31. D-HMDX	MD900	Air Lloyd	01
25. D-CAAL	Do228-212	Arcus-Air	AZE12L/21L	PH-MYX	Ce650	Air Service Liège	01
D-CFFF	Ce560XLS+	DC Aviation	26 DCS715	<u>EgyptAir Cargo:</u>			
HA-TVJ	Saab 340A	Fleet Air International	26 FRF401/400	SU-GCE	02, 04, 07, 08, 09, 11, 14, 18, 21, 22, 25, 27, 28 <sup>2</sup> , 29		
LX-AND	PC-24	Flying Group	27 FYL82ND/61ND	SU-GCF	04, 06, 11, 16, 20, 23, 27		
LX-FCB	PC-24	Flying Group	26 FYL14CB/-	SU-GCJ	01, 07, 20, 30		
OH-ZRH	PC-12/47E	Global Airlift Solutions	26 FSF100A	<u>Qatar Airways:</u>			
26. CB-8007	C-17A	81sq	IFC2V21	A7-BAB	03, 14, 29, 30	A7-BFE	23
D-IAAS	EBM500	Arcus-Air	AZE69DP/83AJ	A7-BAK	10, 17, 22, 23, 31	A7-BFG	12
D-IATE	CeF406	Air-Taxi Europe	27 TWG211/111	A7-BAL	06, 08, 09, 28	A7-BFH	31
HA-TVD	Saab 340A(F)	Fleet Air International	27 FRF201/214	A7-BAN	21, 28	A7-BFJ	07
SP-KPE	Saab 340A	SprintAir	SRN112/113	A7-BAP	07, 13, 20, 24	A7-BFQ	19
27. ES-NSD	Saab 340B	NyxAir	01 NYX377C/370P	A7-BAQ	15, 16	A7-BFR	26, 30
G-CEGP	Beech 200	Alto Aerospace		A7-BFB	02	A7-BFW	16
HA-TAB	Saab 340A(F)	Fleet Air International	FRF101/100	A7-BFC	09		
LX-AND	PC-24	Flying Group	FYL82ND/32ND				
LX-FCB	PC-24	Flying Group	-/FYL31CB				
SP-KPR	Saab 340A	SpringAir	SRN128/129				
TC-MNV	A300C4-605R	MNG Airlines	MNB311/312				
YL-RAK	ATR72-212A(F)	RAF-Avia	arr MTL859C				
28. CB-8001	C-17A	81sq	IFC2W21				
G-JOTF	BAe146-300(QT)	Jota Aviation	29 ENZ645/645F				
OH-BSL	PC-12/47E	Global Airlift Solutions	29 FSF200B				
30. EC-GPS	SA227AC	Flightline	arr FTL861				
F-HLRS	EMB505	Gie Mustang	LWG1572/1563				

The highlight of May for Ostend traffic has to be the five Indian Air Force C-17A visits. Due to the Covid-pandemic aftermath in India worldwide support and aid is needed to provide much needed oxygen and other medical supplies. The Air Greenland helicopter on the 21st arrived by road from Lelystad. Since May 2021 Qatar has officially added Ostend to its network so the airline has been moved to the regulars.

Credits: Replo.be, Nik Deblauwe.



Strata Aviation Services is the registered owner of this Piper PA-31, G-YEOM. It made a fuel stop at Ostend on its way back to Elstree Airfield. (Ostend, 4 May 2021, Nik Deblauwe)



# Military Movements Elsewhere



On the morning of 5 May 2021, Finnish Learjet 35A LJ-2 visited Maastricht-Aachen airport. The jet had left its home base Tampere-Pirkkala early that day and arrived shortly after 9 am in the south of the Netherlands. Our correspondent Arjen Sleuwenhoek was there to catch its departure, taking this fine shot of LJ-2 on the runway after a one-hour stay, bound for Helsinki.

## Germany

			May 2021				
Geilenkirchen			Pirol105	06-6159	C-17A	60th AMW	
07.D-HEGK	AS332L1	Bundespolizei	RCH561	07-7173	C-17A	60th AMW	05 RCH560/538
10.58-0120	KC-135R	MS ANG/153 ARS	RCH330	08-8198	C-17A	437th AW	RCH431
59-1453	KC-135R	MS ANG/153 ARS	Pirol20	10-0213	C-17A	437th AW	
D-HEGE	AS332L1	Bundespolizei	GFD93	04.95-0103	C-17A	62nd AW	
11.D-CGFP	Lj35	GFD	Pirol18	01-0197	C-17A	156th AS (NC ANG)	06
D-HEGE	AS332L1	Bundespolizei	NAF71	02-1100	C-17A	155th AS (TN ANG)	
17.D-HLTF	EC155B	Bundespolizei	GNV4520	03-3114	C-17A	183rd AS (MS ANG)	
20.D-HLTK	EC155B	Bundespolizei	EFD4E	05-5141	C-17A	729th AS (AFRC)	
D-HLTK	EC155B	Bundespolizei	TAY581P/5090	07-7184	C-17A	437th AW	
21.G-781	C-130H	336sq	TAY502P/5107	910502	C-26D	AOD Naples	07 CNV6104
60+04	P-3C	MFG 3	TAY563P/5011	73-1588/DM	EC-130H	55th ECG	dep Axis13
D-CEFE	Ce525C	E-Aviation	Pirol15	05.99-0168/AK	C-17A	3rd Wing/517th AS	08 RCH271/137
F-GZTQ	B737-73S	ASL France	TAY581P/5015	04-4137	C-17A	305th AMW	07 RCH100
OO-TNO	B737-49R	ASL Belgium	TAY5016	07-7178	C-17A	437th AW	
25.D-AOLG	Fokker 100	Avanti Air	Pirol22	07-7184	C-17A	437th AW	
27.D-HEGE	AS332L1	Bundespolizei		165832	C-40A	VR-58	CNV6605
F-GZTO	B737-73S	ASL France		73-1583/DM	EC-130H	55th ECG	dep Axis12
F-GZTO	B737-73S	ASL France		73-1586/DM	EC-130H	55th ECG	dep Axis11
31.D-HEGL	AS332L1	Bundespolizei		91-0344	F-16CM	52nd FW/480th FS	Weasel14
				85-0001	C-5M	436th AW	14 RCH841/742
				06.99-0059	C-17A	62nd AW	
				01-0194	C-17A	89th AS (AFRC)	
				03-3114	C-17A	183rd AS (MS ANG)	
				05-5153/HH	C-17A	15th Wing/535th AS	13 RCH136/318
				06-6159	C-17A	60th AMW	
				06-6159	C-17A	60th AMW	08 RCH355
				06-6161	C-17A	60th AMW	dep Bandage26
				07-7173	C-17A	436th AW	
				07-7181	C-17A	437th AW	
				900528	C-26D	AOD Sigonella	CNV6306
				07.95-0103	C-17A	62nd AW	
				99-0059	C-17A	62nd AW	
				01-0194	C-17A	89th AS (AFRC)	
				01-0196	C-17A	167th AS (WV ANG)	
				06-6161	C-17A	60th AMW	
				07-7183	C-17A	437th AW	
				06-3171	C-130J-30	317th AW	RCH705/681
				08-5712	C-130J-30	317th AW	RCH325
				16-5880	C-130J-30	317th AW	RCH555
				08.ZE700	BAe146 CC2	32(TR)sq	RRR1325
				84-0062	C-5M	60th AMW	RCH870
				95-0102	C-17A	437th AW	10 RCH704
				95-0103	C-17A	62nd AW	
				96-0002	C-17A	437th AW	
				97-0041	C-17A	437th AW	
				97-0046	C-17A	437th AW	

Credits: Rolf Flinzner, Scramble Messageboard

## Ramstein

			May 2021		
01.97-0046	C-17A	437th AW			
04-4136	C-17A	305th AMW			
04-4137	C-17A	305th AMW			
06-6158	C-17A	60th AMW			
07-7173	C-17A	436th AW			
07-7181	C-17A	437th AW	04 RCH175/876		
910502	C-26D	AOD Naples	dep CNV6130		
02.86-0024	C-5M	60th AMW	05 RCH819/337		
01-0197	C-17A	156th AS (NC ANG)			
02-1098	C-17A	305th AMW			
07-7184	C-17A	437th AW			
07-7184	C-17A	437th AW			
07-7187	C-17A	437th AW			
09-9210	C-17A	62nd AW			
10-0219	C-17A	62nd AW			
03.PI-02	PC-12/47E	TukiLLv	FNF142		
100001/001	OS100	72 ASC sq	SVF635		
ZZ338	Voyager KC3	10/101sq	RRR2103		
82+01	AS532U2	FBS BMVg	GAF825		
95-106	CN235M-100	211 Filo	TUAF295		
84-0062	C-5M	60th AMW	05 RCH840		
00-0171/AK	C-17A	3rd Wing/517th AS			
02-1098	C-17A	305th AMW			

99-0166	C-17A	62nd AW		14.102004/024	Tp102C	74 Airlift sq	SVF636
99-0168/AK	C-17A	3rd Wing/517th AS	RCH137/176	03-3123	C-17A	167th AS (WV ANG)	
02-1099	C-17A	758th AS (AFRC)		05-5143	C-17A	89th AS (AFRC)	
06-6158	C-17A	60th AMW		05-5153/HH	C-17A	15th Wing/535th AS	17 RCH915/295
06-6159	C-17A	60th AMW		07-7173	C-17A	436th AW	
07-7173	C-17A	436th AW	13 RCH170/808	09-9206	C-17A	437th AW	
09-9209	C-17A	62nd AW		99-0402	C-37A	89th AW	SAM481
10-0216	C-17A	62nd AW		13-5786	MC-130J	352nd SOW	Strix67
09.ZE700	BAe146 CC2	32(TR)sq	RRR1325	15.02-1099	C-17A	758th AS (AFRC)	
00-0172	C-17A	156th AS (NC ANG)		16.86-0011	C-5M	60th AMW	19 RCH839/675
01-0192	C-17A	137th AS (NY ANG)		00-0177	C-17A	137th AS (NY ANG)	
01-0196	C-17A	167th AS (WV ANG)		00-0183	C-17A	156th AS (NC ANG)	RCH847/866
04-4137	C-17A	305th AMW		02-1109	C-17A	62nd AW	18 RCH583
07-7171	C-17A	305th AMW		03-3123	C-17A	167th AS (WV ANG)	
10-0214	C-17A	437th AW		17.87-0043	C-5M	337th AS (AFRC)	RCH888
10.5506/WA	AS555AN	EH3/67	CTM1350	02-1099	C-17A	758th AS (AFRC)	
00-0172	C-17A	156th AS (NC ANG)		04-4134	C-17A	305th AMW	
02-1099	C-17A	758th AS (AFRC)		06-6156	C-17A	60th AMW	
02-1108	C-17A	62nd AW		07-7173	C-17A	436th AW	22 RCH845/470
06-6158	C-17A	60th AMW		07-7178	C-17A	437th AW	
10-0214	C-17A	437th AW	13 RCH818	10-0214	C-17A	437th AW	19 RCH818/845
08-6205	MC-130J	352nd SOW	Strix67	85-0003	C-5M	436th AW	19 RCH151
2x	F-16CM	52nd FW/480th FS	Jack01/02*	18.99-0060	C-17A	62nd AW	
11.98-0053	C-17A	62nd AW		00-0183	C-17A	156th AS (NC ANG)	20 RCH866
01-0187	C-17A	62nd AW	dep Bandage35	02-1100	C-17A	155th AS (TN ANG)	
02-1108	C-17A	62nd AW		05-5153/HH	C-17A	15th Wing/535th AS	21 RCH292/140
97-00105	UC-35A	E1/214 AVN	Duke91	910502	C-26D	AOD Naples	20 CNV6118
09-5713	MC-130J	352nd SOW	Badger48	73-1583/DM	EC-130H	55th ECG	20 Salsa11/Axis12
18-5884	MC-130J	27th SOW	13 RCH1031	07-3170	C-130J-30	317th AW	RCH585
12.LJ-2	Lj35A	TukiLLv	FNF145	08-3173	C-130J-30	317th AW	RCH848
84-00170	C-12U	D/204 MIB	Rebel70	08-5686	C-130J-30	317th AW	RCH443
84-00177	C-12U	D/204 MIB	Rebel77	15-5826	C-130J-30	317th AW	RCH540
01-0187	C-17A	62nd AW		16-5834	C-130J-30	317th AW	RCH416
03-3119	C-17A	183rd AS (MS ANG)		16-5853	C-130J-30	317th AW	RCH414
58-0089/D	KC-135T	100th ARW	Quid31	19.84-00156	C-12U	E1-214 AVN	Duke69
13.00-0172	C-17A	156th AS (NC ANG)	RCH821/812	01-0189	C-17A	155th AS (TN ANG)	
00-0183	C-17A	156th AS (NC ANG)		03-3113	C-17A	183rd AS (MS ANG)	
03-3119	C-17A	183rd AS (MS ANG)		03-3127	C-17A	62nd AW	
05-5153/HH	C-17A	15th Wing/535th AS	RCH318/915	05-5141	C-17A	729th AS (AFRC)	
09-9205	C-17A	437th AW		07-7184	C-17A	437th AW	
09-9206	C-17A	437th AW		20.77/XD	TBM-700A	ET00.043	CTM3882
10-0213	C-17A	437th AW		146/XR	TBM-700A	ET00.041	CTM3822
10-0214	C-17A	437th AW	15 RCH818	01-0194	C-17A	89th AS (AFRC)	
97-00105	UC-35A	E1-214 AVN	Duke91	02-1098	C-17A	305th AMW	22 RCH311
08-3175	C-130J-30	317th AW	RCH437	02-1100	C-17A	155th AS (TN ANG)	
08-3179	C-130J-30	317th AW	RCH454	03-3119	C-17A	183rd AS (MS ANG)	
08-5683	C-130J-30	317th AW	RCH610	08-8190	C-17A	437th AW	
08-5691	C-130J-30	317th AW	RCH820	63-7999/D	KC-135R	100th ARW	22 Lager89
10-5701	C-130J-30	317th AW	RCH410	21.85-0032	KC-10A	305th AMW	RCH804
11-5732	C-130J-30	317th AW	RCH435	87-0121	KC-10A	305th AMW	RCH809



This is the last C-160 Transall to leave the Airbus DS Manching facility after overhaul: 50+86. The venerable transporter is operated by the factory's neighbour at this base north of Munich, WTD61. Like the Transalls of LTG63, it is expected to fly until around December 2021 and time will tell if it will be the very last operational German C-160. (Ingolstadt-Manching, 10 June 2021, Josef Gietl)



One of dozens of interesting military aircraft to visit 'superbase Geneva' during May and June this year was this Guardia di Finanza Piaggio 180, MM62248 /GF-18. The push-prop, that is even often heard before it can be seen, resides with the Gruppo Esplorazione Aeromarina at Pratica di Mare. (18 May 2021, Robert Erenstein)

00-0172	C-17A	156th AS (NC ANG)		05-5153/HH	C-17A	15th Wing/535th AS	RCH831/446
87-0036	C-5M	436th AW	RCH833	30.88-0266	C-17A	437th AW	
22.02-1108	C-17A	62nd AW		99-0062	C-17A	437th AW	
07-7178	C-17A	437th AW		00-0183	C-17A	156th AS (NC ANG)	RCH808/889
07-7182	C-17A	437th AW		03-3125	C-17A	305th AMW	
87-0036	C-5M	436th AW	RCH833	07-7173	C-17A	436th AW	
23.83-0082	KC-10A	305th AMW	28 RCH850	07-7178	C-17A	437th AW	
08-00329	MC-12W	B/224 MIB	Elvis29	07-7181	C-17A	437th AW	
89-1190	C-17A	89th AS (AFRC)	28 RCH417	07-7184	C-17A	437th AW	
01-0186	C-17A	436th AW		10-0215	C-17A	437th AW	
02-1098	C-17A	305th AMW	28 RCH311	10-0217	C-17A	62nd AW	
04-4136	C-17A	305th AMW	28 RCH136	31.07-7178	C-17A	437th AW	
05-5153/HH	C-17A	15th Wing/535th AS	RCH140/895	09-9205	C-17A	437th AW	
07-7173	C-17A	436th AW	27 RCH470/136	900530	C-26D	AOD Sigonella	CNV6431
07-7178	C-17A	437th AW	26 RCH426	<u>Credits: MAR, Scramble Messageboard</u>			
09-9209	C-17A	62nd AW		<u>Spangdahlem</u>			
24.00-0172	C-17A	156th AS (NC ANG)	25	01.79-1710	KC-10A	305th AMW	May 2021
25.05-5153/HH	C-17A	15th Wing/535th AS	RCH831	07-7180	C-17A	437th AW	dep RCH826
07-7183	C-17A	437th AW		10-0221	C-17A	437th AW	03 RCH872
07-7187	C-17A	437th AW		02.02-1100	C-17A	155th AS (TN ANG)	
08-8192	C-17A	62nd AW		04-4133	C-17A	305th AMW	
87-0036	C-5M	436th AW	29 RCH833	03.84-0061	C-5M	436th AW	dep RCH815
26.1216	NH90-NFH (CG)	337skv	NOW337G	00-0180	C-17A	758th AS (AFRC)	
00-0172	C-17A	156th AS (NC ANG)		04.85-0002	C-5M	436th AW	dep RCH824
09-9207	C-17A	437th AW		96-0003	C-17A	62nd AW	
17-46031	KC-46A	22nd ARW	RCH623	00-0176	C-17A	155th AS (TN ANG)	
73-1586/DM	EC-130H	55th ECG	29 Salsa12/Axis11	06-6168	C-17A	436th AW	
59-1471	KC-135T	92nd ARW	28 Nacho71	62-3576	KC-135R	108th ARS (IL ANG)	RCH853
27.83-0078	KC-10A	60th AMW	RCH821	05.85-0001	C-5M	436th AW	RCH841
00-0183	C-17A	156th AS (NC ANG)		00-0177	C-17A	137th AS (NY ANG)	07 RCH852
01-0188	C-17A	137th AS (NY ANG)		02-1108	C-17A	62nd AW	
06-6168	C-17A	436th AW		06.99-0058	C-17A	62nd AW	
07-7178	C-17A	437th AW	29 RCH426	00-0175	C-17A	305th AMW	
05-0932	C-40C	73rd AS (AFRC)	Spar19	06-6165	C-17A	436th AW	
09-5709/DM	HC-130J	79th RQS	King04	07.87-0028	C-5M	60th AMW	09 RCH801
28.88-0266	C-17A	437th AW		96-0004	C-17A	62nd AW	
97-0041	C-17A	437th AW		99-0058	C-17A	62nd AW	
00-0178	C-17A	89th AS (AFRC)		06-6158	C-17A	60th AMW	
03-3125	C-17A	305th AMW		06-6165	C-17A	436th AW	
07-7173	C-17A	436th AW		57-2597	KC-135R	151st ARS (TN ANG)	09
07-7179	C-17A	60th AMW		08.03-3127	C-17A	62nd AW	
07-7187	C-17A	437th AW	30 RCH145/685	05-5141	C-17A	729th AS (AFRC)	
09-9210	C-17A	62nd AW		60-0347	KC-135R	166th ARS (OH ANG)	Blue81
910502	C-26D	AOD Naples	CNV6128	10.99-0169	C-17A	437th AW	
29.87-0028	C-5M	60th AMW	RCH696	03-3127	C-17A	62nd AW	
86-0030	KC-10A	305th AMW	RCH821	05-5141	C-17A	729th AS (AFRC)	
96-0005	C-17A	137th AS (NY ANG)		N225AX	B767-224ER	Omni Air	CMB529
00-0178	C-17A	89th AS (AFRC)		N662GT	B767-31AER	Atlas Air	GT18468/CMB185
01-0189	C-17A	155th AS (TN ANG)	RCH645/363				

N85	CL-601	FAA	FLC85	06.N178B	G-IIB	Missile Defense Agency	Halo02
11.96-0005	C-17A	137th AS (NY ANG)		01-0194	C-17A	89th AS (AFRC)	RCH440
10-0219	C-17A	62nd AW		63-7992	KC-135R	153rd ARS (MS ANG)	Clean51
30+95	EF2000(T)	TLG74		58-0084	KC-135T	171st ARW (PA ANG)	Clean52
N225AX	B767-224ER	Omni Air	CMB529	07.166723/YS-02	MV-22B	VMM-162	Vortex15
N662GT	B767-31AER	Atlas Air	CMB185/GT18469	08.166474	UC-35D	H&HS Cherry Point	VM474
12.08-8601/RS	C-130J-30	86th AW/37th AS	Herky657	164762/JW-762	C-130T	VR-62	CNV6507
LX-N90446	E-3A	NAEW&CF	NATO40	87-0041	C-5M	337th AS (AFRC)	RCH259
13.15-5822/RS	C-130J-30	86th AW/37th AS	Lion476	10.168666/YS-13	MV-22B	VMM-162	Vortex91/93
14.96-0005	C-17A	137th AS (NY ANG)		168653/YS-15	MV-22B	VMM-162	Vortex91/93
00-0177	C-17A	137th AS (NY ANG)		58-0072	KC-135T	171st ARW (PA ANG)	Roma64
04-4134	C-17A	305th AMW		11.168653/YS-15	MV-22B	VMM-162	Vortex14/15
08-3176	C-130J-30	86th AW/37th AS	Herky658	12.N356KD	B747-446F	Western Global	WGN0186
16-5840/RS	C-130J-30	86th AW/37th AS	Herky660	ZZ176	C-17A	24/99sq	RRR812
16-5856	C-130J-30	317th AW	Herky659	13.N729CA	B747-412F	National Airlines	CMB141
LX-N90456	E-3A	NAEW&CF	NATO40	14.16-46019	KC-46A	133rd ARS (NH ANG)	RCH423
0223	M-28B/PT	8.BLTr	PLF114	64-14848/OF	RC-135V	55th Wing	Olive55
0225	M-28B/PT	8.BLTr	PLF115	17.18-46050	KC-46A	133rd ARS (NH ANG)	RCH105
16.99-0168/AK	C-17A	3rd Wing/517th AS		ZZ666	RC-135W	51sq	Goose51
01-0189	C-17A	155th AS (TN ANG)	Valor 21	18.N312AA	B767-223F	ABX Air	ABX2270
84-0087	C-21A	86th AW/76th AS	FLC90	83-0081	KC-10A	305th AMW	21 RCH177
21.N90	CL-601	FAA		63-8871	KC-135R	92nd ARW	RCH887

Credits: MAR, Scramble Messageboard

### United Kingdom

RAF Lakenheath			May 2021
01.08-8601/RS	C-130J-30	86th AW/37th AS	Herky705
02.07-7173	C-17A	436th AW	
03.07-8609/RS	C-130J-30	86th AW/37th AS	Herky645
08-8603/RS	C-130J-30	86th AW/37th AS	Herky646
04.99-0166	C-17A	62nd AW	
00-0180	C-17A	758th AS (AFRC)	
05.00-0171/AK	C-17A	3rd Wing/517th AS	
N197DN	B767-332ER	Delta Air Lines	CMB347
20.63-8878	KC-135R	100th ARW	25 Quid03/Lager325
03-3127	C-17A	62nd AW	
21.59-1464	KC-135T	100th ARW	24 Lager228/333
08-3176/RS	C-130J-30	86th AW/37th AS	Herky665
16-5856	C-130J-30	86th AW/37th AS	Herky662
N477AX	B767-3Q8ER	Omni Air	CMB451
25.01	C-17A	SAC	Bartok76
15-5822/RS	C-130J-30	86th AW/37th AS	Herky675

Credits: MAR, Scramble Messageboard

RAF Mildenhall			Mayu 2021
04.168666/YS-13	MV-22B	VMM-162	Vortex18/19
62-4134/OF	RC-135W	55th Wing	06 Olive55/56
ZZ174	C-17A	24/99sq	RRR818
ZM333	Phenom T1	45sq	CWL33

07.166723/YS-02	MV-22B	VMM-162	Vortex15
08.166474	UC-35D	H&HS Cherry Point	VM474
164762/JW-762	C-130T	VR-62	CNV6507
87-0041	C-5M	337th AS (AFRC)	RCH259
10.168666/YS-13	MV-22B	VMM-162	Vortex91/93
168653/YS-15	MV-22B	VMM-162	Vortex91/93
58-0072	KC-135T	171st ARW (PA ANG)	Roma64
11.168653/YS-15	MV-22B	VMM-162	Vortex14/15
12.N356KD	B747-446F	Western Global	WGN0186
ZZ176	C-17A	24/99sq	RRR812
13.N729CA	B747-412F	National Airlines	CMB141
14.16-46019	KC-46A	133rd ARS (NH ANG)	RCH423
64-14848/OF	RC-135V	55th Wing	Olive55
17.18-46050	KC-46A	133rd ARS (NH ANG)	RCH105
ZZ666	RC-135W	51sq	Goose51
18.N312AA	B767-223F	ABX Air	ABX2270
83-0081	KC-10A	305th AMW	21 RCH177
63-8871	KC-135R	92nd ARW	RCH887
19.87-0118	KC-10A	305th AMW	22 RCH850
98-0051/AK	C-17A	3rd Wing/517th AS	24 RCH171
16-5862	MC-130J	9th SOS	RCH1014
ZZ335	Voyager KC3	10/101sq	21 Tartan49/59
20.ZZ171	C-17A	24/99sq	RRR818
21.165736/QB-736	KC-130J	VMGR-352	23
22.87-0036	C-5M	436th AW	RCH833
90-0533/HH	C-17A	15th Wing/535th AS	RCH898
23.910502	C-26D	AOD Sigonella	CNV6123
24.N85	CL-601	FAA	FLC85
25.60-0333	KC-135R	92nd ARW	RCH823
26.ZM336	Phenom T1	45sq	CWL31
N344KD	B747-446F	Western Global	WGN0186
27.N952CA	B747-446F	National Airlines	CMB142
LX-N90452	E-3A	NAEW&CF	NATO40
30.167825/BR-33	MH-60S	HSC-28	Ghostrider33
31.06-6164	C-17A	60th AMW	RCH652
08-8201	C-17A	62nd AW	RCH589
10-0218	C-17A	62nd AW	RCH659
06-6165	C-17A	436th AW	RCH720

RC-135W ZZ666 arrived for maintenance on 17 May. On 20 May Voyager ZZ335 flew missions with the 100th ARW with call-sign Quid42. The British tanker arrived a day prior. All C-17s that arrived in preparation for the G7 summit, arrived on 31 May.

Credits: MAR, Scramble Messageboard



COVID-19 aid to India has created an influx of interesting military movements elsewhere in the world but obviously also in India itself. The Russian Ministry of Emergency Situations, MChS Rossii, took part in the effort and sent Il-76TD RA-76845 to Delhi. The iconic freighter is seen here on its fourth visit to the Indian capital. (Delhi-Indira Gandhi International, 3 June 2021, Shrey Chopra)



# Civil News

The latest and greatest derivative of the B737MAX family, the MAX 10, made its maiden flight on Friday 18 June. N27751 (msn 66122) took off from Renton Field (WA) at 10:07 am and landed at 12:38 pm at Boeing Field (WA). During the two-and-a-half hour first flight the airplane's systems, flight controls and handling qualities were tested, all of which checked out exactly as expected, according to Boeing 737 Chief Pilot Captain Jenifer Henderson. The first flight was the start of a comprehensive test programme for the 737-10. Boeing will work closely with regulators to certify the airplane prior to its scheduled entry into service in 2023. This particular test aircraft will be delivered to United (Boeing)

## Manufacturers News

### Airbus

Airbus has given its suppliers a heads-up for its production plans, so they can schedule necessary investments and secure long term capacity and production rate readiness, in line with the expected recovery after the COVID-19 crisis. Airbus expects the commercial aircraft market to recover to pre-COVID levels between 2023 and 2025, led by the single-aisle segment. In parallel, Airbus is transforming its industrial system by optimising its aerostructures set-up and modernising its A320 family production facilities.

It has confirmed that they will have an A320 family production rate of 45 aircraft per month in Q4 2021 and calls on suppliers to prepare for the future by securing a firm rate of 64 by Q2 2023. In anticipation of a continued recovering market, Airbus is also asking suppliers to enable a scenario of a rate of seventy by Q1 2024. Longer term, Airbus is investigating opportunities for rates as high as 75 by 2025.

Currently the A220 production rate is at around rate five aircraft per month from Mirabel (Que.) and Mobile (AL), the rate is confirmed to rise to around six in early 2022. Airbus is also envisaging a monthly production rate of fourteen by the middle of the decade.

The A350, currently at an average production rate of five per month, is expected to increase to six by autumn 2022. The A330 production remains at an average monthly production rate of two.

### A330

Portuguese ACMI and Airbus operator Hi Fly, the Miripuri Foundation (a non-profit organisation headed by Hi Fly CEO Paulo Miripuri, which finances projects to make the world a better place for future generations) and a company called The Aircraft Performance Company GmbH, have introduced a new wingtip design for the A330. This new multi-fingered Plug&Fly retrofit wingtip is called TRINITAIR and should be capable of reducing fuel consumption by up to 2% and on particular applications even more than that. This will not only have financial benefits for airlines, but also improves their environmental footprint. In aviation each kilogram of fuel saved on a flight reduces CO2 emissions by 3.16 kilos.

The new wingtip provides an enhanced aerodynamic solution, assisting aircraft manufacturers and airlines to reduce their CO2 emissions. TRINITAIR was designed by The Aircraft Performance Company GmbH as a cost-effective retrofit solution for in-service aircraft. Along with a downtime of less than one day for installation, the new hardware brings performance enhancement, lower engine wear, range extension and payload increase as well as a significant reduction of fuel burn that leads to lower emissions of CO2 and NOX. The new climate-saving and greenhouse-gas-emission reducing project will have its maiden test-flight on a Hi Fly A330 in the very near future.

### A350 freighter

In previous editions of Scramble (see Manufacturers News in 503 and 504), we already reported that Airbus was considering launching an A350F. Early June, Bloomberg reported that Airbus is set to launch its newest cargo aircraft "within weeks" after getting board approval in July. Over the last few months, the manufacturer has been discussing the newest A350-variant to gauge interest and is now positive it can line-up enough orders to warrant launching it. A formal product launch is then expected to happen before the end of this year. The decision to launch an A350F is part of Airbus' plan to "aggressively pursuit Boeing in the freight market" and it also hopes to take advantage of the delays in the B777X-programme.

During a Commercial Programs Update media event on 15 June, Chief Commercial Officer and Airbus Head of International Christian Scherer said numerous airline customers had approached the manufacturer with the idea of an A350 freighter, leading Airbus to react and consider the idea. "We have some wind in our sails towards seeing the emergence of an A350 freighter, as we consolidate our studies and our business case," Scherer said, adding that a decision would be made "as soon as we're done with the business case".

According to sources, the new A350F would be a slightly larger A350-900. The estimated development price will be around USD 3 billion and it will take four to five years from launch to entry into service.

## Boeing

### 737 MAX10 first flight

On Friday 18 June, the largest and last variant of the B737MAX, the MAX10, took to the skies for the first time. The aircraft, B737-10 N27751 (msn 66122), departed from Renton Field (WA) at 10:07 am and landed at Seattle-Boeing Field (WA) at 12:38 pm, after a successful flight.

The MAX10 can carry up to 230 passengers in a one class cabin, or 204 passengers in a two class cabin outfit, over a maximum distance of 6,110 kilometres. Boeing hopes to have the aircraft certified by 2023 with deliveries starting shortly thereafter. So far, Boeing has noted 431 orders, 10 options and 128 LOIs (letter of Intent) for the MAX10. The top five customers are United with 87 orders, Vietjet Air with 80 orders, Lion Air and FlyDubai with each 50 and GOL with 30. With these order amounts, the MAX10 is already more successful than the MAX9 and several airlines have converted their MAX9 orders into those for the MAX10.

The MAX 10 was launched at the Paris Air show in June 2017. It is a 1.68 metre stretch (two seat rows) of the MAX9. Besides its length there are a few other visible differences. The main landing gear has been modified to enable greater clearance for the rotation of the longer fuselage on take-off and on landing and to ensure the aircraft remains stall-limited rather than pitch-limited.

To minimise development costs, the 10 will be powered by the same CFM LEAP-1B engines as other MAX variants, with CFM also offering a thrust bump-version. To support greater passenger capacity, the aircraft will also have an increased MTOW.

### Deutsche Aircraft

#### Do328eco

Since our report in Scramble 485 about the Do328NEU, the new and improved Dornier 328 production line continued to develop. The brand name has changed to Do328eco as the ecological aspects of the new Dornier are among the sustainable key features. On 1 June 2021 Deutsche Aircraft announced they have selected the Garmin G5000 avionics suite to become part of their Companion flight deck. Future flight crews will be treated with large touch screen displays and can allow single pilot operations. Deutsche Aircraft also

announced Munich based GKN Aerospace to become the producer of the Dornier 328eco empennage section. GKN Aerospace, who also acquired Fokker Aircraft Services, has a large portfolio regarding to innovating, manufacturing and designing advanced composite materials that will end in this new tail section. The looks of the original Dornier 328 will remain however, the aim to improve the aerodynamic performances is firm.

Overall Deutsche Aircraft states about their timeline on the Dornier 328eco, currently in concept design phase, that it is focused on the maturity of new systems and materials required to support the aircraft industrialisation. The regional aircraft programme continues to be led out of Oberpfaffenhofen, Germany, and planning work has commenced for the establishment of the Final Assembly Line (FAL) at Leipzig Halle Airport. The first Do328eco is expected to be ready in 2025.

### Embraer

#### Eve eVTOL

The first glimps of the Eve design might look like a creation from the Avatar movie however, Embraer is confident in her EmbraerX division which is building this Urban Air Mobility Solution. This platform will be able to transport six passengers and one pilot around cities in the same operational concept as taxis operate at this moment. Combining electrical flight with current motion methods the Eve eVTOL has various helicopter-rotor-like propellers for the vertical movement and two large fans for the horizontal movement. Helisul (Brasil) already placed an order for up to fifty Eve's and over 200 options are listed at this moment, as interest is growing. From 2026 onwards the first deliveries are expected, if all production stages are passed without problems.

### Dornier Seawings

After their first prototype of the Dornier New Generation Seastar maiden flight on 28 March 2020 at Oberpfaffenhofen, Germany, time and effort has been spend to gain funding for expansion. D-IDSW (**SNI003**) was used for testing and redesigning the basic systems that were used in the original Seastar, originating back to the 80s by design of Claudius Dornier Jr. Aside from composite structures, improved turbo-prop engines, high-efficient propellers and a full glass cockpit the NG Seastar is created as a modern amphibian platform



This Airbus A330-343E 9H-SMA (msn 908, ex TC-OCS of Onur Air and B-6098 of China Southern) of SmartLynx Malta arrived at Malta on 24 June. It is seen here deploying full reverse thrust after touching down on Malta's runway 31. It is one of the three A330-300s the Maltese subsidiary of the Latvian ACMI operator has added to its fleet last June. They are the first widebody aircraft in the SmartLynx inventory. Two more A330-300s are scheduled to be delivered in the near future. With their passenger seats removed, the aircraft will be operated as "freighters" for cargo flights. The increased market demand for long-haul cargo operations prompted SmartLynx to grow their fleet and introduce these modified aircraft, able to transport cargo shipments, including vaccines and medical supplies, on long-haul flights. As passenger demands returns, SmartLynx has already said earlier this year that it would eventually return these A330s to their original passenger configuration. (Malta, 24 June 2021, Keith Pisani)

able to operate at a 900 mile radius carrying twelve persons.

On 15 June 2021, the holding announced they have succeeded on receiving EUR 300 million in bonds in Hong Kong. Thanks to the support of their Chinese partner Wuxi Communications Group, Dornier has been able to start the manufacturing of **SN1004**, the second NG Seastar, which is expected to make its first flight in Q1 2022.

Next to the civilian version the NG Seastar is also promoted as Orca for military and governmental purposes. The main concept of the Orca is to enhance typical maritime security missions and merge seaborne and airborne operations, which is a more superior alternative to rotor wings. Among the utilities FLIR-cameras, radar systems and stretchers can be equipped for search, surveillance and medical evacuation purposes. With a range of 720 miles and a flight time of up to 5.6 hours, this platform can enhance defence forces for airborne and seaborne missions.

## Airliner News



Latest addition to the fleet of Mexican cargo carrier Estafeta Carga Aera, is this ex ASL Airlines Belgium Boeing 737-400F OE-IAG. The aircraft operated the last five years in the colours of FedEx Express. Quite a complex story. A Belgian subsidiary of an Irish airline operating an Austrian registered aircraft in the colours of an American company. Anyhow, on 1 April that came to an end for this airframe as it made its last flight for ASL on that date. It was sold to the Mexican company and already painted in Europe before it made its ferry flight to Mexico, which is scheduled for July. The aircraft is seen here at Brussels in full Estafeta colours but still with its old Austrian registration. The aircraft will become the fourth 737-400 freighter in Estafeta's fleet which currently consists of two B737-300Fs and three B737-400Fs. (3 June 2021, Yves Deliens)

## Europe

### Austria

On 31 May, Austrian Airlines said goodbye to its final two DHC-8s, ending operations with the type. OE-LGJ (**4104**) conducted its last passenger-flight on 30 May, while OE-LGI (**4100**) did so on 31 May. Both were ferried to Bratislava on 31 May for storage. The airline started flying the DHC-8-400 in 2012 and operated eighteen of them. Four of these were painted in the Star Alliance-livery and operated for, mainly, Swiss. The retirement of the DHC-8s by Austrian Airlines is part of the airline's restructuring to return to profitability and adjust position itself for after the pandemic. The airline also started retiring its oldest B767-300ERs. Its remaining fleet consists of 29 A320s, three A321-100s, three A321-200s, four B767-300ERs, six B777-200ERs, and seventeen ERJ195s.

### Belgium

Another airline calling it quits is Air Antwerp. The airline has ceased all operations and applied for liquidation on 11 June. Air Antwerp was forced to make this decision due to the collapse of demand due to the Corona-pandemic. The airline was launched in July 2019 as a joint venture between CityJet (75%) and KLM (25%). It operated a single Fokker 50 and connected Antwerp with London-City since 9 September 2019. This route, however, was been ceased for over a year now due to the pandemic.

## Honda Aircraft

On 26 May 2021, Honda Aircraft unveiled their latest model of the HA-420, the HondaJet Elite S., with sales starting in June 2021. The Elite S increased the max take-off weight by 200 pounds and increased the range by 120 miles. The avionics suite has been upgraded with improved communication and Aircraft Communications and Reporting System (ACARS). Three additional liveries are available: gunmetal, luxurious gold and deep sea blue. Next to the Elite S Honda Aircraft offers two new versions of the HondaJet: the basic Elite and the HondaJet APMG. The latter option is a retrofit choice for current HA-420 owners who want to upgrade towards a nearly compatible Elite status.

Air Belgium is set to lease two A330-900s via Air Lease Corporation. The aircraft involved are MSNs **1844** and **1861** which are currently being prepared for delivery at Toulouse-Montaudou. Originally the duo was destined to be leased by ALC to RwandAir and had both been painted and ready for delivery when the lease-deal was cancelled. It's expected that the two A330neos will replace the airline's current passenger-fleet of three A340-300s, of which one is currently in storage at Tarbes-Lourdes since 19 October 2020. Earlier this year, the airline also started operating four A330-200Fs for CMA CGM, which acquired the aircraft from Qatar Airways.

### Germany

On 16 June, Lufthansa Group's newest brand, Eurowings Discover, received its AOC, clearing the way for the airline to launch operations on 24 July. The first destination will be Mombasa and Zanzibar, which will be expanded with Las Vegas, Mauritius, Punta Cana, and Windhoek during this summer season. Eurowings Discover will be initially operating out of Frankfurt but is also planning to fly out of Munich and other German airports later. It will replace the leisure medium- and long-haul flights that were previously conducted by Lufthansa (CityLine) and Eurowings (operated by SunExpress Germany and Brussels Airlines). The airline will launch with seven A330-200s (all former SunExpress Germany) and two A330-300s (two former Edelweiss Air)

but could grow further with two additional later this year. By summer next year Eurowings Discover aims to have 21 aircraft into operation: ten A320s and eleven A330s. The additional aircraft will also be sourced from other airlines in the Lufthansa Group.

Lufthansa Cargo has announced it will add another B777F to its fleet. The brand-new aircraft is expected to arrive before the end of this year. It will be the eleventh B777F in the Lufthansa Cargo-fleet. Currently, the company operates nine B777Fs, the tenth, which the airline ordered in March, is due in October. Next to the eleven B777Fs, Lufthansa Cargo also has access to four AeroLogic B777Fs. AeroLogic is a joint venture between Lufthansa Cargo and DHL and has a fleet of eighteen B777Fs.

#### Iceland

The first aircraft for Play Airlines has been painted. The plane is A321neo TF-AEW (**8008**) and it's being readied at Houston-William P. Hobby (TX) and painted in the airline's distinctive red livery. The Airbus was previously operated by Interjet from Mexico as XA-JIL (2018-2020) and had been stored at Goodyear (AZ) between April 2020 and May 2021. Play Airlines is set to launch its operations on 24 June and will initially connect Iceland with Alicante, Barcelona, Berlin, Copenhagen, London, Paris and Tenerife. Later, it wants to add flights to Amsterdam and the US. Two more A321neos are planned to join, these are MSNs **7939** (currently stored at Goodyear (AZ) as N7939) and **7945** (currently registered as N7945 and also stored at Goodyear (AZ)).

#### Ireland

Start-up Emerald Airlines has won the Aer Lingus Regional-contract. The contract will run from 2022 to 2032 and the new carrier will deploy up to fifteen ATR72s on these routes. Previously, the contract was held by Stobart Air, but this airline had lost the contract in 2022 and went out of business in June (see below). Until the start-up can launch operations, the routes will be covered by Aer Lingus and British Airways. Emerald Airlines is launched by the same owner as Dublin Aerospace, which operates maintenance facilities at Dublin and Exeter. The CEO also has an extensive background with other airlines, including with Stobart Air. So far, the airline has secured leases for six ATR72-600s, with more to follow soon. The first two have already been identified and are MSNs **1107** (former VH-VPI of Virgin Australia) and **1169** (previously VH-VPJ of Virgin Australia). Both are currently receiving maintenance at Exeter and will be leased from Chorus Aviation.

On 16 June, Ryanair has finally taken delivery of its very first B737MAX. The aircraft involved is B737-8200 EI-HEN (**62301**), which used temporary registration N3134C before. It was ferried non-stop from Seattle-Boeing Field (WA) to Dublin. In total, Ryanair has ordered 210 B737-8200s. This version of the MAX8 has a high-density cabin lay-out, enabling airlines to fly up to 200 passengers. Next to Ryanair, VietJet also has the type on order. Ryanair is also in negotiations for an additional order with Boeing but this time for up to 100 B737-10s.

After a deal with a potential new investor fell through, Stobart Air was forced to cease all operations and to enter liquidation on 11 June. The airline, which was owned by the Esken Group, was operating under a franchise agreement with Aer Lingus as Aer Lingus Regional. Stobart Air operated a fleet of one ATR42 and twelve ATR72s. The Esken Group will continue to pay the leases for the aircraft for now but it's likely they will be returned to their lessors or sub-leased. The airline existed since 2014 and had also operated two ERJ190s and three ERJ195s next to its ATRs.

#### Italy

The first aircraft for Italian start-up AlisCargo Airlines has been spotted at Shannon on 13 June by Adrian Kissane. The

aircraft, a B777-200ER currently registered N528BC (**30871**) is outfitted as a "phreighter" and will be leased from Boeing Capital Corporation and registered EI-GWA. Before going to AlisCargo it was stored at Goodyear (AZ) since November 2019 when it was phased-out by LATAM where it flew as CC-BKB since July 2018. Before that it flew with Singapore Airlines as 9V-SVF (2002-2010 and 2014-2018) and Royal Brunei Airlines as V8-BLA (2010-2014). For AlisCargo this is the second time it tries to launch as it also did so in 2008 and 2009. The company is based at Milan-Malpensa and plans to fly to destinations in North America and Asia.

#### Latvia

SmartLynx has taken delivery of its first of two A321PCFs. The aircraft, registered 9H-CGA (891), was handed over to the airline on 10 June. The Airbus was previously operated by Air Méditerranée as F-GYAR (between 2004-2015) and Swiss as HB-IOJ (between 1998-2004). It had been stored for a while before being picked-up by lessor Vallair and marked for conversion into a freighter. It served as the prototype for the A321PCF-programme launched by Precision Aerospace and converted at that company's site at Orlando-Sanford (FL). After receiving certification, it was flown to Montpellier in France on 18 May 2021, where it was painted before the hand-over to SmartLynx. As previously reported by us, SmartLynx will operate its A321PCFs for DHL and the duo will be based out of Leipzig and integrated into DHL's European network. The airline now has a fleet of eight A320s, nine A321s (one freighter) and two A330-300s, spread between the airline's AOCs in Latvia and Malta.

#### Malta

Airhub Airlines has added its first A340 to the fleet. The aircraft, an A340-300 currently registered as F-WBTJ (**668**), was delivered on 16 June, and will undergo last preparations at Siauliai in Lithuania. It will be registered as 9H-BOB and will be put into service before the end of next month. Previously this Airbus was in use with Air Tahiti Nui as F-OLOV. It was operated between 2005 and 2019, was in storage at Teruel between February 2019 and December 2020 and at Amman for heavy maintenance between December 2020 and June 2021. Airhub Airlines is the Maltese subsidiary of GetJet Airlines and was launched in 2020. It also has a single A320 in the fleet. Three more A340s are to follow in the coming months, which the company will deploy on ACMI-charters as well as "phreighter"-flights.

#### Russia

On 12 June, Nordwind Airlines took delivery of its first A321neo, VQ-BJC (**7694**). The aircraft has previously been in use with Holiday Europe as LZ-HEH (2020-2021), Onur Air as TC-OED (2019-2020) and WOW Air as TF-SKY (2017-2019). It is leased via Air Lease Corporation and conducted its first commercial flight a day later. It's unclear if more A321neos will follow soon. Next to this A321neo, the airline's fleet also consists of ten A321s, three A330-200s, thirteen B737-800s, five B777-200s and three B777-300ERs. Nordwind Airlines was founded in 2008 and has its base at Moscow-Sheremetyevo Airport. It's predominantly a leisure airline and serves more than 80 destinations. It also owns Ikar, which flies under the Pegas Fly-brand.

Russian private charter company North-West Air Company has acquired two A321neoLRs which are set to be delivered shortly. The first one, RA-73028 (**9524**), is currently being readied at Tallinn and is a brand-new Airbus which was originally intended for AirAsia. The second one will be **9512**, which is currently stored at Hamburg-Finkenwerder. It's currently unknown what kind of routes the airline will serve with its two A321s. North-West Air Company was founded in 2010 and has a fleet consisting of the Falcon 7X, the Falcon 900, the CL650, the G550 and G650 and the AW139.





*In June of this year TUI Airlines Netherlands received the last two of the five Boeing 737MAX8 aircraft it had ordered previously. The first three were delivered before the grounding of the MAX in March 2019. With the Dutch TUI 737MAX fleet now complete, we have a good reason to publish a picture of a PH-registered MAX, something we have never done before. TUI 737 PH-TFN was the first MAX8 delivered to the Dutch branch in December 2018. (Amsterdam-Schiphol, 30 May 2021, Walter Heukensfeld)*

## Africa

### Nigeria

Following-up on our report in Scramble 504, we can now tell you that [Ibom Air](#) will lease its two A220-300s from EgyptAir. The first aircraft, SU-GFA (**55061**) has been spotted at Cairo wearing Ibom Air-titles and logo and is set to be delivered to Nigeria soon. The second aircraft is expected to be SU-GFD (**55062**). Both A220s were placed with EgyptAir's subsidiary Air Sinai and were used to fly (all white) between Cairo and Tel Aviv. However, due to the Corona-pandemic, EgyptAir has too much capacity and decided to lease-out the pair while taking the Tel Aviv-route in-house. Ibom Air is planning to use the duo to open its first international destinations in West-Africa and Gabon. It currently operates a fleet of five CRJ900LRs out of its base at Akwa Ibom Airport.

## Asia

### Hong Kong

To stave off a total collapse, [Hong Kong Airlines](#) has decided to go into a "critical survival mode". The airline, which was already having financial struggles pre-Corona, is taking additional restructuring steps as the recovery of (passenger) air travel is going very slow. One of the measures taken is offering co-workers voluntary long-pay leave scheme but this could change into a 40% forced job cut if not enough co-workers apply for the scheme. Fleet wise, the airline will be grounding all its twelve A320s until at least mid-2022 and reduce its flying fleet to eight A330s. This means thirteen A330s will be parked, which is three more than today. Five of the eight A330s will be the airline's A330-200Fs, the other so-called "phreighters". Hong Kong Airlines was founded in 2001 as CR Airways and renamed in 2006 when it became part of the HNA Group. Next to its twelve A320s, nine A330-200s, five A330-200Fs and seven A330-300s, it also has one remaining A350-900 in the fleet which is also in storage.

### Indonesia

Speaking to a committee of parliament, the CEO of [Garuda Indonesia](#) has given a bit more additional information on the planned large restructuring of the airline. Most notable is that the airline has a debt of 4.5 billion USD and is currently operating only 41 of its 139 aircraft. The airline is now seeking four options to reach its reorganization to profitability and the most favored one is a restructuring through bankruptcy. Compared to our report last month, the airline has now said it wants to reduce its fleet even more and is seeking to return another 98 aircraft to their lessors. If the negotiations are

successful, it will leave Garuda with a fleet of 41 aircraft, the same it operates today. The airline will also soon decide to cut its international network with Melbourne and Perth to be closed, Singapore to be reduced and Amsterdam and Seoul under review but with the intention to be closed as well.

### Japan

On 21 June, [Skymark](#) unveiled a special Pokémon-livery on B737-800 JA73AB (**63408**). The aircraft, which is dubbed the Pikachu Jet will not only be branded on the outside but will also have Pokémon-decals on the inside like the headrests. The airline will also have dedicated Pokémon self-service check in machines to complete the experience. Skymark cooperated with Pokémon Ltd. "to contribute to society by bringing people together and enabling them to make real contact to each other". If you want to spot the aircraft, you can do so at Fukuoka, Ibaraki, Kobe, Miyako, Nagoya, Naha and Tokyo-Haneda.

### Malaysia

AirAsia's cargo subsidiary [Teleport](#) has announced it will launch dedicated freighter operations later this year. The company is set to take delivery of a B737-800F later this year and will also use two "phreighter" A320s from mother AirAsia. The B737-800F and one A320 will be based at Bangkok, while the other A320 will be based at Kuala Lumpur. They will be used to fly to China, Hong Kong, Indonesia, Myanmar, and Vietnam. The move into all cargo-flying is part of AirAsia's plan to further diversify its operations and was announced during the presentation of its 2020-results earlier this year. If successful, Teleport expects to grow the fleet with more dedicated freighters later.

### Vietnam

With recovery of demand going slow and losses and debt growing, [Vietnam Airlines](#) is on the verge of bankruptcy according to the country's Minister of Planning and Investments. Although a rescue plan had been approved by the government, which owns 86.2% of the airline, cash is running out quickly as is the debt, which now stands at 2.6 billion USD. For the short-term, a consortium of banks has agreed to lend the airline 173 million USD against no interest, but more is needed to secure the survival of the airline. The airline also announced it was planning to auction off eleven A321s to raise cash. The airline currently has a fleet of 100 aircraft consisting of two ATR72s, 49 A321s, twenty A321neos, fourteen A350-900s, eleven B787-9s and four B787-10s. However, only around 50 aircraft are currently in service.

## Latin America

### Brazil

According to various news agencies, [Azul Linhas Aéreas](#) is interested in taking-over the Brazilian-operations of LATAM. The take-over would be part of Azul's post-pandemic plan to take the lead in a consolidation in the Brazilian airline-scene, which has been heavily impacted by the Corona-pandemic. Last year LATAM Airlines filed for bankruptcy protection and is since then going through a reorganization process. According to the airline, it expects to have its Brazilian-operations at 90% by December and is not interested in a sell-off at this time. This, however, hasn't stopped Azul from approaching LATAM's shareholders to woo them in selling their stakes, which would effectively mean a break-up of LATAM. LATAM Airlines was founded in 2012 when LAN Chile and TAM from Brazil merged. Since then, it has grown to the largest airline group in Latin America, with subsidiaries in Colombia, Ecuador, Paraguay and Peru. It also had a division in Argentina but this one was closed last year. Pre-pandemic the airline had a fleet of over 300 aircraft but is now in the process of reducing the fleet. Azul in its turn was founded in 2008 and is controlled by David Neeleman, the same person who founded JetBlue and, more recently, Breeze Airways. It currently has a fleet of 153 aircraft. If the take-over happens, it will certainly get scrutiny from Brazil's anti-competitor authorities as both airlines combined will have a domestic market share of over 70%.

GOL has announced it has entered into an agreement to acquire [MAP Linhas Aéreas](#). The deal is part of GOL's strategy to boost its domestic network and to position itself in a fierce and competitive market post-Corona. It's expected that there will be more consolidation further on. MAP, which was founded in 2011, currently operates a fleet of four ATR42s and two ATR72s. GOL has, however, said in the press-release that the airline will maintain its single aircraft strategy and signaled the ATRs will be replaced by its B737s. GOL was founded in 2000 and today has a fleet of 23 B737-700s, 95 B737-800s and eight B737-8s. The deal is subject to approval from the necessary Brazilian authorities, which is expected to be secured later this year.

### Surinam

On 12 June, [Surinam Airways](#) lost its last operational aircraft, when its leased B737-700 PZ-TCT (**29356**) was repossessed by

the lessor shortly before its planned departure from Miami-International (FL). The airline was behind the payments of leasing fees and has now said it will not be able to pay them and have the aircraft returned to service. Earlier this month, on 4 June, the airline already phased-out its other B737-700, PZ-TCS (**34538**), which is now stored at Miami-Opa Locka (FL) and before that, in March, they also returned its sole B777-200ER PZ-TCU (**32336**). With no active aircraft in the fleet anymore, Surinam Airways will lease in capacity to fly its passengers. They have been doing this already for the Amsterdam-route and will probably also do this for the Miami-route. The airline has been struggling before the pandemic but now the future seems really uncertain for the 68-year-old airline.

### Trinidad and Tobago

After posting a significant loss over the first quarter of 2021, [Caribbean Airlines](#) has announced it intends to cut its staff with 25%, close unprofitable routes and reduce its fleet. It's currently unclear how many aircraft are set to be phased-out, but it's expected to be at least one or two ATR72s and four B737-800s. Currently, the airline has a seventeen aircraft strong fleet consisting of seven ATR72s and ten B737-800s. Last year, the airline already returned two of its B737-800s. At the same time Caribbean Airlines is preparing for the arrival of its first B737MAX8s, of which at least two are expected to arrive this year. In total it has secured lease-deals for twelve B737-8s. It's unclear, however, if these deals will be impacted by the intended fleet reduction plans.

## North America

### Canada

[Flair Airlines](#) has taken delivery of its first B737-8. The aircraft, registered C-FLEJ (**64941**), arrived at Calgary from Seattle-Boeing Field (WA) on 26 May and will shortly start its commercial flights. In total the airline is set to receive thirteen B737-8s which are being leased from its investor 777 Partners.

### United States of America

On 15 June, [Amerijet](#) took delivery of its first B757F. The aircraft, B757-200PCF N818NH (**29311**) arrived at the airline's base at Miami-International (FL) from Amarillo (TX) on this date. It's the first of six planned B757Fs and part of the airline's expansion plan as we reported on last month. Previously, this B757 was in use with Icelandair as TF-LLX and was converted at Orlando-Sanford (FL) between December 2020



Spanish ACMI carrier Privilege Style took delivery of its first Airbus on 15 April 2021. The aircraft is this thirteen-year-old A321-200 EC-NLJ, which flew for SriLankan Airlines (as 4R-ABR, between 2014 and 2020) and Qatar Airways (as A7-ADY, between 2008-2014) before that. Privilege is planning to add a second Airbus A321 to its fleet, to replace the airline's two Boeing 757-200s. Initially Privilege Style was looking to replace its fleet of 757s with two Boeing 737-800s, but not many of that type were available due to the grounding of the Boeing 737MAX. Privilege Style is based in Madrid and operates charter flights on behalf of other airlines, tour operators, sports teams and other VIP customers. (Amsterdam-Schiphol, 2 June 2021, Walter Heukensfeld)

and early June of this year. Next to this B757F, Amerijet also operates six B767-200Fs and seven B767-300Fs.

In October last year, Hawaiian suspended its Ohana by Hawaiian-services for an indefinite period due to the low inter-island demand because of the pandemic. Now, the airline has announced it will not bring back Ohana and officially end it. The airline doesn't see a profitable and sustainable way forward to continue with it. Ohana by Hawaiian was launched in 2014 to conduct inter-island passenger service with ATR42s. In 2018 this was expanded with inter-island cargo flights with ATR72s. In total, the subsidiary utilized four ATR42s and four ATR72Fs, which were all operated by Empire Airlines from Hayden (ID). Empire has now began ferrying the first ATRs back to the mainland US. Next to operating the eight ATRs for Hawaiian, Empire also operates a fleet of fourteen ATR42/72s for FedEx.

Kalitta Air has introduced a new livery. The first aircraft that has received it is B747-400F N403KZ (**34018**). It was painted at Oscoda (MI) after receiving regular maintenance. Most notable change to the livery is the absence of the distinctive red and gold cheatline on the fuselage. Instead, the fuselage is now all white with large Kalitta Air-titles.

It may no longer be fighting wildfires, but the unique 747-400BCF will take to the skies again, but this time as a freighter aircraft with National Airlines. It will join National's other five 747-400Fs, and that fulfils the prophecy we mentioned before. N744ST (msn **25308**, Spirit of John Muir) was delivered to Global SuperTanker Services in January 2016, who converted it to a flying airtanker for fighting (forest) fires. The Queen of the Skies was withdrawn from service in November 2020 and spent four months at Moses Lake (WA) earlier this year (from 18 January till 28 May), before being ferried to San Antonio (TX) on 28 May 2021, as GST944 (944 was its tanker ID). The Jumbo Jet will be converted back to a freighter again (it was a freighter for its previous operator Evergreen) and once completed will join National's B747-400 fleet.

Ravn Alaska has signed a Letter of Intent to order up to 50 eSTOLs with Airflow, which should be starting to arrive from 2025 onwards. Currently, Ravn operates a fleet of ten DHC-8-100s. Airflow is a manufacturer of electric aircraft based at San Francisco (CA). It currently works on two aircraft: the Model 100 and the 200. The Model 100 is planned to be able to carry four passengers over 400 km, while the 200 will be able to carry eight passengers over 800 km. Both models could also be configured in as cargo aircraft.

Southwest has decided to firm options on another 34 B737-7s, bringing its total number of B737-7s on order to 234. It was last March that the airline already announced a large order for 100 MAXs. With this latest order, Southwest has ordered a total of 414 MAXs, with a breakdown of 234 B737-7s and 180 B737-8s. The airline has so far taken delivery of 68 B737-8s. Together with its 462 B737-700s and 207 B737-800s the fleet is now exactly 737 aircraft. This won't last long, however, as at least ten more MAXs are set to be delivered this year.

