

508

September 2021

Scramble



***Stearman & Friends
Uzbekistan at 30
Tu-16 Badger in AURI service***

DUTCH AVIATION SOCIETY



On 18 August 2021, Nate Leong visited NAS Fallon (NV) and the photos on this page are among the shots he made there. VFC-13 F-5N 761564/AF-01 is painted in a pleasing wrap around tiger striped pattern.



Smart looking F-5N aggressor 761532/AF-02 of VFC-13 is recognisable as a transfer from VFC-111 Sundowners, having the famous squadron marking still visible on its rudder.



Everyone on base was excited about F-5N 761583/(AF-)12, also of VFC-13, because it is painted silver. It even managed to return to base with some sunshine, as the smoke of the California wildfires was clearing a bit.

Editorial

We have to start this editorial with a photo correction, which has not happened for a long time! Last month, the photo credit on page 67 was missing. Paul Thiel took the photo on 16 July 2021.

We present you three articles this month: Stearman & Friends, Uzbekistan at 30 and Tu-16 Badger in Indonesian Air Force (AURI) service.

The first one is about a fly-inn at the small German airfield of Bienenfarm, held in the weekend of 2-4 July. It is an overview by Otger van der Kooij of an event organised by QUAX (Verein zur Förderung von historischem Fluggerät), which was founded in 2006 at Hamm, as a group of enthusiasts with a passion for historical aircraft.

Uzbekistan at 30 details a trip report of a visit to this illustrious country, where airplane spotting is not a widely accepted concept. Nevertheless, Wim Sonneveld and Erwin van Dijkman managed to get a nice overview of the places they visited, despite missing out on the actual Air Fleet Day, this year's celebration of the 30th anniversary of the Uzbekistan Air Force.

The Tu-16 'Badger' in AURI service is a continuation of an article we published in Scramble 500, when we already explained in short the politics and history leading up to the arms-deal between Indonesia and the Soviet Union. Army General Abdul Haris Nasution had secured the deal in early 1961, and included a batch of second-hand Tu-16 medium jet bombers. This article, by Marco Pennings, gives you an insight into what happened.

As we go to press, the drama in Afghanistan keeps unfolding. Being aviation enthusiasts in safe parts of the world, we ourselves mainly notice the increase in movements at key airfields. We hope to report more on this in the next issue.

Cover Photo



Robert Erenstein photographed this colourful Ecureuil Annemasse Aerodrome, France, on 10 August 2021. F-HHBC is being operated by Blugeon Hélicoptères. The AS350B3 is based at the head office of the company in Morzine.

Important dates

Scramble 509	
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SMS Europe 2021	138 pages
Scramble World Airline Fleets 2020	246 pages
Scramble F-16 Fighting Falcon - 6th edition	244 pages
Scramble Military Transports 2020	88 pages
SMS North America 2019-2020	183 pages

Movements Netherlands



Air X Charter is the operator of this Embraer since December 2018. ERJ190BJ 9H-NYC was previously with Comlux Aviation Malta as 9H-GJC and Omni Flays as XA-AYJ. (Amsterdam - Schiphol, 4 July 2021, Robert Eikelenboom)

Amsterdam - Schiphol

July 2021				D-CAWX	Ce680	Aerowest	04
01.2-LIVE	PC-12/47E	Stammair Guernsey		D-CGGG	Lj31A	Jetcall	JCL3
9H-VCN	CL-350	VistaJet Malta	02 VJT437	D-IDWC	Ce525A	Excellent Air	ECA26C
D-CAGA	EMB505	Pad Aviation	02 PVD81P/52Y	D-IEGA	Ce525A	ProAir	
D-CDAS	EMB505	DAS Private Jets	dep	HB-JGE	Global XRS	ExecuJet Europe	
D-IENE	Ce525A	ProAir	02	HB-JHF	A330-343E	Swiss	SWR724/5
ES-SAM	A320-232	Smartlynx	arr TFL072P	LZ-FBG	A320-214	Bulgaria Air	f/v LZB461/2
F-HFCS	BAe125-900XP	Valljet	f/v 02 VLJ700H/778K	OE-FAT	Ce510	GlobeAir	GAC921N/810N
F-HJAV	Ce525	Valljet	02 VLJ194E	TC-LTE	A321-271NX	Turkish Airlines	f/v THY1957/8
G-ZBJF	B787-8	British Airways	BAW430/1	TC-SOT	B737-8Z9	SunExpress	f/v SXS540/1
LX-SAB	Falcon 900DX	Global Jet Lux.	dep SVW56AB	UK67002	B767-33PERF	Uzbekistan Airways	UZB3579/80
LZ-BHM	A320-232	BH Air	arr CA11321	YL-LDA	A321-211	Smartlynx (a/w)	RAM8682/669/8/3
M-OBIL	Ce525C	Ulla Popken Fashion		YR-URS	A319-132	Just Us Air	f/v BLA199/200
N535GV	G550	NetFlix		04.D-BAHB	Falcon 2000LX	MHS Aviation	dep MHV20Y
N551VL	G550		f/v 03	D-CAGA	EMB505	Pad Aviation	05 PVD19G/81W
N678PS	Eclipse 500	Dajets	dep	D-CAWX	Ce680	Aerowest	05
N818TH	Falcon 900EX	Tommy Hilfiger		D-CCVD	Ce560XLS	Atlas Air Service	05 ATL1D
OE-FZB	Ce510	GlobeAir	GAC243E/955D	D-IAAY	EMB500	Arcus Air	05 AZE13SA/69SF
OK-RLV	G280	Avcon Jet	dep	D-ISTP	EMB500	ProAir	
OO-ABB	A340-313E	Air Belgium	SLM994/3003	G-ZBJH	B787-8	British Airways	BAW430/1
OO-VMF	Ce560XLS+	Air Service Liège		HB-VPO	EMB505	Speedwings	SPG543
SP-AGA	PC-24	Aircraft Mgmt&Cons.	f/v 02 AMQ7A	LN-AWB	Lj45	Airwing	05 NWG24/8
SP-ZEN	CL-350	Jet Story	JDI85H	LX-PCE	PC-24	Jetfly Aviation	JFA60F/G
T7-VIP	CL-604	Eliit'Avia San Marino	04	LX-PCF	PC-24	Jetfly Aviation	JFA38Q/63K
YL-LCV	A321-231	Smartynx Airlines	dep ART8403	N945GS	G-IVSP	Jet Edge	f/v EDG45
YU-PMK	Ce560XLS+	Air Pink		OO-KOR	Ce525A	Abelag Aviation	AAB121
02.020	C295M	8.BLTr (13.el)	PLF038	OO-VMF	Ce560XLS+	Air Service Liège	09
9H-ILA	CL-850	VistaJet Malta	03 VJT602	OO-XLS	Ce560XLS+	Air Service Liège	09
D-CDAS	EMB505	DAS Private Jets	03	SE-RMB	Ce525B	Svenskt Industriflyg	05
D-ISTP	EMB500	ProAir	03	T7-ISH	Lj60XR	ICS Aero	05 ICF601
ES-SAQ	A320-214	SmartLynx Estonia	arr TFL074P	TC-NCU	A320-251N	Pegasus Airlines	f/v PGT1639/40
LN-AWC	Lj45	Airwing	03 NWG13	05.9H-VCB	CL-350	VistaJet Malta	07 VJT453
LX-JAG	ERJ135BJ	Global Jet Luxembourg	SVW49AG	9H-VCN	CL-350	VistaJet Malta	07 VJT437
LX-JFG	PC-24	Jetfly Aviation	03 JFA62J/02D	D-BURO	CL-300	Aero-Dienst	ADN21R
LX-PCB	PC-24	Jetfly Aviation	JFA59F/45X	D-CGER	Ce525B	Excellent Air	06 ECA31C
LX-PCF	PC-24	Jetfly Aviation	JFA00Y/30G	D-CGRK	Lj60	FAL rent-a-jet	06 IFA6221
LX-SAB	Falcon 900DX	Global Jet Lux.	08 SVW56AB	F-HFCS	BAe125-900XP	Valljet	VLJ778K
N516GH	G-V	Global Air Charters	10 GJE2226	F-HNJM	SR22	Astonfly	07
OE-FHK	Ce510	GlobeAir	GAC465C/243F	JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4
OE-FNP	Ce510	GlobeAir	GAC994Q/883R	LX-AND	PC-24	Flying Group Lux.	FYL21ND/53ND
OO-PRM	Ce510	Air Service Liège		M-IFFY	Ce510	Xead Aviation	08
OO-XLS	Ce560XLS+	Air Service Liège	dep	N29DE	Cirrus SF50	Deny Airlines	06
OO-XLS	Ce560XLS+	Air Service Liège		N264C	Falcon 900LX	Int'l Aviation Holdings	17
SE-RLP	Ce525B	Royalair	dep	N873BB	B787-8	American Airlines	f/v AAL204/3
SE-RLP	Ce525B	Royalair	04	OE-FAT	Ce510	GlobeAir	06 GAC904Z/893A
SE-RMB	Ce525B	Svenskt Industriflyg	dep	OE-FPP	Ce510	GlobeAir	GAC380Z/279A
T7-SST	EMB505	Titan Aviation San Marino	f/v	OK-VAN	EMB500	Air Prague	06 PRG044/6
VN-A895	A350-941	Vietnam Airlines	HVN301/5138	OO-GSP	Ce680	Air Service Liège	f/v
03.4L-GTI	B737-7CT	Georgian Airways	f/v TGZ651/2	OO-MMT	Ce560XLS	Air Service Liège	
9H-ILZ	CL-850	VistaJet Malta	VJT683	S5-CES	Ce525B	United Eagle	
9H-NYC	ERJ190BJ	Air X Charter	f/v AXY305/315	SE-RLP	Ce525B	Royalair	
A6-ANR	A320-214	Air Arabia	f/v MAC121/132	SE-RMB	Ce525B	Svenskt Industriflyg	10
D-CAGA	EMB505	Pad Aviation	04 PVD64D/19G	VN-A895	A350-941	Vietnam Airlines	HVN301/5138
				06.9H-ANS	Global 6000	Alliance Executive Jet	ALE75X
				9H-SLC	A321-211	Smartlynx (a/w)	f/v RAM620/681

9V-SJB	A350-941	Singapore Airlines	f/v SIA324/3	YU-SPC	Ce560XLS+	Prince Aviation	09 PNC7PC
D-CFAR	Lj60	FAI rent-a-jet	07 IFA6221	09.9H-VCO	CL-350	VistaJet Malta	10 VJT449
D-CGER	Ce525B	Excellent Air	07 ECA31C	D-CDDD	Ce560XLS+	DC Aviation	DCS713
D-CSCB	Ce560XLS+	Silver Cloud Air	07 SCR187	D-CMMP	EMB505	Pad Aviation	10 PVD52Y/43U
G-ZENJ	Lj75	Zenith Aviation	BZE01A/3B	D-CROG	EMB505	Air Hamburg	AHO21BV
OE-FZD	Ce510	GlobeAir	GAC926A/791B	D-CUBA	Ce525B	Atlas Air Service	
OO-MMT	Ce560XLS	Air Service Liège		D-CZZZ	Ce560XLS+	DC Aviation	10 DCS707
OO-PRM	Ce510	Air Service Liège		D-IGWT	Ce525A	Sytlt Air	AWU709G
RA-02787	Raytheon 390		f/v	D-IPPY	P180	AirGo	XGO4AM/KB
SE-RLP	Ce525B	Royalair	07	EC-KBC	G200	TAG Aviation España	GLJ77C
YL-ABA	A220-371	Air Baltic	f/v BT1617/8	EC-MUB	B737-86J	Alba Star	f/v LAV5229/30
YL-LCX	A321-211	Smartlynx (n/t)	f/v RAM1682/3	F-HEVL	EMB505	Evolem Aviation	10 EVL093/102
YU-PCC	Ce560XLS+	Air Pink	07	G-FITC	PC-12/47E	Elstree Ink	
07.9H-AGV	Lj40	Pontair	f/v PTA041/P	G-NICB	Beech B200GT	Beech B200GT	f/v CMB66
D-AVOS	ERJ135BJ	Air Hamburg	08 AHO729Z/751Y	G-ZENJ	Lj75	Zenith Aviation	10 BZE01C/A
D-CDAS	EMB505	DAS Private Jets		HB-VPO	EMB505	Speedwings	SPG729
G-FITC	PC-12/47E	Elstree Ink	f/v	I-TAOS	Ce680	Italfly	ITL801
F-HFCN	ERJ145MP	Valljet	08 VLJ254T	N16NF	Falcon 900LX	TVPX ARS	f/v 10
G-ZBJD	B787-8	British Airways	BAW430/1	N688CB	G550	FRC Holding	12
LX-FLI	PC-12/47NGX	Jetfly Aviation	08 JFA14R/82N	OE-FIT	Ce510	GlobeAir	10 GAC883S/770Y
M-NTOS	Ce525C	Sweet Flight Management	09	OK-CTP	PC-12/47E	NetFlight	10
N515TJ	Beech 400A	Blackburn Int'l		OK-KKF	G650ER	ABS Jets	10 ABP951
N525RP	Ce525	Dajets	dep	OO-GHE	Falcon 2000LX	Abelag Aviation	AAB322
N525RP	Ce525	Dajets	08	OO-JAO	B737-7K5	TUI	f/v TFL071P/161/2/072P
OE-FIT	Ce510	GlobeAir	GAC893B/283V	OO-PRM	Ce510	Air Service Liège	10
OK-MAR	Ce525A	Aero Partner	08 DFC65B/96S	OO-VMF	Ce560XLS+	Air Service Liège	10
OO-ABB	A340-313E	Air Belgium	SLM3004/993	TC-NCV	A320-251N	Pegasus Airlines	f/v PGT1253/4
OY-RSE	PC-12/47E	Air Alsie		TC-TJY	B737-8AS	Corendon	f/v CAI1421/1520
SE-RLP	Ce525B	Royalair	08	VN-A895	A350-941	Vietnam Airlines	HVN301/5138
SP-TTA	Beech 400A	Smart Jet	SAH59P	VN-A898	A350-941	Vietnam Airlines	10 HVN5509/5034
T7-SST	EMB505	Titan Aviation San Marino	07	VP-BVG	Global XRS	MVA Aviation	
TC-SOZ	B737-8HX	SunExpress	f/v SXS944/5	YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9
YL-LCV	A321-231	Smartlynx Airlines	RAM1608/9	10.9H-SLF	A320-214	Smartlynx (a/w)	f/v LYX9301
YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9	D-CNMB	Lj45	MHS Aviation	11 MHV45B
08.4L-GEO	B747-236F	Geo Sky	f/v GEL905/6	D-COZY	EMB505	Pad Aviation	PVD13V/91N
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187	D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187
D-EVTP	PA-46-500TP		f/v 11	D-ISUN	Ce525A	Excellent Air	ECA25C
D-ICCG	Ce525A	ProAir		HB-JHN	A330-343E	Swiss	SWR724/5
EC-MPN	Ce525	Air Taxi & Charter	IBJ808A/B	N770KF	Global 6000		13
G-BZIT	Beech B55	Akki Aviation Services	f/v	N823AN	B787-9	American Airlines	f/v AAL220/1
G-ZBJG	B787-8	British Airways	BAW430/1	OE-GGG	Ce560XLS+	Jetfly Airline	11
HB-JSF	CL-650	Robert Bosch		OE-HCU	CL-350	SPARFELL Luftfahrt	f/v LDX12C
JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	OK-AST	Ce560XL	Air Bohemia	11 BOH713/711
LN-AWB	Lj45	Airwing	09 NWG28/91	OO-KIN	Ce680	Flying Service	FYG33N/32N
LX-JDV	Ce525	Flying Group Lux.	09 FYL32DV/33DV	OO-MMT	Ce560XLS	Air Service Liège	11
M-PAPA	EC130T-2	Papa Fly	f/v	OO-TMY	B737-8	TUI Belgium	f/v 11 TRA5356/076P
N29DE	Cirrus SF50	Deny Airlines	09	OY-GFS	Falcon 2000LX	Air Alsie	MMD6984
N652PP	Ce680	Eenhoorn	10	SE-RLP	Ce525B	Royalair	14
N700QT	TBM-700C2	Euroaviation	09	SE-RMB	Ce525B	Svenskt Industriflyg	12
OE-GBH	EMB505	Tyrolean Jet Services	TJS47	TC-RSE	Lj45	Redstar Aviation	f/v RHH036/7
OO-ABB	A340-313E	Air Belgium	SLM994/3003	YR-URS	A319-132	Just Us Air	BLA199/200
SE-RFL	Ce680	EFS	EUW9266	11.2-TAKA	Eclipse 500	Channel Jets	12
SP-VIS	Cirrus SF50		12	D-AIRG	ERJ135BJ	Air Hamburg	AHO828U
SX-FDK	Ce650	Life Line Aviation	LLK502/3	D-CAHO	Ce560XLS+	Air Hamburg	12 AHO417M
TC-SOY	B737-8HC	SunExpress	f/v SXS540/1	D-CFHZ	EMB505	DAS Private Jets	
VP-BVG	Global XRS	MVA Aviation	09	D-CNMB	Lj45	MHS Aviation	12 MHV45B
YL-LDA	A321-211	Smartlynx (a/w)	RAM1606	D-CZZZ	Ce560XLS+	DC Aviation	DCS707
YU-BZZ	Ce550	Air Pink		D-IAAY	EMB505	Arcus Air	AZE59TN/53TN



This former Etihad Airways A330 -200F was withdrawn from use in December 2017. EAT Leipzig took delivery of the aircraft in May 2019 as D-ALEJ in full DHL colours. (Amsterdam - Schiphol, 12 July 2021, André Alders)



Although Air Arabia is a regular visitor at Amsterdam-Schiphol we do not see United Arab Emirates registered Air Arabia aircraft that often. A320 A6-ANR can be called a rather special catch by Robert Eikelenboom on 4 July 2021.

D-ILCG	Ce525A	ProAir		D-CPMI	Ce560XLS+	Papier Mettler	
G-MRFX	EMB550	Flexjet	FLJ52R	D-ITRA	Ce525	Transavia Flug	
G-ZBJA	B787-8	British Airways	BAW430/1	D-IWIR	Ce525A	Excellent Air	15 ECA24C
HB-AZH	ERJ190E2STD	Helvetic Airways	f/v SWR734/5	G-ZBJF	B787-8	British Airways	BAW430/1
OE-FOG	Ce510	GlobeAir	12 GAC279B/182B	HA-JEP	Ce650	Jet Stream	JSH301/0
OO-MMT	Ce560XLS	Air Service Liège	12	HB-JTZ	CL-650	ExecuJet Europe	
OO-PRM	Ce510	Air Service Liège	12	N66D	Ce510	Heiko Gerhard Sauer	
SX-TEC	A320-251N	Sky Express	f/v SEH8250/1	OE-LZA	A320-214	Austrian Airlines	f/v AUA371/2
TC-JZU	B737-8AS	AnadoluJet	f/v THY7768/9	OK-JRT	Ce680	Travel Service	15 TVS20J/34J
TC-MCN	A330-343E	MNG Airlines	f/v 12 MNB724/150	OO-ABB	A340-313E	Air Belgium	SLM3004/993
UK67002	B767-33PERF	Uzbekistan Airways	UZB3579/80	SE-RLP	Ce525B	Royalair	arr
12. D-CGER	Ce525B	Excellent Air	13 ECA31C	SE-RMB	Ce525B	Svenskt Industriflyg	17
D-CKVI	EMB505	DAS Private Jets		TC-LTF	A321-271NX	Turkish Airlines	f/v THY1957/8
D-CUBA	Ce525B	Atlas Air Service		TC-TJV	B737-86J	Corendon Airlines	f/v CAI302
D-IBCG	Ce525A	ProAir	13	VQ-BXD	Falcon 8X	Shell	f/v 15 SHE49D
D-IGWT	Ce525A	Sylt Air	AWU712G	YL-AAZ	A220-371	Air Baltic	f/v BTI609/10
D-ITRA	Ce525	Transavia Flug		YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9
HA-JEX	Ce650	Jet Stream	JSH661/2	15. D-AGBF	Falcon 7X	Volkswagen	16 BTX6F
HB-VP0	EMB505	Speedwings	SPG545	D-ASSB	A319-112	SundAir	f/v TRA5079
I-AFOI	Raytheon 390	Italfly	13 ITL201	D-ASSB	A319-112	SundAir	16 TRA5080/075
JU-1021	B767-34GER	Mongolian Airlines	MGL3143/4	D-CAWK	Ce680A	Aerowest	16
LX-JFV	PC-12/47E	Jetfly Aviation	JFA15S/39R	D-CAWO	Ce560XLS+	Aerowest	
M-AVIR	Global 6000	TAG Aviation (UK)	14	D-CSCE	EMB505	Pad Aviation	PVD34V/17E
N29DE	Cirrus SF50	Deny Airlines	14	EI-RZC	B737-8	Neos	f/v 16 TRA072/5723
OE-FHA	Ce510	GlobeAir	GAC108X/410V	G-ZBJA	B787-8	British Airways	BAW430/1
OK-CTP	PC-12/47E	NetFlight		HB-JIN	Falcon 900EX	JABJ	PJS400
OO-ACC	Ce525A	Air Service Liège		HB-JJL	A320-214	Edelweiss Airlines	f/v SWR724/5
OO-SRO	B737-86N	TUI Belgium	TFL071P/23W/072P	LX-PFF	Ce525B	Flying Group Lux.	16 FYL81F/82F
PR-OBE	Falcon 2000LX	D&M Participações	14	LX-OLA	ERJ135BJ	Luxaviation	26 LXA8H
SX-TEC	A320-251N	Sky Express	SEH1500/1	N730AW	CL-605	Kingfisher IP	f/v 17
TC-KLC	Lj60XR	Kuanta	15	OE-FOE	Ce510	GlobeAir	16 GAC668E/991W
TC-LTH	A321-271NX	Turkish Airlines	f/v THY1957/8	OE-GBH	EMB505	Tyrolean Jet Services	16 TJS47
VN-A895	A350-941	Vietnam Airlines	HVN301/5138	OO-ABB	A340-313E	Air Belgium	SLM994/3003
13. 9H-GKM	Ce560XLS	Avcon Jet Malta	14 V CJ50M	OY-EVO	Ce550	FlexFlight	FXT55E
A6-AOJ	A320-214	Air Arabia	f/v MAC127/8	PH-JRC	ERJ135BJ	JetNetherlands	17
D-AIRV	ERJ135BJ	Air Hamburg	15 AHO462R/889H	SX-GNA	A320-251N	Skt Express	f/v SEH8250/1
D-AZUR	ERJ135BJ	Air Hamburg	AHO860D	YU-PMK	Ce560XLS+	Air Pink	
D-CELI	Ce550	Euro Link	EUL5R	16. 9H-TGR	Ce525B	Hyperion Aviation	HYP032
D-CMMP	EMB505	Pad Aviation	PVD82F/15X	D-AGBH	Falcon 7X	Volkswagen	BTX8H
D-ITRA	Ce525	Transavia Flug		D-CDOC	Lj45	Jetcall	JCL2
F-HOND	HA-420	EATIS	14	D-CEHM	Ce560XLS+	Silver Cloud Air	SCR021
F-HSFJ	Ce680A	Aston Jet	15 ASJ203	D-CSCE	EMB505	Pad Aviation	PVD87D/36G
HB-JJN	A320-214	Edelweiss Airlines	f/v SWR724/5	D-ILCG	Ce525A	ProAir	17
LX-SCO	Falcon 2000LX	Global Jet Lux.	f/v SVW22CO	D-ITRA	Ce525	Transavia Flug	
OE-FZC	Ce510	GlobeAir	14 GAC036A/654X	EC-NLK	B737-81M	Alba Star	f/v LAV5229/30
OE-GXT	Ce525C	Int'l Jet Management	15 IJM188	EI-RZC	B737-8	Neos	TRA5724/073
OK-HAR	Ce560XL	Aero Partner	DFC12B	F-HFCN	ERJ145MP	Valljet	VLJ607A
SE-RMB	Ce525B	Svenskt Industriflyg	14	LN-AWC	Lj45	Airwing	NWG616
TC-LTI	A321-271NX	Turkish Airlines	f/v THY1955/6	LX-SAB	Falcon 900DX	Global Jet Lux.	19 SVW56AB
TC-REC	G450	REC Aviation	16	M-SPEC	Beech 350	Specsavers Aviation	SSZ4N/4S
TC-SPE	B737-8HC	Sky Express	f/v SXS722/3	N37EA	Falcon 2000EX	TVPX ARS	f/v 20
14. 14+03	Global 5000	FBS BMVg	GAF630	N113CS	G650ER	Clay Lacy Aviation	f/v
9H-VFJ	CL-605	VistaJet Malta	15 VJT516	OE-FCO	Ce510	GlobeAir	17 GAC844Y/733Z
D-CAWK	Ce680A	Aerowest		OE-GDF	EMB505	Speedwings	SPG446
D-CAWO	Ce560XLS+	Aerowest		OE-IPL	G600	MJet	f/v 17 MJF7L
D-CFHZ	EMB505	DAS Private Jets		SE-RMB	Ce525B	Svenskt Industriflyg	24

SU-GEW	B787-9	Egypt Air	MSR757/8	D-CDOC	Lj45	Jetcall	20 JCL2
TC-LTD	A321-271NX	Turkish Airlines	f/v THY1955/6	D-CFHZ	EMB505	DAS Private Jets	20
TC-RBD	A321-251NX	Pegasus Airlines	f/v PGT1253/4	D-ICBA	Ce525A	ProAir	20
YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9	D-ITOC	Raytheon 390	Exxaero	
17.9H-VJJ	Global 6000	VistaJet Malta	VJT827	EC-NLK	B737-81M	Alba Star	20 TRA5044/6115
CS-DGW	Ce525B	Valair	VVV172/3	HB-FVD	PC-12/47E	Air Corviglia	
D-AZUR	ERJ135BJ	Air Hamburg	AHO849Q	LZ-FBK	A320-214	Bulgaria Air (a/w)	f/v LZB461/2
D-BFIL	EMB545	Air Hamburg	18 AHO166E	N260CL	Ce680A	Textron Aviation	f/v
D-CAWN	Ce680A	Aerowest		N372EX	Lj60	Puerto Rico Eq. Management	f/v 20
D-CSCB	Ce560XLS+	Silver Cloud Air	SCR187	OE-FPP	Ce510	GlobeAir	20 GAC048Y/937Z
D-FPAN	PC-12/47E		18	OE-GLS	Ce650	Tyrolean Jet Service	TJS56
D-ISJP	Ce525A	Excellent Air	18 ECA22C	OM-ATN	Ce550	Air Transport Europe f/v 21	EAT311/2
D-ITRA	Ce525	Transavia Flug		OO-ABB	A340-313E	Air Belgium	SLM994/3003
F-HELA	ERJ145EU	Valljet	VLJ607A	S5-ABW	A300B4-605RF	Solinair (a/w)	20 BCS881P/5GU
HB-FVD	PC-12/47E	Air Corviglia		SX-IOG	A320-251N	Sky Express	f/v SEH1500/1
HB-JHL	A330-343E	Swiss	SWR724/5	VN-A896	A350-941	Vietnam Airlines	20 HVN301/5138
HB-VPO	EMB505	Speedwings	SPG113	20.ZE707	BAe146 C3	32(TR)sq	RRR1920
N29DE	Cirrus SF50	Deny Airlines	19	9H-ANS	Global 6000	Alliance Executive Jet	23 ALE75X
N787JS	Ce750	Executive Jet Management	EJM787	9H-MAF	Global 7500	Hyperion Aviation	HYP008
N1812C	Global 6000	Citigroup	18	D-IOHL	Ce525A	Excellent Air	21 ECA23C
OE-FDT	Ce510	GlobeAir	GAC320V/108Y	EC-NLK	B737-81M	Alba Star	TRA6116/071
OK-HAR	Ce560XL	Aero Partner	18 DFC66X/16M	HB-JRQ	CL-604	Albinati Aeronautics	22 LUC65
OO-DOB	Falcon 900LX	Flying Service	FGY71B/72B	LN-AWC	Lj45	Airwing	21 NWG40
OO-XLS	Ce560XLS+	Air Service Liège	29	M-IFFY	Ce510	Xead Aviation	22
OY-MGA	Falcon 2000LX	Air Alsie	MMD6986	OE-FCO	Ce510	GlobeAir	21 GAC604V/413W
S5-ABO	A300B4-622RF	MNG Airlines	18 BCS1446/5GU	OE-FIT	Ce510	GlobeAir	21 GAC791V/985T
SU-GEU	B787-9	Egypt Air	MSR757/8	OK-BZZ	Beech 400A	JetBeeCzech	f/v JBC749A/B
VN-A896	A350-941	Vietnam Airlines	HVN301/5138	OO-CEJ	Ce525	Air Service Liège	28
YR-URS	A319-132	Just Us Air	BLA199/200	OO-IDE	Ce525	Air Service Liège	
YU-PMK	Ce560XLS+	Air Pink		OO-PRM	Ce510	Air Service Liège	
18.9H-VID	Global 7500	VistaJet Malta	f/v VJT750	OO-VMF	Ce560XLS+	Air Service Liège	21
D-CFHZ	EMB505	DAS Private Jets	19	T7-TFC	Lj31A	Uplift Flight Management	f/v 21
D-ITOC	Raytheon 390	Exxaero	19	TC-SPA	B737-8HX	SunExpress	f/v SXS540/1
EC-NLK	B737-81M	Alba Star	TRA072/5043	TC-SPC	B737-8AS	SunExpress	f/v SXS944/5
F-HEMI	Ce525A	Valljet	VLJ870Y/M	21.A9C-BHR	G450	Government of Bahrain	22 BAH4
G-ZBJJ	B787-8	British Airways	BAW430/1	D-CAWK	Ce680A	Aerowest	
LX-GJM	Ce525C	Global Jet Luxembourg	19 SVW24JM	G-ZBJH	B787-8	British Airways	BAW430/1
LX-TWO	Lj45XR	Luxembourg Air Amb.	LRQ294D	N515TJ	Beech 400A	Blackburn Int'l	
N515TJ	Beech 400A	Blackburn Int'l	19	OE-FFB	Ce510	GlobeAir	GAC927E/389F
OE-FAT	Ce510	GlobeAir	GAC880C/668F	OE-GMG	Ce650	Tyrolean Jet Service	22 TJS91
OE-FCO	Ce510	GlobeAir	19 GAC038Q/604U	OO-ABB	A340-313E	Air Belgium	SLM3004/993
OE-FMT	EMB500	Jet 24	19	PR-ABD	B767-316ERF	LATAM Cargo	f/v LTG9831
OE-FNP	Ce510	GlobeAir	GAC038C/927D	T7-MRF	A320-232	MEA	f/v MEA199/200
OE-GXT	Ce525C	Int'l Jet Management	19 IJM188	VT-RVL	Falcon 2000	Religare Aviation	f/v 23
OK-CTP	PC-12/47E	NetFlight		YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9
OO-ABB	A340-313E	Air Belgium	SLM3004/993	22.9H-SLG	A321-231	Smartlynx (a/w)	f/v ART9773
OO-DOB	Falcon 900LX	Flying Service	FGY73B/74B	C-GLLJ	Lj75	Skyservice Business Avn	f/v SYB577
SU-GET	B787-9	Egypt Air	MSR757/8	CS-TJR	A321-251NX	TAP Air Portugal	f/v 23 TAP668/9
SX-CHG	A320-251N	Sky Express	f/v SEH7100/1	D-CBBS	EMB505	Pad Aviation	23 PVD11F
SX-GNA	A320-251N	Skt Express	SEH8250/1	D-CFHZ	EMB505	DAS Private Jets	23
UK67002	B767-33PERF	Uzbekistan Airways	UZB3579/80	D-CKVI	EMB505	DAS Private Jets	
VP-BHM	B757-222F	E-Cargo (a/w)	ERF9478/9	G-KRBN	EMB505	Saxonair	SXN30P
19.2-CAMP	Eclipse 500	Channel Jets	f/v	G-ZBJC	B787-8	British Airways	BAW430/1
2-RAYS	Eclipse 550	Evradale		M-DMPB	Lj40	Ven Air	23
4L-GEO	B747-236F	Geo Sky	GEL905/6	N36MM	Global XRS	JAGS Leasing	f/v 23
4X-ERC	B787-8	EI AI	f/v ELY337/8	N44CE	G-IV	Global Air Charters	25 GJE1021
D-CAWO	Ce560XLS+	Aerowest		OE-GLC	Ce680A	Goldeck Flug	23 GDK2



Global Air Charters provides both full service aircraft management solutions and on-demand charter flights from their Roseville (CA) office. Gulfstream G-V N516GH has been part of their fleet since December 2020. (Amsterdam-Schiphol, 4 July 2021, Robert Eikelenboom)



Just Us Air was registered as a Romanian private airline in 2017 but operations started early April 2018. Although its AOC was briefly suspended the airline was reactivated in time to lease Airbus A319 YR-URS to Blue Air. (Amsterdam - Schiphol, 3 July 2021, René Verschuur)

OK-CTP	PC-12/47E	NetFlight		OK-FTR	Ce510	CTR Group	
OO-ABB	A340-313E	Air Belgium	SLM994/3003	OK-RLV	G280	Avcon Jet	26
OO-ACC	Ce525A	Air Service Liège	23	OO-ABB	A340-313E	Air Belgium	SLM3004/993
OO-GLM	Ce680	Air Service Liège		OO-MST	Ce510	Air Service Liège	
OO-OCA	Beech 350	Air Service Liège	2x	SX-CHG	A320-251N	Sky Express	SEH7100/1
OO-VMF	Ce560XLS+	Air Service Liège		SX-TEC	A320-251N	Sky Express	SEH8250/1
SX-TEC	A320-251N	Sky Express	SEH8250/1	UK67002	B767-33PERF	Uzbekistan Airways	UZB3579/80
23.D-BSUN	Do328-310	Sun-Air	SUS9012/512	VP-BHM	B757-222F	E-Cargo (a/w)	ERF9478/9
D-CHAT	Ce525B	Eisele Flugdienst	f/v EFD3T	YU-TBA	Ce560XLS+	Swisslion	
D-IEMO	Raytheon 390	Projet	24	26.D-ABUT	B767-3Q8ER	Condor	f/v CFG9426
D-ISUN	Ce525A	Excellent Air	24 ECA25C	D-CSOS	Lj45	Jetcall	JCL1
D-ITOC	Raytheon 390	Exxaero		EC-NGX	Ce510	Heron Aviation	27 HRN125
EC-MTV	B737-8K5	AlbaStar	TRA072/5723/4/071	F-HLRX	EMB505	Luxwing	28 LWG1572/1
EC-MUB	B737-86J	Alba Star	LAV5229/30	N25ZG	CL-604	Executive Jet Mgmt	28 EJM251
EI-RZA	B737-8	Neos	f/v TRA077/6867	OO-ABB	A340-313E	Air Belgium	SLM994/3003
F-HEVL	EMB505	Evolem Aviation	EVL023	PH-AOM	A330-203	KLM (n/t)	dep KLM330
HB-JHM	A330-343E	Swiss	f/v SWR724/5	PH-BGR	B737-7K2	KLM	dep KLM9867
LX-JFY	PC-12/47E	Jetfly Aviation	JFA01C/24B	SP-LNI	ERJ195AR	LOT (Bamboo c/s&titles)	LOT265/6
LZ-MVK	B737-3H4	ALK Airlines	f/v VBB4229/30	SX-IOG	A320-251N	Sky Express	SEH1500/1
N498YY	Ce525	Skyhigh Aviation		VN-A895	A350-941	Vietnam Airlines	HVN301/5138
N1812C	Global 6000	Citigroup	24	YR-URS	A319-132	Just Us Air	BLA199/200
OE-GLR	Ce680A	Goldeck Flug	24 GDK1	27.2-CLRK	EA500	Channel Jets	f/v 29
OO-ACC	Ce525A	Air Service Liège		D-AGBI	Falcon 7X	Volkswagen	WGT9Y
YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9	D-ATOP	ERJ135BJ	Air Hamburg	AHO721B
24.9H-VCL	CL-350	VistaJet Malta	VJT418	D-CBBS	EMB505	Pad Aviation	PVD41Q/36D
9H-VFE	CL-605	VistaJet Malta	VJT569	D-CEMS	Ce525B	OBO Jet Charter	AHO134J
D-CAGA	EMB505	Pad Aviation	PVD51G/75Q	D-CGER	Ce525B	Excellent Air	28 ECA31C
D-GEWF	DA42		f/v 28	D-ICCG	Ce525A	ProAir	
D-IRKE	Ce525	German Private Jet	25 STQ666	EJ-KGRP	G550	Gain Jet Ireland	GJI55H
EC-NGC	B737-809	AlbaStar	f/v CAI1951/2	F-HJSL	Ce525B	Inair	28 IXR627J
EI-RZA	B737-8	Neos	TRA6868/1	HA-LUA	Beech 400XP	Fly-Coop	f/v FCA1UA/2UA
F-HBTV	Ce525	Aston Jet	ASJ667	LZ-MVK	B737-3H4	ALK Airlines	VBB2229/30
HB-JHM	A330-343E	Swiss	SWR724/5	N360KA	Beech 360	Textron Aviation	2x
LN-AWC	Lj45	Airwing	25 NWG14/25	N410DZ	A330-941	Delta Air Lines	f/v DAL142/047
N13JS	G650	Turnberry Associates	f/v 25	OE-FRM	Ce510	GlobeAir	GAC215X/Y
OO-MST	Ce510	Air Service Liège	f/v 25	SE-RMB	Ce525B	Svenskt Industriflyg	29
OO-SUN	Ce510	Air Service Liège		TC-SPF	B737-8K5	SunExpress	f/v SXS722/3
PH-DVK	PC-24	Silver Flight	f/v	VP-BTJ	A320-214	Aeroflot	f/v AFL2550/1
SE-RMB	Ce525B	Svenskt Industriflyg	25	28.2-RAYS	Eclipse 550	Evradale	
25.4X-EDD	B787-9	EI AI	ELY337/8	9H-VJM	Global 6000	VistaJet Malta	VJT850
B-HSK	A320-232	Cathay Dragon	f/v 26	D-ABUT	B767-3Q8ER	Condor	CFG9427
B-LXN	A350-1041	Cathay Pacific	f/v 26 CPA271/0	D-CBBS	EMB505	Pad Aviation	PVD36D/85D
CS-REU	Global 6000	Exec. Jet Mgmt Europe	f/v JME515U	D-CTOR	EMB505	Pad Aviation	PVD48C/12T
D-AINY	A320-271N	Lufthansa	f/v DLH988/9	D-ICBA	Ce525A	ProAir	
D-BFIL	EMB545	Air Hamburg	AHO166E/005M	G-ZBJC	B787-8	British Airways	BAW430/1
D-CAWO	Ce560XLS+	Aerowest		HA-JEP	Ce650	Jet Stream	JSH301/0
D-CHLR	EMB505	Atlas Air Service	ATL9K	LX-JFE	PC-12/47E	Jetfly Aviation	JFA18W/67M
D-ISTP	EMB500	ProAir		M-OBIL	Ce525C	Ulla Popken Fashion	
D-ITAN	Ce525	Transavia Flug		N66D	Ce510	Heiko Gerhard Sauer	
EI-RZA	B737-8	Neos	TRA6862/076	OE-FNP	Ce510	GlobeAir	29 GAC378B/864J
F-HPIL	PC-12/47NGX	Getonejet	f/v	OE-GLS	Ce650	Tyrolean Jet Service	TJS56
G-ZBJC	B787-8	British Airways	BAW430/1	OH-SSS	PC-12/47E	Fly & Exec. Avn.	FSF804A
M-OBIL	Ce525C	Ulla Popken Fashion		OM-FEX	B737-8Q8	Air Explore (a/w)	CAI1221/1320
N77UF	Global XRS	Fertitta Entertainment		OO-ABB	A340-313E	Air Belgium	SLM3004/993
OE-FHK	Ce510	GlobeAir	GAC333G/243G	OO-CEJ	Ce525	Air Service Liège	

OO-AMR	Ce525A	Air Service Liège	
SP-AGA	PC-24	Aircraft Mgmt & Cons.	29 AMQ7A
YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9
YU-PMK	Ce560XLS+	Air Pink	29
29.9H-JLK	Falcon 7X	TAG Aviation Malta	30
EC-NLK	B737-81M	Alba Star	TRA076/5809
F-GSLZ	Falcon 100	Harmony Jets	HMJ208
G-ZBJH	B787-8	British Airways	BAW430/1
OM-FEX	B737-8Q8	Air Explore (a/w)	CAI1321/1420
OO-ABB	A340-313E	Air Belgium	SLM994/3003
OO-MST	Ce510	Air Service Liège	30
SE-RMB	Ce525B	Svenskt Industriflyg	30
XA-IOG	A320-251N	Sky Express	SEH8250/1
YL-FEM	G600		f/v 30
30.9H-SLJ	A320-214	Smartl. (a/w) f/v 31	LYX9841/TF195
D-CAGA	EMB505	Pad Aviation	PVD79F/48K
D-IFHD	Ce525	Eisele Flugdienst	EFD2D
EC-LZS	Ce510	Clipper National Air	ORO1009/10
EC-NLK	B737-81M	Alba Star	TRA5810/075/LAV5229/30
EC-NLM	CRJ200ER	Air Nostrum	f/v 31 ANE5312/3
EI-RZA	B737-8	Neos	31 TRA072/6115
F-HLRS	EMB505	Luxwing	31 LWG1563/71
G-MRFX	EMB550	Flexjet	FLJ52R
HB-JLC	Global 6000	Nomad Aviation	f/v 31
LN-AWB	Lj45	Airwing	arr NWG20
LX-AND	PC-24	Flying Group Lux 31	FYL43ND/82ND
LZ-MVK	B737-3H4	ALK Airlines	VBB4229/30
N838SC	Global Express	Whitewind	31
OE-FOE	Ce510	GlobeAir	31 GAC733B/307N
OE-HPG	CL-300	SPARFELL Luftfahrt	31 LDX7C
OE-ITA	ERJ135BJ	Avcon Jet	f/v AOJ91A
OK-PTT	PC-12/47E	Air Bohemia	31
OK-TSS	B737-8Q8	Smartwings	31 TVS435P/4358
OM-FEX	B737-8Q8	Air Explore (a/w)	CAI1421/1520
OO-LOE	B787-8	TUI Belgium	JAF930F/9300
PT-MUB	B777-32WER	LATAM	f/v 31 TAM9554/5
SE-RKL	G550	EFS	EUW5297
TC-GLB	Global 6000		f/v arr
YL-LDA	A321-211	Smartlynx (a/w)	RAM1668/9
YR-URS	A319-132	Just Us Air	BLA199/200
31.9H-ILV	CL-850	VistaJet Malta	arr VJT624
9H-JLK	Falcon 7X	TAG Aviation Malta	arr
9H-SLJ	A320-214	Smartlynx (a/w)	arr TFL196
D-ITAN	Ce525	Transavia Flug	
EC-MLV	Ce680	Gestair	GES541V
EI-RZA	B737-8	Neos	TRA6616/9
HA-JEV	Ce650	Jetstream Air	arr JSH656A
HB-JHN	A330-343E	Swiss	SWR724/5
I-TOPH	BAe125-850XP	Topjet	TJD850
M-IFFY	Ce510	Xead Aviation	arr
OE-HPG	CL-300	SPARFELL Luftfahrt	arr LDX7C
OM-FEX	B737-8Q8	Air Explore (a/w)	CAI1521/1620
OO-KOR	Ce525A	Abelag Aviation	AAB486
OO-MST	Ce510	Air Service Liège	
OO-NEY	EMB545	Air Service Liège	
OO-VMF	Ce560XLS+	Air Service Liège	arr

SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7
SE-RKL	G550	EFS	arr EUW5297

The first of two SmartLynx aircraft for lease to TUI Netherlands arrived on the 1st. The second aircraft arrived on the 2nd. On the 26th a former KLM Airbus was ferried to Woensdrecht for storage and a KLM Boeing 737 was ferried to Norwich for painting all white.

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

Rotterdam - The Hague

July 2021			
01. CS-CHG	CL-350	NetJets Europe	NJE488G/2BX
CS-DQA	Ce560XLS	NetJets Europe	06 NJE287N/689Q
D-CEIS	Ce680	E-Aviation	2x EFD6S
D-IPCG	Ce425	PGS Holding	
D-ISLT	Ce525A	Sylt Air	dep AWU901K
F-HATV	C-680A	Astonjet	ASJ127
HA-JEO	Ce650	Jet Stream	dep JSH651
HA-SCS	Ce650	Jet Stream	JSH670/1
HB-LNX	PA-31T2	Transwing	
LX-SAB	Falcon 900DX	Global Jet Luxemb.	02 SVW56AB
LX-YES	Beech 250	Luxaviation	LXA2F
N3117J	PA-46-350P		
OE-FIT	Ce510	GlobeAir	GAC952V/841W
OO-CEO	R44	Telesco	
OO-MMT	Ce560XLS	Air Service Liège	dep
OO-RKS	Ce510	Air Service Liège	03 2x
PH-CJM	Ce680	Air Service Liège	
PH-YIS	H135	KNSF Flight Services	dep
02. 9H-TGR	Ce525B	Hyperion Aviation	03 HYP032
9H-VJE	BD6000	Vistajet Malta	VJT741
CS-PHE	EMB505	NetJets Europe	NJE243C/4EB
D-CAA	Ce560XLS+	DC Aviation	DCS701
D-IANA	Beech B200	Euro Link	04 EUL2K
D-IRKE	Ce525	Star Wings Dortmund	STQ666
M-CLAB	CL-300	Shamrock Trading	12
N61AJ	Ce421C	Coco Air	22
OE-GKW	G100	Tyrol Air Ambulance	TYW758/7
OO-DOB	Falcon 900LX	Flying Group	FYG62B/3B
SE-DJK	Falcon 7X	Svenskt Industriflyg	JET1
03. V-11	G-IV	334sq	04 NAF13
CS-PHQ	EMB505	NetJets Europe	NJE3LV/986G
D-IKCG	Ce525A	ProAir Aviation	
D-IPCG	Ce425	PGS Holding	
D-IRKE	Ce525	Star Wings Dortmund	STQ666
F-HANE	P180	Oyonnair	
LX-AND	PC-24	Flying Group Luxemb.	dep FYL43ND
N311EE	EMB505	Embraer Executive Aircraft	2x
OO-ACC	Ce525A	Air Service Liège	04
P4-BFL	G450	Best Fly	BFY635R/P
UP-CS302	Ce525B	KazAirJet	KEJ6495/6
04. D-CAWK	Ce680A	Aerowest	
F-HXPG	P180	Oyonnair	
HA-JEP	Ce650	Jet Stream	JSH653/2



A320 ES-SAQ has been part of the SmartLynx Estonia fleet since March 2017 when it was transferred from the parent company. This is the third long term lease for this Airbus with one of the TUI companies. (Rotterdam - The Hague, 13 July 2021, André Wadman)



This Sikorsky S-76C M-AKAR has been operated by Starspeed since October 2010. Starspeed is well known for operating charters with and managing corporate and VIP helicopters. Since 2017 it is part of the Luxaviation group. (Rotterdam - The Hague, 8 July 2021, Kees Harteveld)

N3117J	PA-46-350P			EI-HBB	CRJ1000	Hibernian Airl. (a/w)	HBN1564/1260
OE-FPP	Ce510	GlobeAir	05 GAC841Y/380Z	OE-FRJ	Ce525	Pink Sparrow	SOW6
OO-ACC	Ce525A	Air Service Liège	05	11. CS-PHL	EMB505	NetJets Europe	NJE7RF/417Y
PH-DTS	DA42	Twinstar Beheer		D-CAPB	Ce560 Encore+	Aerowest	
05. 9H-MIR	CL-604	Hi Fly Malta	07 HFM001/2	PH-CTH	Falcon 2000LX	Flying Group	14 FYG33V/4V
D-CAGA	EMB505	PAD Aviation Service	PVD81W/24W	PH-SFF	PC-12/47E	Silver Flight	
D-CAWK	Ce680A	D-CAWK		12. CS-PHM	EMB505	NetJets Europe	NJE031T/8LD
EI-HBA	CRJ1000	Hibernian Airl. (a/w)	HBN1211/1512	D-CQAB	Lj45	Quick Air	QAJ2
OO-CEJ	Ce525	Air Service Liège		F-HJOF	R44	Heli & Co	
OO-GSP	Ce680	Air Service Liège	06	N3117J	PA-46-350P		
TC-KNK	Falcon 2000S	Super Air		N61MN	EMB550	Priester Aviation	
YU-MTU	Ce525	Infinity Aviation		OE-FRJ	Ce525	Pink Sparrow	SOW6
06. CS-CHG	CL-350	NetJets Europe	07 NJE2BX/810Y	OO-CEJ	Ce525	Air Service Liège	14
D-CDOC	Lj45	Jetcall	JCL2	OO-PRM	Ce510	Air Service Liège	
D-IJOA	Ce525A	Excellent Air	ECA28C	PH-CJM	Ce680	ASL	14
OO-PRM	Ce510	Air Service Liège	09	PH-DEZ	Ce501	F.G. Hilgeman	
TC-KNK	Falcon 2000S	Super Air		PH-WTG	EC135P2+	HeliCentre	2x
TC-RSE	Lj45XR	Redstar Aviation	RHH413/4	13. 9H-TGR	Ce525B	Hyperion Aviation	HYP032
VT-RVL	Falcon 2000	Religare Aviation	10	ES-SAM	A320-232	SmartLynx Estonia	TFL258/5
YU-BRZ	Lj31A	Government of Serbia		ES-SAQ	A320-214	SmartLynx Estonia	TFL256/7
07. 9H-CAP	P180	Av8jet Charter	dep	F-HJOF	R44	Heli & Co	
CS-GLH	Global 6000	NetJets Europe	NJE170P/101P	G-LEAX	Ce560XLS	Luxaviation UK	14 LNX56AX
CS-PHL	EMB505	NetJets Europe	NJE454A/764G	OE-GRM	Ce560XLS+	Pink Sparrow	SOW7
CS-PHM	EMB505	NetJets Europe	NJE185Y/577W	OE-HED	G200	Avcon Jet	AOJ73D
D-Iawe	Ce425	Aerowest		OO-IDE	Ce525	Air Service Liège	dep
D-IRKE	Ce525	Star Wings Dortmund	STQ666	OO-IDE	Ce525	Air Service Liège	15
G-MAKN	PC-12/47E	Ravenair Aircraft		14. CS-DXR	Ce560XLS	NetJets Europe	15 NJE748B/006Q
M-AKAR	S-76C++	Starspeed	08	CS-LTI	Ce680A	NetJets Europe	15 NJE6XK
N405QS	G450	NetJets	08	CS-PHA	EMB505	NetJets Europe	NJE860N/8AQ
OH-GOD	PC-12/47E	Fly7 Finland	FSF322Y	D-CAPB	Ce560 Encore+	Aerowest	
PH-LAU	Falcon 900EX	Exxaero	10 XRO367	D-GVCC	DA42	Rent-A-Plane	*
PH-SFF	PC-12/47E	Silver Flight		D-ILAP	EMB500	Liebherr Geschäftsreise	LHB4
PH-VDH	DA62	van der Helm Logistics	del 08	F-HGPE	EMB505	Pan Européenne A/S	PEA302
SE-DDY	Ce550	Wingefors	08	OE-FOE	Ce510	GlobeAir	GAC807E/796F
08. CS-PHD	EMB505	NetJets Europe	NJE287R/3NX	OE-FRJ	Ce525	Pink Sparrow	SOW6
D-IGWT	Ce525A	Sylt Air	09 AWU708G/9G	OE-FZC	Ce510	GlobeAir	GAC654X/543Y
LN-LFS	DA42	CAE Oslo	*	OK-ALT	PA-46-500TP	Aeromec	
N8326Y	PA-30-160	Transal Aero Services		OO-CCJ	Ce525	Air Service Liège	19
N900FH	TBM-900	HTG Trading		OO-CEJ	Ce525	Air Service Liège	20
OE-FIX	Ce525	Aeroways	09	OO-JEF	B737-8K5	TUI Belgium	TRA072/5377
OE-FRS	Ce525A	Pink Sparrow	SOW3	15. CS-PHQ	EMB505	NetJets Europe	16 NJE757K/356N
OO-CCJ	Ce525	Air Service Liège	12	D-GVCC	DA42	Rent-A-Plane	2x *
OO-MMT	Ce560XLS	Air Service Liège	09	D-IRKE	Ce525	Star Wings Dortmund	STQ666
SE-RLP	Ce525B	Royalair		LN-LFS	DA42	CAE Oslo	2x *
09. 9H-CAP	P180	Av8jet Charter	arr	N928NJ	G550	Peoples Choice Consulting	f/v 17
LN-LFS	DA42	CAE Oslo	2x *	OE-FOG	Ce510	GlobeAir	GAC543Z/106U
M-TFFS	Falcon 900LX	ExecuJet Middle East		OE-FRJ	Ce525	Pink Sparrow	SOW6
OE-FRJ	Ce525	Pink Sparrow	SOW6	OE-GRM	Ce560XLS+	Pink Sparrow	SOW7
PH-CTH	Falcon 2000LX	Flying Group	FYG24V/32V	OO-IDE	Ce525	Air Service Liège	16
PH-DOC	H135	ANWB - MAA	dep	OO-JAQ	B737-8K5	TUI Belgium	TFL246/5
PH-MAA	EC135T2+	ANWB - MAA	tdy 19	OO-VMF	Ce560XLS+	Air Service Liège	
PH-RIS	EC130B4	KNSF Flight Services		PH-KFB	DA42NG	KLM Flight Academy	*KLM7934
10. D-CQAB	Lj45	Quick Air	QAJ2	SE-RVZ	Ce525 (M2)	European Flight Service	EJW2519
D-IAWG	Ce425	Aerowest		16. CS-LTI	Ce680A	NetJets Europe	17 NJE6XK/055H

D-AJET	ERJ135BJ	Air Hamburg	17 AHO824C	N134EC	P180	Fly Invest	23
D-CNAG	SA227DC	Bonair	20 BID78B/11B	N556CH	G650ER	Hillcour Holding	arr
D-GEWF	DA42	We-Fly	18	N61AJ	Ce421C	Coco Air	29
D-GVCC	DA42	Rent-A-Plane	3x *	OE-FRJ	Ce525	Pink Sparrow	SOW6
D-IPPY	P180	AirGo	28 XGO4MN/4	OY-NPF	SA227DC	North Flying	NFA114P/114
N900FH	TBM-900	HTG Trading		OY-VAY	CL-605	ExecuJet Scandinavia	VMP689
OE-FRJ	Ce525	Pink Sparrow	SOW6	PH-DEZ	Ce501	F.G. Hilgeman	
17.05-0730	C-40C	73rd AS	19 SPAR16	PH-SVY	PA-31T	Slagboom en Peeters	23
D-CAPB	Ce560 Encore+	Aerowest		PH-TDX	DA42NG	Vliegclub Schiphol	
D-ISLT	Ce525A	Sylt Air	AWU917K	PH-TDX	DA42NG	Vliegclub Schiphol	
OE-FPP	Ce510	GlobeAir	GAC640T/539U	PH-TFT	B737-8	TUI Netherlands	f/v TFL246/5
OE-FRJ	Ce525	Pink Sparrow	SOW6	23.2-HELO	A109C		
18.CS-PHG	EMB505	NetJets Europe	NJE440H/703D	G-FHFX	EMB550	Flexjet Ops	FLJ61H
D-ICBA	Ce525A	ProAir Aviation	19	G-OXFD	PA-34-220T	CAE Oxford	*
D-ISLT	Ce525A	Sylt Air	AWU918K	OE-FBD	Ce510	GlobeAir	24 GAC278H/368N
F-HPGA	Beech 350i	Emil Frey (Motors) France		OE-FRS	Ce525A	Pink Sparrow	SOW3
OE-FRJ	Ce525	Pink Sparrow	SOW6	OE-GSE	Lj60XR	Avcon Jet	AOJ51S
PH-MAV	P68C	Miramap Aerial Surveys		OO-ACC	Ce525A	Air Service Liège	27
PH-TTR	H135	ANWB – MAA	Lifeline1	PH-YIS	H135	KNSF Flight Services	
TC-AEH	G150	TAHE Air Taxi Services	19	SP-ESD	B737-8AS	Enter Air	ENT535/535P
TC-TJY	B737-8AS	Corendon Airlines	f/v CAI5693/3072	24.CS-PHQ	EMB505	NetJets Europe	NJE265M/592N
19.9A-JET	Ce525A	Air Pannonia		D-AFAM	Global Express	FAI Rent-a-Jet	IFA6246
CS-DVZ	Ce550	Taespejo Portugal	TES113/4	D-CGGG	Lj31A	Jetcall	25 JCL3
D-CEIS	Ce680	E-Aviation	EFD6S	OE-FRJ	Ce525	Pink Sparrow	SOW6
D-CXLS	Ce560XLS+	Air Hamburg	AHO385G	OE-GCZ	Ce525C	Avcon Jet	AOJ45C
D-IRKE	Ce525	Star Wings Dortmund	STQ666	OO-JEF	B737-8K5	TUI Belgium	TFL260/59
ES-SAM	A320-232	SmartLynx Estonia	TFL250/49	TC-RSD	Lj45XR	Redstar Aviation	RHH061/2
F-HPGA	Beech 350i	Emil Frey (Motors) France		25.CS-DLG	Falcon 2000	NetJets Europe	26 NJE848Q/552Q
OE-FRJ	Ce525	Pink Sparrow	SOW6	D-CAPB	Ce560 Encore+	Aerowest	
OO-CCJ	Ce525	Air Service Liège	22	D-IAWG	Ce425	Aerowest	
PH-LLN	H135	ANWB – MAA	arr	D-ITAN	Ce525	E-Aviation	
S5-CES	Ce525B	United Eagle		OE-FOE	Ce510	GlobeAir	GAC161S/050T
20.D-CFHZ	EMB505	DAS Privat Jets		OE-FPP	Ce510	GlobeAir	GAC515V/404W
ES-SAM	A320-232	SmartLynx Estonia	TFL258/7	OE-FRJ	Ce525	Pink Sparrow	SOW6
F-HBIR	Ce510	Le Club		OE-GFC	IAI1125SPX	Tyrol Air Ambulance	TYW682/6
OE-FRJ	Ce525	Pink Sparrow	SOW6	OE-GRM	Ce560XLS+	Pink Sparrow	SOW7
OO-ACO	Ce510	Air Service Liège	26	OO-MST	Ce510	Air Service Liège	27
OO-IDE	Ce525	Air Service Liège	arr	OO-SUN	Ce510	Air Service Liège	arr
OO-PRM	Ce510	Air Service Liège	22	26.9H-VCN	CL-350	Vistajet Malta	VJT437
PH-DEZ	Ce501	F.G. Hilgeman		CS-CHC	CL-350	NetJets Europe	27 NJE214Y/7UH
21.2-BTTB	B737-85R	BBAM (Samoa c/s)	22	ES-SAM	A320-232	SmartLynx Estonia	TFL250/49
CS-DTR	Falcon 2000	Masterjet	LMJ398R	G-OXFA	PA-34-220T	CAE Oxford	*
CS-DXS	Ce560XLS	NetJets Europe	NJE113U/028R	OE-FRJ	Ce525	Pink Sparrow	SOW6
D-CEIS	Ce680	E-Aviation	EFD6S	PH-CJM	Ce680	ASL	27
D-CONE	Lj35A	Air Alliance Express	AYY105	27.CS-DLH	Falcon 2000	NetJets Europe	28 NJE3ND
HB-JSB	Falcon 2000	TAG Aviation		CS-LAU	Ce680A	NetJets Europe	28 NJE611N/849C
OE-FFB	Ce510	GlobeAir	GAC389F/278G	ES-SAM	A320-232	SmartLynx Estonia	TFL093P/257
OE-FRJ	Ce525	Pink Sparrow	SOW6	ES-SAQ	A320-214	SmartLynx Estonia	TFL258/5
OO-ACC	Ce525A	Air Service Liège	22	HA-JEV	Ce650	Jet Stream	JSH701/2
PH-KFB	DA42NG	KLM Flight Academy	*KLM7913	OE-FSP	Ce525A	Pink Sparrow	SOW4
SP-ESD	B737-8AS	Enter Air	ENT534P/534	YL-LCT	A320-214	SmartLynx (a/w)	TFL256/093P
TC-MKA	Ce550 Bravo	Bonair		28.9A-BTJ	A319-112	MyWings	TDR1020/9000
22.9A-JET	Ce525A	Air Pannonia	23	9H-ILY	CL-850	Vistajet Malta	29 VJT630
CS-GLY	Global 5000	NetJets Europe	23 NJE008N/2BM	CS-PHN	EMB505	NetJets Europe	NJE2TN/859M
G-FHFX	EMB550	Flexjet	23 FLJ61H	D-AHOI	ERJ135BJ	Air Hamburg	29 AHO824C/790D



A320 ES-SAM has been part of the SmartLynx Estonia fleet since April 2015. Its tail colours and titles were changed in 2017. This Airbus is currently on lease to TUI Netherlands. (Rotterdam - The Hague, 13 July 2021, André Wadman)



C-GPPU is the final newly built passenger DHC-8-400 that rolled off the De Havilland Aircraft of Canada Toronto Downsview production line. Once re-registered in Tanzania the aircraft is set to become 5H-TCK. (Rotterdam - The Hague, 29 July 2021, Maarten Visser Sr)

F-HATV	C-680A	Astonjet	ASJ128	D-IFLN	BN-2B-20	FLN	*
G-OXFF	PA-34-220T	CAE Oxford	*	N6758Y	Cirrus SF50	Columbia Asset Trust	06
OE-FSP	Ce525A	Pink Sparrow	SOW4	PH-DIX	PC-12/45	Din-Air	
29.C-GPPU	DHC-8-402	De Havilland		PH-SAE	PA-44-180	AIS Flight Academy	*
D-CFTG	Lj35A	Quick Air	QAJ6	06.CS-DXJ	Ce560XLS	NetJets Europe	
D-CUGF	Ce525B	Atlas Air Service	ATL4U	CS-GLG	Global 6000	NetJets Europe	NJE984F/963A
F-HMED	BAe125-1000B	Airlec Air Espace	ARL915	D-AWSI	ERJ190LR	German Airways	08 GER5252/5453
G-OXFD	PA-34-220T	CAE Oxford	*	D-CEIS	Ce680	E-Aviation	EFD656
OE-FFB	Ce510	GlobeAir	GAC404X/230Q	G-NOCM	Ce525A	Air Charter Scotland	EDC891
OE-FRJ	Ce525	Pink Sparrow	SOW6	PH-DTS	DA42	Twinstar Beheer	
OE-GLC	Ce680A	Goldeck-Flug	GDK2	07.Q-19	AH-64D	301sq	Apache33
30.9A-BTJ	A319-112	MyWings	TDR9000/1021	F-HLFE	Ce525B	Winfarm	08
D-ICBA	Ce525A	ProAir Aviation		N525RP	Ce525	Dajets	2x *
F-HLRZ	EMB500	Luxwing	31 LWG1061/71	OK-CTP	PC-12/47E	OK Aviation Group	
N838SC	Global Express	The Whitewind		OY-GBF	P2006T	GreyBird Pilot Academy	GAG236M
OE-FRJ	Ce525	Pink Sparrow	SOW6	PH-JCV	PC-12/47NGX	NextGen Aviation	
OE-FZB	Ce510	GlobeAir	GAC050U/545A	08.9H-TJE	B737-85R	Corendon Airl. Europe	CX1152
OO-AMR	Ce525A	Air Service Liège		CS-LTD	Ce680A	NetJets Europe	NJE128T
OY-JBS	PA-46-500TP			D-AWSI	ERJ190LR	German Airways	09 GER5454/5571
P4-ZZZ	EMB505		01	G-NOCM	Ce525A	Air Charter Scotland	EDC891
PH-SFF	PC-12/47E	Silver Flight	31	HB-JWB	CL650	Swiss Air Ambulance	SAZ62
31.D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168	OY-GBF	P2006T	GreyBird Pilot Academy	GAG236M
F-HGET	PC-12/47E	Getonejet		PH-DTS	DA42	Twinstar Beheer	
F-HLRZ	EMB500	Luxwing	arr LWG1072	PH-RLA	Saab 91D	Stichting Levende Oude Luchtvaart	*
PH-TFU	B737-8	TUI Netherlands	TFL260/59	PH-TWN	P2006T	Zelf Vliegen	
				SE-RLP	Ce525B	Royalair	09
				09.D-AWSI	ERJ190LR	German Airways	10 GER5571/5651
				D-CGBR	Lj55	Jet Executive International	10 JEI141
				HB-FOW	PC-12/45	Future Wings	
				OY-JME	P2006T	GreyBird Pilot Academy	GAG236Z
				OY-SWO	Falcon 2000S	Blackbird Air Charter	BBB11P
				PH-SAE	PA-44-180	AIS Flight Academy	*
				SE-RLP	Ce525B	Royalair	10
				10.CS-PHK	EMB505	NetJets Europe	NJE736L/179C
				D-AWSI	ERJ190LR	German Airways	11 GER5652/5741
				HB-JSS	Falcon 7X	Cat Aviation	CAZ601/602
				PH-TWN	P2006T	Zelf Vliegen	
				11.9H-CXB	B737-85R	Corendon Airl. Europe	CX1172
				CS-DXN	Ce560XLS	NetJets Europe	12 NJE564G/336L
				D-AWSI	ERJ190LR	German Airways	12 GER5742/5153
				D-CDAS	EMB505	DAS Private Jets	12
				SE-GHB	Mu-2B-20	SAAB	12 Target52
				12.D-AWSI	ERJ190LR	German Airways	13 GER5154/5251
				N12EB	Cirrus SF50	Ligamination Jet	14
				PH-DTS	DA42	Twinstar Beheer	*
				13.D-AWSI	ERJ190LR	German Airways	14 GER5252/5341
				PH-DTS	DA42	Twinstar Beheer	
				PH-HOW	H145	RAV Fryslân - MAA	Medic01
				PH-SFF	PC-12/47E	Silver Flight	14
				14.CS-DXK	Ce560XLS	NetJets Europe	NJE5NH/190A
				D-AWSI	ERJ190LR	German Airways	15 GER5342/5453
				N60GM	Ce421C	Intl. Air Sercives Inc.	
				OO-JAQ	B737-8K5	TUifly Belgium	
				15.9H-TJE	B737-85R	Corendon Airl. Europe	CX1152
				CS-PHI	EMB505	NetJets Europe	NJE8GX
				D-AWSI	ERJ190LR	German Airways	16 GER5454/5571
				M-JPEB	Lj75	ADD	2x

Hibernian Airlines operated a football charter on the 5th. Feyenoord returned from their training on the 10th. A new resident DA62 arrived on the 7th. TUI Netherlands has leased two SmartLynx aircraft. Both visited the airport for the first time on the 13th. Enter Air operated a football charter on the 21st. The charter flight returned from Pristina on the 23rd. The SmartLynx Airbus on the 27th has been taken out of storage for lease to TUI Netherlands. The dash-8 on delivery on the 29th was in Air Tanzania colours.

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

Groningen - Eelde

July 2021			
01.9H-CXB	B737-85R	Corendon Airl. Europe	CX1152
D-AWSI	ERJ190LR	German Airways	dep GER5453
D-AWSI	ERJ190LR	German Airways	02 GER5454/5571
PH-DTS	DA42	Twinstar Beheer	
02.D-AERO	ERJ135BJ	Air Hamburg	03 AHO696V/534A
D-AWSI	ERJ190LR	German Airways	03 GER5571/5651
PH-DIX	PC-12/45	Din-Air	
PH-DTS	DA42	Twinstar Beheer	
PH-SAE	PA-44-180	AIS Flight Academy	
03.D-AWSI	ERJ190LR	German Airways	04 GER5651/5741
PH-DTS	DA42	Twinstar Beheer	
04.D-AWSI	ERJ190LR	German Airways	05 GER5741/5143
OK-RLV	G280	Avcon Jet	
PH-DTS	DA42	Twinstar Beheer	
05.D-AWSI	ERJ190LR	German Airways	06 GER5154/5251
D-CEIS	Ce680	E-Aviation	

SE-GHB	Mu-2B-20	SAAB	16 Ivan/Target52	PH-KIO	P2006T	Kavel 10 Aerial Survey	dep
16. CS-DXM	Ce560XLS	NetJets Europe	NJE8GX	04. N22SY	PA-46-350P	Sijben Wooncenter	
D-AWSI	ERJ190LR	German Airways	GER5572	05. S-447	AS532U2	300sq	
D-IRKE	Ce525	StarWings Dortmund	STQ666	N37RT	PA-46-350P	Plane Fun	
PH-TAK	DA42	Happy Landings		OH-JFB	PC-12/47E	Fly 7 Finland	
17. PH-DTS	DA42	Twinstar Beheer		OO-SPA	Ce208B	Skydive Spa	09
TC-RSA	CL605	Redstar Aviation	18 RHH050/051	PH-FSD	Ce208	Fallschirmsport Damme	07
18. 9H-TJE	B737-85R	Corendon Airl. Europe	CX1172	PH-RBC	EC120B	HeliAir	
PH-DTS	DA42	Twinstar Beheer	2x	06. N22SY	PA-46-350P	Sijben Wooncenter	
19. N2E	G650ER	Snap		07. D-FIBE	PC-6/B2-H4	KIAS Airlines	08
N59752	PA-31-325C/R	Visionaire Enterprises		N22SY	PA-46-350P	Sijben Wooncenter	
OE-FWF	Ce510	GlobeAir	GAC802C/802D	PH-ECE	EC120B	Heli Holland Holding	
OE-XYK	R44	Heli & Co	20	PH-TWN	P2006T	Zelf Vliegen	
OK-KIN	Ce525B	Aeropartner	DFC14S	PH-UWL	Ce421C	Zurenborgh Beheer	19
21. YL-SEN	PA-34-220T			08. D-GETT	PA-34-200T		
22. S-419	AS532U2	300sq	Wildcat04	PH-HCD	Cabri G2	HeliCentre	
9H-CXB	B737-85R	Corendon Airl. Europe	CX1152	09. N37RT	PA-46-350P	Plane Fun	arr
F-HGPG	Ce525	Valljet	VLJ392V	PH-HCD	Cabri G2	HeliCentre	
PH-RWY	Bo105DBS4	Heli Invest	*	10. LX-JFY	PC-12/47NGX	Jetfly Aviation	
23. PH-DTS	DA42	Twinstar Beheer	3x *	PH-AVVW	R44	A. F. C. van Westerop	
PH-SAE	PA-44-180	AIS Flight Academy	*	12. F-HNMB	PA-46-500TP	Speedfly 2	13
YL-SEN	PA-34-220T		24	17. CS-PHJ	EMB505	NetJets Europe	18
24. D-HSAN	EC135P2	ADAC	Christoph24	CS-PHO	EMB505	NetJets Europe	
D-IEMO	Raytheon 390	Privateways	27	N939PA	PA-46R-350T	Schuybroek Aviation	18
G-TULI	EMB550	Centreline	CLF199	PH-DTX	Yak-52	Dutch Thunder Yaks	18
PH-TWN	P2006T	Zelf Vliegen	*	PH-DTY	Yak-52	Dutch Thunder Yaks	18
25. 9H-TJB	B737-8FH	Corendon Airl. Europe	CX1172	PH-MAS	P68C-TC	Miramap Aerial Surveys	18
D-IAWG	Ce425	Aerowest	2x	18. N939PA	PA-46R-350T	Schuybroek Aviation	
OO-SUN	Ce510	Air Service Liège	2x	PH-FVD	R44	Rotarywings	
SE-RMB	Ce525B	Royalair		19. D-FIPS	PC-6/B2-H4	KIAS Airlines	20
26. OE-FHA	Ce510	GlobeAir	GAC555E/333H	OO-SPA	Ce208B	Skydive Spa	
PH-DTS	DA42	Twinstar Beheer	*	PH-JBR	Ce208B	Paracentrum Texel	28
SE-RMB	Ce525B	Royalair		PH-KIO	P2006T	Kavel 10 Aerial Survey	
27. D-CARO	Ce680+	Aerowest		20. Q-23	AH-64DN	301sq	
PH-HOW	H145	RAV Fryslân – MAA	Medic01	F-GVPH	R44	Heli & Co	
PH-SAE	PA-44-180	AIS Flight Academy	*	PH-KIO	P2006T	Kavel 10 Aerial Survey	21
SP-VIS	Cirrus SF50		02		R44	Heli & Co	arr
TC-FBO	A320-214	Freebird Airlines	FHY729/730	21. D-HNAS	LX-FLH	Jetfly Aviation	
28. OO-JEF	B737-8K5	TUIfly Belgium	TFL8WY	OE-XYK	R44	Heli & Co	dep
PH-DTS	DA42	Twinstar Beheer		PH-ATT	H269C	Heli Holland Holding	
PH-SFF	PC-12/47E	Silver Flight	29	22. F-HJOF	R44	Heli & Co	
29. N-164	NH90-NFH	860sq	*Guardian27	23. PH-TTR	H135	ANWB – MAA	
9H-TJE	B737-85R	Corendon Airl. Europe	CX1152	24. N939PA	PA-46R-350T	Schuybroek Aviation	25
PH-PDK	EC120B	HeliFlight		PH-AVVW	R44	A. F. C. van Westerop	
				PH-KIO	P2006T	Kavel 10 Aerial Survey	28
				27. OO-SEX	Ce208B	Skydive Spa	30
				28. PH-JMP	Ce208B	Skydive Teuge	30
				PH-SFF	PC-12/47E	Silver Flight	
				30. N-164	NH90-NFH	860sq	
				Q-24	AH-64DN	301sq	
				PH-HCH	EC120B	HeliCentre	
				PH-HGB	R44	HeliAir	
				PH-RWY	Bo105DBS4	Rotor and Wings	
				31. OK-BBA	Beech C90GTi	RCraft	arr
				PH-HGB	R44	HeliAir	

German Airways ended its operation for virtual airline Green Airlines in the middle of this month resulting in the ferry of its Embraer to Cologne on the 16th.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

July 2021			
02. OE-FDV	SC-7	Pink Aviation Services	dep
OO-GLN	R66	G-Force Group	
OO-ROB	RC690B	A.B.K.	arr
03. N22SY	PA-46-350P	Sijben Wooncenter	
PH-FVD	R44	Rotor & Wings	09

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



Malaysia Airlines took delivery of this freighter in November 2011. A330 9M-MUB operated a charter from Al Maktoum International Airport to Kuala Lumpur. (Maastricht - Aachen, 31 July 2021, Guido Wolfs)



Manolito Jaarsma was able to photograph 38th AS C-130J-30 07-8608 on 12 July 2021 while operating a mission from Eindhoven.

Eindhoven

				July 2021
02.FB24	F-16BM	10w/OCU (spec mks)		*BAF501
05.ST47	SF260D	CC Air		*BAF150
01	C-17A	HAW		Bartok73
J-021	F-16AM	312sq		*Judge1
<u>J-144</u>	F-16AM	322sq (323sq mks)		*Polly04
<u>J-509</u>	F-16AM	322sq (322sq mks)		*Polly03
J-512	F-16AM	312sq		*Metal1
<u>J-628</u>	F-16AM	322sq (323sq mks)		*Polly02
<u>J-871</u>	F-16AM	322sq (spec mks)		*Polly01
<u>S-447</u>	AS532U2	300sq		*Wildcat65
06.Q-14	AH-64DN	301sq	07 Apache14/13	
Q-16	AH-64DN	301sq	07 Apache13/14	
08.D-662	CH-47D	298sq	*Grizzly21-form	
<u>D-667</u>	CH-47D	298sq	*Grizzly21-form	
Q-14	AH-64DN	301sq	Apache11-form	
Q-16	AH-64DN	301sq	Apache11-form	
Q-19	AH-64DN	301sq	Apache11-form	
Q-29	AH-64DN	301sq	Apache11-form	
PH-CGN	Do228-212	Kustwacht		*NCG03
09.Q-14	AH-64DN	301sq		Bat72
12.FB22	F-16BM	2w		*BAF285
ST43	SF260D	CC Air (spec mks)		*BAF195,150
84-0083	C-21A	86th AS		Valor21
06-8611/RS	C-130J-30	38th AS		16 HKY94
07-8608/RS	C-130J-30	38th AS (D-Day mks)		16 HKY93
13.J-021	F-16AM	312sq		*Metal2
J-144	F-16AM	312sq		*Metal1
16.07-8608/RS	C-130J-30	38th AS (D-Day mks)		HKY93
19.S-444	AS532U2	300sq		X NAF444
<u>S-456</u>	AS532U2	300sq		X NAF456
20.L-12	PC-7	131EMVOsq		*Diamond10,16,14
<u>Q-08</u>	AH-64DN	301sq		*Bat71
21.D-101	CH-47D	298sq		*Grizzly36
22.D-472	CH-47F	298sq		*
23.PH-CGN	Do228-212	Kustwacht		*NCG03
26.D-472	CH-47F	298sq		*Grizzly42
27.FB23	F-16BM	10w/OCU		*BAF415
D-480	CH-47F	298sq		*Grizzly61, GLV-V
Q-09	AH-64DN	301sq		Bat72
28.ST43	SF260D	CC Air		*BAF195
D-472	CH-47F	298sq		*Grizzly44
<u>D-665</u>	CH-47D	298sq		*Grizzly86
<u>Q-29</u>	AH-64DN	301sq		*Bat73
29.FB24	F-16BM	10w/OCU (spec mks)		*BAF415
D-472	CH-47F	298sq		*Grizzly45
<u>D-665</u>	CH-47D	298sq		*Grizzly86
Q-18	AH-64DN	301sq		*Apache14
S-447	AS532U2	300sq		*Duke5

Both Ramstein C-130J-30s were temporary deployed to Eindhoven and flew various missions in between. On 13 July they

flew as HKY90-flight, 14 and 15 July as HKY93-flight. After departure of 07-8608, 06-8611 stayed behind with technical malfunctions. The first returned with technical support and both departed again afterwards on 16 July. The civil movements were not available on time so these will be added next month.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

				July 2021
02.D-101	CH-47D	298sq		arr Grizzly-form
D-102	CH-47D	298sq		arr Grizzly-form
D-662	CH-47D	298sq		arr Grizzly-form
D-667	CH-47D	298sq		arr Grizzly-form
05.J-144	F-16AM	322sq (323sq mks)		*Polly04
J-509	F-16AM	322sq (323sq mks)		*Polly03
J-628	F-16AM	322sq (323sq mks)		*Polly02
J-871	F-16AM	322sq (spec mks)		*Polly01
30.Q-26	AH-64DN	301sq		dep Apache07

The Hot Blade 2021 Chinook deployment returned on 2 July from Portugal. Most likely the three Cougars arrived on the same day however this was not logged. On 5 July the Leeuwarden F-16 fly-out formation also made a fly-by over Gilze-Rijen. Q-26 arrived from maintenance at LCW/ Woensdrecht. Due to runway repairs and overhaul the fixed wing visitors will reduce to zero for the following months.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

				July 2021
05.G-273	C-130H-30	336sq		*Devil01
G-988	C-130H	336sq		*Rogue11
06.G-273	C-130H-30	336sq		Devil01
9M-WST	AW189	Weststar		arr
14.OY-HJB	EC155B1	Air Greenland		f/n
19.OY-HJB	EC155B1	Air Greenland		3x tst
20.G-ERBA	AW189	CHC		tdy
OY-HJB	EC155B1	Air Greenland		tst + dep
29.T-235	KDC-10	334sq		*NAF41

The three Dutch Hercules visits are related to the Weapon Instructor Course, held at Leeuwarden. A Weststar AW189 visiting for fuel on 6 July reportedly on its way to Africa apparently went tech. One of the former NHV EC155s emerged from the paintshop in Lelystad with a full Air Greenland livery and was first noticed back at Den Helder on 14 July. The helicopter departed to Ostend on the 20th. CHC brought



ATR72-212A SE-MKG was added to the Braathens Regional Airlines fleet in November 2016. Han Knaap caught the propliner on camera while arriving at Leeuwarden Air Base on 30 July 2021.

one of their AW189s over from Aberdeen to spend some days flying from Den Helder.