Boom Supersonic has announced that United Airlines has signed a purchase agreement for fifteen Overtures with options on another 35. The deal is a boost for Boom's project and subject to the manufacturer meeting the required and promised performance of the new supersonic jet. The Overture is expected to roll-out in 2025, fly its first flight in 2026 and in commercial service by 2029. The aircraft has a maximum capacity of 88 passengers and should be able to fly up to 7,800 km with a maximum speed of 1.7 Mach. United Airlines is planning to deploy the aircraft out of selected hubs with a focus on premium business and leisure travelers. The faster speed of the aircraft will ensure a much shorter flight. For instance, the flight from San Francisco (CA) to Tokyo-

Narita will take 6 hours instead of 11,5 now. Newark (NJ) to London-Heathrow can be done in 3,5 hours instead of 6,5 hours and Newark (NJ) to Frankfurt in 4 hours instead of 7 hours.

According to Reuters, United Airlines is also in talks with both Airbus and Boeing about a potential large narrowbody order. According to the article up to 150 B737MAXs could be part of the deal. United Airlines wants to take advantage of the current downturn in aviation to secure a good deal with both or either manufacturer to renew its narrowbody fleet and make it more efficient and greener. Last March, United already ordered 25 additional B737MAXs, bringing its total number of MAXs ordered to 210. Of these a total of 30 B737-9s have so far been delivered. Next to the 30 MAX9s, United has a narrowbody fleet consisting of 95 A319s, 96 A320s, 53 B737-700s, 141 B737-800s, twelve B737-900s, 136 B737-900ERs, 40 B757-200s and 21 B757-300s. It's currently unclear which aircraft types the airline is aiming to renew but looking at the average age of the B757s and A320s (both 23 years), it would make sense that the new order(s) would be the replacement for these types as the current number of MAXs covers most of the replacement of the older B737s in the fleet. United is also currently adding second-hand A319s, with fifteen added since 2020 and at least eleven more to follow in the coming months.

### Firm 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 2021 firm orders

Airbus Defense & Space	1	A330-200	
Avolon	18	A320neo	
	12	A321neo	
Delta Air Lines	25	A321neo	
<u>Lufthansa</u>	5	<u>A350-900</u>	
Private	1	ACJ319neo	
Unidentified	20	A220-300	
	10	A320neo	
<u>Volaris</u>	2	<u>A320neo</u>	
Total	94		(+7)

#### Boeing 2021 firm orders

777 Partners	24	B737-8	
Air Lease Corporation	3	B737MAX	
<u>Alaska Airlines</u>	45	<u>B737-9</u>	(+13)
Atlas Air	4	B747-8F	
Dubai Aerospace Enterprise	14	B737MAX	
<u>Lufthansa</u>	1	<u>B777F</u>	
	5	<u>B787-9</u>	
Private	1	B737MAXBBJ	
Royal Australian Air Force	2	P-8A	
Silk Way West Airlines	5	B777F	
Singapore Airlines	11	B777-9	
<u>SMBC Aviation Capital</u>	14	<u>B737-8</u>	
<u>Southwest Airlines</u>	134	<u>B737MAX</u>	(+34)
<u>Unidentified</u>	20	B737MAX	
	1	B747-8	
	6	<u>B777F</u>	
	4	B787-10	
United Airlines	50	B737MAX	
USAF	27	KC-46A	
US Navy	9	P-8A	
Total	380		(+73)

#### Embraer 2021 firm orders

Congo Airways	2	E195-E2	
Unidentified	30	E195-E2	
Total	32		

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



ULS Airlines Cargo from Turkey acquired two former Sunclass Airlines' A330-300s (MSN 349, ex N349UK and OY-VKH, and MSN 356, ex OY-VKH). MSN 349 was flown to Istanbul in February, while MSN 356 is still in Copenhagen for a C-Check. ULS is planning to convert these two to freighters but as there's no conversion-capacity available it decided to make these aircraft available for lease in their current passenger-configuration and teamed up with San Marino-based Executive Aviation. Therefore 349 has not been registered in Turkey but in the San Marino register, with the appropriate registration T7-ULS. The aircraft is available for passenger- and cargo-in-cabin flights. Besides these two ULS A330s, San Marino Executive Aviation currently operates a single A300-600F, which was delivered in 2019. The company previously also operated a BBJ. (Munich, 9 June 2021, Martin Bach)

A319	-112	<b>1808</b>	9A-	Trade Air, ex N1808A of AerCap. Delivered on 8 June. Former E7-FBA of FlyBosnia.
	-112	<b>3895</b>	JU-1199	Aero Mongolia, ex 2-SSIA of World Star Aviation. Delivered on 28 May. Former OO-SSI of Brussels Airlines.
A320	-214	<b>1725</b>	9H-SLK	SmartLynx Malta, ex ES-SAS of SmartLynx Estonia. Transferred to Malta mid-June.
	-232	<b>1895</b>	SU-CJA	Cobra Jet, ex VP-CMS of Fortress Transportation. Ferried to Cairo on 17 March and noted in basic Qatar Airways colours and Cobra Jet titles mid-June. Aircraft is leased from Sky One FZE and will enter service in July. Former A7-ADD of Qatar Airways.
	-214	<b>2123</b>	EC-ISI	Volotea Air, ex OE-IOQ of GECAS - General Electric Capital Aviation Services. Delivered on 15 June. Former ES-SAV of SmartLynx Estonia.
	-214	<b>2740</b>	EC-NOL	Volotea Air, ex N623VA of Alaska Airlines. Delivered on 28 May.
	-214	<b>3021</b>	UK32031	Qanot Sharq, ex OE-ILG of ALC - Air Lease Corporation. Delivered on 29 May. Former XA-MYR of Interjet.
	-214	<b>3361</b>	9H-SLF	SmartLynx Malta, ex OE-IOD of AerCap. Delivered on 16 June. Former VP-CXZ of Flynas.
	-214	<b>3396</b>	9H-SLD	SmartLynx Malta, ex OE-LME of AerCap. Delivered on 7 June. Former VP-CXY of Flynas.
	-214	<b>3396</b>	9H-SLD	Volotea Air, ex 9H-SLD of SmartLynx Malta. Delivered on lease on 16 June. Aircraft is all white, with Volotea titles only.
	-214	<b>3425</b>	9H-SLH	SmartLynx Malta, ex OE-LMN of AerCap. Delivered on 4 June 2021. Former VP-CXX of Flynas.
	-214	<b>3475</b>	9H-SLE	Volotea Air, ex 9H-SLE of SmartLynx Malta. Delivered on lease on 16 June. Aircraft is all white, with Volotea titles only.
	-232	<b>3531</b>	OE-IGI	AMCK Aviation, ex HA-LYU of Wizz Air. Registered in Austria on 15 June.
	-214	<b>3949</b>	EC-NPB	Volotea Air, ex HK-5222 of Viva Air Colombia. Delivered on 9 June.
	-251N	<b>7581</b>	VP-BOZ	SmartAvia, ex N7581 of AerCap. Delivered on 28 May. Former XA-APA of Interjet.
	-251N	<b>9056</b>	SU-	Air Cairo, ex VP-CZE of GECAS - General Electric Capital Aviation Services
	-251N	<b>10167</b>	VP-BPR	Aeroflot. Delivered on 28 May. Test registration was F-WWDZ.
	-251N	<b>10243</b>	HZ-NS38	Flynas. Delivered on 17 June. Test registration was D-AVYV.
	-251N	<b>10180</b>	VP-BRG	Aeroflot. Delivered on 2 June. Test registration was D-AVVR.
	-251N	<b>10481</b>	VP-BSF	Aeroflot. Delivered on 4 June. Test registration was F-WWIK.
	-251N	<b>10290</b>	HZ-NS44	Flynas. Delivered on 7 June. Test registration was F-WWBU.
A321	-212	<b>2115</b>	9H-AMG	Avion Express Malta, ex LY-VEG of Avion Express. Transferred to Malta on 11 June.
	-231	<b>2919</b>	P4-AAI	Aruba Airlines, ex LZ-DAC of DAE Capital. Delivered on 27 May. Former TC-JMN of Turkish Airlines.
	-211	<b>6515</b>	VQ-BRY	Nordwind Airlines, ex OE-IRD of ALC - Air Lease Corporation. Delivered on 28 May. Former C-GTZX of Air Transat. Aircraft was supposed to be placed on a lease to Jet2 as G-HLYD, but due to Corona Jet2 didn't need this aircraft any more.
	-253N	<b>7694</b>	VQ-BJC	Nordwind Airlines, ex OE-IFX of ALC - Air Lease Corporation. Delivered on 11 June. First A321neo for Nordwind Airlines. Former LZ-HEH of Holiday Europe.
	-251N	<b>8008</b>	TF-AEW	PLAY, ex N880AE of AerCap. Delivered on 15 June. Former XA-JIL of Interjet.
	-271NX	<b>10120</b>	N2102J	jetBlue Airways. Delivered on 26 May. Test registration was F-WZMQ.
	-271NX	<b>10254</b>	N2142J	jetBlue Airways. Delivered on 4 June. Test registration was D-AYAA.
	-271NX	<b>10260</b>	HA-LVL	Wizz Air. Delivered on 10 June. Test registration was D-AVYJ.
	-253NX	<b>10264</b>	EI-LRF	Aer Lingus. Delivered on 22 June. Test registration was D-AVYL.
	-271NX	<b>10282</b>	C-GOIS	Air Transat. Delivered on 2 June. Test registration was D-AVYR.
	-271NX	<b>10287</b>	C-GOIW	Air Transat. Delivered on 10 June. Test registration was D-AYAX.
	-253NX	<b>10306</b>	A9C-NC	Gulf Air. Delivered on 11 June. Test registration was D-AVZN.
	-251NX	<b>10314</b>	VP-BRC	Aeroflot. Delivered on 28 June. First A321neo for Aeroflot. Test registration was D-AVYM.
	-271NX	<b>10322</b>	T7-ME9	MEA - Middle East Airlines. Delivered on 11 June. Test registration was D-AVXP.
	-271NX	<b>10367</b>	TC-LTI	Turkish Airlines. Delivered on 26 May. Test registration was D-AVXI.
	-271NX	<b>10382</b>	TC-LTH	Turkish Airlines. Delivered on 14 June. Test registration was D-AYAC.

A330	-343X	<b>349</b>	T7-ULS	San Marino Executive Aviation, ex N349UK of TVPX Trust Services. Delivered on 11 May. Operated in a "freighter" role. First service as such took place on 5 June. Former OY-VKG of Sunclass Airlines.
	-203	<b>466</b>	9H-JFS	Maleth-Aero, ex N478DM of Aircraft Engine Lease Finance (AELF). Delivered with FlightService titles on 2 June. Former PT-MVF of TAM
	-302E	<b>623</b>	VP-CNV	Castlelake, ex A7-AEA of Qatar Airways. Registered in the Cayman Island register late May. The aircraft was ferried to Knock for storage and scrapping on 22 May.
	-302E	<b>659</b>	VP-CNW	Castlelake, ex A7-AEC of Qatar Airways. Registered in the Cayman Island register late May. The aircraft was ferried to Knock for storage and scrapping on 13 May.
	-203	<b>684</b>	D-AXGB	Eurowings Discover, ex Eurowings. Transferred and additional titles added early June.
	-243	<b>854</b>	EI-MAA	Altitude Aviation, ex A6-EYP of Etihad Airways. Registered in Ireland on 26 May. Aircraft has been stored at Abu Dhabi since 19 January 2021.
	-243	<b>868</b>	EI-MYY	Altavair, ex A6-EYQ of Etihad Airways. Registered in Ireland in June. Aircraft was withdrawn from use already in December 2019. It had been stored since then at Abu Dhabi, before it was ferried to Dresden on 13 June 2021. At Dresden, the aircraft will be converted to freighter.
	-203	<b>900</b>	AP-BNG	Serene Air, ex F-WTAU of Carlyle Aviation Partners. Delivered on 3 June. Former TC-AGF of Atlasglobal.
	-343E	<b>908</b>	9H-SMA	SmartLynx Malta, ex TC-OCS of Onur Air. Delivered on 9 June.
	-343E	<b>954</b>	9H-SME	SmartLynx Malta, ex OE-INC of CDB Aviation. Delivered on 20 June. Former B-6500 of China Southern.
	-343E	<b>1097</b>	EC-LXR	World2fly, ex EC-LXR of Air Europa. Delivered on 11 June.
	-323E	<b>1265</b>	EI-GWF	I Fly, ex F-HPTP of Air Caraibes. Delivered on 5 June.
	-302E	<b>1361</b>	VP-BUM	Nordwind Airlines, ex M-ABLV of CDB Aviation. Delivered on 22 June. Former VT-JWS of Jet Airways.
	-343E	<b>1382</b>	9H-SMD	SmartLynx Malta, ex EC-NBP of Evelop Airlines. Delivered on 3 June.
	-243	<b>1451</b>	D-AAAQ	Castlelake, ex V5-ANO of Air Namibia. Registered in Germany early June. Aircraft has been stored at Leipzig awaiting cargo conversion since 28 April
	-243	<b>1466</b>	D-AAAS	Castlelake, ex V5-ANP of Air Namibia. Registered in Germany early June. Aircraft has also been stored at Leipzig awaiting cargo conversion since 28 April
	-243F	<b>1594</b>	OO-SEA	CMA CGM Air Cargo, ex A7-AFH of Qatar Airways. Delivered after painting on 2 June. Aircraft is operated by Air Belgium.
A350	-941	<b>1990</b>	N410DX	Delta Air Lines. Delivered on 15 June. Test registration was F-WWCR.
	-941	<b>1991</b>	N411DX	Delta Air Lines. Delivered on 28 May. Test registration was F-WWYC.
	-941	<b>414</b>	VQ-BFZ	Aeroflot. Delivered on 28 May. Test registration was F-WZFN.
	-1041	<b>424</b>	B-LXN	Cathay Pacific Airways. Delivered on 11 June. Test registration was F-WZNP.
	-941	<b>428</b>	VP-BXA	Aeroflot. Delivered on 28 May. Test registration was F-WZFR.
	-941	<b>437</b>	VP-BXC	Aeroflot. Delivered on 18 June. Test registration was F-WZGO.
	-941	<b>448</b>	EC-NOI	World2Fly. Delivered on 9 June. Test registration was F-WZHI.
	-941	<b>449</b>	B-320S	China Southern Airlines. Delivered on 12 June. Test registration was F-WZNP.
	-1041	<b>482</b>	F-HTOO	Air Caraibes. Delivered on 7 June. Test registration was F-WZNI.
	-941	<b>497</b>	JA09XJ	Japan Airlines. Delivered on 16 June. Test registration was F-WZNO.
A380 B737	-941	<b>502</b>	F-HTYK	Air France. Delivered on 18 June. Test registration was F-WZFC.
	-842	<b>268</b>	A6-EVO	Emirates. Delivered on 18 June. Test registration was F-WWAV.
	-3Y0QC	<b>24255</b>	XA-MCP	TUM AeroCarga, ex 9H-BRE of Maleth-Aero. Delivered on 7 February as 9H-BRE.
	-36EF	<b>25263</b>	TF-BBG	Bluebird Nordic, ex LY-MRN of KlasJet. Back with Bluebird per 30 May.
	-3H4	<b>28399</b>	YA-KMC	Kam Air, ex LZ-SIA of Tayaran Jet. Delivered on 29 May.
	-8HX	<b>29654</b>	UR-UBC	Bees Airline, ex VP-BQR of ACG - Aviation Capital Group. Delivered on 3 June.
	-8HX	<b>29658</b>	UR-UBD	Bees Airline, ex VP-CGS of ACG - Aviation Capital Group. Delivered on 18 June.
	-8HX	<b>29684</b>	TC-SPA	SunExpress, ex D-ASXP of SunExpress Germany. Per 2 June.
	-7K2	<b>30659</b>	SX-LWC	Lumiwings, ex PH-XRD of Transavia Airlines. Delivered on 14 June.
	-809SF	<b>30664</b>	LZ-CGA	Cargo Air, ex N364AV of TVPX Aircraft Solutions. Delivered on 11 June.



Blue Air took delivery of its second Boeing 737 MAX8 YR-MXB on 4 June 2021. It landed at Bucharest the following day, early in the afternoon. The following morning it made its first commercial flight to Amsterdam, where Walter Heukensfeld was present to digitalize the aircraft on its departure for its return flight back to its home base. Besides the two MAX8s currently in service, Blue Air has outstanding orders for eight more MAX8s.

	-8Q8	<b>30667</b>	9A-ABC	ETF Airways, ex OE-ISA of ILFC. Delivered on 18 June.
	-8K5	<b>30882</b>	9A-LAB	ETF Airways, ex F-GZTV of ASL Airlines France. Delivered on 22 May.
	-8FZ	<b>31713</b>	XA-OOO	AeroM�xico, ex G-TUKC of Fly Aircraft Holdings Twenty Ltd. This former EI-FHH of Norwegian Air International was once destined for TUI Airways but not taken up. Delivered on 22 June.
	-8KN	<b>31716</b>	VQ-BLP	UTair, ex A6-FDH of FlyDubai (TUI Airways NTU). Delivered on 13 June.
	-8KN	<b>31765</b>	VQ-BLT	UTair, ex A6-FDI of FlyDubai (TUI Airways NTU). Delivered on 13 June.
	-8ASBCF	<b>33717</b>	VQ-BFX	ATRAN-Aviatrans Cargo Airlines, ex EI-DAK of Ryanair. Registered N239GE of Bank of Utah in between. Delivered on 11 June.
	-8Q8	<b>35280</b>	LN-NOD	Norwegian, ex EI-FHE of Norwegian Air International. Transferred on 19 June.
	-96NER	<b>36539</b>	UR-SQL	SkyUp Airlines, ex 2-JBZI of Celestial Aviation Trading 49 Ltd. Delivered on 18 June.
	-8JP	<b>39002</b>	XA-OCC	AeroM�xico, ex SE-RRD of Norwegian Air Sweden. Delivered on 14 June as SE-RRD.
	-8JP	<b>39046</b>	LN-DYK	Norwegian, ex EI-FHN of Norwegian Air International. Transferred on 17 June.
	-8GJ	<b>39423</b>	VQ-BPT	UTair, ex VT-SGZ of SpiceJet. Delivered on 4 June.
	-82R	<b>40014</b>	LN-FGA	Flyr, ex EI-GUK of Pembroke Aircraft Leasing 11 Ltd. Delivered on 4 June as EI-GUK.
	-82R	<b>40881</b>	LN-FGB	Flyr, ex EI-GVP of Pembroke Aircraft Leasing 11 Ltd. Delivered on 16 June as EI-GVP.
	-800	<b>41226</b>	VQ-BHQ	Pobeda, ex Aeroflot. Transferred on 17 June.
	-800	<b>41237</b>	VQ-BHV	Pobeda, ex Aeroflot. Transferred on 29 April.
	-800	<b>42090</b>	LN-ENP	Norwegian, ex EI-FVX of Norwegian Air International. Transferred on 16 June.
	-800	<b>42092</b>	LN-ENQ	Norwegian, ex EI-FVY of Norwegian Air International. Transferred on 16 June.
	-800	<b>42093</b>	LN-ENR	Norwegian, ex EI-FVZ of Norwegian Air International. Transferred on 19 June.
	-800	<b>42271</b>	F-HUYA	Transavia France, ex SE-RPC of Norwegian Air Sweden. Delivered on 16 June.
	-800	<b>42281</b>	LN-ENS	Norwegian, ex EI-FVV of Norwegian Air International. Transferred on 15 June.
	-800	<b>42282</b>	LN-ENT	Norwegian, ex EI-FVW of Norwegian Air International. Transferred on 12 June.
	-8	<b>43306</b>	YR-MXB	Blue Air. Delivered on 4 June. Line # 7672.
	-8	<b>43582</b>	EI-RZD	Neos. Delivered on 8 June. Line # 7837.
	-9	<b>44568</b>	TF-ICB	Icelandair. Delivered on 31 May. Line # 7425.
	-8	<b>44601</b>	D-AMAX	TUI fly Germany. Delivered on 22 June. Line # 7435.
	-8	<b>44606</b>	G-TUMR	TUI Airways. Delivered on 7 June. Line # 7588.
	-8	<b>44610</b>	PH-TFT	TUI fly Netherlands. Delivered on 16 June. Line # 7918.
	-8	<b>44650</b>	G-TUMV	TUI Airways. Delivered on 11 June. Line # 7918.
	-8	<b>44652</b>	PH-TFU	TUI fly Netherlands. Delivered on 21 June. Line # 7942.
	-8-200	<b>62301</b>	EI-HEN	Ryanair. Delivered on 16 June. Line # 7755.
	-8-200	<b>62312</b>	EI-HEZ	Ryanair. Delivered on 18 June. Line # 7823.
	-8	<b>62872</b>	EI-RZC	Neos. Delivered on 8 June. Line # 7650.
B747	-406M	<b>28460</b>	VQ-BWM	Longtail Aviation, ex PH-BFV of KLM Royal Dutch Airlines. Delivered on 16 June.
	-46NF	<b>30808</b>	N450PA	Atlas Air, ex N450PA of Polar Air Cargo. Repainted in full Atlas Air colours at Hong Kong early June.
B757	-23APF	<b>24868</b>	EC-NQJ	Swiftair, ex OE-LFB of ASL Airlines Belgium. Registered LZ-BRB in between and delivered as such on 25 May.
	-2K2	<b>26330</b>	RA-73029	Azur Air, ex VQ-BZE of AerCap. Per 18 June.
	-3CQ	<b>32242</b>	UR-AZO	Azur Air Ukraine, ex N788BC of BCC Equipment Leasing Corp. Delivered on 19 June. Previously operated with Condor as D-ABOR.
B767	-232BDSF	<b>22222</b>	SE-RLB	Star Air, ex SE-RLB of West Air Sweden. Delivered on 30 May.
	-375ER	<b>25121</b>	N203CM	Cargo Aircraft Management, ex C-GSCA of Air Canada rouge. Registered in the US on 1 June. Aircraft has been stored at Marana (AZ) since 17 June 2020.
	-341ERBCF	<b>30342</b>	B-220R	SF Airlines, ex N207DP of GECAS - General Electric Capital Aviation Services. Delivered after freighter conversion on 14 June. Former VQ-BOG of Pegas Fly.



Cobahm Aviation from Australia took over ex Arkia ERJ-190 4X-EMB. The aircraft performed a local test flight with temporary registration G-CIDI on the day this photo was taken. The ERJ190LR arrived at Perth on 20 May 2021 and was officially registered as VH-IQA one week later. (Maastricht - Aachen, 12 May 2021, Arjen Sleuwenhoek)

	-333ER	<b>30846</b>	N219DP	Bank of Utah, ex C-GHLQ of Air Canada rouge. Registered in the US on 4 June. Aircraft has been stored at Shannon since 14 July 2020.
	-300F	<b>63124</b>	N193FE	FedEx Express. Delivered on 11 June. Line # 1240.
	-300F	<b>63125</b>	N195FE	FedEx Express. Delivered on 17 June. Line # 1242.
B777	-246ER	<b>33394</b>	N776LG	Logistic Air, ex JA706J of Japan Air Lines. Registered in the US on 2 June. Aircraft has been stored at Victorville (CA) since 27 January 2021.
	-367ER	<b>36158</b>	OE-IWP	Doric Asset Finance, ex B-KPK of Cathay Pacific Airways. Registered in Austria on behalf of the lessor on 21 June. Aircraft was placed in storage at Teruel five days before on 16 June.
	-F	<b>40673</b>	N867FD	FedEx Express. Delivered on 25 May. Line # 1697.
	-F	<b>66871</b>	A7-BFY	Qatar Airways, Delivered on 18 June. Line # 1692.
	-F	<b>66872</b>	A7-BFZ	Qatar Airways. Delivered on 18 June. Line # 1696.
	-200LR	<b>66893</b>	EZ-A780	Turkmenistan Airlines. Delivered on 11 June. Long time ago we saw a delivery of a passenger 777-200 series. Last 777-200ER delivery was in July 2013 to Asiana, while the last 777-200LR delivery was in April and December 2014 to Turkmenistan Airlines and CEIB Intercontinental. In December a 777-200LR was delivered to the government of Azerbaijan, but that aircraft is still at Basel for interior outfitting. The last non -ER/LR 777-200 was delivered in May 2007 to Japan Airlines. Line # 1691.
B787	-9	<b>65815</b>	TC-LLP	Turkish Airlines. Delivered on 17 June. Line # 1021.
CRJ	200LR	<b>7200</b>	EC-NPS	Air Nostrum, ex ZP-CRT of Paranair. Returned to Air Nostrum 17 June.
ERJ	135BJ	<b>14501039</b>	YU-PAA	Air Pink, ex OK-ROM of ABS Jets. Delivered on 4 June.
	190LR	<b>19000130</b>	G-CLSN	Eastern Airways, ex ER-ECC of Air Moldova. Registered on 14 May.
	195LR	<b>19000180</b>	4O-AOA	Air Montenegro, ex Montenegro Airlines. Delivered on 27 May.
	195E2	<b>19020056</b>	EC-NPU	Binter Canarias. Delivered on 15 June.

Credits: Airline-List, FlightAscend, Planespotters, Skyliner, Paul Ward.

## Commuters

ATR72	-212F	<b>446</b>	G-CLXT	West Atlantic, ex EC-JRP of Swiftair. Per 15 June.
	-212AF	<b>575</b>	SP-SPL	SprintAir, ex EI-EYY of Lighthouse Alpha Ltd. Delivered on 13 June.
DHC-8	-402	<b>4237</b>	9H-EVA	Sky Alps, ex G-ECOO Flybe. Delivered on 27 May as G-ECOO. Will be operated by Luxwing.

## Fokker News

F27	-050	<b>20109</b>	OO-VLS	Air Antwerp. Last month we mentioned this Fokker 50 flying to Malmo for maintenance, before being put in temporary storage until they would continue flying again. Sadly Air Antwerp has ceased operations in the meantime, as the forecast for business travel in the near future is not very positive, and the board decided that after two years Air Antwerp will no longer be operating.
	-050	<b>20170</b>	9M-MGG	Professional and Management College, can be found at Google Earth coordinates 2.766085°, 101.700267° as in instructional airframe. Last seen repainted into KLIA College colours on 24 February 2019.

Credits: Merv Crowe, Skyliner.



JetAir Caribbean Fokker 70 PJ-JAB paid a maintenance visit to Woensdrecht, where it arrived on 26 May 2021, as seen by Jonas Evrard. It operated most of its operational life in the Far East (flying for Vietnam Airlines and TransNusa Air Services) before moving to another tropical location in the Caribbean. What a life...

## Bizjets

BAe	125-800XP	<b>258612</b>	4L-VIP	Airline TCA, ex OM-OIG. First noted on 17 April.
Beech	400XTI	<b>RK-376</b>	OK-DJB	Former G-SKBD of Sky Border Logistics Ltd. was recently sold to Time Air s.r.o., but is operated by SY Achenar Ltd.
Cessna	510	<b>0089</b>	OO-MST	Delivered to Air Service Liège on 27 April, ex M-USTG.
	510	<b>0247</b>	VH-	Exported to Australia on 16 June, ex N649JR.
	510	<b>0361</b>	N81HA	Delivered to Huff Air on 1 June, ex G-FBKG.
	525	<b>0132</b>	ZP-	Exported to Paraguay on 1 June, ex N132AH.
	525	<b>0169</b>	N59BS	Reregistered from N53KN on 16 June.

525	<b>0188</b>	F-HRIB	Addition to Scramble 504. Operating for Valljet.	
525	<b>0495</b>	EC-NOX	Delivered in Spain in June, ex SP-AST.	
525	<b>0893</b>	N234WR	Reregistered from N219GF on 2 June.	
525	<b>1093</b>	N55G	Registered to Textron Aviation on 15 June.	
525A	<b>0149</b>	N871CB	Reregistered from N90CJ on 26 May.	
525B	<b>0115</b>	N98YP	Reregistered from N51EM on 1 June.	
525B	<b>0633</b>	S5-CES	Delivered in June, ex N521TG.	
525B	<b>0637</b>	N637W	Registered to Textron Aviation in June.	
525B	<b>0640</b>	D-CHAT	Delivered to E-Aviation on 5 June, ex N73ME.	
525B	<b>0643</b>	N369KS	Registered to Textron Aviation on 14 June.	
525B	<b>0644</b>	N625FM	Registered to Textron Aviation on 1 June.	
525C	<b>0019</b>	N821MV	Reregistered from N80F on 15 June.	
525C	<b>0117</b>	N464EG	Reregistered from N261MB on 24 May.	
525C	<b>0316</b>	N910JS	Reregistered from N831FJ on 10 June.	
525C	<b>0352</b>	N28LT	Registered to Textron Aviation on 10 June.	
525C	<b>0353</b>	N88MP	Registered to Textron Aviation in June.	
525C	<b>0355</b>	D-CLIK	Arrived in Leipzig on delivery on 18 June.	
550	<b>0720</b>	N655MM	Reregistered from N550MW on 10 June.	
560	<b>0075</b>	N49DK	Reregistered from N817PD on 9 June.	
560	<b>0165</b>	N619HP	Reregistered from N24HX on 24 May.	
560	<b>0361</b>	N216MW	Reregistered from N217MW on 24 May.	
560	<b>0581</b>	N818SH	Reregistered from N560JE on 24 May.	
560XLS+	<b>6126</b>	OE-GRM	Delivered to Pink Sparrow in June, ex S5-BDM.	
560XLS+	<b>6206</b>	D-CLHC	Delivered to Challenge Line in June, ex D-CJUG.	
560XLS+	<b>6252</b>	XA-RFS	Addition to Scramble 505.	
560XLS+	<b>6301</b>	N54CZ	Registered to Textron Aviation on 14 June.	
560XLS+	<b>6304</b>	N92KW	Registered to Textron Aviation on 1 June.	
560XLS+	<b>6305</b>	G-RWPJ	Delivered to Catreus on 17 June.	
560XLS+	<b>6309</b>	N168GS	Registered to Textron Aviation on 11 June.	
680	<b>0017</b>	N511TJ	Reregistered from N411TJ on 7 June.	
680	<b>0038</b>	N330AT	Reregistered from N456SM on 9 June.	
680	<b>0127</b>	N150TG	Reregistered from N111YL on 26 May.	
680	<b>0323</b>	N111LP	Reregistered from N102CE on 16 June.	
680A	<b>0272</b>	N272CK	Registered to Textron Aviation on 27 May.	
700	<b>0053</b>	N73ME	Registered to Textron Aviation on 27 May.	
700	<b>0054</b>	N733LC	Registered to Textron Aviation on 28 May.	
700	<b>0058</b>	N821QS	Registered to Textron Aviation on 7 June.	
750	<b>0108</b>	N151SB	Delivered to Baker Aviation on 27 May, ex C-GTCI of Exeaire.	
750	<b>0155</b>	N474ME	Reregistered from N73ME on 27 May.	
750	<b>0511</b>	N537WC	Reregistered from N752TX on 1 June.	
Challenger	350	<b>20872</b>	N352W	Bombardier Aerospace, registered on 10 March.
	350	<b>20878</b>	OE-HCU	SPARFELL Luffahrt, registered in May.
	605	<b>5767</b>	N999KN	Skypointe AV, ex N605JG. Registered on 5 March.
	605	<b>5904</b>	G-CMEB	Luxaviation UK, ex G-RANE. Registered on 28 May.
	650	<b>6154</b>	C-GTKN	Aurora Jet Partners, ex C-GRNV. Registered on 3 June.
	650	<b>6164</b>	C-FOWK	Image Air Charter, registered on 28 May.
	650	<b>6165</b>	OE-LKW	MJet, ex C-FAUR. Registered in June.
Embraer	500	<b>50000040</b>	F-HYRL	Former M-KELY of Kelly Air Ltd. was sold to Speedwings France.
	500	<b>50000329</b>	SP-IZI	Former 4X-CMN of Avis Aviation Ltd Partnership was sold to AMC Aviation SP.zoo in Poland in April.
	505	<b>50500062</b>	P4-ZZZ	Ex OE-GDP of Speedwings Executive Jet GmbH was sold to an unknown operator/owner in the Aruban register in April.
	505	<b>50500286</b>	N30FP	Former LX-TAC of Tika SARL was sold to Penney and Associates Legal Corp.
	505	<b>50500445</b>	OK-PHN	Owner/operator CTR Group A.S. changed its name into Atmospherica Aviation.



9H-KAV has been flown by Avcon Jet Malta since April this year. The Gulfstream G550 only recently changed from M-ALAY to HB-JQQ in January 2020. (Malta, 1 June 2021, Mario Cuana)





Brand new Gulfstream G650ER VH-SGA is operated by Business Aviation Solutions, on behalf of the Spotlight Group. It was ferried from Savannah (GA) to Rotterdam on 16 June, where it arrived during dawn. The day after it continued on to Dubai World Central, finally arriving at Melbourne on 18 June. (Rotterdam-The Hague, 16 June 2021, Gideon van Dijk)

	505	<b>50500554</b>	D-CCHH	Ex OE-GET of AERO Werksverkehr GmbH was sold to an unknown operator/owner in Germany in April.
	550	<b>55020142</b>	G-FTFX	This brand new Praetor 600 was delivered to Flexjet Ltd. in May. Ex PR-LBK.
	550	<b>55020144</b>	D-BOLT	Another new Praetor 600 was delivered into Europe, this time for Black Horse Aviation GmbH & Co KG. Ex PR-LFJ.
Falcon	7X	<b>60</b>	OO-LAH	Luxaviation Belgium, ex CS-DTD. Registered on 26 May.
	7X	<b>73</b>	N703MD	MDJJ Assets, ex N787AD. Registered on 9 March.
	7X	<b>241</b>	F-HNAC	Dassault Aviation, ex N2237X. Registered on 2 June.
	2000EX	<b>41</b>	G-NJAD	NetJets Europe, ex N241VR. Registered on 25 March.
	2000LXS	<b>308</b>	N1937V	HPCC Aviation, ex XA-CHD. Registered on 9 March.
Global	Express	<b>9020</b>	N13JR	Reregistered from N1JR on 24 May.
	Express	<b>9103</b>	N9103J	Registered on 1 June, ex TC-SER.
	XRS	<b>9309</b>	9H-	G-DMAZ of TAG Aviation was exported to Malta on 4 June.
	XRS	<b>9369</b>	VH-SJE	VH-SGA became VH-SJE on 20 May, because SGA is now a G650ER (c/n 6446).
	5000	<b>9321</b>	N18RU	Registered in the USA on 16 June, ex VP-CWN.
	5000	<b>9819</b>	C-GFLU	Reregistered from C-FPJD on 2 June. Still with Chartright Air.
	5500	<b>60035</b>	P4-	Exported to Aruba on 17 June, ex C-GIAV.
	5500	<b>60047</b>	C-GZQP	Registered to Bombardier on 18 May.
	6000	<b>9692</b>	N507DW	Returned to Bombardier on 9 June, ex LX-ZAK of Global Jet Luxembourg.
	6500	<b>60031</b>	C-GSUN	Reregistered from C-GMXZ on 19 May. On order by Suncor Energy.
	6500	<b>60045</b>	N725CS	Exported to USA on 4 June, ex C-GRPB.
	6500	<b>60048</b>	C-GURS	Registered to Bombardier on 3 June.
	7500	<b>70067</b>	LX-PAK	Addition to Scramble 505. Operated by Global Jet Luxembourg.
	7500	<b>70070</b>	VP-BAT	Delivered to Avcon Jet on 27 May, operating for Albert Avdolyan, ex C-GPHC.
	7500	<b>70071</b>	N777KQ	Reregistered from C-GPYN on 11 June. Still with Bombardier.
	7500	<b>70072</b>	VP-	Exported to the Cayman Islands on 18 June, ex C-GPYU.
	7500	<b>70073</b>	C-FPJD	Reregistered from C-GPYX on 9 June.
	7500	<b>70096</b>	C-GUWP	Registered to Bombardier on 1 June.
	7500	<b>70097</b>	C-GUWT	Registered to Bombardier on 7 June.
	7500	<b>70098</b>	C-GUXB	Registered to Bombardier on 16 June.
Gulfstream	II	<b>196</b>	XB-PCD	N213JA was cancelled to Mexico on 22 October.
	II	<b>245</b>	XB-RKR	N222NP was cancelled to Mexico on 15 January.
	III	<b>436</b>	9S-AGY	Noted at Lanseria on 21 May, ex N243MW.
	V	<b>533</b>	N55FV	Aerotruster Services, ex XA-VDW. Registered on 9 March.
	G450	<b>4148</b>	P4-BTR	Sonnig International Private Jets, ex N527EF. Noted at Shannon on 10 June.
	G450	<b>4331</b>	N115LR	Northeastern Aviation, ex N243PC. Registered on 10 March.
	G550	<b>5261</b>	N9CK	KFIM, re-registered from N780F on 18 May.
	G550	<b>5391</b>	9H-KAV	Avcon Jet Malta, ex HB-JQQ. Noted at Malta on 1 June.
	G650	<b>6077</b>	T7-NGNG	Grandlinton, ex M-NGNG. Noted at Basel on 9 June.
	G650ER	<b>6348</b>	T7-ACP	Poonawalla Aviation, ex N305CC. Registered in May.
	G650ER	<b>6441</b>	VH-SGA	Business Aviation Solutions, ex N646GA. Registered on 20 May.
	G500	<b>72064</b>	D-ABMW	BMW Flugdienst, ex N964GA. Noted at München on 13 April.
	G500	<b>72073</b>	TC-TTT	Delivered to Ankara on 12 June, ex N573GD.
	G600	<b>73047</b>	G-ULFX	Luxaviation UK, ex N947GA. Registered on 27 May.
	G600	<b>73050</b>	N8ST	Southern Tire Aviation, ex N950GA. Delivered on 21 June.
IAI	1124A	<b>303</b>	C-	Exported to Canada on 26 May, ex N211ST.
	G200	<b>88</b>	N721CC	Reregistered from N179JA on 15 June.
	G280	<b>2093</b>	N771DM	Reregistered from N1DM on 10 April.
Learjet	45	<b>45-2080</b>	2-HPEB	Ex F-HPEB of ADD et Associes was sold and reregistered to VSR Ventures Pvt. Ltd. in March.
	60	<b>60-186</b>	D-CHOW	Ex N294DD Aircraft Trust & Financing Corp. was sold and reregistered to a yet unknown owner/operator in Germany in June.
Pilatus	PC-24	<b>155</b>	LX-AND	This PC-24 was sold from Comlux Malta Ltd. to Flying Group Luxembourg SA.

PC-24	<b>218</b>	D-CNMO	Former HB-VSY of Pilatus Flugzeugwerke was sold to Fly Mohr GmbH & Co KG in April.
PC-24	<b>219</b>	N279AH	Ex HB-VSZ of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd and later to Medcenter Air in April.
PC-24	<b>223</b>	HB-VUD	Registered to Pilatus Flugzeugwerke in April.
PC-24	<b>224</b>	HB-VUE	Registered to Pilatus Flugzeugwerke in April.
PC-24	<b>225</b>	HB-VUF	Registered to Pilatus Flugzeugwerke in April.



Redstar Aviation has been operating this Learjet 45 since August 2020. TC-RSE is the fourth Learjet 45 flown by the operator, in an air ambulance capacity. The Turkish company also flies TC-RSB, TC-RSC and TC-RSD. (Brussels, 7 April 2021, Paul Sanders)

PC-24	<b>226</b>	HB-VQQ	Registered to Pilatus Flugzeugwerke in April.
PC-24	<b>227</b>	HB-VUG	Registered to Pilatus Flugzeugwerke in April.

## Bizprops

Piaggio	P180	<b>1149</b>	2-COOL	Registered on 15 June, ex N24XJ, which was exported on 8 June.
Cessna	208B	<b>0877</b>	4X-CZE	LifeAir, ex UP-CS106. Delivered in April.
	208B EX	<b>5250</b>	F-HSIN	Sintegra, ex N256DG. Registered on 29 April.
	421C	<b>0177</b>	N114TR	Acom Electronics Measurements Technology, ex 4X-CZZ. Registered on 10 March.
Piper	46-500TP	<b>4697601</b>	OK-GEM	OK Aviation Wings, ex N825LB. Registered on 30 April.
	46-600TP	<b>4698051</b>	LN-ECM	Registered on 20 May, ex D-FLBW.
Beech	C90A	<b>LJ-1124</b>	EC-NPE	Former N999LK of Airka Inc. was sold to a yet unknown owner/operator in Spain.
	C90A	<b>LJ-1718</b>	LZ-HKC	Former D-IMP0 was sold to a yet unknown owner/operator in Bulgaria.
	C90B	<b>LJ-723</b>	S5-CEE	Ex SE-IIB of Värmförzinkning AB was sold to JANEZ LET d.o.o. in Slovenia.
	C90B	<b>LJ-1324</b>	N215SA	Ex D-IKIM of Rudolf Kimmerle Gewerbebau was sold and reregistered to Swartz Aviation Group LLC.
	C90GTi	<b>LJ-1988</b>	OK-BBA	Former D-ILMP was sold to a yet unknown owner/operator in Czechia.
Pilatus	B200	<b>BB-2005</b>	9M-LLA	Former LN-LTE of Lufttransport was sold to Layang-Layang Aerospace in Malaysia.
	PC-12/47E	<b>1269</b>	VH-WJA	Ex HB-FVO of Pilatus Flugzeugwerke was sold to Property Maintenance Australia P/L in April.
	PC-12/47E	<b>1299</b>	LY-LNG	Ex HB-FVW of Pilatus Flugzeugwerke was sold to a yet unknown operator in Lithuania in March.
	PC-12/47E	<b>1555</b>	HB-FZZ	Ex D-FBVB was sold back to Pilatus Flugzeugwerke in April.
	PC-12/47E	<b>1702</b>	N536HC	Ex HB-FWC of TAG Aviation was sold to HGK Leasing LLC in the US.
	PC-12/47E	<b>1742</b>	D-FCYW	Ex OH-EKB of Kitzbühel Airways GmbH & Co KG was sold to a yet unknown operator in Germany.
	PC-12/47NGX	<b>2076</b>	VH-JMU	Former HB-FRY of Pilatus Flugzeugwerke was sold to MT Air Charters P/L in Australia in April.
	PC-12/47NGX	<b>2090</b>	HB-FSM	Registered to Pilatus Flugzeugwerke in April, later sold to:
	PC-12/47NGX	<b>2090</b>	N81DW	Pilatus Business Aircraft Ltd. in the US in June.
	PC-12/47NGX	<b>2091</b>	HB-FSN	Registered to Pilatus Flugzeugwerke in April, later sold to:
	PC-12/47NGX	<b>2091</b>	N291KY	Pilatus Business Aircraft Ltd. in the US in May.
	PC-12/47NGX	<b>2092</b>	HB-FSO	Registered to Pilatus Flugzeugwerke in April.
	PC-12/47NGX	<b>2093</b>	HB-FSP	Registered to Pilatus Flugzeugwerke in May, later sold to:
	PC-12/47NGX	<b>2093</b>	N488RK	Pilatus Business Aircraft Ltd. in the US in June.
	PC-12/47NGX	<b>2094</b>	HB-FSQ	Registered to Pilatus Flugzeugwerke in April, later sold to:
	PC-12/47NGX	<b>2094</b>	N883CC	Pilatus Business Aircraft Ltd. in the US in May.
	PC-12/47NGX	<b>2095</b>	HB-FSR	Registered to Pilatus Flugzeugwerke in April, later sold to:
	PC-12/47NGX	<b>2095</b>	N995AF	Pilatus Business Aircraft Ltd. in the US in May.
	PC-12/47NGX	<b>2096</b>	HB-FSS	Registered to Pilatus Flugzeugwerke in April.
	PC-12/47NGX	<b>2097</b>	HB-FST	Registered to Pilatus Flugzeugwerke in April, later sold to:
PC-12/47NGX	<b>2097</b>	N474TT	Pilatus Business Aircraft Ltd. in the US in June.	
PC-12/47NGX	<b>2099</b>	HB-FSV	Registered to Pilatus Flugzeugwerke in April, later sold to:	
PC-12/47NGX	<b>2099</b>	N77EA	Pilatus Business Aircraft Ltd. in the US in June.	

## 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 (over 150,000 records) consider using the advanced search options.

For full production lists see the Soviet Transports downloads page at the [AirHistory.net](http://AirHistory.net) website. On the 'reference' tab on this site there is a sub-page 'Soviet Transport Data Files' and there you can find;

- the free, downloadable, January 2021 editions of known production lists of the all types (over 250) included in the 'Soviet Transports' database, which includes all known military transport aircraft and helicopters as well as bombers;
- 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 and where to find them 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. A total rundown of all files in early 2021 shows a new book would equate over 2,150 pages, were it to be published in the same format as the 2004 edition, A4 in small print. The entire Soviet Transports team is hoping to continue working on this data in the future and to continue to make fresh information freely available, as well as updating existing information and publishing historical data still sitting on our desks, waiting to be processed.

An-2TP	<b>1G137-43</b>	RA-70169	Antonov Avia	Che	23jun21	in yellow c/s wut two tone green cheat line
An-2T	<b>1G157-10</b>	OK-TIR	Adventure Wings	dbr	23aug19	canx 11dec20
An-2TD	<b>1G160-59</b>	RF-012131	DOSAAF Rossii	VLS	20jun21	freshly painted and with and unusual long registration
An-2R	<b>1G176-25 ?</b>	HA-MDC	all yellow, n/t	Cru	03jun21	c/n not confirmed, ex OM-ANA ?
An-2R	<b>1G199-31</b>	RDPL-34025(2)	Laos Army	photo	22jun21	active in Laos; ex RA-31522
An-2R	<b>1G206-56</b>	RA-17951	Antonov Aviakompaniya	Sht	19apr21	in mainly yellow c/s with brown engine covers
An-2R	<b>1G210-41</b>	RA-43964	cream c/s, n/t	photo	11jun21	in the Yakutsk region
An-2	---	642-C	North Vietnam Air Force	photo	exists	suffix letter not confirmed
An-24RV	<b>3 73 089 03</b>	ex RA-46637	a/w, no markings	IJK	28may21	dep. this date on delivery to OVB for Angara Airlines
An-24RV	<b>6 73 105 07</b>	RA-47321	Polynaryye Avialinii	YKS	03jun21	full colour scheme and titles
An-26	<b>13 01</b>	'SO-086420'	SoAir		09jun21	being re-assembled at the Voennaya Gorka Museum
An-26Sh	<b>53 04</b>	"28" red	Ukraine Air Force	OZH	2019	with all markings erased; and scrapped 2019/2020
An-26	<b>61 01</b>	N5057E	Avia Leasing Asset Mgt.	canx	18nov14	as to the Republic of Congo; l/n BZV nov20, parked
An-26-100	<b>78 10</b>	26180	LIATs, n/t	MMK	20mar21	Letno Issledovaelviskii Aerogeofisueski Tsent
An-26	---	EX-128	Tijan	JUB	13Jun20	with titles
An-26	---	SP-402	South Sudanese Air Force	JUB	13jun20	active, all white, no titles
An-26	---	3X-APL	Fly Air Africa	JUB	21may21	landed after lost its port propeller
An-26	---	9Q-CQE	Coco Travel	JUB	may20	permission being granted to operate some cargo flights
An-32A	<b>17 03</b>	TY-AEJ	no titles	FRU	15jun21	all white, type painted on as An-32
An-72	<b>365 720 93 872</b>	RF-90316	Russian Air Force	photo	2021	all-grey c/s; coded "49" red
Be-200ChS	---	RF-88457	Russian Navy	f/f	may21	line # 03-56; coded "23" yellow
II-76TD	<b>00834 85561</b>	TL-ART	all-white c/s, n/t	ZIA	12mar21	using the hex code of EW-510TH
II-76TD	<b>10134 09282</b>	5A-EWX	all white, n/t	BEN	early21	photo as such exists; ex ST-EWX
II-76TD	<b>10134 09310</b>	76310	Armenian Air Force	PEK	20jun20	in all-white c/s, no titles; ex EK-76345
II-76MD-90A	<b>02-06</b>	78661	primer	ULY	02jun21	f/f 10jun21; l/n ULY 17jun21 still in primer
L-410UVP	<b>84 12 26</b>	UR-CUS	white, blue tail	rgd	26may21	to K.A. Manakh and to be operated by Balkan Sky
L-410UVP	<b>84 13 33</b>	UR-CUK	white, blue tail	rgd	26may21	to K.A. Manakh and to be operated by Balkan Sky
L-410UVP-E	<b>86 17 22</b>	9S-GKA	Kin Avia		jun21	on their AOC; ex 9Q-CKA
L-410UVP-E3	<b>87 19 21</b>	9S-GFA	Doren/Agereco	BKY	26apr21	no titles; ex 9Q-CFA
L-410UVP-E	<b>87 20 06</b>	9S-GRJ	Kin Avia	w/o	16jun21	after take off from Bukavu-Kavumu Airport
L-410UVP-E3	<b>88 21 05</b>	RF-94603(2)	DOSAAF Rossii	w/o	19jun21	after take off from Tanay when one engine failed
L-410UVP-E10	<b>90 25 15</b>	9S-GMA	Kin Avia	BKY	26apr21	ex 9Q-CMA
L-410UVP	---	D6-MAM	South Sudan Supreme	photo	2021	South Sudan Supreme Airlines, n/t; illegal reg ??
L-410UVP-3-C	---	RF-94674	Russian Air Force	photo	jun21	at Borisoglebsk; coded "08" red
Ka-52	---	RF-17637	Russian Air Force	photo	30apr21	over Vladivostok; coded "20" yellow
Mi-2	<b>54 7950 122</b>	CCCP-15677(2)	Aeroflot	VVO	24may21	preserved on the apron of Avialift Vladivostok
Mi-2	<b>54 9439 105</b>	UR-VBJ	Motor Sich	rgd	24may21	ex EW-359AO
Mi-4A	<b>19 176</b>	CCCP-38270	AFL/Far East	f/n	24may21	preserved on the apron of Avialift Vladivostok
Mi-8T	<b>9 75 49 10</b>	'RF-32825'	Russian Air Force	photo	05aug20	preserved in fake colours in Park Victory Park, Labinsk
Mi-8T	<b>9 83 08475</b>	ER-MYC	CTSAMM	photo	18jan20	with 'CTSAMM' titles
Mi-8MTV-1	<b>9 3308</b>	UP-MI805	Burundaiavia	ALA	19aug19	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 3312</b>	UP-MI806	Burundaiavia	BST	01feb12	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 3724</b>	UP-MI807	Burundaiavia	HEA	02dec10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 3729</b>	UP-MI808	Burundaiavia	BST	05mar13	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4074</b>	UP-MI809	Burundaiavia	photo	09sep14	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4077</b>	UP-MI810	Burundaiavia	BST	24apr10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4099</b>	UP-MI811	Burundaiavia	BST	22aug10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4328</b>	UP-MI812	Burundaiavia	BST	19aug10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4389</b>	UP-MI835	Burundaiavia	BST	15sep10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4396</b>	UP-MI852	Burundaiavia	ALA	13jul17	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4397</b>	UP-MI804	Burundaiavia	BST	23feb11	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4404</b>	UP-MI847	Burundaiavia	KDH	05apr10	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 4699</b>	UP-MI853	Burundaiavia	ALA	06jul19	c/n now known; ex Kazakh Air Force
Mi-8MTV-1	<b>9 5487</b>	GBP-10009	Georgian Border Police	photo	08jul20	ex RA-25177; c/n now known
Mi-8MTV-1	<b>9 5490</b>	EX-08032	BNPB	photo	29apr21	at Burairto
Mi-8MTV-1	<b>9 5872</b>	UR-AIT	BNPB	photo	26may21	seen Jakarta Pondok Cabe Airport
Mi-8MTV-1	<b>9 6058</b>	UR-AFC	CTSAMM	photo	18jan20	in South Sudan
Mi-8MTV-1	<b>9 7454</b>	RA-22811(2)	United Nations/WFP	photo	18jan20	operated in South Sudan; carried code 'UNO-069H'
Mi-8AMT	<b>59489607174</b>	GBP-10010	Georgian Border Police	photo	16nov20	ex RA-27119; c/n now known
Mi-17	<b>223M96</b>	VAM-301	Macedonian Air Force	w/o	17mar01	at Popova èapka; correction of c/n
Mi-17	<b>223M97</b>	302	North Macedonian AF	SKP	27mar21	correction of c/n
Mi-17	<b>223M98</b>	VAM-304	Macedonian Air Force	w/o	12jan08	crashed in foggy conditions; c/n now known
Mi-17	<b>223M99</b>	303	Macedonian Air Force	SKP	10jul19	correction of c/n

Mi-17	<b>419M18</b>	304	Nicaraguan Air Force	d/d	1986	opb Escuadrón de Ala Rotatoria; w/o 09may87
Mi-17	<b>419M30</b>	316	Nicaraguan Air Force	d/d	1986	opb Escuadrón de Ala Rotatoria; w/o 14oct87
Mi-172	<b>704C06</b>	VN-8425	SFC of Vietnam		03apr17	left Vung Tau for India; became VT-SKC
Mi-8AMT	<b>171C00496071810U</b>	JU-6601	Hunnu Aviation	ULN	16sep20	current on register 24mar21
Mi-8AMT	<b>AMTS00643137322U</b>	RF-91203	Russian Air Force	photo	may21	coded "42" red
Mi-8AMT	<b>AMTS00643137331U</b>	RF-91284	Russian Air Force	photo	may21	
Mi-8AMT	<b>AMTS00643137332U</b>	RF-91285	Russian Air Force	Uue	28jun19	
Mi-8AMTS	---	RF-04514	Russian Air Force	Kub	01sep20	coded "78" yellow
Mi-8AMT-1	---	RF-04533	Russian Air Force	photo	15oct19	
Mi-8MTV-5	---	RF-19054	Russian Navy	photo	apr21	Mi-8MTV-5-1
Mi-8AMTSh	---	RF-90303	Russian Air Force	photo	apr21	coded "74" blue
Mi-17V-5	---	LH961719	Chinese Army	photo	2021	opb 78th Brigade
Mi-17V-5	---	ZP5223	Indian Air Force	photo	12jun21	at Porbandar
Mi-8T v	---	280	Nicaraguan Air Force	d/d	1981	opb Escuadrón de Ala Rotatoria; w/o 26aug84
Mi-17-1V	---	EZ-L486	Türkmenhowayollary	d/d	apr21	ambulance helicopter; f/n ASB 17may21
Mi-8T	---	7850	Vietnam Air Force	dam	26mar15	when came down hard and rolled over
Mi-172	---	8422	Vietnam Air Force	photo	09oct13	at Hoa Lac
Mi-171	---	01	Vietnam Air Force	w/o	07jul14	on a paradrropping killing 20 of the 21 on board
Mi-8T	---	YU-HCD-1	Yugoslav Air Force	photo	1989	unofficial reg. (the real YU-HCD was an AB.212)
Mi-8T	---	YU-HCD-2	Yugoslav Air Force	photo	1989	unofficial reg. (the real YU-HCD was an AB.212)
Mi-24P	<b>353 243 17 24278</b>	RF-91253	Russian Air Force	photo	apr21	coded "23" red
Mi-24P	<b>353 243 28 25716</b>	RF-95306	Russian Air Force	Dmn	sep14	coded "14" red
Mi-24P	---	RF-93540	Russian Air Force	Kin	02apr21	coded "05" red
Mi-25	---	341	Nicaraguan Air Force	d/d	1984	opb Escuadrón de Ala Rotatoria; w/o 19jun87
Mi-26	<b>34001212096</b>	CCCP-06173	MAP MVZ ?	LBG	30may85	c/n finally known after 36 years !
Mi-26T	<b>34001212136</b>	RA-06010	Aviatest	photo	may21	preserved with "Aviatest" at Riga
Mi-26T	<b>34001212480</b>	RA-06087	United Nations	BKY	26apr21	coded 'UNO-828'
Mi-28UB	---	RF-13493	Russian Air Force	photo	mar21	coded "80" red
Mi-28N	---	RF-95328	Russian Air Force	photo	12feb21	coded "204" blue
RRJ-95B	<b>95 097</b>	RA-89057	Rossiya		04jun21	named 'Tikhvin' after town in the St. Petersburg region
RRJ-95B	<b>95 151</b>	RA-89109	Rossiya		26may21	named 'Mirny' after a town in Yakutia
RRJ-95B	<b>95 156</b>	RA-89111	Rossiya	SVO	10jun21	named 'Obninsk' after a city in the Kaluga region
RRJ-95B	<b>95 158</b>	RA-89112	Rossiya	SVO	17jun21	named 'Severomorsk' a city in the Murmansk region
RRJ-95B	<b>95 160</b>	RA-89113	Rossiya	SVO	31may21	named 'Nizhnekamsk' after a city in Tatarstan
RRJ-95B	<b>95 213</b>	89172	primer	fff	04jun21	
Tu-154B-2	<b>80A445</b>	UR-85445	Ukraine Air Force	b/u	2020	cockpit to Odessa Aviation Museum to be a flightsim
Tu-214	<b>449 12 034</b>	RA-64534	primer	fff	28may21	at Kazan
Yak-10	---	CCCP-G255/60	Ministry of Geology	rgd	1947	six aircraft !
Yak-12R	<b>10 4 05</b>	CCCP-L5884	AFL/Privolzhsk	rgd	08aug55	became CCCP-95891 rgd 14may58
Yak-12R	<b>10 4 20</b>	CCCP-L5894	AFL/Privolzhsk	rgd	26jul55	became CCCP-95894 rgd 14may58
Yak-12R	<b>10 4 27</b>	CCCP-L5898	AFL/Privolzhsk	rgd	04aug55	became CCCP-95898 rgd 14may58
Yak-12R	<b>11 4 04</b>	CCCP-L5908	AFL/Privolzhsk	rgd	30aug55	became CCCP-95908 rgd 14may58
Yak-12M	<b>16 5 27</b>	CCCP-Sh403	AFL/Sasovo Flying School	rgd	18dec56	became CCCP-56403 AFL/Mosk. AG SPiVS
Yak-12M	<b>17 5 02</b>	CCCP-Sh427	AFL/Sasovo Flying School	rgd	09jan57	became CCCP-56427 AFL/Mosk. AG SPiVS
Yak-12M	<b>17 5 03</b>	CCCP-Sh426	AFL/Sasovo Flying School	mfd	15nov56	became CCCP-56426 AFL/Ukraine trf unknown
Yak-12M	<b>17 5 04</b>	CCCP-Sh428	AFL/Sasovo Flying School	rgd	05jan57	became CCCP-56428 rgd 24jun58
Yak-12M	<b>17 5 05</b>	CCCP-Sh429	AFL/Sasovo Flying School	mfd	16nov56	became CCCP-56429 AFL/Ukraine trf unknown
Yak-12M	<b>17 5 06</b>	CCCP-Sh430	AFL/Sasovo Flying School	mfd	14nov56	became CCCP-56430 AFL/Ukraine trf unknown
Yak-12M	<b>17 5 07</b>	CCCP-Sh431	AFL/Sasovo Flying School	rgd	09jan57	became CCCP-56431 AFL/Mosk. AG SPiVS
Yak-12M	<b>23 5 16</b>	CCCP-L798	AFL/Far East	rgd	08aug57	became CCCP-72798 rgd 20jun58
Yak-12M	<b>23 5 18</b>	CCCP-L800	AFL/Far East	mfd	27apr57	became CCCP-62600 rgd 20jun58
Yak-12M	<b>25 5 14</b>	CCCP-K727	AFL/Far East	rgd	19nov57	became CCCP-72727 rgd 20jun58
Yak-12M	<b>25 5 29</b>	CCCP-K769	AFL/Far East	rgd	11jan58	became CCCP-72769 rgd 20jun58
Yak-12M	<b>25 5 30</b>	CCCP-L773	AFL/Far East	rgd	19nov57	became CCCP-72773 rgd 1958
Yak-12M	<b>31 5 21</b>	CCCP-T0744	AFL/Far East	rgd	1958	became CCCP-40744 rgd 1958
Yak-12M	<b>7 12 7 143</b>	CCCP-L525	AFL/Privolzhsk	rgd	26nov57	became CCCP-62525 rgd 14may58
Yak-12M	<b>7 12 7 144</b>	CCCP-L527	AFL/Privolzhsk	rgd	25nov57	became CCCP-62527 rgd 14may58
Yak-12M	<b>7 12 7 149</b>	CCCP-L529	AFL/Privolzhsk	rgd	09jan58	became CCCP-62529 rgd 14may58
Yak-12M	<b>9 12 7 206</b>	CCCP-T627	AFL/Privolzhsk	rgd	15feb58	became CCCP-62627 rgd 14may58
Yak-18T	<b>5 20 06 07</b>	RF-01065	no titles			c/n now known, ex CCCP-81433
Yak-40D	<b>452042 32 19 118</b>	RA-42418	KrasAvia	MJZ	02jun21	all white, no titles; operator from RP
ARJ21-700	<b>143</b>	B-650V	China Express	h/o	07jun21	
ARJ21-700	<b>156</b>	B-650W	Air China	PEK	05jun21	in full c/s
ARJ21-700	<b>157</b>	B-651E	OTT Airlines	h/o	01jun21	OTT Airlines is a subsidiary of China Eastern; in full c/s
ARJ21-700	<b>160</b>	B-001K	Chengdu Airlines	h/o	06jun21	
CJ6A	<b>5 320 21</b>	N522FP	Bird Aviation Museum	rgd	23aug17	canx 08dec20
CJ6A	<b>30 512 02</b>	N56YK	Stuart W Peterseim	rgd	07dec17	canx 03apr21
CJ6A	<b>40 320 14</b>	N475T	Patrick C. Bell	rgd	12nov20	
CJ6A	<b>41 320 16</b>	N101TT	Gowdy Green LLC	rgd	09oct20	ex N191CL
MA60	---	TN-AJU	Air Congo	d/d	<apr19	f/n 12may20; l/n BZV nov20
Y7H	---	53311	Chinese Air Force	photo	unknown	at Chengdu Zhoubianer

## PH register

### Newly registered aircraft:

PH-ABA	Cessna FR182	<b>FR18200052</b>	27may21	Ex G-EIWT, D-EIWT.	Avitrata (Portugal)
PH-BYH	Cameron N-77	<b>3007</b>	31may21	Ex HB-BYH.	S.R. Schiphorst

PH-EFA	Cessna F172M	<b>F17201104</b>		27may21	Ex OY-BFP.	D. Maathuis
PH-GVL	Kubicek BB.85Z	<b>1816</b>		28may21		Passageiros do Vento (Portugal)
PH-KLS	Cameron Z-160	<b>11001</b>		19may21	Ex PH-KLS.	J.H. van Manen
PH-MAQ	Kubicek BB.105P	<b>1756</b>		07may21		BAS Ballonvaarten BV
PH-NXD	Embraer 190-400	<b>19020054</b>		14may21	Ex PR-ECN.	KLM Cityhopper BV
PH-SKL	Fire Balloons G 34/24	<b>1844</b>		19may21		B. Struijk
PH-SKR	Sling TSI	<b>162SK</b>		20may21		S.H.A. Kruse
PH-TIO	Cessna T182T	<b>T18208095</b>		18may21	Ex D-EYAL.	NBVR Beheer BV
PH-355	Rhönlerche II	<b>3068/BR</b>		27may21	Ex PH-355, PH-355.	P.D. Prins
PH-1647	Rolladen-Schneider LS 4-a	<b>4747</b>		20may21	Ex D-5185.	J.M. Vis
PH-1658	Schleicher ASH 26 E	<b>26074</b>		20may21	Ex SP-3975.	J.H. den Besten

Change of ownership:

PH-AJX	Dassault Falcon 7X	<b>102</b>	7664	25may21	Exxaero BV	
PH-HSD	Boeing 737-8K2	<b>39260</b>	7699	18may21	KLM NV	
PH-HSE	Boeing 737-8K2	<b>39259</b>	7700	18may21	KLM NV	
PH-IOT	Tecnam P2008 JC	<b>1178</b>		07may21	AirAlliance Flight Center GmbH	
PH-PJO	CZAW SportCruiser	<b>P1001033</b>	7644	19may21	P. Smid	
PH-PWW	Diamond DA62	<b>62135</b>		07may21	P.P. Ockers	
PH-REP	CZAW SportCruiser	<b>08SC172</b>	7288	11may21	M.F. de Jong	
PH-SRP	Piper PA-28-151	<b>28-7715209</b>	7602	14may21	Stichting PH-SRP	
PH-UII	Cameron Onion-105	<b>10265</b>	6245	18sep20	P.W.A. de Bont	
PH-ZIP	Europa AL Europa TG	<b>077</b>	7689	21may21	A. Brinkhaus	
PH-3R8	Aeropro Fox	<b>8800</b>	20638	14may21	S. Saethoen	
PH-3Y6	CH-601 XL	<b>OC 4098</b>	20824	25sep20	I.A.M. Mekel	
PH-416	Schleicher K-8B	<b>8818</b>	1610	28sep20	D.E. van Oene	
PH-707	Schempp Ventus A/16.6	<b>19</b>	7597	20may21	S. Lemmerer	
PH-1143	Glasflügel H-303B	<b>149</b>		21may21	J.M.M. Lachmeijer	
PH-1509	Schempp-Hirth Ventus cT	<b>149</b>	7875	07may21	W.S. Geldhof	

Cancelled from register:

PH-BGP	Boeing 737-7K2	<b>38127</b>	7711	28may21	To EI-GVW.	
PH-DBO	Neico Lancair 360	<b>245</b>	5692	26may21	To Ukraine.	
PH-EIB	Ultramagic F30-Egg	<b>44226</b>	7360	11may21	More than 1 year without valid airworthiness document.	
PH-SIB	Cameron N-105	<b>2939</b>	4625	11may21	Wfu.	
PH-STU	Cessna 172R	<b>17281009</b>	7198	11may21	To N5010.	
PH-TES	Tecnam P92-JS	<b>031</b>	8092	07may21	To Slovakia.	
PH-TMH	Piper PA-38-112	<b>38-79A0261</b>	2906	27may21	W/o. Emergency landing near Ganderkesee (EDWQ), 25may21.	
PH-VBH	Lindstrand LBL-240A	<b>525</b>	5584	26may21	More than 1 year without valid airworthiness document.	
PH-XRD	Boeing 737-7K2	<b>30659</b>	6392	26may21	To SX-LWC.	
PH-4C2	CH-601 XL	<b>2853062</b>	20880	14may21	To Poland.	

Additions, corrections and news:

PH-BBF	Tecnam P2008 JC	<b>1132</b>		20nov19	To VT-SNM.	
PH-BFG	Boeing 747-406	<b>24517</b>	4062	20dec19	To TF-AMG. Used for spares. Wfu at Kemble.	
PH-DAM	Piaggio P.180 Avanti	<b>1234</b>	9475	02sep20	To VT-MSF.	
PH-DAN	CZAW SportCruiser	<b>08SC149</b>	7260	07mar18	To EC-XSI (registered 12sep20).	
PH-DUK	Cessna 185	<b>185-0046</b>	6123	03mar20	To OO-DUK.	
PH-EDE	Cameron Z-160	<b>10584</b>	6597	08feb19	To EC-NHX.	
PH-ELC	Glasair III	<b>3143</b>	9269	11dec19	To F-PELC.	
PH-EMK	Cessna 172R	<b>17281163</b>	6945	17oct18	To S5-DYC.	
PH-EMW	Diamond DA40D	<b>D4.355</b>	8018	23jan18	To OH-KAN.	
PH-ENK	Robinson R44 Raven II	<b>12641</b>	7985	20dec19	To N55HV.	
PH-EWG	Tecnam P2008 JC	<b>1106</b>		25oct19	To VT-DSB.	
PH-HLM	Piper PA-34200T	<b>34-7770393</b>	2645	04feb20	To HA-BCB.	
PH-IBF	Cameron A-315	<b>10761</b>	6900	16aug19	To TC-BJF.	
PH-IRE	Cameron O-120	<b>4336</b>	5559	13mar20	To TC-BYU.	
PH-ITH	Ultramagic M-130	<b>130/48</b>	6950	08feb19	To HA-9002.	
PH-JCH	Fokker 70	<b>11528</b>		30dec19	To 2-HJCH.	
PH-JPS	Robinson R44 Raven II	<b>11772</b>	8085	14jul20	To F-HHZM.	
PH-LLU	Piper PA-34200	<b>34-7450185</b>	7228	30nov20	To N34200, HA-...	
PH-MDG	Cessna 680 Sovereign	<b>680-0564</b>	8965	23mar20	To ZS-KFS.	
PH-MFX	Cessna 650(VI)	<b>650-0240</b>	6747	26oct20	To HA-JEX.	
PH-MMT	Eurocopter EC135P2+	<b>871</b>	7541	10feb20	To D-HXAE.	
PH-PAU	Glasair II RG	<b>1065</b>	4808	22jan20	To F-PHAU.	
PH-PDA	Aquila AT01	<b>AT01180</b>		18dec19	To 5B-CMC.	
PH-PIX	SA226T Merlin IIIA	<b>T-267</b>	7162	19aug19	To F-GPXR.	
PH-PTB	Cameron O-105	<b>11069</b>	7215	19mar20	To TC-BNL.	
PH-UNA	Kubicek BB.45N	<b>499</b>	7084	17feb20	To UR-SKI.	
PH-WAV	Cameron N-120	<b>2967</b>	8171	13dec19	To TC-BTZ.	

Credits: Inspectie Leefomgeving en Transport, Airnieuws.nl.

# Dustpan & Brush



On 20 June 2021, T-28 OE-ESA of The Flying Bulls Salzburg crashed while flying back to Salzburg (the home base of the Flying Bulls) from the Antidotum Airshow Leszno at Leszno-Strzyzewice Airport in Poland, accompanied by the Bulls B-25, P-38 and P-51. Exactly what happened is unclear, but Erik Sleutelberg was lucky to capture it at Bucharest-Baneasa on 28 July 2018, adorned with BuNo 138179/MG-8179 of the US Navy.

## Additions & Corrections:

26mar15 7850 Mi-8T dam  
See Scramble 431.

26nov18 JDF H-34 Bell 206B-3 4650 w/o  
With JDF H-35 being damaged on 9 June 2021, it left one Bell for this mishap.  
See Scramble 477.

## New Accidents:

08apr21 Gripen dam

Already dating back to early April 2021, a South African Air Force Saab JAS39 Gripen was damaged at Makhado Air Force Base whilst performing an engine test run. According to the information, the cables holding down the Gripen in the engine-testing bay had snapped, after which the fighter veered out of control and was damaged. The extent of the damage is not known, but regarding the force the aircraft veered out of control at, it could well be extensive. It is not reported if the aircraft will be repaired.

Only in June 2021, the air force acknowledged to the Zoutpansberger newspaper the accident with the JAS39 Gripen. The newspaper had been waiting six weeks for an answer from the SAAF, which was reluctant to reply.

22may21 N218RD DHC-2 Mk1 50 dam

A Beaver of Sunset Flying Service sustained substantial damage subsequent to an apparent gear down landing on the waters of Lake of the Woods near Sunset Lodge on Oak Island in Northwest Angle (MN). Two of the three occupants onboard the floatplane received unspecified injuries.

25may21 PH-TMH PA-38-112 38-79A0261 w/o

During the climb-out after take-off from Ganderkesee Atlas Airfield, Germany, there was an engine failure at a height of about 100 metres, forcing the pilot to make an off field landing near Habbrügge.

26may21 TG-HIB PA-23-235 27-604 w/o

A crashed and abandoned privately registered Piper Apache was found by Guatemalan law enforcement officers in Chocón, Río Dulce, Livingston, Izabal. It had inside the fuselage several fuel canisters. The aircraft had no official flight plan. The damage on the aircraft: right engine, right wing partially missing and the nose was separated.

28may21 N834NN B737-823 29576 dam

Taxiing out for departure as flight AA1005, from Dallas-Ft. Worth (TX) to Nassua, Bahamas, this Boeing of American Airlines was clear to the right (as in, no obstacles) but the left was not as clear as the captain thought it was. During taxi the captain managed to hit a lamp post, causing the pole to collapse and the left wing received substantial damage. CCTV captured the taxi and the incident, and it has been shared online (<https://twitter.com/JacdecNew/status/1399455292103004160>). The aircraft returned to the gate and the passengers were transferred to an Airbus A321 (N131NN).

29may21 N66BK Ce501 501-0254 w/o

The JL & GL Productions Citation I/SP departed Smyrna-Rutherford County Airport's (TN) runway 32 at 10:53 hours in the morning, with six passengers and one pilot onboard. After take-off the aircraft entered a right turn and climbed to 2,900 feet when it lost height and descended to 1,800 feet, before climbing again to 3,000 feet. It then entered an uncontrolled descent and crashed in the Percy Priest Lake, about five kilometres east of the airport. All seven occupants were killed. They were headed for Palm Springs (FL).

29may21 698 MiG-21 75065698 w/o

The Libyan National Army MiG-21 crashed while practicing for a military parade at Benina AFB, Benghazi, Libya. The sole pilot onboard was fatally injured.

30may21 5Y-PSM Bell 407 53896 w/o

A private Bell 407 rolled over in a field on the premises of the Kudho Primary School within Usenge village, Kenya, during take-off. The helicopter had dropped off former Prime Minister Raila Odinga. A video on Facebook shows the Bell-pilot attempting to lift-off and turn at the same time, which is not a standard procedure. In this case it led to a dynamic roll-over, which can happen when close to the ground, especially during take-off or landing.

30may21 PNC0741 UH-1H-II w/o

The Policia Nacional Colombia's Aérea de Aviación unit (ARAVI) lost a Huey II which crashed in the rural area of Cantagallo, south of Bolívar. The reasons for the mishap are unclear. Sadly all five onboard did not survive the impact.

30may21 SX-THR ATR72-212A **563** dam  
 Sky Express flight GQ293 sustained substantial damage when it was involved in an accident at Alexandroupolis-Demokritos Airport, Greece. The crew reported a hydraulic problem when they were on the take-off position, returned to the apron where they shut down the engines. This was followed by the aircraft rolling away uncontrolled without brakes, impacting a ground unit and becoming immobilized. There were no injuries.

31may21 4830 F-5EM **Y.1029** w/o  
 This Tiger II of the 1st Aviation Group (1°GAVCa) of the Força Aérea Brasileira (Brazilian Air Force) was damaged beyond repair during its landing at home base Santa Cruz, Rio de Janeiro. After returning from a local mission the aircraft veered off the runway and was declared a total loss.

01jun21 F-5F w/o  
 An Islamic Republic of Iran Air Force (IRIAF) F-5F Tiger II developed a "technical problem" that killed both of the aircraft's pilots. The incident happened in the country's southwest, in the city of Dezful, 444 kilometres from the capital, Tehran, and near the border with Iraq. An investigation was underway as to what had caused the malfunction of the Tiger. Dezful houses two squadrons using the F-5F, 41 TFS and 43 TFS.

01jun21 C-FKAN Bell 206B-1 **44504** dam  
 A Bell 206B-1 of Foxair Heliservice - Heli Pro sustained damage at Saint-Pierre de Broughton (Que.) when during the take-off manoeuvre a skid remained on the ground and the helicopter overturned. The aircraft was damaged and the sole person onboard was uninjured.

02jun21 PR-OTF AW139 **41573** dam  
 An accident occurred during night landing practice in the waters off the Brazilian coast, south of Rio de Janeiro, on the Ocean Courage, SS-75. The Omni Táxi Aéreo AW139 (delivered only fifteen days earlier) came to rest on its side, between the areas called houses and the elevator bay. The three crew suffered only minor injuries.

04jun21 Mi-8MT w/o  
 A Mil Mi-8 of the Air Defense Forces of Kyrgyzstan's Armed Forces crashed near Kichi-Alai, Nookat district, Osh region under unknown circumstances. Fourteen occupants were injured, one seriously. The helicopter was destroyed by fire.

04jun21 N10XN HA420 **42000038** dam  
 A GF Aviation HondaJet sustained substantial damage following a runway 27 excursion at Atlanta-Cobb County-McCollum Field (GA). It had left Kissimmee Municipal Airport (FL) earlier in the day.

05jun21 N103AN Ce208B **208B0928** dam  
 A Cessna Supervan 900 (giving better performance than a standard Grand Caravan, with a flat-rated 900 hp Honeywell engine) of Paraclub Wiener Neustadt, suffered a nose landing gear collapse while taxiing after landing at Wiener Neustadt West Air Base, Austria. All five propeller blades separated after the prop struck the ground. The aircraft was engaged in dropping skydivers and had just returned.

08jun21 Mi-17 w/o  
 A Mil Mi-17 of the Afghan National Army crashed in Jaghato district, Maidan Wardak province, as a result of a technical malfunction. There were at least three fatalities.

08jun21 PT-KCH Ce310Q **310Q1120** w/o  
 A Cessna 310 of Np Fertil Comercio De Adubos E Fertilizantes Eirel crashed under unknown circumstances in Rondonópolis, Brazil. All four persons onboard were killed on impact. The airplane exploded and was destroyed while it was conducting a sightseeing tour.

09jun21 MiG-29 w/o  
 A MiG-29 from the Bulgarski Voенно Vzdushnu Sili (Bulgarian Air Force) lost radio contact, disappeared from the radar and crashed into the Black Sea, off the Shabla peninsula. The aircraft is reported to be MiG-29A with serial 39, but this has not been confirmed yet. A Search and Rescue (SAR) mission was started by the air force, the navy, the Border Police and the Joint Special Operations Command. According to local sources the pilot did not survive the crash and a live jacket was found this morning. The official authorities have not yet confirmed the crash. The MiG-29 took off from Graf Ignatievo Air Base to perform a night shooting mission, as part of the tactical exercise Shabla 2021. The exercise was suspended pending an investigation.

09jun21 JDF H-35 Bell 206B-3 **4670** dam  
 A Bell 206 of the Jamaica Defence Force made an emergency landing near Dunbeholden, St Catherine and was substantially damaged. The occupants were not injured. At the time it was conducting a training mission.



There are not many Caravans flying around in the Netherlands, and the ones that do are put to use for parachute jumping and skydiving. Skydive Teuge has Cessna Supervan 900 PH-FST on its roster for such duties, when on 25 June 2021 it suffered an engine malfunction shortly after leaving Teuge. The pilot managed to stay clear of built up areas and landed the Supervan in a ditch next to the A50 highway, where it received substantial damage to the wings and fuselage. (Teuge, 21 May 2017, Richard Peoser)

09jun21 PT-OAH Beech 95-B55 **TC-2432** w/o

Another private Beech that fell victim to the narcotic trade. It was found burnt on an illegal landing strip south of Lake Maracaibo by Venezuelan law enforcement officers.

10jun21 4610 Beech 1900D **UE-325** w/o

A Tatmadaw Lei (Myanmar Air Force) Beech crashed near Myanmar's second-biggest city of Mandalay, killing twelve people out of the sixteen onboard. It was flying from the capital Naypyidaw to the town of Pyin Oo Lwin and was coming in to land when it crashed about 300 metres from a steel plant. The Beech was carrying six military personnel and also monks who were due to attend a ceremony at a Buddhist monastery. It was not immediately clear what had caused the crash. Myanmar has long had a poor air safety record.

10jun21 1133 MD530F **0086FF** dam

An MD530F of the Fuerza Aérea Mexicana crashed while flying in the vicinity of Military Air Base No. 1, in Santa Lucia, State of Mexico. According to the reports, there were two injured after the helicopter came down in San Bartolo Temascalapa and Villas de Tezontepec Hidalgo, at the height of Cerro El Piojo, near Santa Lucia, when he was carrying out a training flight in the area. The helicopter is operated by Escuadron Aereo 112.

15jun21 N398M UH-1H **5028** w/o

A Bell UH-1H of the USDA Forest Service sustained substantial damage subsequent to a hard landing and post-impact fire during an aerial fire suppression flight near Townsend, Broadwater County (MT). The three occupants onboard the helicopter received minor injuries. In a past life the Huey flew for the US Army with serial 65-09984.

16jun21 9S-GRJ L-410UVP-E **872006** w/o

A Kin Avia Let L-410 on a flight from Bukavu to Shabunda (DR Congo) with two crew members, one passenger and 1.6 tons of sheet metal on board, crashed about thirty seconds after take-off from Kavumu Aerodrome at about 11:15 in the morning. All three occupants perished in the crash, the aircraft has been destroyed. Preliminary information suggests a load shift caused the aircraft to pitch up less than thirty seconds after take-off and to enter a full aerodynamic stall. The aircraft came to rest in a valley just behind the UN MONUSCO (abbreviation for the French Mission de l'Organisation des Nations Unies pour la stabilisation en République démocratique du Congo) installation of Bukavu Kavumu Airport.

16jun21 UH-60 dam

The Afghan National Army Black Hawk was hit with an SPG-9 (a tripod-mounted man-portable recoilless gun developed by the Soviet Union and is named Kopye (Spear)) during refuelling inside ANA base Ghazni, and the Taliban claimed responsibility for the attack. In video footage on Twitter (<https://twitter.com/theragex/status/1405421251481456643>) you can see the UH-60 burning in the background, with an MD530 in the foreground.

19jun21 RF-94603 L-410UVP-E3 **882105** w/o

Both pilots and four out of the seventeen passengers were killed after the DOSAAF Let 410 was destroyed in an accident after take-off from Tanay Airfield, Kemerovo Region, Russia. The aircraft was operating the fourth flight of the day, carrying skydivers. Preliminary information suggests the no.2 engine (right hand side) failed shortly after departure. The aircraft impacted a field when the pilot attempted to turn back.

19jun21 Bell 214A w/o

A Bell 214 Isfahan of the Iranian Army (2nd Assault Group), carrying ballot boxes from the presidential election, was en route from the Ahmad Fadaleh area of Dezful when it crashed near Dezful, Iran. One of the occupants, who is said to be a

member of the security guards, was killed and eleven others were injured in the accident.

20jun21 OE-ESA T-28B **200-250** w/o

This North American T-28B Trojan of The Flying Bulls Salzburg crashed around 16:55 hours local time near the town of Jickovice, Czech Republic, some seventy kilometres south of the capital Prague, while on its return flight to the Flying Bulls home base of Salzburg-W. A. Mozart Airport, Austria. One occupant was killed while the second person onboard was seriously injured. It had participated in the Antidotum Airshow Leszno at Leszno-Strzyzewice Airport in Poland. The T-28 was in the company of three other aircraft: The Flying Bulls' B-25, P-38 and P-51 were in the Leszno programme.

21jun21 XB-OXV Sabre 65 **465-11** w/o

A Rockwell Sabreliner 65 was destroyed by Venezuelan law enforcement officers in Zulia. It had been used for transporting drugs.

23jun21 1564 C-130E **3822** w/o

Photos circulating on social media show a Lockheed C-130 Hercules of the Ethiopian Air Force has been destroyed in an accident near Gijet, Ethiopia. Reports have confirmed the aircraft was downed by the Tigray Defense Forces (TDF) during the armed conflict known as the Tigray War, that started in November 2020 between Ethiopia and the Tigray Region. The Ethiopian Air Force is known to operate one C-130E, serial 1564, that was donated by the United States in 2014 (USAF serial 62-1858).

23jun21 S-70i w/o

An S-70i of the Hukbong Himpapawid ng Pilipinas (Philippine Air Force) utility helicopter of the 205th Tactical Helicopter Wing was on a night training flight, when it crashed under unknown circumstances, killing all six persons onboard. It was reported to be late from the estimated time of return to its station at Clark Air Base, Pampanga which prompted the eventual search. As a precaution the air force will keep the remaining Black Hawks grounded until the conclusion of the investigation.

24jun21 Mi-8 w/o

A Mil Mi-8 of the Russian National Guard crashed under unknown circumstances near St. Petersburg, killing all three occupants. More details are unknown at the moment.

24jun21 110. Mi-171E w/o

A Kenyan Air Force Mil Mi-171E is said to have crashed in the Ol Tepesi area, Ngong, Kajiado County, during a training mission. The helicopter was destroyed by fire and seventeen out of the 23 occupants did not survive the impact, with the remaining six receiving serious injuries. The air force has four Mi-171Es on strength, one of which (serial 1103) was written off on 4 April 2011. That leaves 1101, 1102 and 1104 as the possible candidates.

25jun21 PH-FST Ce208B **208B0823** dam

A Cessna 208B Supervan 900 of Skydive Teuge sustained substantial damage during a forced landing in a field two kilometres west of Teuge Airport, the Netherlands, in a ditch next to the A50 motorway. The engine had lost power shortly after take-off from Teuge and the pilot executed a well flown forced landing. At the time there were nineteen persons onboard, one pilot and eighteen passengers, none of whom were injured. They may have been disappointed not to use their parachutes but were most likely very relieved to walk away from the incident!

Credits: ASN, Aviation Herald, B3A, ST, JACDEC, Reuters, Leo Hoogerbrugge



# Military News & Updates



Royal Netherlands Air Force Chinooks have been fairly active lately, participating in exercises in various places around the country. One of these locations was Beekhuizerzand near Harderwijk, where Dino van Doorn caught this trio, led by D-667 of 298sq, on 12 May 2021.

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

### Denmark

#### Flyvevåbnet (AF)

On 3 June 2021, Denmark's Ministry of Defence announced that they will take delivery of two Pipistrel Velis Electro single-engine, electric-powered, twin-seat light aircraft this autumn. The aircraft will be leased from Green Aerolease (France) for a trial period of two years.

The Royal Danish Air Force (RDAF) will test the aircraft and determine their potential. The Velis Electro will be operated alongside the Saab T-17 Supporters operated by the Flyveskolen (FLSK, Flying School) at Karup air base. According to the information, Denmark is the first country to procure an electric aircraft for operational use within its armed forces. The Velis Electro is built by Pipistrel at Ajdovščina in Slovenia.

#### F-16AM

E-024	Esk 727	active again	<b>M12-1/61-617</b>	jun21
-------	---------	--------------	---------------------	-------

### Finland

#### Ilmavoimat (AF)

##### F/A-18C

HN-419	HävLLv 11	IlmaStK mks	<b>1407/FNC019</b>	jun21
HN-431	HävLLv 31	full mks	<b>1435/FNC031</b>	jun21

##### F/A-18D

HN-467	HävLLv 31	ex HävLLv 11	<b>1298/FND007</b>	jun21
--------	-----------	--------------	--------------------	-------

### Italy

LIRE = Pratica di Mare (RM)

#### Aeronautica Militare (AF)

27 May 2021 saw the first public demonstration of this year of the Frecce Tricolori, the aerobatic demonstration team of the

Aeronautica Militare. This event was held for a limited public, representing the Frecce Tricolori support Clubs. It is usually held on the first of May and traditionally marks the end of the training period and the start of the aerobatic season. It was postponed due to the pandemic situation. The Frecce Tricolori is officially known as the 313° Gruppo Addestramento Acrobatico Pattuglia Acrobatica Nazionale (PAN) and is based at Rivolto Air Base, in the northern province of Udine. It was created on 1 March 1961 as a permanent group for the training of Aeronautica Militare pilots in aerobatics. This year's 60th anniversary will be a dive into the history of the Aeronautica Militare, marking this milestone with five unique tail marking designs. This dive into the history represents the liveries of former demonstration teams.

In subsequent years, except during the Second World War period, many Gruppi (Squadrons) and Stormi (Wings) had their own demonstration teams such as the Cavallino Rampante (Prancing Horses), Getti Tonanti (Thunder Jets), Diavoli Rossi (Red Devils), Tigri Bianche (White Tigers) and Lancieri Neri (Black Lancers). These demonstration teams represented the Aeronautica Militare, on a rotational basis, at air shows or flyovers in Italy and overseas. The members of the Frecce Tricolori are named 'Pony', which name was chosen in 1961, the year of the constitution of the Frecce Tricolori. 'Pony' was chosen in honor of the prancing horse that was the distinctive symbol of the ace of aces of the Italian aviation, Francesco Baracca. This ace of the First World War wore a black prancing horse on a white field on his bi-plane to honour his official cavalry provenance. The prancing horse later became the well-known emblem of Ferrari.

On 27 May 2021 the following Frecce Tricolori aircraft and 2021 team members were noted:

Pony 0: Tenente Colonnello Gaetano Farina, commander of the Frecce Tricolori, in Aermacchi MB339A/PAN (MLU) MM54510/0 in standard Frecce Tricolori livery.

Pony 1: Maggiore (Major) Stefano Vit in Aermacchi MB339A/PAN (MLU) MM55054/1 with a special tail dedicated to the aerobatic team Cavallino Rampante (Prancing Horse). This

aerobatic team was established in 1956 from 4<sup>a</sup> Aerobrigata, with five Canadair Sabre Mk4 (F-86 Sabre). The team existed until 1957.

**Pony 2:** Capitano (Captain) Alfio Mazzoccoli in Aermacchi MB339A/PAN (MLU) MM54518/2 with a special tail dedicated to the aerobatic team Getti Tonanti (Thunder Jets). This team was created in 1959 at Rimini-Miramare airbase from the 5<sup>a</sup> Aerobrigata and flew the Republic F-84F Thunderstreak fighters and existed until 1960. The Getti Tonanti aerobatic team also took part in the opening of the Olympic Games in Rome in 1960 and for this reason the team's color scheme incorporated the Olympic Games rings and colors on the tails of their aircraft.

**Pony 3:** Capitano (Captain) Federico De Cecco in Aermacchi MB339A/PAN (MLU) MM55058/3 with a special tail dedicated to the aerobatic team Tigri Bianche (White Tigers). Tigri Bianche was first formed in 1955 with the 51<sup>a</sup> Aerobrigata at Treviso-Istrana and existed until 1956. Tigri Bianche flew the Republic F-84G Thunderjet and they were the first Italian aerobatic team to visit Canada and the United States

**Pony 4:** Capitano (Captain) Pierluigi Raspa in Aermacchi MB339A/PAN (MLU) MM54514/4 with a special tail dedicated to the aerobatic team Diavoli Rossi (Red Devils), another aerobatic display team. The team was established in 1957 from the 6<sup>a</sup> Aerobrigata at Ghedi air base and flew also the Republic F-84F Thunderstreak. In April 1959 they performed in the United States at the "First World Congress of Flight" in Las Vegas, Nevada. At the end of 1959, the team was disbanded.

**Pony 5:** Capitano (Captain) Alessio Gherzi in Aermacchi MB339A/PAN (MLU) MM55059/5 with a special tail dedicated to the aerobatic team Lanceri Neri (Black Lancers). They were established in 1958 from the 2<sup>a</sup> Aerobrigata at Cameri Montichiari air base. The Lanceri Neri flew six Canadair-built F-86 Sabre Mk4 aircraft. The Lanceri Neri aerobatic team was disbanded in 1959.

**Pony 6:** Maggiore (Major) Franco Paolo Marocco in Aermacchi MB339A/PAN (MLU) MM54534/6 in standard Freccie Tricolori livery.

**Pony 7:** Capitano (Captain) Oscar Del Dò in Aermacchi MB339A/PAN (MLU) MM54505/7 in standard Freccie Tricolori livery.

**Pony 8:** Capitano (Captain) Simone Fanfarillo in Aermacchi MB339A/PAN (MLU) MM55055/8 in standard Freccie Tricolori

livery.

**Pony 9:** Capitano (Captain) Alessandro Sommariva in Aermacchi MB339A/PAN (MLU) MM54517/9 in standard Freccie Tricolori livery.

**Pony 10:** Maggiore (Major) Massimiliano Salvatore in Aermacchi MB339A/PAN (MLU) MM54500/10 in standard Freccie Tricolori livery.

**Pony 11:** Maggiore (Major) Emanuele Savani in Aermacchi MB339A/PAN (MLU) with Matricola Militare (registration) unknown in standard Freccie Tricolori livery.

All eleven Aermacchi MB339A/PAN (MLU) aircraft of the Freccie Tricolori should have a special tail: the above mentioned five specials will be doubled to ten aircraft with the eleventh MB339A/PAN (MLU) wearing a special tail with the 60th anniversary badge.

**F-35A**  
MM7363/32-06 13° Gruppo new **AL-13** jun21

**F-2000A**  
MM7282/4-6 904° GEA ex 36-15/936° GEA **118/IS014** jun21  
MM7307/51-11 132° Gruppo ex 37-01/18° Gruppo **IS039** may21  
MM7329/37-15 132° Gruppo ex 37-15/18° Gruppo **IS061** apr21  
MM7342/4-68 904° GEA ex 36-51/936° GEA **IS068** apr21

**MB339A/PAN (MLU)**  
MM54500/10 313° Gruppo ex 0/313° Gruppo **6707** may21  
MM54505/7 313° Gruppo ex -/313° Gruppo **6716** may21  
MM54510/0 313° Gruppo ex 7/313° Gruppo **6726** may21  
MM54514/4 313° Gruppo ex -/313° Gruppo **6735** may21  
MM54514/4 special 'Diavoli Rossi' tail **6735** may21  
MM54517/9 313° Gruppo ex 7/313° Gruppo **6745** may21  
MM54518/2 special 'Getti Tonanti' tail **6746** may21  
MM54534/6 313° Gruppo ex 1/313° Gruppo **6741** may21  
MM55054/1 313° Gruppo ex 9/313° Gruppo **6848** may21  
MM55054/1 special 'Cavallino Rampante' tail **6848** may21  
MM55055/8 313° Gruppo ex 0/313° Gruppo **6849** may21  
MM55058/3 313° Gruppo ex 8/313° Gruppo **6852** may21  
MM55058/3 special 'Tigri Bianche' tail **6852** may21  
MM55059/5 313° Gruppo ex -/313° Gruppo **6853** may21  
MM55059/3 special 'Lanceri Neri' tail **6853** may21

Marina Militare (NY)

**MH-90A**  
MM81631/3-59 Grupelicot 5 ex CSX81631/Leonardo apr21  
Polizia di Stato (PO)

**AB212**  
MM81653/PS-94 2° RV Milano ex 3° RV Bologna **5939** apr21



To shoot a Dutch NH90-NFH with dayglow dummy torpedoes, one has to be very, very lucky. Han Knaap was present at De Kooy on 27 May 2021, and photographed N-110 of 860sq in this colourful modus.



After last month's article, we are still enjoying the sights of Iniochos 2021 at Andravida. Two Mirage 2000Ds, 627 and 680, are seen here taking off for another mission and were photographed by Jurgen van Toor, on 21 April 2021.

#### Guardia di Finanza (PO)

##### NH500MD

MM81065/GdiF-107 SA Rimini	ex inspection LIRE	<b>102</b>	mar21
MM81066/GdiF-105 for sale	wfu LIRE	<b>103</b>	mar21
MM81068/GdiF-110 for sale	wfu LIRE	<b>105</b>	mar21
MM81069/GdiF-111 for sale	wfu LIRE	<b>106</b>	mar21
MM81133/GdiF-113 SA Rimini	ex SA Venegono	<b>112</b>	mar21
MM81218/GdiF-129 for sale	ex SA Rimini	<b>126</b>	mar21

##### PH-139D

CSX82010/-	Leonardo	on order	<b>31902</b>	jan21
------------	----------	----------	--------------	-------

#### Serbia

##### Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

##### MiG-29 (9-13)

18205	101.lae	serial confirmed by photo	jun21
18206	101.lae	serial confirmed by photo	jun21

#### Spain

LEBZ = Badajoz-Talavera la Real

LFML = Marseille-Marignane

LSMU = Stans-Buochs

##### Ejército del Aire (AF)

##### A400M

T.23-10/31-30	Ala 31	#10219, d/d 24may21	<b>111</b>	may21
---------------	--------	---------------------	------------	-------

According to Airbus this was the 100th delivery of an A400M.

##### C295M

T.21-01/35-01	353 Esc	re-coded, ex 35-39	<b>002</b>	apr21
T.21-08/35-08	353 Esc	re-coded, ex 35-46	<b>016</b>	may21

##### CN235-100M

T.19B-20/744-20	744 Esc	re-coded, ex 74-20	C079	may21
-----------------	---------	--------------------	------	-------

##### EF2000

C.16-37/14-37	Ala 14	re-coded, ex 14-04	<b>SS018</b>	jun21
C.16-45/14-45	Ala 14	re-coded, ex 14-10	<b>SS026</b>	jun21
C.16-56/11-56	Ala 11	#10007, ex Ala 14/unc	<b>SS038</b>	jun21

##### EF2000(T)

CE.16-10/11-10	Ala 11	re-coded, ex 11-79	<b>ST010</b>	jun21
----------------	--------	--------------------	--------------	-------

##### NH90-TTH

HD.29-20/803-20	Airbus LFML	#10263, f/n, o/o	<b>1451</b>	may21
-----------------	-------------	------------------	-------------	-------

##### PC-21

E.27-07/792-07	Pilatus LSMU	#10245, f/n, o/o	<b>320?</b>	tbc	jun21
----------------	--------------	------------------	-------------	-----	-------

##### SRF-5A

AR.9-069/23-32	pres Higuera	ex std LEBZ	<b>2069</b>	may21
----------------	--------------	-------------	-------------	-------

Preserved on a pole in the village of Higuera de Vargas with the Escuela Militar de Caza y Ataque marked as AR.9-69. Fuerzas Aeromóviles del Ejército de Tierra (AR)

##### AS332B1

HU.21-19/ET-517	BHELMA VI	ex BHELMA IV	<b>2262</b>	jun21
-----------------	-----------	--------------	-------------	-------

#### Srpska

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

On 18 June 2021 JSC Russian helicopters announced that the Ministry of Interior of the Republika Srpska received their second Kazan Ansat helicopter. This Ansat will be used by the Republika Srpska police and has six seats for passenger transportation. It is prepared for the installation of searchlights, parachute free landing system, crane system for external cargo and a megaphone. The Ansat is part of an order for three signed by a European buyer and was delivered on time by the Kazan Helicopter Factory (KVZ) in Russia. Part of the contract were five members of the MoI trained by the aviation school of KVZ. The third Ansat of the order is to be delivered in 2022 to 'a foreign country' according to JSC Russian Helicopters.

#### Sweden

##### Flygvapnet (AF)

##### JAS39D

39832/832	F21	ex Saab Aircraft	<b>39-832</b>	jun21
-----------	-----	------------------	---------------	-------

#### Switzerland

LSMP = Payerne

##### Schweizer Luftwaffe (AF)

##### F-5E

J-3038	i/a LSMP	ex active	<b>L1038</b>	jun21
J-3089	PS livery	w/o 26may21	<b>L0189</b>	

## Africa

### Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

#### Mi-24 MkIII

SB-82 status unknown f/n database photo

#### MiG-25PDS

FU-76 wfu f/n database photo

### Benin

Force Armees Populaire du Benin (AF)

DBBB = Cotonou

#### BAe748-2A

TY-22A scr DBBB ex stored DBBB **1742/223** sep20

The Andover which was stored at 06°21'00.64"N, 02°22'45.64"E since November 2015, has been scrapped now. It is last visible on the Google Earth image of 26 September 2020.

### Burkina Faso

Force Aérienne de Burkina Faso (AF)

#### Mi-24V

BF1907/07 Esc Hel. B29 serial needs confirmation

BF1908/08 Esc Hel. B29 serial update mar19

Earlier, we already found photos on the internet of BF1908, but at that time only the code, 08, was readable. Now we know its serial too, thanks to some new found photos. The photos of BF1908 were made in Bulgaria on 16 March 2019 so most likely the Mi-24Vs are former Bulgarian Mi-24s. We assume the Mi-24V with code 07 will be BF1907, but confirmation is required of course.

### Djibouti

Force Aérienne du Djibouti

FAOR = Johannesburg O.R. Tambo International airport, South Africa

#### B727-191

J2-KBA pres Hoedspruit ex std FAOR **19394/418** jun21

After having been stored almost seven years at Johannes-

burg, the former Government Boeing 727 was transported to Hoedspruit. Here it will join Boeing 737-200 ZS-BIL at Aerotel. Aerotel is a boutique hotel and it can be found at 24°21'49.32"S, 30°55'44.03"E. The journey started on 7 June 2021 and lasted for five days. The 727 will be refurbished into an eighteen-bed VIP suite.

### Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

HSMN = Merowe, Sudan

#### MiG-29M

8713 noted as 713 2018

8734 104TFW f/n HSMN apr21

8713 was noted as 713 during a test flight in Russia. We believe this became 8713, but confirmation of this assumption is appreciated of course.

### Ethiopia

Ye Ityopya Ayer Hayl (AF)

#### G120TP

174 PFT sq c/n update **11152** may21

PFT stands for Primary Flight Training.

#### L-39C

1720 BJQ sq ex 17sq, new c/s **135220** may21

1724 BJQ sq ex 17sq, new c/s **135229** may21

Both L-39s were noted in a new grey/grey colour scheme on the flightline of Debre Zeit. In June 2020 both aircraft were also noted in a primer colour scheme at the Dejen overhaul facility, located also at Debre Zeit. In the past the L-39s were all operated by 17 squadron but both updated aircraft now had a large emblem on their nose with the text Basic Jet Qualification squadron.

### Libya

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

LFMP = Perpignan, France

#### A340-212

5A-ONE Gvmt ex o'haul LFMP **151** jun21



The end of German Transall operations is near, very near. Retro Brummel 50+40 of LTG63, as our German friends call it, is seen here near Wunstorf during its North Germany farewell tour on 3 June 2021, by Rainer Hentschke.



An oldie, but a special one. Tornado 43+42 is the first Tornado subject to the Structural Life Extension Programme. It made its customer acceptance flight on 10 June 2021 at Manching, with Josef Gietl present with a camera.

#### Mirage 5DE

113	i/a CAE NUST	Risalpur, Pakistan	aug12
117	i/a CAE NUST	Risalpur, Pakistan	aug12

Both Mirages were noted at the College of Aeronautical Engineering (NUST) in Risalpur, Pakistan.

Libyan National Army Air Force (AF)

The Super Puma mentioned below came from South Africa, according to a UN-report from March 2021. In total three AS332L Super Puma (Serials ZT-RYH (c/n 2032), ZT-... (c/n 2154) and ZT-RYK (c/n 2161)) were procured on, or about, 20 June 2019 by L-6 FZE from Starlite Aviation (South Africa). The helicopters were de-registered with the Civil Aviation Authority of South Africa with transfer to Jordan declared as the reason. The purchase price of approximately USD 10.9 million was settled from an Opus Capital Asset FZE bank account. The helicopters were moved from South Africa to Gaborone international airport (FBSK), Botswana on low-loader transporters between 26 and 27 June 2019. From here the helicopters were flown by Il-76 via Angola (FNLU) to Benghazi (Benina) international airport. The ZT-RYK was transported onboard Il-76TD UR-COZ from Sky AviaTrans LLC on 29 June 2019. Both other Super Pumas were flown to Benghazi onboard Il-76TD UR-CIB of ZetAvia LLC on 1 July and 3 July 2019 respectively. What happened with the helicopters between July 2019 and May 2021 is unknown for the moment.

According to the same UN-report also three SA341 Gazelle helicopters (SA341F2 ZU-HFV (c/n 1797), SA341B ZU-RNO (c/n WA1999) and SA341F2 ZU-ROF (c/n 1210)) were procured from Fulcrum Holdings Limited (UAE) on 17 June 2019 by Mr. Steven Lodge, representing L-6 FZE (FZE stands for Free Zone Establishment and this is a single shareholder limited liability company which can be incorporated in all United Arab Emirates Free Zones). The purchase price of USD 1.95 million was settled from an Opus Capital Asset FZE bank account. Mr. Lodge told the company that the helicopters were to be used in Mozambique, however these helicopters were also onboard Il-76TD UR-COZ on 29 June 2019, together with AS332L ZT-RYK. So far we only have seen some photos of unmarked Gazelles in Libya, but during the parade none were shown.

Another aircraft mentioned in the UN-report is PC-6/B2-H2 PH-ABT (c/n 790). On 22 May 2019, TST Humanitarian Surveys LLC (Delaware, USA) sold the Pilatus PC-6 aircraft (registered in USA as N354AK) to Airborne Technologies GmbH in Austria, which then registered the aircraft in the Netherlands on 22 May 2019 as PH-ABT. The aircraft was

subsequently observed at the Cycloon Holland B.V. facility at Maastricht-Aachen Airport undergoing maintenance work. On, or about, 24 June 2019 the aircraft was then sold by Airborne Technologies GmbH to Lancaster6 DMCC, although the new owner was declared as L-6 FZE. On 25 June 2019 the aircraft deployed to Libya via Cyprus piloted by the American pilot Travis Alden Maki. On 27 June 2019, the Netherlands authorities were informed that ownership of the aircraft had changed to L-6 FZE. The aircraft was de-registered by the Netherlands authorities on 3 July 2019 purportedly on transfer to the UAE Civil Aviation Authority registry. Between September 2019 and December 2020 the, unmarked, PC-6 ISR was noted several times at Benina and Al Jufra.

On or about 19 June 2019, L-6 FZE acquired a converted LASA T-bird (Thrush S2R-H80 510G) aircraft, which was during the deployment phase of Project Opus A. This aircraft was formerly in the possession of the Light Attack and Surveillance Aircraft (LASA) Engineering company of Bulgaria. The aircraft (c/n H180-161DC) was registered by the San Marino Aircraft Registry as T7-SAX (2014 to 2015), and then by the Bulgaria Directorate General Civil Aviation Administration as LZ-SAX (2015 to 2018). In August 2018 the aircraft was registered by the Civil Aviation Directorate of Serbia as YU-TSH, with the operator listed as GAS-Aviation d.o.o. This aircraft, which was at the 2017 Paris Airshow, was deployed to Amman, Jordan in late June 2019, until on 11 July 2019 when Jordan instructed the owner Mr. Christiaan Durrant to remove all Project Opus A assets. A flight plan was submitted for the LASA T-Bird to fly to Larnaca, Cyprus on, or about, 22 July 2019. This flight plan was likely inaccurate as Cyprus air traffic control have no records of the aircraft landing there.

#### AS332L

0111	f/n, YouTube	may21
0112	f/n, YouTube	may21

#### AW109 Power Elite

...	f/n, YouTube	may21
-----	--------------	-------

#### Il-76TD

5A-7656	ex UP-I7656	f/n, YouTube	may21
---------	-------------	--------------	-------

Another Il-76 was noted, but the serial was not quite clear. It could be 5A-7651 or 5A-7652.

#### MiG-21bis

698	w/o 29may21	<b>75065698</b>
-----	-------------	-----------------

#### Su-24

35	f/n, photo	may21
----	------------	-------

During a huge military parade on 29 May 2021 to commemorate Operation Dignity, the LNA's 2014 military campaign

that was aimed at capturing Tripoli and seizing power from the Government of National Accord (GNA), suddenly four Su-24s were noted. Two were already delivered in May 2020, together with the six MiG-29s. The former Russian Federation - Aerospace Forces (RF VKS) aircraft made a refuel stop at Hamadan (Iran) and Khmeimim air base (Syria) before being escorted on the last part of the way to Libya by two Su-35S fighters. How the 'newest' two arrived in Libya is unknown but most likely they were airlifted. So far only the serial of one aircraft became known and the serial is the same as one of the six Su-24s Libya had in the past. The first 35, an Su-24MK with construction number 4160451901835, was destroyed in the US strike, with the Tomahawk Land Attack Missiles (TLAM), at Ghurdabiyah-Syrte on February 2011. The 'new' Su-24 had the number 4 on the left side of the nose-wheel door.

## Mozambique

Força Aérea Moçambique (AF)

### Aerostar R40S

FAM255 EPA w/o 28may21

## Senegal

Armée de l'Air Sénégalaise (AF)

### A320-251N (ACJ)

6V-SEN Gvmt ex F-WHUE **10196** may21

### MS893-235G

6W-SAV ex EAA dump Thiès **3380** 2021

This Rallye Commodore 180 is dumped at 14°48'07.19"N, 16°57'09.14"W. Next to it is TB-30 6W-SAZ (c/n 25)

## South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

FAPP = Polokwane International

FAWB = Wonderboom-Pretoria

We received a list of the Cheetah airframes which should go to Draken International. The list is as follows:

### Cheetah B

858, 859

### Cheetah C

344, 345, 353, 361, 363, 369, 370, 375 and 376

### Cheetah D2

845

Denel will still keep the following airframes once the Draken deal is complete:

### Cheetah B

861 (is also the only airframe which is still serviceable) c/n 109F/9A

### Cheetah C

351 (We think Denel also still has the 350)

### Cheetah D2

849, 852 and 853

## Mirage F1AZ

225 i/a FAWB ex i/a FAPP **101** jun21

Paramount Aerospace Systems has moved its technical aviation academy from Polokwane to Wonderboom National Airport, adjacent to the company's advanced aircraft manufacturing facility. So far only Mirage F1 225 was noted together with a civil, former Italian AMI SF-260.

## South Sudan

South Sudan People's Defense Force

### An-26

SP-402 f/n HSSJ jun21

This all-white An-26, also without any titles, was first noted at Juba on 13 June 2020.

## Tanzania

Jeshi la Wananchi la Tanzani (AF)

LFML = Marseille-Provence, France

### H215

JW9806 o/o, as F-ZWBI f/n LFML .../TNZ004 may21

JW9807 o/o, as F-ZWCY LFML, serial upd. .../TNZ005 may21

## Zambia

Zambia Air Force (AF)

FLLS = Lusaka Kenneth Kaunda International airport

### Chipmunk T10

AF504/N pres Lusaka ex stored FLLS **C1/0631** apr21

The Chipmunk and the MFI-15, see below, are preserved at the National Science Center in Lusaka. Peter Weinert found a photo of both aircraft made just after their arrival. The aircraft are not yet visible on Google Earth but they must be near 15°25'24.67"S, 28°21'12.98"E. The Chipmunk was preserved for many years at Lusaka City airport, but transferred in June 2020 to Lusaka Kenneth Kaunda International airport.



Not many words are necessary to caption this picture, a Phantom as we love them best. Jurgen van Toor sent us this picture from Andravida, where F-4E 01503 was one of the locals participating in Iniochos 2021, on 21 April 2021.



For the 60th anniversary of the Frece Tricolori, six MB 339A-PAN aircraft received special tails. MM55054's tail refers to Cavallino Rampante (Prancing Horse), the aerobatic team that flew in 1956-1957 with five Sabre Mk4s. (Rivolto, 27 May 2021, Vito Cecchetto).

### MFI-15-200A

AF526/N pres Lusaka Nat. Science Center 15-263 apr21  
Whether the MFI-15 also came from Lusaka International airport or it came from Livingstone airport is unknown for the moment.

## Asia

### China

People's Liberation Army Air Force (AF)

#### HU-6

73 8th Div/23rd Reg jun21  
This is the first H-6 Air Force tanker noted with a two-digit serial. As all tankers fly with the same unit, it is fair to say the previous identity is 10793.

#### J-7G

3326 Xi'an FA/2nd Brigade may21  
In an extensive CCTV report it was confirmed that the unit now operates the J-7G and JL-9 aircraft. Re-equipment of the unit started in 2018 when the J-7II and JJ-7A were last noted.

#### J-16

63271 26th Brigade 0612 may21

#### JL-9

3725 Xi'an FA/2nd Brigade may21  
3729 Xi'an FA/2nd Brigade may21

People's Liberation Army (AR)

#### Z-8L

LH953801	161st Brigade	photo
LH953806	161st Brigade	photo
LH953807	161st Brigade	photo
LH953810	161st Brigade	photo
LH953812	161st Brigade	photo
LH953818	161st Brigade	photo

This is the first confirmation of a Z-8L with the 161st Brigade, although it was noted on satellite pictures that the unit must have been using the type since early 2020. The Z-8L is a wide-body derivative of the Z-8G that first flew in 2017. Those six units were shown during the parade rehearsal for the approaching celebrations of the 100th anniversary of the Communist Party.

#### Z-10

LH921153	85th Brigade	photo
LH921156	85th Brigade	photo
LH953105	121st Brigade	photo
LH953115	121st Brigade	photo
LH953120	121st Brigade	photo
LH953137	121st Brigade	photo

#### Z-11

LH908315/15	LH Academy/4th Brigade	photo
LH908318/18	LH Academy/4th Brigade	photo
LH908338/38	LH Academy/4th Brigade	photo
LH908350/50	LH Academy/4th Brigade	photo
LH908359/59	LH Academy/4th Brigade	photo
LH908360/60	LH Academy/4th Brigade	photo
LH908365/65	LH Academy/4th Brigade	photo
LH908396/96	LH Academy/4th Brigade	photo

#### Z-11B

LH90xxxx/19	LH Academy/Houma	jun21
LH90xxxx/23	LH Academy/Houma	jun21
LH90xxxx/57	LH Academy/Houma	jun21

#### Z-19

LH953509	121st Brigade	photo
LH953510	121st Brigade	photo
LH953518	121st Brigade	photo

#### Z-20

LH921215	85th Brigade	photo
LH921225	85th Brigade	photo
LH921226	85th Brigade	photo
LH953517	121st Brigade	photo
LH953525	121st Brigade	photo

People's Liberation Army Navy (NY)

#### J-15

69	Carrier Air Wing	photo
74	Carrier Air Wing	photo

#### J-35 (FC-31)

At the start of the first aircraft carrier development the Navy built a flight deck test facility in the deserted areas south of Wuhan. Most unfortunate for the Navy, the surrounding areas are now being occupied by high rise apartment flats and as a result it was noted early June that the FC-31 is currently undergoing fitting checks at the mock-up. Rumours of a naval future for the FC-31 were around ever since the aerodynamically improved second prototype took to the air, but this is the first real indication of such a development. For this also the name J-35 has been mentioned.

Manufacturers

#### Z-20

20005	CHAIC	proto #5	photo
-------	-------	----------	-------

## India

Bharatiya Vayu Sena (AF)

#### Mi-17V-5

ZP5223	119HU	f/n	jun21
--------	-------	-----	-------

## Bharatiya Nau Sena (NY)

On 7 June 2021, the Indian Naval Air Arm established a new flight of an existing helicopter squadron at INS Dega, also known as Vishakhapatnam. The new flight, Indian Naval Air Squadron 322 (INAS322) Guardians/Dega Flight, is the second squadron equipped with the Mk.III version of the Advanced Light Helicopter (ALH) Dhruv. The first Indian Navy Dhruv Mk.III squadron, INAS323 Harriers, is based at INS Hansa (Goa/Dabolim).

The new squadron also received three Dhruv Mk.IIIs, which will be used for Search and Rescue, Special Operations and Coastal Surveillance. In March 2017, the Cabinet Committee on Security (CCS) approved the purchase of the Dhruv Mk.III Advanced Light Helicopters for both the Indian Navy and Coast Guard. Both armed forces will receive sixteen helicopters each.

### P-8I

IN329 Boeing f/n, N536DS **64891/8296** jun21

### Bharatiya Thatrakshak (CG)

On 12 June 2021, the Indian Coast Guard (ICG) inducted their first three Dhruv Mk.III Advanced Light Helicopter (ALH). In comparison with the already operated Dhruv Mk.I, this version features a full glass cockpit with Hindustan Aeronautics Ltd (HAL) Integrated Architecture Display System (IADS), more powerful Shakti (Safran Ardiden 1H1) engines (1,400–2,000 hp each) and a hoist.

The sixteen new helicopters will be operated by yet unknown Coast Guard Squadrons at the Coast Guard Air Stations Bhubaneswar and Chennai on the east coast and Porbandar and Kochi on the west coast. Known serials of the first three are CG856 and CG858. It is not known to which air station or squadron they were delivered.

## Indonesia

### Tentara Nasional Indonesia-Angkatan Udara (AF)

The air force has signed a letter of intent to obtain 36 Rafales from Dassault. But the Russians claim that the contract for eleven Su-35S is still valid too! Of course, many financial hurdles have yet to be overcome and offset orders from France to be agreed. Contract negotiations are expected to start from December if those preconditions can be met. This latest chapter in the acquisition of a 4.5 generation fighter was announced this February with the F-15EX being the other candidate.

More aircraft to be obtained are two A330MR TT. Also announced in February, the green light to spend USD700 million was recently given. Last planned acquisition in this enforcement plan aimed at a stronger and more mobile air force by 2044, is that of the C-130J. Over the next 25 years, the country is planning to invest USD 125 billion (124,995,000,000 or 1,750 trillion rupees) to strengthen its defense in five 5-year plans. Of this, 79 billion (USD 79,099,625,314) is for equipment, 32.5 billion (USD 32,505,274,686) for sustainment and 13.4 billion (USD 13,390,000,000) for interest payments on foreign loans. Of course this was met with some criticism locally. No room for future salary increases and a heavy loan burden are negative side-effects, and buying defense material is not seen as a worthwhile investment, particularly when corona is still rampant.

In all these procurement plans there needs to be a green light from the Ministry of Finance and the House of Representatives. Also, sufficient counter trade offers, local defense industry cooperation or technology transfer. President Joko Widodo has stipulated this time and again. Otherwise, the heavy investments will not be merited and the investments cannot be explained to the public. On the other hand, Indonesia's economy steadily grew with some 5% per year before the corona pandemic, and is expected to rebound to a similar growth again in 2021. So it is more a matter on how and where to invest than being budget stricken. Current air force programs, both planned and in progress are:

A330MR TT	2	budget freed for purchase jun21
A400M	2	civil acquisition, supported by TNI *)
NAS332C1e	2?	2 delivered, more on order? **)
C-130J	6	ordered 2019 for delivery 2020/21
NC212i	9	1 delivered, 1 test flying, 7 on order
CN235M-220	1	ordered, SAR version
F-16A/B upgrade	9	all surviving F-16A/B, 5 MLU done
H225M	8	6 delivered, 2 on order **)
Rafale	36	contract to be negotiated dec21
CH4 Wing Loong	4	1 delivered so far?

\*) likely cancelled, \*\*) likely more NAS332C1e instead of H225M.

### F-16AM

TS-1605 SkU3 upgraded, l/n oct17 **1A-1** jun21

TS-1609 SkU3 upgraded, l/n oct15 **1A-5** jun21

The exercise Cope West 2021 with PACAF's Misawa Vipers at Pekanbaru/Roesmin Nurjadin revealed two recently upgraded MLU F-16As.



Army 2021 is still planned for August 2021 at the time of putting this Scramble together, hopefully some of us will be able to visit the event this year. This picture of a manufacturer's Ka-52, representing a Ka-52K with code 103 yellow of the Russian Navy, was taken while departing from Kubinka during Army 2020 on 1 September 2020, by Andrei Shmatko.





The RAF is one of the many users of the T-6A Texan II. ZM439 of 72sq is seen here approaching runway 19 at RAF Valley on 15 June 2021, seen through the lens of Ian Watson.

### NC212i

A-2113/AX-2127 PTDI f/f/ 08jun21 **N118** jun21

Tentara Nasional Indonesia - Angkatan Darat (AR)

Further to the acquisition plans above, of course the army is getting its share too. After the eight AH-64E and nine Bell 412EPi, last summer a possible acquisition for eight MV-22s was approved by the United States through their Foreign Military Sales program. This deal was denied by Indonesia and no timeframe for it is known. It is likely these are an alternative for the CH-47F Chinooks that were still on the wish list in 2019. Objective is to use such a type of aircraft as troop transport and disaster relief aircraft.