Local 860sq NH90-NFHs that have been active (flying) this month are N-088, N-110, N-164, N-227.

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

Leeuwarden

July 2021			
01.FA130	F-16AM	2w	w/o ground mishap
PH-PXE	EC135P2+	Nationale Politie	ZXP05
02.G-273	C-130H-30	336sq	Rebel2
G-988	C-130H	336sq	Rebel1
05.J-144	F-16AM	322sq (323sq mks)	dep Polly04
J-509	F-16AM	322sq (322sq mks)	dep Polly03
J-628	F-16AM	322sq (323sq mks)	dep Polly02
J-871	F-16AM	322sq (spec mks)	dep Polly01
06.FA91	F-16AM	2w	18 BAF252/251
J-061	F-16AM	i/a (322sq mks)	arr by road
07-8614/RS	C-130J-30	37th AS	09 Herky37/Devil02
08.G-988	C-130H	336sq	NAF78
J-062	F-16AM	312sq (312sq mks)	AG01/Dozer1
J-632	F-16AM	312sq (nmks)	*AG02
12.N116MA	Lj36A	Skyline Aviation	15 Igor
SE-GHB	MU-2B	SAAB	15 Ivan
13.CH12	C-130H	20sq	*BAF680
16.J-008	F-16AM	312sq	dep Fist2
J-017	F-16AM	312sq	dep Metal1
J-201	F-16AM	312sq (TCA mks)	dep Metal2
J-641	F-16AM	312sq	dep Fist1
22.G-KAXF	Hunter F.6A	DHHF	arr
28.N-110	NH90-NFH	860sq	*Neptune15
30.SE-MKG	ATR72-212A	Braathens Regional	BRX8601

The WIC 2021 continued in July at Leeuwarden and the month started unfortunately. During the start-up the Belgian F-16AM FA130 gained speed and became uncontrollable. Jumped its chocks and dove into a building across. The pilot ejected and sustained injuries to his unfortunate exit, the crew chief also received minor injuries and the aircraft itself ended as write-off. On 5 July the official fly-out of 322sq took place, with the final take-off being J-144. For the occasion J-144 and J-628 received 323sq markings. A day later another ground instructional airframe arrived from Volkel by truck. The 37th AS Super Hercules also participated in the WIC'21 programme. A QRA training flight did not went so well on 8 July, resulting in an emergency landing of Alpha Golf 01 while accompanied by AG02. After a check by maintance crew the Viper departed again in the afternoon. After completing its WIC'21 programme J-201 departed on 16 July, still wearing the TCA markings (Training Conversion Department). The single seat Hawker Hunter returned from overhaul in the UK on 22 July. Closing the month is a civilian ATR72 from

Braathens Regional. This propliner brought support crew from Orland, Norway, prior to the arrival of four F-35As also taking part in the WIC.

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

Lelystad

July 2021			
02.PH-PWW	DA62	P.O.R.T. Aviation	17
03.PH-KIO	P2006T	Kavel 10 Aerial Survey	
05.OY-WLD	G500	Blackbird Air Charter	BBB1
08.PH-VDH	DA62	van der Helm Logistiek	f/v
SE-MFP	Fokker 50	Amapola Flyg	dep APF9701
SE-MFY	Fokker 50	Amapola Flyg (Air Antwerp c/s)	20
12.G-WKTO	Beech E90	DEA Aviation	WKT33
N41518	PA-46-350P	DEA Aviation	14 WKT6
PH-VDH	DA62	van der Helm Logistiek	29
16.C-FMFL	Falcon 2000LX	McCain Foods	
PH-PBA	DC-3C	Dutch Dakota Association	tst
17.PH-KIO	P2006T	Kavel 10 Aerial Survey	18
18.HB-LUN	P68C	Swiss Flight Services	SFS50/1
PH-KAT	P2006T	Kavel 10 Aerial Survey	20
27.PH-PBA	DC-3C	Dutch Dakota Association	tst
28.D-HRIK	EC120B	Heli Transair	
N165SL	P180	Nextgen Partners	
PH-ONE	PC-12/47E	M. Boers	
29.PH-VDH	DA62	van der Helm Logistiek	tst
31.RA-2917G	PA-32R-301T		02

A factory fresh Diamond DA62 visited on the 8th. On that same day an aircraft change at the paint shop for Amapola Flyg. The Dutch Dakota Association operated training flights on the 16th and 27th. The DA62 on the 29th performed a local test flight before returning to Rotterdam.

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

Volkel

July 2021			
02.Q-13	AH-64DN	301sq	Apache01
Q-14	AH-64DN	301sq	Apache31
Q-16	AH-64DN	301sq	Apache32
05.J-144	F-16AM	322sq (323sq mks)	arr Polly04
J-509	F-16AM	322sq (322sq mks)	arr Polly03
J-628	F-16AM	322sq (323sq mks)	arr Polly02
J-871	F-16AM	322sq (spec mks)	arr Polly01
13.J-015	F-16AM	312sq	arr Cowboy21
16.J-008	F-16AM	312sq	arr Fist2
J-017	F-16AM	312sq	arr Metal1
J-201	F-16AM	312sq (TCA mks)	arr Metal2
J-641	F-16AM	312sq	arr Fist1
S-447	AS532U2	300sq	*NAF447
PH-IIB	AT-16ND	SKHV	
PH-TBR	AT-16ND	SKHV	

20.08-8195	C-17A	62nd AW	RCH278
22.J-516	F-16AM	312sq	dep Epic02
PH-XXV	B-25N	SKHV	*
23.FA69	F-16AM	10w	26 Mace82/BAF439
26.Q-08	AH-64DN	301sq	*Apache13
27.Q-19	AH-64DN	301sq	*Apache24
28.Q-18	AH-64DN	301sq	*Bat71
29.Q-17	AH-64DN	301sq	*Bat73
Q-18	AH-64DN	301sq	*Apache43,*Apache23
Q-24	AH-64DN	301sq	*Apache44,*Apache14
30.Q-08	AH-64DN	301sq	*Bat74

The Volkel movements of July start with a threeship of Apaches, refuelling while operating at nearby training grounds. On 5 July the Leeuwarden F-16 Fly-out party arrived, including the special tail of J-871. J-015 returned from maintenance in Belgium on 13 July. The first WIC 2021 group returned on 16 July and two Historical Flight Harvards spend some time on the ground while operating out of Eindhoven. J-516 departed on 22 July to attend maintenance at LCW Woensdrecht. In the last week various Apaches made training visits.

Credits: SGVolkel.

Woensdrecht

July 2021			
02.D-101	CH-47D	298sq	*Grizzly-form
D-102	CH-47D	298sq	*Grizzly-form
D-662	CH-47D	298sq	*Grizzly-form
D-667	CH-47D	298sq	*Grizzly-form
EI-GUE	A320-214	Bank of America (a/w)	tst
EI-GUF	A320-214	Bank of America (a/w)	tst
VP-BLX	A330-243	AerCap (a/w)	tst
05.G-988	C-130H	336sq	*Rogue11
J-144	F-16AM	322sq (323sq mks)	X Polly-form
J-509	F-16AM	322sq (322sq mks)	X Polly-form
J-512	F-16AM	312sq	*Metal1
J-628	F-16AM	322sq (323sq mks)	X Polly-form
J-871	F-16AM	322sq (spec mks)	X Polly-form
07.D-101	CH-47D	298sq	*Grizzly33
PH-CGC	Do228-212	Kustwacht	X NCG03
5H-TGF	Fokker 50	Tanzania Government	arr
08.D-662	CH-47D	298sq	*Grizzly24
12.N-319	NH90-NFH	860sq	arr Guardian24
19.D-101	CH-47D	298sq	*Grizzly33
21.EI-FVR	B737-8JP	ICBC (IBK c/s)	arr
EI-FVT	B737-8JP	ICBC (IBK c/s)	arr
2-BTTB	B737-85R	Samoa Airways	dep
22.J-516	F-16AM	312sq	arr Epic01
26.LN-RRJ	B737-883	Scandinavian (a/w)	arr SAS9125
PH-AOM	A330-203	KLM (nmks)	arr KLM330
28.Q-26	AH-64DN	301sq	tst Apache07
29.Q-17	AH-64DN	301sq	*Apache21
S-453	AS532U2	300sq	*Wildcat78
30.Q-26	AH-64DN	301sq	dep Apache07
S-444	AS532U2	300sq	*Demon5

N666ML B737-7BC ELIL dep

The Grizzly-formation stands out, as did the Leeuwarden F-16 fly-out formation on overshoot while heading towards Volkel on 2 July. On the civilian side both Bank of America (and former easyJet) A320s, on 2 July performed a routine maintenance test flight to keep all systems checked. The all white and former Aeroflot A330-200 did the same. The Tanzania Government Fokker 50 arrived on 7 July for its base maintenance check. Two former Norwegian Air International (D8/IBK) arrived on 21 July from Budapest after being stored there for some time being. That same date the Samoa Airways B737 departed Woensdrecht for Hurghada in Egypt however shortly after departure problems occurred and the 737 diverted to Rotterdam and departed successfully the following day towards its Oceanic destination. SAS discarded one of their B737s and KLM discarded one of their A330s. Both arrived at Fokker Aircraft Services on 26 July, initially for storage and hopefully soon towards a new owner. The smart looking BBJ1 of American firm ELIL departed on 30 July and is destined to become 9H-ELF in the near future.

Credits: Johan Havelaar, Scramble MB.

Texel

July 2021			July 2021
01.PH-PXY	AW139	Nationale Politie	NCG04
02.PH-HHB	H269D	Heli Holland Holding	
PH-RLB	Saab 91D	Vliegend Museum Seppe	
03.PH-AVV	R44	A. F. C. van Westerop	
PH-PXY	AW139	Nationale Politie	NCG04
07.Q-19	AH-64D	301sq	*Apache33
F-GVPH	R44	HeliCentre	
OE-XYK	R44	Heli & Co	
09.PH-RIS	EC130B4	KNSF Flight Services	
12.H29	A109BA	1w	BAF317
15.N-088	NH90-NFH	860sq	*trident02
PH-AVV	R44	A. F. C. van Westerop	16
16.F-GVPH	R44	HeliCentre	
17.PH-PWW	DA62	P.O.R.T. Aviation	
18.F-HVNE	G2CA	VNE Aero	
N939PA	PA-46R-350P	SCH Aviation	
19.N2673D	Ce340A	Kees Meijer - Meijer Beheer	
20.D-HOAG	H145	Wiking Helicopter Service	WHS2AG
PH-RLB	Saab 91D	Vliegend Museum Seppe	
21.D-ETSW	PA-32R-301	Catsburg	
PH-PXX	AW139	Nationale Politie	ZXP24
22.OO-MMM	BN-2B-21	Belgian North Sea Aerial Survey	
23.OO-VBA	Bell 206B3	R. Clements	
PH-HCH	EC120B	HeliCentre	
PH-WTG	EC135P2+	HeliCentre	
24.PH-KFB	DA42NG	KLM Flight Academy	*KLM7934
26.D-HNAS	R44	Heli & Co	
28.PH-PXX	AW139	Nationale Politie	NCG04

Credit: Texel Airport.



Airbus 3B-NBD was added to the Air Mauritius fleet in October 1997. In October 2020 the A340-313X was withdrawn from use. The aircraft was ferried to Twente on the day this photo was taken for disposal by AELS. (Twente, 2 July 2021, Jeroen Westram)

Twente

			July 2021
02.3B-NBD	A340-313X	Air Mauritius	arr MAU05
PH-NNX	Ce750	ASL	
03.CS-PHN	EMB505	NetJets Europe	04 NJE325G/136A
PH-IWS	Falcon 7X	Exxaero	12 XRO398/440
04.CS-DXF	Ce560XLS	NetJets Europe	NJE230F/600P
CS-PHN	EMB505	NetJets Europe	05 NJE511N/071G
PH-NNX	Ce750	ASL	
05.PH-GWS	Falcon 7X	Exxaero	XRO392 dep
07.PH-GWS	Falcon 7X	Exxaero	10 XRO392/393
08.CS-DXU	Ce560XLS	NetJets Europe	NJE266K/002G
09.CS-DQA	Ce560XLS	NetJets Europe	10 NJE846T/310Y
CS-PHM	EMB505	NetJets Europe	10 NJE947N/511R
PH-FVD	R44	Rotor & Wings	
PH-SLO	Fokker S-11.1	René Sloots	
10.3B-NBE	A340-313X	Air Mauritius	arr MAU06
11.D-CASH	EMB505	Air Hamburg	12 AHO218Q
12.CS-PHK	EMB505	NetJets Europe	13 NJE764H/466A
PH-LAB	Ce550	NLR – TU Delft	5x *
13.PH-PXF	EC135P2+	Nationale Politie	ZXP06
16.CS-LAU	Ce680A	NetJets Europe	17 NJE349Y/566U
CS-LTP	Ce680A	NetJets Europe	f/v NJE344R/130N
PH-IWS	Falcon 7X	Exxaero	19 XRO440/325
17.CS-LTO	Ce680A	NetJets Europe	f/v NJE177K/163H
PH-STB	Falcon 900B	Exxaero	XRO261
19.D-CNMB	Lj45XR	MHS Aviation	f/v
OO-HMW	EC120B	Helimo	
20.CS-DLG	Falcon 2000EX	NetJets Europe	f/v NJE373K/531T
PH-HVB	EC135T2+	ANWB – MAA	Lifeline4
PH-IWS	Falcon 7X	Exxaero	23 XRO325/204
22.D-IRMB	Beech C90 GTi	E-Aviation	EFD1B
23.D-CEFE	Ce525C	E-Aviation	EFD4E
27.D-IEMO	Raytheon 390	Exxaero	
28.CS-PHQ	EMB505	NetJets Europe	NJE508Q/452K
PH-PXD	EC135P2+	Nationale Politie	ZXP04
29.PH-LAU	Falcon 900EX	Exxaero	XRO261
30.PH-HCH	EC120B	Helicentre	
31.SE-RIL	Ce560XLS	Svenskt Industriflyg	01 JET7

Two Air Mauritius aircraft have been ferried to Twente this month for disposal by AELS.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			June 2021
01.C-GAXX	Ce750	Air Partners Corp.	
02.HK-4411	BAe3201	SARPA	
PJ-IKA	PA-31-350		03
V2-LID	ATR42-500	LIAT	
05.HK-4541	BAe3201	SARPA	
14.PH-GOV	B737-700	Government of the Netherlands	17
18.HI1053	ERJ145ER	Sky High Aviation	
25.HI1052	ERJ145ER	Sky High Aviation	
27.N998CX	Ce750	Mountain Aviation	28

Air Antilles:

F-OIXD: 01, 07

American Airlines:

N700UW: 26, 30

N703UW: 05

N704US: 19

N712US: 09

N715UW: 16

N723UW: 23

N725UW: 12

Delta Air Lines:

N372DA: 09

N385DN: 30

N837DN: 05

N866DN: 12

N876DN: 19

N927DZ: 26

N3745B: 16

N3772H: 23

TUI:

PH-TFK: 02, 04, 06, 22, 26, 29

PH-TFL: 08, 15, 18, 23, 25, 30

PH-TFM: 09, 11, 13, 16, 19, 20, 27

The month of June started with a LIAT from Grenada to Guatemala City, unusual and for an unknown reason. Then from the 5th the return of US tourists, both American and Delta restarted after borders were opened by the Bonaire government.

			July 2021
02.HI1052	ERJ145ER	Sky High Aviation	
P4-FCS	PA-31-350	Fast Delivery Services	f/v
03.N376QS	Ce680	NetJets	
N680RH	Ce680+	Extreme Air	11
07.V-11	G-IV	334sq	08
P4-FCS	PA-31-350	Fast Delivery Services	
08.PJ-DVG	DHC-6-300	Divi Divi Air	f/v
09.HI1052	ERJ145ER	Sky High Aviation	
P4-FCS	PA-31-350	Fast Delivery Services	
10.N943EL	Ce750	Mountain Aviation	
12.P4-FCS	PA-31-350	Fast Delivery Services	
PJ-IKA	PA-31-350		
14.P4-FCS	PA-31-350	Fast Delivery Services	
PJ-IKA	PA-31-350		
16.HI1053	ERJ145ER	Sky High Aviation	
19.N777SJ	Falcon 7X	Jon L. Stryker	23
P4-FCS	PA-31-350	Fast Delivery Services	
20.N900UC	CL-604	Area9 Labs	31
PH-EBR	Falcon 900	Exxaero	21
21.P4-FCS	PA-31-350	Fast Delivery Services	22
22.PH-FBH	AW139	DCCG	
23.HI1053	ERJ145ER	Sky High Aviation	
24.PH-FBH	AW139	DCCG	
26.P4-FCS	PA-31-350	Fast Delivery Services	
28.P4-FCS	PA-31-350	Fast Delivery Services	
29.N304AG	Saab 340B	EZ-Air	f/v
PH-FBH	AW130	DCCG	
PS-BMD	Lj31A	Brasil Vida Taxi Aereo	
30.HI1052	ERJ145ER	Sky High Aviation	
PS-BMD	Lj31A	Brasil Vida Taxi Aereo	
31.N23TA	PA-23-250		

Air Antilles:

F-OIXH: 21

F-OIXO: 07, 14

American Airlines:

N703UW: 14

N709UW: 10

N710UW: 31

N721UW: 16

N722US: 03

N737US: 24



This former American Airlines MD-83 is a relative new member of the LASER fleet. 'Mad Dog' YV3445 was acquired by Líneas Aéreas de Servicio Ejecutivo Regional in September 2019. (Curaçao, 10 July 2021, Larry Every)

Movements Belgium



This H125 was delivered to Helica in 2019. I-MGCM is being used for airborne remote sensing. (Antwerp, 20 July 2021, Walter Van Brempt)

Antwerp

			July 2021				
01. CS-DVZ	Ce550	Taespejo Portugal		08. ST43	EMB545	Air Service Liège	08
D-CJMK	Ce560XLS+	Air Hamburg	02	D-EEDW	ERJ135BJ	JetNetherlands	
F-GZJX	DA42	Aeroplano		D-IHKW	SF260D	CC Air	2x
F-HJFP	PC-12/47E	Get1Jet		D-IRUP	SV-4C	A. Vervaeke	arr
LX-JDV	Ce525 (M2)	Flying Group Luxembourg	02	I-GAUS	Ce525	E-Aviation	
OE-FIW	DA42	De Vleminck Air Service		OO-MBP	Ce551	R+P Flugcharter	
OO-ACO	Ce510	Air Service Liège		OO-PCJ	P68	AFOC Germany	arr
PH-MYX	Ce650	JetNetherlands		PH-CGC	PC-24	EAPC	
PH-TXA	Ce510	ASL	02	PH-DFD	PC-12/47E	EAPC	
PH-UNC	Falcon 7X	JetNetherlands	02	PH-UNC	Do228-212	Kustwacht	
02. ST47	SF260D	CC Air		PH-DFD	DA42	Bluetail Flight School	
9H-VFA	CL-605	VistaJet Malta		PH-UNC	Falcon 7X	JetNetherlands	
D-AHOI	ERJ135BJ	Air Hamburg	03	09. D-CHMS	PC-24	Platoon Aviation	f/v 10
D-AHOS	ERJ135BJ	Air Hamburg	03	D-IRKE	Ce525	VHM Schul-und Charterflug	
D-COLO	Ce525C	Jetkontor		F-HGET	PC-12/47E	Get1Jet	10
D-CSEB	Ce560XLS+	Adolf Wurth		OK-AST	Ce560XL	Air Bohemia	10
F-HGLG	Lj75	Ixair		OO-ACC	Ce525A	Air Service Liège	
F-HSFJ	Ce680A	SFJ Aviation	03	OO-ESV	SV-4B	L. Cousement	
N127QR	Beech 300	A. Ruijgrok	07	OO-MMT	Ce560XLS	Air Service Liège	10
PH-JTJ	Ce680	ASL		OO-NEY	EMB545	Air Service Liège	16
PH-UNN	EC120B	HeliCentre		10. 9H-JLK	Falcon 7X	TAG Aviation Malta	f/v 16
03. LX-AND	PC-24	Flying Group Luxembourg	04	F-HJFP	PC-12/47E	Get1Jet	
04. 9H-BSA	BAe125-750	Hyperion Aviation	f/v	OE-FZE	Ce510	GlobeAir	11
CS-LTE	Ce680A	NetJets Europe		OO-ACC	Ce525A	Air Service Liège	11
M-ARTY	PC-12/47E	Creston (UK)		PH-DWS	ERJ135LR	Air Charters Europe	14
OO-ACO	Ce510	Air Service Liège	06	SP-MRD	Raytheon 390	AMC Aviation	
OO-PCM	PC-12/47E	EAPC	05	11. CS-LTI	Ce680A	NetJets Europe	12
PH-DWS	ERJ135LR	Air Charters Europe	07	D-CANG	Ce560XLS+	Air Hamburg	
05. CS-LTO	Ce680A	NetJets Europe	06	D-CAWR	Ce560	Aerowest Flugcharter	
F-HGET	PC-12/47E	Get1Jet		N109TF	A109A	Castle Air	f/v
F-HGLG	Lj75	Ixair		OK-AST	Ce560XL	Air Bohemia	12
OK-KUK	Ce510	Aeropartner		OO-MBP	PC-24	EAPC	
OO-MAP	PC-24	EAPC	06	OO-MMT	Ce560XLS	Air Service Liège	
OO-MST	Ce510	Air Service Liège	f/f	PH-JRC	ERJ135BJ	JetNetherlands	14
OO-PCM	PC-12/47E	EAPC		12. H46	A109BA	1w	
PH-MYX	Ce650	JetNetherlands		D-ILCG	Ce525A	Proair Aviation	f/v
PH-TXA	Ce510	ASL	06	F-HJFP	PC-12/47E	Get1Jet	
06. ST43	SF260D	CC Air		OO-ACC	Ce525A	Air Service Liège	13
CS-CHG	CL-350	NetJets Europe		XA-CHG	G550	Operaciones Aviacore	16
D-AIRZ	ERJ135BJ	Air Hamburg	f/v 07	13. ST43	SF260D	CC Air	
F-HPIL	PC-12/47NGX	Get1Jet	f/v	G-FHFX	EMB550	Flexjet Ops	14
G-TWOP	Ce525A	Centreline		OE-FIW	DA42	De Vleminck Air Service	
M-ARTY	PC-12/47E	Creston (UK)		PH-UNC	Falcon 7X	JetNetherlands	
PH-UNC	Falcon 7X	JetNetherlands	08	T7-AEC	Ce525	Titanfly International	
07. CH12	C-130H	20sq	2x	XA-CHR	G650	Oper. de Vuelos Ejecutivos	f/v 14
ST26	SF260M+	CC Air		14. CS-LTE	Ce680A	NetJets Europe	15
ST42	SF260D	CC Air		G-FHFX	EMB550	Flexjet Ops	15
ST46	SF260D	CC Air		M-ARTY	PC-12/47E	Creston (UK)	
CS-PHI	EMB505	NetJets Europe	08	OO-ACO	Ce510	Air Service Liège	
D-IAAD	EMB500	Arcus Air		OO-CCJ	Ce525	Air Service Liège	
D-IHVQ	Ce525	Proair Aviation	f/v	OO-GEE	PC-12/47E	Blue Sky Aviation	19
F-HGLG	Lj75	Ixair		OO-PCI	PC-12/47E	EAPC	
OO-CCJ	Ce525	Air Service Liège	08	PH-DWS	ERJ135LR	Air Charters Europe	15
				PH-JRC	ERJ135BJ	JetNetherlands	15
				15. M-ARTY	PC-12/47E	Creston (UK)	
				OK-SLS	Ce560	Silesia Air	

	OO-PCK	PC-12/47E	EAPC		HB-FOZ	PC-12/45	Swiss Flight Services	23
16.	ST46	SF260D	CC Air		HB-LUZ	P68C	Swiss Flight Services	tst
	9H-TGR	Ce525B	Hyperion Aviation	17	I-MGCM	H125	Helica	tst
	CS-GLG	Global 6000	NetJets Europe	17	LX-JFU	PC-12/47E	Jetfly Aviation	22
	CS-LTI	Ce680A	NetJets Europe		OE-FIW	DA42	De Vleminck Air Service	
	D-CMMP	EMB505	Luxaviation Germany	17	OO-KOR	Ce525A	Luxaviation Belgium	
	HB-FOZ	PC-12/45	Swiss Flight Services	17	PH-DWS	ERJ135LR	Air Charters Europe	24
	OE-FIW	DA42	De Vleminck Air Service		22.D-HMDX	MD900	Air Lloyd	04
	OO-HSA	AS355N	Heli Service Belgium	arr tdy	HB-FOZ	PC-12/45	Swiss Flight Services	tst
17.	9H-WIT	PC-12/47E	NextGen Aviation		HB-GLA	Beech B200	Swiss Flight Services	23
	CS-PHB	EMB505	NetJets Europe		HB-LUN	P68C	Swiss Flight Services	23
	D-IAAS	EMB500	Arcus Air		I-MGCM	H125	Helica	tst
	HB-FOZ	PC-12/45	Swiss Flight Services	18	N26TG	PA-46-350P	Boggi Switzerland	24
	HB-GLA	Beech B200	Swiss Flight Services	18	OE-FIT	Ce510	GlobeAir	
	HB-LUN	P68C	Swiss Flight Services	18	OH-JFC	PC-12/47E	Hendell Aviation	
	N53W	Beech B200C	Dynamic Aviation	f/v	OO-CCJ	Ce525	Air Service Liège	
	OO-ACC	Ce525A	Air Service Liège	18	OO-GEE	PC-12/47E	Blue Sky Aviation	25
	OO-GLM	Ce680	Air Service Liège	22	OO-HSA	AS355N	Heli Service Belgium	tst
	OO-MMT	Ce560XLS	Air Service Liège		OO-PCI	PC-12/47E	EAPC	
	OO-VMF	Ce560XLS+	Air Service Liège		T7-AEC	Ce525	Titanfly International	
	OY-MNS	P68C	Bio Flight	18	23.CS-PHH	EMB505	NetJets Europe	
	PH-MYX	Ce650	JetNetherlands		D-HMDX	MD900	Air Lloyd	tst
	SP-MRD	Raytheon 390	AMC Aviation		D-IAAS	EMB500	Arcus Air	
18.	EC-KBZ	Ce550	BKS Air	f/v	D-ICMK	Beech C90GTI	Kapp	
	HB-FOZ	PC-12/45	Swiss Flight Services	19	D-IPVD	Ce525A	Transavia Flug	
	HB-LUN	P68C	Swiss Flight Services	20	G-OICU	Lj45	ASL	del
	OK-SLS	Ce560	Silesia Air	19	OE-FAF	Ce525A	Smartline Luftfahrt	f/v
	OO-ACC	Ce525A	Air Service Liège	19	OO-ESV	SV-4B	L. Cousement	24 2x
	OO-VMF	Ce560XLS+	Air Service Liège	20	OO-HSA	AS355N	Heli Service Belgium	tst
	PH-JRC	ERJ135BJ	JetNetherlands		OO-MMT	Ce560XLS	Air Service Liège	
19.	9H-WIT	PC-12/47E	NextGen Aviation	20	24.9H-JCE	HA-420	JetClub	f/v 25
	D-CPRS	Beech 350	Starwings		9H-VJC	Global 6000	VistaJet Malta	f/v
	HB-LUN	P68C	Swiss Flight Services	tst	CS-GLB	Global 6000	NetJets Europe	
	HB-LUZ	P68C	Swiss Flight Services	22	F-HPIL	PC-12/47NGX	Get1Jet	25
	I-MGCM	H125	Helica	f/v 23	OE-FZE	Ce510	GlobeAir	
	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	23	OO-ESV	SV-4B	L. Cousement	29
	LX-TWO	Lj45XR	Luxembourg Air Ambulance	f/v 20	OO-NEY	EMB545	Air Service Liège	
	OE-FKF	Ce525A	Fly Tirol	f/v 20	PH-DWS	ERJ135LR	Air Charters Europe	28
	OO-GEE	PC-12/47E	Blue Sky Aviation	22	PH-JRC	ERJ135BJ	JetNetherlands	26
	OO-MTM	R44	P. Consultancy		PH-TXA	Ce510	ASL	25
	SP-URS	Beech B200GT	POL-MOT Holding		25.9H-JCE	HA-420	JetClub	26
20.	RN06	NH-90 TTH	1w		9H-WIT	PC-12/47E	NextGen Aviation	27
	ST41	SF260D	CC Air		LX-JFS	PC-12/47E	Jetfly Aviation	
	ST42	SF260D	CC Air		N526AE	DA62	Avolare	f/v 26
	9H-WIT	PC-12/47E	NextGen Aviation	25	OO-GEE	PC-12/47E	Blue Sky Aviation	
	CS-CHB	CL-350	NetJets Europe	21	OO-PCN	PC-12/47E	EAPC	
	CS-PHK	EMB505	NetJets Europe		PH-MYX	Ce650	JetNetherlands	26
	D-ICHG	Beech B200	Air Scholz		26.H29	A109BA	1w	
	D-ILST	Ce525A	Bensenair	f/v	RN08	NH-90 TTH	1w	
	HA-JEO	Ce650	Jet-Stream	21	ST46	SF260D	CC Air	
	HB-GLA	Beech B200	Swiss Flight Services	21	CS-PHN	EMB505	NetJets Europe	
	HB-LUZ	P68C	Swiss Flight Services	tst	CS-PHO	EMB505	NetJets Europe	
	I-MGCM	H125	Helica	tst	D-CONE	Lj35A	Air Alliance	
	PH-DWS	ERJ135LR	Air Charters Europe	21	D-ILWP	Ce525A	Excellent Air	29
	PH-MYX	Ce650	JetNetherlands		LX-JDV	Ce525 (M2)	Flying Group Luxembourg	31
	SP-NAR	Beech 1900D	Pronar		OH-JFB	PC-12/47E	Hendell Aviation	27
21.	D-GEWF	DA42	M. Haesslich	24	OO-GEE	PC-12/47E	Blue Sky Aviation	29



Flexjet Europe expanded its reach in Europe with the receipt of an air operator certificate (AOC) for Malta. Embraer EMB550 N402FX was ferried to Italy early June 2021. Its first flight as 9H-AFX was tracked late July 2021. (Antwerp, 28 July 2021, Walter Van Brempt)



The first French registered PC-12/47NGX arrived in Castellet on 7 May 2021. F-HPIL is being operated by Get1Jet. (Antwerp, 24 July 2021, Walter Van Brempt)

	OO-PCM	PC-12/47E	EAPC		CS-DLD	Falcon 2000EX	NetJets Europe	
	PH-TXA	Ce510	ASL	01	CS-DLN	Falcon 2000EX	NetJets Europe	
27.	RN06	NH-90 TTH	1w		CS-EJA	Ce560XLS	NetJets Europe	
	9H-WIT	PC-12/47E	NextGen Aviation	31	CS-GLH	Global 6000	NetJets Europe	dep
	D-HMDX	MD900	Air Lloyd	tst	CS-PHE	EMB505	NetJets Europe	
	G-FTFX	EMB550	Flexjet Ops	f/v	D-AWIN	ERJ135BJ	Air Hamburg	
	M-USIC	G550	Ineos Aviation	28	D-COLO	Ce525C	Jetkontor	
	OO-ELF	DA42	Young Belgium Aviation		D-CQAA	Lj45	Quick Air	
	OO-HSA	AS355N	Heli Service Belgium	tst	D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	
	PH-JRC	ERJ135BJ	JetNetherlands	30	ES-SAQ	A320-214	SmartLynx Estonia	02 TFL073P/961
28.	ST48	SF260D	CC Air		M-ABEU	Lj45XR	Ryanair	dep
	9H-AFX	EMB550	Flexjet Ops Malta	f/v 29	OK-BII	Beech 400A	JetBee Czech	
	CS-CHC	CL-350	NetJets Europe	29	PH-TFU	B737-8	TUI Netherlands	dep TFL64F
	D-CCCF	Ce550	Heli-Flight		SE-RIL	Ce560XLS	Svenskt Industriflyg	02
	D-HMDX	MD900	Air Lloyd	tst	TC-GLB	Global 6000	Barair	dep
	OO-SJC	R44	Truck and Car Renting		YI-ASF	B737-81Z	Government of Iraq	dep
	OY-MNS	P68C	Bio Flight	29	YR-FKB	Fokker 100	Carpatair	
	PH-DWS	ERJ135LR	Air Charters Europe	31	02.9H-SLC	A321-211	SmartLynx Malta (a/w)	f/v RAM833/2
29.	ST48	SF260D	CC Air		C-GIXT	CRJ200ER	Voyageur Airways	VAL200
	CS-CHC	CL-350	NetJets Europe		CS-TQP	A330-202	Hi Fly	03 HFY7925/6
	CS-LTF	Ce680A	NetJets Europe	30	EI-HBB	CRJ1000	Hibernian Airlines	
	D-ILST	Ce525A	Bensenair		HA-KAN	ATR42-320(F)	Fleet Air International	
	F-HCPE	P180	Pan Européenne A/S		M-ABEU	Lj45XR	Ryanair	
	M-USIC	G550	Ineos Aviation		YR-MXB	B737-8	Blue Air	f/v BLA4SP/1124
	OO-CCJ	Ce525	Air Service Liège		03.84-0083	C-21A	76th AS	arr
	OO-HMW	EC120B	Helimo		CS-LTF	Ce680A	NetJets Europe	dep
	OO-PCI	PC-12/47E	EAPC		D-AERO	ERJ135BJ	Air Hamburg	
	OO-PCJ	PC-12/47E	EAPC		D-CFIV	Lj35A	Air Alliance	
	PH-DFB	DA42	Bluetail Flight School		EI-HBB	CRJ1000	Hibernian Airlines	
30.	CS-DXJ	Ce560XLS	NetJets Europe		F-HPUR	BAe125-800XP	Valljet	04
	CS-LTG	Ce680A	NetJets Europe		G-LSCW	G550	Jet Concierge Club	
	CS-LTH	Ce680A	NetJets Europe		LX-JFF	PC-12/47E	Jetfly Aviation	dep
	D-ITRA	Ce525	Transavia Flug		04.D-IAKN	Ce525A	Starwings	
	N517FD	PA-32R-301	Nicol Aviation	31	EC-MJA	A330-202	Iberia	IBE3206/03
	OO-GEE	PC-12/47E	Blue Sky Aviation	05	F-HEVL	EMB505	Evolem Aviation	
	PH-DWW	R44	Wikselaar Satellite Trading		F-HGPE	EMB505	Pan Européenne A/S	
	YU-PBB	Ce560XLS+	Air Pink		HA-FIT	Ce500	Jet Stream	
31.	9H-TGR	Ce525B	Hyperion Aviation		YR-FKB	Fokker 100	Carpatair	05
	9H-WIT	PC-12/47E	NextGen Aviation	14	05.01-0030	C-37A	76th AS	SPAR
	HA-JEP	Ce650	Jet-Stream	f/v	OE-ESM	PC-12/47E	Sepp Michelfeit	arr
	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	01	SP-ZAK	Global 5000	Jet Story	arr
	OE-FDT	Ce510	GlobeAir	01	YL-LCX	A321-211	SmartLynx	ART1674/RAM1675
	PH-VBG	Falcon 2000EX	JetNetherlands	15	YL-LDA	A321-211	SmartLynx (a/w)	RAM688/91
					06.ZE700	BAe146 CC2	32(TR)sq	
					EJ-ROXY	CL-605	ACASS Ireland	
					F-HJPH	Ce510	Air Vandee	arr
					F-OJMJ	Falcon 8X	Dassault Falcon Svs	arr DSO05MJ
					M-AAAL	Global 6000	ALM Jet	
					OH-WIC	CL-604	Jetflite	
					OK-PCC	PC-12/47E	T-air	07 2x
					YL-LCX	A321-211	SmartLynx	RAM1692/3
					07.CS-LAU	Ce680A	NetJets Europe	arr
					D-IAAB	EMB500	Arcus Air	dep
					N253DV	G550	Alticor	arr
					PH-DWS	ERJ135LR	Air Charters Europe	arr
					SP-OOK	Beech 400XP	Smart Jet	
					SP-TAT	Beech 400A	Smart Jet	08