Tentara Nasional Indonesia - Angkatan Laut (NY)

Apart from six Italian built frigates, the Navy will be strengthened by at least one further CN235 in MPA configuration. Of course, the force gained eleven AS565 Panthers, five PA-28 and two CN235-MPA since 2018.

### Japan

Nihon Koku-Jieitai (AF)

KBFI = Seattle-Boeing Field RJNA = Nagoya-Komaki  
 RJNH = Hamamatsu RJSM = Misawa  
 RJTU = Utsunomiya  
 ADTW = Hiko Kaihatsu Jikkendan  
 ARW = Koku Kyunandan FTS = Kyoiku Hikotai  
 HAS = Herikoputa Kuyutai N-ADF = Hokubu Shien Hikohan

### KC-46A

N6018N Boeing ferried to KBFI **66585/1207** jun21

Looks like delivery will be this year, as scheduled. Japanese personnel already trained on the KC-46A in the USA as a photo on Twitter showed. Japanese and US crews were photographed next to a 97th AMW KC-46A. Part of the Japanese crew belonged to 404 Hikotai, operating the KC-767. It is possible most tests and checks were already performed in the USA and therefore the KC-46A will be delivered to 405 Hikotai at Miho direct, without being operated by the Air Development and Test Wing first.

### F-2A

63-8538 o/h RJNA nb, ex 3 Hikotai **1038** may21

### F-2B

43-8127 21 Hikotai nb, ex IRAN **3027** jun21

### F-15J

42-8835 o/h RJNA nb, ex 23 Hikotai **035** may21

72-8887 203 Hikotai nb, ex IRAN **087** jun21

72-8895 304 Hikotai ex 305 Hikotai **095** jun21

82-8902 o/h RJNA nb, ex 201 Hikotai **102** jun21

72-8963 306 Hikotai nb, ex IRAN **163** may21  
 82-8965 306 Hikotai ex 204 Hikotai **165** jun21

### F-15J Mod.

72-8961 306 Hikotai ex IRAN **161** jun21

### F-35A

19-8724 302 Hikotai ex nb **AX-24** jun21

Six F-35As were deployed to Tsuiki, starting on 14 June.

### CH-47J

57-4492 RJSM HAS ex nb after IRAN **5074** may21

### T-4

56-5601 ADTW nose probe, ex IRAN **1001** jun21

86-5610 N-ADF? nb, ex 302 Hik.(sep19) **1010** jun21

96-5615 31 FTS under tow RJNH **1015** may21

96-5624 2 Kokudan? nb, ex 201 Hikotai **1024** jun21

06-5632 31 FTS under tow RJNH **1032** may21

06-5641 32 FTS under tow RJNH **1041** may21

36-5700 1 Kokudan? nb, under tow RJNH **1100** may21

56-5734 4 Kokudan nb, ex IRAN, 32 FTS **1134** jun21

76-5755 31 FTS under tow RJNH **1155** may21

86-5764 31 FTS ex 303 Hikotai **1164** jun21

96-5771 ADTW active, ex 305 Hikotai **1171** jun21

06-5791 N-ADF active after grounding **1191** jun21

The five T-4s seen under tow at Hamamatsu all had remains of protective tape on various parts of the frame. These were most likely stored during the grounding of the type and hopefully will be seen active soon. The ferry-pilot for 734 was flown to Gifu in a Blue Impulse T-4 which was in the standard grey colours.

### U-125A

92-3026 o/h RJTU ex ARW **258797** jun21

Rikujo Jieitai (AR)

RJTU = Utsunomiya

### UH-1J

41803/803 EH TDY RJTU, ex SU **1J03** may21

### XUH-2

45001 ATLA to JGSDF, re-reg. 45151 dec20

45151 TE ex ATLA jun21

The Acquisition, Technology & Logistics Agency (ATLA) has transferred the first XUH-2 to the JGSDF in June 2021. The helicopter was noted at Akeno with added GSDF titles (in Japanese characters) and new serial 45151/JG-5151. It will be operated by the Hiko Jikkentai or Air Test Squadron. Possibly the type designator is now UH-2.

### OH-6D

31230/SU ex preserved ex Funabashi-shi **6538** dec20

31313/XIIH pres. Hofu Kita ex store **6767** mar21

JG-1230 (with left tail-boom of JG-1267) used to be inside a fenced-off area near a nursery school in Funabashi town. It might have moved on to another place in Toyama prefecture. We had some doubts over the location of JG-1313. It turned out NOT to be Soumagahara, but it is at Hofu, located near the 13 Hikotai hangar.

**H-13KH**

30213/II ex preserved ex Nihon University **2094** feb21  
Was seen on the back of a lorry, together with an unidentified OH-6.

**AH-64DJP**

74501 IBH ex S **JP001** jun21

**CH-47J**

52934 XIIIH ex SK (l/n nov19) **5049** jun21

**UH-60JA**

43130 IHB ex IRAN(dec20) **4030** jun21

Kaijo Jieitai (NY)

RJNA = Nagoya-Komaki

RJTU = Utsunomiya

ATS = Kyoiku Kokutai

**SH-60K**

8406 o/h RJNA no unit no, ex 22 Kok. **5006** jun21

8411 o/h RJNA no unit no, ex 21 Kok. **5011** jun21

8444 21 Kokutai ex IRAN **5044** jun21

8472 Mitsubishi HI f/n, outside at RJNA **5072** jun21

**P-1**

5523 1 Kokutai ex no unit no. **23** jun21

**P-3C**

5038 2 Kokutai ex IRAN **9035** may21

5053 5 Kokutai? no unit no. **9050** jun21

5084 o/h Nippi? no unit no, ex 2 Kokutai **9081** may21

5091 o/h Nippi no unit no, ex 2 Kokutai **9088** jun21

**UP-3C**

9151 51 Kokutai ex IRAN Nippi **2001** jun21

**T-5**

6358 o/h RJTU for 201 ATS **58** jun21

**TC-90**

6838 202 ATS accident 3jun21 **LJ-1930** jun21

The TC-90's left main landing gear collapsed after a tire burst on landing. It blocked the runway at Tokushima for a while, but it looks repairable.

**Kaijō Ho'an-chō (CG)****EC225LP**

JA6xxA/MH6xx for JCG primer, marked JCG11 **30xx** may21



A quartet of Army Air Corps Apache's made a fuel stop in the Netherlands, on their way to the Baltic states. ZJ223 was shot at Eindhoven on 14 May 2021, by Erik Kamphuis. They came back again via the Netherlands in the last week of June.

Seen making a test-flight at Marseille as F-WWOE.

**Pakistan****Pakistan Fiza'ya (AF)**

The F-7P squadron of the Combat Commanders School (CCS) at Mushaf AB, named 'Dashings', was deactivated. Sole operator of the legacy F-7 in PAF service is the 'Shooter' (LIFT) squadron at PAF Base M.M. Alam/Mianwali. The late generation cranked-wing F-7PG will remain in service for the foreseeable future. It is currently operated by three squadrons.

**JF-17B**

20-618 18(OCU)sq c/n update **BC0019** jun21

20-622 PAC Kamra f/n in fcs, FY conf. jun21

**Pakistan Fauj (AR)****AH-1F**

... Quetta Cantt f/n mar20 apr21

Preserved at a checkpoint on Zarghoon road. Although it is an AH-1F, it has a solid early AH-1 style nose.

**Beech 200**

927 ISI sold to N937SC **BB-927** jun21

It was registered on 8 June.

**Bell 412EP**

786-214 Quetta-Khalid f/n nov13 nov18

Two photos, with five years in between, confirmed its existence that was of course already expected. Other probable serials yet to be confirmed are 786-207, 786-208, 786-211, 786-218, 786-226. Sometimes they have their construction number painted on the side of the nose radome.

**H125 (AS350B3)**

2825 8AAsq f/n operational **8341** may21

**Mi-8**

24515 i/a NUST not 24615, f/n nov13 apr21

24516 pres Miri Fort confirmation, f/n mar13 dec20

24521 pres Kulli camp f/n may10 feb21

The one mentioned at Kulli is one of five in the Quetta Cantonment area. It sits on an assault tower near the sunset view point, N30.21408°, E67.06860°. Of these others, only the one at Miri Fort is known.

**O-1**

... gate Khalid AAB f/n oct02 nov20

It sits outside the gate of Khalid Army Air Base that is in Quetta Cantonment. One of the unknown Mi-8s referred to above, is next to it.



Sikorsky S-92A N305J, destined for Uzbekistan, was photographed whilst on a test flight from the Sikorsky Aircraft Corporation helicopter plant at Coatesville (PA) on 24 June 2021, by Shawn Semzoch.

## Philippines

Pilipinas Hukbong Himpapawid (AF)

### S-70i

On 7 June five more S-70i Black Hawks arrived at Clark AFB on delivery from PZL Poland. The helicopters were delivered by An-124 UR-82027. The last five helicopters from the initial order for sixteen helicopters are expected by September 2021.

## Singapore

Republic of Singapore Air Force (AF)

The Republic of Singapore Air Force (RSAF) has taken delivery of the first CH-47F heavy-lift helicopters it ordered back in November 2016. The first examples (serials 88161 and 88163) were seen flying at its training detachment in Australia. "The initial delivery of the CH-47F to the RSAF Helicopter Detachment in Oakey, Australia, will enable the RSAF to leverage the vast airspace and terrain for more realistic training," said the service on 26 May via its Facebook account. The RSAF described the new Chinooks as advanced helicopters with "a fully integrated, digital cockpit management system, and advanced cargo-handling capabilities". These features, coupled with capabilities such as an enhanced self-protection suite and a satellite communication (satcom) system, will enable it to better meet the lift requirements of the Singapore Armed Forces, it added. The CH-47F will replace the RSAF's fleet of CH-47SDs, which have served since 1994.

Ebbing Air National Guard Base at Fort Smith (AR) has been selected as the preferred location for the Republic of Singapore Air Force (RSAF) Lockheed Martin F-35B Lightning II training detachment. On 4 June 2021, the Singapore Ministry of Defence (MINDEF) officially announced that the RSAF will also relocate their F-16C/D detachment from the 425th Fighter Squadron at Luke AFB (AZ) to Fort Smith. Singapore has ordered four F-35Bs plus eight more as option.

The Republic of Singapore Air Force (RSAF) deployed F-15SG Strike Eagles, F-16C/D Fighting Falcons and a G550 Airborne Early Warning (AEW) to Andersen Air Force Base (Guam) for a two-month training detachment. Six Strike Eagles left on 24 May 2021, with three more on 27 May 2021 together with six F-16s, all departing from Paya Lebar air base and Tengah air

base respectively. The RSAF reported that US Navy EA-18G Growlers from VAQ-132 *Scorpions* (NL-54x) will also take part in the training exercises. The RSAF has been deploying fighter aircraft to Guam for rotational training since 2017. In December 2019, US and Singaporean defence secretaries signed a non-binding memorandum of understanding establishing a RSAF permanent fighter training detachment on Guam, which is expected to be effective by 2029. The training presence will consist of approximately a squadron of aircraft and associated personnel, and include the construction of hangars, aprons, and support facilities.

### CH-47F

88161	127sq	at AAC Oakey (AUS)	<b>M2072</b>	jun21
88163	127sq	at AAC Oakey (AUS)	<b>M2074</b>	jun21

### EC120B

9202	124sq		<b>1431</b>	may21
------	-------	--	-------------	-------

## South Korea

Dae Han Min Guk Gong Gun (AF)

### KF-5F

10-594/FAKE	pres. Seoul-Gimpo, National Avtn. Museum	jun20
10-594	18 FW/112 FS NOT pres. Gimpo	<b>KF1001</b> mar21

A recent photo of 10-594 confirmed it is not the aircraft preserved at the National Aviation Museum at Gimpo in red/white/blue colours.

### F-35A

20-025	17 FW	d/d 26mar21	<b>AW-25</b>	mar21
20-026	17 FW	d/d 26mar21	<b>AW-26</b>	mar21
20-027	17 FW	d/d 26mar21	<b>AW-27</b>	mar21
20-028	17 FW	d/d 26mar21	<b>AW-28</b>	mar21
21-029	LockheedMartin f/n, at Ft. Worth, TX		<b>AW-29</b>	may21
21-030	LockheedMartin f/n, at Ft. Worth, TX		<b>AW-30</b>	may21
21-031	LockheedMartin f/n, at Ft. Worth, TX		<b>AW-31</b>	may21
21-032	LockheedMartin f/n, at Ft. Worth, TX		<b>AW-32</b>	may21

As it turned out, the four F-35As delivered in March were all photographed departing NAS Ft. Worth (TX) and all four had their serials as 20-02x. Our theory on the allocation of the serials was based on the presumption the first two numbers represented the year of delivery. This now seems dubious unless allocation is not following the calendar year but another fiscal year time-frame or the aircraft were supposed to be delivered in 2020 but due to the COVID-19 crisis were manufactured later.

<b>T-103</b>				
04-002	i/a Yeongju-si, Gyeongbuk Av.H.Sch.	<b>0405?</b>	may21	
Han Guk Yuk Gun (AR)				
<b>UH-1H</b>				
15122	pres. Cheongju-si, Cheongju University		apr21	
16182	pres. Seoul, location?	<b>10841</b>	mar21	
16226	i/a Yeongju-si, Gyeongbuk Av.Hi.School		may21	
23024	pres. Daejeon-gwangyeoksi, Nat. Cem.	<b>13952</b>	feb21	
<b>MD500MD</b>				
780029	pres. Gimpo city, location?		may21	
780041	i/a Yeongju-si, Gyeongbuk Av.Hi.Sch.	<b>0240D</b>	may21	
830189	pres. Sangju-si, Hwaryeong Vict. Hall	<b>1257D</b>	apr21	
840203	pres. Daejeon-gwangyeoksi, Nat.Cem.	<b>1296D</b>	feb21	

## Latin America

### Belize

Belize Defence Force (DF)

<b>UH-1H</b>				
BDF-11	c/n update	ex TWN 314	<b>18014</b>	may21

The single BDF Huey left was made airworthy again with the aid of Honduran technicians, revealing its former Taiwanese serial.

### Brazil

Força Aérea Brasileira (AF)

The first five FAB pilots have followed the conversion course for the F-39E Gripen, which started in January 2021. After that, they will conclude their training in the newly installed simulators at Anápolis. Finally, the first aircraft are expected to arrive in the last quarter of this year.

Contrary to the Gripen, less progress on the KC-390. In fact, FAB wants the number of acquired KC-390 to be reduced by up to half. Two main reasons for this are the current economic situation in Brazil and the high efficiency in operating the KC-390, less aircraft can do the work just as well, FAB figures. Contract altering negotiations are not finished yet, so it is unknown how many, down from 28, will be delivered finally. The first visible effect would be that the production pace will be slowed down to just two per annum. That is one down from the yearly three projected until 2023. Obviously, it is very doubtful if the increase of production rate to five per year from 2024 will be effectuated.

<b>KC-390</b>				
2858	EMBRAER	f/n, final assembly		jun21
...	EMBRAER	f/n, final assembly	<b>39000009</b>	jun21
...	EMBRAER	f/n, under constr.	<b>39000010</b>	jun21
(PT-ZDK)	EMBRAER	f/n, final assembly	<b>39000011</b>	jun21
...	EMBRAER	f/n, under constr.	<b>39000012</b>	jun21
...	EMBRAER	f/n, under constr.	<b>39000013</b>	jun21

One of these is intended for Portugal. It is painted gloss light grey and final assembly of that one started in February. It is expected to perform its first flight by the end of this year. Delivery is planned for mid-2023. This one is almost certainly the aircraft that gained a civil registration, reserved in February. Also, we think that aircraft number 9 and 2858 are the same airframe.

<b>H-1H (AB205)</b>				
8676	2°/10°GAV	auctioned off 25mar21	<b>4008</b>	mar21

<b>H-1H (UH-1H)</b>				
8669	2°/10°GAV	auctioned off 25mar21	<b>13503</b>	mar21
8673	2°/10°GAV	auctioned off 24jun21	<b>18883</b>	jun21

Of these, 8673 was written off on 28 May 2014.

<b>T-25C</b>				
1854	pr/ Tubarão, SC ex 2°EIA, l/n apr11		<b>024</b>	may21

The aircraft was installed on 27 May by personnel from the Parque Material Aeronáutica de Lagoa Santa, the unit is responsible for maintaining the FAB's T-25 fleet. It is mounted on a pedestal in a memorial commemorating the former airport Anita Garibaldi, at 28.47702°S, 48.99277°W.

Comando da Força Aeronaval (NY)

<b>AH-11B (Wild Lynx)</b>				
N-4003	HA-1	h/o 10jun21	380	jun21

It performed its acceptance flight 10 June, it departed Yeovil for Brazil on 14 December 2020.

### Colombia

Fuerza Aérea Colombiana (AF)

SKMA = Madrid

<b>AW139</b>				
FAC0008	GRUVE 82	d/d 30may21	<b>31900</b>	

<b>Bell 205A-1</b>				
FAC287		f/n		photo

Construction numbers for FAC286 and FAC287 are still unknown.



Tubarão in Santa Catarina State, Brazil, received this T-25C 1854. It is in a small park in the village to pay tribute to the former Anita Garibaldi Airport. Do not forget to visit the local train museum when visiting the area. (27 May 2021, Douglas Gonçalves)



This C-12D, 83-0495 of 1st AS, was seen visiting RAF Waddington on 17 June 2021. During its stay in the UK, it was based at RAF Northolt and made visits to several UK airbases carrying a high-ranking USAF officer. (Martin Fox)

#### Ce172S

FAC247_	ex N510PH	canx 09jun21	<b>172S12610</b>
FAC2471	ex N513VH	canx 09jun21	<b>172S12613</b>
FAC247_	ex N515BH	canx 09jun21	<b>172S12615</b>
FAC2473	ex N520TH	canx 09jun21	<b>172S12620</b>

Both FAC2471 and FAC2473 tie-ups are photoproof. As the FAC does assign serial batches from tens and up, with FAC2470 likely the first aircraft, we present them as above. All four have been delivered early June.

#### ERJ135BJ

FAC1218	ESCVE 821	f/n, ex SE-DJG	<b>14501042</b>	jun21
---------	-----------	----------------	-----------------	-------

#### UH-1B

FAC4271 pres SKMA f/n, not ex FAC271? photo  
An old picture, probably from the 80s, shows this UH-1B. It is not sure if the serial is real, FAC271 was w/o 13jan70.

Ejército de Colombia (AR)

#### UH-1N

EJC4203	to N9108Z	ex BAAV 4	<b>32004</b>
---------	-----------	-----------	--------------

This US Department of State UH-1N has returned to its owner. Policía Nacional de Colombia (PO)

#### UH-1H-II

PNC-0741	ARAVI	w/o 30may21
----------	-------	-------------

### Costa Rica

Servicio de Vigilancia Aérea (PO)

#### UH-1ST

MSP025	104/N9108Z	c/n update	<b>32004</b>
MSP026	105/N9201B	c/n update	<b>32005</b>
MSP027	124/N72643	c/n update	<b>32024</b>
MSP028	126/N78970	c/n update	<b>32026</b>

Finally, the pedigree of these helicopters became known. One was checked on the data plate, which led to the conclusion that the three digits on the nose are the last three of the former Canadian serials 135104 etc. These former serials are used as construction numbers by the FAA and US Department of State, which owns this quartet. All four previously served in Colombia.

### Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

#### An-24RV

(CU-T923) pres Havana location update **47309404** may21  
Fidel's former ride went to a customs school in Havana, refer last month. This school is housed with the Escuela Vocacional Vladimir Ilich Lenin at 22.97731°N 82.33580°W.

#### MiG-21MF

"883" pres Santiago de Cuba, photo, f/n jan10

This MiG is preserved at a military school in Santiago de Cuba, at 20.01612°N 75.80199°W since late 2009, first visible on GE-imagery from January 2010. Its fake serial was shown in a recent picture. It is still visible on GE-imagery from November 2020.

#### MiG-21UM

506 pres Corralillo f/n may09  
Campo de Tiro Corralillo houses two MiG-21s at 23.03148°N 80.64613°W. A second one first appeared on GE in August 2014.

Marina de Guerra Revolucionaria (NY)

DHAS = Destacamento de Helicópteros Anti-Submarinos

#### Ka-28

44	DHAS	w/o date unknown	
45	DHAS	w/o date unknown	
46	to North Korea	as ?	~2003
47	to North Korea	as ?	~2003

Two were sold to North Korea after two had crashed in Cuba, now it became known which Cuban serials each pair had.

### Guatemala

Fuerza Aérea de Guatemala (AF)

The FAG has received just one bid for four new trainer aircraft with the Escuela Militar de Aviación at Retalhuleu. The price should not exceed 3,4mln USD and the aircraft should be able to fly inverted. An order is expected later this year.

### Jamaica

Jamaica Defence Force (DF)

CMAS = Caribbean Military Aviation School

#### Bell 206B-3

JDF H-34	CMAS	w/o 26nov18	<b>4650</b>
JDF H-41	ex N855M	canx 29jan20	<b>4386</b> feb20

JDF H-34's sistership JDF H-35 was damaged on 9 June 2021. JDF H-41 is one of two additions purchased secondhand.

#### DA40

JDF A-10	ex N331DS	c/n update	<b>40.1205</b> jun21
JDF A-11	ex N334DS	c/n update	<b>40.1206</b> jun21

### Mexico

Fuerza Aérea Mexicana (AF)

<b>B757-225EM</b>			
TP-02/XC-UJM	sold lot 14		<b>22690</b> jun21
<b>Ce501SP</b>			
3931/XC-LPN	sold lot 7	XC-reg update	<b>501-0141</b> jun21
<b>EC225LP</b>			
TPH-02/XC-LKO	sold lot 13		<b>2684</b> jun21

Early May, another attempt was made to put some VIP-aircraft for auction, with a total of 14 aircraft and helicopters up for grabs. Above two aircraft and one EC225 were sold to unknown buyers. Fates for the other eleven aircraft in the auction have not been published yet.

**Ce680**  
3930/XC-LPM for auction XC-reg update **680-0284** may21

**EC145**  
1054 re-registered as ANX-2245 **9653**

**MD530F**  
1133 EA.112 w/o 10jun21 **0086FF**

Armada de México – Fuerza Aeronaval (NY)

**EC145**  
ANX-2244 c/n update f/n, ex XC-LNZ **9629** oct19  
ANX-2245 c/n correction f/n, ex 1054 **9653** jan20

Fiscalía General de la República (PO)

**BAe125-700A**  
XC-LPW FGR (DGSA) f/n, ex N42TS **257067** may21

**Beech C90**  
XC-LPT FGR (DGSA) f/n, ex N267C **LJ-896** jun21

**EC145**  
XC-LNV re-registered as ANX-2244 **9629**

Gobiernos Estatales Mexicanos (GV/PO)

**RC695**  
XC-UJW re-registered as XC-LPK **95000**  
XC-LPK for sale f/n, ex XC-UJW **95000** dec19

The aircraft is for auction by the Hidalgo state government, closing on 30jun21.

## Nicaragua

Fuerza Aérea Sandinista y Defensa Anti-Aérea (AF)

In 1979, after a revolution the Sandinistas took power, and the FAN became FAS DAA. Thanks to various new sources, many updates from the 80s Contra War are listed this month.

EAH = Escuadrón Aéreo de Helicópteros  
EAH Mi-8 = Escuadrón Aéreo de Helicópteros Mi-8  
EAH Mi-17 = Escuadrón Aéreo de Helicópteros Mi-17  
EAH Mi-25 = Escuadrón Aéreo de Helicópteros Mi-25  
ETAF = Escuadrón de Transporte Ala Fija  
MNMG = Managua-Augusto C. Sandino

### Alouette 3

267 EAH w/o after jun87

Refer last month, the serial of the second Alouette has been confirmed as 267.

**An-2**  
77 ETAF w/o 19dec86 **1G214-04**

**Mi-8TB**  
270 EAH Mi-8 w/o 02dec85  
280 EAH Mi-8 w/o 24aug84  
281 EAH Mi-8 w/o 29oct87  
282 EAH Mi-8 w/o 20sep87  
284 EAH Mi-8 damaged 16jan86  
286 EAH Mi-8 damaged 16jan86

The last pair came down in the same counter-insurgency operation; 282 is also quoted as a Mi-17, which seems odd, but could be the second use of the serial.

**Mi-17**  
301 EAH Mi-17 w/o 25jan87 **419M15**  
302 EAH Mi-17 w/o 17sep86 **419M16**  
305 EAH Mi-17 w/o 11oct87 **419M19**  
307 EAH Mi-17 w/o 27aug87 **419M21**

**Mi-24D/25**  
338 EAH Mi-25 w/o 25sep87 **410438**  
339 EAH Mi-25 w/o near Mulukukú **410439**  
340 to Peru as 647 **410440** 1992  
341 EAH Mi-25 w/o 19jun87 **410441**  
354 to Peru as 648 **410454** 1992  
355 to Peru as 650 **410455** 1992  
356 to Peru as 654 **13207** 1992  
357 std MNMG l/n, ex 28 ye **04229** nov19  
358 EAH Mi-25 w/o 19may88  
359 to Peru as 6.. 1992  
360 to Peru as 6.. 1992  
361 pres MNMG l/n nov19  
362 to Peru as 6.. 1992

After studying official records, proven data, and photos we present an overview of FAS DAA Mi-24D/25s. One batch of six brand new Mi-25s (serials 338-341, 354 and 355) has been delivered late 1984, and one batch of six ex-Soviet Mi-24Ds (serials 356 and up) has been delivered in 1986, with one additional Mi-24D in 1987. Serials start at 338, and not as 335 as often quoted. No proof was found for serials 342-353 either, too big a batch to have escaped war footage in the 80s (compared to Mi-17s i.e.) and overestimating the number of Hinds delivered. Serial 362 was delivered as an attrition replacement for 357, which was damaged while being unloaded in the port of Corinto, and hence, not sold to Peru. FAS DAA-records quote Mi-25s 338 and 341 as shot down by Contra-rebels in 1987. Two others had accidents, of which one dove in Lake Managua on 19 May 1988, and one broke off its tail near Mulukukú on an unknown date. Seven airworthy sur-



Seen departing McClellan Field (CA) on 7 June 2021, is C-17A 99-0168 from the 144th AS Alaska ANG. It was one of various C-17s from different squadrons at McClellan so their crews could participate in a USAF Weapons School exercise, being held at Nellis AFB (NV). (Jim Dunn)



Coming back from a Middle East deployment, F-15E 90-0233 "Sable" of 391st FS Bold Tigers is carrying some suitable orange articles underneath when it was seen at Seymour Johnson AFB (NC) on 22 April 2021, by Howard German.

vivors, some of which had hardly flown in Nicaragua, were sold to Peru in 1992, and two Mi-24Ds survive in Nicaragua today. Mi-24Ds that went to Peru are 04115 (as 645), 04251 (as 646) and M340144 (as 652). These were, in unknown order, Nicaraguan 359, 360 and 362.

## Paraguay

Fuerza Aérea Paraguaya (AF)

### CeT206H

0823 GATE ex ZP-TJE jun21

This serial was already reserved for an impounded drug runner and it looks that it was the former ZP-TJE impounded in July 2020.

### Ce208B EX

0253 GATE ex N629TL **208B5629** jun21

0254 GATE ex N632TL **208B5632** jun21

## Peru

Fuerza Aérea del Perú (AF)

SPLP = Lima-Surco/Las Palmas

The refurbishment of NA-50 'XXI-41-3' (50-950) was finished recently, in time for the 200th anniversary of Peru's independence on 28 July. It is believed to be the former XXI-41-4 painted up to represent the aircraft that was used by Captain José Quiñones Gonzáles during the war with Ecuador in 1941. The paint scheme includes the construction number 951, which was also applied when the aircraft used to be preserved on a pedestal. We suspect that this came from old photographs and may belong to the real XXI-41-3 that crashed on 23 July 1941.

### MB339AP

468 SEMAN SPLP to be pres **6650/052/AC004** jun21

481 SEMAN SPLP to be pres **6655/057/AC009** jun21

Both refurbished recently for preservation somewhere.

Policía Nacional del Perú (PO)

The Police opened up its tender for the insurance of the aircraft fleet for the 23 October 2021 to 23 October 2022 period on 1 June. The lucky 23 numbers are:

An-32B:	PNP-227, PNP-233
Beech 1900C:	PNP-258
CeR172H:	PNP-262
CeP206/U206G:	PNP-251, PNP-252*, PNP-261
Ce208B/208:	PNP-256, PNP-257
CeT210L:	PNP-243
EC145:	PNP-127, PNP-128, PNP-129, PNP-130, PNP-131
Mi-8MT/MTV-1:	PNP-501, PNP-502, PNP-503, PNP-506
PA-31/31-350:	PNP-229, PNP-255
PA-34-220T:	PNP-231
Y-12:	PNP-225

\*) PNP-252 suffered a mishap a week before the tender was published, see Scramble 505.

No longer insured are:

An-32B:	PNP-228, PNP-234
Beech E90:	PNP-230
BN-2B:	PNP-215
CeU206D:	PNP-263
CeU206G:	PNP-247, PNP-254, PNP-259, PNP-260
Mi-8MTV-1:	PNP-510
PA-34:	PNP-239
R44:	PNP-126
RC695:	PNP-218

Please also note that the UH-1H-II fleet is supported by the US Department of State and does not feature in the PNP fleet list although they wear full PNP markings.

## North America

### Canada

Royal Canadian Air Force (AF)

CYMJ = Moose Jaw (Sas.)

#### CT-114 (CL-41A)

114099 pres CYMJ ex 431sq **1099** may21

#### CH-146 (Bell 412CF)

146467 Bell-Textron ex 430sq **46467** feb21

This is the first of three prototypes for the Griffon Limited Life Extension (GLLE), that will include the design, development, and installation of new cockpit displays and engines, integrate sensor systems, communications and cryptographic equipment, cockpit voice and flight recorders, navigation systems, automatic flight control systems, and control display units. The programme will see 85 out of the original 100 helicopters being upgraded, enabling the CH-146 to fly well into the 2030s.

#### CH-147F (CH-47F)

147306 450sq damaged 11may21 **M2056**

Made a hard landing and was transported by road all the way from Fort Wainwright (Alt.) to Petawawa (Ont.) for inspection and possibly repair late May.

#### CC-295 (C295W-SAR)

295507 d/d 08-14jun21 **198**

## United States

United States Air Force (AF)

#### B-1B

86-0101/DY i/a Wichita ex 28th BS, with NIAR **61** may21

86-0118/EL 309th AMARG ex 37th BS **78** may21

<b>KC-10A</b> 87-0124	309th AMARG	ex 305th AMW	<b>48310/441</b>	apr21	19-5534/AK	355th FS	del 29apr21	<b>AT-15</b>	apr21
<b>KC-46A</b> 18-46055 19-46058 19-46059 19-46060 19-46063	77th ARS 77th ARS Boeing Boeing Boeing	del 30apr21 del 16jun21 f/n f/n f/n	<b>41878/1202</b> <b>41884/1213</b> <b>41885/1216</b> <b>41883/1219</b> <b>41889/1230</b>	apr21 jun21 jun21 may21 mar21	19-5535/AK 19-5536/AK 19-5537/AK	355th FS 355th FS 355th FS	del 12may21 del 29apr21 del 12may21	<b>AT-16</b> <b>AT-17</b> <b>AT-18</b>	may21 apr21 may21
<b>C-130H</b> 74-1674	to Chile	as 994	<b>382-4631</b>	apr21	<b>HH-60G</b> 82-23671 82-23718 91-26352 91-26356/FT	309th AMARG 309th AMARG 309th AMARG pres Moody	ex 512th RQS ex 512th RQS ex 66th RQS ex 41st RQS	<b>70494</b> <b>70541</b> <b>701653</b> <b>701719</b>	apr21 apr21 apr21 may21
<b>C-130H-3</b> 92-1454 93-1455	186th AS 186th AS	ex 181st AS ex 181st AS	<b>382-5333</b> <b>382-5360</b>	jun21 jun21	<b>MQ-9A-1</b> 08-4035 08-4051/AZ	42nd ATKS 214th ATKS	w/o 10apr19 w/o 04jun21, AZ ANG	<b>PB-035</b> <b>PB-051</b>	
<b>C-130J-30</b> 16-5883/RS	37th AS	ex 317th AW	<b>382-5883</b>	jun21	<b>T-6A</b> 04-3725/VN	8th FTS		<b>PT-277</b>	feb19
<b>AC-130J</b> 17-5872 17-5877 18-5886	4th SOS 4th SOS 4th SOS	f/n f/n del	<b>382-5872</b> <b>382-5877</b> <b>382-5886</b>	sep20 may21 may21	<b>T-38C-65-NO</b> 66-4342/BB	1st RS	ex EN/469th FTS	<b>N5919</b>	jun21
<b>HC-130J</b> 09-5707/DM 12-5769/DM	79th RQS 79th RQS	ex 71st RQS ex FT/71st RQS	<b>382-5707</b> <b>382-5769</b>	jun21 jun21	<b>CV-22B</b> 17-0077	8th SOS	del 21may21	<b>D1058?</b>	may21
<b>MC-130J</b> 12-5759	67th SOS	ex 425th SOS	<b>382-5759</b>	jun21	United States Navy (NY) FRCE = Fleet Readiness Center East, Cherry Point (NC) FRCSW = Fleet Readiness Center South West, North Island (CA) LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)				
<b>KC-135R</b> 57-1456 59-1444 62-3530 63-7996	459th ARW 912th ARS 434th ARW 912th ARS	ex 92nd ARW ex 166th ARS ex 328th ARS ex 72nd ARS	<b>17527/T0136</b> <b>17932/T0347</b> <b>18513/T0581</b> <b>18613/T0652</b>	mar21 may21 apr21 may21	<b>C-2A</b> 162165/31	VRC-30	ex 40/VRC-40 Det.3	<b>45</b>	may21
<b>KC-135T</b> 58-0089 60-0344	171st ARW to CONUS	ex 6th ARW ex D/351st ARS	<b>17834/T0304</b> <b>18119/T0458</b>	may21 may21	<b>TC-12B</b> 161196 161314 161316 161323 161507 161508 161514 161518	to Argentina to Argentina to Argentina to Argentina to Argentina to Argentina to Argentina to Argentina	as TC-110 as TC-111 as TC-112 as TC-113 as TC-115 as TC-116 as TC-118 as TC-119	<b>BJ-12</b> <b>BJ-31</b> <b>BJ-33</b> <b>BJ-40</b> <b>BJ-55</b> <b>BJ-56</b> <b>BJ-62</b> <b>BJ-66</b>	apr21 apr21 apr21 apr21 jan21 apr21 apr21 apr21
<b>OC-135B</b> 61-2672/OF	309th AMARG	ex 45th RS	<b>18348/C3028</b>	may21	<b>UC-12B</b> 161511	to Argentina	as TC-117	<b>BJ-59</b>	apr21
<b>F-16C-30-CF</b> 86-0317/WI	176th FS	w/o 08dec20	<b>5C-423</b>		<b>UC-35C</b> 165740 165741	309th AMARG 309th AMARG	ex H&HS New Orleans ex H&HS New Orleans	<b>560-0524</b> <b>560-0529</b>	jun21 jun21
<b>QF-16C-30-CF</b> 85-1480/QF-078	82nd ATTRS	ex 309th AMARG	<b>5C-260</b>	may21	<b>C-130T</b> 164105/RU-105	VR-55	ex NY-105/VMGR-452	<b>382-5147</b>	apr21
<b>F-35A-4</b> 17-5251/HL 18-5450/AK 18-5451/AK	4th FS 355th FS 355th FS	ex 421st FS del 05jun21 del 29apr21	<b>AF-193</b> <b>AF-278</b> <b>AF-279</b>	may21 jun21 apr21	<b>KC-130J</b> 167111/NY-111	VMGR-452	ex QH-111/-234	<b>382-5580</b>	jun21



Seen at NAS Fallon (NV) on 24 May 2021 as part of the deployment of elements of CVW-9, E-2D 169074/600 is the latest CAG aircraft for the 'Wallbangers' of VAW-117. This deployment is in preparation for their next cruise aboard the USS Abraham Lincoln. (Jim Dunn)





One of the bandits the F-35s and F/A-18s of CVW-9 had to fly against, was F-5N 761552 of VFC-13, seen here at the beloved spot near NAS Fallon's runway on 2 June 2021, by Nate Leong.

170037/BH-037	VMGR-252	del 31mar21	<b>382-5909</b>	mar21	167825/BR-33	HSC-28	ex AB-615/HSC-11	<b>703087</b>	may21
<b>E-2C-2000</b>					168395/NF-622	HSC-12	ex NH-3/HSC-8	<b>703798</b>	may21
165824/AJ-600	VAW-124	ex 653/VAW-120	<b>A195</b>	may21	<b>P-3C AIP+</b>				
<b>E-2D</b>					163291/291	VX-30	ex RL-291/VXS-1	<b>185-5816</b>	may21
168275	FRCSW	ex AB-600/VAW-126	<b>AA8</b>	may21	<b>P-3C BMUP+</b>				
168597/600	VX-30	ex AG-603/VAW-121	<b>AA16</b>	jun21	161414/414	VQ-1	ex 414/VP-62	<b>185-5753</b>	may21
169081/600	VAW-121	f/n	<b>AA47?</b>	apr21	<b>P-8A</b>				
169082/643	VAW-120	f/n	<b>AA48?</b>	may21	168754/754	VP-45	ex LC-754/VP-8	<b>42250/4547</b>	may21
<b>F-5N</b>					169005/QE-005	VP-40	ex LL-005/VP-30	<b>44946/5851</b>	feb51
761583/AF-12	VFC-13	ex LS-01/VMFT-401	<b>L1058</b>	jun21	169008/008	VP-40	ex YD-008/VP-4	<b>44949/5936</b>	may21
<b>F/A-18B</b>					169333/333	VX-1	ex VX-20	<b>63180/6412</b>	may21
162419/7	309th AMARG	ex Blue Angels	<b>256/B051</b>	jun21	169345/345	VP-40	ex YB-345/VP-1	<b>63195/6876</b>	may21
<b>NF/A-18C</b>					169542/542	VP-4	ex 542/VX-1	<b>64073/7074</b>	may21
163476/SD-400	309th AMARG	ex VX-23	<b>703/C037</b>	apr21	169549/549	VP-10	ex 549/VP-30	<b>64079/7359</b>	may21
<b>F/A-18D</b>					169558/558	VP-4	del	<b>65750/7911</b>	may21
163457/AF-414	VFA-204	ex 47/VFC-12	<b>672/D008</b>	may21	169559/559	VP-45	ex 559/VP-30	<b>65751/7949</b>	may21
<b>F/A-18E</b>					<b>TH-73A</b>				
165665	Blue Angels	ex FRCSE	<b>1515/E019</b>	may21	170xxx/E-620	f/n	del 10jun21	<b>15801</b>	jun21
165902/410	VFA-25	ex AJ-305/VFA-97	<b>E057</b>	may21	<b>CMV-22B</b>				
166425/NH-302	VFA-146	ex NG-212/VFA-14	<b>E070</b>	may21	169443	VMR-..	del 17jun21	<b>D2009</b>	jun21
166785/AC-105	VFA-32	ex NH-211/VFA-31	<b>E131</b>	apr21	169444	Boeing	f/n	<b>D2010</b>	jun21
168914/AB-207	VFA-211	ex AJ-304/VFA-87	<b>E273</b>	jun21	United States Marine Corps (NY)				
<b>F/A-18F</b>					<b>C-40A</b>				
165673	Blue Angels	ex FRCSE	<b>1507/F012</b>	may21	170041/040	Boeing	o/o, ex N743A	<b>30184/924</b>	may21
165928/NJ-125	VFA-122	ex EC-79/FRSCE	<b>F074</b>	mar21	170042/042	Boeing	o/o, ex N745A	<b>30185/978</b>	may21
166617/NJ-105	VFA-122	ex AG-207/VFA-103	<b>F110</b>	apr21	Because both aircraft are second-hand, they might well be identified by B737-700C and not C-40A Clipper. The future will tell.				
166669/AJ-205	VFA-213	ex AJ-213	<b>F147</b>	may21	<b>F-5N</b>				
166846/NG-105	VFA-41	ex NG-103	<b>F194</b>	may21	761536/LS-01	VMFT-401	ex AF-02/VFC-13	<b>L1011</b>	may21
<b>EA-18G</b>					<b>F/A-18C</b>				
166932/AF-504	VAQ-209	ex AF-501	<b>G17</b>	apr21	164709	VMFA-112	ex FRCSW	<b>1151/C314</b>	may21
168270/NL-510	VAQ-138	ex AB-503/VAQ-137	<b>G52</b>	may21	164722/RQ42	FRCSW	ex WS-414/-232	<b>1170/C324</b>	may20
168386/AF-501	VAQ-209	ex NL-510/VAQ-138	<b>G72</b>	apr21	164740/WK-14	VMFA(AW)-224	ex XE-302/VX-9	<b>1196/C337</b>	may21
168387/502	NAWDC	ex NL-511/VAQ-138	<b>G73</b>	jun21	164881/ED-881	VMFA(AW)-533	ex RQ-58/FRCSW	<b>1213/C346</b>	jun21
<b>F-35C</b>					164887/WK-02	VMFA(AW)-224	ex NA-210/-312	<b>1219/C349</b>	may21
168844/201	NAWDC	ex NJ-420/VFA-125	<b>CF-13</b>	mar21	164908/WT-15	VMFA-232	ex FRCSW	<b>1240/C367</b>	apr21
<b>MH-60R</b>					164966/VE-14	VMFA-115	ex DT-16/-242	<b>1266/C382</b>	may21
166565	nmks	ex HK-002/HSM-40	<b>703...</b>	apr21	164976/WK-10	VMFA(AW)-224	ex AJ-402/VFA-37	<b>1279/C391</b>	may21
166573	nmks	ex NG-706/HSM-71	<b>7032..</b>	may21	165171/WK-12	VMFA(AW)-224	ex AJ-410/VFA-37	<b>1287/C396</b>	may21
167779/AB-711	HSM-72	ex AC-711/HSM-74	<b>70....</b>	may21	<b>F/A-18D</b>				
168146/AJ-715	HSM-70	ex HQ-473/HSM-46	<b>704842?</b>	may21	164043/SH	VMFAT-101	ex VW-23/314	<b>931/D052</b>	may21
168157/AG-701	HSM-79		<b>704854</b>	may21	164237/SH-	VMFAT-101	ex ED-14/533	<b>1000/D072</b>	may21
168176/NG-705	HSM-79	ex NG-706/HSM-75	<b>704875</b>	may21	164674/RA52	FRCSW	ex WT-23/-232	<b>1104/D094</b>	jun21
<b>MH-60S</b>									
166342/NA-612	HSC-6	ex NE-615/HSC-4	<b>7029..</b>	feb21					

164702/WT-24	VMFA-232	ex SH-347/-101	<b>1141/D104</b>	oct20	164560/YS-52	VMM-162	ex WP-223/VMA-223	<b>245</b>	may21
164884/WK-05	VMFA(AW)-224	ex WK-06	<b>1216/D123</b>	may21	165001/KD-41	VMAT-203	ex WE-01/VMA-214	<b>257</b>	jun21
164955/WT-21	VMFA-232	ex FRCSW	<b>1255/D133</b>	oct20	<b>AV-8B+(R)</b>				
165414/VE-21	VMFA-115	ex DT-09/-242	<b>1446/D145</b>	apr21	165419/WE-53	VMA-214	ex WE-00	<b>291</b>	apr21
165528/WK-03	VMFA(AW)-224	ex DT-05/-242	<b>1463/D149</b>	may21	165421/WE-01	VMA-214	ex YP-51/VMM-163	<b>293</b>	apr21
165529/WT-20	VMFA-232	ex DT-04/-242	<b>1466/D150</b>	oct20	165572/WE-55	VMA-214	ex WE-08	<b>309</b>	may21
165530/WT-23	VMFA-232	ex ED-17/-533	<b>1472/D151</b>	apr21	165597/YS-57	VMM-162	ex WP-04/VMA-223	<b>334</b>	may21
165683/VE-24	VMFA-115	ex RO-60/FRCSW	<b>1481/D157</b>	apr21	<b>MV-22B</b>				
165686/VE-23	VMFA-115	ex ED-686/-533	<b>1494/D160</b>	apr21	165443	North Island	ex HX-21, Cargo trainer	<b>D0021</b>	may21
<b>F-35B</b>					168032/YX-09	VMM-166	ex YZ-09/VMM-363	<b>D0162</b>	may21
168721/WF-523	VMFAT-502	ex VM-12/VMFAT-501	<b>BF-23</b>	apr21	168228/EM-06	VMM-261	ex EH-02/VMM-264	<b>D0178</b>	jun21
168728/WF-530	VMFAT-502	ex VM-20/VMFAT-501	<b>BF-30</b>	apr21	168231/EM-07	VMM-261	ex YS-05/VMM-162	<b>D0181</b>	may21
168732/WF-534	VMFAT-502	ex DC-01/VMFA-122	<b>BF-34</b>	apr21	168242/YZ-02	VMM-363	ex YP-12/VMM-163	<b>D0192</b>	jun21
169416/CF-03	VMFA-211	ex DC-21/VMFA-122	<b>BF-61</b>	apr21	168291/xx-01	HMM-...	ex FRCE	<b>D0208</b>	apr21
169611/DC-52	VMFA-122	ex DC-08	<b>BF-75</b>	may21	168601/EP-02	VMM-265	ex YM-03/VMM-265	<b>D0256?</b>	jun21
169616/DC-54	VMFA-122	ex DC-13	<b>BF-80</b>	may21	168662/YW-14	VMM-165	ex YX-09/VMM-166	<b>D03xx</b>	may21
169619/DC-56	VMFA-122	ex DC-02	<b>BF-83</b>	may21	168687/YZ-13	VMM-363	ex YL-05/VMM-362	<b>D03xx</b>	jun21
169678/CF-05	VMFA-211	ex 11/VMFA-122	<b>BF-93</b>	may21	168688/GX-17	VMMT-204	del	<b>D03xx</b>	may21
169690/VK-..	VMFA-121	del	<b>BF-105</b>	jun21	United States Coast Guard (CG)				
169796	VMFA-1..	del 10jun21	<b>BF-117</b>	jun21	<b>HC-130J</b>				
169797	LMTAS	f/n	<b>BF-118</b>	jun21	2008	Barbers Point	ex Elizabeth City	<b>382-5766</b>	jun21
<b>F-35C</b>					<b>MH-60T</b>				
169788/VW-312	VMFA-314	del	<b>CF-50</b>	may21	6003	San Diego	ex Astoria	<b>70651</b>	may21
169791	LMTAS	f/n	<b>CF-53</b>	jun21	6030	Kodiak	ex Clearwater	<b>701789</b>	apr21
<b>UH-1Y</b>					6032	Cape Cod	ex Sitka	<b>701791</b>	apr21
169247/MV-3.	VMX-1	f/n	<b>55238</b>	apr21	6034	Cape Cod	ex Sitka	<b>701955</b>	mar21
<b>AH-1Z</b>					6043	Clearwater	ex Port Angeles	<b>701576</b>	apr21
166759/MV-42	309th AMARG	ex VMX-1	<b>59004</b>	jan21	<b>MH-65D</b>				
168050/VT-	309th AMARG	ex HMLA-367	<b>59017</b>	apr21	6531	HITRON	ex Savannah	<b>6177</b>	may21
169095/YW-42	VMM-165	ex UV-46/HMLA-267	<b>59236</b>	apr21	6567	HITRON	ex Corpus Christi	<b>6258</b>	dec20
169258/YT-46	VMM-164	ex HMLA-469	<b>592..</b>	may21	6568	Detroit	ex New Orleans	<b>6259</b>	apr21
169273/SM-43	HMLA-369	ex SE-43/HMLA-469	<b>592..</b>	apr21	6571	kodiak	ex Atlantic City	<b>6266</b>	apr21
169278/TV-20	HMLA-167	f/n	<b>592..</b>	apr21	6585	Detroit	ex Borinquen	<b>6284</b>	apr21
169819/HF-68	HMLA-269	f/n	<b>592..</b>	may21	<b>MH-65E</b>				
169824	HX-21	f/n	<b>592..</b>	jun21	6519	Elizabeth City	ex Miami	<b>6139</b>	apr21
169846	Bell	f/n	<b>592..</b>	jun21	6548	Barbers Point	ex MH-65D	<b>6222</b>	apr21
<b>CH-53E</b>					Credits				
161988/CJ-04	HMH-461	ex YM-24/VMM-365	<b>65465</b>	apr21	Ian Carroll, Righardt Duplessis, Daniele Mattiuzzo, Jorge Merino, Jos Stevens, Syed Usman, Peter Weinert				
162525/25	HMH-USA	ex 22/HMH-462	<b>65537</b>	jun21	Abbreviations				
164364/YF-364	FRCSW	ex YF-364/HMH-462	<b>65593</b>	nov20	AF = Air Force	GV = Government			
<b>CH-53K</b>					AG = Agricultural Aviation	JF = Joint Forces			
169019/MV-005	VMX-1	new code	<b>95.../SDTA-1</b>	jun21	AR = Army	NY = Navy			
169021/MV-007	VMX-1	new code	<b>95.../SDTA-3</b>	jun21	CG = Coast Guard	PO = Police			
169022/MV-008	VMX-1	f/n	<b>95.../SDTA-4</b>	jun21	DF = Defence Forces	SV = Survey			
<b>AV-8B+</b>									
164551/YS-51	VMM-162	ex WP-00/VMA-223	<b>236</b>	jun21					
164554/WP-01	VMA-223	ex WP-75	<b>239</b>	sep21					



F/A-18C 164201/405 of VFA-204 is displaying a Red Star and stylish modex. Also interesting, the aircraft is displaying the maintenance awards as wrenches painted underneath the canopy. According to base personnel, the Navy would like to replace the legacy Hornets of VFA-204 with F-5s for the adversary mission. (NAS Fallon (NV), 2 June 2021, Nate Leong)



F-35C 169788/VW-312 is the newest Lightning II with VMFA-314, CVW-9's only F-35 squadron. The US Navy thoroughly challenged them with threats from NAS Fallon (NV) and some brought in from NAS Oceana (VA). (NAS Fallon (NV), 2 June 2021, Nate Leong)



Registered to the Department of the US Air Force at Hill AFB (UT), Beech 1900C N623RA operates as "Janet 03" and is seen on 24 May 2021 on approach to NAS Fallon (NV) by Jim Dunn.



RAAF B737 A36-001 was photographed at Singapore-Changi on 17 June 2021. The VIP aircraft was on its way back from the G7 in Cornwall (UK), via Dubai and Singapore to Canberra. (Hans Jacobs)

# Showreports



A nice low pass by this LET C-11, which is a licence built Yakovlev Yak-11. It was present at the Aviation Fair at Pardubice to represent flight training in the days of the Cold War. (29 May 2021, Petr Kolmann)

## Pardubice (Czechia)

Aviation Fair 29 May 2021

While Europe is still suffering from the measures to prevent the spread of COVID-19 and gathering of crowds is forbidden, aviation enthusiasts in the Czech Republic were in a rather unique position: they were able to witness a real airshow on Saturday 29 May 2021! Thanks to Petr Kolmann, we are able to share the complete log with you. Petr, Děkuju!

### Flying / Flightline:

0711	Mi-2	CLV LOM
0460	Enstrom 480B-G	CLV LOM
0474	Enstrom 480B-G	CLV LOM
0484	Enstrom 480B-G	CLV LOM
0457	Mi-17V11	CLV LOM
0832	Mi-17	CLV LOM
0835	Mi-17	CLV LOM
0836	Mi-17	CLV LOM
0556	Zlin 142C-AF	CLV LOM
0557	Zlin 142C-AF	CLV LOM
0558	Zlin 142C-AF	CLV LOM
0441	L-39C	CLV LOM
0445	L-39C	CLV LOM
0928	L-410UVP-T	CLV LOM
OK-JZE	LET C-11	(1151), marked as PS-28
G-AMIV	Tiger Moth	R5246/40
G-ANFP	Tiger Moth	N9503/39
D-EELE	CASA 1.131E	Private (ex E.3B-589)
OK-SON	Extra 300SR	Martin Sonka
OK-KOP	Extra 330SC	Petr Kopfstein
OK-FBA	XA-42	The Flying Bulls duo
OK-FBD	XA-42	The Flying Bulls duo
OK-RAL 02	UL Blériot XI	
OK-RUD 07	UL Nieuport XI	
OK-JUD 04	UL Nieuport XII	
OK-LUG 41	UL Pfalz E.I	
OK-TAL 07	UL Fokker D.VIII	

### Flying only:

6065	L-159T1	212.tl
6070	L-159A	212.tl 20 years L-159 cs

9239	JAS39	211.tl
9245	JAS39	211.tl

The event took place at Pardubice air base, home of the Centrum Leteckého Výcviku (CLV, Flight Training Centre) of the Vzdušných Sil (VS, Czech Air Force). It was the 30th edition of the Pardubice airshow. As the host of the airshow, CLV showed several of the types that are used in the training of future Czech Air Force pilots.

Three Zlin 142C-AF primary trainers and an Aero L-39 flew a display. For multi-engined aircraft training, CLV owns two Czech built LET L-410UVP/UVP-T, of which one flew. Next to the fixed wing aircraft two helicopters out of the CLV inventory were flown. Very rare is the sole Mil Mi-2 owned by CLV, which is almost a classic in itself. Modern helicopter training was represented by a Enstrom 480B-G, one of the six owned by the Flight Training Centre.

Early aviation history was present in the shape of a Bleriot XI flown by Miroslav Bouda. The days of the Great War were represented by two Nieuports, a XI and a XII, a Fokker D.VIII and a Pfalz fighter. Two DeHavilland Tiger Moths were flown by pilots of the RAF Station Czechoslovakia Foundation. This foundation wants to commemorate the fact that a large contingent of Czechoslovak pilots flew in the British Royal Air Force during WWII. Many of them had their primary training on the well-known biplane.

A LET-built C-11 (licence-built Yakovlev Yak-11) showed how flight training was done in the days when the people of Czechoslovakia were locked away behind the Iron Curtain. Czech and Slovak pilots have always excelled in aerobatics and have gained fame all over the world. For this reason Red Bull has contracted two of them for the Flying Bulls: Stanislav Čejka and Jan Rudzinskyj. They displayed their XtremeAir XA-42s. Other aerobatics were performed by Petr Kopfstein in Extra EA-330SC and Miroslav Červenka in biplane CASA 1.131 Jungmann.



The mainstay of Czech pilot training for some time now, the Zlin 142C-AF. (Pardubice, 29 May 2021, Petr Kolmann)



0928 is one of two L-410UVP-Ts owned by CV LOM, seen here in wet conditions. (Pardubice, 29 May 2021, Petr Kolmann)



Old and (relatively) new united. A Zlin 142C-AF is ready to taxi, while in the background a biplane from about a century ago is flying by. (Pardubice, 29 May 2021, Petr Kolmann)

# Exercise Gunfighter Flag 21-1

Rob van Disseldorp



A 389th FS Strike Eagle flight crew performs a walk around of their jet at Mountain Home AFB (ID) before heading out on a Gunfighter Flag 21-1 mission on 10 June 2021. (All photos by author)

We've all heard of Red Flag or Checkered Flag, Large Force Exercises (LFE) that bring together significant amounts of aircraft at various bases in the United States. However, on any given week smaller exercises happen at airfields across America. Maybe you heard of some of them, or maybe not, but just like Red Flag, these smaller exercises are vital to the survival of the US and partner nation aircrews in combat operations. One such exercise is Gunfighter Flag at Mountain Home AFB (ID), a bi-annual large-scale air combat exercise that brings different units and airframes together from all branches of the US military and its international partners.

## Gunfighter Flag 21-1

This year's first edition of Gunfighter Flag took place from 7 to 11 June 2021. The intent of the exercise was to provide units from across the Department of Defense and its international partners with valuable experience in operating in a joint and realistic environment, which increases their effectiveness in active operations overseas.

Due to the nature of the scenarios being practiced, Gunfighter 21-1 was a very fighter centric exercise. Over 70 fighters were parked on the Mountain Home AFB ramp while even more fighters joined the fight from their home bases. On Monday through Thursday, participants flew two sorties (also called 'vuls') a day. Friday only had a morning sortie.

A typical launch would see about 40 fighter aircraft taking off in the span of 30 minutes. Some of the aircraft that operated from Mountain Home AFB included the local F-15Es and F-15SGs, Republic of Singapore F-16s and US Navy F/A-18Fs. USAF F-35As provided the 5th Generation element of the exercise.

Off base assets flying from their home bases included F-15Cs, B-52Gs, KC-135s and E/A-18G Growlers. Civilian contractor Draken International participated in Gunfighter Flag for the first time by providing several L-159s to the Red Air team.

## Participants

### US Air Force

B-52G	69th BS	Minot AFB (ND)*
F-15C	123rd FS	Portland ANGB (OR)*
F-15E	389th FS	Mountain Home AFB (ID)

F-15E	391st FS	Mountain Home AFB (ID)
F-35A	63rd FS	Luke AFB (AZ)
KC-135R	92nd ARW	Fairchild AFB (WA)*
KC-135R	151st ARW	Salt Lake City-Wright ANGB (UT)*
KC-135R	940th ARW	Beale AFB (CA)*

### Republic of Singapore Air Force

F-15SG	428th FS**	Mountain Home AFB (ID)
F-16C/D	425th FS**	Luke AFB (AZ)

### US Navy

F/A-18F	VFA-213	NAS Oceana (VA)
E/A-18G	VAQ-209	NAS Whidbey Island (WA)*

### Civilian

L-159	Draken Int'l	Nellis AFB (NV)*
-------	--------------	------------------

\* Operating from their home base, with fuel stop if needed

\*\* The 425th and 428th FS are combined USAF/Republic of Singapore squadrons.

## Airspace

One major advantage of a Gunfighter Flag exercise is the vast Mountain Home Range Complex (MHRC). Only a five-minute flight from Mountain Home AFB, this complex encompasses parts of southwest Idaho, southeastern Oregon and northern Nevada. It also provides exercise planners with an array of different landscapes including mountain peaks, canyons and flatlands. In total, this training range offers more than 9,600 square miles of airspace suitable for a variety of training missions.

## SCUD Hunt

During Scramble's visit, the mission of the day was a Theatre Ballistic Missile (TBM) hunt. Several convoys, made up of trucks carrying large fake ballistic missiles, drove from Mountain Home AFB to the range. It was Blue Air's task to fight their way into the area of operations. Their task was to find and knock out these mobile launchers before they could launch their missiles at Blue airfields. Making things hard for the aircrews is the 266th Range Squadron (RANS) and the Red Air forces. The 266th RANS is part of the Idaho Air National Guard. Their main objective is electronic simulations of ground-based air defense threats. To replicate enemy



The Fighting Blacklions of VFA-213 made a cross country trip from NAS Oceana (VA) to Mountain Home AFB (ID) to participate in this edition of Gunfighter Flag. Here we see F/A-18F 166669/AJ-205 taking off from its temporary base on 11 June 2021.

air defense systems, the 266th deployed one of the most comprehensive collections of threat emitters in the US Air Force to the MHRC and Mountain Home AFB. During Gunfighter Flag, the 266th RANS was divided in to two teams, Sage Brush and Cowboy Control. Sage Brush controlled all the threat emitters and was constantly looking to shoot Blue Air out of the sky. Cowboy Control acted as a ground based battle space command and control center for the Blue Team. The Red Air forces were made up of the Draken L-159s along with a number of aircraft from the participating units.