Former M-USTG operated a first local flight on the 5th as OO-MST. The Cessna had arrived at Antwerp on 14 April 2021. The second aircraft for ASL Med Air was delivered on the 23rd. Future OO-DOC was deregistered that same day.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

				July 2021
01.017	C295M	8.BLTr (13.el)		arr PAF040
	7T-WGE	C295		
	9H-VCC	CL-350		dep
	A7-CGB	G650ER	Qatar Executive	dep QQE350

08.L4-01	L-410UVP-E	Slovenian Air Force	09 LSV401	I-PBRA	Falcon 50EX	Sirio	dep
01-0076	C-37A	76th AS	arr SPAR90	LX-JFZ	PC-12/47E	Jetfly Aviation	
CS-DXR	Ce560XLS	NetJets Europe	dep	OM-BYB	Fokker 100	Government of Slovakia	
CS-DXR	Ce560XLS	NetJets Europe	arr	TC-CHN	Global Express	MNG Jet Aerospace	arr
D-CAGA	EMB505	PAD Aviation Service	arr	YR-URS	A319-132	Just Us Air	BLA7XB/2KX
D-CDIM	Lj35A	Jet Executive International	arr	13.L1-01	Falcon 2000EX	Slovenian Air Force	2x
D-CYES	Lj35A	Air Alliance		102005	Tp102D	TSFE	
HB-JJJ	A319-133X	Nomad Aviation	09	CS-EJA	Ce560XLS	NetJets Europe	dep
N110QS	Global 5000	NetJets	arr	F-HCPE	P180	Oyonnair	
PH-NNX	Ce750	ASL	arr	I-AVND	Lj45	Avionord	14
S5-CEG	Ce525	United Eagle		VP-BIB	Ce525C	Omy Aviation	14
VP-CVS	Falcon 900EX	International Jet Management		14.G273	C-130H-30	336sq	
YL-LCV	A321-231	SmartLynx (a/w)	ART1630/1	L1-01	Falcon 2000EX	Slovenian Air Force	
09.L1-01	Falcon 2000EX	Slovenian Air Force		CS-GLE	Global 6000	NetJets Europe	arr
CS-TQP	A330-202	Hi Fly	10 HFY7925/6	EC-MIL	A330-202	Iberia	IBE3205/14
D-AHRN	Falcon 900EX	Heron Aviation		F-HEVL	EMB505	Evolem Aviation	16
D-CHRF	Ce525B	Hahn Airlines		N116QS	Global 5000	NetJets	
D-CKJE	EMB505	Air Hamburg	dep	N155QS	Global 6000	NetJets	15
I-TOPF	Beech 400A	Aliserio	arr	15.L1-01	Falcon 2000EX	Slovenian Air Force	
10.9H-FOX	A343	HFM	11 HFM7847/8	EC-LCX	Ce510	Heron Aviation España	
HZ-AK30	B777-368ER	Saudia	SVA3077/8	F-HBDX	EMB505	Jetky Invest	dep
LX-PCC	PC-24	Jetfly Aviation		F-HCEQ	HA-420	E.A.T.I.S.	16
LX-PCF	PC-24	Jetfly Aviation	dep	LX-PCD	PC-24	Jetfly Aviation	arr
OE-FLI	Ce525	SPARFELL Luftfahrt	arr	N168PK	G-V	PMB Global	
OH-ACT	PC-12/45	Fly 7 Executive Aviation	11	SP-ENL	B737-8CX	Enter Air	16 ENT511P/501
PH-MYX	Ce650	ASL	arr	YL-LCV	A321-231	SmartLynx (a/w)	ART1630/1
11.5H105	CL601-3A	241.dlt	12	YU-SXX	Ce550 Bravo	Air Pink	arr
258	Lj45	102sq	12 IRL258	16.G-988	C-130H	336sq	arr
L1-01	Falcon 2000EX	Slovenian Air Force		CS-TQP	A330-202	Hi Fly	17 HFY7925/6
102004	Tp102C	TSFE		OY-EVO	Ce550 Bravo	Flex Flight	dep
01-0041	C-40B	1st AS	13	SP-ENL	B737-8CX	Enter Air	17 ENT502/501
9H-RIM	PC-24	Albinati Aviation		17.9H-MOX	CRJ1000	Mel Air	MDO2253/4
D-AHOS	ERJ135BJ	Air Hamburg	dep	D-CMED	Lj55	Quick Air	
D-CIPG	Ce425			D-CSCE	EMB505	Luxaviation Germany	dep
EC-MJT	A330-202	Iberia	IBE3206/03	D-IAWG	Ce425	Aerowest	
F-HCEV	Beech B200GT	DGAC	2x	EC-HYI	Falcon 2000	Gestair	
OH-WIW	CL-650	Jetflite	arr	EC-NGC	B737-809	AlbaStar	CAI3541/2
OK-PVN	PC-12/47NGX	Gumarny Zubri	arr	F-HSBL	EMB500	Pan Européenne A/S	arr
PH-MYX	Ce650	ASL	arr	F-HVYC	Ce560XLS+	Lyreco	
YL-LCV	A321-231	SmartLynx (a/w)	ART1630/1	OE-FHA	Ce510	GlobeAir	dep
12.2601	L-410UVP-E20	242.tsl	13	OO-MMT	Ce560XLS	Air Service Liège	dep
237/F-RAFD	Falcon 2000LX	ET00.060		PH-BBJ	Ce560XLS+	ASL	
14+03	Global 5000	FBS BMVg		PH-MYX	Ce650	ASL	dep
15+01	A319-115X	FBS BMVg		SP-ENL	B737-8CX	Enter Air	ENT502/57FD
678	G-V	352 MMYP		YU-TUU	Ce550 Bravo	Air Pink	
604	A319-112	MH 59. Sz.D. REB.		18.L1-01	Falcon 2000EX	Slovenian Air Force	LSV101
607	Falcon 7X	MH 59. Sz.D. REB.	13	A7-CEV	Global 5000	Qatar Executive	QQE202
MM62244	Falcon 900EX	93° Gruppo		D-IJLJ	Ce525	Cessna Düsseldorf C.S.C.	dep
L1-01	Falcon 2000EX	Slovenian Air Force	2x	EC-MMG	A330-202	Iberia	IBE3206/03
102005	Tp102D	TSFE		LN-AGR	Falcon 7X	Sundt Air	MDT9
0002	G550	1.BLTr	13	N887WM	G650ER	Bill Gates	19
T.18-1/45-40	Falcon 900B	451 Esc		OE-FZB	Ce510	GlobeAir	
D-IHKW	Ce525	ProAir Aviation	dep	XA-CHG	G550	Operaciones Aviadore	dep
D-IVPD	Ce525	SalzburgJetAviation		YL-LCV	A321-231	SmartLynx (a/w)	RAM1630/1
F-HJBR	EMB505	Air Breizh		YR-URS	A319-132	Just Us Air	BLA4SP/1124
F-HOND	HA-420	E.A.T.I.S.		19.G-988	C-130H	336sq	



Originally delivered to TUI fly Nordic as SE-RNA this Boeing 737-8 was initially transferred to the UK as G-TUMS from mid May 2021 for two weeks only. It reverted to its Swedish registration early June 2021 and finally received registration G-TUMS on 4 July 2021. (Brussels, 29 July 2021, Ton Jochems)



Airbus A330-300 TC-LND was delivered to Turkish Airlines in February 2016. The aircraft received these special stickers for the European football championship since June 2021. (Brussels, 23 July 2021, Steven Picalausa)

L1-01	Falcon 2000EX	Slovenian Air Force		CS-GLZ	Global 5000	NetJets Europe	arr
T-785	Falcon 900EX	LTDB		F-HANE	P180	Oyonnair	
05-0730	C-40C	73rd AS	arr SPAR	F-HEVL	EMB505	Evolem Aviation	arr
A7-AEN	A330-302E	Qatar Airways	QTR8814/5	HB-VER	Ce525A	Swiss Private Flights	
D-AHER	Falcon 900EX	Heron Aviation	20	N585DW	G550	Colleen Corp.	27
D-ILOU	Ce525A	Sylt Air		27. A6-AOJ	A320-214	Air Arabia	arr
D-IPCG	Ce425	PGS Holding		F-GHOC	Beech 200	Open Flight	
F-HAHA	Ce510	Ixair		OE-HDU	CL-300	LaudaMotion Executive	arr
F-HLPM	Falcon 2000LXS	Michelin Air Services	20	OK-BZZ	Beech 400A	JetBee Czech	
LX-JFA	PC-12/47E	Jetfly Aviation		PH-JWL	Falcon 2000LXS	Cartier Europe	dep
LZ-BHM	A320-232	BH Air	CAI125/6	28. D-IMCJ	Ce525	Heron Aviation	
N150QS	Global 6000	NetJets	dep	HB-VPO	EMB505	Enjoy Air	
N777XA	TBM-850	Southern Aircraft Consultancy Inc		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	
OH-SWI	Ce525A	Scanwings		29. D-IAKN	Ce525A	Starwings	arr
T7-LASM	Global Express	Limitless Aviation		N148QS	Global 6000	NetJets	arr
XA-CHG	G550	Operaciones Aviacion	dep	OE-HDU	CL-300	LaudaMotion Executive	arr
YU-SRB	ERJ135BJ	Government of Serbia		OH-JFC	PC-12/47E	Hendell Aviation	
20. T-785	Falcon 900EX	LTDB		OK-BII	Beech 400A	JetBee Czech	
D-CAWO	Ce560XLS+	Aerowest	arr	30. 9H-TOO	Falcon 7X	Skyfirst	arr
F-HGPE	EMB505	Pan Européenne A/S		D-IAKN	Ce525A	Starwings	
G-988	C-130H	336sq		F-HEME	BAe 125-900XP	VallJet	arr
LX-JFA	PC-12/47E	Jetfly Aviation	dep	G-TUMS	B737-8	TUI Airways	dep TOM2YT
LX-JFW	PC-12/47E	Jetfly Aviation		LZ-BHL	A320-232	BH Air	CAI9958/7
N48EN	Global 7500	Solairus Aviation	arr	OE-FCB	Ce510	GlobeAir	
OE-FZA	Ce510	GlobeAir		TS-IFN	A330-243	Tunisair	TAR788/9
21. 05-0730	C-40C	73rd AS	24	31. 7T-VNM	Ce560XLS+	Star Aviation	
D-CUBA	Ce525B	Air Service	22	D-AZUR	ERJ135BJ	Air Hamburg	arr
F-HJFP	PC-12/47E	Getonejet					
HA-ACA	Beech C90B						
OE-GLC	Ce680A	Goldeck	arr				
22. Z21122/TS-MTL	C-130J-30	11sq					
D-CUBA	Ce525B	Air Service					
D-IERF	Ce525	ProAir Aviation					
OE-EMG	TBM-930	Goldeck	23				
OE-FOE	Ce510	GlobeAir	arr				
YL-LCT	A320-214	SmartLynx (a/w)	ART9072/1				
YL-LCV	A321-231	SmartLynx (a/w)	RAM1630/1				
YR-URS	A319-132	Just Us Air	BLA4SP/1124				
YU-SPB	Ce560XLS	Air Pink					
23. D-IAAY	EMB500	Arcus Air	25				
G-TUMT	B737-8	TUI Airways	dep TOM920P				
LX-YES	Beech 250	Luxaviation	24				
OE-FAT	Ce510	GlobeAir	dep				
TC-LND	A330-303E	Turkish Airlines	THY1937/8				
24. D-INKY	P180	AirGo	arr				
F-HJLP	EMB550	Air TNB					
25. CS-GLA	Global 6000	NetJets Europe	arr				
EC-MLB	A330-202	Iberia	IBE3206/03	01. H28	A109BA	17sq	*
F-HVYC	Ce560XLS+	Lyreco		02. H35	A109BA	17sq	*
G-KELT	A320-251Nx	Acropolis Aviation	arr	05. ST42	SF260D	CC Air	*
N148QS	Global 6000	NetJets	27	S-447	AS532U2	300sq	*
OE-FCE	Ce510	GlobeAir	arr	12. FB22	F-16BM	2w	*
OE-FIT	Ce510	GlobeAir		ST43	SF260D	CC Air	*
OE-FOE	Ce510	GlobeAir	arr	15. 07-8608/RS	C-130J-30	37th AS	*
YL-LCV	A321-231	SmartLynx (a/w)	ART1630/1	16. FB22	F-16BM	2w	*
26. 9H-VCN	CL-350	VistaJet Malta		ST41	SF260D	CC Air	*
A7-HHF	B747-825 (BBJ)	Qatar Airways Amiri Flight		19. H29	A109BA	17sq	*

BH Air has leased several aircraft to Corendon since late June. Only the first flight at Brussels can be seen in this months list. On the 1st a SmartLynx Estonia Airbus arrived for stickers application before being leased to TUI Netherlands. On the 2nd a Voyager Airways Canadair Jet being ferried to North Bay via Brussels. The aircraft carried United Nations/ UN markings. Royal Air Maroc has leased several A321s from SmartLynx. The aircraft are almost daily visitors since the 5th. The listed Hi Fly Airbus operated for SpiceXpress this month. Two former TUI Nordic aircraft were finally transferred to their UK counterpart. The first aircraft left Brussels on the 23rd with the second one following on the 30th.

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

Kleine Brogel

July 2021

01. H28	A109BA	17sq	*
02. H35	A109BA	17sq	*
05. ST42	SF260D	CC Air	*
S-447	AS532U2	300sq	*
12. FB22	F-16BM	2w	*
ST43	SF260D	CC Air	*
15. 07-8608/RS	C-130J-30	37th AS	*
16. FB22	F-16BM	2w	*
ST41	SF260D	CC Air	*
19. H29	A109BA	17sq	*

0218	M-28B/PT	8.BLTr	20
20.CT03	A400M	20sq	*
FA87	F-16AM	2w (special c/s)	22
21.T-056	A330-243MRTT	MMU	*
26.RN08	NH90-TTH	18sq	*
27.FA86	F-16AM	2w (special c/s)	*
FA132	F-16AM	2w	29
RN06	NH90-TTH	18sq	*
28.ST43	SF260D	CC Air	*
29.ST18	SF260M+	CC Air (Red Devils c/s)	*
30.ST41	SF260D	CC Air	*
LB01	L-21B	Air Cadets	*

Credits: Toon Cox, Edwin Huskens, Stephan Lodewijks, Jos Schoofs.

Koksijde

				July 2021
01.FA94	F-16AM	10w	*	
FB24	F-16BM	10w/OCU (spec mks)	*	
ST02	SF260M+	CC Air (Red Devils c/s)	05	
ST16	SF260M+	CC Air (Red Devils c/s)	05	
ST18	SF260M+	CC Air (Red Devils c/s)	05	
ST22	SF260M+	CC Air (Red Devils c/s)	05	
ST35	SF260M+	CC Air (Red Devils c/s)	05	
05.FA131	F-16AM	10w	*	
FA134	F-16AM	10w	*	
06.ST43	SF260D	CC Air	*	
07.FA135	F-16AM	2w	*	
09.H21	A109BA	17sq	*	
12.FA69	F-16AM	10w	*	
FA81	F-16AM	10w	*	
FA131	F-16AM	10w	*	
FB15	F-16BM	10w/OCU	*	
13.CH12	C-130H	20sq	2x *	
FA106	F-16AM	10w	*	
FB23	F-16BM	10w/OCU	*	
14.FA70	F-16AM	2w	*	
FA101	F-16AM	2w (spec c/s)	*	
16.FB24	F-16BM	10w/OCU (spec mks)	3x *	
19.ST48	SF260D	CC Air	*	
20.FA57	F-16AM	2w (spec mks)	*	
FB22	F-16BM	2w	*	
H21	A109BA	17sq	*	
RN06	NH90-TTH	18sq	*	
ST41	SF260D	CC Air	*	
ST46	SF260D	CC Air	2x *	
22.FA101	F-16AM	2w (spec c/s)	*	
H29	A109BA	17sq (spec mks)	23 3x	
ST41	SF260D	CC Air	*	
ST46	SF260D	CC Air	23	
27.ST23	SF260M+	CC Air	*	
28.FA134	F-16AM	10w	2x *	
FB23	F-16BM	10w	2x *	
ST41	SF260D	CC Air	3x *	

29.FA81	F-16AM	10w	*
FA107	F-16AM	10w	*
FA116	F-16AM	10w	*
FA127	F-16AM	10w	*
RN08	NH90-TTH	18sq	2x *
Q-17	AH-64DN	301sq	*
30.FA131	F-16AM	10w	3x *
FB14	F-16BM	2w	*

Koksijde hosted the 2021 Belgian Open Aerobatic Championship Koksijde contest, also known as BOACK'21, on 3 and 4 July including demonstration performances by the Red Devils team. On 22 July another pair of demonstrations was flown by the A109BA H29 which arrived from Bevekom for refuel, flew demo 1, refuelled again, flew demo 2 and spent the night before returning the following day, resulting in three visits. 'Vador' and his 'Dark Falcon' FA101 arrived from Florennes and flew demo 1 on arrival, refuelled and flew demo 2 and returned to its home base.

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

Liège

				July 2021
				dep HFM631
02.9H-SUN	A340-312	Hi Fly Malta		
04.CS-GLC	Global 6000	NetJets Europe		
UP-CS302	Ce525B	KazAirJet		
08.9H-CAP	P180	AV8Jet		
F-HCEV	Beech B200GT	DGAC		
16.G-JOTF	BAe146-300QT	JOTA Aviation	dep	
YU-BZZ	Ce550 Bravo	Air Pink		
17.F-HRAM	ERJ145LU	Amelia International		
VQ-BVF	B737-46Q(F)	ATRAN	dep	
18.MM62194	C-130J-30	50° Gruppo TM		
MM82007	HH-139B	83° Gruppo CSAR	dep	
OE-FZC	Ce510	GlobeAir		
23.F-GSLZ	Falcon 100	Harmony Jets		
F-HFRA	Ce501	Airlec Air Espace		
LX-FLJ	PC-12/47NGX	Jetfly Aviation	f/v arr	
LX-KAY	Beech 250	Luxaviation	arr	
OE-FOE	Ce510	GlobeAir	24	
OE-GGG	Ce560XLS+	Jet Fly		
TC-RSC	Lj45XR	Redstar Aviation		
UR-82007	An-124-100	Antonov Des. Bur.		
24.F-HIPE	EMB505	Pan Européenne A/S	25	
F-HOND	HA-420	E.A.T.I.S.	25	
OE-GGG	Ce560XLS+	Jet Fly	25	
25.9H-FRM	Falcon 100	Harmony Jets		
CS-TFO	Lj40	OMNI Aviation	dep	
F-HSHB	Ce510	Flybox		
I-TOPD	Beech 400A	Executive Aircraft Management		
LX-JFE	PC-12/47E	Jetfly Aviation		
LX-OCV	B747-4R7F	Cargolux		



SmartLynx operates this Airbus since March 2019. YL-LCX was briefly leased to Thomas Cook Airlines and still carries the remnants of that time. It is one of the aircraft currently being leased to Royal Air Maroc. (Brussels, 6 July 2021, Paul Sanders)



This Slovakian Air Force Let L-410UVP-E is a rare visitor for Brussels. Paul Sanders caught L4-01 on camera on 8 July 2021 on its approach to the Belgian capitol.

OE-FHA	Ce510	GlobeAir		PH-BBJ	C560XLS+	Air Service Liège	
26. N963R	Falcon 7X	Talon Tactical Management	arr	UR-CQD	An-26B	Vulkan Air	06 VKA111/102
UR-CQV	An-26B	Vulkan Air	arr	04. OK-FTR	Ce510	Atmospherica Aviation	
27. D-ISAR	Raytheon 390	Euroflug Frenzel		PH-DWS	ERJ135LR	JetNetherlands	JNL2662/2663
OE-FZE	Ce510	GlobeAir	dep	05. G-NHVD	AW169	NHV	arr
VP-CJH	G650ER	Metrojet	arr	N165SL	P180	Supair	06
28. 9H-LGM	EMB500	Transport Malta		OO-TBB	Cirrus SF50	Blue Sky Aviation	
D-IFHD	Ce525 (M2)	E-Aviation		YL-RAG	Saab 340A(F)	RAF-Avia	dep MTL903P
F-HPBM	EMB500	Oyat Services	31	06. D-IATE	CeF406	Air-Taxi Europe	08 TWG234/111
G-ZNTH	Lj75	Zenith Aviation		EC-GJM	SA227BC	Flightline	FTL912/921
30. 9H-LGM	EMB500	Transport Malta	arr	EC-NIR	SA227AC	Flightline	FTL612/621
D-IRIZ	Ce510	Euro-Tour	arr	ES-LSG	Saab 340A(F)	Airest	AEG390C/T
F-HENE	HA-420	E. A. T.I.S.		LX-FPF	Ce525B	Flying Group Lux'	FYL65F/71F
F-HIPE	EMB505	Pan Européenne A/S	dep	N165SL	P180	Supair	12
HB-VPO	EMB505	Enjoy Air		OH-BSL	PC-12/47E	Fly 7 Executive Avn	07 -/FSF200A
I-TOPD	Beech 400A	Executive Aircraft Management	31	OO-PCM	PC-12/47E	EAPC	
LX-FCB	PC-24	Flying Group Luxembourg		UR-CAJ	An-12BK	Meridian Aviation	MEM3010/3011
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		07. D-CNAG	SA227AC	Binair Aero Service	BID023B/032B
UR-KDM	An-12BK	Cavok Air	arr	D-IATE	CeF406	Air-Taxi Europe	TWG251/151
31. A6-EFH	B777-F1H	Emirates	UAE9371/92	HA-KAO	ATR72-202(F)	Fleet Air Int'	09 FRF901/900
D-IAAD	EMB500	Arcus Executive Aviation	arr	OH-BSL	PC-12/47E	Fly 7 Executive Avn	FSF200B/200A
G-ZNTJ	Lj75	Zenith Aviation	arr	YL-RAK	ATR72-212A(F)	RAF-Avia	MTL905C/-
I-TOPD	Beech 400A	Executive Aircraft Management	arr	08. 2-CLRK	Eclipse 500	Channel Jet	arr/
OE-FCO	Ce510	GlobeAir	dep	D-CNAG	SA227AC	Binair Aero Service	BID33B/11B
VP-CAE	G550	KC-Aviation	arr	D-IMOI	Ce525	DALAviation	
				EC-GJM	SA227BC	Flightline	FTL932/141
				F-HCEQ	HA-420	EATIS Business	
				G-JOTF	BAe146-300(QT)	JOTA Aviation	ENZ851/851F
				OH-ZRH	PC-12/47E	Fly 7 Executive Avn	09 FSF100A
				UR-CQD	An-26B	Vulkan Air	VKA113/118
				UR-CTJ	An-12BK	Meridian Aviation	09 MEM3010/3011
				YL-RAK	ATR72-212A(F)	RAF-Avia	MTL906C/906P
				09. HA-TAB	Saab 340A(F)	Fleet Air Int'	13 FRF101/100
				PH-CJM	Ce680	Air Service Liège	
				UR-CQD	An-26B	Vulkan Air	-/VKA140
				YL-RAG	Saab 340A(F)	RAF-Avia	13 MTL907C/917P
				10. D-CAWO	Ce560XLS+	Aeowest Flugcharter	
				D-ILUI	Ce525A	ProAir Aviation	
				N800J	G550	Johnson & Johnson	11
				OO-KIN	Ce680	Flying Group	FYG32N/33N
				OO-SUN	Ce510	Air Service Liège	13
				PH-CJM	Ce680	Air Service Liège	
				TC-MCC	A300B4-622R(F)	MNG Airlines	MNB771P/931
				UR-CQV	An-26B	Vulkan Air	12 VKA111/116
				11. SP-MRB	Saab 340A(QC)	IG Avion(SkyTaxi)	IGA581/582
				UR-CQD	An-26B	Vulkan Air	12 VKA115/108
				UR-CTJ	An-12BK	Meridian Aviation	13 MEM3014/3025
				12. HA-KAM	ATR42-320(F)	Fleet Air Int'	-/FRF800
				OO-ACC	Ce525A	Air Service Liège	dep
				YL-RAK	ATR72-212A(F)	RAF-Avia	-/MTL910P

The Emirates on the 31st operated a charter related to the Olympics.

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

Ostend-Bruges

		July 2021	
01. D-IFFF	CeF406	Air-Taxi Europe	dep TWG144
HA-KAM	ATR42-320(F)	Fleet Air International	dep FRF800
HA-TAG	Saab 340A(F)	Fleet Air International	dep FRF300
PH-NNX	Ce750	JetNetherlands	dep
PH-NNX	Ce750	JetNetherlands	02
SP-KPR	Saab 340A	SprintAir	dep SRN135
TC-MNV	A300C4-605R	MNG Airlines	MNB311/312
02. D-ICCC	CeF406	Air-Taxi Europe	TWG200/100
HA-KAM	ATR42-320(F)	Fleet Air Int'	03 FRF801/800
HA-KAN	ATR42-430(F)	Fleet Air Int'	05 FRF701/700
N165SL	P180	Supair	dep
PH-BBJ	C560XLS+	Air Service Liège	
PH-DWS	ERJ135LR	JetNetherlands	JNL0662/1662
PH-NNX	Ce750	JetNetherlands	
03. 9H-ILZ	CL-850	VistaJet Malta	VTJ683
HA-KAO	ATR72-202(F)	Fleet Air Int'	05 FRF901/900
OK-PVN	PC-12/47NGX	Gurmarny Zubri	

13. HA-KAO N165SL OO-SUN UR-CKL UR-CQD UR-CQV	ATR72-202(F) P180 Ce510 An-12BK An-26B An-26B	Fleet Air International Supair Air Service Liège Cavok Air Vulkan Air Vulkan Air	FRF901/900 14 CVK7034/7027 VKA117/140 VKA115/116	27. D-IEFD VP-BWR	Ce525 (M2) B737-79T Ce650	E-Aviation Usal North Flying Time Air	EFD2F 2x 29 TIE608D
14. 281 D-CKJE HA-TAG HA-TVJ OO-GEE UR-CJN UR-CQV	PC-12/47E EMB505 Saab 340A(F) Saab 340A PC-12/47E	104sq Air Hamburg Fleet Air International Fleet Air International Blue Sky Aviation	IRL281 dep AHO275B FRF301/300 FRF401/400	29. 281 G-FXFX N165SL N7779V OE-GWS	Nextant 400XTi PC-12/47E EMB505 P180 Beech B200 Ce560XLS+	104sq Flexjet Ops Supair Etienne Veen Avcon Jet	arr FLJ53F 31
15. HA-TAG UR-CJN UR-CQD UR-CQV	An-12B Saab 340A(F) An-12B An-26B An-26B	Fleet Air International Cavok Air Vulkan Air Vulkan Air	FRF301/300 CVK7038/7051 VKA123/112 VKA113/140	30. CS-TQP HA-KAN HA-KAO LY-FLT OY-CLZ SP-KPL SP-KPL	A330-202 ATR42-320(F) ATR72-202(F) B737-522 ATR72-212A Saab 340A Saab 340A	HiFly Fleet Air International Fleet Air International KlasJet Alsie Express SprintAir SprintAir	31 HFY7925/7926 arr FRF700 arr FRF900 31 KLJ2426/2681 MMD6717 SRN403/404 arr SRN405
16. EC-GPS SE-RIL UR-CJN UR-CQD UR-EMC	SA227AC Ce560XLS An-12B An-26B ERJ190LR	Flightline Svenskt Industriflyg Cavok Air Vulkan Air Ukraine International	FTL842/851 17 CVK7052 23 VKA111/110 17 AUI3197/8	31. F-HVLJ	Ce525A	Valljet	arr VLJ575X
17. D-ASBG D-CAWB D-CUGF N800J	Falcon 900EX Ce680 Ce525B+ G550 A300B4-622R(F)	Airservice Bremgarten Aerowest Atlas Air Service Johnson & Johnson MNG Airlines	ATL4U 18 MNB771P/931	<u>EgyptAir Cargo:</u> SU-GCE 04, 06, 08 ² , 11, 15, 25, 28, 30 SU-GCF 02, 15, 22, 30 SU-GCJ 01, 04, 09, 16, 18			
18. TC-MCC	P180 Saab 340B CRJ200LR CRJ200LR	Supair JetNetherlands Severstal Air Comp. Severstal Air Comp.	2x SSF9636/9637 SSF9644/9645	<u>Qatar Airways (Cargo):</u> A7-BAB 03 ² , 10 ² , 14, 19 ² , 21 ² , 24 ² , 25 ² , 29 ² A7-BAK 12 ² A7-BAL 04 ² , 07 ² , 22 ² , 26 ² , 28 A7-BAN 03 ² , 05 ² , 07, 25, 31 ² A7-BAQ 01 ² , 10 ² , 11 ² , 16, 17 ² , 18 ² , 31 ² A7-BFB 11 A7-BFG 26 A7-BFJ 18			
19. N165SL PH-CUA RA-67229 RA-67240	PH-EMC SP-ATT Beech 400XP Beech C90GTi PC-12/47E	SmartJet Mack Aviation Jetfly Aviation North Flying Air Service Liège Braathens Regional Aeropartner HiFly	AUI3197/3198 22 JFA88X/61N NFA013 22 23 BRX8687/8 DFC49D 24 HFY7925/7926				
20. UR-EME SP-ATT	ERJ190LR Beech 400XP Beech C90GTi PC-12/47E	Ukraine International SmartJet Mack Aviation Jetfly Aviation	22 JFA88X/61N NFA013				
21. D-IMEP LX-JFR OY-JPJ PH-BBJ SE-MKL	Ce650 Ce560XLS+ ATR72-212A Ce525B	North Flying Air Service Liège Braathens Regional Aeropartner	NFA013 22 23 BRX8687/8 DFC49D				
22. OK-KIN	A330-202 EMB505	HiFly Flexjet Ops	24 HFY7925/7926 24 FLJ51S				
23. CS-TQP G-MSFX	Ce525B+ Ce510	Atlas Air Service Globe Air	ATL4U 25 -/GAC161S				
24. D-CUGF OE-FOE	Ce560XLS+ A300B4-622R(F)	Aerowest MNG Airlines	MNB771P/931	<u>TUI Belgium:</u> OO-JAF 01 ² , 02 ² , 02/03, OO-JAX 01 till 31 daily OO-TNB 03 till 31 daily			
25. D-CAWO TC-MCC	EMB505 B737-522 P180	Flexjet KlasJet Supair	27 FLJ52R 28 KLJ2424/2425				
26. G-MRFX LY-FLT N165SL OO-MMT PH-NNX	Ce560XL Ce750	Air Service Liège JetNetherlands	27 arr				



This AgustaWestland AW169 departed the factory at Vergiate Italy on 5 July and arrived at Ostend that same day on delivery to NHV. The helicopter continued its delivery flight via Norwich to Blackpool the next day. It will be used for a long-term contract with Spirit Energy to provide passenger transfer services in support of their East Irish Sea operations. (Ostend, 5 July 2021, Nik Deblauwe)

Civil News



This Airbus A321-211 D-AATB has just undergone a freighter conversion and is seen here soon after landing on runway 31 at Malta-Luqa International Airport, on 16 August 2021. The aircraft is managed by lessor Vallair. Rumour has it that the aircraft will join the fleet of SmartLynx Cargo as 9H-CGB in the coming weeks. SmartLynx will operate the aircraft on behalf of DHL. (Mario Caruana)

Manufacturers News

Airbus

A220

Late July European Aviation authorities formally approved an increase in the Airbus A220-300's maximum seating to 149 passengers. The previous seat limit of the A220-300 was 145 seats. The hike in seating capacity has been made possible by a modification of an over wing exit slide. Introduction of an over-performing Type III exit, with a dual-lane overwing slide replacing the single-lane slide, enables the carriage of additional passengers, according to the European Union Aviation Safety Agency (EASA). Similar exit slide modifications have enabled Airbus to add a few extra seats to the A320neo family. Besides this new overwing exit, also a separate airworthiness approval is needed for the installation of a 149-seat cabin layout.

Air France will be the first airline to operate the A220-300 with more than 145 seats. It is planning to introduce its first A220-300 with a layout of 148 seats, due to be delivered this month.

A350 freighter

In previous editions of Scramble (see Manufacturers News in 503, 504 & 506), we already reported that Airbus was considering launching an A350F. On 29 July, during the presentation of the half-year results, the manufacturer disclosed it received board approval for an A350 freighter derivative.

Airbus is targeting a wave of cargo replacements from the middle of this decade with its newly announced A350F, and is aiming for a 2025 service entry. The freighter will be mainly based on the A350-1000 model and will be an addition to Airbus's current product offering. It will be built on the current A350 production line so Airbus will not plan an individual production rate for the freighter version.

Airbus says that the A350F will be in competition only with old variants of rival aircraft (in case the 777 freighter) at the time of launch. With CO2 reduction efforts currently in focus, Airbus' CEO Guillaume Faury also highlights that the new freighter will be very competitive in terms of fuel burn and

CO2 emissions. "This will entail lots of good possibilities for us to be competitive on the market place," he states. Airbus did not announce a launch customer for the new freighter.

Antonov

Early August 2021 Ukrainian manufacturer Antonov announced they are negotiating with the Canadian Quebec government about the possibility of creating Antonov Canada. The ambition behind this idea is to revive the Antonov An-74TK-200 for the Western and worldwide market. Antonov sees a demand for the latest model of the Antonov 74 however, various components were produced in Russia causing a problem due to political struggles between both countries and certification-wise, as these parts do not meet European and American requirements that are deemed necessary to obtain mandatory certification.

The specifications for the An-74TK-200 are designed to carry 52 passengers, cargo up to ten tons, and mixed passengers and cargo transportation on international air routes of short and medium length. The max take-off weight of the aircraft is 36.5 tons, the maximum flight altitude is 33,000 feet and the cruising speed is 600-700 km/h. The flight range with a load of ten tons is 950 kilometres, with a load of 1.8 tons it is 4,250 kilometres. The crew consists of two people. This model is also known for its ability to operate out of limited runways with minimal technical support. Final model assembly will see facilities of production based in Ukraine and Canada and will boost both nations aviation industry. Hopefully their plans will become reality in the near future.

Boeing

787 delivery centre

If you ever wondered what Boeing would do with all the empty space at Everett-Paine Field (WA) after ceasing the 787 Dreamliner production at its Washington state facilities, and consolidating the 787 production at its assembly facility at Charleston (SC), well here is the answer.

On 6 August, FedEx Express signed a lease contract for the former Boeing Dreamliner facility at Everett-Paine Field. The

19.24-acres and 68,745-square foot complex, formerly known as 'Dreamlifter Operations Centre,' will be operated by the US-based air cargo carrier from September 2021. FedEx will start with only a weekly Boeing 757 flight between Everett-Paine Field and its hub in Memphis (TN), but has plans to grow its presence and operations in the north Seattle market in the coming years.

777-300ER converted freighter

In statement released on 10 August, Israel Aerospace Industries (IAI) announced that work on the first Boeing 777-300ERBDSF has begun. It is a passenger-to-freighter conversion programme for the Boeing 777-300ER, jointly launched by IAI and leasing giant GECAS. The beginning of the conversion marks the end of the development process and the start of the structural and systems modification phase, according to the statement.

The conversion process will take approximately 130 days, at the end of which the passenger aircraft will be turned into a freighter. According to IAI demand for converted 777-300ER freighters is high and the company expects that the open spots for conversions will be quickly filled. Besides its own site at Tel Aviv, IAI will also build two lines for 777 conversions at the Sharp Technics K facility in Seoul.

On 25 August, IAI signed a strategic partnership with Etihad Engineering to establish a B777-300ER-conversion line at Abu Dhabi as well. Etihad Engineering says it will establish two 777-300ERSF conversion lines as an "initial step" in its partnership with IAI. The facility is set to complete several aircraft per year.

767-300ER converted freighter

Israel Aerospace Industries (IAI) also converts the 767-300ER. There has been exceptional demand for the model, amid increased demand for cargo jets due to a rise in e-commerce, which peaked during the Covid-19 pandemic. Slots for 767-300ERBDSFs conversions are therefore completely filled until 2022, according to IAI. To add extra capacity for 767 conversions IAI will set up a new conversion site at the Ethiopian Airlines Maintenance, Repair and Overhaul facility in Addis Ababa, Ethiopia. IAI will convert both 767-200s and -300s over there.

The first three aircraft that will undergo conversion at Addis Ababa will be three Ethiopian Airlines B767-300ERs, which will then be redelivered to the airline. Besides Addis Ababa, IAI converts 767s at Tel Aviv as well as the Mexicana MRO Services facility in Mexico City.

Embraer

On 13 August 2021, Embraer performed its first flight of the electric flight demonstrator in the shape of an EMB-203 Ipanema. PR-ZXW departed the facility of Gaviao Peixoto and is a platform of Brazilian collaboration. The basic frame consists of the EMB-203, the electric motor was provided by WEG and the batteries were provided by energy company EDP. The information and data gathered by this platform will help Embraer's electric projects, including the urban transportation EVE.

At the same date Embraer also revealed a new concept impression of their turboprop design. With the first model

Airliner News

Europe

Belgium

The first of two A330-900s for [Air Belgium](#) has been rolled-out of the paint shop at Toulouse on 11 August. And it looks lovely! The aircraft involved is MSN **1861**, which is currently registered as F-WWKQ and will become OO-ABG once deliv-

showing resemblance to the Jetstream 61/Saab 2000 style, the new concept presented can be best described as an ERJ170 fuselage with ERJ135 wings, a (K)C-390 tail section and aft-fuselage mounted turboprop engines. This engine option will be much quieter than current models in service, aiming to reduce noise footprints. Overall the new turboprop platform is designed for fifty up to seventy (and possibly up to ninety) passengers, however it remains to be seen how the scale models and wind tunnel test results will turn out to be. This data will provide clarity on the future of this programme.

Britten-Norman

You might all know the Britten Norman BN-2 Islander that has been in production since 1960, and has proven to be a durable workhorse with splendid STOL capabilities, operating in challenging community services around the world. And against all odds the spirit of the Islanders is still very much alive as this UK manufacturer is involved in two government supported technology initiatives in order to develop a 'green' and 'avgas-free' solution for transportation in the near future. First one is Project HEART (Hydrogen Electric and Automated Regional Transportation) and aims to demonstrate a hydrogen-powered Islander with autonomous controls. This would benefit the smaller airways in the northern parts of Scotland for instance.

Second project is Fresson, a joint venture between Britten-Norman and Cranfield Aerospace Solutions. First launched as an electric Islander with onboard batteries this propulsion method was dropped in favour of hydrogen-based technology. The first prototype is expected to have its first flight in September 2022. The philosophy of hydrogen over batteries is based on the weight and balance specifications, the charging time in between flights and the maintainability. All three favour towards the hydrogen side of the equation. Britten-Norman also moved to a new premises at former Royal Navy Air Station Lee-on-Solent and remains to produce one to five new airplanes per year.

Textron Aviation

Textron reported their Q2 2021 results on 29 July 2021 on their aviation branch. Textron Bell helicopters delivered eight H-1 platforms (AH-1Z and UH-1Y are listed in the same sector) and five V-22 Osprey models. These numbers are increasing from their Q1 deliveries. On the commercial helicopter side 24 Bell 505s, 15 Bell 407s and 6 Bell 429s have been delivered, also increasing compared to their first quarter results. At last two Bell 412 models have been delivered, one less compared to the Q1 results. Nevertheless the quarter total ends at 47 frames.

Textron Cessna also kept up its sales. From its Cessna 525M2 nine jets where delivered, Cessna 525B CJ3+ seven deliveries, Cessna 525C CJ4 seven, Ce560XLS+ also seven, Cessna 680A Latitude another seven, Cessna 680 Sovereign+ two and the Cessna 700 Longitude ends the Cessna jet line with five deliveries. Combined they make up a total of 44 Cessna frames delivered. From the Cessna Caravan line seventeen frames where delivered.

Textron Beechcraft delivered three Beech 250/260 King Airs and thirteen Beech 350/360 King Airs, doubling their Q1 results.

ered. The Belgian airline announced in June it has decided to lease two A330-900s to replace its A340-300s. Both A330-900s (the other one being MSN **1844**) were originally destined to go to RwandAir (and before that Air Berlin) but the African airline decided to cancel its lease-agreement.



MyWings is a new airline based in Pristina, Kosovo. Their only aircraft at this moment is this Airbus A319 9A-BTJ, which is operated by Trade Air. The aircraft is an ex Finnair, Donavia and Rossiya aircraft and before it was delivered to Trade Air, it flew two years for short lived FlyBosnia. It arrived at Zagreb on 14 July and flew to Pristina in full MyWings colours on 22 July. MyWings began operations in the summer of 2020 using Air Mediterranean aircraft. (Rotterdam-The Hague, 28 July 2021, Maarten Visser Sr.)

Bulgaria

On 9 August, Compass Air Cargo took delivery of its first aircraft, a recently converted B737-800SF. It's currently registered as N288LR (**28826**) but will be entering the Bulgarian registry soon as Compass is a new Bulgarian airline. It arrived at Sofia on this date after a ferry flight that started on 7 August from Dothan (AL) with stops at Bangor (ME) and Shannon. Details about the new airline are a bit sketchy now but we expect this airline to be the new joint-venture Mesa Air Group from the US was planning to launch in Europe with Gramercy Associates Ltd. and was announced in March. Originally, the plan was to operate CRJ900s on ACMI-flights but as this B737-800 has been registered to Mesa in January and is part of their contract to operate it for DHL, it seems the plans have changed.

Czechia

In Airbus' latest orders and deliveries update over July 2021, it has become clear that CSA has canceled its orders for three A321neoXLRs and four A220-300s. CSA and Airbus had been in a feud over the aircraft-order, which was placed in 2019, as the airline didn't pay the needed down payments. In total, Airbus was seeking over 800 million USD in compensation, which was one of the reasons the airline was forced to go into insolvency in March. Currently, the airline's fleet consists of one A319 and one A320. What the future holds for the troubled national carrier is unknown.

Germany

Condor has announced it has decided to order sixteen A330-900s as replacement for its fleet of fifteen B767-300ERs, which are on average 27-years-old. Seven of the new A330neos will be ordered directly, while the remaining nine will be leased. The first aircraft is expected to be delivered in autumn 2022 and the last by mid-2024. According to the LH Group Fleet-website, at least three of the new airframes will be ones that were originally destined for AirAsiaX. Condor also has twelve A320s, ten A321s and thirteen B757-300s in its fleet.

Hungary

The Hungarian government has found the time to paint its A330-200F HA-LHU (**1578**). The aircraft, a former Qatar Airways aircraft, had been flying in basic Qatar-livery since it was acquired in October 2020. It was painted by Aviation

Cosmetics Malta where it rolled-out of the paint shop on 16 August. Hungary decided to add this dedicated freighter to secure critical cargo capabilities during the pandemic. It's operated by Wizz Air and it was decided to have it operated as a civilian aircraft instead of adding it to its military as it would make operations easier.

Iceland

Cargo carrier Bluebird Nordic plans a massive fleet expansion with 25 B737-800SFs. All additional aircraft should be delivered by the end of 2024. The airline, founded in 1999, is currently operating a fleet of one B737-300F and seven B737-400Fs. Bluebird Cargo offers cargo and ACMI-operations and is part of the Avia Solutions Group which also owns Avion Express and SmartLynx. It's interesting to note that Avia Solution Group will add the aircraft already in the coming two years and will, until conversion, market them for ACMI-operations via Avion Express. After conversion the B737-800SFs will be transferred to Bluebird Nordic.

Ireland

Lessor BBAM has announced it has ordered additional A321P2Fs with Airbus/EFW. In total, the company is planning to add eighteen A321P2Fs, which are planned to be converted before the end of 2025. With this latest order, EFW has now also sold-out its conversion capacity for the A320/A321 until the end of that year. BBAM will convert aircraft that it already has in its portfolio. The lessor has now, in total, decided to convert 38 of its A321P2Fs, with two of these already delivered to Titan Airways. It also announced two will be going to Lufthansa Cargo next year. Last month, BBAM also announced it was adding twelve additional B737-800BCFs to its portfolio.

Italy

The successor of Alitalia, ITA -Italia Trasporto Aereo, has received its AOC on 18 August. Earlier in the month it also took delivery of its first aircraft, A330-200 EI-EJN (**1313**), which the airline used for obtaining its AOC. ITA is now set to take-over operations from Alitalia on 15 October. As reported before, ITA is planning to bid for the Alitalia-brand which is planned to be sold-off in an open auction later this year. ITA has designed a new corporate image should this plan fail but is really aiming to use the Alitalia-brand. For now, its sole

A330 is in the Alitalia-livery with a (small) “operated by ITA” sticker. ITA is to launch this year with 52 aircraft, including seven widebodies. By 2025 the airline should have over a 100 aircraft in operation. It is also in negotiations with Airbus and Boeing for an order for new narrowbodies and widebodies to make its fleet as efficient as possible.

Norway

Longhaul low-cost start-up Norse Atlantic has unveiled its livery on 10 August. The first aircraft to wear the livery is former Norwegian B787-9 LN-LNO (**38779**), which was painted at Shannon. According to the airline’s press release Norse’s branding “is inspired by the Oseberg longship in Oslo, a symbol of the long-lasting ingenuity of Viking explorers”. The airline also signed leases for six additional B787-9s with BOC which will be delivered in the fourth quarter of this year. Norse Atlantic, which is in the process of preparing to launch, already secured nine B787-9s via AerCap. The exact launch date is dependent on when demand for transatlantic travels picks-up after the pandemic. It was already known that Norse Atlantic was planning to, initially, connect London-Gatwick, Oslo, and Paris-Charles de Gaulle with Los Angeles (CA), New York (NY) and destinations in Florida like Orlando (FL).

Russia

Pobeda Airlines has announced on 16 August that it has decided to scrap its lease-agreements for twenty B737-8s. According to the press-release the airline could back out of the agreements without penalty due to the delayed delivery of the aircraft and the B737MAX not being recertified in Russia yet. The Aeroflot-subsidary signed for the aircraft in 2018. Fifteen would be leased through SMBC, the remaining five via GECAS. The airline, which is in the process of absorbing the remaining B737-800s of mother Aeroflot, is however still interested in the latest generation of narrowbodies to replace older B737-800s coming of their leases. It will now evaluate the B737-8200 and the A321neo. Pobeda, which is Russian for “Victory”, currently operates a fleet of 44 B737-800s with another 37 to be transferred from Aeroflot.

Switzerland

In the last quarter of this year, Chair Airlines is planning to add its first A320. The airframe is currently unknown, but the aircraft will replace the airline’s A319 HB-JOH (**3589**) which has been damaged beyond repair during maintenance at Naples in July last year. To cover for the loss of capacity, Chair is wet-leasing a B737-800 (SP-ESE, **30688**) from major shareholder Enter Air until the A320 is delivered. The airline’s own fleet consists now of two A319s (HB-JOG, **3818** and

HB-JOJ, **3024**). Chair Airlines was launched in 2019 as the successor of Germania Flug. It has its base at Zürich and flies to twenty destinations, most of them being seasonal or charter-flights. Since the rebranding in 2019, Enter Air is a majority shareholder, holding 49% of the shares in the Swiss airline.

United Kingdom

Reuters has reported that Jet2 is in talks with both Airbus and Boeing regarding an order for up to fifty new aircraft. According to the news agency, Airbus is, however, the front runner for the order which would comprise of A320neo-family aircraft. In 2015, Jet2 last ordered new aircraft when it placed an order for 34 B737-800s. Currently, the airline’s fleet consists of one A321, seven B737-300s, 75 B737-800s and eight B757-200s.

The first aircraft for UK-based start-up flypop has been painted in preparation for its delivery. The aircraft involved is A330-300 with MSN **1445**, which was previously in use with Cebu Pacific as RP-C3342 and has been at Guangzhou since 24 May 2021 for maintenance and the paintjob. It will become G-FPOP once delivered. The new airline is planning to connect the UK with India and will open its first base at London-Stansted. From there it plans to fly to Amritsar, Ahmedabad, Goa, and Kolkata once it has received its AOC.

Africa

Egypt

Cobra Jet Aviation is an Egyptian charter start-up, which has taken delivery of its first aircraft, A320 SU-CJA (**1895**). As can be clearly seen the Airbus was previously operated by Qatar Airways (as A7-ADD). The new airline is named after wadjet, the ancient Egyptian god for safety. Next to its A320, Cobra Jet is also planning to add an A340-300 to be able to also offer long-haul and high-capacity charter flights. The airline is based at Cairo.

Réunion

On 29 July and 30 July, Air Austral took delivery of its three ordered A220-300s. The aircraft, registered F-OLAV (**55106**), F-OMER (**55116**) and F-OTER (**55125**), left Mirabel in Canada on delivery and were first ferried to Toulouse. On 12 August they continued their journey to Réunion. The aircraft are configured with twelve Business and 120 Economy Class seats and will be used by the airline to fly to India, Madagascar, Mauritius, Mayotte, Seychelles, and South Africa. Next to the new A220s, Air Austral operates a fleet of two B737-800s, three B777-300ERs and two B787-8s.



Last October the government of Hungary acquired an Airbus A330-200F freighter from Qatar Airways, to transport medical supplies to the nation amid the pandemic. The aircraft is being operated by Wizz Air on the government’s behalf. It has been registered as HA-LHU (ex A7-AFF) and until this summer flew in a basic Qatar colour scheme without any titles. In August the Airbus was painted in this Hungary Air Cargo colours at Malta. (Budapest, 18 August 2021, Ton Jochems)



Lumiwings is an Athens based airline, which started operations in March 2019 with a single Boeing 737-300. Last May they added a second aircraft to their fleet in the form of this ex-Transavia Boeing 737-700, which is registered as SX-LWC (ex PH-XRD). Lumiwings operates charters and ACMI flights, but also operates as a scheduled company from Forlì Airport in Italy to and from numerous destinations in Italy, Greece and Eastern Europe. (Amsterdam-Schiphol, 8 August 2021, Robert Eikelenboom)

Asia

China

On 14 August 2021, [Loong Air](#) took delivery of its first of eight A321neos which the airline is leasing through AerCap. The aircraft involved, B-323U (**10428**) arrived on this date at Hangzhou on delivery from Hamburg-Finkenwerder (via Novosibirsk). Loong Air was launched in 2012 as CDI Airlines with the aim to fly cargo. It launched a year later with a single B737-300F but was rebranded into Loong Air by then. In the same year, the airline also announced it was ordering eleven A320s and nine A320neos which it would use to also launch passenger-flights. Since then, the fleet has grown to 28 A320s and 27 A320neos. It also operates three B737-300Fs. The airline has its base at Hangzhou and flies to 27 destinations, the majority within China. Loong Air also flies to destinations in Bangladesh, Cambodia, Japan, Myanmar, South Korea, Thailand, Uzbekistan, and Vietnam.

Hong Kong

Start-up [Greater Bay Airlines](#) is slowly but surely gearing up for launch with having secured their first three B737-800s. The first one, currently registered D-AAGB (**42277**), has already been painted at Guangzhou. The airline hopes to receive its AOC on 17 September and launch with a special charter flight between Hong Kong and Beijing, on 1 October. Greater Bay Airlines, which was launched in 2019, is owned by a Shenzhen-based billionaire, who also owns Donghai Airlines. In total the airline applied to fly to 104 destinations across China and Asia from Hong Kong.

India

[Akasa Airline](#) is a new planned low-cost airline in India, backed by one of the country's wealthiest investors and led by former Indigo and Jet Airways-executives. The start-up has applied for the necessary licenses and hopes to be in the air in 2022. According to Bloomberg, the airline is now in final negotiations with Boeing regarding an order for up to 100 B737MAXs. Akasa has also spoken with Airbus, but the European manufacturer couldn't meet the timelines needed for the launch of the airline.

Indonesia

Cargo airline [Kargo Xpress](#) has signed a lease-agreement with GECAS for two B737-800BCFs. The duo will be delivered to the carrier in October and December 2021. The two B737-800BCFs will join the airline's single B737-400SF which was delivered in April 2021 and in commercial use since June. Kargo Xpress is a subsidiary of Mjet and will use the additional capacity

to expand its operations with international destinations in Northern China and Western India.

South Korea

In an interview with Flight Global, the CEO of [Korean Air](#) has said the airline plans to retire its A380s within five years and its B747-8s to follow soon, within ten years. The CEO didn't mention if this would also be the case for Asiana's A380s which it will obtain after the merger, but we can expect so. Korean Air currently has a fleet of ten A380s (of which only one is in operation) and ten B747-8s (of which also only one is flying). Asiana itself has six A380s which are all stored. In the interview the CEO said he isn't planning to replace the capacity with new aircraft like the B777-9, although he doesn't rule it out completely. However, with open orders for ten B787-9s and twenty B787-10s and the upcoming merger with Asiana, Korean Air thinks it has sufficient capacity. Next to the open widebody orders, Korean Air also has open orders for 30 A321neos and 30 B737-8s. Today, Korean Air's fleet consists of ten A220-300s, eight A330-200s, 22 A330-300s, ten A380s, one B737-700BBJ, three B737-800s, twelve B737-900s, six B737-900ERs, four B747-400Fs, ten B747-8s, six B747-8Fs, twelve B777-200s, four B777-300s, 26 B777-300ERs, twelve B777Fs and ten B787-9s. Asiana on its turn has a fleet of two A320s, fifteen A321s, four A321neos, fifteen A330-300s, thirteen A350-900s, six A380s, twelve B747-400Fs, five B767-300s, one B767-300F and nine B777-200s.

Latin America

Brazil

[GOL](#) has announced it has increased its orders for the MAX with another 28 aircraft. The additional aircraft will be used to accelerate the airline's fleet renewal and will be delivered before the end of 2022. All aircraft are B737-8s. With this latest addition, GOL has in total committed to 98 B737-8s and 25 B737-10s. Last year, during the height of the Corona-pandemic, the airline scrapped 34 orders but has now clearly backtracked on this decision. So far GOL has taken delivery of twelve B737-8s and expects to take delivery of at least another thirteen this year. The first B737-10 is expected to arrive in 2023. Next to the MAXs, GOL also operates 23 B737-700s and 93 B737-800s.

Chile

[LATAM](#) has announced it has placed an order for an additional 28 A320neos. The order is part of the airline's Chapter 11-restructuring and will be used to modernize the fleet and make it more efficient. Previously the airline already held

orders for 23 A320neos and nineteen A321neos. Of these twelve A320neos have so far been delivered with six being in use with LATAM Brazil and six with LATAM Chile.

SKY Airline has taken delivery of its first A321neo on 27 July. The aircraft, registered CC-DCA (**10532**), left Hamburg-Finkenwerder on this date on delivery via Reykjavik and Miami (FL). The new A321neo is configured in a high density 238-seat configuration and leased via Air Lease Corporation. At least two more will be delivered this year. The airline, founded in 2001, already operates twenty A320neos.

Middle East

Qatar

Qatar Airways has on recommendation by the Qatar Civil Aviation Authority, decided to ground thirteen of its A350s. The move comes as the airline says the aircraft are suffering from accelerated surface degradation of its composite fuselage at the tail-section. The degradation is not visible as it's underneath the paint on the fuselage but came to light when A350-900 A7-ALL (**036**) was stripped of its paint when it was planned to be repainted in the FIFA World Cup 2022-livery at Shannon. Since the discovery the issue has been part of ongoing escalating discussions between Airbus and Qatar Airways in which the manufacturer states that the cracks are superficial and don't have any impact on the safety of the aircraft. The airline, however, thinks different and has gone as far as refusing to take delivery of any new A350 since June until the issue has been resolved. So far, the issue has only been raised, at least publicly, by Qatar Airways and not by any other A350-operators. Qatar Airways currently has a fleet of 53 A350s, consisting of nineteen A350-1000s and 34 A350-900s.

United Arab Emirates

Emirates is celebrating the 50th birthday of the United Arab Emirates by adding special stickers to its livery on a select number of its A380s and B777s. The right-hand side is decorated with English decals, the opposite side with Arabic. The first aircraft that had the decals applied is A380 A6-EVG (**256**) and it made its first commercial flight with it on 16 August on EK923 from Dubai to Cairo.

North America

United States of America

Alaska Airlines has announced it has exercised options on twelve B737-9s into firm orders. With this latest addition,

Alaska Airlines has now ordered 93 B737-9s, five of which have been delivered. The airline also decided to add 25 options the B737MAX to this order. Earlier this year, in May, the airline also firmed up options for thirteen B737-9s. This year, Alaska Airlines will take delivery of seven more B737-9s, next year 31, in 2023 32 and the final eighteen in 2024.

Allegiant Air has signed a lease-agreement with Air Lease Corporation for ten additional A320s. All aircraft should be delivered before the summer of 2022 and will be equipped with sharklets. The airline, founded in 1998, has a fleet of 35 A319s and 79 A320s.

ATSG's leasing arm, Cargo Aircraft Management, has announced it will acquire and convert twenty A330s, with the first to undergo conversion in mid-2023. The conversions will be done by EFW Flugzeugwerke in Dresden. The addition of the new type to CAM is part of the company's plan to be able to offer more options to its customers. The news was announced after ATSG reported an 8% increase in revenue due to the growth in the cargo aviation sector. Next to the 20 A330s, ATSG and CAM have also secured much wanted conversion slots for 47 additional aircraft, which will be the earlier announced A321s and additional acquired B767s. The A321s will be converted by ATSG subsidiary PEMCO, which has a joint-venture with Precision Aircraft for A321-conversions. The B767s will be converted by IAI. CAM expects to take delivery of its first two A321PCFs in 2022.

On 24 August, Delta Air Lines has announced it has firmed up options on another 30 A321neos. Last April, the airline also firmed up 25 options on the A321neo and in total it has now 155 A321neos firm on order. Delta now has 70 purchase options left. The A321neo in Delta-service will be outfitted to carry 194 passengers (twenty in First, 42 in Delta Comfort+ and 132 in Economy) and the first one is expected to be delivered in the second half of next year.

DHL has announced it has ordered twelve all-electric Alice eCargo aircraft with delivery in 2024. The express carrier hasn't attached any conditions to the order. The Alice eCargo is built by Seattle (WA) based Eviation and is expected to fly for the first time before the end of this year. The aircraft, which will be single-piloted, can carry 1,200 kg over up to 815 km. It can be fully recharged between flights in 30 minutes.

Envoy Air has taken delivery of a new ERJ170. The aircraft, N760MQ (**17000294**) has been painted by the airline in a very lovely American Eagle-retro livery. Previously this Embraer



Boeing 737 MAX 9 (msn **43393**) was originally intended to be delivered to Primera Air Scandinavia, but that airline went bankrupt before it could take delivery of the aircraft. Lessor ALC (Air Lease Corporation) found a new lessee in the form of Corendon Dutch Airlines, but due to the ongoing MAX problems and COVID-19 this lease deal was terminated in spring 2021. The aircraft which already made its first flight on 30 May 2019, was placed in storage at San Antonio (TX) and Renton (WA). ALC found a new customer for the aircraft with Alaska Airlines, but before being delivered to this airline the MAX will be operated by Boeing for its 2021 Eco Demonstrator programme, with test registration N60436 but already in the colours of Alaska Airlines. The aircraft will be delivered to Alaska Airlines and registered as N979AK later this year. (Washington-Ronald Reagan (VA), 27 July 2021, Tom Wolfe)



Ruby Tuesday was the name of this Boeing 747-400, when it flew for Virgin Atlantic, registered as G-VXLG. It was delivered new to Virgin in September 1998 and withdrawn from use much earlier than planned due to COVID-19, in March 2020. After being stored at Glasgow and Manchester it was ferried to Tel Aviv, to be configured for freighter operations. Not as a full freighter, but as a “Preighter” (no cargo door, cargo in belly or just through the normal passenger door on the main deck). The aircraft was delivered to Longtail Aviation late April, which did not put much effort in an interesting paintjob, so the aircraft still flies around in basic Virgin colours. After two months of storage at London-Stansted, it started operations with the aircraft on 24 July. The Jumbo Jet wears JetOneX-titles, a company that is a capacity provider maintaining commercial control over a fleet of 747 cargo aircraft. So, JetOneX sells the cubic inches of cargo volume to customers, while Longtail takes care of the operation of the aircraft. (Maastricht-Aachen, 11 August 2021, Mark Remmel)

was in use with British Airways as G-LCYD and it is leased to Envoy by Azorra Aviation. Envoy Air is a so-called production carrier for American Airlines and part of the American Airlines Group. It operates three ERJ170s, 98 ERJ175s and 57 ERJ145s for American Eagle.

In its quarterly financial report, Frontier Airlines announced it has signed lease-agreements with various lessors for ten additional A321-200s. The aircraft should be delivered between the second half of next year and early 2023. It's the first time since a long period the airline adds second-hand aircraft to its relatively young fleet. At the moment, Frontier's fleet consists of one A319, nineteen A320s, 69 A320neos and 21 A321-200s. The airline also has open orders with Airbus for 62 A320neos, 67 A321neos and eighteen A321neo(X)LRs.

Northern Pacific Airways is a new Alaska-based airline, backed by the owner of Ravn Air. The airline is planning to be a low-cost airline with the goal to connect North American with Asia via Anchorage (AK), mirroring similar business models like Copa Airlines and Icelandair. NPA plans to fly the B757-200 and is in the process of acquiring its first aircraft. It plans to have up to 12 B757s in operation by 2023. Initially, the airline has set its eyes on flying from Las Vegas (NV), Los Angeles (CA), New York (NY), Orlando (FL) and San Francisco (CA) to Seoul and Tokyo, with the stop-over in Anchorage. Later, the airline wants to expand to other destinations on Asia with larger aircraft as the B757s lacks the range to open these. Although travelers will be encouraged to also visit Alaska, the scheduled flights will be planned with short connection times for those who just want to fly quickly to their destination. Northern Pacific Airways has now started the process for obtaining the needed approvals and licenses and hopes to be launching its first flight in the summer season of 2022.

SkyWest has announced it has signed a flying agreement with Delta Air Lines for sixteen ERJ175s which will be ordered new with Embraer. The sixteen ERJ175s will replace sixteen CRJ900s operated by SkyWest for Delta Air Lines and are set to be placed into service in the first half of 2022. With this latest order, SkyWest has now ordered a total of 494 ERJ175s. It also operates 141 CRJ200s, 104 CRJ700s and 40 CRJ900s. It's, however, unclear what SkyWest will do with the sixteen CRJ900s returning from flying for Delta. Next to flying for Delta Air Lines, SkyWest also operates for Alaska Airlines, American Airlines and United Airlines.

Oceania

New Zealand

Air Chathams has announced that it will retire its final Convair 580 on 17 September 2021. The propliner involved is ZK-CIB (327A) which has been part of the fleet since June 1996. Originally, the airline had planned to retire the Convair at the end of July but new lockdowns due to the Corona-pandemic warranted an extension and use the aircraft for domestic cargo flights. Air Chathams retired its other final two Convairs, ZK-KFL (372) and ZK-CIE (399) in October 2020 and April 2021. Retirement was unavoidable as maintenance costs would become too high due to a lack of spare-parts. Air Chatham's fleet now consists of one ATR72 and three Saab 340s, three Swearingen Metroliners, one Cessna 206 and a DC-3.

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	
Lufthansa	5	A350-900	
Private	1	ACJ319neo	
	1	ACJ330-300	
Unidentified	21	A220-300	
	10	A320neo	
	1	A321neo	
United Airlines	70	A321neo	
<u>Volaris Airlines</u>	2	<u>A320neo</u>	
Total	167		(+2)

ATR 2021 firm orders

SKY express	6	ATR72-600
Total	6	

Boeing 2021 firm orders

777 Partners	24	B737-8	
Air Lease Corporation	3	B737MAX	
Alaska Airlines	45	B737-9	
Atlas Air	4	B747-8F	
Dubai Aerospace Enterprise	14	B737MAX	
<u>FedEx</u>	18	<u>B767-300F</u>	
	2	<u>B777F</u>	(+1)

<u>GOL</u>	9	<u>B737-8</u>	United Airlines	250	B737MAX
Lufthansa	1	B777F	USAF	27	KC-46A
	5	B787-9	US Navy	9	P-8A
<u>Private</u>	2	<u>B737MAXBBJ (+1)</u>	Total	625	(+26)
Royal Australian Air Force	2	P-8A	Embraer 2021 firm orders		
Silk Way West Airlines	5	B777F	Congo Airways	2	E195-E2
Singapore Airlines	11	B777-9	Horizon Air	9	ERJ175
SMBC Aviation Capital	14	B737-8	Porter Airlines	30	E195-E2
<u>Southwest Airlines</u>	140	<u>B737MAX (+6)</u>	<u>Skywest Airlines</u>	25	<u>ERJ175 (+16)</u>
<u>Unidentified</u>	23	<u>B737MAX (+3)</u>	Total	66	(+16)
	1	B747-8			
	1	<u>B767-300F</u>			
	11	<u>B777F (+5)</u>			
	4	B787-10			

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

Jetliners



Airbus A330-300P2F D-ACVG is the first converted A330-300 in the fleet of EAT Leipzig. The aircraft was originally delivered as passenger aircraft to Singapore Airlines in 2010. In 2016 the aircraft moved to Hong Kong Airlines, which used the aircraft until 2020. Between July 2020 and April 2021, the aircraft was converted to freighter at Dreseden before being delivered to DHL /EAT Leipzig early May. Besides this A330-300P2F, EAT Leipzig also operates three A330-200 factory freighters on behalf of DHL. ASL Airlines Ireland and Air Hong Kong also operate six A330-300 converted freighters (three each) on behalf of DHL, but these aircraft are not painted in full DHL colours but in a partial colour scheme. Two A330-300s are currently being converted to freighter for DHL in Dresden. At least one of these two will go to DHL / EAT Leipzig as well. (Amsterdam-Schiphol, 02 August 2021, Walter Heukensfeld)

A220	-300	55126	YL-ABB	airBaltic. Delivered on 14 August.
	-300	55127	YL-ABC	airBaltic. Delivered on 21 August.
A319	-111	2442	VP-BKD	IrAero, ex EI-GFN of I Fly. Delivered on 12 August.
	-112	2652	D-AIBQ	Lufthansa, ex OE-LDG of Austrian Airlines. Delivered on 29 July. Aircraft is operated by Lufthansa Cityline.
A320	-111	3950	9A-BER	Fly Air41 Airways, ex D-ASMI of Sundair. Delivered on 17 August.
	-214	960	OE-IFV	AerCap, ex CS-TNH of TAP Air Portugal. Registered on 27 July. Aircraft was ferried to Lourdes for storage on 21 May.
	-232	2401	ER-AXA	Air Moldova, ex 2-LONG of TrueAero. Delivered on 20 August. Former TC-JUI of Turkish Airlines.
	-232	3531	9H-AMJ	Avion Express Malta, ex OE-IGI of AMCK Aviation. Delivered on 12 July. Former HA-LYU of Wizz Air.
	-214	3711	VP-BMF	Ural Airlines, ex VP-BMF of Aeroflot. Delivered on 31 July.
	-214	3778	VQ-BAX	Ural Airlines, ex VQ-BAX of Aeroflot. Delivered on 2 August.
	-214	3880	9H-SLJ	SmartLynx Malta, ex EI-GVY of AerCap. Delivered on 30 July. Former VQ-BDF of S7 Airlines.
	-216	4035	EC-NOS	Volotea Air, ex PK-AXJ of Indonesia AirAsia. Delivered on 4 August.
	-232	4113	EC-NOZ	Aura Airlines, ex EI-GUJ of Airastle. Delivered on 29 June. Entered service on 31 July. Former VT-IGI of Indigo.
	-232	4323	YL-LDI	SmartLynx, ex OE-ISW of JLPS Leasing Stellar. Delivered on 17 August. Former HA-LWC of Wizz Air.
	-232	4384	9H-GTS	Airhub Airlines, ex VT-IGT of IndiGo. Delivered on 29 July.
	-214	6022	VQ-BSH	Rossiya - Russian Airlines, ex VQ-BSH of Aeroflot. Transferred on 2 August.
	-232	6200	4X-ABT	Israir, ex EI-GTO of Pembroke. Delivered on 30 July. Former ZS-SZG of South African Airways.
	-251N	8970	SU-BUL	Air Cairo, ex VP-CZD of GECAS. Delivered on 6 August. Former XA-WJS of Interjet.
	-271N	10374	VQ-BSH	S7 Airlines. Delivered on 29 July. Test registration was D-AVVP.
	-251N	10488	9K-CBH	Jazeera Airways. Delivered on 14 August 2021. Test registration was F-WWBC.
	-251N	10493	G-TTNR	British Airways. Delivered on 7 August. Test registration was F-WWBH.
	-251N	10506	CS-TVK	TAP Air Portugal. Delivered on 20 August. Test registration was F-WWTN.
A321	-211P2F	1017	9H-CGB	SmartLynx Malta, ex D-AATB of Vallair. Delivered after freighter conversion on 16 August. Aircraft will be operated on behalf of DHL. Former HS-RCC of R Airlines.
	-211P2F	1238	9H-ZTB	Titan Airways Malta, ex G-DHJH of Titan Airways. Transferred to Malta on 12 August. Aircraft was supposed to be reregistered in Britain as G-POWY, but plans changed.
	1-211	1966	N966AD	Vallair, ex OE-LCF of LEVEL / Anisec Luftfahrt. Registered in the US on 17 August. Aircraft is stored at Marana (AZ) waiting for cargo-conversion.
	-211	3749	9H-ZTA	Titan Airways Malta, ex G-POWV of Titan Airways. Transferred to Malta late July.

	-251N	7945	TF-PLB	PLAY, ex N7945 of AerCap. Delivered on 3 August. Former XA-NEO of Interjet.
	-251NX	9524	RA-73028	North-West Air Company. Delivered on 22 August. First A321 neo for this company. Aircraft initially built for AirAsia, but not taken up. Text registration was D-AYAE.
	-271NX	10305	SX-NAD	Aegean Airlines. Delivered on 29 July. Test registration was D-AZAG.
	-253NX	10319	G-EIRH	Aer Lingus UK, ex EI-LRH of Aer Lingus. Transferred on 13 August.
	-271NX	10370	HA-LVY	Wizz Air. Delivered on 4 August. Test registration was D-AVZB.
	-271NX	10375	TC-LTG	Turkish Airlines. Delivered on 30 July. Test registration was D-AZAC.
	-271NX	10440	HA-LZA	Wizz Air. Delivered on 3 August. Test registration was D-AVXJ.
	-271NX	10460	HA-LZB	Wizz Air. Delivered on 12 August. Test registration was D-AVZL.
	-271NX	10494	VQ-BDV	S7 Airlines. Delivered on 3 August. Test registration was D-AVYF.
	-251N	10525	VP-BSN	Aeroflot. Delivered on 23 August. Test registration was F-WWBS.
	-271NX	10583	D-AIEK	Lufthansa. Delivered on 4 August. Test registration was D-AVYD.
	-271NX	10619	N4058J	jetBlue Airways. Delivered on 18 August. Test registration was D-AVZP.
A330	-343X	356	T7 - SRS	San Marino Executive Aviation, ex OY-VKH of Sunclass Airlines. Delivered on 11 August. Registered in between as N356UK of TVPX Trust Services.
	-202	760	A7-ACT	Qatar Airways, ex EI-GWV of Castlelake. Former A7-ACL of Qatar Airways. Returned to service after being stored for more than one and half year at Doha and Nimes on 14 August.
	-202	820	A7-ACS	Qatar Airways, ex EI-GWW of Castlelake. Former A7-ACL of Qatar Airways. Returned to service after being stored for more than one and half year at Doha and Nimes on 14 August.
	-202	1313	EI-EJN	ITA – Italia Trasporto Aereo, ex Alitalia. Registered under the new AOC on 16 August. This aircraft, will be used for certification procedures for the Alitalia successor and is the first of 52 jets destined for the airline. It still wears an (old) Alitalia colour scheme, but it will soon be repainted into a new livery featuring the Italian flag.
	-302E	1351	VP-BUH	Nordwind Airlines, ex 2-VJWR of GECAS. Delivered on 9 August. Former VT-JWR of Jet Airways.
	-303E	1360	VP-BUI	Nordwind Airlines, ex F-HXLF of XL Airways France. Delivered on 18 August.
	-202	1864	EC-NFR	Iberia, ex F-HLVL of LEVEL. Registered in Spain early August.
	-202	1882	EC-NRG	Iberia, ex F-HLVM of LEVEL. Registered in Spain early August.
A350	-941	256	B-30EG	Hainan Airlines, ex B-LGH of Hong Kong Airlines. Transferred on 1 August.
	-1041	342	A6-XWD	Etihad Airways. Delivered after two year storage at Toulouse and Bordeaux on 24 August. Test registrations were F-WZNM and F-WXAD.
	-941	531	JA10XJ	Japan Airlines. Delivered on 19 August. Test registration was F-WZGX.
B737	-4Q8	24332	N37FF	Frontera Flight Holdings Inc., ex SX-DRA of flyGR8. Registered on 27 July. Destined for Aeronaves TSM after being converted to freighter.
	-4Y0SF	24917	EI-JRD	ASL Airlines Ireland, ex HA-KAD of ASL Airlines Hungary. Transferred on 26 July.
	-429SF	25729	EI-STH	ASL Airlines Ireland, ex HA-FAY of ASL Airlines Hungary. Transferred on 5 August.
	-86NSF	28655	EI-AZA	Amazon Prime Air, ex N864CS of UMB Bank NA Trustee. Delivered on 28 July as N864CS.
	-85FSF	28826	LZ-CXA	Compass Air Cargo, ex N288LR of UMB Bank NA Trustee. Delivered on 7 August as N288LR.
	-8BK	33029	UR-SQP	SkyUp Airlines, ex OE-IWY of Sapphire Leasing I (AOE 5) Ltd. Delivered on 13 August.
	-8ASBCF	33546	OE-IXB	ASL Airlines Belgium, ex OE-IXB of Celestial Aviation Trading 23 Ltd. Delivered on 14 August.
	-8AS	33605	G-TUKF	TUI Airways, ex TC-IZG of Pegasus Airlines. Delivered on 11 August, after a long period of storage at St. Athan.
	-8ASBCF	33612	F-HIQE	ASL Airlines France, ex EI-DPO of Ryanair. Delivered on 25 July as OE-IWC. Correction Scramble 507 – Page 37.
	-808	34710	YR-BMT	Blue Air, ex OE-ISF of SASOF III (E) Aviation Ireland DAC. Delivered on 17 August.
	-8K5	35145	HL8397	Fly Gangwon, ex LZ-DAZ of DAE Capital. Delivered on 4 August.
	-8K5	38107	G-TAWH	TUI Airways, ex SE-RFN of TUI fly Nordic. Transferred on 30 July.
	-8JP	39011	LN-DYX	Norwegian, ex EI-FHD of Norwegian Air International. Transferred on 2 August.
	-8JP	39012	LN-DYY	Norwegian, ex EI-FHA of Norwegian Air International. Transferred on 11 August.
	-8JP	39162	XA-OCB	AeroM�xico, ex SE-RRA of Norwegian Air Sweden. Delivered on 30 July as SE-RRA.
	-82R	40873	UP-B3730	SCAT, ex TC-AAU of Pegasus Airlines. Delivered on 30 July.
	-82R	40880	UR-SQO	SkyUp Airlines, ex OE-ISL of Lunar Aircraft Trading Company 5 Ltd. Delivered on 2 August.
	-8JP	41148	LN-ENL	Norwegian, ex EI-FJJ of Norwegian Air International. Transferred on 19 August.
	-800	42083	N839SY	Sun Country Airlines, ex SE-RRZ of Norwegian Air Sweden. Delivered on 29 July.
	-8-200	65874	9H-VUA	Malta Air. Delivered on 5 August. Line # 8003.
	-8-200	65878	9H-VUD	Malta Air. Delivered on 30 July. Line # 8036.



Helvetic Airways has been flying exclusively with Embraer aircraft since 2019, after the last Fokker 100s were phased out. In first instance they flew with the E1 version of the ERJ190, but they also ordered twelve ERJ190-E2. The original order for these twelve E190-E2s was modified in 2020, with the last four aircraft from the original order being delivered as E195-E2. The latter can accommodate 134 passengers, instead of 110 in the E190-E2. This summer the last aircraft of this order was delivered to the Swiss Airline, which now operates eight ERJ190-E2s, four ERJ195-E2 and still four ERJ190-E1s. Seen here is ERJ190-E2 HB-AZG, which was delivered in January 2021. (Amsterdam-Schiphol, 14 August 2021, Walter Heukensfeld)

B767	-323ERBCF	33082	A9C-	DHL / DHL International Aviation Middle East, ex N343AN of American Airlines. Delivered after freighter conversion at Singapore-Paya Lebar on 5 August.
	-323ERBDSF	33086	A9C-DHT	DHL/ DHL International Aviation Middle East, ex N347AN of American Airlines. Delivered after freighter conversion at Mexico City on 12 August.
	-300F	63127	N197FE	FedEx Express. Delivered on 12 August. Line # 1249.
	-300F	66252	N279FE	FedEx Express. Delivered on 29 July. Line # 1247.
CRJ	900ER	15078	OY-MIT	Global Reach Aviation, ex D-ACKC of Lufthansa. Delivered on 17 Augustus. Will be operated by Copenhagen Air Taxi.
ERJ	135LR	145173	PH-DWC	JetNetherlands, ex N830MR of Elevate Jet. Delivered on 5 August.
	170STD	17000294	N760MQ	American Eagle, ex G-LCYD of British Airways. Delivered on 12 August.
	170STD	17000296	N761RW	American Eagle, ex G-LCYE of British Airways. Delivered on 4 August.
	195LR	19000283	4O-AOB	Air Montenegro, ex Montenegro Airlines. Delivered on 7 August.
	195E2STD	19020059	HB-AZL	Helvetic Airways. Delivered on 14 August.