### Mobile ATC

A unique feature of Gunfighter Flag 21-1 was that all air traffic on base was controlled from a mobile Air Traffic Control (ATC) unit. By using existing technology coupled with new equipment that the Air Force is currently testing, the Mountain Home ATC crew was able to operate without the usual infrastructure. The idea behind this simulated deployed environment test is to make ATC units more agile so they can be dropped anywhere in the world and direct air traffic safely on a moments notice.

### The Final Battle

The last sortie of the exercise was reserved for a Defensive

Counter Air vul. It's an all out air-to-air scenario where Blue Air set up on the east side of the complex with Mountain Home AFB behind them. Roughly 20 Blue Air fighters were tasked with defending the airfield from wave after wave of Red Air fighters. The Red Air team gathered in the northwestern part of the MHRC and moved east in an attempt to overtake the airfield. To make life more difficult for the Blue team, Red Air fighters could be regenerated to re-join the fight while Blue Air was unable to do the same. A typical fight would start out around 20 vs 20, however, due to the regeneration of Red Air fighters it was closer to 100 vs 20 in favor of Team Red.

Even though the US Air Force does not recognize Gunfighter Flag as an official Flag exercise, it is still a vital exercise to prepare aircrews for the fight against near-peer threat adversaries. In these smaller LFEs, relatively new and inexperienced aircrews have an opportunity to fly alongside more experienced crews while getting their first taste of what its like to fly in a highly contested environment.

Special thanks to the Public Affairs staff at Mountain Home AFB, Exercise Director Maj. Michael 'Duck' Lynch and Exercise Planner Capt. Christian 'Rufio' Jensen for making this visit possible.



The Republic of Singapore Air Force likes colorful tails. A total of four special tail fighters participated in Gunfighter Flag 21-1, including F-15SG 05-0009 of the 428th FS Buccaneers who sported some nice pirate tail art. (Mountain Home (ID), 9 June 2021)



Republic of Singapore F-16D 96-0034/LF celebrates the Peace Carvin II detachment with some special tail art. Peace Carvin II is the name given to the joint-training environment between the Republic of Singapore and the United States. (Mountain Home (ID), 11 June 2021)



F-35A 15-5164/LF of the 63rd FS, normally based at Luke AFB (AZ), takes off from Mountain Home (ID) and heads to the MHRC on 10 June 2021. Seeing an exercise without F-35s participating is almost inconceivable these days.



On 11 June 2021, 389th FS F-15E 88-1699/MO heads out from its Idaho 'Mountain Home' to take part in another Gunfighter Flag mission. The 389th FS plays an important role in the exercise as both the Exercise Director and Exercise planners are members of the Thunderbolts.



# Dutch Wrecks & Relics



Erwin Alexander  
Otger van der Kooij

DHC-8-402 G-JECK heads one of the lines of stored aircraft at Maastricht (18 December 2020, Arjen Sleuwenhoek)

There is now some light at the end of the tunnel with the COVID situation, travel restrictions are slowly being released. Still a lot of people will stay at their home country this year. As the Netherlands is our home country in this overview you will find the Wrecks & Relics in the Netherlands.

We have omitted the warbirds and replicas. Instead we have added the smaller general aviation aircraft which we normally do not list in Scramble. In the overview are the aircraft seen in recent years. As there might be some more aircraft lingering around is a corner of a hangar or a local shed, updates and corrections are more than welcome.

## Drenthe

Emmen N52.78188, E6.88634  
SX-BID ATR42-320 stored **219** jul20

An ATR is in dismantled state inside a hall of the Wildlands animal park.

Emmer-Compascuum N52.80358, E6.95687  
HD.11-3 AB47J-3B-1 stored **2096**  
PH-HRH B206A instructional, cabin to simulator  
PH-NGV H-3 Kolibrie stored **3007**

Heli Holland might still have these helicopters. They could be stored off-side.

Hoogersmilde N52.90490, E6.37605  
PH-RLH Saab 91D preserved **91-375** may21

A Saab in fake RAF colours is at a wooded area at the Belevingspad Hoogersmilde, which is next to camping de Reeënwissel.

Hoogeveen (EHHO) N52.73233, E6.51968  
D-ELKO L-5B (42-99252), stored, Barnstormers mar21  
PH-MSV CASA1131E (E.3B-508), stored, ATN **2134** mar21  
N476E Command Aire 3C-3 stored **586** jun21  
N7009H J3C-65 stored **20254** jun21  
N56330 BT-13A (41-99844), stored, Barnstormers mar21  
N68144 BT-13A (41-1581), stored, ATN **1691** jun21  
N73077 Ce140 stored **10293** jun21  
N81255 F-24R46 stored, Barnstormers **R46155** mar21

The aircraft are in two hangars. ATN (Aero Technics Netherlands) has a hangar along the main road onto the airfield (with the large EHHO letters on its roof), while the Barnstormers hangar is at N52.73262, E6.51622. Stored in the Lichtwerk hangar is:

ZU-RAW Rotorway A600 stored **7083** 21

Groningen-Eelde (EHGG) N53.12937, E6.58738  
114 L-39Z0 stored, ex Hungary **831114** apr21  
PH-RLS Saab 91D preserved **91-371** nov20  
5B-DDE Fokker 100 stored **11427** mar21  
SE-KZD F27-100 derelict **10245** jan21

The Friendship is parked on the northern side, next to the

ramp, while the Fokker 100 is stored on the main ramp (might go to Woensdrecht). The Saab is pole mounted with the KLM Flight Academy and the Albatros with Skyline. The Noord Nederlandse Aero Club might still have SR22GTS3 LN-RVK (marked as PH-CEM) converted to a flight simulator.

Nieuw Dordrecht  
47 MiG-21bis stored, ex Hungary **75077813** mar21  
HA-MRZ Ka-26 (508), stored **7001508** oct19  
SP-SXD Mi-2 stored **512619102** mar21

Abacus Theater is a mobile street theatre group who have converted a Mi-2 and Ka-26 into DJ booths and travels with them through Europa for shows and festivals. According to their Facebook page the MiG-21 arrived during March 2021.

## Flevoland

Biddinghuizen N52.44256, E5.76601  
(94+82) Mi-2 preserved **562250032** aug20

At the foot of the Lost Gravity rollercoaster ride is a Mi-2. This is well inside the Walibi theme park.

Kraggenburg N52.68310, E5.87400  
93+09 Mi-8T preserved **10539** nov20  
7436 MiG-21MF-75 preserved **96007436** oct20

Both are at the Netl recreation park.

Lelystad (EHLE) N52.45666, E5.52954

(22+90) F-104G preserved, red c/s **7173** oct20  
473 MiG-21SPS-K preserved **94A7006** oct20  
562 An-2R (19), preserved, ex Lithuania oct20  
D-8061 F-104G stored **8061** oct20  
I-147/3W-32 Meteor F8 (I-187), preserved **6466** oct20  
159/V US-2N preserved **720** oct20  
210 SP-2H preserved **7263** oct20  
37901/51 AJSH37 preserved **37901** oct20  
WV395/69 Hunter F51 (E-410), preserved **41H-680269** oct20  
22429/V C-45H (51-11665, G-BKRG), stored oct20  
PH-BUK B747-206BSUD preserved **21549** oct20  
PH-FHF F27-100 preserved **10105** oct20  
PH-OFA Fokker 100 preserved **11246** oct20  
PH-OSI Fokker 50 preserved **10688** oct20  
PH-SAW SA365C2 (EC-DYU), preserved **5053** oct20  
PH-TAR C-54A (6906, ZS-IPR) preserved **7488** oct20  
PH-XIV S-14 (K-1), stored **6289** oct20

All the above are on outside display at the Aviodrome museum. On in inside display are:

A-38 Tiger Moth preserved **83101** oct20  
(B-73) AT-16ND preserved **14A-1268** oct20  
E-9 S-11-1 preserved **6200** oct20  
634 Fokker C.Vd preserved **4931** oct20  
N5-169 B-25D (2-9), preserved, cockpit oct20  
076 UH-19F preserved **55471** oct20  
8-1 Dragonfly HR3 (WG752), preserved **WA/H/52** oct20  
(T.2B-275)/1Z+IK C352L (G-BFHF), preserved **166** oct20

XN600	Jet Provost T3A	preserved, forward fuselage	oct20
G-AEOF	HM.14	(BAPC22), preserved	oct20
H-NADP	Fokker F.VIIa	(OY-ASE), preserved	<b>5054</b> oct20
JZ-PAD	DHC-2	(N7904C), preserved, fwd fuse.	oct20
N749NL	VC-121B	(48-0612), preserved	<b>2604</b> oct20
OO-SCD	DH104-6	preserved, forward fuselage	oct20
PH-HHH	Cierva C30A	(99, SE-AFI), preserved	<b>735</b> oct20
PH-KHD	Bo105CBS	preserved	<b>S.324</b> oct20
PH-MAD	Sea Devon C20	(XJ350), preserved	<b>04453</b> oct20
PH-MKC	Fokker 70	preserved, forward fuselage	oct20
PH-NDC	S-12	preserved	<b>6287</b> oct20
PH-NFT	SOBEH-2	preserved	<b>2001</b> oct20
PH-NVF	F27-100	preserved	<b>10102</b> oct20
PH-TCB	C-47A	(6867, G-BVOL), preserved	oct20
PH-TRO	SE210-3	preserved, forward fuselage	<b>33</b> oct20
PH-VPI	Evand VP-1	preserved	<b>NVAV10</b> oct20
PH-WEY	Spin III	preserved	<b>4464</b> oct20

The Aviodrome also has several aircraft in the storage and restoration hangar. This hangar is normally also open to the public.

(108)	Fokker S.IV	restoration	oct20
151	US-2N	stored, KLM c/s	<b>712</b> oct20
(CF-AUV)	Fokker B.4A	stored, fuselage	<b>906</b> nov19
PH-AJU	DC-2-152	(N39165), stored	<b>1404</b> oct20
N4474	UC-64A	(44-70509), restoration	<b>774</b> oct20
N1552?	Stearman Hammond Y1S	stored	nov19
N15525	Stearman Hammond Y1S	stored	nov19
PH-DDZ	C-47A	(43-15288), stored	<b>19754</b> oct20
PH-NFH	Auster J/1	stored	<b>1845</b> oct20
PH-SPN	Spin II	stored	<b>5365</b> oct20
PH-170	Baby IIb	stored	<b>6052</b> oct20
PH-308	Sagitta 2	stored	<b>006</b> oct20
PH-375	Rhönlerche II	stored	<b>3078/BR</b> oct20
PH-393	K8B	stored	<b>8768</b> oct20
PH-2B7	Ariane Sirocco	stored	<b>90-061</b> nov19
SE-CAU	Firefly TT1	(PP469), stored	<b>F6180</b> oct20
(YV-AVO)	Fokker F.VII	stored, frame	<b>5041</b> nov19

Besides a number of flying oldtimers the Stichting Vroege Vogels also has some non-flyers.

(E.3B-572)	C1131E	stored, frame	<b>2175</b> sep20
(G-BWMS)	Tiger Moth	(T-29), stored, fuselage	mar18
(N156EB)	MS505	(752), restoration	<b>752</b> sep20
(N133ST)	Simmons 133	restoration	<b>TS-2</b> mar18
(N542VV)	Monocoupe 110	stored	<b>5W-90</b> may19
(PH-NRD)	N1101	(179), stored	<b>179</b> sep20

Wings over Holland has two Fuji's in storage.

HB-ESS	FA200-160	stored, fuselage	<b>200-35</b> aug19
PH-JEJ	FA200-180	stored, fuselage	<b>200-253</b> aug19

A Bell is with HeliCentre, while in the Tom van der Meulen hangar an Argus is.

PJ-BSH	Bell 206B	stored	<b>2080</b> may19
PH-NDL	Argus 3	(HB723), stored	<b>961</b> apr21

An A321 fuselage in Metro colours is stored in the Xtrata25 hangar. It is reported as the EI-ETK. In the Boogaerds hangar are still a number of stored aircraft, recent confirmation would be welcome. An unfinished fuselage of a Fokker 50 (c/n **20318**) is in a wooded area (N52.45553, E5.52796) and used by the fire department. It was still there in March 2020, but might have gone by now. A Tobago is another training object by the fire services. It also travels to other locations in the Netherlands for training.

(PH-WPO)/LD2	TB200	instructional	<b>1382</b> sep20
--------------	-------	---------------	-------------------

## Friesland

Drachten (EHDR) N53.12001, E6.13776

PH-4C8	P92-S Echo	stored, fuselage only	<b>1101</b> oct20
--------	------------	-----------------------	-------------------

Heerenveen N52.95899, E5.93690

PH-AFD	Rallye 100ST	preserved	<b>2787</b> jan17
--------	--------------	-----------	-------------------

A strange location for an aircraft, this one is inside the supporters home of football club Heerenveen at the Abe Lenstra stadion.

Leeuwarden N53.19697, E5.78033

(OO-AGP)	Ce172H	preserved	<b>17254976</b> jan19
----------	--------	-----------	-----------------------

A Cessna is inside the Monkeytown kids play area.

Leeuwarden (EHLW) N53.22103, E5.77380

D-8318	F-104G	preserved	<b>8318</b> sep20
--------	--------	-----------	-------------------

I-320	Meteor T7	preserved	sep20
-------	-----------	-----------	-------

J-228	F-16A	preserved	<b>6D-17</b> sep20
-------	-------	-----------	--------------------

N-138	Hunter F4	preserved	<b>8638</b> sep20
-------	-----------	-----------	-------------------

These four are lined up behind the main gate. The Alouette seems to be preserved between the south side and the main gate, the Su-20 is preserved at the south side of the airfield and the ex East German MiG-21 is at the north side.

56 red	Su-20	(98+62), preserved	<b>72410</b> sep20
--------	-------	--------------------	--------------------

919	MiG-21SPS	preserved	<b>94A5511</b> sep20
-----	-----------	-----------	----------------------

H-08	Alouette 3	(A-522), preserved	<b>1522</b> sep20
------	------------	--------------------	-------------------

The Leerdok (technical school) uses two F-16s.

J-219	F-16A	instructional	<b>6D-8</b> feb21
-------	-------	---------------	-------------------

J-266	F-16B	instructional	<b>6E-8</b> feb21
-------	-------	---------------	-------------------



This MS505, N156EB/752, is under restoration at the Stichting Vroege Vogels hangar at Lelystad. It was built as MS500 for the French Air Force and after it became F-BAYE it was converted to MS502 and later to MS505. (19 September 2020, Otger van der Kooij)



Two Cessna 150s are at a company at Kootwijkerbroek, of which this PH-RUD is preserved in the front yard. (5 September 2019, Erwin Alexander)

Two more F-16s are on base of which J-877 is a weapons instructor.

J-877	F-16AM	instructional	<b>6D-94</b>	nov18
J-881	F-16AM	instructional	<b>6D-98</b>	feb21
Pingjum			N53.11681, E5.44042	
D-8633	Phoebus A	preserved	<b>731</b>	
PH-748	Eaglet	preserved	<b>398</b>	nov19

A car museum has two gliders on display (catsandcaddies.com).

## Gelderland

Apeldoorn N52.22606, E5.91571  
 (214) TS-11 preserved, ex Poland **1H-0214** jul20  
 A former Polish Iskra is preserved well inside the Juliana-toren family park.

Apeldoorn N52.21006, E5.97681  
 OO-MAP Ce404 preserved **404-0855** mar20  
 The fuselage of a Titan has been converted to a food truck and has Apeldoorn as its home base.

Apeldoorn N52.20065, E5.95799  
 (OO-LWG) FWP149D (90+36) stored **050** mar21  
 After a spell of two years at a firm at Kanaal Noord 151 the Piaggio was back at its old location in the yard at Eendrachtstraat 8 by March 2021. It is for sale.

Arnhem N52.02695, E5.87266  
 (PH-UBX) Beech E18S preserved **A-105** mar21  
 A camouflaged Beech is preserved at the back of the Arnhems Oorlogsmuseum.

Barneveld N52.13679, E5.60082  
 7902 MiG-21MF preserved **967902** aug20  
 (A-208) Alouette 3 (SE-JCR), preserved **1208** mar21  
 A-301 Alouette 3 preserved **1301** mar21  
 (A-350) Alouette 3 stored **1350** nov20  
 A-453 Alouette 3 preserved **1453** mar21  
 (A-494) Alouette 3 (SE-JEK), stored **1494** nov20  
 (A-495) Alouette 3 stored **1495** nov20  
 (A-500) Alouette 3 (SE-JEL), stored **1500** nov20  
 The Alouettes are with Alouette Museum Barneveld, which also has F-BRQH (ex 9378/Portugal). This will go the museum at Deelen however. The Polish MiG-21 is pole mounted outside.

Braamt N51.92824, E6.26093  
 1234 Mi-8T (94+21), preserved **10526** feb21  
 EI-EHH ATR42-300 preserved **196** feb21  
 Both are with camping Jan Klaassen Dromenland.

Deelen N52.06146, E5.89756  
 NX537/G Auster 3 (R-7), stored **462** mar21  
 The Auster returned to the Museum Deelen after a spell of

three years at Nieuw Venneep. However, it will be stored and only be on display occasionally. The museum is expecting F-84F P-172 and Alouette 3 F-BRQH.

Didam N51.94344, E6.11976  
 (D-BAKH) F27-100 stored, cockpit **10233** feb18  
 Blackout Airsoft uses the cockpit at their inside range.

Duiven N51.96204, E5.99182  
 D-ESQO Z-37 preserved **10-18** mar21  
 The Čmelák is in a local car yard.

Ermelo N52.32242, E5.61980  
 PH-1M5 Eagle CA preserved **831102** jun21  
 The ULM is preserved inside camping shop Kampeerwereld Hendriks.

Gendt N51.87877, E5.94292  
 PH-MCG AL-60B-2 (D-EKPL), preserved **6251** feb21  
 PH-MIE CeF172M preserved **F17201122** feb21  
 Both are preserved at Colijn Machinehandel.

Kootwijkerbroek N52.16815, E5.68557  
 PH-VOT CeF150K (D-ECDB), preserved jun20  
 PH-RUD CeF150M preserved **F15001163** aug20  
 The Dutch Cessna is in the front yard, while the German one is in the back yard.

Malden (EHMD) N51.78288, E5.88425  
 An unknown LG-125 Sohaj glider is inside the Zweef Inn cafe.  
 Nieuw Milligen (EHMC) N52.22478, E5.75155  
 D-8053 F-104G preserved **8053** sep20  
 The Starfighter is inside the gate of military barracks.

Nunspeet N52.36954, E5.76989  
 XW361 Jet Provost T5A preserved **EEP/JP/1011** oct20  
 A pole mounted Jet Provost is inside the Prins Classic car showroom.

Schaarsbergen N52.03130, E5.90518  
 P-7 RF-84F (FR-31), preserved mar20  
 Preserved at Oranje Kazerne is a Belgian RF-84F. It can be seen from outside by walking through the fields along the fence from the east side.

Stroe N52.17449, E5.67708  
 A-275 Alouette 3 stored **1275** jun19  
 The Alouette is stored in a container with the HeliFlight company.

Terlet (EHTL) N52.06093, E5.93764  
 The Gelderse Zweefvliegclub might still have the forward fuselage of Bergfalke CF-ZDA (c/n 362).

Terwolde N52.24771, E6.03076  
 PH-MIP CeF172M preserved **F17201382** sep20  
 This location is just north west of Teuge airfield.

Teuge (EHTE) N52.24120, E6.05888  
 D5012/FU-012 Sabre Mk6 JC+140, preserved, on pole **1704** oct20  
 D-8060 F-104G (24+46), preserved **8190** oct20  
 8706 MiG-21MF preserved, ex Poland **968706** feb21  
 SP-FVB An-2TP preserved **1G214-07** oct20  
 These four are with the Skydeck events hangar on the east side of the airfield.

DDR-STD Il-18V (493), preserved **180002302** oct20  
 PH-SMA CeF172H stored **F1720506** oct20  
 P2-MFG CeTU206G (P2-JAG), preserved **U20602875** sep19  
 The Il-18 is in use as a hotel and a night in the aircraft will cost you around 400 Euro. The Cessna 172 is stored with Aircraft Maintenance Netherlands, while the 206 is used by MAF (Mission Aviation Fellowship) as a traveling exhibit.

Voorthuizen N52.17970, E5.63212  
 XW301/MC-63Jet Provost T5A preserved **EEP/JP/965** aug20  
 A Jet Provost is preserved in a garden at Lange Zuiderweg 30.

Wijchen N51.81552, E5.75934  
 D-EGES CeF150G preserved **F1500160** may21  
 Winterswijk N51.96687, E6.73458  
 PH-242 Rhönlerche II preserved **160** oct19  
 In the atrium of care centre De Pelkwijk is a Rhönlerche preserved.

Zelhem N52.00284, E6.36405  
 0804 L-29 preserved, ex Czech **290804** mar21  
 0404 MiG-21PF preserved, ex Czech **760404** mar21  
 Camping Pluimerskamp has these two aircraft.

Zoelen N51.92342, E5.43652  
 (OD-AFY) B707-327C stored, cockpit **19108** nov20  
 The cockpit of the Boeing is submerged at the Waterplas De Beldert.

## Groningen

Bellingwolde N53.11188, E7.16295  
 N100HQ M20J preserved **24-0534** feb21  
 The Mooney is in the backyard of the former city hall.

Grootegast N53.21327, E6.26743  
 K6285/V Anson C19 (VM352), preserved **7356** feb21  
 The Anson is inside the Victory Museum. They should also still have P149D D-EGIT/91+78 in off site storage.

Oostwold (EHOW) N53.20779, E7.04116  
 PH-MBM FA200-160 preserved **200-260** apr21  
 PH-TOP PA-18-150 preserved **18-8257** dec20  
 Two aircraft are preserved of which the Fuji is at the entrance of the airfield. Stored dismantled in the loft of a hangar are:  
 PH-NEX PA-18-125 stored **18-1785**  
 PH-NFD PA-18-150 stored **18-2628** jun20  
 PH-PDL PA-18-150 stored **18-8276** jun20  
 PH-TON PA-18-150 stored **18-7144** jun20

Thesinge N53.25967, E6.64483  
 PH-EDY PA-38-112 preserved **38-78A0467**  
 Veendam N53.08451, E6.8330  
 PH-373 K8B preserved **8681** may17

Hanging from the ceiling of the clubhouse of the Noord-Nederlandse Zweefvlieg Club is a Schleicher.

## Limburg

Baarlo N51.32603, E6.08583  
 26+72 F-104G preserved **7418** feb21

This one are in the front yard of PS Aero, together with an unflown Eurofighter test rig marked as 30+39. Inside the various buildings are:

BR15	Mirage 5BR	preserved	<b>315</b>	feb21
2422	MiG-23ML	preserved, ex Czech		feb21
21+73	F-104G	(22+65), preserved	<b>7146</b>	sep20
24+11	MiG-21US	preserved	<b>06685139</b>	sep20
31+21	G91R/3	preserved	<b>388</b>	feb21
40+51	Alpha Jet	preserved	<b>0051</b>	sep20
40+58	Alpha Jet	preserved	<b>0058</b>	feb21
B-63	Bo105CB4	preserved	<b>S.263</b>	feb21
XS570/445	Wasp HAS1	preserved	<b>F9581</b>	sep20
D-1553	Bergfalke II/55	preserved	<b>280</b>	
D-6201	Ka-7	preserved	<b>7216</b>	may19
(G-TBRD)	CT-133	(21261), cockpit, ex Canada		sep20

Outside are:

MT48	CM170	(MT9), preserved	<b>266</b>	feb21
2423	MiG-23ML	preserved, ex Czech		feb21
23+92	F-104G	preserved, tail from 23+01	<b>8102</b>	feb21
25+06	Su-22M-4	preserved	<b>25513</b>	sep20
25+41	Su-22M-4	preserved	<b>26716</b>	feb21
25+61	F-104G	preserved, tail from FX-58	<b>9007</b>	feb21
26+44	F-104G	(26+30), preserved	<b>9182</b>	feb21
40+65	Alpha Jet	preserved	<b>0065</b>	feb21
94+50	Mi-2S	preserved	<b>563401044</b>	feb21
94+51	Mi-2	preserved	<b>563403034</b>	feb21
98+08	Tornado	(XX947), preserved	<b>P02</b>	feb21
23	MiG-23UB	(20+56), preserved	<b>A1038504</b>	feb21
B-74	Bo105CB4	preserved	<b>S.274</b>	aug20
1809	MiG-21M	preserved, ex Poland	<b>961809</b>	feb21
1909	MiG-21R	preserved, ex Poland	<b>94R01909</b>	feb21
2007	MiG-21M	preserved, ex Poland	<b>962007</b>	feb21
2008	MiG-21M	preserved, ex Poland	<b>962008</b>	sep20
9105	MiG-21MF	preserved, ex Poland	<b>969105</b>	feb21
XX974/FE	Jaguar GR3A	preserved	<b>S96</b>	feb21
XZ357/FK	Jaguar GR3A	preserved, on pole	<b>S124</b>	feb21
XX481/560-CU	Jetstream T2	preserved	<b>251</b>	feb21
2506	Lynx AH7	(ZD282) preserved, Soviet c/s		feb21
64-0745	GF-4C	preserved	<b>1028</b>	feb21
AP-BHZ	F27-500	preserved	<b>10686</b>	sep20
F-BHRA	SE210-3	preserved	<b>001</b>	sep20
F-BTTJ	Mercure 100	preserved, cockpit	<b>10</b>	sep20
LN-WDE	DHC-8-402Q	preserved	<b>4183</b>	nov20
PH-TBT	TB-9	preserved	<b>056</b>	sep20

The Phantom is expected to go to Zruč, Czechia, and the Mi-2S 94+50 to the Walibi family park.

Kessel N51.29289, E6.03812  
 23+01 F-104G stored, fuselage **7184** mar21  
 24+89 F-104G stored, fuselage **8239** mar21  
 40+95 Alpha Jet stored **0095** nov17  
 57-0348 F-101B stored, forward fuselage **526** oct18



German Navy F-104G 26+72 displayed at Baarlo in its original Vikings demo team colours. (21 June 2020, Erwin Alexander)



Zlin Z-37A D-ESVQ is one of the several aircraft which can be found at Paintball Games Venhorst at Boekel. It has moved since this photo as it is now part of the 'Airplane GraveYard' range. (14 June 2019, Erwin Alexander)

F-WTBV	ATR42-320	stored	<b>291</b>	mar21
PH-DND	ERJ145MP	stored	<b>145406</b>	mar21

This is the storage area for PS Aero.

Maasbracht		N51.15242, E5.89676		
3036	MiG-21UM	stored, ex Hungary	<b>516903036</b>	mar21
XN341	Skeeter AOP12	stored	<b>S2/7147</b>	mar21

Dumpstore Valkenpower has two locations, the above are along the A2-motorway.

Maasbracht		N51.15213, E5.89687		
B-178	AT-16ND	preserved, on pole	<b>14A-739</b>	mar21
	Lim-5	stored, ex Poland, forw. fuselage		mar21
2005	MiG-21M	stored, ex Poland	<b>962005</b>	mar21
XW406	Jet Provost T5A	stored	<b>EEP/JP/1028</b>	mar21
OO-IBJ	HP137-200	stored, forward fuselage	<b>215</b>	mar21

These are in the second location of Dumpstore Valkenpower

Maasbree		N51.35184, E6.01827		
B05/LE	BN-2A-21	stored	<b>501</b>	mar21

The Islander is on the grounds of the Dike Farm Paintball.

Maastricht Aachen (EHBK)		N50.91762, E5.78016		
--------------------------	--	---------------------	--	--

A large number of aircraft are stored on the airfield. On the C-Apron are:

P4-KCI	ERJ190LR	stored	<b>19000604</b>	mar21
P4-KCK	ERJ190LR	stored	<b>19000657</b>	mar21
VP-BJB	A220-300	stored	<b>55056</b>	mar21
VP-BJC	A220-300	stored	<b>55057</b>	mar21
VP-BMV	A220-300	stored	<b>55066</b>	mar21
VP-BMZ	A220-300	stored	<b>55065</b>	mar21

The west side storage area has:

G-CLVH	ERJ175STD	stored	<b>17000342</b>	mar21
G-JECX	DHC-8-402	stored	<b>4155</b>	mar21
PH-ADT	CRJ900LR	stored	<b>15215</b>	mar21
PH-XLB	EMB120RT	stored	<b>120091</b>	mar21
LN-WFH	DHC-8-311	stored	<b>238</b>	mar21
SX-MAR	Fokker 50	stored, forward fuselage	<b>20189</b>	mar21

On the taxiway are:

G-CLVN	ERJ175STD	stored	<b>17000345</b>	mar21
G-ECOP	DHC-8-402	stored	<b>4242</b>	mar21
G-ECOR	DHC-8-402	stored	<b>4248</b>	mar21
G-FLBA	DHC-8-402	stored	<b>4253</b>	mar21
G-JECK	DHC-8-402	stored	<b>4113</b>	mar21
G-JECM	DHC-8-402	stored	<b>4118</b>	mar21
G-JECO	DHC-8-402	stored	<b>4126</b>	mar21
G-PRPM	DHC-8-402	stored	<b>4188</b>	mar21
G-PRPN	DHC-8-402	stored	<b>4213</b>	mar21
G-PRPO	DHC-8-402	stored	<b>4214</b>	mar21
VP-BNU	DHC-8-402	stored	<b>4171</b>	mar21

The D-Apron has:

G-CLVK	ERJ175STD	stored	<b>17000343</b>	mar21
G-CLVT	ERJ175STD	stored	<b>17000346</b>	mar21
G-CLYU	ERJ190LR	stored	<b>19000310</b>	mar21
G-FBJI	ERJ175STD	stored	<b>17000355</b>	mar21
G-FBJJ	ERJ175STD	stored	<b>17000358</b>	mar21
PH-ABW	Fokker 100	stored	<b>11498</b>	mar21
PH-ADQ	CRJ900LR	stored	<b>15207</b>	mar21
PH-ADU	CRJ900LR	stored	<b>15128</b>	mar21
YA-EHH	CRJ200LR	stored	<b>7431</b>	mar21

And finally there is the Aviation Competence Centre technical school which also has some parts of B707TCA LX-N20199. 273 SH-14D instructional **130** sep20  
G-TNTD BAe146-200QT instructional **E2109** sep20

Reuver		N51.27522, E6.12387		
SP-ZXH	Mi-2	preserved	<b>514539125</b>	mar21

The Mi-2 is a playing object at a children's playground.

Reuver		N51.27106, E6.07320		
5612	MiG-21PFM	preserved	<b>94A5612</b>	mar21

A private collector has a MiG-21 forward fuselage.

Weert		N51.25082, E5.65275		
501	Mi-2	preserved	<b>562819043</b>	aug20

The Mi-2 is displayed at a play garden at the van Horne Hoeve at Trancheeweg 22.

Ysselsteyn		N51.49073, E5.89476		
OO-LGD	CeF150H	preserved	<b>F1500369</b>	feb15

The Cessna is inside Discotheek The Pilot.

## Noord-Brabant

Best		N51.51559, E5.43992		
42-90321/UA-D	C-53C	(43-2022, N32MS), preserved		jul20
(44-80476)/58	L-4J	(PH-NLA), preserved	<b>12772</b>	jul20
(43-48266)	C-47B	(N10005), cockpit	<b>14082/25527</b>	jul20

The aircraft are with the Museum Bevrijdende Vleugels ([www.wingsofliberation.nl](http://www.wingsofliberation.nl)).

Boekel		N51.62618, E5.69876		
25+13	Su-22M-4	preserved	<b>25020</b>	nov20
	TS-11	stored, ex Poland		nov20

(2-CAUY)	DHC-8-402	stored	<b>4021</b>	
(D-ESVQ)	Z-37A	stored	<b>20-20</b>	nov20
(EI-CBK)	ATR42-300	stored	<b>199</b>	nov20
(HA-ANF)	An-2M	stored	<b>500403</b>	nov20
(OK-ADQ)	L-410A	stored	<b>00-08</b>	nov20
OK-FIU	Mi-2	(B-2542), stored	<b>534542125</b>	nov20
OK-2410/11	VT-16 Orlik	stored	<b>150302</b>	sep20
(PH-MAW)	L-18C	(18-1607), stored	<b>18-1607</b>	sep20

Paintball Games Venhorst ([paintball-games.nl](http://paintball-games.nl)) is actually

located in nearby Boekel. The Piper Super Cub is hardly recognizable as a real plane as its frame has a fake metal skin. They also have a fuselage section of Mercure F-BTTJ (marked F-ARIT).

Breda N51.59390, E4.75684  
An unfinished Fokker 100 (c/n **11508**) is mounted on the roof of the Stolwerk Metaal company. If finished it would have become PH-EZH (tests) and PT-MTX. It has the tail and wings of PH-MKC.

Breda N51.59108, E4.77390  
J-866 F-16AM preserved **6D-83** may21  
The Koninklijke Militaire Academie has a preserved F-16 on their grounds.

Breda IAP - Seppe (EHSE) N51.55437, E4.54694  
(15343) Me109G-5 preserved **15343** jul20  
OO-122 Murphy Renegade preserved **292** mar21  
N2893 B-8M preserved **4457034**  
N8691 Tiger Moth (T6901), restoration **85130**  
TF-ODI HP137 preserved, forward fuselage **210**

These are with Vliegend Museum Seppe. Several more aircraft are at the airfield of which the Grob is pole mounted on the south side.

D-EAYW PA-25-235B stored, fuselage, with CNE aug20  
HB-SAP Grob G115 (PH-SPC), preserved **8044** nov20  
OO-CAB Ce182R stored, hangar 8 **18267970** mar21  
OO-HPK CeU206G stored, red hangar **U20605788** mar21  
PH-ALT Bo208C (PH-KAS), dumped, fire training mar21

Deurne N51.45335, E5.79520  
(317) TS-11 preserved, ex Poland **1H-0317** nov20

A yellow painted Iskra is pole mounted with van Kessel Sports Cars.

Eindhoven N51.44715, E5.48746  
OO-ZEU SZD-24C preserved **W174** oct19  
Hanging on the ceiling of a building of Technische Universiteit Eindhoven this SZD-24 glider can be found.

Eindhoven N51.43385, E5.45539  
PH-334 Ka-6CR preserved **6475**  
The glider is hanging from the ceiling in the canteen of the Montessorie school. It is visible from outside.

Eindhoven (EHEH) N51.44940, E5.39596  
50+95 C-160D preserved **132** may21  
C-8 F27-300M (C-12), preserved **10162** may21  
J-238 F-16A preserved **6D-27** sep20

K-167/TB-22 F-84G preserved sep20  
K-3068 NF-5A preserved **3068** sep20  
P-231 F-84F preserved may21

All these are in the area near the main gate. A technical school with a hangar on the west side of the airport uses two airframes:

C-8 F27-300M instructional **10158** apr21  
J-235 F-16A instructional **6D-2** apr21

Two more aircraft are on base.

C-9 F27-300M instructional, fuselage **10159** sep20  
J-241 F-16A stored, in shelter **6D-30** mar21

Elsendorp N51.57965, E5.77278  
(B-70) Bo105CB preserved **S.270** sep20  
The MKG Koeriers has a Bo105 parked outside in their company colours.

Gilze Rijen (EHGR) N51.57655, E4.92610  
A-391 Alouette 3 preserved **1391** nov20  
B-42 Bo105CB preserved **S.242** sep20  
K-3066 NF-5A (K-3003), preserved **3003** nov20  
P-191 F-84F preserved nov20

Four aircraft are in- and outside the main gate. Inside the traditiekamer you can find the port side of this Bo105. The starboard side can be found in storage of the NLM at Soesterberg.  
B-00 Bo105C (G-AZTI) preserved **S.34** feb17

Leerdock (technical school) is in hangar 342. They should also have Bo105CB B-65 converted into a simulator.

147204 CH-147D instructional **M3058** mar20  
A-261 Alouette 3 instructional **1261** apr21  
B-38 Bo105CB instructional **S.238** jun18  
B-41 Bo105CB instructional **S.241** jun18  
B-77 Bo105CB instructional **S.277** mar20  
S-450 AS532U2 instructional **1450** feb21  
261/AD SH-14D instructional **007** may21  
262 SH-14D instructional **014** mar20

Stored on base are (F-16s J-206, J-251 and J-257 may also linger on):

D-661 CH-47D stored **M3661** feb21  
D-663 CH-47D stored **M3663** feb21  
D-664 CH-47D stored **M3664** apr21  
D-8063 F-104G stored, shelter 617 **8063** may11  
H-4 Alouette 2 (A29), stored, shelter 621 **1753** apr21  
S-400 AS532U2 stored **1400** feb21  
S-433 AS532U2 stored **1433** feb21  
S-438 AS532U2 stored **1438** feb21



You would not expect a picture of a flying aircraft in this overview. Fokker 70 5B-DDB is seen here on arrival on 21 September 2020 at Woensdrecht for storage. It arrived from Maastricht where it was in storage since November 2019. This aircraft is well known in the Netherlands as this is the former PH-KZM of KLM Cityhopper. (Jonas Evrard)



Ex German Mi-2 94+62 is preserved outside at a do-it-yourself store at Veen. (27 June 2020, Otger van der Kooij)

S-457	AS532U2	stored	<b>1457</b>	feb21
Beside a fleet of flying 'warbirds', the KLu Historic Flight has also a number of stored aircraft.				
(B-165)/A-50	AT-16ND	stored	<b>14-764</b>	jun18
L-17	S-14	stored	<b>7362</b>	jun20
PH-GAU	L-21B	(R-181), stored	<b>18-3871</b>	mar12
PH-HOE	S-11-1	(E-6), stored	<b>6195</b>	sep13
PH-HOI	S-11-1	(E-32), stored	<b>6282</b>	jun18
PH-IBI	AT-16ND	(B-181), stored	<b>14-453</b>	feb20
PH-IBY	AT-16ND	(B-184), stored	<b>14A-1100</b>	sep19
PH-JTH	L-21B	(R-116), restoration	<b>18-3606</b>	sep20
PH-KNR	L-21B	(R-177), stored	<b>18-3867</b>	mar12
PH-MLM	AT-16ND	(B-71), stored	<b>14A-1444</b>	sep19
PH-NGK	Auster 3	(R-18) stored	<b>344</b>	jun18
PH-SII	S-11-1	(E-24), stored	<b>6215</b>	feb20

Helvoirt				
FU-181	F-84F	preserved, cockpit		apr16
24+89	F-104G	preserved, cockpit	<b>8239</b>	mar19
K-3063	NF-5A	preserved, cockpit	<b>3063</b>	apr16

These cockpits are with a private collector.

Hilvarenbeek				
D-GENE	PA-34-200	preserved	<b>34-7450070</b>	sep20
The Seneca is well inside the Safaripark Beeksebergen.				
Hoogerheide				
PH-FCX	F27-100	preserved	<b>10183</b>	apr20
Sleeping in this Fokker is possible at B&B Friendship. More information is at slapenineenvliegtuig.nl.				
Mill				
61+10	Br1150	preserved	<b>20</b>	feb21
Sportscenter Fitland has turned into Wellness Hotel Brabant, which has returned Mi-2 94+51 and F-104G 23+92 to their owner at Baarlo in 2020.				

Loon op Zand				
OO-NZO	CeF150L	stored	<b>F1500778</b>	19
This Cessna will be difficult to see as it is submerged in 't Blauwe Meer at a depth of some 10 meters. Also in the lake should be bits of a Varsity.				

Overloon				
N34937	Ce177B	preserved	<b>17702103</b>	sep20
A Cessna is with the ZooParc Overloon.				

Overloon				
FR193/NO-L	B-25D	(B-6), preserved	<b>87-8957</b>	sep20
NH649/3W-F	Spitfire LF XVIII	(HS649), preserved	<b>6S-672268</b>	sep20
G-DAKK	C-47A	(36), preserved	<b>9798</b>	oct20
These are with Oorlogsmuseum Overloon (war museum).				

Reek				N51.72716, E5.70646
P-224	F-84F	instructional		nov20
P-312	F-84F	(P-229), instructional		nov20
Over 40 years two Thunderstreaks are at Reek. They are used by the Opleidings- en Trainingscentrum Genie (OTCGenie) of the army.				

Roosendaal				N51.53837, E4.43294
PH-AFA	Rallye 150T	preserved	<b>2685</b>	jun18
The Rallye is inside the restaurant of Indoor Skydive Roosendaal.				

Schaijk				N51.73647, E5.63739
94+71	Mi-2	preserved	<b>564410105</b>	dec20
An unmarked blue and white Mi-2 is preserved at the heliport at Zeelandsedreef 2, along road N324 (Grave-Oss).				

Tilburg				N51.54038, E5.07917
A-260	Alouette 3	instructional	<b>1260</b>	may19
D-IABG	Ce501	instructional	<b>5010207</b>	may19
Both are with Regionaal Opleidingencentrum Tilburg (ROC Tilburg).				

Tilburg				N51.54651, E5.08781
0210	MiG-21F-13	preserved, ex Czech	<b>560210</b>	oct20
A former Czech MiG-21 is pole mounted outside de Voltage Indoor Entertainment.				

Veen				N51.77380, E5.09219
94+62	Mi-2	preserved	<b>563147103</b>	apr21
C-GGUL	DHC-7-102	preserved	<b>070</b>	apr21
Outside a do-it-yourself store these two airframes can be found. The Dash 7 was stored at Eindhoven between 2015 and 2019.				

Volkel				N51.64750, E5.67288
J-246	F-16A	preserved	<b>6D-35</b>	apr21
The F-16 is pole mounted at a roundabout in town, on the west side of the airbase.				

Volkel				N51.63413, E5.66003
PH-SVO	PA-28-161	preserved	<b>2841344</b>	apr20
The Piper is parked in a garden, 2 kilometers south of the above F-16.				

Volkel (EHVK)				N51.65534, E5.67528
D-8279	F-104G	preserved	<b>8279</b>	apr21
J-240	F-16A	preserved	<b>6D-29</b>	apr21
P-248	F-84F	preserved		apr21
All three are inside the main gate. The Dutch Starfighter Foundation is restoring a Starfighter in hangar 1.				
D-8114	F-104G	restoration	<b>8114</b>	dec20

D-8256	F-104G	stored, forward fuselage	<b>8256</b>	jun20
There are a large number of F-16s on base.				
J-009	F-16AM	stored	<b>6D-165</b>	jan21
J-061	F-16AM	stored	<b>6D-144</b>	feb21
J-065	F-16BM	stored	<b>6E-34</b>	sep20
J-135	F-16AM	instructional	<b>6D-125</b>	feb21
J-196	F-16AM	instructional	<b>6D-103</b>	apr19
J-202	F-16AM	instructional	<b>6D-109</b>	nov18
J-222	F-16A	instructional	<b>6D-11</b>	apr20
J-229	F-16A	instructional	<b>6D-18</b>	jun19
J-256	F-16A	stored	<b>6D-45</b>	dec20
J-268	F-16B	instructional	<b>6E-10</b>	jun19
J-362	F-16AM	stored	<b>6D-119</b>	jan20
J-511	F-16AM	stored	<b>6D-150</b>	apr21
J-616	F-16AM	stored	<b>6D-48</b>	jan21
J-630	F-16AM	stored	<b>6D-62</b>	apr21
J-631	F-16AM	stored	<b>6D-63</b>	aug20
J-635	F-16AM	stored	<b>6D-67</b>	jul19
J-643	F-16AM	stored	<b>6D-75</b>	may19

Woensdrecht (EHWO)		N51.43071, E4.34826		
J-260	F-16B	preserved	<b>6E-2</b>	jun21
M-51	T-33A	(M-54), preserved	<b>7150</b>	jun21

The T-33 is pole mounted at the military gate. The F-16 is on base. The KMSL (military technical training school) uses several instructional airframes.

B-77	AT-16ND	(B-177), preserved, outside		jun21
J-250	F-16A	instructional	<b>6D-29</b>	feb20
J-259	F-16B	instructional	<b>6E-1</b>	feb20
J-647	F-16AM	instructional	<b>6D-79</b>	feb20
266	SH-14D	instructional	<b>076</b>	jul20

Logistiek Centrum Woensdrecht has:				
(J-232)	F-16A	stored, tail from J-231	<b>6D-21</b>	nov19
J-248	F-16A	stored	<b>6D-37</b>	oct19
J-249	F-16A	stored	<b>6D-38</b>	nov19
N-226	Hunter F6	stored	<b>8858</b>	nov19
595	F-5B	stored	<b>N9004</b>	nov19
PH-RED	L-21A	R-213, stored	<b>18-568</b>	nov19
PH-VCY	L-21B	R-111, stored, wreck	<b>18-3601</b>	nov19

Aviolanda has its own technical school (AM&TS):				
B-67	Bo105CB	instructional	<b>S.267</b>	sep20
J-243	F-16A	instructional	<b>6D-32</b>	sep20
OO-GMD	PA-38-112	instructional	<b>38-79A0487</b>	nov19
PH-CHN	F28-4000	instructional, fuselage	<b>11176</b>	nov19
PH-OFF	Fokker 100	instructional	<b>11274</b>	nov19

Stored with Aviolanda are:				
2-BTTB	B737-85R	stored	<b>42805</b>	apr21
2-ELCI	A319-111	stored	<b>3744</b>	jun21
2-EKUB	A319-111	stored	<b>3651</b>	jun21

2-VJWR	A330-302	stored	<b>1351</b>	may21
5B-DDA	Fokker 70	stored	<b>11536</b>	apr21
5B-DDB	Fokker 70	stored	<b>11561</b>	apr21
9H-DSW	B737-4Y0	stored	<b>26066</b>	jun21
B-LHB	A330-243	stored	<b>452</b>	jun21
EI-ENY	B737-8AS	stored	<b>35042</b>	apr21
EI-GUD	A319-111	stored	<b>2512</b>	apr21
EI-GUE	A320-214	stored	<b>5318</b>	jun21
EI-GUF	A320-214	stored	<b>5319</b>	apr21
LN-RGA	B737-86N	stored	<b>39397</b>	apr21
OE-IOD	A320-214	stored	<b>3361</b>	apr21
OE-LME	A320-214	stored	<b>3396</b>	apr21
PH-MKH	Fokker 100	stored	<b>11242</b>	apr21
PR-TYY	A320-214	stored	<b>6057</b>	apr21
VP-BLX	A330-243	stored	<b>963</b>	apr21
VP-CKS	A318-112CJ	stored	<b>3238</b>	jun21

There is a small unknown propeller aircraft at the fire services training area (N51.44389, E4.33776).

## Noord-Holland

Aalsmeer		N52.26390, E4.73815		
NJ957/D	Auster 3	(21-31, PH-UFM), stored	<b>577</b>	may17
The Auster is stored inside and is an ex Dutch Navy aircraft restored to its former RAF markings.				

Aalsmeerderbrug		N52.274600, E4.75165		
W1748	TS-11	preserved, ex India	<b>3H-1423</b>	may21
(G-BPMP)	C-47A	(CNA-LM), preserved, cockpit		may21
PH-749	Eaglet	preserved	<b>348</b>	sep20

The three aircraft are inside the Aviationmegastore.

Amsterdam		N52.35992, E4.88538		
K-123	FK23 Bantam	(G-EACN), preserved	<b>15</b>	jun21
The famous Rijksmuseum also has an aircraft on display.				

Amsterdam		N52.34655, E4.83081		
PH-CSO	B737-3Q8	(I-AIGM), preserved	<b>24299</b>	mar19
A Boeing cockpit is in use as flight simulator on the 7th floor of a Corendon hotel.				

Anna Paulowa		N52.85508, E4.79132		
221	AB204B	stored	<b>3012</b>	dec18
227	AB204B	(N204U), stored	<b>3035</b>	dec18

Red Nose Aviation has two AB204s. PH-UEY was allocated for 227, but was not taken up.

Badhoevedorp		N52.32856, E4.78608		
PH-BFB	B747-406	preserved	<b>24000</b>	may21

The ex KLM Jumbo in Corendon colours is preserved outside a Corendon hotel.

Bentveld		N52.36192, E4.57107		
ZE396	BAe125 CC3	stored	<b>257211</b>	oct17



Jetstream TF-ODN (painted as PH-HAN) is one of the several instructional airframes at the Regionaal Opleidingencentrum van Amsterdam (ROcVA) MBO College Airport. A school which started in The Hague as the Anthony Fokker School. (14 March 2019, Erwin Alexander)





Recently Morane MS883 D-EAGY (painted as PH-NTM) has been placed on a container outside the Nederlands Transport Museum and now acts as an eye-catcher/gate guard. (3 June 2021, Leo Hoogerbrugge)

Although the aircraft is buried underground, the owner can still get inside the aircraft via an underground staircase.

De Hoek			N52.29835, E4.72307
N9209A	PA-38-112	stoed	38-82A0113 jun21
PH-ANU	PA-28-151	stored	28-7715013 jun21
PH-SKN	Ce172M	stored	17265655 jun21
PH-ZLA	CeFA150K	stored	FA1500007 jun21

The three Dutch aircraft in front of the sheds, while the Tomahawk is behind the sheds at this private collection (prior arranged visits only). In these sheds are also two or three stored Tecnam P92's. Two of his aircraft are with a neighbour on the other side of the road:

N4291P	CeF172H	stored	F1720432 jun21
N22245	Ce150H	stored	15068164 jun21
De Kooy (EHKD)			N52.92360, E4.78953
118/D	Sea Hawk FGA6 (WV828),	preserved, inside	sep18
184/H	CS-2A	preserved	<b>DH-5</b> nov20
220/K	AB204B	preserved	<b>3010</b> sep17
207	SP-2H	preserved, cockpit, inside	<b>7257</b> sep18
216/V	SP-2H	preserved	<b>7143</b> may21
235/K	Wasp HAS1 (XT795),	preserved, inside	sep18
278	SH-14D	preserved, inside	<b>197</b> sep18

The aircraft marked inside and the Tracker are with the Traditiekamer. On the airfield should still be:

260	SH-14D	stored	<b>003</b> sep17
274	SH-14D	stored	<b>137</b> sep17
PH-DAC	DAC RangeR	stored	<b>001</b>

Hoofddorp N52.29365, E4.68343

80+56	Bo105M	instructional	<b>5056</b> mar19
A-293	Alouette 3	instructional	<b>1293</b> mar19
D-8259	F-104G	instructional	<b>8259</b> mar19
J-236	F-16A	instructional	<b>6D-25</b> mar19
P-134	F-84F	instructional	mar19
(LV-LEB)	B737-287	instructional	<b>20768</b> mar19
PH-AFS	Saab 91D	(PH-RLE), instructional	<b>91-372</b> mar19
PH-HAN	HP137	(TF-ODN), instructional	<b>234</b> mar19
PH-SKS	Ce150E	(PH-ALB), instructional	<b>-60797</b> mar19

All aircraft are in the hangar of the Regionaal Opleidingscentrum van Amsterdam (ROcVA) MBO College Airport at Hoofddorp. The Cessna is said to have moved on to Lelystad.

Hoofddorp			N52.31417, E4.69655
(VP-BRQ)	B737-528	instructional, fuselage	<b>25230</b> mar19

The fuselage is in use by AircraftmocX as cabin trainer.

Hoogwoud			N52.73298, E4.93249
8810	MiG-15bis	preserved, ex Czech	<b>528810</b> apr21

This aircraft is preserved at the Controversy Tram Inn.

Lijnden			N52.36236, E4.75536
PH-1239	K7	preserved	<b>7109</b> jun21

A Rhönadler is mounted on small poles in a field, just north of Schiphol.

Nieuw-Vennep			N52.27358, E4.62849
MT37	CM170	preserved	<b>312</b> dec20
B-69	AT-16ND	(B-199), restoration	<b>14A-610</b> oct20
16-212	PBY-5A	restoration	<b>1679</b> oct20
(51-13742)	OH-13E	restoration	<b>328</b> sep20
CF-GLI	UC-64A	(43-5374), restoration	<b>365</b> sep20
D-6582	L-Spatz 55	preserved	<b>302</b> oct20
NC15521	Stearman Hammond Y-1S	restoration	<b>306</b> aug20
N58147	UC-78B	(43-31994), restoration	<b>5932</b> sep20
PH-NTM	MS883	(D-EAGY), preserved	<b>1365</b> jun21
PH-OSO	Fokker 50	preserved, cockpit	<b>20101</b> nov20
PH-231	T41 Skylark II	preserved	<b>1009</b> oct20
PH-237	Rhönlerche II	stored	<b>156</b> oct20
PH-246	Rhönlerche II	preserved	<b>164</b> dec20
PH-257	Bensen B7	preserved	oct20
PH-1266	K8	stored	<b>8039</b> oct20
PK-AFK	DC-2-112	(A30-14, NC13738), preserved	mar21

Although the Nederlands Transport Museum arrived at the former Fokker storage buildings a few years ago, looks like they will already be moving to a new location by the end of the year. The AT-16ND is being converted to a NA16/NA27 with serial 997.

Oud Loosdrecht			N52.20752, E5.09443
220 red	Lim-5	(1220), preserved, ex Poland	apr21

The Militair-Mobiel-Depot is a private collection with WW2 memorabilia.

Oude Meer			N52.28865, E4.78402
PH-NIV	F27-500	(N19XE), preserved	<b>10449</b> jun21

On the south western edge of Schiphol is the Fokker Business Park which has a pole mounted Friendship in a pond at their entrance road.

Oudkarspel			N52.70790, E4.77872
N5960M	Ce421B	preserved	<b>421B0203</b> nov20
SE-HLS	SA360C	preserved	<b>1016</b> nov20

A company named Innovfoam has a SA360 on their roof and a Cessna inside.

Schiphol (EHAM)			N52.30824, E4.76542
PH-OFE	Fokker 100	preserved	<b>11260</b> jun21

A Fokker 100 is displayed on the panorama terrace at the terminal, The forward fuselage of a DC-9 in KLM colours is inside the terminal between arrivals 2 and 3, while the fuselage of the Learjet is a plaything at departures in terminal 2 (behind the passport control).

(N929L)	DC-9-32	preserved	<b>47147</b> sep20
(N555LB)	Lj24	preserved	<b>24-177</b> sep20

In April 2019, when Jet Airways went bankrupt, the B777 was left behind. It is now owned by KLM and is normally parked on the M-ramp.

VT-JEW	B777-35RER	stored	<b>35164</b> jun21
--------	------------	--------	--------------------

Two helicopters are used by FMT Safety at N52.32023, E4.74965.

PH-NZV	S-76B	instructional	<b>760336</b>	apr21
SP-SBG	Mi-2	instructional	<b>525143027</b>	apr21

The forward fuselage of an unknown PA-23-250 Aztec was with the drive through at McDonald's at the spectator area (N52.32113, E4.79217). The location is under rebuild and the Aztec is (temporary?) gone.

Sint Maartensvlotbrug	N52.79893, E4.70786
6510 MiG-21PFM	stored, ex Poland <b>94A6510</b>

A MiG-21 forward fuselage is preserved inside at the private collector.

Sloutdorp	N52.89892, E5.01093
PH-287 K8B	preserved <b>8076</b>

The Schleicher is hanging on the wall inside the hangar at this small airstrip.

Texel (EHTX)	N53.11729, E4.82594
--------------	---------------------

PH-COR	Dijkman Dulkes Brave	preserved	nov19
PH-NHI	NHI H-3	preserved	<b>3001</b> jul20
PH-INS	Scamp A	preserved	<b>001</b> nov19
PH-RLN	Saab 91D	preserved	<b>91-379</b> sep20
PH-153	Baby IIb	preserved	<b>6035</b> aug19
PH-248	Rhönlerche II	preserved	<b>166</b> aug19

These aircraft are with the Luchtvaart- & Oorlogsmuseum Texel. At the entrance of the airfield itself are:

H-08	Alouette 3	(A-366), preserved	<b>1366</b> may21
PH-LSW	PA-31P	(N168MD), pres.	<b>31P-7300136</b> may20

Wieringerwerf	N52.85767, E5.02418
593 MiG-23MF	(20+09), preserved <b>0390213352</b>

XZ176	Lynx AH7	preserved	<b>037</b> apr21
PH-ATP	ATR72-212A	preserved	<b>558</b> apr21

The ATR and Lynx are converted into sleeping accommodations at Camping Land uit Zee.

Zaandam	N52.42235, E4.82995
(B-39) Bo105CB	preserved <b>S.239</b>

The Bo105 is hanging from the roof of the furniture shop Flinders Design.

Zwaag	N52.93160, E4.73416
(42-93160) C-47A	(N341W), stored, cockpit <b>13041</b>

Artist Jesse Gilling has the cockpit of at Skytrain hanging on the wall in his workshop along De Corantijn. It is for sale.

Zwanenburg	N52.38359, E4.73416
(22+45) MiG-21SPS	preserved <b>94A6410</b>

Inside the laser game area of Silverstone party center is a MiG-21.

## Overijssel

Den Ham	N52.47018, E6.47118	
PH-ALC	CeF172N	derelict, fuselage <b>F17201934</b>

Standing up against a tree in a private garden you can find this derelict Cessna fuselage.



All grey MiG-23MF 593/20+09 is preserved at the Camping Land uit Zee at Wieringerwerf. (2 March 2021, Martin Uleman)

Enschede	N52.20509, E6.90111		
707 MiG-21US	(24+12), preserved <b>01685148</b>		
N439BH	Bakeng Duce	preserved	sep20

The East German MiG-21 is clearly visible through the windows of the Starworld indoor games company. The Duce hangs on the ceiling.

Enschede	N52.22277, E6.90917		
DM-SKG	An-2P	preserved	<b>19311</b> feb21

On the roof of art/artist foundation this An-2 with fake wings can be found.

Hasselt	N52.58286, E6.09221		
D-8029	F-104G	(26+02), preserved	<b>9124</b> mar21

The Starfighter is painted silver with a fake Dutch serial.

Heino	N52.42387, E6.22272		
PH-UED	Saab 91A	preserved	<b>91-137</b> mar21

This summer camp houses a pole mounted Saab.

Hellendoorn	N52.38953, E6.43508	
(PH-VWP) CeF177RG	preserved	<b>F177RG0109</b>

The Cessna is part of the Jungle Expedition attraction of Avonturenpark Hellendoorn.

Twente (EHTW)	N52.28106, E6.89293
---------------	---------------------

D-ABTL	B747-430	stored	<b>29872</b> apr21
D-ABVX	B747-430	stored	<b>29868</b> apr21
G-EUNA	A318-112	stored, for scrap	<b>4007</b> feb21
OO-SSC	A319-112	stored, for scrap	<b>1086</b> aug20
OO-SFZ	A330-223	stored, for scrap	<b>249</b> feb21
VP-BMQ	A220-300	stored	<b>55073</b> apr21

Based AELS (Aircraft End-of-Life Solutions) will scrap the airliners. At the eastern side a MiG-21 is mounted on a truck

(N52.26683, E6.90409).		
6509 MiG-21UM	preserved	<b>09695165</b>

Vollenhove	N52.67654, E5.94222		
SP-TSC	Mi-2	preserved	<b>524738046</b>

Vakantiepark 't Akkertien has a Mi-2 parked in a small pond.

Zwolle	N52.51943, E6.08276		
A-319	Alouette 3	instructional	<b>1319</b> oct20

D-8268	F-104G	preserved	<b>8268</b> mar21
J-234	F-16A	instructional	<b>6D-23</b> oct20
K-4012	NF-5B	instructional	<b>4012</b> oct10
PH-DEL	SR22G3	(PH-ANV), instructional	<b>2889</b> oct20

The aircraft are with the Deltion College.

Zwolle	N52.50473, E6.07690		
G-BGEA	CeF150M	preserved	<b>F150-1396</b>

R44	preserved, tail from G-WEMS	jul20	
N1986W	Beech B19	preserved	<b>MB-667</b>
N48550	Ce150	preserved	jul20
PH-DINO	Mi-2	(8215), preserved, ex Slovak	oct20

All these are with theme park Dinoland.

## Utrecht

Rhenen	N51.95605, E 5.58805		
D-ESQA	Z-37	preserved	<b>08-25</b> jul17



F-4E 67-0275/CR parked outside during the annual open house where several aircraft were taken from storage and displayed outside at the Nationaal Militair Museum at the former Soesterberg Air Base. (16 August 2020, Erik Kamphuis)

The restaurant RavotAapia of the Ouwehands Dierenpark has a Čmelák hanging from the ceiling.

Soesterberg N52.12310, E5.28366  
 A-407 Alouette 3 (A-253), preserved 1253 aug20  
 An Alouette 3 is pole mounted in the town of Soesterberg.

Soesterberg N52.11539, E5.29039  
 J-140 F-16A instructional, cockpit 6D-130 jun19  
 J-220 F-16A instructional, cockpit 6D-9 jun19  
 J-231 F-16A instructional, cockpit 6D-20 jun19

These F-16 simulators are used by the Desdemonia company.

Soesterberg (EHSB) N52.13197, E5.27621  
 D-8245 F-104G preserved 8245 sep20

A Starfighter is pole mounted along the approach road to the Nationaal Militair Museum at the airfield. With the museum itself are:

A-10	Tiger Moth	(PH-UFC), preserved	86587	sep20
B-37	Bo105CB4	preserved	S.237	sep20
C-10	F27-300M	preserved	10160	nov20
D-8022	F-104G	preserved	8022	sep20
H-1	Spitfire LF IXc	preserved	CBAFIX907	sep20
H-20	Alouette 3	preserved	1320	sep20
H-307	P-51K	(44-12125), preserved	111-30258	sep20
I-69	Meteor F.4	preserved		sep20
J-215	F-16A	preserved	6D-4	sep20
J-226	F-16A	preserved, cockpit	6D-15	sep20
K-8	F-84E	preserved, cockpit and tail		sep20
K-3020	NF-5A	preserved	3020	sep20
M-464	B-25J	preserved	108-37333	sep20
N-144	Hunter F4	preserved	8644	sep20
O-36	OH-23C	preserved	937	sep20
P-226	F-84F	preserved		sep20
Q-283	F-86K	preserved	213-53	aug20
T-443	C-47A	(K-688), preserved, ex Denmark		nov20
X-24	Do24T-3	(HD.5-1), preserved		sep20
L2-38	L-12A	(T-2, OY-AOV), preserved	1306	nov20
131/D	Sea Hawk FGA6	(XE489), preserved		sep20
134/V	UH-34J	preserved	581597	sep20
201/V	SP-2H	preserved	7241	sep20
250/V	Br1150	(61+20), preserved	60	nov20
6-43	Sea Fury FB51	preserved	6310	sep20
266	Fokker D.VII	(436/18, N4729V), preserved		sep20
47 red	MiG-21PFM	preserved, ex Soviet	940MS13	nov20
77-0132/CR	F-15A	(74-0083), preserved	55	sep20
52-5385/FU-385	F-86F	(5307), preserved, ex Portugal		nov20
56-1032/FC-032	F-102A	(61052), preserved, ex Greece		nov20

A large number of aircraft are in the NMM storage halls.

MT-51	CM170	(45, F-GSHG), stored, ex France		aug19
A-465	Alouette 3	stored	1465	aug19
(B-175)	AT-16ND	stored, frame	14-765	apr16

D-5803	TF-104G	stored	5803	aug19
E-22	S-11-1	stored	6213	aug19
G-10	Beech D18S	(PH-UDT), stored	A-472	apr16
I-19	Meteor T7	stored		sep18
I-189/7E-5	Meteor F8	stored	6468	apr16
J-263	F-16B	stored	6E-5	apr16
J-265	F-16B	stored	6E-7	apr16
K-171/DU-24	F-84G	stored		feb15
K-4011	NF-5B	stored	4011	aug20
L-11	S-14	stored	7356	aug19
M-5	T-33A	stored	6812	apr16
M-50	T-33A	stored	5679	apr16
N-122	Hunter F4	stored	8622	apr16
N-305	Hunter T7	stored	41H-693457	apr16
Q-305	F-86K	(MM53-8305), stored	207-33	apr19
P-230	F-84F	stored, cockpit		apr16
R-11	Auster 3	stored, also ex MZ236	350	apr16
R-87	L-18C	stored	18-3185	apr16
S-6	U-6A	stored	959	apr16
V-3	Dominie II	(PH-OTA), stored	6740	apr16
TP-19	RF-84F	(11253), stored, ex Greece		apr16
099/K	AT-16ND	(B-103), stored	14A-1459	apr17
160/V	US-2N	stored	721	aug19
218	SP-2H	stored, forward fuselage	7157	apr16
225/K	AB204B	stored	3023	aug19
283	SH-14D	stored	219	aug19
67-0275/CR	F-4E	stored	3011	aug19
54-1871/FW-871	F-100D	(54-2265), stored	223-145	apr16
65-10825/EN	T-37B	stored	40904	aug19
(G-AZTI)	Bo105C	stored, half cabin	S.34	dec14

A Rhönadler inside at the bar of the Amsterdamse Club voor Zweefvliegen.

PH-BIER	K7	(D-3601), preserved	7043	oct19
WB946	Sedbergh TX1	PH-799, stored	613	mar17

Utrecht N52.12679, E5.05072  
 (F-BAIF) C-47B (76787), instructional 33119 mar19

Dakotasim is using the nose section of an ex French Air Force Skytrain as simulator.

Utrecht N52.12890, E.04861  
 5N-AEZ PA-23-250 preserved 27-2053 apr20

Placed on the roof of a building at the Westkanaaldijk this Nigerian Aztec can be found.

Veenendaal N52.03890, E5.55997  
 9H-FMV PA-23-250 preserved 27-7754002 feb21

In front of a company is an Aztec pole mounted.

### Zeeland

Axel		N51.26605, E3.90742		
E-42	S-11-1	(PH-UET), preserved	6198	mar17

The Instructor is in fake Dutch military colours inside the Deto Jeans store.

Midden Zeeland (EHMZ)		N51.51360, E3.72865	
D-EODT	DR253B	stored	<b>198</b> jun21
N90VK	PA-24-260	stored	<b>24-4926</b> aug20
OO-CCB	MS894A	stored	<b>11051</b> jun21
(PH-RLF)	Saab 91D	restoration	<b>91-436</b> jun21

The above are with Vliegwerk Holland. The Transal hangar has:

(F-GUAO)	Ce402B	stored	<b>402B1003</b> jun21
(G-AXCZ)	SV-4C	stored, fuselage	<b>186</b> jun21
(N1428Z)	Van's RV-3	stored, fuselage	<b>223</b> jun21
OO-EOD	Beech F33A	stored, fuselage	<b>CE-291</b> jun21
OO-PPK	PA-34-200T	stored, fuselage	<b>34-7570055</b> jun21

Vliegclub Midden Zeeland has one aircraft is storage:

PH-746	G109B	stored	<b>6315</b> jun21
--------	-------	--------	-------------------

There are lot of gliders in a single hangar:

BGA806/BAC	T41 Skylark 3B	stored, first floor	<b>1101</b> jun21
BGA858/BCH	Cadet TX1	(VM547), stored, first floor	jun21
BGA1118/BPD	T49B Capstan	stored, ground floor	<b>1390</b> jun21
BGA1135/BPW	T49B Capstan	stored, first floor	<b>1408</b> jun21
BGA1200/BSP	T31B Tendam Tutor	stored, first floor	<b>827</b> jun21
BGA1770/CSL	Cadet TX2	(XE758), stored, first floor	jun21
BGA1935/CZK	Grunau Baby IIIB	stored, first floor	jun21
BGA5074/KGE	Grasshopper TX1	(WZ789), stored, first floor	jun21
BGA	Cadet TX3	(WT899?), stored, first floor	jun21
G-DCCX	ASK13	stored, ground floor	<b>13054</b> jun21
(N67NC)	Champion 7GCAA	restoration, ground floor	<b>125</b> jun21
N2565X	LNE-1	(31521), stored, ground floor	jun21
N63192	LNE-1	(31530), stored, first floor	jun21
(OY-ECG)	Auster J/4	stored, ground floor	<b>2071</b> jun21
PH-TAS	Smith Miniplane	restoration, first floor	<b>WB-4</b> jun21
PH-243	Rhönlerche II	stored, first floor	<b>161</b> jun21
PH-1062	DFS Olympia 51	stored, ground floor	<b>01</b> jun21

Also in this hangar were a T21B Sedbergh and an other T31B Tendam Tutor (PH-1452/XA286?). The Grasshopper is a composite with the front of c/n FF2324 (a spare front) and the aft of c/n RF1511 (from the real WZ789). The Gruau Baby will become PH-221.

The Gyrocopter Aviation Museum has closed a few years ago after the owner has past away. Several aircraft have left after an auction last year. All are for sale with the exception of the

Fairchild which will go to Hoogeveen,

(N50AV)	Ce150E	stored	<b>15061490</b> jun21
N83GR	PA-18-135	(R-161), stored	<b>18-3851</b> jun21
N929S	Tiger Moth	G-ACDR, (T6558), stored	jun21
N2289U	Brantly B2B	stored, as <b>66-460</b>	<b>460</b> jun21
N4321G	McCulloch J2	stored	<b>031</b> jun21
NC19146	Fairchild 24G	stored	<b>2994</b> jun21
PH-RVB	Air Command 536	stored	<b>RVA002</b> jun21
PH-RVC	Parsosn II	stored	<b>RVA003</b> jun21
PH-RVJ	Carter-Bensen B-8M	stored	<b>RJC1</b> jun21
PH-VPI	Evand VP-1	stored	jun21
PH-1P8	Comco Ikarus Fox D	stored	<b>8504-FD25</b> jun21
	Van As Gyroglidrer	stored	jun21

Nieuwerkerk		N51.65030, E4.00162	
(OO-CNP)	CeF152	instructional	<b>F15201497</b> dec20

Flightsimulatorzeeland is offering simulator flights in their Cessna cockpit. They also still have PA-28-161 PH-SVG (I/n oct15), but this no longer mentioned on their website.

Oosterland		N51.65886, E4.05600	
(B-71)	Bo105CB	preserved	<b>S.271</b> jun21
D-8030	F-104G	(FX45), preserved	<b>9088</b> jun21
N4AQ	CeP337H	stored	<b>P3370318</b>
PH-JWS	CeF172H	preserved	<b>F17200675</b> jun21

The aircraft are with Ad Stouten autodemontage. The Sky-master should have arrived from Midden Zeeland last year, but has not yet been seen.

Westerschouwen		N51.67953, E3.71592	
B-193	AT-16ND	preserved	<b>14-770</b> feb21

Since 1969 this Harvard is preserved at Camping Duinrand.

## Zuid-Holland

Bergschenhoek		N51.99648, E4.50816	
417	Lim-6bis	preserved	<b>1J-0417</b> mar21

This Polish Lim has moved recently from a car dealer, where it was stored for many years, to a private garden.

De Lier		N51.98137, E4.29555	
PH-PJB	PA-28-235	preserved	<b>28-7110004</b> nov20

The Cherokee is outside at the indoor activities park De Tuinderij.

Delft		N51.99060, E4.37616	
267	SH-14D	instructional	<b>086</b> aug20



ASK13 G-DCCX is one of the several gliders in storage at Midden Zeeland. (20 August 2020, Henk Wadman)



Cessna UC-78B Bobcat N58147/43-31994 under restoration at the Nederlands Transport Museum at Hoofddorp. (19 September 2020, Otger van der Kooij)

OO-SID	AC680	preserved	<b>680-357-46</b>	nov20
PH-EAG	Eaglet	preserved, inside	<b>04</b>	oct18
PH-1Z1	Sirocco	instructional	<b>89-103</b>	

These aircraft are with the Technical University Delft, Aerospace Engineering. They also have the unfinished fuselage of Fokker 100 (c/n **11525**) and bits of other aircraft.

Delft			N51.99815, E4.36983
PH-ACM	Ce172P	stored	<b>17275454</b>
(VP-BXZ)	B737-524	instructional, fuselage	<b>27329</b>

At this compound of the TU Delft are a 737 fuselage and a Ce172 that crashed on 8 May 2013 in the North Sea.

Dordrecht			N51.81352, E4.70141
PH-JTG	MS893	preserved	<b>13182</b>

A split fuselage of a Rallye is mounted on a wall inside the Christiaan de Wet scouting club building.

Hellevoetsluis			N51.84412, E4.16866
0544	Mi-2	preserved	<b>510544127</b>
1914	MiG-21MF	preserved	<b>961914</b>

Both aircraft are ex Polish and are outside at the Historyland themepark.

Roelofarendsveen			N52.21283, E4.62908
(XM369)	Jet Provost T3	preserved	<b>PAC/W/6326</b>

The Jet Provost is parked at the back of a private house.

Rotterdam			N51.86378, E4.47480
(130076)	HUP-2	preserved	<b>253</b>

The Retriever is on a roundabout at the south side of the city.

Rotterdam Maasvlakte			N51.93612, E4.08404
PH-KHB	S-76B	preserved	<b>760340</b>

This S-76 was used for years as instructional, but got its final retirement place at the Falck/Nutec training facility.

Rotterdam-The Hague (EHRD)			N51.94921, E4.43288
N6015K	SR22	stored, fuselage	<b>0604</b>
PH-AWI	CeF172M	stored, fuselage	<b>F17201343</b>

The Cirrus is used by the fire department, while the Cessna is used for spares and is in the KOM hangar.

's-Gravenhage			N52.09960, E4.29675
PH-APM	R4D-7	(99840, N213GB), preserved	aug20

's-Gravenhage			N52.09993, E4.35042
PH-NAK	Koolhoven FK43	stored	<b>6168</b>
	SV-4C	preserved	oct19

Both are with the Louwman car museum collection.

's-Gravenzande			N51.97060, E4.20048
(B-2910)	Mi-2	preserved	<b>536010019</b>
707	MiG-23BN	(20+50), preserved	<b>0393214220</b>

The Mi-2 is a former Czech machine and now preserved inside the man-cave of it's Dutch owner.

Valkenburg (ENVB)			N52.17251, E4.41539
(KN487)/NQ-I	Dakota 4	(G-AMCA), preserved	<b>32966</b>

Since 2010 the Dakota has been used in the never ending musical show Soldier of Orange.

Vlaardingen			N51.91008, E4.30920
PH-KJB	BAe3108	preserved	<b>648</b>

The Jetstream has been converted into a sleeping accommodation at the De Vreemde Vogel park.

Wassenaar			N52.14780, E4.37900
(109)/HRJ	MS733	(F-BLYF), preserved	<b>109</b>
PH-WW062	Aeronca 7EC	(SE-CNB), preserved	<b>7EC-705</b>

Both are well inside the Duinrell family park. The Alcyon is a former French army aircraft.

### Location unknown

The owner of the seven ex Polish MiG-21s cockpits (MiG-21PF 2411, MiG-21PFM 5608, 6612, 6909 and MiG-21MF 6603/06, 7399, 7555) has sold his house in Leeuwarden in the summer of 2020. The current whereabouts of these aircraft are unknown.

2637	Mi-2	preserved	<b>562637112</b>
------	------	-----------	------------------

This Polish Mi-2 is converted into a food truck. Although last seen in Eindhoven it is believed the aircraft is based in the Enschede area.

0812	MiG-21PF	preserved	<b>760812</b>
------	----------	-----------	---------------

This MiG-21 is shortened (tail fixed to the cockpit) and travels around. Last noted on exhibition at the Nationale Park De Hoge Veluwe.

(SP-FAX)	An-2T	(2620) preserved	<b>1G26-20</b>
----------	-------	------------------	----------------

The forward fuselage of the Antonov was last seen inside a student residence named Hotel Zwolle at Zwolle. Is said to have moved on after remodelling of the house.

(PH-LCI)	BAe3102	preserved	<b>718</b>
----------	---------	-----------	------------

Somewhere in Amsterdam this Jetstream serves as decor in a bar.

Credits: Thanks to Leo Hoogerbrugge, Frank Mink and Henk Wadman for checking the content.

# UH-72 Lakota - part 2



Erik-Jan Engelen

The United States Army originally planned to purchase 345 UH-72A Lakota helicopters, but this eventually was increased to 463. This increase was a direct result of the selection of the UH-72A as replacement for the OH-58 Kiowa and TH-67 Creek helicopters in use for training purposes at Fort Rucker (AL). The helicopters shown here was delivered to Aviation Flight Test Directorate (AFTD) at Huntsville (AL) for trials, but ADSB data suggests that it was finally delivered to Fort Rucker (AL) by January 2021. (Airbus Helicopters)

## Current Order of Battle

The following US Army units currently are equipped with UH-72A Lakota helicopters. In order to provide a more complete overview, some of the higher command levels to which these units report are also listed.

Before going into detail, the Army National Guard Lakota helicopters are assigned to six support and security (S&S) battalions. Each battalion has three S&S companies and a single air ambulance (AA) company assigned. In its turn, each company has one or two detachments assigned. The original plan was to equip each S&S Battalion with thirty-two UH-72A helicopters. This did not always materialize, but most seem to come quite close to this number.

The main National Guard S&S Battalions used to be assigned to Combat Aviation Brigades (CABs). This no longer seems to be the case with the local units (down to detachment level) being assigned to the individual state Troop Commands for local command and control. For national assignments, the S&S Battalions are also assigned to the 63rd Theatre Aviation Brigade (TAB) at Frankfort (KY). This unit is part of Kentucky Army National Guard, but it also provides aviation support for disasters inside the United States. This used to be the CAB and Division assignments of the S&S Battalions:

1-112th AVN	34th CAB MN ARNG	34th Infantry Division MN ARNG
1-114th AVN	36th CAB TX ARNG	36th Infantry Division TX ARNG
3-140th AVN	40th CAB CA ARNG	40th Infantry Division CA ARNG
2-151st AVN	38th CAB IN ARNG	38th Infantry Division IN ARNG
1-376th AVN	35th CAB MO ARNG	35th Infantry Division KS ARNG
1-224th AVN	42nd CAB NY ARNG	42nd Infantry Division NY ARNG

In addition, the Army National Guard has fifteen helicopters assigned to the training role at Marana (AZ). Initially twenty Lakotas were allocated to this role since a large number of air crew had to be trained on the newly introduced helicopter type. Once the majority of the units were operational, fifteen helicopters were deemed sufficient to provide sufficient training capacity.

### United States Military Academy (USMA) Duty, Honor, Country - Black Knights West Point (NY)

1-1st Inf Regt	Always First	West Point (NY)
2nd AvnDet	Wings of West Point	Cessna 182, UH-72A Stewart IAP, Newburgh (NY)

As previously mentioned in this article, both helicopters for the 2nd AvnDet were delivered on 16 January 2009. The original pair (07-72042 and 08-72043) are still in use. The West Point crest is applied to the cockpit doors of these helicopters. This is also the case on the pair of Cessna 182s (89-00264 and 89-00265) in use by the same unit.

### United States Army Forces Command (FORSCOM) Freedom's Guardian Fort Bragg (NC)

Joint Readiness Training Center (JRTC) Forging The Warrior Spirit	Fort Polk (LA)	
5th AVN BN	Acute and Alert	
1-5th AVN	Sustain, Support, Defend	
A/1-5th AVN (CMD)	Tomahawks	UH-72A
B/1-5th AVN (ASLT)	Gators	UH-72A

Note: There also is C/1-5th AVN (AA) *Cajun Dustoff*, which is equipped with UH-60L Black Hawk helicopters.

A relatively small aviation unit supports the training activities at the Joint Readiness Training Center at Fort Polk (LA). On 16 November 1987, this unit was reflagged as 5th AVN, with the JRTC AvnDet, Fort Polk AvnDet and USAAAD Fort Polk as aviation components. The first two would later be redesignated A/5th AVN and B/5th AVN. The first two UH-72As were delivered to Fort Polk (LA) on 7 September 2007. This were 07-72009 and 07-72010, and they were followed by 07-72011 (26sep07), 07-72012

(27sep07), 07-72013 (05nov07), 07-72014 (05nov07), 07-72015 (nov07), 07-72016 (nov07), 07-72017 (feb08) and 07-72018 (feb08). This allowed the unit to retire a substantial number of their older OH-58A and OH-58C Kiowas.

Next, the USAAAD started to receive its UH-72A helicopters in 2010. The following Lakotas are known to have been used by this medevac unit: 08-72074, 08-72075, 08-72079 until 08-72085, 10-72170 and 10-72171.

At this point in time, eight Kiowas were still in use with 5th AVN, when it was decided to reduce the number of Lakota helicopters at Fort Polk (LA) as part of the fleet re-allocation to support the built-up of the training fleet at Fort Rucker (AL). Five of the helicopters assigned to A/5th AVN and B/5th AVN were re-assigned, as well as all helicopters used by the USAAAD. During 2014 and 2015, these helicopters left forcing the ageing Kiowas to soldier on for the time being. The USAAAD Lakotas were replaced by UH-60L Blackhawks.

On 1 October 2017, the unit was reflagged to 1-5th AVN and the basic structure as mentioned here was put in place. During the first six months of 2020, additional Lakota helicopters were delivered directly from the Airbus North America production line at Columbus (MS). In total eight helicopters were delivered (FY data not yet confirmed): 19-72446 until 19-72454. This led to the eight Kiowa helicopters finally officially being retired on 9 July 2020.

<u>United States Army Forces Command (FORSCOM) Freedom's Guardian</u>	Fort Bragg (NC)
20th Support Command (CBRNE) <i>Ready, Reliable...Globally Responsible</i>	Aberdeen Proving Ground (MD)
CBRNE Analytical and Remediation Activity	Aberdeen Proving Ground (MD)
CARA AvnSec	Phillips AAF, Aberdeen Proving Ground (MD)
UH-72A	

Three UH-72s (09-72115, 09-72116 and 10-72175) were delivered to the CARA Aviation Section in July 2011. Lakota 10-72175 left the unit to be converted prior to delivery to Fort Rucker (AL). The unit also uses a single Beech 1900B (96-00112). This aircraft was previously used by Central Research & Development Center Flight at the same airfield until 2014.

United States Army Forces Command (FORSCOM) <i>Freedom's Guardian</i>	Fort Bragg (NC)
National Training Center (NTC) <i>Lead, Train, Win</i>	Fort Irwin (CA)
916th Support Brigade <i>Sustain the Force</i>	Barstow Daggett AHP (CA)
2916th AVN (AS) <i>Raptors</i>	Barstow Daggett AHP (CA)
B/2916th AVN (ASLT) <i>Sokol</i>	Barstow Daggett AHP (CA)
UH-72A	

Note: There also are A/2916th AVN (CMD) *Desert Hawks* and C/2916th AVN (AA) *Desert Dustoff*, which both are equipped with UH-60L Black Hawk helicopters.

This unit used to be designated NTC Aviation Company (NTC AvnCo) and co-based here was the NTC US Army Air Ambulance Detachment (USAAAD). First the USAAAD replaced its ageing UH-1H and UH-1V helicopters with newly built UH-72A Lakota helicopters in May 2007. The aircraft taken on strength were the first six Lakota helicopters built: 06-72001 until 06-72006.

As of November 2008, ten additional UH-72A helicopters started to arrive to replace UH-1H and OH-58A/C helicopters in use by the NTC AvnCo for support, range control and empire duties. This were serials 07-72019 until 07-72028. In July 2009, also 08-72065 was added to the fleet, but that seems to have been a temporary allocation only since it was last reported here in May 2010. A handful of OH-58 Kiowa helicopters also remained in use by this unit for support duties. The NTC AvnCo and USAAAD were reformed under the 2916th AVN in 2011. The support Kiowas and Lakotas were assigned to A/2916th AVN (CMD), while the medevac examples were assigned to C/2916th AVN (AA). In the same year additional UH-72A Lakotas started to arrive at Barstow Daggett AHP (CA) to replace the JUH-1H and UH-1H helicopters in use for the enemy-threat role. Initially seven helicopters were delivered in attractive aggressor colours: 10-72161 until 10-72167. An eighth aircraft followed later-on in the shape of 13-72291. All were assigned to B/2916th AVN (ASLT). This brought the total Lakota-fleet at Barstow Daggett to its peak of twenty-four helicopters.

This number was reduced in 2015, when a substantial portion of the helicopters was to be re-assigned as part of the re-alignment of Lakota helicopters to the training role at Fort Rucker (AL). Three of the aggressor helicopters in use with B/2916th AVN (ASLT) were re-assigned: 10-72161 until 10-72163. Also, all six medevac helicopters with C/2916th AVN (AA) left Barstow Daggett AHP (CA), as well as all ten helicopters assigned to A/2916th AVN (CMD). The last of them left in November 2015 and both Alpha and Charlie companies received UH-60A+ and UH-60L Black Hawk helicopters as replacement. In addition, at least five OH-58C Kiowa helicopters remaining in use for a longer period of time as initially envisioned.

The final change, to date, took place in 2020. Up to eight, newly-built UH-72A Lakotas were delivered to A/2916th AVN (CMD) in 2020, allowing the Kiowas finally to be retired on 29 September 2020. This were not only the last Kiowas in use by this unit, but also the last operational Kiowa helicopters in the entire US Army inventory. So far virtually no reports reached us of these new helicopters (only a picture of 19-72159 inside the 2916th AVN hangar emerged, dated November 2020). ADSB reports from 2020 and 2021 suggest that 19-72455 until 19-72463 are all in use by A/2916th AVN.

<u>United States Army Aviation Center of Excellence (USAACE) Above The Best</u>	Fort Rucker (AL)
110th Aviation Brigade (Training) <i>Warriors</i>	Fort Rucker (AL)
1-223rd AVN (Trng) <i>Spartans</i>	Cairns AAF, Fort Rucker (AL)
HHC/1-223rd AVN <i>Spartans</i>	Cairns AAF, Fort Rucker (AL)
D/1-223rd AVN	Shell AHP, Fort Rucker (AL)
UH-72A	
UH-72A	

Note 1: HHC/1-223rd AVN has technically no helicopters assigned but oversees Initial Entry Rotary Wing (IERW) training pro-



2nd AvnDet



1-5th AVN



20th CBRNE



2916th AVN



1-212th AVN



1-223rd AVN



HAATS



WAATS

vided by contractor Lear Siegler Services Inc. Despite the first Lakota helicopters already being delivered in March 2015, the ageing TH-67A Creek was not retired until 17 February 2021.

Note 2: Also, A/1-223rd AVN and B/1-223rd AVN report to 1-223rd AVN (Trng), both are equipped with CH-47F Chinooks and are based at Knox AHP, Fort Rucker (AL). In addition, HHC/1-223rd AVN also oversees fixed-wing training provide by Canadian Aviation Electronics Inc (CAE) at nearby Dothan RAP (AL). Ten C-12U aircraft provided by the US Army are used by CAE, as well as six CAE-owned (and civil registered) Grob 120TP-A aircraft.

United States Army Europe (USAREUR) Sword of Freedom

7th Army Training Command *Ready Thru Training*

Joint Multinational Readiness Center AvnDet *Train To Win*

UH-72A

Details on the deliveries to the JMRC have already been mentioned. What we did not specify was the reduction of the UH-72A fleet in Germany with two helicopters. In June 2014, both 09-72095 and 09-72096 flew northbound towards Bremen for sea shipment back to the United States.

United States Army Space and Missile Defense Command (USASMDC) Secure The High Ground Redstone Arsenal (AL)

Ronald Reagan Ballistic Missile Test Site (RTS), United States Army Kwajalein Atoll (USAKA) *Sustain, Support, Defend*

Republic of The Marshall Islands

RTS Aviation Detachment

UH-72A

Buchholz AAF (Kwajalein) and Dyess AAF (Roi Atoll)

The special modifications, paint job and delivery details of the four helicopters of this unit can be found earlier in this article. The situation with this unit is stable, with all four orange Lakotas still present on this atoll in the Pacific.

United States Army National Guard (ARNG) Always Ready, Always There

HAATS CO ARNG *America's Highest Level of Training* CH-47F, UH-60A, UH-60L, UH-72A

National Guard Bureau, Arlington (VA)

UH-72A

WAATS AZ ARNG *Training for Excellence*

UH-60A, UH-60L, UH-72A

AASF#2 Eagle County RAP, Gypsum (CO)

AASF#2 Silver Bell AHP, Pinal Airport, Marana (AZ)

Note 1: HAATS = High Altitude Army National Guard Aviation Training Site

Note 2: WAATS = Western Army National Guard Aviation Training Site

United States National Guard Bureau (NGB) Always Ready, Always There

1-112th AVN ND ND ARNG (SSB) *Rough Riders*

Arlington (VA)

A(-)/1-112th AVN ND ARNG (S&S) UH-72A

AASF Bismarck MAP (ND)

Det.1 A/1-112th AVN MT ARNG (S&S) UH-72A

AASF#1 Bismarck MAP (ND)

B(-)/1-112th AVN MI ARNG (S&S) UH-72A

AASF Helena RAP (MT)

Det.1 B/1-112th AVN SD ARNG (S&S) UH-72A

AASF#1 Abrams MAP, Grand Ledge (MI)

Det.2 B/1-112th AVN UT ARNG (S&S) UH-72A

AASF Rapid City (SD)

C(-)/1-112th AVN WA ARNG (S&S) UH-72A

Roland W. Wright ANGB, Salt Lake City IAP (UT)

Det.1 C/1-112th AVN OR ARNG (S&S) UH-72A

LAASF Fairchild AFB, Spokane (WA)

D(-)/1-112th AVN ND ARNG (AA) UH-72A

AASF#1 Salem MAP, McNary Field (OR)

Det.1 D/1-112th AVN ID ARNG (AA) UH-72A

AASF#2 Fargo-Hector IAP (ND)

Det.2 D/1-112th AVN WI ARNG (AA) UH-72A

AASF Boise Airport-Gowen Field (ID)

AASF#1 West Bend MAP (WI)

Note 1: Visits to AASF South Valley RAP, West Jordan (UT) failed to produce any UH-72s. It is believed that the Lakotas are rather operating out of Salt Lake City IAP (UT), which is also supported by ADSB data showing them more often flying from/to Salt Lake City. The official UT ARNG annual reviews of 2018 and 2019, do still have Det.2 B/1-112th AVN at West Jordan.

Note 2: The North Dakota ARNG maintains a single helicopter detachment at Fargo-Hector IAP (ND) for search and rescue, natural disaster response and other civil support missions. Usually, this detachment is manned by personnel from C(-)/2-285th AVN ND ARNG which uses UH-60L Black Hawk helicopters. But also A(-)/1-112th AVN ND ARNG mans this detachment on occasion, using a single UH-72A Lakota if there is a need for an S&S MEP equipped helicopter.

1-376th AVN NE ARNG (SSB) *Tomahawks*

A(-)/1-376th AVN ND ARNG (S&S) UH-72A

AASF#2 Grand Island-Central Nebraska RAP (NE)

Det.1 A/1-376th AVN IA ARNG (S&S) UH-72A

AASF#1 Lincoln Airport (NE)

Det.2 A/1-376th AVN IA ARNG (S&S) UH-72A

AASF#2 Waterloo RAP (IA)

B(-)/1-376th AVN MO ARNG (S&S) UH-72A

AASF#3 Davenport MAP (IA)

Det.1 B/1-376th AVN IL ARNG (S&S) UH-72A

LAASF Jefferson City Memorial Airport (MO)

C(-)/1-376th AVN KY ARNG (S&S) UH-72A

AASF#1 Decatur Airport (IL)

Det.1 C/1-376th AVN IN ARNG (S&S) UH-72A

AASF Boone NGC, Capital City Airport, Frankfort (KY)

D(-)/1-376th AVN NE ARNG (AA) UH-72A

LAASF Gary, Chicago IAP (IN)

Det.1 D/1-376th AVN OH ARNG (AA) UH-72A

AASF#2 Grand Island Central Nebraska RAP (NE)

AASF#1 Akron-Canton RAP (OH)

Note: C(-)/1-376th AVN KY ARNG maintains a detachment with two or three helicopters at Joint Readiness Center London at London-Corbin Airport (KY).



1-114th AVN AR ARNG (SSB) *Eagles of Liberty*

A(-)/1-114th AVN AR ARNG (S&S)	UH-72A
Det.1 A/1-114th AVN AL ARNG (S&S)	UH-72A
B(-)/1-114th AVN TX ARNG (S&S)	UH-72A
Det.1 B/1-114th AVN PR ARNG (S&S)	UH-72A
C(-)/1-114th AVN MS ARNG (S&S)	UH-72A
Det.1 C/1-114th AVN LA ARNG (S&S)	UH-72A
D(-)/1-114th AVN PR ARNG (AA)	UH-72A
Det.1 D/1-114th AVN VI ARNG (AA)	UH-72A
Det.2 D/1-114th AVN AR ARNG (AA)	UH-72A

Note: Det.1 D/1-114th AVN VI ARNG (AA) currently does not have any helicopters assigned.

2-151st AVN SC ARNG (SSB)

A(-)/2-151st AVN SC ARNG (S&S)	UH-72A
Det.1 A/2-151st AVN VA ARNG (S&S)	UH-72A
B(-)/2-151st AVN FL ARNG (S&S)	UH-72A
Det.1 B/2-151st AVN NC ARNG (S&S)	UH-72A
C(-)/2-151st AVN TN ARNG (S&S)	UH-72A
Det.1 C/2-151st AVN GA ARNG (S&S)	UH-72A
D(-)/2-151st AVN MS ARNG (AA)	UH-72A
Det.1 D/2-151st AVN LA ARNG (AA)	UH-72A

3-140th AVN CA ARNG (SSB) *Unbridled Thunder*

A(-)/3-140th AVN CA ARNG (S&S)	UH-72A
Det.1 A/3-140th AVN HI ARNG (S&S)	UH-72A
Det.2 A/3-140th AVN CA ARNG (S&S)	UH-72A
B(-)/3-140th AVN AZ ARNG (S&S)	UH-72A
Det.1 B/3-140th AVN NV ARNG (S&S)	UH-72A
C(-)/3-140th AVN NM ARNG (S&S)	UH-72A
Det.1 C/3-140th AVN OK ARNG (S&S)	UH-72A
D(-)/3-140th AVN CO ARNG (AA)	UH-72A
Det.1 D/3-140th AVN NV ARNG (AA)	UH-72A
Det.2 D/3-140th AVN CA ARNG (AA)	UH-72A

Note: Det.2 of A/3-140th AVN CA ARNG (S&S) does not seem to own any helicopters, but uses examples on loan from the main company at AASF#2 Stockton (CA) based on requirement.

1-224th AVN MD ARNG (SSB) *Freedom First*

A(-)/1-224th AVN MD ARNG (S&S)	UH-72A
Det.1 A/1-224th AVN DC ARNG (S&S)	UH-72A
Det.2 A/1-224th AVN NY ARNG (S&S)	UH-72A
B(-)/1-224th AVN WV ARNG (S&S)	UH-72A
Det.1 B/1-224th AVN PA ARNG (S&S)	UH-72A
Det.2 B/1-224th AVN ME ARNG (S&S)	UH-72A
C(-)/1-224th AVN NJ ARNG (S&S)	UH-72A
Det.1 C/1-224th AVN MA ARNG (S&S)	UH-72A
Det.2 C/1-224th AVN VT ARNG (S&S)	UH-72A
D(-)/1-224th AVN DC ARNG (AA)	UH-72A
Det.1 D/1-224th AVN VT ARNG (AA)	UH-72A
Det.2 D/1-224th AVN Guam ARNG (AA)	UH-72A

Alaska Army National Guard

38th Troop Command



JMRC



1-112th AVN



1-114th AVN



A/1-376th AVN

AASF Camp Robinson AAF, US Armed Forces Complex Camp Pike, North Little Rock (AR)  
 AASF Camp Robinson AAF, US Armed Forces Complex Camp Pike, North Little Rock (AR)  
 AASF#2 Birmingham-Shuttlesworth IAP (AL)  
 AASF#1 Austin-Bergstrom IAP (TX)  
 AASF Isla Grande Airport, San Juan (PR)  
 AASF#2 Tupelo-CD Lemmons Field RAP (MS)  
 AASF#2 Esler RAP, Pineville (LA)  
 AASF Isla Grande Airport, San Juan (PR)  
 AAOF Henry E Rohlsen Airport, St.Croix (VI)  
 AASF Camp Robinson AAF, US Armed Forces Complex Camp Pike, North Little Rock (AR)

AASF#1 McEntire JNGS, Eastover (SC)  
 AASF#4 Greenville Donaldson Center Airport, Greenville (SC)  
 AASF#2 Richmond-Executive Airport, Chester field CAP (VA)  
 AASF#1 Cecil Field Airport, Jacksonville (FL)  
 AASF#1 Raleigh-Durham IAP, Morrisville (NC)  
 AASF#1 JB Berry Field ANGB, Nashville IAP (TN)  
 AASF#2 Dobbins ARB, Clay NGC, Marietta (GA)  
 AASF#2 Tupelo RAP, CD Lemmons Field (MS)  
 AASF#1 Hammond Northshore RAP (LA)  
 AASF#2 Stockton Metropolitan Airport (CA)  
 AASF#2 Stockton Metropolitan Airport (CA)  
 AASF#2 Hilo-General Lyman Field IAP (HI)  
 AAFOB NAS North Island (CA)  
 AASF#2 Silver Bell AHP, Pinal Airpark, Marana (AZ)  
 LAASF North Las Vegas (NV)  
 AAFA Las Cruces IAP (NM)  
 AASF#2 Tulsa National Guard Armory, Tulsa IAP (OK)  
 AASF#1 Buckley AFB, Aurora (CO)  
 LAASF North Las Vegas (NV)  
 AASF#2 Stockton Metropolitan Airport (CA)

AASF Weide AHP, Aberdeen Proving Ground (MD)  
 AASF Weide AHP, Aberdeen Proving Ground (MD)  
 AASF Davison AAF, Fort Belvoir (VA)  
 AASF#3 Albany IAP, Latham (NY)  
 AASF#1 Parksburg-Mid Ohio Valley RAP, Williams-town (WV)  
 AASF#1 Muir AAF, Fort Indiantown Gap (PA)  
 AASF Bangor IAP (ME)  
 NAES Lakehurst-Maxfield Field, AASF#1 JB McGuire-Dix-Lakehurst (NJ)  
 AASF#2 Westfield Barnes Airport (MA)  
 AASF Burlington IAP, South Burlington (VT)  
 AASF Davison AAF, Fort Belvoir (VA)  
 AASF Burlington IAP, South Burlington (VT)  
 AAOF Barrigada ARNG JRC (GU)

Camp Denali, Fort Richardson, JB Elmendorf-Fort Richardson (AK)

Camp Denali, Fort Richardson, JB Elmendorf-Fort Richardson (AK)



3-140th AVN



Det.1 A/1-224th AVN



1-207th AVN



USAG Kwajalein

1-207th AVN AK ARNG (AHB) *Artic Eagle*  
A(-)/1-207th AVN AK ARNG (ASLT)

UH-60L, UH-72A

Note 1: 1-207th AVN started the process to re-organize from an Assault Helicopter Battalion (AHB) into a General Support Aviation Battalion (GSAB) in 2018. In the same year some CH-47F Chinooks and a pair of UH-72A Lakotas were added to its inventory. Prior to completion, these plans changed and the six CH-47F helicopters assigned to the unit were divested to Det.1 B/2-211th AVN AK ARNG (HH). The Lakotas were still assigned to A(-)/1-207th AVN by October 2020, but confirmation required if that still is the case!

Note 2: A(-)/1-207th AVN maintains a detachment at AAOF#1 Nome City Field Airport (AK).

Note 3: There also is a B(-)/1-207th AVN AK ARNG (ASLT) at AASF Bryant AHP, which is also equipped with UH-60L Black Hawk helicopters. This company maintains a pair of detachments: Det.1 at AAOF#2 Bethel RAP (AK) and Det.2 at AAOF#4 Juneau IAP (AK).

Note 4: Some of the detachments do not have helicopters assigned throughout the entire justyear.

Note 5: In order to be complete, C(-)/1-207th AVN HI ARNG (ASLT) can be found at AASF#2 Hilo IAP, General Lyman Field (HI), with Det.1 C/1-207th AVN HI (ASLT) at AASF#1 Wheeler AAF, Schofield Barracks (HI). Both are equipped with UH-60L Blackhawks.

Former Lakota units

Even though the UH-72A is in use for a relative short period of time, some units which used these helicopters no longer exist or no longer use this helicopter type. This is mainly a result of helicopters being re-allocated to the flying school at Fort Rucker (AL). What now follows is an overview of units which formerly used Lakota helicopters.

United States Army Test and Evaluation Command (ATEC) *Truth in Testing*

Aberdeen Proving Ground (MD)

United States Army Development Test Command (DTC) *Truth*

Aberdeen Proving Ground (MD)

Redstone Test Center (RTC) *Truth*

Redstone AAF, Redstone Arsenal (AL)

Aviation Flight Test Directorate (AFTD)

UH-72A

Redstone AAF, Redstone Arsenal (AL)

Note: This unit is also equipped with a large number of other aircraft types (some on loan from other units based on requirement only): C-12G, MC-12S, AH-64D, AH-64E, CH-47D, CH-47F, UH-60A, UH-60L, JUH-60L, HH-60M, UH-60M, UH-60V, RO-6A and T-6D

Three Lakota helicopters were delivered to Redstone Arsenal, near Huntsville (AL) on 18 July 2012. A fourth example followed soon after. The helicopters (11-72215, 11-72217, 11-72219 and 11-72221) were used for general support duties and as chase plane to support development testing of aircraft and aviation systems. The original four helicopters were returned to Airbus North America to be converted to training configuration for usage by the Army Aviation Center at Fort Rucker (AL). In return, the AFTD received two new examples (14-72332 and 14-72351). ADSB data however suggests that these two are also transferred to Fort Rucker (AL) in December 2020 and January 2021. Most likely the AFTD currently does not have any UH-72 helicopters assigned, but similar to other types uses them on loan based on requirement.

United States Army Aviation Center of Excellence (USAACE) *Above The Best*

Fort Rucker (AL)

110th Aviation Brigade (Training) *Warriors*

Fort Rucker (AL)

1-14th AVN (Trng) Tomahawks

Hanchey AAF, Fort Rucker (AL)

C/1-14th AVN UH-72A

Hanchey AAF, Fort Rucker (AL)

1-212th AVN (Trng) Wings of Freedom

Lowe AHP, Fort Rucker (AL)

A/1-212th AVN Sabres UH-72A

Shell AHP, Fort Rucker (AL)

1-223rd AVN (Trng) Spartans

Cairns AAF, Fort Rucker (AL)

USAAAD/Flatiron Det Flatiron UH-72A

Cairns AAF, Fort Rucker (AL)

In June 2015, C/1-14th AVN stood up as the UH-72A Aircraft Qualification and Instructor Pilot Training (AQIPT) unit. The company would operate with Lakotas only for a few months, since this role was passed on to HHC/1-223rd AVN in October 2015.

Up until 10 May 2017, A/1-212th AVN at Shell AHP was responsible for OH-58, UH-60 and UH-72 instructor pilot training. In addition, the OH-58 and UH-72A helicopters were also used in support of the basic war fighter skill training of UH-60 Black Hawk pilots, which include night vision goggle qualification training. On 10 May 2017, the unit was reflagged as D/1-223rd AVN.

The 1-223rd AVN (Trng) obviously still uses Lakota helicopters, but one of its sub units, a medevac unit with name Flatiron, replaced its Lakotas. The name Flatiron dates back to 1970. At that point in time aviation accidents occurred frequently in the Fort Rucker area and the commanding general ordered a medevac helicopter in the air constantly if training flights were conducted. Since the aviation school conducted flight operations twenty-four hours a day this resulted in one medevac helicopter being airborne, with a second one being prepared for flight. Or as the unit referred to it "one iron in the fire and the second one in the stove being warmed-up." The first three UH-72A Lakota helicopters (08-72072, 08-72073 and 08-72074) were taken on charge by this medevac unit on 8 July 2009. These helicopters replaced the UH-1H and UH-1V previously in use by this unit. Five more UH-72As (08-72076, 08-72077, 08-72078, 10-72168 and 10-72169) were also delivered to Cairns AAF, bringing the total number of helicopters on strength to eight. In May 2011, the last UH-1H was retired. In its turn, the UH-72A was replace by UH-60A+ Blackhawks in 2015. Even though some of the former Flatiron helicopters were initially used by other medevac units, eventually all eight were converted for the training role and ended up back at Fort Rucker again.

United States Army National Guard (ARNG) *Always Ready, Always There*

National Guard Bureau, Arlington

EAATS PA ARNG Training For Excellence CH-47F, UH-60A, UH-60L, UH-60M, UH-72A

AASF#1 Muir AAF, Fort Indiantown Gap (PA)

Details on the Lakota era of the EAATS have already been mentioned as part of the state-by-state review. What we did not yet mentioned are the tailnumbers of the eight Lakotas which were assigned to this unit: 07-72032, 07-72033, 08-72050, 08-72051, 08-72061, 08-72062, 09-72127 and 09-72128.

United States Army Military District of Washington (MDW) *Guardians of the Nation's Capital*

Fort Lesley J. McNair, Washington (DC)  
Davison AAF, Fort Belvoir (VA)  
Davison AAF, Fort Belvoir (VA)

The Army Aviation Brigade

B/12th AVN *Black Sheep* UH-72A

There also are A/12th AVN (UH-60A and VH-60A, later replaced by UH-60M and VH-60M) and C/12th AVN (UH-60A, later replaced by UH-60L). Eight UH-72A helicopters were taken on charge by B/12th AVN, with the first delivery taking place on 21 July 2010. The first two helicopters delivered on this date were 09-72117 and 09-72119. The other helicopters were: 09-72118, 09-72120 and 10-72129 until 10-72132. In order to make helicopters available for the training role at Fort Rucker (AL), it was decided to re-allocate the Lakota helicopters in 2014. A farewell flight was conducted over Washington (DC) on 4 June 2014. Since this flight was also in honour of the black/gold VH-60A VIP helicopters (which were being replaced by the VH-60M), this was a mixed formation of UH-60, VH-60 and UH-72 helicopters. In total seventeen Blackhawks and seven Lakotas participated in the flight which routed from Fort Belvoir (VA) over the Potomac River towards Fort Washington, Haines Point, Tidal Basin Cabin John and then along the I-95 south to Andrews AFB. The UH-72As with B/12th AVN were replaced by UH-60L Black Hawk helicopters during the second part of 2014.

United States Army Forces Command (FORSCOM) *Freedom's Guardian*

Fort Bragg (NC)  
JB Lewis-McChord (WA)  
Grey AAF, Fort Lewis, JB Lewis-McChord (WA)  
Grey AAF, Fort Lewis, JB Lewis-McChord (WA)  
Grey AAF, Fort Lewis, JB Lewis-McChord (WA)

7th Infantry Division *Light, Silent and Deadly*

16th Combat Aviation Brigade *Born in Battle*

2-158th AVN (ASLT) *Warhawks*

USAAAD Yakima UH-72A

The UH-1H and UH-1V helicopters in use by USAAAD Yakima were replaced by UH-72A Lakotas in 2010-2011. In total eight UH-72As were used by this medevac unit: 09-72109 until 09-72112, 09-72125, 09-72126, 10-72172 and 10-72173. The last Huey was retired by this unit on 4 February 2011. In its turn, the UH-72A was replaced by UH-60L Blackhawks in 2015.

United States Army Forces Command (FORSCOM) *Freedom's Guardian*

Fort Bragg (NC)  
Robert Grey AAF, Fort Hood (TX)  
Robert Grey AAF, Fort Hood (TX)

V (AC) *Continue The Attack*

21st CAV UH-72A

This was the AH-64 Apache conversion unit. A relatively small number of Apaches were assigned to 21st CAV. Each time when a new unit was slated to convert to the AH-64A (or later-on in time to the AH-64D), factory-fresh helicopters were delivered to 21st CAV. Once training was completed, the newly trained unit departed Fort Hood (TX), taking all the new helicopters back to their home base. Three UH-1H helicopters were assigned to the unit for support duties and these were replaced by a pair of Lakotas (11-72201 and 11-72204) which were delivered on 7 May 2012 and which were accepted by the unit during a ceremony on 11 May 2012. The three Hueys were officially retired as the last UH-1 helicopters in use by an active-duty Army unit on 21 August 2012. The training cycles continued until the last AH-64D Apache flight was conducted on 21 July 2014. At that point in time the UH-72A helicopters assigned to 21st CAV already left the unit to be converted to training configuration. Even though no helicopters were assigned anymore the unit continued to exist until it was officially deactivated on 26 March 2015. It should also be noted that 21st CAV also was responsible for OH-58D Kiowa Warrior conversion training for some time.

United States Army Test and Evaluation Command (ATEC) *Truth in Testing*

Aberdeen Proving Ground (MD)  
Aberdeen Proving Ground (MD)

United States Army Development Test Command (DTC) *Truth*

White Sands Missile Range (WSMR) *Birthplace of America's Missile & Space Activity*

White Sands Missile Range (NM)  
McAfee AHP, Holloman AFB (NM)

Range Operations Directorate UH-72A

The Lakota helicopters used by this unit were painted in bright white/red colours. Previously this unit used UH-1H and OH-58A helicopters, which were replaced by five UH-72As with the first ones being delivered in August 2011. The five Lakotas (10-72176 until 10-72180) were replaced by three UH-60A and three UH-60L Black Hawk helicopter in November 2015. Sadly, the Blackhawks were painted in the regular dull green standard US Army colours.

United States Army Test and Evaluation Command (ATEC) *Truth in Testing*

Aberdeen Proving Ground (MD)  
West Fort Hood (TX)

United States Army Operational Test Command (OTC) *Truth*

Airborne and Special Operations Test Directorate (ABNSOTD) UH-72A

Simmons AAF, Fort Bragg (NC)

There are little details known about the Lakotas used by this test unit. They replaced the UH-1H and the unit also used T-34A Mentor aircraft on loan from the AFTD. The T-34As were retired in 2015 and also the UH-72As were passed on to other units in this year. Since 2015, the ABNSOTD does not have aviation assets assigned anymore. Most likely the unit either uses them on loan from operational units, or works closely with the other aviation units at Fort Bragg (NC).

United States Army Training and Doctrine Command (TRADOC) *Victory Starts here* Fort Eustis, JB Langley-Eustis (VA)

TRADOC Flt Det UH-72A

ASF Eustis, Felker AAF, Fort Eustis (VA)

This flight was established in 1972 at Langley AFB (VA). It moved to Fort Eustis (VA) in 1982 and was de-activated on 8 September 2015. Since October 2007, the unit was equipped with a pair of UH-72A Lakota helicopters (07-72007 and 07-72008) which were



RTC



1-223rd AVN FLATRION



EAATS



USAAD Yakima



21st CAV



WSMR



ABNSOTD



TRADOC Flt Det

fitted with the VIP MEP. They were used to transport the commanding general of TRADOC.

### Production and deliveries summary: UH-72A

As previously mentioned, Airbus was awarded multi-year contract W58RGZ-06-C-0194 on 30 June 2006. The total number of helicopters ordered under this contract was adjusted several times. Eventually, a total of 432 UH-72A Lakota helicopters would be purchased under this contract until it was completed on 17 January 2019. The contract was replaced by a new one multi-year one, designated W58RGZ-18-C-0007 and which was awarded on 8 March 2018. Under the new contract 31 additional UH-72A helicopters were purchased, bringing the total number of helicopters of this type for the US Army to 463.

Translated into numbers per fiscal year the picture looks like this (Plus 6 aircraft for the Thai Army, FY10 FMS funds 9644, 9646, 9654, 9656, 9661 and 9666):

FY06	8	06-72001 until 08-72008	FY07	34	07-72009 until 09-72042
FY08	42	08-72043 until 08-72084	FY09	44	09-72085 until 09-72128
FY10	54	10-72129 until 10-72182	FY11	50	11-72183 until 11-72232
FY12	41	12-72233 until 12-72273	FY13	35	13-72274 until 13-72308
FY14	49	14-72309 until 14-72357	FY15	54	15-72358 until 15-72412
FY16	none		FY17	none	
FY18	16	18-72413 until 18-72428	FY19	35	19-72429 until 19-72463

For a/c 72447 until 72463 the FY needs to be confirmed, but almost certain to be FY19

Airbus managed to continue on time and within budget deliveries of the UH-72A Lakota from their production line in Mississippi. This has been praised during several occasions in official US Army press releases and other publications. On the operational side, the US Army also published favourable numbers. The operational readiness rate has been over 90% constantly since the introduction of the Lakota. In addition, spare parts are 30 to 40 percent cheaper compared to the UH-1 and OH-58 helicopters. Partially one can consider this to be nice public relations from both the manufacture and from the military. But looking as objectively as possible at the UH-72 programme, it is meeting the milestones and targets set and the praise seems to be justified. Quite a rare feature nowadays in the military aviation industry. Before looking at the individual helicopter details some key figures on the UH-72A deliveries:

Aircraft number 50 was delivered in December 2008

Aircraft number 100 was delivered in March 2010

Aircraft number 200 was delivered on 12 March 2012

Aircraft number 250 was delivered in April 2013

Aircraft number 300 was delivered on 14 May 2014

Aircraft number 400 was delivered on 9 October 2017

Aircraft number 463 (and the final UH-72A) was delivered on 23 September 2020

April 2012: 100,000 flying hours reached

April 2018: 500,000 flying hours reached

September 2020: 800,000 flying hours reached.

### UH-72B

For some time, it has been rumoured that the US Army planned to switch production to an improved version of the UH-72 Lakota under the designation UH-72B. This version is based on the BK117D-2 and was marketed by Eurocopter as EC145T2 until rebranded by Airbus as H-145 in April 2015. It is fitted with two more powerful Arriel 2E engines, an upgraded main gearbox, 4-axis autopilot, improved Helionix avionics suite and a tailboom made of lightweight composite housing a more silent fenestron tail rotor.

The US Department of Defense (DoD) announced that the first order for fifteen of these helicopters was placed on 23 July 2020. This was done under modification PZ0014 to contract W58RGZ-18-C-0007, for a value of \$73,999,755. The funds are drawn from fiscal year 2018, 2019 and 2020 aircraft procurement (Army) budgets. The contract modification also includes an option for three additional helicopters. In the official contract publication, the helicopter type designation was mentioned as UH-72 D-2 production aircraft.

Airbus Helicopters provided more information during the virtual National Guard Association of the United States (NGAUS) meeting on 28 August 2020. First, they confirmed that the helicopters in the July-order indeed are to be designated UH-72B. Secondly, they stated that the actual order was for seventeen helicopters. Deliveries are due to commence in 2021, with all helicopters on order slated to be taken on charge by the National Guard.

Airbus Helicopters at Donauwörth exported H145 (BK117D-3) c/n **21044** to the United States early 2021. Prior to being shipped to the United States it was test-flown in Germany as D-HADZ. It subsequently entered into the Federal Aviation Administration register as N105AH on 31 March 2021. Possibly this helicopter is slated to become the first UH-72B for the United States Army. A second helicopter was also shipped to the United States (c/n **21054**) and registered as N126AH on 11 May 2021.

### Serial Rundown

The final part of this article is a serial rundown of the United States Army UH-72A Lakota fleet. For various reasons it is not easy to complete a reliable overview. But the main reason is simply that logs of these helicopters are few and far from in between. About half of the fleet is spread over the country with usually only a few helicopters per location. The other half of the fleet can be found at Fort Rucker (AL), but that location is also not visited very often. Of course, the COVID-19 situation further reduced the number of reports.

This means that many hours were spent searching the internet for dated pictures with readable serials and confirmed locations.

Besides the well-known aircraft enthusiast (photo)sites, also official websites and facebook sites of various US Army units proved to be a good source of information. Given the civil support roles performed by these helicopters also various news sites sometimes feature current pictures of Lakota helicopters.

Similar to the OSA-A article featured in our July 2020 edition, we also did an analysis on radio and flighttrack data. Again, we kept the findings separate from actual and photo reports. In most cases both sources show the same operating unit for individual helicopters. In some cases, ADSB suggest that unit changes took place. For those, information can be found in the remarks-column. We do want to again request everyone who takes the effort to share reports, to also clearly indicate the source if ADSB is used. This way data can be maintained as accurate and reliable as possible.

It is well known that ADSB reports can contain errors. This however does not make these reports useless. After all, no-one can claim that there are no errors in reports where humans read serial numbers either. In the case of ADSB data, there can be errors in the database where the hex codes are linked to serial numbers. It also can happen that Mode S boxes on board of aircraft are miscoded, or the same hex code seems to be allocated (in error) to two different aircraft. But with careful analysis of the data most of these errors can be identified and thus filtered out.

What is positive is that US Army aircraft and helicopters often use their serial number as call sign. Again, one needs to be careful, if the call sign is reflected for example like this *\_072152*, it is not the actual call sign but a misrepresentation of the serial tied to the hex code from the database. In other cases, the aircrew can of course have made an error while entering their call sign, but that is not very common.

Some of the last UH-72s delivered presented an additional problem. Aircraft 19-72441 until 19-72449 was supposed to be allocated Hex Codes AE6330 until AE6339. In error, AE6330 was skipped, which resulted in several dual allocations. For example, AE6332 was observed both using call signs R72442 and R72443. By now, this error seems to have been correct for most if not all helicopters involved, but it did initially result in several incorrect reports.

Before moving to the Lakota serials, we first present an overview of the different call signs used by Lakota units which we observed while compiling this data. They too are another piece of the puzzle trying to sort out unit allocations.

Generic call signs:

Gxxxxx Guard - Army National Guard, followed by the serial number

Rxxxxx Army - followed by the serial number

Unit specific call signs:

AL ARNG	<i>Steel</i>	2nd AvnDet	<i>Epic</i> (followed by the last two of the serial)
CA ARNG	<i>Scout, Recon, Shadow</i>	AZ ARNG	<i>WATTS, Trail</i>
DC ARNG	<i>Sentry</i>	CO ARNG	<i>Evans</i>
LA ARNG	<i>Mojo</i>	ID ARNG	<i>Talon</i>
MS ARNG	<i>Rosco</i>	MD ARNG	<i>Goggle, Phoenix, Raid, Recon, Splash</i>
PA ARNG	<i>Boiser</i>	NC ARNG	<i>Lunar</i>
		VA ARNG	<i>Legend</i>

The helicopters assigned to WAATS use call sign WATTS, while co-based B(-)/3-140th AVN use call signs Trail or Guard.