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

Commuters

ATR42	-500	1002	SX-OAY	Olympic Air, ex 2-RLBT of Knight Aircraft Leasing (2017-A) Ltd. Delivered on 4 August as 2-RLBT.
ATR72	-212A	1222	UR-WRE	Windrose Airlines, ex 2-ATRB of NAC Aviation 29 DAC. Delivered on 19 August.



The second aircraft to join the SkyAlps fleet is this twelve-year-old airframe registered as 9H-EVA, and operated by Maltese ACMI provider Luxwing. The aircraft is seen departing Malta's runway 13 on 8 July 2021, after receiving maintenance at Medavia Technics. The Q400 flew directly to Bolzano, which is the home base of SkyAlps. It is leased from Chorus Aviation and was previously operated by Flybe as G-ECOO.

Propliners

Convair	580	327A	ZK-CIB	Air Chathams, is expected to perform the airlines' last Convair service on 17 September 2021.
DHC	2	639	N639CM	Ex C-FZVR and exported to USA on 17 August 2021.
	2	1428	N670AB	Oban Holdings, ex C-GWKD and exported to USA on 8 August 2021.
	2	1594	N1249K	SouthEast Aviation. Crashed in Misty Fjord (AK) on 5 August 2021. See Dustpan & Brush for more details.
Douglas	DC-3A	2239	N28AA	Shannon Air Museum. Was badly damaged on 14 July when a microburst hit Shannon airfield in Fredericksburg (VA). Online adds have been made to raise funds for repairs. To make it even more sad, the Dakota was only delivered to the museum on 6 January of this year...
	C-47D	26044	HK-3199	Aerovanguardia. Had been stored at Villavicencio-La Vanguardia Airport for several years. In August 2021 the airplane was completely scrapped.
	DC-3S	43159	N30TN	TransNorthern's Super Dakota veered off the runway at Goodnews (AK) on 4 August, sustaining damage to its gear and engine.
Lockheed	L-100-30	4562	N424LC	Lynden Air Cargo, ex ZS-RSF and registered on 6 August. With this registration being somewhat out of sequence for the Lynden fleet, it may well be a purchase for spares. There are no recent sightings of ZS-RSF, which used to be operated by Safair and the United Nations.

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

Fokker News

F27	-500	10377	I-MLRT	MiniLiner. Was stored at Bergamo since 2015, when the airline filed for bankruptcy. As of June this year it has been moved not far from the airport, to Brembate di Sopra, where it will be converted into a hotel suite for Natur Air Suite. Was seen on site early August.
	-500	10449	PH-NIV	Recently washed and a new wax coating applied. Still preserved at the entrance to the Fokker Logistics Park, Schiphol and last seen late August 2021.
	-050	20124	5Y-	Ex SE-KTC Largus Aviation. Left Malmö via Heraklion to Khartoum, on delivery to a new (yet unknown) operator.

	-050	20125	5Y-	Silverstone Air Services, ex SE-KTD Amapola Flyg. Followed the same route as Charlie above, this time believed to be for Silverstone. Perhaps Charlie is going there as well, confirmation would be welcome.
F28	-1000C	11020	TC-53	Fuerza Aérea Argentina. Last flew in August 2019, and was due to be retired because of upcoming heavy maintenance and the associated costs. However, big was our surprise when the Fellowship was seen taking off from El Palomar on 6 and 7 August, in a new paint scheme and airworthy!

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	125-800B	258153	M-ADDS	Jets (Bournemouth), ex HB-VHV. Registered on 2 August.
	125-800XP	258536	T7-ALX	Noted at Nürnberg on 6 August, ex OE-GCE.
	125-800XPi	258770	T7-SLK	Titan Aviation San Marino, ex N497TX. Registered in August.
Beech	400XP	RK-552	OK-BZZ	Former OM-ZUB of JetBee Czech was recently re-registered.
Cessna	510	0023	N85VC	Reregistered from N75AP on 18 August.
	510	0236	OE-FHB	N778JE was exported to Germany on 13 August, with Austrian tail number.
	510	0247	VH-KSQ	Addition to Scramble 506, operated by Aviair.
	525	0132	ZP-GAM	Addition to Scramble 506.
	525	0190	P*-	N79MX was exported to Brazil on 17 August.
	525	0208	N20DC	Reregistered from N211GM on 18 August.
	525	0254	N8844	Delivered to Air Flight Enterprises on 6 August, ex OE-FGI of Salzburg Jet Aviation.
	525	0628	D-IGEA	N628AM was exported to Germany on 28 July. Arrived in Stuttgart on 11 August.
	525	0645	N503RV	Reregistered from N45DF on 13 August.
	525	0661	N901CK	Registered on 3 August, ex F-HKRA.
	525	1096	N514CK	Registered to Textron Aviation in August.
	525	1098	N885JH	Registered to Textron Aviation on 2 August.
	525	1102	N525GW	Registered to Textron Aviation on 11 August.
	525A	0142	N25SJ	Delivered to Ozark Management on 17 August, ex F-HMBG.
	525A	0202	9A-JET	Delivered to Air Pannonia in July, ex G-ZEUF of Zenith Aviation.
	525A	0243	N215RB	Reregistered from N551WM on 29 July.
	525A	0307	N522KT	Registered on 10 August, ex C-FBID.
	525A	0435	OE-FLO	Delivered to "Eurosistemas Trade" WarenhandelsGes. M.b.H. on 26 July, ex SE-RKM.
	525A	0454	D-IMFE	Ex N234CJ, registered in August. Exported to Germany on 30 July. Arrived in Leipzig on 9 August.
	525B	0075	N20SG	Reregistered from N233FT on 16 August.
	525B	0365	N795JS	Reregistered from N43HA on 18 August.
	525B	0486	N952MC	Reregistered from N486JR on 18 August.
	525B	0645	N719CT	Registered to Textron Aviation on 30 July.
	525B	0648	N937RG	Registered to Textron Aviation on 10 August.
	525B	0649	N14G	Registered to Textron Aviation on 11 August.
	525B	0650	N67PA	Registered to Textron Aviation on 11 August.
	525C	0020	N831TT	Reregistered from N2250G on 4 August.
	525C	0069	N	C-GDSH was exported to the USA on 18 August.
	525C	0070	N923BC	Reregistered from N929BC on 12 August.
	525C	0304	N55NC	Reregistered from N55SC on 3 August.
	525C	0361	N361MB	Registered to Textron Aviation on 10 August.
	525C	0363	N55SC	Registered to Textron Aviation on 4 August, ex N55SU.
	525C	0364	N929BC	Registered to Textron Aviation on 13 August.
	525C	0365	N569SG	Registered to Textron Aviation on 10 August.
	550	0806	P*-	N100RJ was exported to Brazil on 18 August.
	550	1130	G-JHEX	Delivered to Jardine Norton Aviation on 22 June, ex D-CSMB.
	S550	0028	9H-ASU	Reregistered from 9H-MCM in June. Operated by Hyperion Aviation.
	560	0394	N567RW	Registered on 16 August, ex C-GKZK.
	560	0421	C-FREQ	N655LG was exported to Canada on 5 August, for Chartright Air.
	560	5731	OE-GWE	Delivered to SalzburgJetAviation on 28 July, ex OE-GJM of Pink Sparrow.
	560XLS+	6039	OE-GMJ	Exported to Austria on 18 August, ex N557DU.
	560XLS+	6198	OK-ECR	Delivered to Eclair Aviation in August, ex G-RSXP.



Gulfstream G650ER T7-LKT was delivered to TAG Aviation San Marino in September 2017. It is shown here resting at Rostock-Laage with some nice contrast. (17 August 2021, Geurt van den Berg)



Former Japan Coast Guard Beech 200 JA8819 has been owned by Dynamic AvLease since 2005, registered as N45N. It is pictured here making an unexpected visit to Gamston Airport, Nottinghamshire on 22 August 2021. Two days later it was noted at Rotterdam as WKT6, so this would mean it is operated by DEA Aviation. (Marin Fox)

	560XLS+	6261	N64YC	Reregistered from N489MH on 2 August.
	560XLS+	6312	N135CL	Registered to Textron Aviation on 11 August.
	650	0112	N783HL	Reregistered from N500JS on 28 July.
	650	0154	N650PF	Reregistered from N650CH on 28 July.
	650	7060	N806SQ	Reregistered from N728TK on 4 August.
	680	0015	N758SP	Reregistered from N272MH on 12 August.
	680	0036	5Y-FDW	Exported to Kenya on 29 July, for Phoenix Aviation, ex N352TX.
	680	0546	VH-MMC	Delivered to Revesco Aviation on 28 July, ex N886EM.
	680A	0077	N859JC	Reregistered from N673PP on 17 August.
	680A	0115	N221GK	Delivered to Richard L Richards on 18 August, ex CC-AXC.
	680A	0239	N5NR	Reregistered from N239CL on 4 August.
	680A	0284	N605QS	Registered to Textron Aviation in August.
	680A	0285	N680JK	Registered to Textron Aviation in August.
	680A	0286	N659QS	Registered to Textron Aviation in August.
	680A	0287	N552QS	Registered to Textron Aviation in August.
	700	0039	N243PC	Reregistered from N249PC on 29 July.
	700	0059	N720DC	Registered to Textron Aviation in August.
	700	0062	N824QS	Registered to Textron Aviation in August.
	750	0142	N51GB	Reregistered from N700SW on 29 July, for Discovery Jets.
	750	0242	N225GT	Registered on 11 August, ex M-MOON.
	750	0285	N248HA	Reregistered from N941TX on 18 August.
	750	0287	N15QB	Reregistered from N743DB on 16 August.
	750	0305	N729GB	Addition to Scramble 507. Registered on 29 July.
Challenger	350	20877	N54CA	Bombardier Aerospace, registered on 26 April.
	350	20882	LN-MDT	Sundt Air, noted at Farnborough on 6 August.
	604	5599	5N-NMN	Noted at Basel on 11 August, ex T7-NMN.
	650	6130	9H-CCH	TAG Aviation Malta, ex M-CLHL. Noted at Malta on 26 July.
Eclipse	EA500	000020	2-	Another Eclipse to Guernsey on 26 July, ex N312BL
	EA500	000028	2-KISS	Addition to Scramble 507
	EA500	000033	2-WEBS	Addition to Scramble 507, for Channel Jets.
	EA500	000267	2-	And another one exported on 5 August, ex N533GT.
Embraer	505	50500606	M-BIBE	This brand new Phenom 300 was sold and delivered to Embibe Ltd. in June.
	505	50500615	CS-PHR	This new Phenom for NetJets Europe was noted at the factory in Melbourne (FL) in July.
	505	50500617	D-CUVH	And another new Phenom was delivered for a customer in Europe, this time for Haacke LTIF GmbH in Germany. Based at Egelsbach.
	550	55000072	OE-HPC	This Legacy 500 of Speedwings Executive Jet GmbH was sold to Sparfell Luftfahrt GmbH.
	550	55020114	OE-HPL	This Praetor 600 of Speedwings Executive Jet GmbH was sold to Sparfell Luftfahrt GmbH.
Falcon	7X	13	N143RE	Avo Airlines, re-registered from N713L on 22 April.
	7X	255	M-DUBS	6D, ex N716CQ. Registered on 12 August.
	50	84	N999MK	999MK, re-registered from N708JH on 22 April.
	2000LX	199	C-FTLH	Air Partners, ex M-TBUC. Registered on 4 August.
	2000LXS	320	D-BDCA	DC Aviation, ex F-HRFL. Noted at Zürich on 6 August.
	2000S	715	HB-JTC	Nomad Aviation, ex OY-GWK. Registered on 28 July.
Global	Express	9074	ZS-	Exported to South Africa on 17 August, ex N2012C.
	XRS	9202	OE-LCA	Delivered to Avcon Jet on 17 August, ex N1415.
	XRS	9309	9H-MAZ	Addition to Scramble 506. Operated by Elitavia Malta.
	XRS	9368	N633AD	Registered on 4 August, ex VH-TGG.
	5000	9569	T7-3338	Addition to Scramble 507.
	5500	60035	P4-CPR	Addition to Scramble 506, operated by Russian Copper Company Management.
	6000	9762	N60CC	Delivered to Cortazzo on 5 August, ex T7-KLT.
	6000	9800	N124ST	Registered on 12 August, ex T7-BIG.
	6500	60023	M-	C-GKVF was exported to the Isle of Man on 23 August.
	6500	60043	SE-	C-GPWU was exported to Sweden on 17 August.

	7500	70072	VP-CLT	Addition to Scramble 506.
	7500	70076	HB-JIT	Delivered to Albinati Aeronautics on 23 August, ex C-GRNP.
	7500	70077	N	C-GTNN was exported to the USA on 23 August.
Gulfstream	II	111	F-WAAD	Safran, ex N900DH. Noted at Istres on 30 July.
	IVSP	1236	N869SC	Record Year, ex N869DL. Registered on 20 April.
	G400	1530	N1066W	Whale Plane, re-registered from N318JW on 21 April.
	V	578	N211SR	Bre Enterprises, re-registered from N801AR on 20 April.
	G550	5048	N769WE	Belagrasco Aviation II, ex VP-CIR. Registered on 23 April.
	G550	5274	N999BD	TVPX Aircraft Solutions, ex B-8123. Registered on 21 April.
	G550	5283	N332PM	TVPX Aircraft Solutions, ex C-GMCR. Registered on 23 April.
	G550	5328	N1916W	Whirlpool, re-registered from N1911W on 21 April.
	G550	5501	N93CW	Costco Wholesale, re-registered from N83CW on 23 April.
	G550	5509	XA-AGM	Redwings Air Taxi, N68989. Noted at Cancun on 7 August.
	G550	5624	RA-10206	North West Air Company, ex N524GA. Noted at Basel on 20 August.
	G500	72011	N511GD	Gulfstream Aerospace, ex A7-CGP. Registered on 23 April.
	G500	72011	N515GS	Gulfstream Aerospace, ex A7-CGQ. Registered on 23 April.
Honda	HA-420	00018	F-HLTT	European Aero Training Institute Strasbourg, ex LX-WJA. Registered on 12 August.
	HA-420	00177	T7-LFS	Franklin Biotech, ex T7-APG. Noted at Budel-Kempen on 27 July.
IAI	1124A	303	C-FXDP	Addition to Scramble 506, for SkyCare Air Ambulance.
	1124A	424	N790JR	Written off after accident on 5 July, see Dustpan and Brush 507.
	G150	253	C-FWXR	N591ME was exported to Canada on 9 August, C-FWXR registered on 13 August.
	G200	105	N330AP	Reregistered from N645PM on 17 August.
	G200	203	N673DM	Registered on 5 August, ex T7-ABC of Kyndi Services.
	G280	2108	N	C-FRKI was exported to the USA on 17 August.
	G280	2219	N289K	Reregistered from N219GA on 17 August.
	G280	2225	N825GA	Registered to Gulfstream Aerospace on 2 August.
	G280	2226	N226GA	Registered to Gulfstream Aerospace on 17 August.
Learjet	31A	31A-167	LV-JWC	Former T7-CYM was re-registered with Cielo del Norte SA.
	35A	35A-075	35-075	Former SE-DHP of Forsvarets Materielverk was sold to Flygvapnet (Swedish Air Force) in March.
	35A	35A-195	35-195	Former SE-DHO of Forsvarets Materielverk was sold to Flygvapnet (Swedish Air Force) in January.
	40	45-2064	OO-HRG	Ex OY-KVP of Execujet Scandinavia was sold to Air Service Liège.
	45	45-372	D-CAAE	Former SE-RMO of Hummingbird Aviation Services was sold to Air Alliance Group GmbH.
	60	60-335	N335SJ	Former 9H-SAN of Air CM Global Ltd. was sold to Jet Sales of Stuart LLC in July.
	60	60-186	D-CHOW	Ex N294DD of Aircraft Trust & Financing Corp. was sold to Graviere Trading AG in Germany in June.
Pilatus	PC-24	224	D-CVMS	Ex HB-VUE of Pilatus Flugzeugwerke was sold to Platoon Aviation in Germany.
	PC-24	225	N225AF	Ex HB-VUF of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in June.
	PC-24	227	N227VJ	Ex HB-VUG of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in June.
	PC-24	228	N228SV	Ex HB-VUH of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd. in the US in June.
	PC-24	229	OK-EBT	Ex HB-VUI of Pilatus Flugzeugwerke was sold to OK Aviation Wings s.r.o., but is operated by Hawk Capital s.r.o.
	PC-24	231	HB-VUK	Registered to Pilatus Flugzeugwerke in June.
	PC-24	232	HB-VUL	Registered to Pilatus Flugzeugwerke in June.
	PC-24	233	HB-VVH	Registered to Pilatus Flugzeugwerke in June.
	PC-24	234	HB-VUN	Registered to Pilatus Flugzeugwerke in June.
	PC-24	237	HB-VUQ	Registered to Pilatus Flugzeugwerke in June.
	PC-24	238	HB-VUR	Registered to Pilatus Flugzeugwerke in June.
Raytheon	390	RB-57	T7-AVO	Ex N599AM of D&I Transportation LLC was sold to ICS Aero SM SRL, but is operated by Avorniga Technologies Ltd.
	390	RB-278	RA-02765	Operator in Russia is now known as Kvant Sport Co. Addition to Scramble 505 – Page 48.

Bizprops

Beech	C90GTx	LJ-2123	D-IXMA	Former VH-KQQ of Quindus P/L was sold to a yet unknown owner/operator in Germany in June.
	B200	BB-797	G-FLYD	Former G-BVMA of David Thomas Aveston Rees (Flywales) was re-registered with the same owner/operator.
	B350i	FL-836	SE-MOF	Former ZS-KBF of I M Karan was sold to Fly Invest Sweden AB.
Cessna	208B	5635	D-FUNG	Delivered from Independence (KS) on 26 June.
Pilatus	PC-6/B2-H4	1015	HB-FBA	Registered to Pilatus Flugzeugwerke in January.
	PC-12/45	574	F-HYKE	Ex LX-JFI of Jetfly Aviation was sold to Pure Aircraft Investments SARL.
	PC-12/47E	1682	F-HJJL	Former OO-CFW of Nextgen Partners was sold to Synair in France.
	PC-12/47E	1761	F-OSXM	Ex HB-FWI of Pilatus Flugzeugwerke was sold to GL Aeroservices (St. Barthelemy Executive).
	PC-12/47NGX	2084	SP-NCC	Former HB-FSG of Pilatus Flugzeugwerke was sold to a yet unknown operator/owner in Poland in May.
	PC-12/47NGX	2088	D-FNGX	Former HB-FSK of Pilatus Flugzeugwerke was sold to a yet unknown operator/owner in Germany in May.
	PC-12/47NGX	2100	G-WJMI	Ex HB-FSW of Pilatus Flugzeugwerke was sold to Oriens Flight Operations Ltd. in June.
	PC-12/47NGX	2105	HB-FQB	Registered to Pilatus Flugzeugwerke in June.
	PC-12/47NGX	2107	HB-FQD	Registered to Pilatus Flugzeugwerke in June.
	PC-12/47NGX	2108	HB-FQE	Registered to Pilatus Flugzeugwerke in June, later sold to:
	PC-12/47NGX	2108	N98GX	Pilatus Business Aircraft Ltd. in the US in July.
	PC-12/47NGX	2109	HB-FQF	Registered to Pilatus Flugzeugwerke in June, later sold to:
	PC-12/47NGX	2109	ZS-NMZ	a yet unknown owner/operator in South Africa in June.
	PC-12/47NGX	2110	HB-FQG	Registered to Pilatus Flugzeugwerke in June, later sold to:
	PC-12/47NGX	2110	N500MW	Pilatus Business Aircraft Ltd. in the US in July.
	PC-12/47NGX	2111	HB-FQH	Registered to Pilatus Flugzeugwerke in June, later sold to:
	PC-12/47NGX	2111	N500MW	Pilatus Business Aircraft Ltd. in the US in July.
	PC-12/47NGX	2112	HB-FQI	Registered to Pilatus Flugzeugwerke in June.
	PC-12/47NGX	2113	HB-FQJ	Registered to Pilatus Flugzeugwerke in June, later sold to:

PC-12/47NGX 2113	N69NL	Pilatus Business Aircraft Ltd. in the US in August.
PC-12/47NGX 2114	HB-FQK	Registered to Pilatus Flugzeugwerke in June, later sold to:
PC-12/47NGX 2114	N36PJ	Pilatus Business Aircraft Ltd. in the US in August.
PC-12/47NGX 2115	HB-FQL	Registered to Pilatus Flugzeugwerke in June.
PC-12/47NGX 2116	HB-FQM	Registered to Pilatus Flugzeugwerke in July, later sold to:
PC-12/47NGX 2116	N333AJ	Pilatus Business Aircraft Ltd. in the US in August.



After being based in Europe as a skydiving aircraft for a long time, Beech 99 N899AG was sold and ferried to the USA in August. It arrived at Fort Pierce (FL) on 22 August. (Genk-Zwartberg, 19 August 2021, Toon Cox)

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 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-2T	1G108-53	ex SP-TVN (2)	f/n	jun21	in Planet Zalesie Entertainment and Education Park
An-2R	1G174-21	RA-40843	AGAT	photo 26jun21	at Shushenskoye operational
An-2R	1G186-01	UR-54888	I.V. Luckevitch	rgd 02aug21	
An-2R	1G191-53	UP-A0346	A.K. Shkrebko	rgd 09jun20	ex CCCP-84675
An-2R	1G195-44	RA-68139		rgd 20mar09	canx between 30mar21 and 20jul21
An-2R	1G198-46	RA-31481	Aeroflot	canx 03dec01	restored; canx between 30mar21 and 20jul21
TR-301twin	1G202-02	RA-17722		rgd 09apr21	c/n now TR301.21.002
TR-301TV	1G207-03	RA-17958		rgd 09apr21	c/n now TR301.21.001
An-2R	1G208-11	UR-81511	Mykolayiv-Aero	HMJ 05jun21	no titles; canx between 07/21aug21
An-2R	1G210-45	UR-43968	Albatros	rgd 17apr13	canx between 07/21aug21
An-2R	1G212-46	RA-32741	PANKh	l/n 14mar14	in Aeroflot c/s, n/t; canx between 30mar21 and 20jul21
An-2R	1G215-18	UR-40883	O.Kh. Nedov	rgd 07jun21	O.Kh. Nedov of Odesa
An-2R	1G216-10	UP-A0342	S.L. Kolokoltseva	rgd 09jun20	ex CCCP-40930
An-2R	1G223-13	RA-40389	Ye.A. Mesnyankin	rgd 28feb07	damaged 28aug19; canx between 30mar21 & 20jul21
An-2R	1G223-28	UR-40404	Kherson Avia	KHE 03mar17	active, no titles; canx between 07/21aug21
An-2R	1G225-07	RA-40490	Byelaya Kalitva	rgd unknown	canx between 30mar21 and 20jul21
An-2R	1G229-39	RA-33547	privately owned	rgd 07may15	f/n 16oct16; canx between 30mar21 and 20jul21
An-2R	1G230-06	UR-33569	FOP O.H. Nedov	rgd 13aug21	
An-2R	1G231-22	RA-01441	Virazh	no reports	canx between 30mar21 and 20jul21
An-2R	1G233-41	CCCP-33651	Aeroflot	GRV 07jul21	in all-white c/s with titles and CCCP prefix, preserved
An-2T	1G236-24	UR-KAU	TSO Ukrayiny	dam 07jun19	canx between 07/21aug21
An-2T	1G237-21	UR-RAA	TSO Ukrayiny	l/n 22jul17	location unknown; canx between 07/21aug21

An-2TP	1G238-18	SP-FBO (2)	grey c/s, n/t	photo	30may21	at Miroslawice; ex 5T-TMC
An-2	1G238-39	RA-02262	Feniks	Ovm	24jul21	l/n Novosibirsk-Mochishche 07aug21
An-2	---	ST-AUP	all white, n/t	photo	2013	at Wadi Madani
An-24RT	---	"02" red	Russian Air Force	photo	25jul21	preserved at the disused seaplane base Safonovo
An-26	13 01	RA-29113	green/black camo	photo	21jul21	fully re-assembled and painted in fake c/s
An-26	107 03	RA-26040	Polar Airlines	no	reports	acquired by Polar Airlines on 09jun21
An-26B-100	122 03	UR-UZL	ex Selva c/s, no titles	rgd	28jul21	ex HK-4706; f/n PIK 23aug21 on delivery to Ukraine
An-26B-100	124 02	UR-UZM	Constanta Airlines	rgd	28jul21	ex HK-4388
An-28	1AJ 009-20	ABH-029	no titles	photo	26jul21	at Novosibirsk-Mochishche; ex RA-28954
An-32B	32 05	UR-JOZ	Meridian	KGO	23oct18	no titles; canx between 07/21aug21
An-74T-100	#470 95 900	UR-UZN	Constanta Airlines	rgd	16aug21	owner AMIS (UAE); ex EK-74008(1)
Be-200ChS	64620090311	RF-88450	Russian Navy	w/o	14aug21	crashed during firefighting in Turkey
Il-62M	13 56 2 3 4	EW-564TR	Rada Air	DJE	08aug21	still in Republic of the Gambia c/s, no titles; ex C5-RTG
Il-76TD	00834 85554	EW-567TH	Ruby Star	ZIA	jul21	registration corrected, ex EW-564TH
Il-76	---	5A-ILA	not reported	photo	probably	at Benghazi and just shows all white rear fuselage
Il-96-300	74393203025	RA-96025	Rossiya	f/f	05aug21	
Il-112V	01-01	41400	AK im. Ilyushina	w/o	17aug21	on a training flight from Kubinka; made 16 flights only
Ka-27PS	---	RF-19696	Russian Navy	photo	09may20	over Kaliningrad city; coded "40" yellow
Ka-27PS	---	RF-34172	Russian Navy	photo	<jun21	coded "49" yellow
Ka-52	---	RF-13445	Russian Air Force	photo	aug21	coded "51" blue
Ka-52	---	RF-90663	Russian Air Force	photo	03aug21	coded "12" blue
Ka-226T	---	RF-17646	FSB	photo	jul21	
L-410M	76 06 02	CCCP-67214	AFL/Central Region-KMW	photo	25jul21	seen preserved on the route towards Ilyinskoe village
L-410UVP	84 13 28	UR-TWO	South West	w/o	09sep18	and finally canx between 07/21aug21
L-410UVP	85 14 25	UR-LAA	Galeyr Airline	MGQ	03nov19	minus one prop; canx between 07/21aug21
L-410UVP-E20	33 01	SP-VST	Polish Border Guard	rgd	07dec20	ex OK-JRY
L-410UVP-E20	33 02	SP-VSU	Polish Border Guard	rgd	07dec20	ex OK-JRZ
L-410UVP-E20	---	RF-28059	Russian Air Force	Kub	05aug21	coded "28" red
Mi-2	54 6325 099	UR-BAM	TSO Ukrayiny	l/n	26feb16	no titles; canx between 07/21aug21
Mi-2	54 7342 101	"06" yellow	DOSAAF	photo	apr21	wfu at Tashtagol
Mi-2	52 7824 092	'CCCP-20019'	Aeroflot	photo	jul21	c/n checked; preserved in museum of Mikhail Pavlov
Mi-2	52 8524 014	UR-CAM	TOV AK Prominterservice	rgd	16aug21	TOV Aviakompanija Prominterservis
Mi-2	54 9513 115	UR-BAG	TSO Ukrayiny	l/n	18aug18	no titles; canx between 07/21aug21
Mi-2	54 9545 125	RF-00612	ROSTO	photo	24jul21	preserved at skver Veteranov at Pereslavl-Zalesski
Mi-2	5210126 027	HL9492	Yecheon ASC	rgd	28dec10	pres. in the Yecheon Theme Park; canx 19jul21 as b/u
Mi-6	70 51 09V	CCCP-21145(2)	Aeroflot	photo	14aug21	pres. in its original colours at Arkhangelsk-Vaskovo
Mi-8T	80 73	RF-23105	FSB	photo	mar21	pres. at ul. Kukshumskaya at Cheboksary-Ryabinka
Mi-8T	9 84 17949	RA-24744	Vityaz-Aero	w/o	12aug21	crashed into lake Kuril; t/t 16,733 hours
Mi-8MTV	9 3151	EX-08033	Trans Karavan	rgd	14jun21	Trans Karavan Keydzhii; ex YA-AJB
Mi-8MTV-1	9 5871	4K-27037	Aeroflot c/s, n/t		2016	for sale by Balkan Avialeasing with t/t 3,496 hours
Mi-8MTV-1	9 7484	RA-22150(3)	KrasAvia	rgd	01jul21	
Mi-8MTV-1	107M03	EX-08034	Trans Karavan	rgd	24jul21	Trans Karavan Keydzhii; ex 103 of the Romanian AF
Mi-171	59489610031 ?	B-4601	United Nations	TSN	03aug21	coded 'UNO795'; l/n TSN 13aug21
Mi-171	59489610115 ?	B-4604	United Nations	TSN	29jul21	in UN c/s but titles and B- prefix taped over
Mi-171A1	171A01076105305U	HK-5244	Helistar	rgd	unknown	owner is North Pole Investment Inc
Mi-8AMT	AMTS00643105903U	RF-92778	Russian Air Force	photo	17sep19	at Ashuluk; coded "60" red; l/n apr21
Mi-8AMT	171P00643137360U	MH-807	Cambodian Air Force	toc	12aug21	ex RA-22659(2)
Mi-8AMT	8AMT00643197730U	MH-806 (2)	Cambodian Air Force	toc	12aug21	ex RA-22175(2)
Mi-87785U	--	in primer	Uue	2021	with 'dolphin' nose; seen on the assembly line
Mi-171C	171C00156197818U	B-70R9	China General Aviation	mfd	2020	
Mi-8AMTSh-VN7832U	no code	UUAZ	Uue	2021	with 'dolphin' nose and clam-shell doors
Mi-8AMTSh-VN7833U	--	in primer	Uue	2021	seen on the assembly line
Mi-87837U	--	in primer	Uue	2021	with 'dolphin' nose; seen on the assembly line
Mi-171C	171C00156207924U	B-722W	China General Aviation	rgd	2021	f/n Tianjin General Aviation Airport 01aug21
Mi-8AMTSh	---	RF-04417	Russian Air Force	photo	04sep19	coded "94" blue
Mi-8MTPR-1	---	RF-04423	Russian Air Force	photo	21jul21	coded "79"
Mi-8MTV-5	---	RF-04482	Russian Air Force	photo	2021	coded "36"
Mi-8AMTSh	---	RF-04487	Russian Air Force	photo	2021	coded "45"
Mi-8AMTSh	---	RF-04586	unknown	photo	aug21	at NTsV im. Milya i Kamova
Mi-8MTV-1	---	RF-32829(2)	MChS Rossii	ROV	16feb20	in full c/s; see c/n 96875
Mi-8MT	---	RF-92583(3)	Russian Navy	photo	19jun20	coded "71" red
Mi-8MTV-1	---	578	Afghan Air Force	HEA	12aug21	captured by the Taliban in good condition
Mi-171Sh	---	SM-19	Algerian Air Force	photo		
Mi-171Sh	---	SM-41	Algerian Air Force	photo		
Mi-171E	---	XU-171 (2)	Cambodian AF	photo	2021	
Mi-171E	---	LH911786	Chinese Army	photo	aug21	opb the Xinjiang Brigade
Mi-171E	---	LH911788	Chinese Army	photo	aug21	salon version; opb the Xinjiang Brigade
Mi-171E	---	LH911789	Chinese Army	photo	04aug21	opb the Xinjiang Brigade
Mi-171E	---	LH911793	Chinese Army	photo	aug21	opb the Xinjiang Brigade
Mi-171	---	LH951708	Chinese Army	photo	aug21	opb 81st Brigade at Tongxian
Mi-171	---	12-5332	Iranian RGC Army	AWZ	07apr20	no markings apart from the serial
Mi-171	---	YI-258	Iraqi Army Aviation	w/o	28jul21	shot down by Iran-affiliated militias 50 miles fr.Kirkuk
Mi-8	---	not known	Tajik Border Service	w/o	04aug21	on a rescue mission Poi Mazzor, Khirson Glacier
Mi-24P	---	RF-91244	Russian Navy	photo	19jun20	coded "29" red
Mi-24V	---	123	Afghan Air Force	UND	11aug21	captured there by the Taliban
Mi-24P	---	2864	Syrian Air Force	photo		

Mi-24V	---	3079	Egyptian Air Force	photo	aug21	
Mi-35M	---	"301" white	Uzbek Air Force	h/o	dec19	f/n Khanabad 13jan20
Mi-26T2	---	SL-55	Algerian Air Force	photo	16aug21	
Mi-26T2	---	SL-58	Algerian Air Force		photo	
Mi-28NE	012 299 077	SC-39	Algerian Air Force	photo	2021	carried '9077' on the fin
Mi-28N	---	RF-91095	Russian Air Force	photo	07jul21	at Korenovsk; coded "10" red
RRJ-95B	95 025	RA-89014	Rossiya	GOJ	14aug21	named 'Volokolamsk'; l/n SVO 16aug21
RRJ-95B	95 098	RA-89058	Rossiya		06aug21	named 'Dubna'
RRJ-95B	95 100	RA-89059	Rossiya		26jul21	named 'Birobidzhan'
RRJ-95B	95 137	RA-89099	Rossiya		16aug21	named 'Kirovsk'
RRJ-95B	95 139	RA-89101	Rossiya	SVO	26jul21	named 'Velikiye Luki' l/n SVO 11aug21
RRJ-95B	95 215	89174	primer	fff	29jul21	for Rossiya
W-3A	37 05 15	EC-KGT	Hispanica de Aviacion	l/n	11aug11	at Lugo; canx between 01jul21 and 01aug21
W-3AM	37 07 07	EC-JUM	Sky Helicópteros	l/n	27jul17	stored Lublin; canx between 01jul21 and 01aug21
W-3AM	37 08 12	EC-KSA	Sky Helicópteros	l/n	22oct10	at Son Bonet; canx between 01jul21 and 01aug21
Tu-214	449 12 032	RA-64532	Rossiya	Kzp	05aug21	handed over at Kazan-Borisoglebskoye this date
Tu-214	449 12 033	RA-64533	Rossiya	Kzp	05aug21	handed over at Kazan-Borisoglebskoye this date
Tu-142MK	2 60 31 87	RF-34055	Russian Navy	photo	24jul20	coded "94" red; named 'Yevgeni Preobrazhenski'
Yak-10	---	CCCP-G266	Mingeo	rgd	1947	Ministry of Geology
Yak-10	---	CCCP-G267	Mingeo	rgd	1947	Ministry of Geology
Yak-10	---	CCCP-G268	Mingeo	rgd	1947	Ministry of Geology
Yak-12M	16 5 19	CCCP-Sh408	AFL/Sasovo Flying School	rgd	27nov56	became CCCP-56408 rgd 30jun58
Yak-12M	16 5 20	CCCP-Sh409	AFL/Sasovo Flying School	rgd	23nov56	became CCCP-56409 AFL/Northern trf unknown
Yak-12M	16 5 21	CCCP-Sh410	AFL/Sasovo Flying School	rgd	27nov56	became CCCP-56410 AFL/Ukraine trf unknown
Yak-12M	16 5 22	CCCP-Sh411	AFL/Sasovo Flying School	rgd	27nov56	became CCCP-56411 AFL/Ukraine trf unknown
Yak-12M	16 5 23	CCCP-Sh412	AFL/Sasovo Flying School	rgd	23nov56	became CCCP-56412 rgd 24jun58
Yak-12M	16 5 24	CCCP-Sh413	AFL/Sasovo Flying School	rgd	23nov56	became CCCP-56413 rgd 30jun58
Yak-18T	22202047728	UR-MEL	O.A. Melnichenko	l/n	10sep16	at Dnepropetrovsk; canx between 07/21aug21
Yak-40	9 23 02 24	RA-88308	Bylina	VDG	18jun21	wfu and used for spares by Vologda Air Enterprise
Yak-40K	9 93 20 59	RA-87219	not known	photo	29may21	dismantled, transp. on two trailers to the Moscow area
ARJ21-700	153	B-650U	Jiangxi Air	photo	07jun21	at Nanjing, China
ARJ21-700	158	B-099X	COMAC	fff	21jan21	for CSN
ARJ21-700	159	B-001W	COMAC	fff	21feb21	to become B-650Z for Air China for delivery by aug21
ARJ21-700	160	B-651M	Chengdu Airlines	h/o	06jun21	ex B-001K
ARJ21-700	164	B-001K (4)	COMAC	fff	unknown	to Chengdu Airlines as B-651M, in service by aug21
ARJ21-700	165	B-099C	COMAC	fff	08may21	to Chengdu Airlines as B-651P, in service by aug21
ARJ21-700	170	B-099G	COMAC	PVG	04jun21	h/o 'on paper' 18jun21; l/n Yaohu aug21
ARJ21-700	---	B-650X	Jiangxi Airlines	h/o	18jun21	delivered only 25aug21, see previous line
ARJ21-700	---	B-001H (3)	COMAC	fff	21apr21	for China Express
ARJ21-700	---	B-001T (3)	COMAC	fff	08apr21	for China Express
ARJ21-700	---	B-001V (4)	COMAC	fff	10mar21	for China Express
ARJ21-700	---	B-001Y (3)	COMAC	fff	22mar21	for OTT Airlines
ARJ21-700	---	B-001Z (2)	COMAC	fff	17mar21	for China Southern
ARJ21-700	---	B-099A	COMAC	fff	04jun21	for Chengdu Airlines
ARJ21-700	---	B-099D	COMAC	fff	11jun21	for China Southern
ARJ21-700	---	B-099E	COMAC	fff	22may21	to become B-651R of Chengdu Airlines, del. by aug21
ARJ21-700	---	B-099F	COMAC	fff	12jun21	for Air China
ARJ21-700	---	B-601P	Chengdu Airlines	PVG	13sep19	in special 'Panda' c/s
MA60	12 06	B-650N	China Meteorological Adm.	XIY	13may21	ex B-830L
Y7-100	---	54011	Chinese Air Force	photo	03aug21	at Shenyang-Dongta
Y7G	---	55018	Chinese Air Force	photo	02aug21	probably at Shahezhen
Y9	55 18 05	10658	Chinese Air Force	photo	06apr20	4th Div/11th Reg; l/n 09jul21
Y8Q	59 18 04	82014	Chinese Navy	photo	jul21	maritime patrol version with a MAD boom
Y8	---	20043	Chinese Air Force	photo	31jul21	preserved in Nanchan Military Theme Park
Y20A	20 026	20042	Chinese Air Force	OVB	13aug21	now in in dark grey c/s with lo-viz markings
Y20A	---	11157	Chinese Air Force	TNA	06aug21	with lo-viz markings; l/n OVB 13aug21
Y20A	---	11158	Chinese Air Force	photo	aug21	with lo-viz markings
Y20A	---	20141	Chinese Air Force	HAK	14jul21	with lo-viz markings
Y20A	---	20142 & 20143	Chinese Air Force	photo	aug21	both with lo-viz markings

PH register

Newly registered aircraft:

PH-BBI	Lancair 235	110	02jul21	H. Douwes
PH-BNL	Ultramagic N-180	180/147	08jul21	Noordelijk Ballonvaart Centrum BV
PH-DCI	BAe Jetstream 3202	916	30jul21	AIS Airlines BV
PH-DWC	Embraer EMB-135LR	145173	26jul21	JetNetherlands BV
PH-JEN	Cirrus SF50	0136	02jul21	Let's Fly BV
PH-JNK	Alpi Aviation Pioneer 400	038	30jul21	W.J. Langen
PH-JSB	Eurocopter EC120B	1640	22jul21	J. van de Steeg
PH-MLY	Socata TB-20	1711	20jul21	KLM Luchtvaartschool BV
PH-NDV	Cameron Z-120	12458	29jul21	J.W. van der Kolk
PH-RCB	Tecnam P2008 JC	1216	26jul21	Recupbat BV
PH-VHY	Cessna 172P	17274314	07jul21	Cantonair Holland BV
PH-OA7	Ekolot JK-05	05-08-10	28jul21	J.J.J. Jansen
PH-4R5	TL Stream	17 STR 04	02jul21	Felkema Onroerend Goed BV
PH-916	Nirvana Rodeo 125	118082	26jul21	J.H. Moman

PH-9M0	Scout One Carbon	CRC017004	13jul21	S. Brokke
PH-9P0	Scout One Carbon	CRC016024	27jul21	H.H.F. Hoogeland
PH-1652	Schempp-Hirth Arcus T	101	15jul21	Gelderse Zweefvlieg Club

Change of ownership:

PH-AMJ	Brändli BX-2 Cherry	213	7530	30jul21	C. Obenauf
PH-AOM	Airbus A330-203	1161	7645	27jul21	Truenoord Gouwee Ltd
PH-CBO	Ultravia Pélican PL	689	6491	06jul21	B. van Campenhout
PH-DRV	Van's RV-12	120546	8349	02jul21	F.H.B. Broermann
PH-ESD	SOCATA TB-20	2205	7072	30jul21	H.C. Broding
PH-FJI	Fuji FA-200-160	FA-200-236		02jul21	J.J.A. Landman
PH-JRN	SOCATA TBM-700N (-900)	1028	8384	02jul21	J.H.A.M. van Dooren
PH-JRN	SOCATA TBM-700N (-900)	1028	8384	06jul21	P.J.M. van Ruth
PH-JVB	Cessna 152	152-80786	4984	26jul21	P.M. Miranda dos Santos Francisco
PH-KBY	Cessna 172R	172-80482	6832	26jul21	Luchtvaartbedrijf De Kempen BV
PH-PLP	Van's RV-7	73834	8105	30jul21	H.A. van Altena
PH-UCS	Piper J3C-65 (L-4J) Cub	13228	4767	14jul21	C.U. Beerens
PH-3B7	Tecnam P-96 Golf	014	20492	26jul21	J. van Wendel
PH-9J4	Fresh Breeze Snap 120	108	20822	07jul21	P. Wegman
PH-686	Schleicher ASK-21	21019	3048	09jul21	Akaflieg Muenchen e.V.
PH-690	Rolladen-Schneider LS-3-17	3388	2984	14jul21	P.L.J. Dries
PH-1481	Schempp-Hirth Janus	09	7726	28jul21	Phone Home 1481
PH-1555	Schempp-Hirth Arcus T	60	8597	07jul21	B.A. Booij
PH-1638	Schempp-Hirth Discus-2cT	51		19jul21	J.W.A. Stererdink

Cancelled from register:

PH-CUA	SAAB 340B	340B-167		27jul21	To Poland.
PH-CUY	Fire Balloons G 30/24	919	6101	27jul21	Wfu.
PH-IOT	Tecnam P2008 JC	1178		30jul21	No longer compliant with requirements.
PH-LYS	Kavanagh B-105	B105-286	6481	30jul21	More than 1 year without valid airworthiness document.
PH-MBO	Diamond DA 62	62050		16jul21	To France.
PH-PRS	Cameron N-160	2260	5889	30jul21	More than 1 year without valid airworthiness document.
PH-SUU	Fire Balloons G 34/24	924	6127	20jul21	More than 1 year without valid airworthiness document.
PH-WDL	Piper PA-34-220T	3449162	7665	09jul21	To Germany.
PH-8F3	Fresh Breeze XCitor	081	7953	28jul21	To Germany.
PH-8G3	Adventure X-Tiger	41393	7914	13jul21	More than 1 year without valid airworthiness document.
PH-8G5	Fly Products Xenit	061721	7867	14jul21	Wfu.
PH-9Z8	Adventure A4	A4-3148	20675	13jul21	Wfu.
PH-9Z9	Adventure A4	A4-3183	20674	20jul21	More than 1 year without valid airworthiness document.
PH-211	Wolf-Hirth Gövier III	421		30jul21	More than 1 year without valid airworthiness document.

Additions, corrections and news:

PH-BNL	Ultramagic N-180	180/147			'Brunel' advertisement.
PH-DCI	BAe Jetstream 3202	916			Ex PH-DCI, 4X-CIJ, N916AE, G-31-916.
PH-DWC	Embraer EMB-135LR	145173			Ex N830MR, N703MR, (N258JX), N703MR, PT-SFG.
PH-JEN	Cirrus SF50	0136			Ex N5062.
PH-JSB	Eurocopter EC120B	1640			Ex D-HINV, HB-ZLC, LV-CGX.
PH-MLY	Socata TB-20	1711			Ex D-EWVZ.
PH-NDV	Cameron Z-120	12458			'Linde Kroon' advertisement.
PH-VHY	Cessna 172P	17274314			Ex G-IHAR, EC-HAR, N172U, N51455.
PH-0A7	Ekolot JK-05	05-08-10			Ex D-MHHW.
PH-4R5	TL Stream	17 STR 04			Ex OK-WUA 43.

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



Embraer 135 PH-DWC is the newest addition to the fleet of JetNetherlands. It was registered in the Dutch register on 26 July and delivered on 5 August. The 22-year-old jet flew in the US for American Eagle and Elevate Jet, before it joined the fleet of the Dutch business jet management and operator company, which is based at Eindhoven. The aircraft is marketed under the brand name ACE - Air Charters Europe, the label under which JetNetherlands operates aircraft suited for group travel instead of VIP transport. (Antwerpen-Deurne, 6 August 2021, Jonas Evrard)

Wrecks & Relics



Everyone who travelled by air via Budapest-Ferihegy to the air show at Keckemet will have seen this new exhibit at the air park on the airfield. It came from Berekördü. (MiG-21bis 41, 30 July 2021, Endre Zsaludek)

Netherlands

Leeuwarden

The replacement aircraft for Hunter T8C N-321/G-BWGL has been noted at Altenrhein, Switzerland. Hunter T68 J-4205/HB-RVP was fully painted in Dutch colours as N-322 and has new very appropriated civil markings: G-EHLW.

Nieuw-Dordrecht

Typo last month, the MiG-21bis 47 is not Nieuw Loosdrecht.

France

Grenoble-Le Versoud (38)

410/13-QC	Mirage 3E	instructional	410	may21
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The Mirage still confirmed in one of the two hangars of the Lycée Technique de Grésivaudan.

Lyon-Corbas (69)

6/VN	Cap10B	stored, dismantled	6	aug21
26/315-UY	TB30	preserved	26	aug21
ML	Spitfire	preserved		aug21

All are new with Espaces Aéro. They have also repainted their CM170, it is now marked 124/2-HB.

Nîmes-Courbessac (30)

1020/DAB	SA330B	instructional	1020	jul21
1165/DCT	SA330B	instructional, desert c/s	1165	jul21
1177/DCW	SA330B	instructional, desert c/s	1177	jul21
1197/DAY	SA330B	instructional, desert c/s	1197	jul21

Hans van der Vlist has checked the aircraft at the mock-up village at the Camp des Garrigues training area (N43.88488, E4.38635). Three more Gazelles remained unidentified. Two of these could be 1190 and 1355.

Nîmes-Courbessac (30)

(42-89644)	BT-13B	stored, dismantled		aug21
(42-16050)/647	PT-17	N5545F, restoration	75-4213	aug21

At the airfield the Stearman is expected to be ready next year and will get a French registration. Both are in the same hangar which is marked with the Stearman logo above the hangar doors.

Nîmes-Garons (30)

471/31-CB	C-135FR	stored	18680	aug21
475/31-CF	C-135FR	stored	18684	aug21
739/31-CK	C-135FR	stored	18699	aug21

With the delivery of the A330 tankers the French have parked the Stratotankers at Garons.

Orange (84)

226/HF	MH1521M	preserved	279	jul21
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The former Dijon Broussard was restored at the Orange airbase and is now preserved at the barracks in town. It is

visible from outside (N44.12863, E4.81516).

Saint Rambert d'Albon (26)

(539)/60 white	LET C11	F-AZJB, ex Egypt	2511-03	aug21
(640)/7 white	Yak-18A	F-AZFG, ex Egypt	1609	aug21
(24581)	L-19E	stored, dismantled	24581	aug21
(92)	MH1521M	F-GHNU, stored, dismantled		aug21
(226)	MS505	F-AZDA, stored, dismantled		aug21
(77)	N1101	F-WCZC	77	aug21
47/315-VT	TB30	preserved	47	aug21
(U-117)	P2-05	F-AZCC, ex Swiss	37	aug21
XX555/U	Bulldog T1	F-AZKJ	248	aug21
(WP914)	Chipmunk T10	F-AZSM, dismantled	C1/0789	aug21
(45-4408)	L-4J	F-BBTD	13148	aug21
3443	T-6 Harvard	F-AZRO, Zero look-a-like		aug21
(40-1885)/405	PT-17	F-AZSN	75-442	aug21
(41-8625)/184	PT-17	F-AZST	75-2184	aug21

All these were noted in the Aero Retro hangars which also contained Pedro build BP131 F-AZVS (a CASA1131E replica) and Caudron C275 F-AZAL.

Salernes (83)

(402)	Mirage 3E	preserved	402	apr21
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An artist named Alain Vagh has fully covered his aircraft with little orange/white tiles. The aircraft used to be at Savigny les Beaune (N43.55500, E6.24000).

Germany

Aachen-Merzbrück (NW)

(508)	T-28A	dismantled		aug21
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A second Trojan has arrived here. It is a former Ethiopian aircraft which was sold to South Africa together with several other ones. The serial is unconfirmed, but seems to be the correct candidate (it is also ex 51-7865). It is in full US Navy colours, only marked VT-5.

Aalen-Heidenheim/Elchingen (BW)

(D-7)	Dragon Rapide	D-IKFG, ex Belgium	6853	aug21
(73)	MS505	D-EGTY, ex Großenhain	73/1	aug21
(88)	N1002	D-ELLM, Luftwaffe c/s	88	aug21
396	SV-4C	D-EJKA, ex Großenhain	396	aug21
(A-69)	Bu131B	HB-USC, ex Swiss	82	aug21
(U-105)	P2-05	D-EMLR, ex Swiss	25	aug21
(NR803)	Dragon Rapide	D-ILIT, ex Großenhain	6879	aug21
(Z5207)	Hurricane IIB	(G-BYDL), stored		aug21
AG244	Hurricane XII	G-CBOE, ex 5487/Canada		aug21
(VF552)	Terrier 2	D-EFTF	B.636	aug21
(DE153)	Tigermoth	D-EBKT, ex Bad Ditzgenbach		aug21
(T6390)	Tigermoth	D-EFTN, stored, ex Großenh.		aug21
(43-10848)	UC-43	N69H, red colours	4896	aug21
(42-37337)	AT-11	N15KK	3930	aug21
51970/V	Harvard 3	D-FURI, ex 1502/Portugal		aug21

The private collection in the new big hangar keeps expanding. Some more aircraft are expected in the next few years, including a Sea Fury. Also noted were a Piper Cub frame and not ex-mil MS317 D-EFTM and Super Cub D-EKYL.

Gone from the airfield are MB308 MM5783/D-EAZA (gone to Italy) and L-18C 18-2099/D-EBHY.

Bad Ditzgenbach (BW)
(R-67) L-18C D-EBFJ, ex KLu **18-2044** aug21
The Super Cub came from Bohmte.

Egweil (BW)
(18-1447) L-18C D-EHCU, ex Wurzburg aug21

Freiburg (BW)
49-1742/WD T-28D N1742R **159-254** aug21

The Trojan is based here and not at Grenchen, Switzerland, as we listed last month.

Friedrichshafen (BW)
(56+45) Do27A-1 preserved, as D-ELUT **327** aug21

The c/n plate of the Dornier at the Claude Dornier Schule has been checked and confirms it to be ex 56+45. So this mystery has been sold and a new one created. The Do27 with EADS at nearby Immenstaad was reported as 56+45, but this can no longer be correct.

Wuppertal (NW)
(H-40) AT-6C D-FABY, preserved **88-9811** aug21

The Harvard that was reported earlier this year as moved to Schwelm is back at its old location in Wuppertal (N51.246582, E.096158).

Hungary

Budapest
10029 Mi-2 preserved **5110029116** mar21
The Mi-2 is preserved in a park (N47.47294, E19.08469).

Budapest-Ferihegy
41 MiG-21bis preserved **75077711** aug21
The MiG-21 has been restored at Berekördü and is now on display with the former airliners at the international airfield.

Italy

Riva del Garda (TN).
MM80643/EI-582 AB206C-1 preserved **6129** aug21
Since at least September 2018 an AB206 is preserved just inside the gate of the Caserma Cella e Lipella (N45.89370, E10.83777).

Viterbo (VT)
MM57229/EI-436 SM1019E preserved **037** jul21
MM80320/EI-220 AB204B preserved **3086** jul21
MM80263/EI-24 AB47J-3 preserved, ex Bracciano **2026** jul21
MM80697/EI-326 AB205A preserved **4225** jul21
MM80811/73 OH-13H preserved, ex Bracciano **2299** jul21
MM80867/EI-599 AB206C-1 preserved **9100** jul21
MM81244/EI-867 A109T preserved **7378** jul21
MM81386/EI-832 CH-47C preserved **M033** jul21
MM81499/EI-416 AB212 preserved **5205** jul21

The new Museo del Volo is established at Viterbo. Inside is also an L-21B (which should be MM54-2397/EI-206) and the collection should expand to some fifteen aircraft.

Turkey

Isparta
67-0354 F-4E preserved **3221** jul21
The Phantom is preserved in a park on the south side of town (N37.74565, E30.54241).

United Kingdom

Fishburn, Durham
The pod of Sea Vampire T22 XG775 arrived here from storage in Wales on 21 July 2021 for restoration by the Aircraft Restoration Group.

MOD Lyneham, Wiltshire
Lynx Mk28 (XP30)/TAD013, plus the cabin of another, were noted road-running away on 24 August 2021.

North Weald, Essex
XP884 Scout AH1 restoration **F9485** aug21
A Scout arrived by road from storage at Middle Wallop on 18 August 2021 for restoration to flight by Weald Aviation.

Sunderland
XJ917/S-H Sycamore HR14 **13412** aug21
As expected, a Sycamore has arrived from Filton to join the North East Land, Sea and Air Museums (NELSAM) collection.

White Waltham, Berkshire
An as yet unidentified Lynx AH9 arrived here from Everett Aero at Bentwaters on 10 August 2021.

Yarcombe/Watchford Farm, Devon
Based Cap10B 103/G-BXBU) was destroyed in a crash near Taunton on 12 August 2021. Both occupants were killed.



For nearly a year now Croatian MiG-21bis 115 is pole mounted at the main gate of Pula airbase. (14 August 2021, Dino van Doorn)



Former Luftwaffe Alpha Jet 40+38 is once again based in Germany. This time as C-GFTP/038 from Top Aces. (Wittmund, 13 July 2021, Jan Gerrits)



Although Belgium RF-84F FR-27 arrived on 29 January 1996 at the Spa-La Sauveniere airfield it is still in excellent condition. (22 August 2021, Toon Cox)



Former East German L-39ZO 195 (LX-SJW) flies from Paderborn-Lippstadt and is based in a hangar next to that of the Quax Flieger. (17 July 2021, Ad Jan Altevogt)

Dustpan & Brush



On 6 April 2017 David Alders captured GEICO Skytypers SNJ-2 N52900 at Lakeland Linder International Airport (FL), where the team was performing a demo flight during the Sun 'n Fun airshow. On 20 August 2021 the Texan was lost after it crashed shortly after departure from Wilkes-Barre/Scranton International Airpor (PA), sadly killing the pilot, Andy "Trav" Travnicek.

Additions & Corrections:

28jul21 YI-258 Mi-171 w/o
See Scramble 507.

New Accidents:

27jul21 PNC0261 Ce152 **15285781** w/o

While preparing to land at Mariquita-José Celestino Mutis Airport, San Sebastián de Mariquita, Colombia the Escuela de Aviación Policial Cessna 152 crashed on the threshold of runway 19, and was totally destroyed. The instructor pilot was killed, while the student pilot sustained serious injuries and was taken to the local San José Hospital.

31jul21 Su-35 w/o

A Russian Federation Aerospace Forces Sukhoi 35 crashed into the Sea of Okhotsk, Khabarovsk Territory, after an engine malfunction. The pilot, who was on a training flight, ejected safely. Given the location of the crash it is likely the Sukhoi belonged to Eastern Military District, 303rd Composite Aviation Division, 23rd Fighter Aviation Regiment.

02aug21 C6-ASC PA-31-350 **31-** w/o

Given the location where this crashed and destroyed private Piper Navajo Chieftain (Colemill Panther conversion) was found (near Villa Vieja, Rosario de Perija, Zulia, Venezuela) we can only deduct it was used in the illegal narcotics trade.

03aug21 IA11.1 Dhruv w/o

An Indian Army HAL Dhruv crashed under unknown circumstances into the water near Ranjit Sagar Dam lake, Pathankot, Punjab. Search operations for both pilots were ongoing. The Dhruv had taken off from Mamun cantonment ten minutes before it came down.

04aug21 HA-YCI PA-34-200 **34-7350259** dam

During a training flight from Békéscsaba Airport, Hungary, the CAVOK Aviation Piper Seneca landed with the gear still in the up position, and received a lot of damage. Both occupants were uninjured.

04aug21 N59552 Bell 206B-II **1664** dam

The pilot and sole person onboard received unspecified injuries, after the Sycan Bell JetRanger II sustained substantial damage upon impact with cornfield terrain during a crop spraying flight at Corydon in Harrison County (IN).

04aug21 N7197C T-6G **49-2897/168-1** w/o

The aircraft crashed in a wooden area under unknown circumstances near Camps Airport Road off of Old Westpoint Road in Starkville (MS).

04aug21 Mi-8 w/o

A Mil Mi-8 of the Tajikistan Border Service crashed under unknown circumstances as it tried to land near Poi Mazzor, Khirson (Bear) Glacier. One occupant died in the crash and four were seriously injured. The helicopter was trying to rescue Russian alpinists.

05aug21 N1249K DHC-2 Mk1 **1594** w/o

The Southeast Aviation Beaver departed Ketchikan (AK) on a local excursion with five passengers and one pilot onboard. Under unknown circumstances, the aircraft crashed eight miles northeast of Ketchikan, in the area of the Misty Fjords National Monument. The Coast Guard got an emergency signal from the aircraft around 11:20 hours local time. The wreckage was found around 14:30 on a ridgeline (by an MH-60 Jayhawk helicopter crew from Coast Guard Air Station Sitka), at an altitude of 1,400 feet. All six occupants were killed, among them five tourists who just arrived in Ketchikan from the Holland America Line cruise ship Nieuw Amsterdam.

06aug21 F-HYGA PA-46-350P **4636483** w/o

Not even a month old (acquired on 16 July), and the Opium Events Piper Malibu Mirage was already written off when it crashed under unknown circumstances during landing at Courchevel's runway 22, France. After landing it burst into flames, killing one occupant, seriously injuring two more and wrecking the Piper.

06aug21 PR-PJN ERJ195E2 **19020018** dam

A tail strike was to blame for damage to the Azul Linhas Aéreas Brasileiras Embraer 195E2, after it landed at Caxias do Sul's runway 33. It had departed Viracopos International Airport as flight AD2860. The Embraer rolled out without further incident, but was unable to resume its schedule and stayed on the ground for a few more days.

06aug21 20-614 JF-17B **BC0015** w/o

The Pakistan Fiza'ya (Pakistan Air Force) lost a JF-17B Thunder during a training mission near Attock. Both pilots ejected safely and the aircraft crashed close to PAF Minhas, which is the home base of 16(MR) Squadron Black Panthers. The Pakistan Aeronautical Complex (PAC), known as PAC Kamra, can be found on the east side of the air base. Inquiries into the cause have started, local news media suggest a bird strike. This is the fourth JF-17 to have crashed since its service introduction in 2007. Over the years the PAF inducted 135 JF-17 Thunders.

08aug21 128 M-18 1Z011-28 w/o

The Elliniki Polemiki Aeroporia lost a PZL-Mielec M-18 Dromader after it crashed near Machairado in the Lagopodo region on Zakynthos. Two PZL-Mielec M-18 Dromaders were deployed to the island assisting in firefighting duties. The cause of the crash is still unknown, but is reported that the aircraft hit some trees after experiencing a loss of control due to hot air layers. Luckily, the pilot survived the crash. During the firefighting season, from around June to October, the unit is sending its Dromaders in pairs to about eight airfields around the country. From there, they operate from sunrise to sunset. With all pre-flight checks carried out early in the morning and with water and fuel tanks filled, pilots can be airborne in about ten minutes. The unit's main goal is to prevent fires and extinguish them early on, rather than fighting against big fires. For this reason, the aircraft also carry out preventive surveillance flights with a water load when requested by the fire department.

09aug21 XB-OZA G1159A 319 w/o

A Gulfstream III was destroyed after having been set on fire on an illegal airstrip at an unknown location in Venezuela. The aircraft had likely been used to transport narcotics. It is unclear if the aircraft was set on fire by criminals or by the Venezuelan forces.

10aug21 w/o

An unidentified aircraft of the Fuerza Aérea Boliviana crashed under unknown circumstances in Bella Vista, Beni, on its way to pick up a confiscated drugs plane in Trinidad. Five occupants were injured, of which two sustained serious injuries.

10aug21 RF-93267 DA-42 dam

A Russian Federation Aerospace Forces Diamond Twin Star suffered a runway excursion in the Balashov Saratov region, and sustained substantial damage. Both occupants were unhurt.

11aug21 N783MB Ce425 425-0103 dam

Following a loss of engine power in both engines, the K-Aero Cessna Conquest I sustained substantial damage subsequent to the ensuing forced landing on a timbered hillside terrain during a diversionary attempt to Helena Regional Airport (MT). One occupant was seriously injured and two of the three occupants onboard received apparent minor injuries. ADS-B data indicated the airplane had been airborne 3 hours 48 minutes at the time of the last received data.

12aug21 RA-24744 Mi-8T 98417949 w/o

Eight out of the sixteen (three crew members and thirteen passengers) occupants onboard the Vityaz-Aero Mi-8 were

killed after the Russian-built chopper impacted the waters of Kuril Lake, Kamchatka Peninsula, located in the Kronotsky nature reserve, during a tourist flight. Fog hindered the search for survivors. Of the rescued occupants, two were seriously injured. The helicopter sank in 100 metres deep water in Kurile Lake, which is up to 316 metres deep with an area of 77 square kilometres.

12aug21 80-5098 MFI-17 15.098 dam

An MFI-17 Mushshak of the Pakistan Army crashed near Jhelum, Pakistan. The aircraft came to rest inverted in a field and both pilots survived the crash.

12aug21 PA-30 w/o

A Piper Twin Comanche crashed under unknown circumstances into the sea, between the Lérins islands, near Cannes, France. The pilot was rescued by fishermen. The plane submerged into the water.

13aug21 EB-2021 HM-1 6383 w/o

One out of the six persons onboard the Ejército Brasileiro HM-1 Pantera of 4thBAvEx, crashed into a lake near Careiro da Várzea, Amazonas region, during a thunderstorm, eighty kilometres from Manaus. The fate of the remaining five was unclear.

14aug21 RF-88450/20 yl Be-200ChS 64620090311 w/o

Triple tragedy for the Russian Navy, as they lost this Beriev Be-200 (their first) during a firefighting mission (for export promotion) and all crew (five Russians and three Turks) were killed. Barely one-and-a-half years old, the Beriev crashed in the mountains near the city of Kakhramanmarash in eastern Turkey, while fighting a forest fire that started due to a lightning strike. Wildfires in Turkey's Mediterranean region began in late July and have incinerated thousands of acres of forests, mostly in the seaside provinces of Mugla and Antalya. Turkey's forestry minister, Bekir Pakdemirli, said Thursday that 299 fires had been brought under control over sixteen days by firefighters, helicopters and planes. The Beriev (named 'Aleksandr Mamkin', after a distinguished Soviet WWII transport pilot) arrived in Turkey on 8 July to assist with fighting the wildfires. The aircraft is designed specifically for fighting fires, including in remote areas, and can carry twelve tons of water.

15aug21 A-29B w/o

15aug21 MiG-29 w/o

During the weekend of 14-15 August, the Taliban took control of Afghanistan, by first capturing the city of Jalalabad (capital of Nangarhar Province in the eastern part of the country, about eighty miles from the capital Kabul) and Kabul (the



Stephan de Bruijn visited Elefsis AB on 6 November 2009, where he saw Dromader 128 basking in the sunlight (with some dark skies behind it, making the M-18 stand out even more). Almost twelve years later, on 8 August 2021, the PZL-Mielec was written off in a crash near Machairado in the Lagopodo region on Zakynthos, while on firefighting duties. Luckily the pilot survived the crash.



The private TBM700 N700DT crashed on a flight from Port Clinton Airport (OH) to Cincinnati-Lunken Field (OH), on 20 August 2021. It lost control during the descent before impacting a field near Urbana (OH), killing the sole pilot. (Oshkosh-Wittman Regional Airport (WI), 1 August 2008, David Alders)

capital) not long after. Many Afghans (both civilians and military personnel) tried to flee the country, afraid of living under Taliban rule.

Hundreds of Afghan soldiers fled to Uzbekistan in 22 military planes and 24 helicopters over the weekend. During the night of 15 August, three Afghan Air Force Super Tucano's tried to flee to Uzbekistan, asking permission to land at Khanabad airport in Karshi. Two Uzbekistan Air Force MiG-29s intercepted the flight and told them to land at Termez instead. During this interception a MiG-29 collided with the Super Tucano, with both aircraft coming down in the Sherabad district, Surkhandarya region. The Afghan and Uzbek crew managed to bail out safely.

16aug21 C-GYLD RC690B **11426** w/o

The pilot and sole occupant of the Mag Aerospace Canada Aero Commander perished after it crashed at Thunder Bay Airport (Ont.). A post-crash fire occurred, destroying the propeller aircraft. Exactly what happened is unclear.

17aug21 RF-41400/01 yl Il-112V **01-01** w/o

The first prototype of the Il-112V military light twin-engined transport aircraft crashed during a flight in the Moscow region near the Kubinka airfield. The crew of three, led by the test pilot Nikolai Kuimov, was killed.

The disaster apparently started with a fire in the starboard TV7-117ST engine. The crew had made an attempt to shut the powerplant off but with a large fire still burning, then turned into the dead engine in what seems to be an attempt for an approach manoeuvre. This turn, opposite to what is generally recommended for an engine failure in a twin-engined plane, resulted in an excessive roll to starboard, the plane ended up inverted and nosedived into the ground at high speed. On 13 August, the prototype flew from the VASO Voronezh airfield to Zhukovsky, to participate in the Armiya-2021 International Military-Technical Forum, which was held on 22-28 August at Kubinka. The crash occurred during the flight from Zhukovsky to Kubinka, when it came down in the trees, 1,500 metres from the airport.

18aug21 MiG-29SMT w/o

These are no easy times for the Russian armed forces, as on top of a DA-42, Beriev 200, Il-112 now a MiG-29 was added to the list of mishaps. It crashed in the Astrakhan region during a night training flight at low altitude, when the pilot received a simulated bombing command. After that, the fighter flew over the intended "target" at an altitude of 400 metres, then turned around and began to fall from the sky. Exactly what happened is unknown.

19aug21 HK-4933 Ce402B **402B-0320** w/o

A private Cessna Businessliner crashed under unknown circumstances at Santiago Vila Airport, Colombia. Both occupants were injured and were taken to a hospital.

19aug21 TH-57 w/o

A TH-57 See Ranger of the United States Navy, operating from NAS Whiting Field (FL), crashed in East Milton injuring at least two people. Santa Rosa County Fire and Rescue units were dispatched to the East Milton Outlying Field off Highway 87 just before 14:00 hours local time. The on the Bell 206-based chopper crashed in a wooded area just west of the Santa Rosa Navy Outlying Field.

20aug21 N52900 SNJ-2 **65-1999** w/o

The third (alternate) left wing GEICO Skytypers demo pilot Andy "Trav" Travnicek died after his SNJ-2 crashed shortly after take-off from Wilkes-Barre/Scranton International Airport (PA). The aircraft was part of the GEICO Skytypers display team that was scheduled to perform at the Great Pocono Raceway Airport. "Trav" was a graduate of the Air Force Academy and flew the C-21 Learjet, C-5 Galaxy (including for special operation missions), T-34C Turbomenter, T-6 Texan II, and MC-12 Liberty ISRs.

20aug21 N700DT TBM700 **134** w/o

The single engine, privately owned Socata TBM700 departed Port Clinton Airport (OH) at 14:12 hours for a flight to Cincinnati-Lunken Field (OH). About twenty minutes into the flight, while cruising at an altitude of 20,000 feet, the pilot initiated a descent to 11,000 feet when, six minutes later during the descent, it started a left turn and then apparently entered an uncontrolled descent. It impacted a road and eventually crashed in a field located near Urbana, south-southwest of Champaign County Grimes Field Airport (OH). The aircraft was totally destroyed by impact forces and the pilot, sole person onboard, was killed.

20aug21 N4476F Sh360-300 **SH3731** dam

Transair flight P6-7 sustained unreported damage in a gear-up landing mishap at Honolulu-Daniel K. Inouye International Airport's runway 4R (HI). The two pilots onboard were not injured. ATC records show that after touch down, the controller asked "did the gear collapse or did you land gear up?".

21aug21 N277GM G1159C **1124** dam

During the take-off roll from Fort Lauderdale-Executive Airport (FL), the Journey Aviation Gulfstream crew encountered an unexpected situation. Control was lost due to a separating nose gear wheel causing the aircraft to veer off the runway. It lost its nose gear and came to rest in a grassy

area with both main landing gear collapsed. All fourteen occupants, among them the American boxer Gervonta Davis, were rescued. One passenger was slightly injured but did not request any assistance.

21aug21 YV1912 PC-6/C1-H2 **2048** w/o

Shortly after take-off from Maturín-José Tadeo Monagas Airport, Venezuela, while in the initial climb, the engine apparently failed of Enrique Aurelio Parada Lanza's Turbo Porter. The aircraft lost height, collided with trees and came to rest against a concrete wall. The pilot was seriously injured.

23aug21 RA-20059 Ansat **33122** w/o

A National Air Ambulance Service Kazan Ansat suffered an incident on landing at Ivanovo, Russia. The skids were damaged and a main rotor blades separated.

23aug21 MiG-29SMT w/o

Yet another Russian Federation Aerospace Forces MiG-29SMT was lost, after sources say that at one of the military airfields in the Narimanovsky district, Astrakhan region, it caught fire during the planned maintenance work. Ironically, the investigators for the mishap on 18 August were also in the same area.

24aug21 N1GG SF50 **0202** w/o

The private Cirrus SF50 Vision Jet was consumed by fire subsequent to a departure runway excursion at Capital Region International Airport (MI). The four occupants and a dog were not injured. ATC records show that after being cleared to take-off, the tower controller advised of a windshear alert, the airplane left the runway, crashed through the airport fence, and then the pilot reported that they were in the grass. A post-crash fire ensued and consumed the VLJ (Very Light Jet).

25aug21 ANX-2218 Mi-17-1V **96613** w/o

The Mexican Navy-Navy Secretariat reported on an air accident that happened with the Mi-17, in the vicinity of the sports unit of the municipality of Agua Blanca, in the

State of Hidalgo. It took place during a reconnaissance and transportation flight to the areas affected hurricane Grace. Reportedly twenty persons were onboard the chopper, most of whom received serious injuries. Various videos show the crew looking for a suitable spot to land after some unspecified issues. and in the end they half-landed on top of a van (which sped away) and the chopper crash-landed among some derelict buildings. Parts of the rotor were flying away, luckily missing bystanders, who witnessed the event.

25aug21 MiG-21 Bison w/o

A MiG-21 Bison of the Indian Air Force's 4sq (based at Uttarlai AFS), crashed under unknown circumstances, in Rajasthan's Barmer district, near Bhurtiya village, under Sadar police station. The pilot, who was on a routine training flight, ejected safely.

25aug21 5Y-VPB Ce337E **33701198** dam

A private Cessna 337E Super Skymaster crashed under unknown circumstances near Oldonyowas, Chyulu Hills, Makeni County, Kenya. Both occupants were injured.

25aug21 VH-HWA AS350B3 **3916** dam

25aug21 VH-JPQ CL-600 **1012** dam

The Challenger 600 of CC 600, which had not flown for a number of years, was undergoing engine runs at Melbourne-Essendon (VIC), Australia. It appears that the Bombardier aircraft may have "jumped" the inadequate sized wheel chocks and that the braking system was either not used or non-operational or 'armed' at the time. For unexplained reasons it would appear the aircraft was not positioned for engine test runs that would allow for such an incident to be avoided. News media suggest the qualifications of those in the cockpit will be reviewed as part of the investigation. As a result of jumping the chocks, the Challenger hit the Squirrel of Aviation Utilities, causing significant damage.

Credits: ASN, Aviation Herald, B3A, FAA, Facebook, Leo Hoogerbrugge.



The first prototype of the Il-112V military light twin-engine transport aircraft (RF-41400/01 yellow, developed by United Aircraft Corporation) crashed during a flight in the Moscow region near Kubinka airfield. This compilation shows the sequence of events that led to the crash of the Ilyushin. Starting top left the aircraft is positioning for landing when a fire erupts in the right hand engine. It appears as if the crew applied the wrong technique to recover from this, resulting on the loss of the prototype. The crash occurred on 17 August 2021, during the flight from Zhukovsky to Kubinka, when it came down in the trees, 1,500 metres from the airport.

Triptease Uzbekistan at 30



We thought we were keeping a safe distance of the approach at Qarshi/Khanabad, until this Su-26 36 white took a very alternative route to the threshold almost straight over our heads! (15 August 2021, Erwin van Dijkman)

Uzbekistan is not visited often by aviation enthusiasts, which is understandable as aircraft spotting is neither understood nor appreciated there. That being said, the country is very worthwhile to visit for its historic sites of the Silk Route era, varying landscapes, good cuisine and, above all, friendly people. The average Uzbek is helpful but also extremely curious, so be prepared for an 'interrogation' along the lines, where are you from, what are you visiting, in nearly every conversation!

Every year the Uzbekistan air force celebrates Air Fleet Day on the third Sunday of August. This year marks the 30th anniversary of Uzbekistan (officially on 1 September) since the Soviet Union dissolved, a good reason to visit.

About Uz Air Force

During the post-Soviet era the country was ruled with iron hand by Islam Abduganiyevich Karimov. The armed forces were organised based on Soviet doctrine with inherited hardware. This consisted of jet fighter regiments with MiG-29, Su-17, Su-24, Su-27, a transport regiment with An-12, An-26, Il-76, a helicopter regiment with Mi-8MT, Mi-24P, and a training regiment with An-2, L-39 and Yak-52.

Of these, we think the Su-17s were never actively used, also the Su-24, the Su-27, the An-12 and An-26 have long been withdrawn from use. After the Soviet Union dissolved, Su-25s were sourced and upgraded locally.

After the reign of Karimov ended in 2016, things changed for the better. The past five years saw the remaining jet aircraft receiving updates and new dark grey or dark green colour schemes. Aircraft are mainly sourced in the west nowadays. New types that have entered service fairly recently are C295 transports, H125, and H215 helicopters. But also twelve Mi-35M from Russia, a couple of Mi-171 and VIP aircraft, a B767, a B787, two S-92 and an H130.

Main bases are Qarshi (fighters, jet trainers and helicopters), Jizzax (prop trainers and helicopters) and Chirchiq (helicopters and maintenance). The international airport houses the VIP fleet and Il-76s. Fergana holds a helicopter detachment, while Sarasia and Termez are sometimes used as well.

Trip report

Tashkent/Islam Karimov Intl		14 & 19 August	
01 white	C295W	Uzbekistan AF	14
02 white	C295W	Uzbekistan AF	19
07 white	Il-76MD	Uzbekistan AF	
08 white	Il-76MD	Uzbekistan AF	
UK67000	B767-300	Government	
UK-76364	Il-76MD	Avialeasing	Isd by UzAF?
UK-76365	Il-76MD	Avialeasing	Isd by UzAF?
UK-76426	Il-76TD	Uzbekistan Airways	
UK-76428	Il-76TD	Uzbekistan Airways	
RF-76768	Il-76MD	Russian AF	14
54+23, 54+28, 54+34	A400M	LTG62	parked far side 19
54+27, 54+32	A400M	LTG62	19

The five A400s on the 19th were the 'Merkel express' to haul evacuees from Afghanistan. There was another unidentified Russian Il-76 on the 19th. On the 14th a stored Mi-8MTV was also seen, the serial ending with a 4, so most likely Uzbekistan Airways UK-25424.

Tashkent/Vostochny (Tuzel)		14 & 18 August	
08 red	An-12	stored	west side +1
09 red	An-12	stored	
10 red	An-12	stored	



Abundant heatwaves at 38°C make photography difficult, some half-decent shots can be had though. The Uzbekistan air force operates around eight of these overhauled Grachs, all are believed to be based at Qarshi. (Qarshi, 15 August 2021, Erwin van Dijkman)

UK-11807	An-12B	stored	
UK-58644	An-12B	stored	
76353	Il-76TD	stored	bl/wh/gn Uz aw c/s
UK-76375	Il-76TD	stored	
UK-76376	Il-76TD	stored	flag, 'Uzbekistan'
UK-76377	Il-76TD	stored	flag
UK-76427	Il-76TD	stored	TAPC logo on tail
UK-76831	Il-76TD	stored	TAPC logo on tail
44 white	Su-17M3	stored	bort from tail
49 yellow	Su-17M3	stored	
49	Su-17M3	stored, dk.gn	bort fr. tank
51 yellow	Su-17M3	stored	
61 yellow	Su-17UM3	stored	
62 yellow	Su-17M3	stored	
65 yellow	Su-17UM3	stored	
69	Su-17UM3	stored	
85 yellow	Su-17M3	stored	
111 white	Su-17UM3	stored, gy/bk	bort from tail
63979	Tu-134A-3	stored	'Uzbekistan'
'HK'-65050	Tu-154B	stored	'Uzbekistan/Airforce'

TAPC is the Tashkent Aircraft Production Corporation. Il-76 376 also wore a Syrian flag on the aft fuselage with the legend 'Syrian' underneath it. Present were 18 Su-17, 9 Il-76, 6 An-12 and 5 An-26. Faded codes and aircraft blocking each other prevented us from identifying more. Also, we encountered many locals in the few streets adjacent to the perimeter wall, except on midday of our last day in Uz.