The training helicopters flying out of Fort Rucker (AL) seem to use quite a range of call signs. Over the last months, these were noted: *Bat, Bells, Botox, Deajs, Deals, Dents, Emoji, Hated, Hoist, Jokey, Kicks, Loco, Meany, Messy, Morph, Nicad, Nuke, Pick, Pixel, Poboy, Promo, Rando, Ride, Rigor, Ruck, Saver, Squib, Totes, Trail, Weird* and *Yogi*.

In the following serial run-down, the first noted (f/n) date refers to the first date in which the individual helicopter was physically seen with the unit mentioned. This is not the generic first note date of the helicopter itself, only of the unit allocation mentioned. Similar, the first last noted (l/n) column refers to the most recent physical sighting, while the second l/n refers to the last time the helicopter was recorded using ADSB.

Serial:	c/n:	Unit:	Code:	f/n:	l/n:	Hex:	Remarks:
06-72001	<b>9098</b>	1-223rd AVN	01H	oct18	feb20	nov20 AE1899	ex D-HMBU (aug06/sep06), ex N404AE (reg 07nov06, canx 07dec06), 1st UH-72A Lakota for US Army, f/f 30aug06, del 29nov06, h/o 11dec06 (DD250)
06-72002	<b>9101</b>	1-223rd AVN	02H	sep16	nov19	jun21 AE1C2A	ex D-HMBI, ex N408AE (reg 05dec06, canx 16feb07), code only reported in feb20
06-72003	<b>9106</b>	1-223rd AVN	03F	oct16	feb20	jun21 AE1C2B	ex D-HMBP, ex N410AE (reg jan07?, canx 13mar07)
06-72004	<b>9107</b>	1-223rd AVN	04E	sep16	feb20	may21 AE1C2C	ex D-HMBR, ex N412AE (reg 22jan07, canx 10apr07)
06-72005	<b>9109</b>	1-223rd AVN	05A	apr17	nov19	AE1C2D	exD-HMBN,exN416AE(reg05apr07,canx17may07), ADSB reportedly miscoded as AE1C38 (which is 07-72016). Probably dual use. AE1C38 l/n in the Fort Rucker (AL) area in apr21
06-72006	<b>9112</b>	1-223rd AVN	06G	sep16	nov19	jun21 AE1C2E	ex D-HMBG, ex N418AE (reg 26mar07, canx 11jun07)
06-72007	<b>9116</b>	1-223rd AVN	07A	sep16	oct18	may21 AE1C2F	ex D-HMBB, ex N474LF (reg 20apr07, canx 0apr07), ex N420AE (reg 26apr07, canx 27jul07)
06-72008	<b>9119</b>	1-223rd AVN	08E	nov16	feb20	jun21 AE1C30	ex D-HMBN, ex N422AE (reg 03may07, canx 02aug07)
07-72009	<b>9123</b>	1-223rd AVN	09H	feb18	nov19	jun21 AE1C31	ex D-HMBH (mar07), ex N423AE (reg 16nov07, canx 09feb08)
07-72010	<b>9125</b>	1-223rd AVN	10G	apr17	oct18	jun21 AE1C32	ex D-HMBT, ex N424AE (reg 13jul07, canx 10oct07)
07-72011	<b>9126</b>	1-223rd AVN	11J	nov16	nov19	may21 AE1C33	ex N426AE (reg 17jul97, canx 05nov97)
07-72012	<b>9128</b>	1-223rd AVN	12G	nov16	sep19	nov20 AE1C34	ex N429AE (reg 17jul97, canx 06nov07)
07-72013	<b>9129</b>	1-223rd AVN	13A	mar17	nov19	may21 AE1C35	ex N430AE (reg 17jul07, canx 30nov07)
07-72014	<b>9132</b>	1-223rd AVN	14F	apr17	sep19	jun21 AE1C36	ex N430AE (reg 17jul07, canx 30nov07)
07-72015	<b>9135</b>	A/1-5th AVN		dec17	feb20	apr21 AE1C37	Aggressor c/s, ex D-HMBG, ex N434AE (reg



The fleur-de-lis became the official state symbol for Louisiana in 2008, but unofficially it was used as such for a long time already. It underlines the connection with France since many settlers from this country made Louisiana their new home when they made their way to America. The LA ARNG Lakota helicopters carry a fleur-de-lis symbol on their vertical stabilizer. (07-72035, Pineville MAP, Louisiana, 10 April 2010, Matt Ellis)

07-72016	<b>9138</b>	1-223rd AVN	16J	nov16	feb18	AE1C38	13jul07, canx 11feb08), ADSB miscoded as A531FF (civil Bell 206 N434AE), l/n apr21 in the Fort Polk (LA) area with c/s R72015
07-72017	<b>9139</b>	A/1-5th AVN		feb08	jul20	apr21	AE1C39 ex D-HMBO (mar07/sep07), ex N435AE (reg 14nov07, canx 11feb08), Reportedly AE1C38 is dual used by 06-72005 and 07-72016, AE1C38 last recorded in the Fort Rucker (AL) area in apr21
07-72018	<b>9143</b>	A/1-5th AVN		feb08	jan20	apr21	AE1F21 Aggressor c/s, ex D-HMBI, ex N435AE (reg 29nov07, canx 11feb08), ADSB miscoded as A9A627 (which was allocated to civil Luscombe 8A with serial N72017, canx 07feb18), l/n apr21 in the Fort Polk (LA) area with c/s R72017
07-72019	<b>9147</b>	1-223rd AVN	19F	nov16	feb20	nov20	AE1F22 Aggressor c/s, ex D-HMBW (sep07), ex N437AE (reg 16nov07/canx 14feb08), ADSB reportedly miscoded: AE6328 (which is 19-72433), R72018 recorded in Fort Polk (LA) area in apr21 (ADSB code not recorded).
07-72020	<b>9148</b>	1-223rd AVN	20A	apr15	nov19	jun21	AE1F23 ex D-HMBT, ex N438AE (reg 21dec07, canx 07mar08)
07-72021	<b>9149</b>	1-223rd AVN	21A	apr15	nov19	jun21	AE1F24 ex N440AE (reg 21dec07, canx 07mar08)
07-72022	<b>9150</b>	1-223rd AVN	22B	apr17	feb20	apr21	AE1F25 ex N442AE (reg 17jan08, canx 17jan08)
07-72023	<b>9154</b>	1-223rd AVN	23E	nov16	nov19	jun21	AE1F26 ex N443AE (reg feb08, canx 24feb12)
07-72024	<b>9155</b>	1-223rd AVN	24G	apr17	nov19		AE1F27 ex N447AE (reg 18jan08, canx 09sep08)
07-72025	<b>9153</b>	1-223rd AVN	25G	nov16	nov19	jun21	AE1F28 ex N450AE (reg mar08, canx 24feb12)
07-72026	<b>9157</b>	1-223rd AVN	26C	feb18	dec20	apr21	AE1F29 ex N445AE (reg 10mar08, canx 01may08)
07-72027	<b>9159</b>	1-223rd AVN	27E	sep16	feb20	feb21	AE1F2A ex N451AE (reg 18apr08, canx 05sep08), ADSB reportedly miscoded: AE1F23 (which is 07-72020), dual use? Last recorded with correct code (AE1F29) in nov20, l/n apr21 in Fort Rucker (AL) area with AE1F23 and c/s R72026
07-72028	<b>9160</b>	1-223rd AVN	28E	apr17	nov19	jun21	AE1F2B ex N452AE (reg 30jan08, canx 27feb12)
07-72029	<b>9163</b>	JMRC		nov10	apr21	may21	AE1F2C ex D-HMBR, ex N460AE (reg 18apr08, canx 19sep08)
07-72030	<b>9164</b>	C(-)/1-114th AVN MS ARNG		jul08	sep16	apr21	AE1F2D ex N461AE (reg 30jan08, canx 30jan08), aggressor c/s
07-72031	<b>9165</b>	C(-)/1-114th AVN MS ARNG		aug16	feb17	apr21	AE1F2E ex D-HMBV, ex N464AE (reg 18apr08, canx 10jul08)
07-72032	<b>9167</b>	WAATS AZ ARNG		jan17	mar19	jun21	AE1F2F ex N465AE (reg 29apr08, canx 06nov08), ADSB report indicates this a/c is in use by Det.1 C/1-112th AVN OR ARNG by jul20, to Airbus North America at Columbus (MS) 12-14apr21 (c/s G72031)
							ex N467AE (reg 05may08, canx 16jul08)

07-72033 <b>9168</b> WAATS AZ ARNG	jun14 apr19 may21 AE1F30	ex N469AE (reg 29apr08, canx 08aug08)
07-72034 <b>9170</b> Det.1 C/1-114th AVN LA ARNG	jul08 nov17 jan21 AE1F31	ex D-HMBS (feb08), ex N470AE (reg 06may08, canx 22sep08)
07-72035 <b>9172</b> WAATS AZ ARNG	oct14 mar19 jun21 AE1F32	ex N471AE (reg 29apr08, canx 29apr08)
07-72036 <b>9176</b> Det.1 A/1-114th AVN AL ARNG	feb18 nov19 jul20 AE1F33	ex D-HMBG (feb08/apr08), ex N475AE (reg 26jun08, canx 05sep08), an unknown Fort Rucker (AL) based UH-72A seems to be mis-coded AE1F33 since may21 (l/n jun21)
07-72037 <b>9178</b> A(-)/1-376th AVN NE ARNG	mar19 oct19 may21 AE1F34	ex N476AE (reg 17jun08, canx 19aug08)
07-72038 <b>9184</b> B(-)/2-151st AVN FL ARNG	aug08 aug17 jun21 AE1F35	ex N481AE (reg 17jun08, canx 19sep08), Border Patrol duties since feb21
07-72039 <b>9182</b> B(-)/2-151st AVN FL ARNG	aug08 sep19 jun21 AE1F36	ex D-HMBR, ex N480AE (reg 01jul08, canx 01jul08), Border Patrol duties since feb21
07-72040 <b>9180</b> C(-)/1-114th AVN MS ARNG	aug20 aug20 jun21 AE1F37	ex N479AE (reg 17jun08, canx 17sep08)
07-72041 <b>9186</b> C(-)/1-114th AVN MS ARNG	jul10 feb20 jun21 AE1F38	ex N482AE (reg 17jul08, canx 16sep08)
07-72042 <b>9190</b> 2nd AvnDet	jan09 aug19 jun21 AE1F39	ex N536AE (reg 17jun08, canx 07nov08), ADSB dual use AE1F39 by 07-72042 and 08-72043. Both with 2nd AvnDet and use last two of serial in c/s Epic42 and Epic43. Both c/s recorded with AE1F39 in apr21, however by jun21 it seems that 08-72043 was corrected to AE1F3A.
08-72043 <b>9193</b> 2nd AvnDet	jan09 aug19 apr21 AE1F3A	ex D-HMBB (apr08/jul08), ex N537AE (reg 11sep08, canx 27feb09), ADSB dual use AE1F39 by 07-72042 and 08-72043. Both with 2nd AvnDet and use last two of serial in c/s Epic42 and Epic43. Both c/s recorded with AE1F39 in apr21, however by jun21 it seems that 08-72043 was corrected to AE1F3A.
08-72044 <b>9179</b> B(-)/2-151st AVN FL ARNG	oct08 sep19 jun21 AF1F3B	ex N567AE (reg 10sep08, canx 16oct08), for Border Patrol duties since at least nov20
08-72045 <b>9195</b> B(-)/2-151st AVN FL ARNG	oct08 apr16 may21 AF1F3C	ex N538AE (reg 10sep08, canx 16oct08), ADSB report indicates this a/c is in use by HAATS CO ARNG by sep19
08-72046 <b>9196</b> Det.2 A/1-376th AVN IA ARNG	apr14 jan21 jun21 AE1F3D	ex N539AE (reg 10sep08, canx 28oct08)
08-72047 <b>9199</b> Det.1 B/2-151st AVN NC ARNG	nov08 oct20 jun21 AE1F3E	ex N540AE (reg 10sep08, canx 28oct08), for Border Patrol duties since at least nov20
08-72048 <b>9201</b> Det.1 B/2-151st AVN NC ARNG	sep11 oct20 jun21 AE1F3F	ex N542AE (reg 10sep08, canx 07nov08), for Border Patrol duties since at least nov20
08-72049 <b>9204</b> Det.1 B/2-151st AVN NC ARNG	oct10 oct20 jun21 AE1F40	ex N543AE (reg 23oct08, canx 05dec08), for Border Patrol duties since at least nov20



The very first UH-72A Lakota helicopters delivered to the Army National Guard were assigned to C(-)/1-114th AVN MS ARNG at AASF#2 Tupelo-CD Lemmons Field RAP (MS) on 2 June 2008. The example shown here was delivered one month later to the same unit. (07-72030, Tyler Pounds RAP, Texas, 3 August 2011, Coert van Breda)



This Lakota started its operational life with the United States Army Air Ambulance Detachment (USAAAD) at Fort Polk, Louisiana, in 2009. By November 2016, it was converted to training standard and delivered to Fort Rucker, Alabama. This picture was taken in August 2014, and with the doors removed no red cross markings remain visible. Most likely however, the helicopter was still assigned to USAAAD Fort Polk and returned to Airbus Helicopters for conversion to training standard in 2015. (09-72060, Fort Smith RAP, Arkansas, 13 August 2014, Coert van Breda)

08-72050	<b>9207</b>	WAATS AZ ARNG	oct14	apr21	jun21	AE1F41	ex N544AE (reg 23oct08, canx 05dec08)
08-72051	<b>9200</b>	WAATS AZ ARNG	aug14	dec17	feb21	AE1F42	ex N545AE (reg 16oct08, canx 21jan09)
08-72052	<b>9208</b>	Det.2 D/1-224th AVN GU ARNG	jun15	jan21		AE1F43	ex N544AE (reg 23oct08, canx 05dec08)
08-72053	<b>9213</b>	Det.2 D/1-224th AVN GU ARNG	jun15	jun20		AE1F44	ex N574AE (reg 23oct08, canx 24feb09)
08-72054	<b>9214</b>	D(-)/1-224th AVN DC ARNG	apr13	aug20	jun21	AE1F45	ex N548AE (reg 23oct08, canx 24feb09)
08-72055	<b>9216</b>	D(-)/1-224th AVN DC ARNG	apr13	aug20	oct20	AE1F46	ex N580AE (reg 02feb09, canx 11mar09)
08-72056	<b>9219</b>	D(-)/1-224th AVN DC ARNG	may09	aug20	jun21	AE1F47	ex N581AE (reg 30jan09, canx 11mar09)
08-72057	<b>9206</b>	D(-)/1-224th AVN DC ARNG	may09	aug20	apr21	AE1F48	ex N546AE (reg 16oct08, canx 12feb09)
08-72058	<b>9221</b>	Det.1 D/1-224th AVN VT ARNG	jun11	ap20	jun21	AE1F49	ex N582AE (reg 04feb09, canx 03apr09), ADSB recorded this a/c flying to Huntsville (AL) on 08-10mar21, not recorded until it commenced what seems to be local test flights from Huntsville (AL) on 26may21
08-72059	<b>9225</b>	Det.1 D/1-224th AVN VT ARNG	jun11	mar20	jun21	AE1F4A	ex N583AE (reg 04feb09/canx 06may09)
08-72060	<b>9230</b>	WAATS AZ ARNG	oct14	mar19	apr21	AE1F4B	ex N584AE (reg 04feb09/canx 04feb09), ADSB reports another helicopter also using AE1F4B at Fort Rucker (AL). Recorded as such in the period jan21-jun21 and based on the c/s this is another UH-72A. Identity unknown.
08-72061	<b>9211</b>	B(-)/1-114th AVN TX ARNG	feb19	feb19	jan21	AE1F4C	ex N547AE (reg 02feb09, canx 21mar09), ADSB report indicates this a/c is in use by C(-)/1-376th AVN KY ARNG by oct20. Since apr21, another helicopter also using AE1F4C at Fort Rucker (AL), based on the c/s this is another UH-72A. Identity unknown (l/m jun21)
08-72062	<b>9223</b>	C(-)/1-112th AVN WA ARNG	sep19	mar20	mar21	AE1F4D	ex N589AE (reg 04feb09, canx 15apr09). ADSB shows to Airbus at Columbus (MS) in mar21
08-72063	<b>9234</b>	B(-)/1-114th AVN TX ARNG	mar11	aug20	jun21	AE1F4E	ex N526AE (reg 04feb09, canx 15apr09)
08-72064	<b>9227</b>	B(-)/1-114th AVN TX ARNG	jun09	nov19	jun21	AE1F4F	ex N591AE (reg 04feb09, canx 15apr09)
08-72065	<b>9233</b>	B(-)/1-114th AVN TX ARNG	may13	dec20	jun21	AE1F50	ex N527AE (reg 04feb09, canx 07aug09)
08-72066	<b>9239</b>	B(-)/1-114th AVN TX ARNG	jul09	dec20	jun21	AE1F51	ex N528AE (reg 06apr09, canx 15may09)
08-72067	<b>9231</b>	WAATS AZ ARNG	oct14	oct18	apr21	AE1F52	ex N529AE (reg 06apr09, canx 15may09), ADSB reports indicate that an UH-72A at Fort Rucker (AL) is miscoded as AE1F52 by jan21, in jun21 this helicopter was identified as 08-72073 when it used c/s R72073
08-72068	<b>9245</b>	Det.1 B/1-114th AVN PR ARNG	may09	nov20	apr21	AE1F53	ex N551AE (reg 06apr09, canx 15may09)
08-72069	<b>9237</b>	Det.1 B/1-114th AVN PR ARNG				AE1F54	ex N530AE (reg 06apr09, canx 15may09), w/o 20dec10
08-72070	<b>9248</b>	A(-)/1-114th AVN AR ARNG	jul09	jul11	jun21	AE1F55	ex N552AE (reg 08apr09, canx 17jun09)
08-72071	<b>9243</b>	A(-)/1-114th AVN AR ARNG	jun09	oct10	apr21	AE1F56	ex N531AE (reg 08apr09, canx 17jun09)



08-72072	<b>9244</b>	1-223rd AVN	72C	nov16	aug20	may21	AE1F57	ex N532AE (reg 08apr09, canx 21jul09)
08-72073	<b>9247</b>	1-223rd AVN	73C	sep16	nov19	jul20	AE1F58	ex N577AE (reg 08apr09, canx 11aug09), last recorded with its correct Hex Code AE1F58 in jul20, miscoded AE1F52 by jan21 (l/n jun21)
08-72074	<b>9249</b>	1-223rd AVN	74N	nov16	aug20	may21	AE1F59	ex N558AE (reg 08apr09, canx 21jul09)
08-72075	<b>9252</b>	1-223rd AVN	75G	nov16	feb20	may21	AE1F5A	ex N559AE (reg 04apr09, canx 25aug09)
08-72076	<b>9254</b>	1-223rd AVN	76G	sep16	feb20	may21	AE1F5B	ex N560AE (reg 08apr09, canx 21aug09)
08-72077	<b>9257</b>	1-223rd AVN	77C	apr17	feb20	may21	AE1F5C	ex N561AE (reg 08apr09, canx 28oct09)
08-72078	<b>9261</b>	1-223rd AVN	78F	mar19	sep19	jun21	AE1F5D	ex N579AE (reg 22may09, canx 21aug09)
08-72079	<b>9262</b>	1-223rd AVN	79C	apr17	nov19	jun21	AE1F5E	ex N563AE (reg 27may09, canx 16sep09), ADSB reported AE1F5E near Birmingham (AL) in jan21 with c/s Steel90 (known AL ARNG c/s). Could be this a/c but more likely ADSB/Hex Code error, l/n jun21
08-72080	<b>9264</b>	1-223rd AVN	80D	nov16	sep19	apr21	AE1F5F	ex N564AE (reg 27may09, canx 16sep09)
08-72081	<b>9260</b>	1-223rd AVN	81D	apr17	nov19	jun21	AE1F60	ex N565AE (reg 27may09, canx 16sep09)
08-72082	<b>9267</b>	1-223rd AVN	82G	sep16	nov19	jun21	AE1F61	ex N568AE (reg 03aug09, canx 14oct09)
08-72083	<b>9273</b>	1-223rd AVN	83F	apr17	nov19	may21	AE1F62	ex N569AE (reg 03aug09, canx 14oct09)
08-72084	<b>9275</b>	B(-)/1-114th AVN TX ARNG		mar11	dec20	may21	AE1F63	ex N570AE (reg 03aug09, canx 17sep09)
09-72085	<b>9277</b>	A(-)/1-114th AVN AR ARNG		oct09	aug14	jun21	AE1F64	ex N575AE (reg 03aug09, canx 14oct09), ADSB reported this a/c flying to Airbus North America at Columbus (MS) on 06oct20 and from there to Fort Rucker (AL) mid-apr21, reported since with known Fort Rucker (AL) call signs, cvtd for training role and now used used by 1-212th AVN/1-223rd AVN?
09-72086	<b>9280</b>	A(-)/1-114th AVN AR ARNG		oct09	feb18	jun21	AE1F65	ex N576AE (reg 03aug09, canx 14oct09), ADSB report indicates this a/c is in use by Det.1 C/3-140th AVN OK ARNG by nov20
09-72087	<b>9282</b>	Det.1 C/1-114th AVN LA ARNG		apr20	jan21	jun21	AE1F66	ex N557AE (reg 04aug09, canx 14oct09)
09-72088	<b>9285</b>	WAATS AZ ARNG		oct14	sep20	jun21	AE1F67	ex N597AE (reg 03aug09, canx 20nov09)
09-72089	<b>9287</b>	Det.1 A/1-114th AVN AL ARNG		nov09	sep20	jun21	AE1F68	ex N598AE (reg 10aug09, canx 20nov09)
09-72090	<b>9289</b>	Det.1 C/3-140th AVN OK ARNG		apr14	apr18	nov20	AE1F69	ex N599AE (reg 10aug09, canx 20nov09)
09-72091	<b>9291</b>	A(-)/2-151st AVN SC ARNG		dec09	oct20	apr21	AE1F6A	ex N601AE (reg 10aug09, canx 26jan10), for Border Patrol duties since at least oct20
09-72092	<b>9292</b>	B(-)/1-376th AVN MO ARNG		jul14	jan21	jun21	AE1F6B	ex N649AE (reg 10aug09, canx 12jan10)
09-72093	<b>9284</b>	A(-)/2-151st AVN SC ARNG		sep18	oct20	may21	AE1F6C	ex N652AE (reg 10aug09, canx 11jan10), for Border Patrol duties since at least oct20
09-72094	<b>9294</b>	A(-)/2-151st AVN SC ARNG		dec10	feb21	jun21	AE1F6D	ex N662AE (reg 10aug09, canx 26jan10), for Border Patrol duties since at least oct20
09-72095	<b>9297</b>	1-223rd AVN	95C	may15	nov19	apr21	AE1F6E	ex N663AE (reg 10aug09, canx 26jan10)
09-72096	<b>9299</b>	1-223rd AVN	96G	sep16	nov19	nov20	AE1F6F	ex N664AE (reg 10nov09, canx 11feb10)



No unit markings are worn by this medevac helicopter, except of course the red cross on the cabin door. In contrast to other medevac helicopters used by the US Army like the HH/UH-60 Black Hawk or the now retired UH-1H/V Huey Iroquois, it is very rare that the last numbers of the serial are carried inside the red cross by Lakotas. (08-72081, Alexandria IAP, Louisiana, 12 August 2013, Matt Ellis)



Since the outbreak of the COVID-19 virus, UH-72A Lakota helicopters of the JMRC are regular visitors at the Landstuhl Regional Medical Centre, Germany. The UH-72A replaced the ageing UH-1H helicopters in use by the JMRC in 2010. They are used for OPFOR and OC duties to support the training activities on the Grafenwöhr training area, as well as for various liaisons duties. (09-72100, Ramstein AB, Germany, 24 July 2019, Timm Ziegenthaler).

09-72097	<b>9304</b>	JMRC		apr10	sep20	apr21	AE1F70	ex N669AE (reg 23oct09, canx 11feb10)
09-72098	<b>9307</b>	JMRC		apr10	oct20	jun21	AE1F71	ex N674AE (reg 26oct09, canx 11feb10)
09-72099	<b>9309</b>	Det.1 C/1-114th AVN LA ARNG		nov10	jul19	jun21	AE1F72	ex N749AE (reg 23oct09, canx 07jul11)
09-72100	<b>9315</b>	JMRC		apr10	aug20	jun21	AE1F73	ex N697AE (reg 23oct09, canx 29mar10)
09-72101	<b>9305</b>	Kwajalein Flight Det		jun10	jun10		AE1F74	Orange c/s, ex N684AE (reg 23oct09, canx 15jun10)
09-72102	<b>9316</b>	Kwajalein Flight Det		jun10	apr19		AE1F75	Orange c/s, ex N703AE (reg 11jan10, canx 24may10)
09-72103	<b>9317</b>	Kwajalein Flight Det		jun10	apr13		AE1F76	Orange c/s, ex N706AE (reg 12jan10, canx 24may10)
09-72104	<b>9318</b>	Kwajalein Flight Det		jun10	jun10		AE1F77	Orange c/s, ex N730AE (reg 11jan10, canx 25jun10)
09-72105	<b>9320</b>	JMRC		jul10	may21	jun21	AE1F78	Aggressor c/s, ex N710AE (reg 11jan10, canx 21apr10)
09-72106	<b>9325</b>	JMRC		jul10	may21	jun21	AE1F79	Aggressor c/s, ex N741AE (reg 13jan10, canx 21apr10)
09-72107	<b>9329</b>	JMRC		nov10	apr21	apr21	AE1F7A	Aggressor c/s, ex N742AE (reg 10jan10, canx 12jan10)
09-72108	<b>9332</b>	JMRC		nov10	may21	jun21	AE1F7B	ex N745AE (reg 10 jan10, canx 11jan10)
09-72109	<b>9326</b>	1-223rd AVN	09K	sep16	sep19	jun21	AE1F7C	ex N744AE (reg 12jan10, canx 25jun10)
09-72110	<b>9334</b>	1-223rd AVN	10H	sep16	feb20	oct20	AE1F7D	ex N764AE (reg 12jan10, canx 24may10)
09-72111	<b>9328</b>	1-223rd AVN	11K	sep16	nov19	jun21	AE1F7E	ex N746AE (reg 11jan10, canx 25jun10)
09-72112	<b>9336</b>	1-223rd AVN	12H	apr17	feb20	apr21	AE1F7F	ex N753AE (reg 12jan10, canx 25jun10)
09-72113	<b>9330</b>	C(-)/2-151st AVN TN ARNG		jul10	feb20	jun21	AE1F80	ex N748AE (reg 22jan10, canx 25jun10), for Border Patrol duties since at least oct20
09-72114	<b>9338</b>	Det.1 A/1-376th AVN IA ARNG		mar18	may20	jun21	AE1F81	ex N751AE (reg 22jan10, canx 12jul10)
09-72115	<b>9333</b>	20th CBRNE AvDet		jul10	mar20	jun21	AE1F82	ex N752AE (reg 22mar10, canx 14jul10)
09-72116	<b>9341</b>	20th CBRNE AvDet		jul10	nov19	jun21	AE1F83	ex N760AE (reg 22mar10, canx 14jul10)
09-72117	<b>9337</b>	1-223rd AVN	17J	sep16	nov19	jun21	AE1F84	ex N756AE (reg 22mar10, canx 21jul10)
09-72118	<b>9342</b>	1-223rd AVN	18C	nov16	feb20	feb21	AE1F85	ex N763AE (reg 22jan10, canx 21jul10)
09-72119	<b>9346</b>	1-223rd AVN	19G	nov16	nov19	jun21	AE1F86	ex N758AE (reg 22mar10, canx 05aug10)
09-72120	<b>9340</b>	1-223rd AVN	20G	sep16	sep19	jun21	AE1F87	ex N755AE (reg 22mar10, canx 05aug10)
09-72121	<b>9343</b>	WAATS AZ ARNG		oct14	mar19	jun21	AE1F88	ex N762AE (reg 22mar10, canx 05aug10)
09-72122	<b>9345</b>	WAATS AZ ARNG		may18	mar19	jun21	AE1F89	ex N795AE (reg 22apr10, canx 13aug10)
09-72123	<b>9347</b>	C(-)/1-224th AVN NJ ARNG		nov19	jan20	jun21	AE1F8A	ex N768AE (reg 05may10, canx 13aug10)
09-72124	<b>9350</b>	Det.1 A/2-151st AVN VA ARNG		sep10	may18	jun21	AE1F8B	ex N769AE (reg 05may10, canx 02sep10), for Border Patrol duties since at least oct20
09-72125	<b>9349</b>	1-223rd AVN	25J	nov16	feb20	apr21	AE1F8C	ex N770AE (reg 06may10, canx 08sep10)
09-72126	<b>9351</b>	1-223rd AVN	26E	nov16	feb20	nov20	AE1F8D	ex N771AE (reg 06may10, canx 02sep10)
09-72127	<b>9361</b>	WAATS AZ ARNG		jun14	mar19	jun21	AE1F8E	ex N772AE (reg 06may10, canx 02sep10)
09-72128	<b>9363</b>	WAATS AZ ARNG		may18	mar19	jun21	AE1F8F	ex N785AE (reg 06may10, canx 19oct10)
10-72129	<b>9352</b>	1-223rd AVN	29H	nov16	feb20	jun21	AE1F90	ex N890AE (reg 25may10, canx 19oct10)
10-72130	<b>9354</b>	1-223rd AVN	30G	nov19	nov19	jun21	AE1F91	ex N891AE (reg 25may10, canx 20oct10)
10-72131	<b>9356</b>	1-223rd AVN	31K	nov16	feb20	jun21	AE1F92	ex N864AE (reg 06may10, canx 20oct10)
10-72132	<b>9358</b>	1-223rd AVN	32K	sep16	feb20	jun21	AE1F93	ex N865AE (reg 25may10, canx 26nov12)
10-72133	<b>9360</b>	Det.1 Co C/2-151st AVN GA ARNG		nov10	oct20	jun21	AE1F94	ex N776AE (reg 25may10, canx 19oct10), for Border Patrol duties since at least nov20

10-72134	<b>9362</b>	WAATS AZ ARNG	jan13	mar19	jun21	AE1F95	ex N779AE (reg 25may10, canx 09nov10)
10-72135	<b>9379</b>	Det.1 Co C/2-151st AVN GA ARNG	nov10	oct20	jun21	AE1F96	ex N876AE (reg 06may10, canx 09nov10), for Border Patrol duties since at least nov20
10-72136	<b>9364</b>	Co C(-)/2-151st AVN TN ARNG	nov10	aug20	nov20	AE1F97	ex N782AE (reg 25may10, canx 09nov10)
10-72137	<b>9366</b>	Co D(-)/2-151st AVN MS ARNG	sep16	feb20	jun21	AE1F98	ex N868AE (reg 20jul10, canx 09nov10)
10-72138	<b>9368</b>	Co D(-)/2-151st AVN MS ARNG	apr14	feb20	jun21	AE1F99	ex N869AE (reg 20jul10, canx 22nov10)
10-72139	<b>9370</b>	Co D(-)/2-151st AVN MS ARNG	sep16	feb20	jun21	AE1F9A	ex N870AE (reg 06may10, canx 22nov10)
10-72140	<b>9371</b>	Co D(-)/2-151st AVN MS ARNG	sep16	may19	jun21	AE1F9B	ex N871AE (reg 20jul10, canx 22nov10)
10-72141	<b>9373</b>	Det.1 Co D/2-151st AVN LA ARNG	dec10	mar20	feb21	AE1F9C	ex N873AE (reg 20jul10, canx 09dec10), ADSB reports an unknown UH-72A at Fort Rucker (AL), also using hex code AE1F9C since at least oct20 (l/n jun21)
10-72142	<b>9375</b>	Det.1 Co D/2-151st AVN LA ARNG	dec10	oct20	feb21	AE1F9D	ex N874AE (reg 20jul10, canx 15dec10)
10-72143	<b>9376</b>	Det.1 Co D/2-151st AVN LA ARNG	aug12	aug20		AE1F9E	ex N875AE (reg 20jul10, canx 23dec10), possibly mar20, ID unconfirmed, could be using AE5A47 (which is allocated to 15-72347)
10-72144	<b>9378</b>	Det.1 Co D/2-151st AVN LA ARNG	dec10	mar20	jun21	AE1F9F	ex N877AE (reg 20jul10, canx 18jan11)
10-72145	<b>9381</b>	Co D(-)/3-140th AVN CO ARNG	jan11	apr21	jun21	AE1FA0	ex N878AE (reg 23sep10, canx 13jan10)
10-72146	<b>9383</b>	Co D(-)/3-140th AVN CO ARNG	jan11	aug19	apr21	AE1FA1	ex N880AE (reg 23sep10, canx 18jan11), ADSB miscode: AE1FA1 (which is allocated to 10-72146) is used both by 10-72146 and 15-72356. At Fort Rucker (AL), AE1FA1 was last recorded in jun21, while this code was last recorded over Colorado in apr21.
10-72147	<b>9385</b>	Co D(-)/3-140th AVN CO ARNG	feb11	jul16	jun21	AE1FA2	ex N881AE (reg 23sep10, canx 13jan11)
10-72148	<b>9386</b>	Co D(-)/3-140th AVN CO ARNG	feb11	apr21	jun21	AE1FA3	ex N879AE (reg 23sep10, canx 13jan11)
10-72149	<b>9380</b>	Det.1 Co D/3-140th AVN NV ARNG	feb11	dec19	jun21	AE1FA4	ex N933AE (reg 23aug10, canx 13jan11)
10-72150	<b>9388</b>	Det.1 Co D/3-140th AVN NV ARNG	feb11	feb20	feb21	AE1FA5	ex N882AE (reg 23sep10, canx 09mar11)
10-72151	<b>9390</b>	Det.1 Co D/1-112th AVN ID ARNG	mar11	jul20	jun21	AE1FA6	ex N884AE (reg 23sep10, canx 09mar11)
10-72152	<b>9391</b>	Det.1 Co D/1-112th AVN ID ARNG	mar11	feb20	jun21	AE1FA7	ex N883AE (reg 23sep10, canx 28mar11)
10-72153	<b>9393</b>	Co D(-)/1-112th AVN ND ARNG	2016	sep20	jan21	AE1FA8	ex N885AE (reg 23sep10, canx 28mar11)
10-72154	<b>9394</b>	Co D(-)/1-112th AVN ND ARNG	2016	sep20	may21	AE1FA9	ex N886AE (reg 23sep10, canx 28mar11)
10-72155	<b>9396</b>	Co D(-)/1-112th AVN ND ARNG	2016	sep20	aug20	AE1FAA	ex N892AE (reg 23sep10, canx 28mar11), ADSB reports this a/c flying to Airbus North America at Columbus (MS) on 25may21.
10-72156	<b>9398</b>	Co D(-)/1-112th AVN ND ARNG	2016	sep18	may21	AE1FAB	ex N893AE (reg 23sep10, canx 12apr11), ADSB dual use AE1FAB by 10-72156 and 14-72321. In the Fargo (ND), one of them is reported with c/s R72156 (l/n feb21), while the other one is reported in the Fort Rucker (AL) region using local call signs ands R72321 (l/n jun21).



The Lakota helicopters in use by Det.1 D/1-112th AVN have painted a blue band at the top of their vertical stabilizer with a full colour Idaho state seal inside it. Should one not recognize this state seal, the letters IDNG are applied a bit lower. This of course is short for Idaho Army National Guard. (10-72152, AASF Boise Airport, Idaho, 31 May 2019, Ryan White)



In August 2011, the first UH-72A for the White Sands Missile Range Operations Directorate arrived at the little known McAfee Army Heliport. This facility is located at the better known Holloman AFB, New Mexico, which is just southeast of the large White Sands Missile Range itself. The Lakotas were painted in high visibility colours and remained in use with this unit until end-2015. (10-72179, Alamogordo-White Sands RAP on 12 March 2012, Peter Boschert)

10-72157	<b>9399</b>	Det.2 Co D/3-140th AVN CA ARNG	mar11	aug20	jun21	AE1FAC	ex N894AE (reg 23sep10, canx 12apr11), ADSB reported this a/c flying to Airbus North America at Columbus (MS) by aug20 and from there to Fort Rucker (AL) on 30mar21 (using c/s R72157), reported since with known Fort Rucker (AL) call signs, cvtd for training role and now used by 1-212th AVN/1-223rd AVN?	
10-72158	<b>9402</b>	Det.2 Co D/3-140th AVN CA ARNG	mar11	aug19	apr21	AE1FAD	ex N896AE (reg 23sep10, canx 11may11)	
10-72159	<b>9404</b>	Det.2 Co D/1-112th AVN WI ARNG	jul12	aug20	jun21	AE1FAE	ex N897AE (reg 23sep10, canx 11may11)	
10-72160	<b>9405</b>	Det.2 Co D/1-112th AVN WI ARNG	jul12	jun19	may21	AE1FAF	ex N980AE (reg 05oct10, canx 14may11)	
10-72161	<b>9401</b>	1-223rd AVN	61J	feb18	mar19	jun21	AE1FB0	ex N895AE (reg 24sep10, canx 11may11)
10-72162	<b>9407</b>	1-223rd AVN	62F	sep16	feb20	jun21	AE1FB1	ex N981AE (reg 23sep10, canx 13may11)
10-72163	<b>9408</b>	B/1-5th AVN		aug20	aug20	jun21	AE1FB2	ex N982AE (reg 05oct10, canx 28mar11), ADSB shows to B/2916th AVN by nov20
10-72164	<b>9410</b>	B/2916th AVN		jan11	feb20	jun21	AE1FB3	Aggressor c/s, ex N983AE (reg 11jan11, canx 14may11)
10-72165	<b>9412</b>	B/2916th AVN		oct11	nov20	jun21	AE1FB4	Aggressor c/s, ex N984AE (reg 11jan11, canx 15jun11)
10-72166	<b>9413</b>	B/2916th AVN		oct11	nov20	apr21	AE1FB5	Aggressor c/s, ex N796AE (reg 11jan11, canx 05jul11)
10-72167	<b>9415</b>	B/2916th AVN		oct11	feb20	feb21	AE1FB6	Aggressor c/s, ex N797AE (reg 11jan11, canx 05jul11)
10-72168	<b>9416</b>	1-223rd AVN	68F	nov16	sep20	jun21	AE1FB7	ex N798AE (reg 11jan11, canx 17jun11), ADSB possible dual use AE1FB7, both 10-72168 and 12-72273 using this code. Recorded in jun21 with local Fort Rucker (AL) call sign (10-72168) and as R72273 in the Denver (CO) region
10-72169	<b>9417</b>	1-223rd AVN	69G	nov16	may19	jan21	AE1FB8	ex N799AE (reg 11jan11, canx 17jun11)
10-72170	<b>9419</b>	1-223rd AVN	70H	apr17	nov19	jun21	AE1FB9	ex N110AE (reg 24feb11, canx 11aug11)
10-72171	<b>9420</b>	1-223rd AVN	71G	apr17	oct18	feb20	AE1FBA	ex N989AE (reg 24feb11, canx 10aug11)
10-72172	<b>9422</b>	1-223rd AVN	72F	apr17	nov19	jun21	AE1FBB	ex N141AE (reg 24feb11, canx 10aug11), Possible triple use of AE1FBB, which is allocated to 10-72172. At Fort Rucker (AL) both 10-72172 and 10-72177 reported using this code. Recorded in jul20 with c/s R72177, since then with local Fort Rucker (AL) call signs only (l/n jun21). In jun21, also 12-72237 using call sign G72237 reported with hex code AE1FBB in the Salem (OR) region.
10-72173	<b>9424</b>	1-223rd AVN	73H	sep16	nov19	jun21	AE1FFBC	ex N861AE (reg 24feb11, canx 10aug11)
10-72174	<b>9425</b>	1-223rd AVN	74P	sep16	jan19	jun21	AE1FBD	ex N862AE (reg 24feb11, canx 11aug11)
10-72175	<b>9427</b>	1-223rd AVN	75K	nov16	feb20	apr21	AE1FBE	ex N990AE (reg 23feb11, canx 11aug11)
10-72176	<b>9428</b>	1-223rd AVN	76H	apr17	feb20	jun21	AE1FBF	ex N863AE (reg 24feb11, canx 11aug11)
10-72177	<b>9430</b>	1-223rd AVN	77F	mar17	nov19	jul20	AE1FC0	ex N991AE (reg 13apr11, canx 11aug11), Possi-

10-72178	<b>9431</b>	1-223rd AVN	78G	nov16	feb19	jun21	AE1FC1	ex N992AE (reg 13apr11, canx 11aug11)
10-72179	<b>9433</b>	1-223rd AVN	79F	nov16	feb19	apr21	AE1FC2	ex N993AE (reg 13apr11, canx 23sep11), ADSB miscoded, uses hex code ADDDCD since at least nov20. This is the hex code of N993AE (the pre-del civ reg of this a/c).
10-72180	<b>9434</b>	1-223rd AVN	80J	apr17	feb20	dec20	AE1FC3	ex N994AE (reg 13apr11, canx 23sep11)
10-72181	<b>9436</b>	Co D(-)/1-114th AVN PR ARNG		sep11	nov20	nov20	AE1FC4	ex N995AE (reg 13apr11, canx 07sep11), ADSB possibly miscoded, used hex code ADE53B in nov20. This is the hex code of N995AE (the pre-del civ reg of this a/c).
10-72182	<b>9437</b>	Co D(-)/1-114th AVN PR ARNG		sep11	jun20	nov20	AE1FC5	ex N996AE (reg 13apr11, canx 08sep11), ADSB possibly miscoded, used hex code ADE8F2 in nov20. This is the hex code of N996AE (the pre-del civ reg of this a/c).
11-72183	<b>9439</b>	Det.2 D/1-114th AVN AR ARNG		jan20	dec20	jun21	AE1FC6	ex N997AE (reg 08jun11, canx 04oct11), ADSB dual use AE1FC6 with both 11-72183 and 11-72184 using this code. Recorded in jun21 with both c/s R72183 and R72184.
11-72184	<b>9440</b>	Det.2 D/1-114th AVN AR ARNG		oct18	oct18	jun21	AE1FC7	ex N104AE (reg 08jun11, canx 04oct11), ADSB dual use AE1FC6 with both 11-72183 and 11-72184 using this code. Recorded in jun21 with both c/s R72183 and R72184.
11-72185	<b>9441</b>	Det.2 D/1-114th AVN AR ARNG		sep12	dec20	apr21	AE1FC8	ex N107AE (reg 08jun11, canx 04oct11)
11-72186	<b>9443</b>	Det.2 D/1-114th AVN AR ARNG		sep12	feb14	apr21	AE1FC9	ex N161AE (reg 08jun11, canx 20oct11), ADSB dual use AE1FE0 with both 11-72186 and 12-72209 using this code. Recorded in apr21 with both c/s R72186 and R72209.



The history of 21st CAV can be traced back to 14 July 1984, when the AH-64 Task Force Headquarters was established under the 6th Cavalry Brigade. For many years the 21st CAV was responsible for the so-called Unit Fielding and Training Program (UFTP) for the OH-58D Kiowa Warrior and AH-64 Apache. This came to an end when the unit was de-activated on 26 March 2015. From May 2012 until early-2014, the unit also had a pair of UH-72A Lakota helicopters in use for support duties. (11-72201, (Matt Ellis, Alexandria IAP, Louisiana, 16 June 2014, Matt Ellis)



By far the majority of the US Army UH-72A Lakota helicopters are operated by units in the United States itself. The largest non-US based unit is the Joint Multinational Readiness Center (JMRC) at Hohenfels AAF in Germany. By 2021, eight Lakota helicopters are assigned to this unit. Four of them are painted in camouflage colours and used for OPFOR duties. The other four, like this one, are painted in the regular green colour applied to most UH-72As and used for OC and general support duties. (09-72098, Hohenfels AAF, Germany, 13 August 2020, Manolito Jaarsma)

11-72187	<b>9444</b>	Co B(-)/1-112th AVN MI ARNG	sep19	sep20	jun21	AE1FCA	ex N164AE (reg 08jun11, canx 10nov11)
11-72188	<b>9446</b>	Co B(-)/1-112th AVN MI ARNG	nov19	nov19	jun21	AE1FCB	ex N166AE (reg 13jun11, canx 20oct11)
11-72189	<b>9447</b>	Co D(-)/1-376th AVN NE ARNG	may16	feb20	jun21	AE1FCC	ex N169AE (reg 13jun11, canx 08nov11), ADSB dual use AE1FCC with both 11-72189 and 15-72378 using this code. Reported over Nebraska with c/s G72189 in jan21 and near Fort Rucker (AL) with c/s R72378 in oct20. Since then not reported over Nebraska anymore, but various times near Fort Rucker (AL) using local call signs. In apr21, 11-72189 showed up at Columbus-Golden Triangle RAP (NE) so most likely it went there for attention by Airbus North America end-2020.
11-72190	<b>9449</b>	Co D(-)/1-376th AVN NE ARNG	nov11	dec19	jun21	AE1FCD	ex N170AE (reg 14jun11, canx 11jul11)
11-72191	<b>9450</b>	Co D(-)/1-376th AVN NE ARNG	jul14	oct19	jun21	AE1FCE	ex N174AE (reg 13jun11, canx 08nov11)
11-72192	<b>9451</b>	Co D(-)/1-376th AVN NE ARNG	jul14	dec19	jun21	AE1FCF	ex N177AE (reg 13jun11, canx 29nov11)
11-72193	<b>9453</b>	Det.1 Co D/1-376th AVN OH ARNG	nov11	aug17	may21	AE1FD0	ex N178AE (reg 13jun11, canx 29nov11), ADSB reports an unknown UH-72A in the Fort Rucker (AL) region using hex code AE1FD0 using local call signs since jun21.
11-72194	<b>9455</b>	Det.1 Co D/1-376th AVN OH ARNG	nov11	mar18	jul20	AE1FD1	ex N180AE (reg 13jun11, canx 10jan12)
11-72195	<b>9456</b>	Det.1 Co D/1-376th AVN OH ARNG	nov11	dec12	apr21	AE1FD2	ex N188AE (reg 13jun11, canx 10jan12)
11-72196	<b>9458</b>	Det.1 Co D/1-376th AVN OH ARNG	nov11	apr20	apr21	AE1FD3	ex N215AE (reg 26jul11, canx 10jan12)
11-72197	<b>9459</b>	Det.1 Co B/1-376th AVN IL ARNG	dec19	dec19	jun21	AE1FD4	ex N223AE (reg 26jul11, canx 21jan12)
11-72198	<b>9461</b>	Co A(-)/3-140th AVN CA ARNG	aug13	mar19	jun21	AE1FD5	ex N224AE (reg 26jul11, canx 21jan12)
11-72199	<b>9462</b>	Det.1 Co A/3-140th AVN HI ARNG	apr20	apr20	jun21	AE1FD6	ex N226AE (reg 26jul11, canx 21jan12)
11-72200	<b>9464</b>	Co A(-)/3-140th AVN CA ARNG	jun12	feb20	jun21	AE1FD7	ex N227AE (reg 25jul11, canx 27mar12)
11-72201	<b>9466</b>	1-223rd AVN 01J	apr17	nov19	apr21	AE1FD8	ex N241AE (reg 26ju11, canx 21feb12), ADSB miscoded as A9AD6C (which is allocated to Cessna 120 N72201), recorded as such in Fort Rucker (AL) area with known local call signs.
11-72202	<b>9467</b>	Det.1 Co A/3-140th AVN HI ARNG	feb20	feb20	jun21	AE1FD9	ex N243AE (reg 25ju11, canx 26mar12)
11-72203	<b>9469</b>	Co B(-)/1-114th AVN TX ARNG	jun20	sep20	oct20	AE1FDA	ex N251AE (reg 25ju11, canx 27mar12)
11-72204	<b>9470</b>	1-223rd AVN 04H	apr17	sep19	dec19	AE1FDB	ex N252AE (reg 25ju11, canx 21feb12), ADSB possibly miscoded as AE1FDB (which is 10-72174) in nov20
11-72205	<b>9472</b>	Det.1 Co A/3-140th AVN HI ARNG	apr12	feb20	may20	AE1FDC	ex N255AE (reg 09aug11, canx 05apr12)
11-72206	<b>9473</b>	Co B(-)/1-224th AVN WV ARNG	oct19	oct19	may21	AE1FDD	ex N259AE (reg 09aug11, canx 21feb12)
11-72207	<b>9475</b>	Det.1 Co A/3-140th AVN HI ARNG	may12	jul17	sep20	AE1FDE	ex N265AE (reg 09aug11, canx 04may12)
11-72208	<b>9477</b>	Co A(-)/1-224th AVN MD ARNG	may12	mar20	apr21	AE1FDF	ex N210AE (reg 09nov11, canx 04may12), ADSB dual use AE2022 with both 11-72208 and 13-72275 using this code. Recorded in apr21 with both c/s R72208 and R72275. Both are assigned to the same unit!
11-72209	<b>9478</b>	Co A(-)/1-224th AVN MD ARNG	may12	nov20	apr21	AE1FE0	ex N268AE (reg 09aug11, canx 17apr12), ADSB dual use AE1FE0 with both 11-72186 and

11-72210	<b>9480</b>	Co A(-)/1-224th AVN MD ARNG	may12	apr19	jun21	AE1FE1	ex N276AE (reg 09aug11, canx 18may12)
11-72211	<b>9481</b>	1-223rd AVN 11L	sep16	nov19	may21	AE1FE2	ex N294AE (reg 09nov11, canx 17apr12)
11-72212	<b>9483</b>	Det.1 Co A/1-224th AVN DC ARNG	may12	mar21	apr21	AE1FE3	ex N297AE (reg 09nov11, canx 18may12)
11-72213	<b>9484</b>	1-223rd AVN 13C	nov16	mar21	jun21	AE1FE4	ex N316AE (reg 09nov11, canx 04may12), ADSB miscoded as A9AD91 (which is allocated to Cessna 120 N72214, canx 07mar49 so admin allocation only), recorded as such in Fort Rucker (AL) area with known local call signs, seems to have been corrected by may21.
11-72214	<b>9486</b>	Det.1 Co A/1-224th AVN DC ARNG	may12	aug20	jun21	AE1FE5	ex N328AE (reg 09nov11, canx 15may12)
11-72215	<b>9487</b>	1-223rd AVN 15J	nov16	mar19	aug20	AE1FE6	ex N331AE (reg 09nov11, canx 30may12)
11-72216	<b>9489</b>	Det.2 Co A/1-224th AVN NY ARNG	jun12	dec19	feb21	AE1FE7	ex N341AE (reg 26jan12, canx 19jun12), ADSB miscoded as AE201A (which is allocated to 11-72267), recorded with c/s R72216
11-72217	<b>9490</b>	1-223rd AVN 17K	apr17	mar19	jun21	AE1FE8	ex N357AE (reg 26jan12, canx 18jun12)
11-72218	<b>9492</b>	Det.2 Co A/1-224th AVN NY ARNG	jun12	dec19	jun21	AE1FE9	ex N358AE (reg 26jan12, canx 18jun12)
11-72219	<b>9493</b>	1-223rd AVN 19H	sep16	sep19	jul20	AE1FEA	ex N359AE (reg 26jan12, canx 18jun12), ADSB miscoded as AE1FE0 (which is allocated to 11-72209 and which potentially has tripple use!), which was recorded in jul20 with c/s R72219
11-72220	<b>9495</b>	Co A(-)/1-112th AVN ND ARNG	aug12	jan20	jun21	AE1FEB	ex N361AE (reg 26jan12, canx 18jun12)
11-72221	<b>9496</b>	1-223rd AVN 21J	feb17	nov19	may21	AE1FEC	ex N369AE (reg 26jan12, canx 05jul12)
11-72222	<b>9498</b>	Co A(-)/1-112th AVN ND ARNG	aug12	mar20	jun21	AE1FED	ex N371AE (reg 26jan12, canx 27jul12)
11-72223	<b>9499</b>	1-223rd AVN 23H	apr17	nov19	apr21	AE1FEE	ex N372AE (reg 26jan12, canx 05jul12)
11-72224	<b>9501</b>	Co A(-)/2-151st AVN SC ARNG	aug13	may18		AE1FEF	ex N373AE (reg 24apr12, canx 27jul12)
11-72225	<b>9503</b>	Co C(-)/2-151st AVN TN ARNG	oct12	jan20	jun21	AE1FF0	ex N374AE (reg 24apr12, canx 27jul12), for Border Patrol duties since at least oct20
11-72226	<b>9504</b>	Fort Rucker (AL) 26G	may19	aug20		AE1FF1	ex N376AE (reg 26apr12, canx 27jul12), damaged jan19?, used for post crash investigation training inside the ASTA compound at Fort Rucker (AL)
11-72227	<b>9505</b>	Det.1 Co A/2-151st AVN VA ARNG	aug13	mar20	jun21	AE1FF2	ex N377AE (reg 24apr12, canx 16aug12), Border Patrol duties since at least oct20
11-72228	<b>9506</b>	Det.1 Co A/2-151st AVN VA ARNG	aug18	apr20	jun21	AE1FF3	ex N378AE (reg 24apr12, canx 16aug12), Border Patrol duties since at least oct20
11-72229	<b>9508</b>	Co C(-)/1-224th AVN NJ ARNG	jun16	jun20	jun21	AE1FF4	ex N379AE (reg 24apr12, canx 16aug12)
11-72230	<b>9509</b>	Det.1 Co C/2-151st AVN GA ARNG	apr16	oct20	jun21	AE1FF5	ex N389AE (reg15jun12, canx 13sep12), Border Patrol duties since at least oct20
11-72231	<b>9511</b>	Det.1 Co C/2-151st AVN GA ARNG	feb14	mar20	jun21	AE1FF6	ex N390AE (reg 15jun12, canx 13sep12), Border Patrol duties by may21
11-72232	<b>9513</b>	Co A(-)/3-140th AVN CA ARNG	may16	jul20	jun21	AE1FF7	ex N393AE (reg 15jun12, canx 13sep12)
12-72233	<b>9516</b>	Co A(-)/3-140th AVN CA ARNG	feb16	sep19	jun21	AE1FF8	ex N520AE (reg 15jun12, canx 18oct12)
12-72234	<b>9518</b>	Co B(-)/1-114th AVN TX ARNG	mar14	oct20	jun21	AE1FF9	ex N526AE (reg 15jun12, canx 18oct12)
12-72235	<b>9521</b>	Det.1 Co C/1-112th AVN OR ARNG	feb13	feb19	jun21	AE1FFA	ex N527AE (reg 15jun12, canx 18oct12)
12-72236	<b>9523</b>	Det.1 Co C/1-112th AVN OR ARNG	feb14	aug20	apr21	AE1FFB	ex N528AE (reg 18jul12, canx 26nov12)
12-72237	<b>9525</b>	Det.1 Co C/1-112th AVN OR ARNG	sep12	may17	jun21	AE1FFC	ex N529AE (reg 18jul12/canx 04oct12), Possible triple use of AE1FBB, which is allocated to 10-72172. At Fort Rucker (AL) both 10-72172 and 10-72177 reported using this code. Recorded in jul20 with c/s R72177, since then with local Fort Rucker (AL) call signs only (l/n jun21). In jun21, also 12-72237 using call sign G72237 reported with hex code AE1FBB in the Salem (OR) region.
12-72238	<b>9527</b>	Co C(-)/1-114th AVN MS ARNG	apr14	apr14	feb18	AE1FFD	ex N530AE (reg 18jul12, canx 28nov12), last recorded on ADSB in Mississippi in feb18, hex code only resurfaced on ADBS in jun21 and seems to be operated by Det.1 B/1-376th AVN IL ARNG. This a/c, or another helicopter with a miscoded box?
12-72239	<b>9530</b>	Co A(-)/1-376th AVN NE ARNG	sep18	sep19	jun21	AE1FFE	ex N531AE (reg 18jul12, canx 17dec12)
12-72240	<b>9532</b>	Co A(-)/1-376th AVN NE ARNG	apr19	nov19	jun21	AE1FFF	ex N532AE (reg 18jul12, canx 17dec12)



One of the eighty helicopters which were re-assigned to be converted for usage as training helicopter at the Fort Rucker (AL) complex is this UH-72A with serial 10-72171. It was delivered in July 2011, to the United States Army Air Ambulance Detachment at Fort Polk (LA). It was returned to Airbus North America at Columbus (MS) where some of the mission equipment was removed. This included the hoist which is clearly visible here on the right hand side of the helicopter. At the same time, some other modifications were installed like a ballast kit, observer seat for the flight instructor and modified flight controls. (Alexandria IAP, Louisiana, 17 August 2013, Matt Ellis).

12-72241	<b>9534</b>	Det.1 Co C/1-114th AVN LA ARNG	mar13	oct19	oct20	AE2000	ex N537AE (reg 18jul12, canx 17dec12), ADSB reportedly miscoded as A9ADF8 (which is allocated to Cessna 337G N72241, canx 22jun92), no recent reports of either AE2000 or A9ADF8.
12-72242	<b>9537</b>	Co A(-)/1-376th AVN NE ARNG	jan15	aug20	jun21	AE2001	ex N538AE (reg 14aug12, canx 08jan13)
12-72243	<b>9539</b>	Det.2 Co A/1-376th AVN IA ARNG	mar16	mar21	jun21	AE2002	ex N765AE (reg 18sep12, canx 08jan13)
12-72244	<b>9541</b>	Det.1 Co A/1-376th AVN IA ARNG	mar18	sep20	jun21	AE2003	ex N766AE (reg 18sep12, canx 08jan13)
12-72245	<b>9544</b>	Co C(-)/2-151st AVN TN ARNG	oct16	jan21	apr21	AE2004	ex N773AE (reg 18sep12, canx 12feb13), Border Patrol duties since at least may20 until dec20 and again since mar21.
12-72246	<b>9546</b>	Det.1 Co B/2-151st AVN NC ARNG	jan14	oct20	jun21	AE2005	ex N775AE (reg 18sep12, canx 12feb13), Border Patrol duties since at least oct20
12-72247	<b>9548</b>	Co C(-)/3-140th AVN NM ARNG	may13	aug19	jun21	AE2006	ex N778AE (reg 18sep12, canx 12feb13)
12-72248	<b>9549</b>	Co C(-)/3-140th AVN NM ARNG	jun14	nov18	jun21	AE2007	ex N780AE (reg 18sep12, canx 18mar13), ADSB reports this a/c flying to Weide AAF, Aberdeen Proving Grounds (MD) on 22-24feb21 (mods/overhaul?), returned to New Mexico 06-08jun21
12-72249	<b>9551</b>	Co C(-)/3-140th AVN NM ARNG	oct15	apr19	jun21	AE2008	ex N786AE (reg 18sep12, canx 18sep12)
12-72250	<b>9553</b>	Det.1 Co C/3-140th AVN OK ARNG	sep17	jan20	feb21	AE2009	ex N788AE (reg 18sep12, canx 18mar13)
12-72251	<b>9555</b>	Det.1 Co C/3-140th AVN OK ARNG	aug14	oct18	jun21	AE200A	ex N793AE (reg 21nov12, canx 21nov12), ADSB dual use of AE200E by 12-72251 and 12-72255. Recorded both with c/s R72251 and R72255 on various occasions since jan21.
12-72252	<b>9558</b>	Co C(-)/3-140th AVN NM ARNG	sep13	jan18	jun21	AE200B	ex N860AE (reg 21nov12, canx 18mar13)
12-72253	<b>9561</b>	Co A(-)/1-114th AVN AR ARNG	oct20	oct20	jun21	AE200C	ex N866AE (reg 21nov12, canx 03apr13), ADSB reported this a/c flying from Camp Robinson (AR) to Frankfort (KY) on 24mar21. Not recorded since, transferred to C(-)/1-376th AVN KY ARNG?
12-72254	<b>9565</b>	Det.1 Co A/1-114th AVN AL ARNG	mar17	may18	mar21	AE200D	ex N898AE (reg 21nov12, canx 15may13)
12-72255	<b>9566</b>	Co B(-)/1-112th AVN MI ARNG	jun13	sep19	jun21	AE200E	ex N109AE (reg 21nov12, canx 29may13), ADSB dual use of AE200E by 12-72251 and 12-72255. Recorded both with c/s R72251 and R72255 on various occasions since jan21.
12-72256	<b>9569</b>	Co B(-)/1-112th AVN MI ARNG	sep14	sep19	apr21	AE200F	ex N137AE (reg 21nov12, canx 29may13)
12-72257	<b>9571</b>	Co B(-)/1-112th AVN MI ARNG	may20	aug20	apr21	AE2010	ex N143AE (reg 21nov12, canx 15may13)
12-72258	<b>9575</b>	Det.1 Co B/1-112th AVN SD ARNG	aug13	apr20	nov20	AE2011	ex N179AE (reg 08jan13, canx 07sep13), ADSB last report of AE2011 with c/s R72258 dates back to nov20. Since feb21, hex code AE2011 seems to be used by 12-72259
12-72259	<b>9577</b>	Det.1 Co B/1-112th AVN SD ARNG	sep16	mar21	apr21	AE2012	ex N189AE (reg 08jan13, canx 07sep13), ADSB



12-72260	<b>9579</b>	Det.2 Co B/1-112th AVN UT ARNG	jul13	jan20	jun21	AE2013	ex N190AE (reg 09jan13, canx 07sep13)
12-72261	<b>9581</b>	Det.2 Co B/1-112th AVN UT ARNG	jul13	jan20	jun21	AE2014	ex N193AE (reg 09jan13, canx 24jul13)
12-72262	<b>9583</b>	Co B(-)/1-112th AVN MI ARNG	sep14	jun20	jun21	AE2015	ex N194AE (reg 09jan13, canx 24jul13)
12-72263	<b>9585</b>	Co B(-)/1-376th AVN MO ARNG	jul14	sep19	dec20	AE2016	ex N196AE (reg 09jan13, canx 02aug13)
12-72264	<b>9589</b>	Co A(-)/1-112th AVN ND ARNG	sep18	sep18	jun21	AE2017	ex N198AE (reg 09jan13, canx 02aug13), ADSB suggests this a/c transferred to Det.1 A/1-114th AVN AL ARNG on 27may21, reported operating out of Birmingham (AL) since with local call sign Steel
12-72265	<b>9591</b>	Det.1 Co B/3-140th AVN NV ARNG	dec16	aug20	jun21	AE2018	ex N203AE (reg 30jan13, canx 23aug13)
12-72266	<b>9593</b>	Co B(-)/3-140th AVN AZ ARNG	feb20	feb20	may21	AE2019	ex N212AE (reg 30jan13, canx 13jan14)
12-72267	<b>9594</b>	WAATS AZ ARNG	jun14	mar20	jun21	AE201A	ex N214AE (reg 30jan13, canx 23aug13), ADSB dual use AE201A with both 11-72216 and 11-72267 using this code. Last recorded with c/s R72216 in the Albany (NY) area in feb21 and last recorded with WATTS call sign at Marana (AZ) in jun21
12-72268	<b>9596</b>	Det.1 Co B/1-376th AVN IL ARNG	jan20	jan20	jun21	AE201B	ex N222AE (reg 30jan13, canx 23aug13)
12-72269	<b>9598</b>	Det.1 Co B/1-376th AVN IL ARNG	aug15	aug15	mar21	AE201C	ex N232AE (reg 30jan13, canx 13sep13), ADSB reports this a/c flying to Weide AAF, Aberdeen Proving Grouds (MD) on 01mar21 (mods/overhaul?)
12-72270	<b>9599</b>	Det.1 Co B/3-140th AVN NV ARNG	mar18	dec19	feb21	AE201D	ex N250AE (reg 30jan13, canx 13sep13)
12-72271	<b>9602</b>	Det.1 Co B/3-140th AVN NV ARNG		may14	aug20	jun21	AE201E ex N535AE (reg 24may13, canx 22oct13)
12-72272	<b>9519</b>	HAATS CO ARNG	apr16	mar20	jun21	AE201F	ex N544AE (reg 19dec12, canx 19dec12)
12-72273	<b>9528</b>	HAATS CO ARNG	apr13	mar20	jun21	AE2020	ex N545AE (reg 15jun12, canx 19dec12), ADSB possible dual use AE1FB7, both 10-72168 and 12-72273 using this code. Recorded in jun21 with local Fort Rucker (AL) call sign (10-72168)



The United States Army decided to replace the OH-58A/C Kiowa and TH-67A Creek helicopters in use as training helicopters at the Fort Rucker, Alabama, complex by the UH-72A Lakota. Some minor modifications were made to the helicopters for this new role, but from the outside they look the same as a regular 'slick' UH-72A (albeit minus the external hoist on the right-hand side). The biggest give away is the large white buzz number applied to the fuselage of all helicopters in use for training purposes at Fort Rucker. (14-72327, Fort Rucker, Alabama, 16 March 2017, Tony Osborne)

13-72274	<b>9604</b>	Co C(-)/1-376th AVN KY ARNG	apr14	mar19	jun21	AE2021	ex N536AE (reg 24may13, canx 22oct13)
13-72275	<b>9606</b>	Co A(-)/1-224th AVN MD ARNG	nov18	dec20	may21	AE2022	ex N540AE (reg 24may13, canx 06nov13), ADSB dual use AE2022 with both 11-72208 and 13-72275 using this code. Recorded in apr21 with both c/s R72208 and R72275. Both are assigned to the same unit!
13-72276	<b>9608</b>	Co B(-)/1-224th AVN WV ARNG	nov13	nov19	jun21	AE2023	ex N542AE (reg 24may13, canx 06nov13)
13-72277	<b>9611</b>	Co C(-)/1-376th AVN KY ARNG	apr14	nov16	jun21	AE2024	ex N546AE (reg 24may13, canx 02dec13)
13-72278	<b>9615</b>	Co C(-)/1-376th AVN KY ARNG	apr14	dec19	jun21	AE2025	ex N591AE (reg 22aug13, canx 02dec13)
13-72279	<b>9617</b>	Co A(-)/1-207th AVN AK ARNG	sep18	oct18	jun21	AE2026	ex N592AE (reg 23aug13, canx 04dec13)
13-72280	<b>9536</b>	1-223rd AVN 80P	apr17	feb20	apr21	AE2027	ex N548AE (reg 15jun12, canx 13jan14)
13-72281	<b>9620</b>	Det.1 Co B/1-224th AVN PA ARNG	oct15	feb19	jun21	AE2028	ex N594AE (reg 29aug13, canx 13jan14)
13-72282	<b>9622</b>	Det.1 Co B/1-224th AVN PA ARNG	jul15	sep19	jun21	AE2029	ex N596AE (reg 29aug13, canx 13jan14)
13-72283	<b>9624</b>	Co C(-)/1-224th AVN NJ ARNG	feb14	jan21	jun21	AE202A	ex N340AE (reg 29aug13, canx 14jan14)
13-72284	<b>9563</b>	Det.1 Co A/2-151st AVN VA ARNG	oct15	apr20	jun21	AE202B	ex N571AE (reg 08aug13, canx 20dec13), Border Patrol duties since at least oct20
13-72285	<b>9628</b>	Co C(-)/1-224th AVN NJ ARNG	apr14	aug19	jun21	AE202C	ex N364AE (reg 29aug13, canx 14jan14)
13-72286	<b>9630</b>	Det.2 Co B/1-224th AVN ME ARNG	jun14	apr16	jun21	AE202D	ex N380AE (reg 20sep13, canx 28feb14)
13-72287	<b>9632</b>	Det.2 Co B/1-224th AVN ME ARNG	jun14	apr18	jun21	AE202E	ex N383AE (reg 20sep13, canx 11feb13)
13-72288	<b>9634</b>	Co.B(-)/3-140th AVN AZ ARNG	aug19	apr20	may21	AE202F	ex N384AE (reg 20sep13, canx 28feb14)
13-72289	<b>9636</b>	Co B(-)/1-224th AVN WV ARNG	oct20	oct20	may21	AE2030	ex N385AE (reg 20sep13, canx 27mar14)
13-72290	<b>9638</b>	Co B(-)/1-224th AVN WV ARNG	aug17	jul19	apr21	AE2031	ex N388AE (reg 20sep13, canx 25mar14)
13-72291	<b>9626</b>	Co B/2916th AVN	mar19	dec20	apr21	AE2032	Aggressor c/s, ex N348AE (reg 29aug13, canx 14jul16), ADSB dual use AE2032 with both 13-72291 and 13-72292 using this code. Recorded both with c/s R72291 and R72292 in apr21.
13-72292	<b>9641</b>	Det.1 Co C/1-376th AVN IN ARNG	may14	aug20	apr21	AE2033	ex N296AE (reg 25oct13, canx 25apr14), ADSB dual use AE2032 with both 13-72291 and 13-72292 using this code. Recorded both with c/s R72291 and R72292 in apr21.
13-72293	<b>9643</b>	Det.1 Co C/1-376th AVN IN ARNG	may19	nov19	jun21	AE2034	ex N703AE (reg 25oct13, canx 25apr14)
13-72294	<b>9573</b>	Co C(-)/1-112th AVN WA ARNG	jun14	feb19	jun21	AE2035	ex N580AE (reg 17jul13, canx 25mar14)
13-72295	<b>9618</b>	Det.1 Co C/1-224th AVN MA ARNG	jul14	aug20	jun21	AE2036	ex N593AE (reg 22aug13, canx 16jun14)
13-72296	<b>9651</b>	Det.1 Co C/1-224th AVN MA ARNG	jul14	oct19	jun21	AE2037	ex N756AE (reg 25oct13, canx 22may14)
13-72297	<b>9610</b>	Co C(-)/1-112th AVN WA ARNG	jun14	jun19	jun21	AE2038	ex N572AE (reg 09aug13, canx 25apr14)
13-72298	<b>9658</b>	Co B(-)/3-140th AVN AZ ARNG	dec17	may19	jun21	AE2039	ex N730AE (reg 19feb14, canx 26jun14)
13-72299	<b>9652</b>	Co B(-)/1-376th AVN MO ARNG	jul14	dec17	jun21	AE203A	ex N710AE (reg 25oct13, canx 27jun14)
13-72300	<b>9557</b>	Co B(-)/1-376th AVN MO ARNG	may14	jan21	jun21	AE203B	ex N569AE (reg 08aug13, canx 25apr14)
13-72301	<b>9660</b>	Det.2 Co C/1-224th AVN VT ARNG	aug14	sep15	apr21	AE203C	ex N741AE (reg 19feb14, canx 23jul14)
13-72302	<b>9662</b>	Det.2 Co C/1-224th AVN VT ARNG	aug14	may21	jun21	AE203D	ex N789AE (reg 19feb14, canx 23jul14)
13-72303	<b>9613</b>	Co B(-)/3-140th AVN AZ ARNG	aug17	may21	jun21	AE203E	ex N579AE (reg 24jul13, canx 26jun14)
13-72304	<b>9639</b>	Det.1 Co B/1-376th AVN IL ARNG	mar18	sep19	apr21	AE203F	ex N396AE (reg 25oct13, canx 16jun14)
13-72305	<b>9665</b>	Co A(-)/1-112th AVN ND ARNG	sep18	feb19	jun21	AE2040	ex N780AE (reg 19feb14, canx 17sep14)
13-72306	<b>9667</b>	Co C(-)/1-112th AVN WA ARNG	nov19	nov19	jun21	AE2041	ex N938AE (reg 04may14, canx 17sep14)
13-72307	<b>9670</b>	Det.1 Co A/1-112th AVN MT ARNG	may15	oct18	may21	AE2042	ex N795AE (reg 19feb14, canx 17sep14)
13-72308	<b>9543</b>	1-223rd AVN 08H	sep16	feb20	jun21	AE2043	ex N160AE (reg 07jan13, canx 28jul15)
14-72309	<b>9674</b>	Det.1 Co A/1-112th AVN MT ARNG	mar15	apr20	apr21	AE2044	ex N940AE (reg 05may14, canx 23oct14)
14-72310	<b>9672</b>	Co C(-)/1-376th AVN KY ARNG	jul16	jul16	jun21	AE2045	ex N859AE (reg 19feb14, canx 23oct14), ADSB reports on loan or transferred to Det.1 A/2-151st AVN VA ARNG since feb21, returned home in may21, but again back to VA ARNG on 17jun21
14-72311	<b>9675</b>	Co C(-)/1-376th AVN KY ARNG	jul19	jul19	jun21	AE2046	ex N965AE (reg 17jun14, canx 23oct14)
14-72312	<b>9677</b>	Co A(-)/1-207th AVN AK ARNG	sep18	oct18	jun21	AE2047	ex N966AE (reg 16jun14, canx 23oct14)
14-72313	<b>9679</b>	Co C(-)/1-112th AVN WA ARNG	oct15	jan20	jun21	AE2048	ex N968AE (reg 16jun14, canx 25nov14)
14-72314	<b>9681</b>	Co C(-)/1-112th AVN WA ARNG	nov14	jul17	jun21	AE2049	ex N969AE (reg 16jun14, canx 25nov14)
14-72315	<b>9682</b>	Det.1 Co B/1-114th AVN PR ARNG	may16	mar21	oct20	AE204A	ex N532AE (reg 18jul14, canx 10dec14)
14-72316	<b>9683</b>	Det.1 Co B/3-140th AVN NV ARNG	jul19	apr20	apr21	AE204B	ex N110AH (reg 18jul14, canx 10dec14)
14-72317	<b>9684</b>	(unknown ARNG unit)	apr20	apr20	mar21	AE204C	ex N112AH (reg 18jul14, canx 28jan15), Border Patrol duties since at least apr20, last recorded in feb21. To Airbus North America at Columbus (MS) on 18mar21, not recorded since.
14-72318	<b>9686</b>	Co B(-)/2-151st AVN FL ARNG	oct17	nov18	jun21	AE204D	ex N218AE (reg 14jul14, canx 28jan15), Border Patrol duties since at least nov20
14-72319	<b>9689</b>	1-223rd AVN 19J	apr17	nov19	apr21	AE204E	ex N113AH (reg aug14, canx 28jan15)
14-72320	<b>9690</b>	1-223rd AVN 20J	apr15	nov19	feb21	AE204F	ex N114AH (reg aug14, canx 28jan15), ADSB reportedly miscoded as AE2049 and reported as such in the Fort Rucker (AL) area in feb21

14-72321	<b>9692</b>	1-223rd AVN	21K	nov16	nov19	jun21	AE2050	ex N115AH (reg aug14, canx 28jan15), ADSB dual use AE1FAB by 10-72156 and 14-72321. In the Fargo (ND), one of them is reported with c/s R72156 (l/n feb21), while the other one is reported in the Fort Rucker (AL) region using local call signs (l/n jun21).
14-72322	<b>9693</b>	1-223rd AVN	22H	sep16	nov19	jun21	AE2051	ex N122AH (reg aug14, canx 15apr15)
14-72323	<b>9694</b>	1-223rd AVN	23J	apr17	nov19	jun21	AE2052	ex N159AH (reg sep14, canx 18may15)
14-72324	<b>9695</b>	1-223rd AVN	24K	sep16	oct18	jun21	AE2053	ex N160AH (reg sep14, canx 18may15)
14-72325	<b>9696</b>	1-223rd AVN	25L	may15	sep19	mar21	AE2054	ex N161AH (reg sep14, canx 24jun15)
14-72326	<b>9697</b>	1-223rd AVN	26H	nov16	feb20	jun21	AE2055	ex N162AH (reg sep14, canx 25jun15)
14-72327	<b>9698</b>	1-223rd AVN	27H	nov16	mar19		AE2056	ex N163AH (reg sep14, canx 17jul15), ADSB possibly miscoded as AE1F32 (which is allocated to 07-72035) in nov20, but this hex code has not been recorded in the Fort Rucker (AL) area since at least feb21
14-72328	<b>9687</b>	1-223rd AVN	28K	sep16	may19	oct20	AE2057	ex N273AE (reg 15jul14, canx 07dec15)
14-72329	<b>9699</b>	1-223rd AVN	29K	nov16	nov19	jun21	AE2058	ex N175AH (reg 10nov14, canx 26jun15)
14-72330	<b>9701</b>	1-223rd AVN	30J	sep19	nov19	jun21	AE2059	ex N176AH (reg 10nov14, canx 28jul15)
14-72331	<b>9702</b>	1-223rd AVN	31M	oct15	apr20	jun21	AE205A	ex N177AH (reg 10nov14, canx 28jul15)
14-72332	<b>9703</b>	AFTD	32M	nov19	oct20	jun21	AE205B	ex N178AH (reg 10nov14, canx 28jul15), ADSB suggests that this helicopter returned to Fort Rucker (AL) end-dec20/early-jan21, recorded there since with known Fort Rucker call signs.
14-72333	<b>9704</b>	1-223rd AVN	33K	sep16	nov19	jan21	AE205C	ex N184AH (reg jan15, canx 18aug15), ADSB possibly miscoded: AE1FC1 (which is allocated to 10-72178), confirmation required
14-72334	<b>9705</b>	1-223rd AVN	34H	sep16	feb20	jun21	AE205D	ex N186AH (reg jan15, canx 18aug15)
14-72335	<b>9706</b>	1-223rd AVN	35H	apr16	feb20	jun21	AE205E	ex N187AH (reg jan15, canx 18aug15)
14-72336	<b>9707</b>	1-223rd AVN	36J	apr17	nov19	jun21	AE205F	ex N188AH (reg jan15, canx 30sep15)
14-72337	<b>9708</b>	1-223rd AVN	37M	sep16	nov19	jun21	AE2060	ex N219AH (reg 24feb15, canx 30sep15)
14-72338	<b>9710</b>	1-223rd AVN	38G	apr16	apr19	jun21	AE2061	ex N220AH (reg 24feb15, canx 20oct15)
14-72339	<b>9712</b>	1-223rd AVN	39J	sep16	sep19	jun21	AE2062	ex N223AH (reg 24feb15, canx 20oct15)
14-72340	<b>9713</b>	1-223rd AVN	40H	apr17	sep20	apr21	AE2063	ex N226AH (reg 24feb15, canx 22dec15)
14-72341	<b>9714</b>	1-223rd AVN	41K	nov16	apr20	jun21	AE2064	ex N229AH (reg 02jun15, canx 22dec15)



The first purpose built UH-72A for the army helicopter pilot training program at Fort Rucker, Alabama, was delivered on 26 March 2015. In addition to the newly built helicopters, also eighty Lakotas which were previously delivered were converted for training duties. The example shown here in the foreground (14-72351) was initially used for trials by the Aviation Flight Test Directorate (AFTD) at Huntsville (AL), before being delivered to Fort Rucker, Alabama. (Airbus Helicopters)

14-72342	<b>9715</b>	1-223rd AVN	42K	apr17	feb20	jun21	AE2065	ex N230AH (reg 02jun15, canx 08jan15)
14-72343	<b>9717</b>	1-223rd AVN	43J	sep16	nov19	jun21	AE2066	ex N232AH (reg 02jun15, canx 08jan15)
14-72344	<b>9719</b>	1-223rd AVN	44H	sep16	sep19	jun21	AE2067	ex N235AH (reg 02jun15, pending cancellation on 08jan15, actually canx 10feb16)
14-72345	<b>9720</b>	1-223rd AVN	45G	nov16	nov19	jun21	AE2068	ex N239AH (reg 02jun15, canx 08jan15)
14-72346	<b>9721</b>	1-223rd AVN	46J	apr17	nov19	jun21	AE5A46	ex N240AH (reg 02jun15, canx 22jan15)
14-72347	<b>9722</b>	1-223rd AVN	47K	sep16	nov19	jun21	AE5A47	ex N241AH (reg 02jun15, canx 22jan15)
14-72348	<b>9723</b>	1-223rd AVN	48L	apr17	feb20	apr21	AE5A48	ex N242AH (reg 02jun15, canx 22jan15)
14-72349	<b>9724</b>	1-223rd AVN	49N	apr17	mar19	jun21	AE5A49	ex N253AH (reg 23jul15, canx 24mar16)
14-72350	<b>9725</b>	1-223rd AVN	50G	sep16	feb20	jun21	AE5A4A	ex N254AH (reg 23jul15, canx 16may16)
14-72351	<b>9726</b>	AFTD		jul16	sep20	jun21	AE5A4B	ex N255AH (reg 23jul15, canx 16may16), ADSB suggests that his helicopter returned to Fort Rucker (AL) by jan21, recorded there since with known Fort Rucker call signs.
14-72352	<b>9727</b>	1-223rd AVN	52H	aug16	feb20	jun21	AE5A4C	ex N257AH (reg 23jul15, canx 16may16)
14-72353	<b>9728</b>	1-223rd AVN	53K	apr17	nov19	jan21	AE5A4D	ex N263AH (reg 23sep15, canx 16may16), ADSB miscoded as A9B1D4 (which is allocated to Bell 47G-2 N72353 which is canx 01apr13), recorded as such in the Fort Rucker (AL) region with known local call signs several times
14-72354	<b>9730</b>	1-223rd AVN	54J	apr17	feb20	jun21	AE5A4E	ex N264AH (reg 23sep15, canx 16may16)
14-72355	<b>9731</b>	1-223rd AVN	55L	nov16	feb20	jun21	AE5A4F	ex N265AH (reg 23sep15, canx 16jun16)
14-72356	<b>9732</b>	1-223rd AVN	56N	sep16	sep19	jun21	AE5A50	ex N266AH (reg 23sep15, canx 16jun16), ADSB miscode: AE1FA1 (which is allocated to 10-72146) is used both by 10-72146 and 15-72356. At Fort Rucker (AL), AE1FA1 was last recorded in jun21, while this code was last recorded over Colorado in apr21.
14-72357	<b>9733</b>	1-223rd AVN	57J	sep16	nov19	jun21	AE5A51	ex N273AH (reg 11jun15, canx 14jul16)
15-72358	<b>9735</b>	1-223rd AVN	58H	sep16	nov19	jun21	AE5A52	ex N274AH (reg 11jun15, canx 14jul16)
15-72359	<b>9736</b>	1-223rd AVN	59J	nov16	feb20	jun21	AE5A53	ex N275AH (reg 11jun15, canx 25jul16)
15-72360	<b>9738</b>	1-223rd AVN	60H	sep16	feb20	jun21	AE5A54	ex N276AH (reg 11jun15, canx 26aug16)
15-72361	<b>9740</b>	1-223rd AVN	61L	sep17	feb20	jun21	AE5A55	ex N287AH (reg 03jan16, canx 26aug16), ADSB reportedly miscoded as A9B1F5 (which is allocated to Cessna 337G N72361) and recorded as such in the Fort Rucker (AL) area since at least nov20 up until early-apr21, appeared as AE5A55 since 14apr21 so error seems to be corrected.
15-72362	<b>9741</b>	1-223rd AVN	62J	nov16	nov19	jun21	AE5A56	ex N288AH (reg 03jan16, canx 17aug16)
15-72363	<b>9742</b>	1-223rd AVN	63L	nov16	feb20	jun21	AE5A57	ex N289AH (reg 03jan16, canx 17aug16)
15-72364	<b>9743</b>	1-223rd AVN	64H	nov16	feb20	jun21	AE5A58	ex N290AH (reg 03jan16, canx 08sep16)
15-72365	<b>9744</b>	1-223rd AVN	65K	apr17	oct20	jun21	AE5A59	ex N291AH (reg 10feb16, canx 08sep16)
15-72366	<b>9745</b>	1-223rd AVN	66R	apr17	feb20	jun21	AE5A5A	ex N292AH (reg 10feb16, canx 08sep16)
15-72367	<b>9746</b>	1-223rd AVN	67L	apr17	nov19	nov20	AE5A5B	ex N293AH (reg 10feb16, canx 03oct16), ADSB possibly miscoded: A9B1FB (which is allocated to Cessna U206D N72367)
15-72368	<b>9747</b>	1-223rd AVN	68G	apr17	feb20	jun21	AE5A5C	ex N294AH (reg 10feb16, canx 14oct16), coded 69P until at least sep19, reported as 69G in feb20
15-72369	<b>9748</b>	1-223rd AVN	69P	oct18	sep19	jun21	AE5A5D	ex N295AH (reg 18mar16, canx 18oct16)
15-72370	<b>9749</b>	1-223rd AVN	70M	nov16	feb20	apr21	AE5A5E	ex N296AH (reg 18mar16, canx 30nov16)
15-72371	<b>9750</b>	1-223rd AVN	71J	apr17	feb20		AE5A5F	ex N297AH (reg 18mar16, canx 30nov16), w/o 20apr21
15-72372	<b>9751</b>	1-223rd AVN	72N	apr17	nov19	jun21	AE5A60	ex N298AH (reg 18mat16, canx 30nov16)
15-72373	<b>9752</b>	1-223rd AVN	73K	apr17	nov19	jun21	AE5A61	ex N299AH (reg 11apr16, canx 30nov16)
15-72374	<b>9753</b>	1-223rd AVN	74T	sep17	nov19	jun21	AE5A62	ex N303AH (reg 11apr16, canx 30nov16)
15-72375	<b>9754</b>	1-223rd AVN	75P	oct17	sep19	jun21	AE5A63	ex N304AH (reg 11apr16, canx 30nov16)
15-72376	<b>9755</b>	1-223rd AVN	76L	apr17	nov19	jun21	AE5A64	ex N305AH (reg 11apr16, canx 30nov16)
15-72377	<b>9756</b>	1-223rd AVN	77J	mar17	nov19	jun21	AE5A65	ex N332AH (reg 14jun16, canx 18jan17)
15-72378	<b>9757</b>	1-223rd AVN	78M	sep17	sep19	apr21	AE5A66	ex N326AH (reg 06jun16, canx 18jan17), ADSB dual use AE1FCC with both 11-72189 and 15-72378 using this code. Reported over Nebraska with c/s G72189 in jan21 and near Fort Rucker (AL) with c/s R72378 in oct20. Since than not reported over Nebraska anymore, but various times near Fort Rucker (AL) using local call signs.
15-72379	<b>9758</b>	1-223rd AVN	79J	apr17	feb20	jun21	AE5A67	ex N328AH (reg 06jun16, canx 18jan17)
15-72380	<b>9759</b>	1-223rd AVN	80R	feb18	sep20	jun21	AE5A68	ex N329AH (reg 06jun16, canx 18jan17)
15-72381	<b>9761</b>	1-223rd AVN	81G	apr17	mar20	apr21	AE5A69	ex N330AH (reg 06jun16, canx 18jan17)



The helicopters in use by the aviation training units at Fort Rucker (AL) also have the last four of their tailnumber painted in white on the nose. Compared to some other US Army helicopters, serials of the UH-72A Lakota are applied quite clear and large. (14-72340, Toth Stagefield AHP, Alabama, 7 November 2019, S/SGT Austin Berner)

15-72382	<b>9762</b>	1-223rd AVN	82K	mar17	feb20	jun21	AE5A6A	ex N334AH (reg aug16, canx 18jan17)
15-72383	<b>9763</b>	1-223rd AVN	83J	apr17	feb20	jun21	AE5A6B	ex N336AH (reg aug16, canx 13apr17)
15-72384	<b>9764</b>	1-223rd AVN	84K	apr17	feb20	jun21	AE5A6C	ex N337AH (reg aug16, canx 14aug17)
15-72385	<b>9765</b>	1-223rd AVN	85J	oct17	feb20	jun21	AE5A6D	ex N338AH (reg aug16, canx 13apr17)
15-72386	<b>9766</b>	1-223rd AVN	86K	sep17	feb20	jun21	AE5A6E	ex N349AH (reg sep16, canx 03apr17)
15-72387	<b>9767</b>	1-223rd AVN	87H	sep17	sep19	apr20	AE5A6F	ex N350AH (reg sep16, canx 31mar17), possible ADSB report from nov20, but ID unconfirmed.
15-72388	<b>9768</b>	1-223rd AVN	88K	oct17	feb20	jun21	AE5A70	ex N352AH (reg sep16, canx 02may17)
15-72389	<b>9769</b>	1-223rd AVN	89H	feb18	mar20	apr21	AE5A71	ex N356AH (reg 11oct16, canx 02may17)
15-72390	<b>9770</b>	1-223rd AVN	90H	sep17	feb20	jun21	AE5A72	ex N354AH (reg sep16, canx 02may17)
15-72391	<b>9771</b>	1-223rd AVN	91M	feb18	nov19	apr21	AE5A73	ex N346AH (reg 09dec16, canx 18may17)
15-72392	<b>9772</b>	1-223rd AVN	92G	sep17	nov19	jun21	AE5A74	ex N366AH (reg 09dec16, canx 26jun17)
15-72393	<b>9773</b>	1-223rd AVN	93H	sep17	nov19	jun21	AE5A75	ex N368AH (reg 09dec16, canx 22may17)
15-72394	<b>9774</b>	1-223rd AVN	94J	oct17	nov19	jun21	AE5A76	ex N370AH (reg 08dec16, canx 26jun17)
15-72395	<b>9776</b>	1-223rd AVN	95G	sep19	feb20	jun21	AE5A77	ex N410AH (reg 09dec16, canx 26jun17)
15-72396	<b>9777</b>	1-223rd AVN	96K	sep17	feb20	jun21	AE5A78	ex N411AH (reg 09dec16, canx 07aug17)
15-72397	<b>9779</b>	1-223rd AVN	97A	feb18	feb20	may21	AE5A79	ex N413AH (reg 09dec16, canx 07aug17)
15-72398	<b>9780</b>	1-223rd AVN	98K	sep17	feb20	jun21	AE5A7A	ex N415AH (reg 09dec16, canx 21aug17)
15-72399	<b>9781</b>	1-223rd AVN	99F	apr19	nov19	feb21	AE5A7B	ex N417AH (reg 02feb17, canx 21aug17)
15-72400	<b>9782</b>	1-223rd AVN	00G	feb18	mar21	jun21	AE5A7C	ex N419AH (reg 02feb17, canx 14nov17)
15-72401	<b>9783</b>	1-223rd AVN	01L	feb18	feb20	jun21	AE5A7D	ex N422AH (reg 02feb17, canx 14nov17)
15-72402	<b>9784</b>	1-223rd AVN	02M	sep17	nov19	jun21	AE5A7E	ex N423AH (reg 02feb17, canx 15nov17)
15-72403	<b>9786</b>	1-223rd AVN	03L	sep17	nov19	jun21	AE5A7F	ex N428AH (reg 18may17, canx 15nov17)
15-72404	<b>9788</b>	1-223rd AVN	04K	sep17	nov19		AE5A80	ex N429AH (reg 18may17, canx 06dec17), possible ADSB report from jul20, but ID unconfirmed. Possibly dual use of ADSB code AE1F26.
15-72405	<b>9789</b>	1-223rd AVN	05H	feb18	nov19	jun21	AE5A81	ex N430AH (reg 18may17, canx 06dec17)
15-72406	<b>9790</b>	1-223rd AVN	06L	feb18	sep19	jun21	AE5A82	ex N431AH (reg 18may17, canx 06feb18)
15-72407	<b>9791</b>	1-223rd AVN	07M	feb18	mar21	jun21	AE5A83	ex N438AH (reg 28aug17, canx 12feb18)

15-72408	<b>9792</b>	1-223rd AVN	08J	oct18	feb20	jun21	AE5A84	ex N441AH (reg 28aug17, canx 24jan18)
15-72409	<b>9793</b>	1-223rd AVN	09P	feb18	sep19	jun21	AE5A85	ex N450AH (reg 28aug17, canx 24jan18)
15-72410	<b>9794</b>	1-223rd AVN	10N	oct18	nov19	jun21	AE5A86	ex N451AH (reg 28aug17, canx 15mar18)
15-72411	<b>9795</b>	1-223rd AVN	11N	oct18	nov19	jun21	AE5A87	ex N459AH (reg 09nov17, canx 15mar18)
15-72412	<b>9796</b>	1-223rd AVN	12L	oct18	sep20	jun21	AE5A88	ex N461AH (reg 09nov17, canx 06apr18)
18-72413	<b>9797</b>	1-223rd AVN	13G	oct18	nov19	jun21	AE5A89	ex N464AH (reg 12dec17, canx 20aug18)
18-72414	<b>9798</b>	1-223rd AVN	14M	oct18	nov19	jun21	AE5A8A	ex N465AH (reg 12dec17, canx 20aug18)
18-72415	<b>9799</b>	1-223rd AVN	15M	oct18	sep19	dec20	AE5A8B	ex N401AH (reg 07feb18, canx 21aug18)
18-72416	<b>9801</b>	1-223rd AVN	16N	oct18	nov19	apr21	AE5A8C	ex N405AH (reg 07feb18, canx 21aug18)
18-72417	<b>9802</b>	1-223rd AVN	17M	jun18	feb20	apr21	AE5A8D	ex N449AH (reg 09mar18, canx 17nov18)
18-72418	<b>9803</b>	1-223rd AVN	18J	jun18	nov19		AE5A8E	ex N456AH (reg 09mar18, canx 17nov18), possible ADSB report from nov20, but ID unconfirmed.
18-72419	<b>9804</b>	1-223rd AVN	19K	apr19	may20	jun21	AE5A8F	ex N471AH (reg 11apr18, canx 17nov18)
18-72420	<b>9806</b>	1-223rd AVN	20K	oct18	nov19	jun21	AE5A90	ex N472AH (reg 11apr18, canx 17nov18)
18-72421	<b>9807</b>	1-223rd AVN	21L	jan19	nov19	jun21	AE5A91	ex N473AH (reg 11apr18, canx 17nov18)
18-72422	<b>9808</b>	1-223rd AVN	22J	feb19	nov19	jun21	AE5A92	ex N478AH (reg 15may18, canx 17nov18)
18-72423	<b>9809</b>	1-223rd AVN	23K	jan19	nov19	jun21	AE5A93	ex N479AH (reg 15may18, canx 20dec18)
18-72424	<b>9810</b>	1-223rd AVN	24L	feb19	may19	jun21	AE5A94	ex N480AH (reg 15may18, canx 20dec18)
18-72425	<b>9811</b>	1-223rd AVN	25M	feb19	nov19	jun21	AE5A95	ex N481AH (reg 15may18, canx 23jan19)
18-72426	<b>9812</b>	1-223rd AVN	26K	feb19	nov19	jun21	AE5A96	ex N485AH (Reg 27jun18, canx 02feb19)
18-72427	<b>9813</b>	1-223rd AVN	27J	jan19	nov19	jun21	AE5A97	ex N486AH (reg 26jun18, canx 23feb19)
18-72428	<b>9814</b>	1-223rd AVN	28L	feb19	nov19	jun21	AE5A98	ex N487AH (reg 26jun18, canx 23feb19)
19-72429	<b>9815</b>	1-223rd AVN	29J	dec19	dec19	jun21	AE6324	ex N491AH (reg 24aug18, canx 19mar19)
19-72430	<b>9816</b>	1-223rd AVN	30K	sep19	sep19	jun21	AE6325	ex N492AH (reg 23aug18, canx 19mar19)
19-72431	<b>9817</b>	1-223rd AVN	31H			jun21	AE6326	ex N494AH (reg 23aug18, canx 05apr19)
19-72432	<b>9818</b>	1-223rd AVN	32C			jun21	AE6327	ex N509AH (reg 04oct18, canx 05apr19)
19-72433	<b>9819</b>	1-223rd AVN	33A?			jun21	AE6328	ex N510AH (reg 04oct18, canx 30apr19)
19-72434	<b>9820</b>	1-223rd AVN	34K	sep19	sep19	mar21	AE6329	ex N511AH (reg 04oct18, canx 30apr19)
19-72435	<b>9821</b>	1-223rd AVN	35C?	sep19	sep19	jun21	AE632A	ex N526AH (reg 15nov18, canx 13jun19)
19-72436	<b>9822</b>	1-223rd AVN	36B	sep19	feb20	jun21	AE632B	ex N528AH (reg 15nov18, canx 13jun19)
19-72437	<b>9823</b>	1-223rd AVN	37_	sep19	sep19	jun21	AE632C	ex N534AH (reg 08jan19, canx 08jul19)
19-72438	<b>9824</b>	1-223rd AVN	38K	sep19	feb20	jun21	AE632D	ex N535AH (reg 08jan19, canx 08jul19)
19-72439	<b>9825</b>	1-223rd AVN	39_	aug19	aug19	jun21	AE632E	ex N545AH (reg 19feb19, canx 02aug19)
19-72440	<b>9826</b>	1-223rd AVN	40D	aug19	aug19	jun21	AE632F	ex N546AH (reg 19feb19, canx 02aug19)
19-72441	<b>9828</b>	1-223rd AVN	41C?				AE6330	ex N554AH (reg 26mar14, canx 03sep19), possible ADSB report from nov20, but ID unconfirmed. Possibly miscoded A9B566 (civil Cessna 120 N72441)
19-72442	<b>9829</b>	1-223rd AVN	42_			jan21	AE6331	ex N556AH (reg 27mar19, canx 03sep19), both codes 42A and 42B are reported, dual use of AE6331 by 72442 and 72443, recoded both with c/s R72442 and R72443. Caused by incorrect skipping of allocation AE6330, probably correct by apr21
19-72443	<b>9830</b>	1-223rd AVN	43_			jun21	AE6332	ex N557AH (reg 27mar19, canx 08oct19), both codes 43A and 43B are reported, dual use of AE6331 by 72442 and 72443, recoded both with c/s R72442 and R72443. Caused by incorrect skipping of allocation AE6330, probably correct by apr21
19-72444	<b>9831</b>	1-223rd AVN	44A?			jun21	AE6333	ex N558AH (reg 27mar19, canx 08oct19)
19-72445	<b>9833</b>	1-223rd AVN	45R			jun21	AE6334	ex N569AH (reg 15may19, canx 05nov19)
19-72446	<b>9834</b>					may21	AE6335	ex N570AH (reg 15may19, canx 07nov19), ADSB recorded in Fort Polk (LA) area since at least dec20, most likely allocated to 1-5th AVN
19-72447		1-5th AVN		jun20	jun20	apr21	AE6336	FY unconfirmed
19-72448		1-5th AVN		jun20	jan21	may21	AE6338	FY unconfirmed
19-72449		1-5th AVN		jun20	jun20	apr21	AE6339	FY unconfirmed
19-72450		1-5th AVN		jun20	jun20	apr21	AE633A	FY unconfirmed
19-72451		1-5th AVN		jun20	nov20	jun21	AE633B	FY unconfirmed
19-72452		1-5th AVN		jun20	jun20	apr21	AE633C	FY unconfirmed
19-72453		1-5th AVN		jun20	jun20	jun21	AE633D	FY unconfirmed
19-72454		1-5th AVN		jun20	jun20	apr21	AE633E	FY unconfirmed
19-72455		2916th AVN		jun20	jun20	apr21	AE633F	FY unconfirmed, ADSB miscoded as AE5AAA since at least feb21, c/s R72455
19-72456						jun21	AE6340	FY unconfirmed, ADSB recorded in Fort Irwin (CA) area since at least dec20, most likely allocated to 2916th AVN
19-72457						jun21	AE6341	FY unconfirmed, ADSB recorded in Fort Irwin

19-72458					jun21	AE6342	(CA) area since at least dec20, most likely allocated to 2916th AVN FY unconfirmed, ADSB recorded in Fort Irwin (CA) area since at least dec20, most likely allocated to 2916th AVN
19-72459	Co A/2916th AVN		nov20	nov20		AE6343	FY unconfirmed
19-72460					jun21	AE6344	FY unconfirmed, ADSB miscoded as AE5ABA (which is allocated to UH-60M 15-20728), c/s R72460, recorded in the Fort Irwin (CA) area since at least dec20, most likely allocated to 2916th AVN
19-72461					may21	AE6345	FY unconfirmed, ADSB miscoded as AE5ABB (which is allocated to UH-60M 15-20729), c/s R72461, recorded in the Fort Irwin (CA) area since at least dec20, most likely allocated to 2916th AVN
19-72462					may21	AE6346	FY unconfirmed, recorded in the Fort Irwin (CA) area since at least dec20, most likely allocated to 2916th AVN
19-72463	1-223rd AVN	631	sep20	sep20		AE6347	FY unconfirmed, Final UH-72A for US Army, h/o sep20

The construction numbers of the last sixteen UH-72A Lakota helicopters were not listed in the Freedom of Information act response to Peter Longley because they were not yet delivered to the US Army at that point in time. An analysis of the MBB BK117C-2 helicopters entered into the civil aviation register of the Federal Aviation Administration (FAA) with Airbus Helicopters in North America as owner results in sixteen extremely likely candidates. All other helicopters of this type re-appeared in the same register with new owners like Metro Aviation Inc, Healthnet Aeromedical Services Inc etc.

Looking at the confirmed Lakota construction number list the majority has been allocated in serial order. This of course is no guarantee that this is also the case for these sixteen examples. But based on the analysis Lakota helicopters 72447 until 72463 are most likely:

<b>9836</b>	ex N573AH (reg 06jun19, canx 02dec19)	<b>9835</b>	ex N572AH (reg 06jun19, canx 07nov19)
<b>9839</b>	ex N577AH (reg 19jun19/canx 05dec19)	<b>9838</b>	ex N576AH (reg 16jun19, canx 03jan20)
<b>9841</b>	ex N591AH (reg 05aug19, canx 21jan20)	<b>9840</b>	ex N578AH (reg 16jun19, canx 21jan20)
<b>9844</b>	ex N602AH (reg 09sep19, canx 19mar20)	<b>9843</b>	ex N593AH (reg 05aug19, canx 19mar20)
<b>9846</b>	ex N605AH (reg 09sep19, canx 21jul20)	<b>9845</b>	ex N604AH (reg 09sep19, canx 21jul20)
<b>9849</b>	ex N612AH (reg 30oct19, canx 24jun20)	<b>9848</b>	ex N611AH (reg 30oct19, canx 21jul20)
<b>9853</b>	ex N623AH (reg 14jan20, canx 13aug20)	<b>9851</b>	ex N622AH (reg 14jan20, canx 06jul20)
<b>9856</b>	ex N110AH (reg 27mar20, canx 06jan21)	<b>9854</b>	ex N624AH (reg 14jan20, canx 06jan21)
		<b>9857</b>	ex N114AH (reg 30mar20, canx 21jan21)

For both c/n **9853** and **9854** the FAA database shows AMSAM-AC-BH-A Redstone Arsenal (AL) as the new owner.

### Other Users - United States Navy

Airbus has obviously managed to sell their EC145/H-145 helicopters to many law enforcement, military and civil users around the world. The UH-72A in that sense is less of a commercial success, but it was never intended as such. Besides the US Army, only two other operators have purchased the UH-72 to date. These are the United States Navy and the Royal Thai Army.

#### United States Navy Test Pilot School

At NAS Patuxent River (MD), the United States Navy Test Pilot School (USNTPS) trains developmental test pilots, flight officers and engineers of the US military, industry and foreign partners in the so-called full spectrum test and evaluation of aircraft and aircraft systems. US Army test pilots are also trained by the USNTPS before being assigned to one of the various army's flight test units. For this purpose, a number of US Army aircraft and helicopters have been allocated to this school. For example, C-12C



All five UH-72A helicopters in use by the United States Navy Test Pilot School (USNTPS) are painted in an attractive white colour, with a red flash. Most aircraft and helicopters in use by this unit are painted in a similar way. The two-digit codes are painted in black on the clamshell doors. The Lakotas have been allocated code range 70 until 74. (168245, Philadelphia IAP, Pennsylvania, 15 May 2019, Gary Vincent)



During the early-1990s, all six TH-6B helicopters in use by the United States Navy Test Pilot School at NAS Patuxent River (MD) were officially transferred from the US Army to the US Navy. This was a direct result of the US Army retiring its last OH-6A Cayuse helicopters from service. The helicopters soldiered on, but by 2008 they were badly in need of replacement. The UH-72A was selected as replacement, and an order was placed for five helicopters in 2008. Marco Ferrageau managed to capture a pair of the TH-6B helicopters in better days.

Hurons, EH-60A Blackhawks and OH-58C Kiowas. In the past also six TH-6B Cayuse helicopters were in use by the USNTPS. They were used for in-flight instruction and demonstration of flying qualities, performance and mission systems flight test techniques. The TH-6B helicopters were former US Army OH-6A examples, which were modified by 1108th AVCRAD at AASF Gulfport-Biloxi IAP (MS) prior to being delivered to the USNTPS.

652967	<b>0052</b>	ex US Army OH-6A 65-12967, coded 40 by USNTPS, SoC 2008
687333	<b>1293</b>	ex US Army OH-6A 68-17333, coded 42 by USNTPS, SoC mar05
696040	<b>1410</b>	ex US Army OH-6A 69-16040, coded 40 by USNTPS, SoC 2008
696041	<b>1411</b>	ex US Army OH-6A 69-16041, coded 41 by USNTPS, w/o 13jun06, damaged beyond repair during a hard landing at St.Mary's County Fairground (MD), SoC 27nov06
696044	<b>1414</b>	ex US Army OH-6A 69-16044, coded 43 by USNTPS, SoC 2008, pres with USNTPS at NAS Patuxent River (MD) by may09
696061	<b>1431</b>	ex US Army OH-6A 69-16061, coded 45 by USNTPS, SoC 2008

Note: At least one these helicopters (696044/43) was modified to carry FLIR equipment.

The US Navy relied on the US Army for maintenance on the TH-6B. When the US Army retired its last OH-6A Cayuse during the late 1990s, the US Navy was forced to either retire their helicopters as well or find a new way to maintain the small fleet of Cayuse helicopters. The latter option was chosen and the helicopters were converted to a commercial type aircraft. This was done under their civil type designation MD369H on which the OH-6A is based. This certification change allowed commercial companies to be contracted. On 13 October 2006, one of the TH-6B helicopters was written off in an accident. A second helicopter was damaged as well in a separate accident. Given these accidents and the fact that the helicopters were between 45 and 50 years old by this time, the US Army and US Navy decided to replace them by a more modern platform.

On 12 September 2008, Airbus North America was contracted to produce and deliver five UH-72A Lakota helicopters. Including equipment and support, the contract was valued at \$24,751,530. Since the order was placed via the US Army, it was part of the multi-year Contract Number W58RGZ-06-C-0194. Even though contracted via the US Army, it is believed that in contrast to usual practice no US Army military serials were allocated to these helicopters. Most likely, this is due to the fact that the UH-72 is fully FAA certified and all pre-delivery test flights are conducted using civil registration. The first USNTPS UH-72A was delivered on 12 November 2009 and the last one in January 2010.

168245	<b>9256</b>	ex N566AE, del 12nov09, coded 70 by USNTPS
168246	<b>9269</b>	ex N572AE, coded 71 by USNTPS
168247	<b>9270</b>	ex N573AE, coded 72 by USNTPS
168248	<b>9272</b>	ex N571AE, coded 73 by USNTPS
168249	<b>9290</b>	ex N660AE, del jan10, coded 74 by USNTPS

A ceremony was held at NAS Patuxent River (MD) on 30 July 2019, to celebrate the tenth anniversary of the UH-72 in service with the USNTPS. In an official statement on this occasion, it was mentioned that the helicopters have consistently managed to exceed operational availability targets and high levels of mission readiness. Availability rates averaged close to 94 percent. The US Navy acknowledged that this was not a small feature since the nature of the USNTPS mission is to often fly these helicopters to the edge of their performance envelope.

### Other Users - Royal Thai Army

As stated, the second non-US Army UH-72A operator is the Royal Thai Army. This organization announced plans to purchase UH-72A Lakota helicopters in June 2013. The Thai government approved the purchase officially on 8 October 2013 and the actual order was placed with Airbus North America on 28 March 2014. The order was placed via the US Army, under Contract Number W58RGZ-06-C-0194, modification P00772. For a price of \$34,018,857 six UH-72As were purchased, including environmental control units, mission equipment packages and airborne radio communication radios (ARC-231). Foreign Military Sales FY10 funds were used for this purchase.



Initially, six pilots and ten maintenance technicians underwent training with Airbus North America at their Grand Prairie (TX) facility. This training consisted of classroom instructions, flight simulator training and for the pilots also actual flights in UH-72A helicopters. They all officially graduated on 27 February 2015 and a second group of students commenced their training the next week already. In the meantime, the Royal Thai Army UH-72A helicopters were produced at the Columbus (MS) production line and shipped to Thailand as sea freight. They arrived in the port of Laem Chabang in May 2015. Initially the helicopters gathered at the Royal Thai Army aviation facility at Bangkok-Don Muang IAP, but soon after they were dispersed to their operating units. On 26 September 2014, the US Defence Security Cooperation Agency (DSCA) notified US Congress of a potential follow-on order for nine more UH-72A Lakota helicopters for the Royal Thai Army. This option was quoted at a value of \$89 million. To date, this option was never converted into an actual order. But the Royal Thai Army did order six H-145M (EC645T2) helicopters directly with Airbus (Germany) in February 2015. So possibly, they decided to go for this newer, improved version rather than increase their UH-72A inventory.

Based on our own information, combined with data from [www.thai-aviation.net](http://www.thai-aviation.net) (Steve Ozel), we can present these details about the Royal Thai Army UH-72A fleet. Even though only six helicopters were purchased, six individual units were initially equipped with this type. Each unit only had a single UH-72A on strength. The order of battle looked like this:

1st Army			
1st Infantry Division AvnCo - King's Guard	<i>Phoenix</i>	TH-300C, Bell 206B-3, UH-72A	Bangkok-Don Muang
2nd Army			
3rd Infantry Division AvnCo	<i>Highlander</i>	TH-300C, Bell 206B-4, Bell 212, UH-72A	Kanchanaburi-Suranaree
3rd Army			
4th Infantry Division AvnCo	<i>North Star</i>	TH-300C, UH-72A	Phitsanulok
4th Army			
5th Infantry Division AvnCo	<i>Black Tiger</i>	TH-300C, Bell 206B-3, UH-72A	Nakhon Si Thammarat
Royal Thai Army Wing			
Army School of Flying		T-41B, UH-72A, Enstrom 480B, MX-7, TH-300C	Lop Buri-Saphan Nak
41st AvnBat	<i>Goliath</i>	UH-1H, UH-72A, EC145T2 (H145M), Mi-17V-5	Lop Buri-Saphan Nak

Note 1: The names mentioned in the third column are not nick-names but call signs used by the unit in question.

The situation changed when one of the helicopters was lost in an accident leaving only five on strength. More recently, the UH-72A fleet seems to have been more or less centralized with the 41st Aviation Battalion (AvnBat) only. Of the five remaining helicopters, four have been last reported with this unit. The fifth helicopter is flown by 5th Infantry Division Aviation Company (5th InfDiv AvnCo), but the last report dates back to September 2017. It might have been transferred to 41st AvnBat as well by now. In the following overview, the last noted dates have been shown between brackets behind the operating unit.

9644	<b>9644</b>	ex N706AE (res 20sep13, reg 25oct13, canx 18dec14), del to Laem Chabang in may15, 41st AvnBat (dec17)
9646	<b>9646</b>	ex N707AE (res 20sep13, reg 25oct13, canx 14dec14), del to Laem Chabang in may15, 41st AvnBat (feb20)
9654	<b>9654</b>	ex N901AE (res 21nov13, reg 28feb14, canx 18dec14), del to Laem Chabang in may15, 5th InfDiv AvnCo (sep17)
9656	<b>9656</b>	ex N910AE (res 21nov13, reg 28feb14, canx 18dec14), del to Laem Chabang in may15, w/o 14aug16. Operated by 4th InfDiv AvnCo when it went missing during a flight from Mae Hong Son back to base at Phitsanulok. The wreckage was found the next day and sadly all five on board were killed. Besides both pilots and two flight engineers, the fifth person was the 4th Infantry Division Commander. The helicopter flew into a cliff at Doi Inthanon, Mae Chaem district, Chang Mai province, only two km southeast of a RThaiAF radar station.
9661	<b>9661</b>	ex N916AE (res 20nov13, reg 26mar14, canx 05jan15), del to Laem Chabang in may15, 41st AvnBat (dec19)
9666	<b>9666</b>	ex N937AE (res 20nov13, reg 05may14, canx 18dec14), del to Laem Chabang in may15, 41st AvnBat (aug20)

**Credits:** Pieter Bes, Danny Bonny, Mark Burden, Rod Burden, Ian Carroll, Matt Ellis, Edwin de Greeuw, Andy Jenkins, Peter Longley, Alan Macey, Andy Marden, US Army Spotters Mailgroup.



The only non-United States operator of the UH-72A is the Royal Thai Army. Six helicopters were purchased in March 2014. They were purchased via the US Foreign Military Sales (FMS) programme, and delivered as sea freight in May 2015. A follow-on order for nine additional helicopters never materialized. (9666, Chon Buri, Thailand, 22 August 2018, Jean Marc Braun)

The c/n plate of the UH-72A is fitted on the rear of the cabin, just below the last window on the right hand side. An example is shown here, with MBB-BK117 C-2 mentioned as model. Even though Peter Longley managed to obtain an excellent list with all serial - construction number tie-ups for the first 446 UH-72A helicopters, it is highly recommended to always double check this data if one has the opportunity! (Davis Monthan AFB, Arizona, 12 March 2016, Leonard van Teeffelen).

## Dutch Aviation Society

'Scramble' is a monthly publication by the Dutch Aviation Society and is for private circulation only. The entire content of 'Scramble' is a copyright of the Stichting Dutch Aviation Society, and can not be reproduced in any form without permission.

The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website [www.scramble.nl](http://www.scramble.nl), organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

The Stichting Dutch Aviation Society cannot be held responsible for any loss or damage incurred to the content of this publication.

## Editorial addresses

**Dutch Aviation Society**  
Postbus 75545  
1118 ZN Schiphol  
The Netherlands  
Fax +31-84-738 3905  
<http://www.scramble.nl>

**Scramble Magazine:**  
ISSN 0927-3417

[info@scramble.nl](mailto:info@scramble.nl)  
[subscribe@scramble.nl](mailto:subscribe@scramble.nl)  
[mil@scramble.nl](mailto:mil@scramble.nl)  
[civ@scramble.nl](mailto:civ@scramble.nl)  
[milupload@scramble.nl](mailto:milupload@scramble.nl)  
[civupload@scramble.nl](mailto:civupload@scramble.nl)  
[webmaster@scramble.nl](mailto:webmaster@scramble.nl)

General information  
Subscription info  
All military matters  
All civil matters  
For military pictures  
For civil pictures  
Scramble website

## Subscriptions

For information on subscriptions we refer to our website.  
Please visit <http://www.scramble.nl/shop>

Detailed information on subscriptions on request (via e-mail: [subscribe@scramble.nl](mailto:subscribe@scramble.nl)). Do not pay in advance, please wait for payment instructions. To end your subscription inform us by e-mail. Subscribers living in the Netherlands need to inform us about the end to their subscription before 1 March of each year.

## Digital images, photos & slides

We prefer to receive digital images. Please send pictures in original size, but with a minimum width of 1600 pixels to either [civupload@scramble.nl](mailto:civupload@scramble.nl) or [milupload@scramble.nl](mailto:milupload@scramble.nl). More details on the digital images can be found at [www.scramble.nl/digital-images](http://www.scramble.nl/digital-images).

If you prefer to send printed photos or slides please make sure EVERY photo and slide that you submit for publication is clearly marked with the following: 1. Name of the photographer; 2. When and where the picture was taken. All digital images, photos and slides will be carefully stored in our archive (for possible future use). Printed photos and slides will NOT be returned.

## General credits

ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws Nederland, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, BAE Systems, British Aviation Review, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAS, Heli International, Humberstone Aviation Review, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Saab Aircraft, Speednews, Spotting Group Soesterberg, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

## Editorial Team

Movements Netherlands	: Chris Ufkes, Ron Frijlink, David Alders
Movements Belgium	: Ron Frijlink, Chris Ufkes
Military Movements Elsewhere	: Bram van Roosmalen
Manufacturers News	: Coen Capelle, Ron Frijlink
Airline News	: Anton Homma
Jetliners	: Coen Capelle, Walter Heukensfeld
Propliners	: Fred Streep
Commuters	: Walter Heukensfeld
Fokker News	: Niels Linthout
Bizjets & Bizprops	: Gideon van Dijk, Jan Swart, David Alders
Soviet Updates/Trips	: Soviet Transport Team
PH-register	: Jan Hetebrij
Wrecks and Relics	: Otger van der Kooij, Andy Marden, Erwin Alexander
Warbirds	: Gert Jan Mentink
Dustpan & Brush	: Niels Linthout
Civil and Military Triptease	: Bram van Roosmalen
Airfields/codes	: Erik Sleutelberg
Subscriptions	: Jaap Dijkstra
Shipping/Logistics/Shop	: Arjan van den Berg
Other editors	: Niels Borcharding, Piet Luijken, Mark van der Molen

## Military News & Updates, Showreports

Belgium/Netherlands/Luxemburg	: John van Golen
Austria/Switzerland	: Johan Mulder
France	: Otger van der Kooij
Germany	: John van Golen
Eastern Europe	: Marijn van der Burgt, René Slegers
Greece	: Marco Dijkshoorn
Israel	: Menno van der Wal
Italy/Malta	: Johan Mulder
Portugal/Spain	: Eddy Wierenga
Russia	: Marc-Antony Payne
Scandinavia	: Hans van Herk
Turkey/Cyprus	: Marco Dijkshoorn
United Kingdom	: Erik-Jan Engelen
USAF	: Rob van Disseldorp, Melchior Timmers
US Army	: Erik-Jan Engelen
USCG/USMC/USN/NASA	: Stephan de Bruijn, Melchior Timmers
Japan	: Hans van Dam
Middle East	: Marco Dijkshoorn
Asia	: Erwin van Dijkman, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders, Hans Jacobs, Hans van Dam
Africa	: Michiel Vermeer
Latin America	: Erwin van Dijkman, Wim Sonneveld
Canada/Caribbean	: Wim Sonneveld
Oceania/Ireland	: Jochem Manders
DoS Air Wing / Embassy Flt	: Peter Wilmink





*In July 2014 the Bahrein government added this Gulfstream 650 A9C-BAH to their fleet of aircraft. It is a frequent visitor of several airports in and around Europe. (Geneva, 8 June 2021, Robert Erenstein)*



*N418FX is one of a fleet of thirty Legacy 450s that operate for Flexjet, which is a company in the fractional ownership business. (Curaçao-Hato, 20 March 2021, Larry Every)*



*Global Express N726BF sports a remarkable colour scheme of that Mario Caruana was lucky enough to take a picture of it. The aircraft is owned by Private FLITE Charters and is based in San Luis Obispo (CA). (Malta, 5 June 2021, Mario Caruana)*



*F-16 Town Tucson. F-16C 88-0520/AZ of 162nd FW seen at its home base for another Unit Training Assembly weekend. (All photos at Tucson (AZ) by Nate Leong on 1 May 2021)*



*The overall dark grey, single colour scheme can be appreciated here (or not) on F-16D 84-1397/AZ when taking off.*



*F-16BM J-369 of 148th FS has adopted the low visibility KLu-roundel as carried by the F-35s, a sharp contrast with its colourful Arizona tail markings.*