Jizzax 14 & 16 August
The air force academy used to be in this city but that moved to Qarshi, along with the L-39s that were recently upgraded in Slovakia.

02 white	An-2		blue c/s
03 white	An-2 +2		blue c/s
5x	L-39	stored	south dispersal
...	L-39	preserved on pole,	on base
27 white	Mi-8MTV		olive c/s
51 white	Mi-8MTV		dk.gn c/s
56 white	Mi-8MTV		dk.gn c/s
1x	Mi-24		olive c/s
3x	Mi-24		faded camo c/s
13x	Yak-52		

For 'over the fence' onlookers, Tuzel offers this perspective. In the foreground eighteen stored Su-17s can be seen, backed up by various Il-76s and two Uz AF An-12s. (Erwin van Dijkman)



To the west and east semi-paved roads provide distant views of the flightlines. Except for one engine run with a Mi-8MT, no activity whatsoever during the morning we spent here. Heathaze was severe, even at sunset. The southwest side looks best for landing shots, but beware of the locals and approach post (wheel guard/'wielenwacht').

Jizzax town			14 August
(03)	L-39C	preserved	834343
(72 red)	Mi-8T	preserved	9775243
...	Mi-24R	preserved	3532014511134
(32)	Su-24	preserved	2315332

The park in town holds treats for Uzbek townfolk and their kin. Also four aircraft that could be identified by us. These used to be at the academy barracks next door but are now in this publically accessible area. Of note is the pretentious Grand Hotel Uzbekistan, the first one built after the Soviet era, adorned with a huge statue of Sharof Rashidov.

Samarkand town, Vatanparvarlar park 14 to 16 August
On the ancient silk road Samarkand is a town with historic sites that feel like they came straight from One Thousand and One Nights fairytales. The Registan by night alone merits a visit to this beautiful town. Our first evening and 'dinner' was quite good also, beef soup, kebab prepared over charcoal, fresh salad and vinegar infused onions with the omnipresent dill. The shashlik on the second and third day were even better. Another must-eat is somsa, a pastry filled with meat baked in the clay tandoor. Do not be put off by the street food vibe of most restaurants, the quality is good and the smoke of the grill has to go somewhere... Enough about our meat cravings.

...	An-24	preserved	
...	L-39C	preserved	
...	Mi-8Tv	preserved	
...	MiG-21R	preserved	

We did a recon at the army barracks on the 14th and penetrated this venue the 16th. The gate was not manned, it seems that some sort of open base policy is in place, with separate gates for the various units. Anyway, high heart rates and adrenaline during our stroll along the aircraft were the result. All essential doors were nailed close, so no identities.

Sazagan 15 August
Air Fleet Day used to be held at Chirchiq only. But since at least two years, the celebrations take place at Qarshi too. Normally a small static and fly-by is held for the military and their family. We decided to opt for Qarshi, mainly because of the fighters based there. But also because it seemed that you could find easier spots to watch from afar than at Chirchiq. The latter proved true, the former not. Due to COVID-19 the festivities were limited, and for Qarshi likely curtailed further due to the developing situation in nearby Afghanistan.

On our way to Qarshi, we encountered a lone Mi-8 hulk at some army barracks near Sazagan.

Qarshi/Khanabad ('K2') 15 August
The east side approach has an ideal layout for our purposes. Luckily, the guard towers were not manned. On the west side they were, only a short stop there to pole off one of the camouflaged MiG-29s. From the north side we found views onto the storage area and were able to see mainly the Sukhois and

even identify some of them. Under the sheds with evening light, five dark coloured MiG-29s were visible and two on the ramp. Earlier that day four were parked on the ramp. One dark grey Su-25 was visible under the sheds as well.

The MiGs were probably returning from a combat air patrol, armed with six R-73 'Archer' missiles. Later this day they would have an encounter with some Afghan A-29s fleeing that country. The two Su-25s most likely returned from Chirchiq, as they were in a fly-by at Chirchiq on the eve of AF day, so not on the third Sunday this year...

20 white	MiG-29 +1	dark grey c/s	
46 red	MiG-29 +3	stored camo c/s	on ramp
47 white ??	Su-24	stored	
31 white	Su-25	dark grey c/s	
36 white	Su-25	dark grey c/s	10333
31 white	Su-25	stored, camo c/s	
41 white	Su-25	stored, camo c/s	
06 blue	Su-27P	stored, faded bl/gy c/s	
08 blue	Su-27P	stored, faded bl/gy c/s	
26 blue	Su-27P	stored, faded bl/gy c/s	
51 blue	Su-27P	stored, faded bl/gy c/s	
52 blue	Su-27P	stored, faded bl/gy c/s	
54 blue	Su-27P	stored, faded bl/gy c/s	

Many more aircraft reside in the storage compound. Among these were at least two more Su-25 without code on the tail, a three tone camouflaged Su-27 plus many more faded ones, with Russian stars visible, and over a dozen more Su-24s...

Qarshi town Air Force Academy			15 August
(39 white)	L-39C	instructional	
08 white	Mi-8Tv	instructional	
24 white	Mi-24P	instructional	
(29 white)	MiG-29	instructional	
70 white	MiG-29UB	preserved	at gate
(25 white)	Su-25	instructional	

At the gate and just inside are various preserved and/or instructional aircraft. Refer Jizzax, this is the site of the newly constructed air force academy. All aircraft, expect for the MiG-29UB, seem to wear fictional borts denoting the types.

Qarshi town, Vatanparvarlar park			15 August
08 yellow	Mi-8T	preserved	9775345
24 white	Mi-24T (Mi-24P)	preserved	20948
17 red	Su-17M3	preserved	54306
24 yellow	Su-24	preserved, ex 40 wh	...34.
27 yellow	Su-27P	pr. ex 32 bl	36911034205
...	Yak-40	pres. Uzbekistan aw c/s	

This park is new and has quite some interesting exhibits. The codes are fake again. Mi-24T is a local name for the Mi-24P. Going by the practice used in the past by the Uzbek, the Fencer may have a construction number ending in 40. It also had previous codes 23 and 09 visible under the paint.

Tashkent Galaba park			17 August
27 white	'Il-2'	preserved	mock-up
75 white	'La-7'	preserved	mock-up
(CCCP-54953)	Li-2	preserved	
34 white	'Yak-3'	preserved	mock-up
...	Yak-50	preserved as 'La-5'	822206

Very well laid out and landscaped but expensive by Uzbek standards. It holds five aircraft, two real aircraft of which one former military one, a Yak-50 posing as an La-5. The other three are mock-ups. The Su-17 that used to be here is now on death row at Tuzel.



MiG-29 20 white returning from a sortie over the border with Afghanistan armed with six R-73 'Archer' air-to-air missiles. Later on that fateful day a similar mission led to an encounter with Afghan A-29Bs that planned to land at Qarshi. Unfortunately for us, they were diverted to Termez, albeit at the cost of a MiG-29 that crashed. (15 August 2021, Erwin van Dijkman)

Chirchiq 17 & 18 August
The thresholds of this huge military complex cannot be reached on public roads. We passed a manned checkpoint on the 17th, saw that the views on the flightline from near a cemetery were blocked by a hill and thought we were trespassing. Next day we returned because we found a bypass to the checkpoint, again a semi open base; at least sort of....

...	An-2	preserved	at ARZ
65 white	Mi-24P	dark grey c/s	flightline
82	Mi-24 +1	dark grey c/s	flightline
1x	Mi-24	faded c/s	flightline
324 white	Mi-24V	preserved	inner gate
...	Mi-8MTV	preserved at ARZ,	spec c/s
108 black	Mi-8MTV	Kyrgyzstan AF	at ARZ
...	Mi-24	preserved at ARZ,	spec c/s
...	MiG-17	preserved	on pole
...	Su-17M3	preserved	at ARZ
...	Yak-40	preserved	at ARZ, Uz Aw
...	Yak-52	preserved	at ARZ

Highlight, within highlights, was of course the Kyrgyz Hip on overhaul at the aircraft repair plant here. It was parked next to a blueish grey Mi-8 blocked from view by the Kyrgyz, we can only guess which exotic operator that was from... Most of the preserved aircraft are inside the ARZ gate. The gate to the air force unit is guarded by a Mi-24, a small portion of the flightline can be seen from the road through the camp between these two inner gates... So a bit of luck and balls of steel required.

Chirchiq town 17 August
In Chirchiq, two military barracks hold preserved aircraft. But save for one An-12, these are invisible from outside due to high walls, buildings and vegetation.
... An-12 preserved
Another of these barracks in Tashkent holding a Mi-8, yielded the same result.

Although we did not see the Air Fleet Day fly-by, we were very happy with these results. And that would be considered an understatement by some... ;-)





We sort of sneaked into the military barracks of Samarkand where we encountered this MiG-21R, likely formerly operated by 87 ORAP from Qarshi. All essential doors and hatches were nailed shut unfortunately, preventing proper identification. (16 August 2021, Wim Sonneveld)



Better luck at the Vatanparvarlar park (Patriot park) in Qarshi. Although this Su-17M3 is adorned with a fake code '17' to mark the type and a hideous sharkmouth, the construction number could be read as 54306. (15 August 2021, Wim Sonneveld)



The first park we strolled through was at Jizzax and yielded four construction numbers. Su-24 Izdelye 41 (Fencer B) used to be bort 32. Its identity, 2315332, is associated with a 42 GvBAP crash in the Soviet era, but we stick to what we saw on the airframe. (14 August 2021, Wim Sonneveld)

Military News & Updates



This Turkmenistan Air Force C-27, coded 21 Blue, started its delivery flight from Turin-Caselle on 6 August 2021 and is the second and last ordered by the Turkmen. After making a technical stop at Ankara it continued to its final destination Turkmenbashi. (Francesco Cavallin)

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

Finland

Ilmavoimat (AF)

F/A-18C

HN-410 HävLLv 31 ex HävLLv 11 **1347/FNC010** aug21

Italy

On 5 August 2021, the Italian Ministro della Difesa (Ministry of Defence - MoD) has released the Documento Programmatico Pluriennale 2021-23, which will likely secure initial funding for two future strategic requirements of the Aeronautica Militare.

One is the acquisition of two new Boeing KC-767A strategic transport/tanker aircraft above the four examples already in use with the 14° Stormo at Pratica di Mare (RM) near Rome. These two aircraft will be fitted to the same standard as the Boeing KC-46 Pegasus military aerial refueling and strategic military transport aircraft, which is also developed by Boeing from its 767 airliner. With more than 30,000 flight hours since they entered active service in 2011 (a milestone achieved in 2020), the four Boeing KC-767As have proven to be a force multiplier not only for the Italian Ministro della Difesa, but also for the NATO allies.

The second acquisition is the development of three Leonardo (former Alenia) MC-27J Praetorian special operations aircraft. The MC-27J Praetorian is a development of the Alenia C-27J Spartan for multi-mission purposes, including Command and Control, Communications, Intelligence, Surveillance, Reconnaissance (C3-ISR), Signal Intelligence (SIGINT) and Combat Support operations.

The MC-27J can support Special Operations Forces and ground troops with direct fire and also performing armed ISR, Close Air Support (CAS) and Combat Search And Rescue (CSAR). Already in July 2012, Alenia (now Leonardo) announced its intention to offer an upgrade program for existing C-27Js to the MC-27J configuration in the future. It was developed as a

private venture, but the Aeronautica Militare had already in 2016 the intention to convert three C-27Js into MC-27J Praetorian standard.

Although the prototype with Matricola Militare CSX62127 was reportedly successfully tested, no orders were placed in the previous years. This Documento Programmatico Pluriennale 2021-23 will see the initial funding.

Aeronautica Militare (AF)

F-2000A

MM7311/-	1° RMV	ex 4-55 904° GEA	IS043 aug21
MM7311/51-14	132° Gruppo	ex -/1° RMV	IS043 aug21

HH-139B

MM82013/15-65	81° CAE	ex -/CSX82013	31913 aug21
MM82013/15-65	83° Gruppo CSAR	ex 15-65/81° CAE	31913 aug21
CSX82028/15-72	Leonardo	new	31948 jul21

T-346A

CSX55239/61-30	Leonardo	ex CSX55239/- primer	aug21
CSX55240/61-31	Leonardo	ex CSX55240/- primer	aug21

Aviazione dell' Esercito (AR)

LIRV = Viterbo (VT)

A109T

MM81244/E.I.867	pres LIRV	ex 1° Gruppo	7378 jul21
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AB205A-1

MM80681/E.I.310	1° Reggimento	ex 54° Gruppo	4207 aug21
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AB206C-1

MM80643/E.I.582	pres Riva del Garda	ex std/Bracciano	9126 sep18
MM80867/E.I.599	pres LIRV	ex 1° Gruppo	9100 jul21
MM80905/E.I.637	1° Reggimento	ex TDY 208° Gruppo	9159 aug21

AB212

MM81499/E.I.416	pres LIRV	ex 1° Gruppo	5205 jul21
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AB412

MM81357/E.I.466	1° Reggimento	ex 53° Gruppo	25581 aug21
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Marina Militare (NY)

SH-90A

MM81614/3-39	Grupelicot 4	new	aug21
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Norway

Norske Luftforsvaret (AF)

F-35A

5501	332 skv	d/d 11aug21	AM-29 aug21
5502	332 skv	d/d 11aug21	AM-30 aug21
5503	332 skv	d/d 11aug21	AM-31 aug21

Portugal

Marinha Portuguesa (NY)

Super Lynx Mk95A

19204 EsqHelMarinha ex Leonardo **376** jul21

In August 2017, 19204 was transferred to Leonardo at Yeovil (UK) for an upgrade from Mk95 to Mk95A configuration. It is the first of the fleet of five to have completed the upgrade and was redelivered to its unit at BA6 Montijo on 29 July 2021.

Spain

The Spanish Ministry of Defense has ordered eighteen new Airbus H135 helicopters. Eleven of these will go the Spanish Air Force allowing for (amongst other purposes?) the replacement of the eight the Sikorsky S-76C helicopters currently in use with 781 Esc (Granada/Armillá Airbase). The other seven will be for the Spanish Navy to replace the remaining Hughes H269M helicopters of Eslla 006 (Rota Airbase). Deliveries are expected between 2023 and 2026. Another eighteen H135 helicopters will be ordered by the Ministry of the Interior to replace yet unspecified helicopters of Guardia Civil and the National Police.

Ejército del Aire (AF)

LESA = Salamanca/Matacán

CASA 101EB

E.25-41/74-41 pres LESA ex std LESA **042** jul21

As expected, this Aviojet is now on display at the gate of Salamanca/Matacán Airbase.

CN235-100M

T.19B-11/744-11 744 Esc recoded, ex 74-11 **C047** aug21

EF2000

C.16-39/14-39 Ala 14 recoded, ex 14-06 **SS020** aug21

C.16-60/14-60 Ala 14 #10040, rec. ex 14-19 **SS040** aug21

PC-21

E.27-10/792-10 Pilatus #10248, f/n aug21

E.27-14/792-14 Pilatus #10252, f/n aug21

E.27-15/792-15 Pilatus #10253, f/n aug21

Fuerzas Aeromóviles del Ejército de Tierra (AR)

LECV = Colmenar Viejo

CH-47D

HT.17-02/ET-402 std LECV ex BHELTRA V **MP802** jul21

HT.17-04/ET-404 std LECV ex BHELTRA V **MP805** jul21

HT.17-06/ET-406 std LECV ex BHELTRA V **MP807** jul21

HT.17-07/ET-407 std LECV ex BHELTRA V **MP808** jul21

HT.17-08/ET-408 std LECV ex BHELTRA V **MP809** jul21

HT.17-09/ET-409 std LECV ex BHELTRA V **MP801** jul21

HT.17-11/ET-411 std LECV ex BHELTRA V **MF001** jul21

HT.17-12/ET-412 std LECV ex BHELTRA V **MF002** jul21

HT.17-14/ET-414 std LECV ex BHELTRA V **MF006** jul21

HT.17-15/ET-415 std LECV ex BHELTRA V **MF007** jul21

HT.17-16/ET-416 std LECV ex BHELTRA V **MF008** jul21

HT.17-18/ET-418 std LECV ex BHELTRA V **MF004** jul21

All of the above are stored outside at Colmenar Viejo without engines and rotors awaiting their upgrade to CH-47F configuration. HT.17-14 has been mentioned as the first example to enter the upgrade line.

UH-1H

HU.10-48/ET-222 pres Belorado ex std LECV **13535** aug21

This Huey is now on display with the Museo de Radiocomunicación Inocencio Bocanegra in Belorado.

Sweden

Flygvapnet (AF)

In May 2021 we mentioned the acquisition of at least one Learjet by the Swedish Air Force. In fact, two aircraft were bought from Saab Nyge Aero, who already operated the aircraft on behalf of the FMV (Försvarsmakten) for target towing duties since 1989.

The Learjets have now received serials 35-075 and 35-195 and they were handed over in March 2021 respectively January 2021. It now seems that they will not receive standard Swedish Air Force serials.

Lj35A

35-075 FMV ex SE-DHP **35A-075**

35-195 FMV f/n, ex SE-DHO **35A-195** may21

Africa

Algeria

At the moment Algeria has, like many countries around the Mediterranean Sea, several forest fires that have affected several regions of the country. At the moment they use their Mi-26T-2s with the 1,000 liters bambi buckets and for the rest they get help from other countries. France deployed two CL-415 and Spain send some Air-Tractors.

To be less independent from other countries, the Algerian Government decided to order four Beriev Be-200 water bombers from Russia. According to the website menadefense.net, an option for another four aircraft is being considered. The Beriev 200s have a capacity of 13,000 liters and are capable of intervening against forest fires in extreme and complex weather conditions.



Deliveries of F-35s to the Netherlands continue at a steady pace. The latest F-35A for the Koninklijke Luchtmacht, F-021, was photographed at FACO Cameri on 26 August 2021, seen landing after making its second flight ever. (Massimo Filippini)



The Belgian Air Component is certainly at the forefront of forces painting their assets in striking commemorative colours. F-16AM FA136 flew for the first time with these colours on 16 July 2021 and it is celebrating 70 years 31 Squadron and 60 years NATO Tiger Association. (Kleine Brogel, 2 August 2021, Toon Cox)

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-26T-2

SL-51	410HTL	f/n database, photo	aug21
SL-55	410HTL	f/n database, photo	aug21
SL-58	410HTL	f/n database, photo	aug21
SL-62	410HTL	f/n database, YouTube	aug21

Mi-28NE

SC-39	14 RHC	f/n database	012299077 aug21
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Egypt

al Quwwat Al Jawwiya Il Misriya (AF)

LILN = Varese-Venegono, Italy

AW149

32	del. jun21	c/n update	49075 jun21
33	o/o, f/n LILN	as CSX82027	49076 jul21

The AW149s 30 (c/n 49073), 31 (c/n 49074) and 32 were delivered by air cargo in June 2021.

Mi-24V

3079	43sq	f/n database, photo	jan20
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SA342L

'548'	preserved	at Abu Sultan	jan21
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This Gazelle, with fake serial, is preserved at Abu Sultan Air Base at 30°24'56.35"N, 32°20'28.07"E. It is preserved here at least since October 2004.

Su-35

9226	o/o	f/n database, photo	jul21
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Ethiopia

Ye Ityopya Ayer Hayl (AF)

FADX = Delta 200 airstrip (Cape Town), South Africa

EDKA = Aachen-Merzbrück, Germany

G120TP

172	PFT sq	c/n update	11151 jun21
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T-28A

508	ex FADX	f/n EDKA, USN c/s	174-718 aug21
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This Trojan was stored since October 2005 at the Delta 200 airstrip in Cape Town, South Africa. On 22 August 2021 it was noted at Aachen-Merzbrück.

Gambia

Gambian Air Wing (AF)

GBYD = Banjul

II-62M

C5-RTG	to EW-564TR	ex std GBYD	1356234/56-03 aug21
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After being stored at Banjul since August 2016 this former Government Ilyushin left to Minsk, Belarus, as EW-564TR. It is reported it will be used for spare parts.

Libya

Libyan National Army Air Force (AF)

II-76TD

5A-ILA	f/n, Twitter	aug21
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Malawi

Malawi Air Force (AF)

SA341B

MAF-H20	ex MDFAW-H20
MDFAW-H20	reregistered as MAF-H20

Morocco

al Quwwat al Jawwiya al Malakiya Marakishiya (AF)

Morocco has ordered an additional three Canadair CL-415 Superscoopers. According to some sources they are reported as CL-515s, however the website FAR-Maroc says they have seen the contract and it will be CL-415s. The aircraft are expected to be delivered somewhere next year. At the moment Morocco has five CL-415s in active service with Escadre de Transport 3 at 3rd Air Base Kénitra.

Nigeria

Nigerian Air Force [AF]

G222

NAF954	i/a Minna	at A.F. primary School	4084 mar19
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Finally we found the location where the G222 is used as instructional airframe. It is located on the perimeter of the Air Force primary school at 09°41'01.64"N, 06°29'29.97"E. It arrived here in March 2019, before that it was stored at Lagos International airport from September 2013.

Senegal

Armée de l'Air Sénégalaise (AF)

LEZL = Sevilla-San Pablo, Spain

C295

...	o/o	f/n LEZL	196 aug21
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Seychelles

Seychelles Air Force (AF)

FSIA = Seychelles International

Y12ESY-008 std FSIA ex B-1075L **013** jun16

A short video was found on Facebook of the Y12E SY-008. On top of the wing serial S7-ABE was readable. So finally it is confirmed that the B-1075L was indeed marked as S7-ABE and that this is the same machine as the SY-008. The aircraft is no longer in service with the air force, it is stored at the airport since January 2020 missing its rudder.

Tanzania

Jeshi la Wananchi la Tanzani (AF)

HTDA = Dar Es-Salaam

HTMW = Mwanza

AB412EPJW9505 dump HTDA **25973** may21

This Agusta-Bell 412 was damaged on 13 April 2014. It now appears at the dump of Dar Es-Salaam at 06°52'21.03"S, 39°11'58.02"E. Where it was in the period between April 2014 and May 2021 is unknown.

MiG-21MF

9218 std HTMW f/n database, photo 2009

9223 std HTMW f/n database, photo 2009

9225 std HTMW f/n database, photo 2009

9226 std HTMW f/n database, photo 2009

A high resolution photo from the flightline of Mwanza revealed finally some serials of the stored MiG-21s over there. In total ten MiG-21s, three UMs and seven MFs, are visible on Google Earth at 02°27'11.15"S, 32°56'38.05"E and they are here at least since July 2005.

MiG-21UM

9105 std HTMW f/n database, photo 2009

9106 std HTWW f/n database, photo 2009

The 9105 is wearing a 3-tone camouflage colour scheme.

Zambia

Zambia Air Force (AF)

AB412 / Bell 412

AF717 f/n database, photo jun21

AF718 f/n database, photo jun21

The AF717 has the newer BLR Fast Fin, while the AF718 does not have this tail.

Asia**Bangladesh**

Bangladesh Army (AR)

Bell 407GXi

S3-BRA Army Aviation f/n aug21

S3-BRN Army Aviation f/n jul21

... Bell Helicopters ex C-GUHF **54892**... Bell Helicopters ex C-GUHU **54895**

Two were acquired to replace the Bell 206L-4s. Two happen to be exported to Bangladesh recently and cancelled from the Canadian register on 17 June. We presume those are the ones involved.

Cambodia

Force Aérienne Royale Cambodge (AF)

Mi-8AMTMH-806 del jul21 by Il-76 ex RA-22659 **171P00643137360U**MH-807 del jul21 by Il-76 ex RA-22175 **8AMT00643197730U**

Both helicopters were delivered in civilian c/s and repainted in standard mat green soon thereafter. MH-806 was used by a Mi-17 until that helicopter was sold in 2010. According to news reports in total three helicopters were delivered around this date.

Mi-171E

XU-171 photo

XU-171 serial used to be worn until at least March 2010 by a gunship Mi-17. This time the XU-171 is in the same green c/s as the new MH-806 and MH-807 but also features square windows for VIP transport.

China

People's Liberation Air Force (AF)

J-10B

66078 56th Brigade aug21

66171 56th Brigade aug21

J-1661248 3rd Brigade **0723** aug2161249 3rd Brigade **0724** aug21

65012 40th Brigade aug21



In our last issue we had a photo of a Tornado returning to Germany from a US detachment. Eurofighters were on detachment too, this time to Creek AFB (NV). The three TLG 74 EF2000s returned home on 22 July 2021, one of them seen landing on homebase Neuburg was 30+74, using call-sign Retro 13. (Dietmar Fenners)



Off course photographed by Stephan Widmer, the tenth PC-21 for the Spanish Air Force is seen making its way to the runway for a test flight at Stans-Buochs on 19 August 2021. The aircraft will be registered as E.27-10/792-10 in Spanish service but is registered to Pilatus as HB-HWJ.

65117 40th Brigade aug21

J-20

62102 9th Brigade jun21
 62105 9th Brigade jun21
 62108 9th Brigade jun21

Y-7-100C

54011 NTC/Transport & SAR Brigade aug21

Y-20A

11157 4th Division/12th Regiment aug21
 11158 4th Division/12th Regiment aug21
 20141 13th Division/37th Regiment aug21
 20142 13th Division/37th Regiment aug21
 20143 13th Division/37th Regiment aug21

The 37th Regiment stationed at Kaifeng continues to replace the Y-8C. The aircraft now gone are about 12 years old only. The 12th Regiment Y-20 11158 was noted on Flightradar24 on its way to the exercise in Russia, with call sign OMA11158 and hex code #7A426D, which is in line with other Y-20 hex codes noted so far. So in all at least 30 Y-20As are currently operational.

People's Liberation Army (AR)

Mi-171

LH951708 81st Brigade aug21

Mi-17V-5

LH951725 81st Brigade aug21

Mi-171E

LH911786 Xinjiang Brigade aug21
 LH911789 Xinjiang Brigade aug21
 LH911793 Xinjiang Brigade aug21

Mi-171E Salon

LH911788 Xinjiang Brigade aug21

Z-10

LH951107 81st Brigade aug21
 LH951108 81st Brigade aug21
 LH951120 81st Brigade aug21
 LH951137 81st Brigade aug21

Z-20

LH982236 121st Brigade jul21

People's Liberation Army Navy (NY)

J-15

63 Carrier Air Wing photo
 66 Carrier Air Wing photo
 68/H1101168 Carrier Air Wing 0313 aug21
 75 Carrier Air Wing aug21
 76 Carrier Air Wing aug21
 77 Carrier Air Wing aug21
 Carrier Air Wing 0401 aug21

A picture was released of this first aircraft of the fourth batch. It is a strong indication the J-15 will also become a major part of the catapult equipped new third aircraft carrier that currently is in the final stages of completion.

JH-7

81766 preserved ex 6th Div/16th Reg jun21
 In June this aircraft was first noted at the refurbished Navy Museum at Qingdao. Although not mentioned anywhere this could mean the JH-7 is no longer operational within the navy (with 16th and 18th Regiment) or at least with 16th Regiment.

JH-7A

83298 9th Div/27th Reg jul21
 72 (outline) 5th Div/14th Reg?? jul21

Also the Navy JH-7As are now starting to use two digit serials, with the 72 believed to be the former 82752 of the 14th Regiment.

Y-8Q (GX6)

82014 1st Division 591804 jul21

Z-9S

375 Carrier Air Wing aug21
 376 Carrier Air Wing aug21

Police (PO)

AW109E Power Elite

31003 Beijing Police jul21

India

Bharatiya Vayu Sena (AF)

BaE748

... pres Meerut Lal Quila Airport Resort aug21

Mi-17-1V

Z2986 ex 42Wg, unit nn 223M.. aug21

Rafale EH

BS015 101sq d/d 17jul21 jul21
 BS017 101sq d/d 27may21 may21
 BS018 101sq d/d 27may21 may21
 BS019 101sq d/d 17jul21 jul21
 BS020 101sq d/d 17jul21 jul21

Bharatiya Nau Sena (NY)

On Friday 16 July 2021, the first two Indian Navy Sikorsky MH-60R Seahawks were inducted from the US during a ceremony at Naval Air Station North Island (CA). Both helicopters were received by the Indian Ambassador to the United States, Taranjit Singh Sandhu and Indian Navy Deputy Chief Vice Admiral Ravneet Singh at the US Navy base.

As reported earlier, the first three MH-60Rs, serials IN751 to IN753, were diverted from the US Navy production line. On

published photos, two MH-60R Seahawks from Helicopter Maritime Strike Squadron (HSM) 41 Seahawks ("TS-4xx"), participated in a formation flyover during a ceremony in which the Indian Navy inducted its first two MH-60Rs. This indicates that this Fleet Replacement Squadron (FRS) will take care of training the Indian Navy staff in the US.

India fast tracked the acquisition of the Seahawk helicopters. In November 2018, a Letter of Request (LoR) was issued to the US government for the acquisition of 24 MH-60R anti-submarine helicopters. On 2 April 2019 the US State Department made a determination approving a possible Foreign Military Sale (FMS) to India of the MH-60R.

P-8I
IN331 Boeing f/n **64893/8834** jul21

Japan

Nihon Koku-Jieitai (AF)

RJFA = Ashiya	RJFZ = Tsuiki
RJNA = Nagoya-Komaki	RJNG = Gifu
RJSM = Misawa	RJTU = Utsunomiya
ADTW = Hiko Kaihatsu Jikkendan	
ARS = Kyunantai	ARW = Koku Kyunandai
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan
W-ADF = Seibu KHSSH	

C-1
68-1020 Iruma scrapping area **8020** aug21
Tail, engines and other useful parts were removed on the main ramp at Iruma. It was seen being towed to the scrapping area on the other side of the runway. Only eight standard C-1s remain active.

C-2
18-1214 402 Hikotai nb, ex KHI **14** aug21

KC-46A
N... Boeing f/n, full JASDF c/s xxxxx/**1238** aug21
Second KC-46A was seen at the Boeing Everett Factory at Paine Field (WA) in full JASDF colours including future serial 14-3612. Also in August, the first JASDF KC-46A successfully refuelled another (USAF) KC-46A and also successfully received fuel. Probably final tests before delivery.

F-2A
13-8511 o/h RJNA nb, ex 8 Hikotai **1011** jul21
83-8544 o/h RJNA nb, ex ADTW **1044** aug21
13-8560 3 Hikotai nb, ex IRAN **1060** aug21

F-2B
03-8103 21 Hikotai ex nb after IRAN **3003** aug21

03-8104	21 Hikotai	ex 3 Hikotai	3004 aug21
33-8119	6 Hikotai	nb, ex IRAN	3019 jul21
43-8127	21 Hikotai	ex nb after IRAN	3027 aug21
43-8128	3 Hikotai	ex 6 Hikotai	3028 aug21

F-4EJ
17-8301 Gifu seen under tow **4038/001** aug21
This Phantom was filmed under tow at Gifu. Being the first JASDF F-4EJ is no guarantee it won't be scrapped in the near future as it was manufactured in the USA.

F-15DJ
32-8060 23 Hikotai nb, ex IRAN **821/010?** aug21
92-8067 23 Hikotai ex nb after IRAN **017** aug21
02-8072 23 Hikotai ex nb after IRAN(apr21) **022** aug21
12-8077 o/h RJNA nb, ex 201 Hikotai **027** aug21
82-8091 o/h RJNA nb, ex 204 Hikotai **041** aug21

F-15J
52-8850 o/h RJNA nb, ex 303 Hikotai **050** aug21
82-8899 204 Hikotai nb, ex IRAN **099** jul21
72-8962 303 Hikotai nb, ex IRAN **162** aug21

F-35A
19-8723 302 Hikotai ex nb, NOT 301 Hik. **AX-23** aug21
19-8725 for 301 Hikotai? del. to RJSM, ex MHI **AX-25** aug21
19-8726 for 302 Hikotai? del. to RJSM, ex MHI **AX-26** aug21
We were expecting F-35A 723 to be operated by 301 Hikotai, as it has an odd-numbered serial. However it was one of four F-35As that were on TDY at Tsuiki where it was seen with the 302 Hikotai eagle badge.

F-104J
56-8663 Ashiya offered for scrap **683B-3163** oct19
Condition of this Starfighter (and the T-33A, see below) was deteriorating rapidly and it was decided to offer both aircraft for sale to the scrapman.

CH-47J
37-4501 ARW/Kasuga? ex IRAN **5091?** aug21
No unit sticker applied but the Chinook was seen at Kumamoto.

UH-60J II
58-4594 RJFA ARS 60th anniversary mks **2044** aug21
Not very spectacular, sort of blue/white tiger striping on the tail-boom, basic white tiger head and yellow/blue lettering.

T-4
06-5635 32 FTS ex IRAN **1035** aug21
46-5721 to o/h RJNG? nb RJFZ, ex W-ADF **1121** aug21
86-5763 32 FTS ex 31 FTS **1163** aug21
26-5803 o/h RJNG nb, ex 31 FTS **1203** aug21



Heavily modified Gulfstream G550 N967GA (c/n 5567) was photographed at its place of birth Savannah-Hilton Head International (GA). It already rolled off the production line in late 2017 and has since been modified to a Conformal Airborne Early Warning (CAEW) aircraft. (26 August 2021, Dohwan Kim)



On Monday 16 August 2021, the third and fourth M346 for Turkmenistan started their delivery flight. The two aircraft, temporary serials CSX55265 and CSX55266, first flew to the Leonardo facilities on Monday 16 August before proceeding their journey to Turkmenistan on Wednesday 18 August (via Turkey). Meanwhile, both the fifth and sixth aircraft were noted on test flights on 12 August where aircraft number five had a brake failure upon landing, causing one of the wheels to block. The Turkmenistan Air Force has placed an order for six aircraft with Leonardo, involving four M346FA (Fighter Attack) and two M346FT (Fighter Trainer). Seen on the pictures is aircraft number six (CSX55268) for the Turkmenistan Air Force during a test flight from Venegono on 17 August 2021. The following aircraft are involved in the deal with Turkmenistan: M346FAs CSX55263 "01" blue, CSX55264 "02" blue, CSX55265, CSX55266, and M346FTs CSX55267 and CSX55268 (Venegono, 17 August 2021, Arnold ten Pas)

T-7
26-5902 o/h RJTU nb, test, ex 12 FTW **2** aug21

T-33A
51-5610 Ashiya offered for scrap **580-8648** oct19

U-125A
12-3016 ARW ex IRAN **258427** aug21
42-3022 RJFA ARS 60th anniversary mks **258610** aug21

Rikujo Jieitai (AR)
RJTU = Utsunomiya

AH-1S
73442 o/h RJTU no unit code, ex IATH **42** aug21
73463/63 IVATH TDY Akeno Koku Gakko **63** aug21

UH-1J
41826 o/h RJTU SD code? **1J26** aug21
41867 o/h RJTU no code, ex III **1J67** aug21
41891/891 I TDY Utsunomiya **1J91** aug21
41892/892 XI? TDY Utsunomiya, ex III **1J92** aug21
Unit code for JG-1892 was not very clear, probably XI for 11 Hikotai.

OH-6D
31311/XIII Kasumigaura ex store **6765** aug21
Was photographed outside and reported to be at the Kasumigaura Public Relations Centre.

AH-64DJP
74506 o/h RJTU no code, ex IIIATH **JP006** jul21

LR-2
23056 W ex LR **FL-382** aug21
Was seen with a dome on top of the fuselage.

Kaijo Jieitai (NY)
RJNG = Gifu RJTU = Utsunomiya
ATS = Kyoiku Kokutai

SH-60J
8288 24 Kokutai ex IRAN **1077** jul21
Delivered from Nagoya with 24 Kokutai tail number. Before its overhaul it was last seen operating for 22 Kokutai in February 2016.

P-1
5504? 3 Kokutai missing engine(s) **4** aug21

5506 o/h RJNG no unit no, ex 3 Kokutai **6** aug21
5531 1 Kokutai ex KHI **31** aug21
5532 ? Kokutai f/f jun21, ex KHI **32** aug21
5533 Kawasaki HI f/n, test RJNG **33** aug21

P-1 5504 was reported and photographed at Atsugi, however the photo was head on and no serial was visible.

P-3C
5040 5 Kokutai ex IRAN **9037** aug21
5052 51 Kokutai ex no unit number **9049** aug21

PS-1
5818 Suo-Oshima-cho, to be dismantled **1018** jul21
This PS-1 is still preserved at the Battleship Mutsu Memorial Museum but not in a very good shape. It is reported it will be dismantled before the end of the year. That only leaves 5813 at Iwakuni as the last of its kind, as 5810 at the Amakusa Pearl Centre was dismantled at the end of 2018.

T-5
6359 for 201 ATS IRAN at RJTU **59** aug21

Kaijo Ho'an-chō (CG)

We totally missed the move of 7th Region from Fukuoka to its new base Kitakyushu on 10 April 2020. The two AW139s, two Beech 350s and (for the moment) single Falcon 2000MSA were also joined by the five Cessna 172s previously based at Chitose. The Cessna 172s are now operated by the Kitakyushu Aviation Training Centre, part of the JCG School Miyagi Branch.

Falcon 2000MSA
JA576A/MAJ576 for 7th Region at Haneda **357** jul21

Not reported to have received modifications at Shizuoka just as the previous three Falcons. Probably never left Haneda after its delivery in March. It emerged from the Skymark Airlines hangar with the name Wakataka and is the second Falcon for the Kitakyushu based unit.

Pakistan

Pakistan Fiza'ya (AF)

JF-17B
20-614 nn w/o 06aug21

Pakistan Fauj (AR)

MFI-17

96-5390/390 f/n aug21
 Aircraft used in the yearly campaign to drop seeds from the air in the Cholistan desert to encourage plant growth. This is vital to the survival of indigenous species like the Houbara buzzard.

Philippines

Hukbong Himpapawid NG Pilipinas (AF)

S-70i

105 del 7jun21 by An-124 UR-82027
 This is one of the five Black Hawks that were delivered on 7 June. Of the eleven delivered since November 2020, one helicopter crashed on 23 June unfortunately.

UH-1, W-3

On 4 August a special event took place when 410th Maintenance Wing was able to re-deliver six helicopters to operational status. The helicopters involved were three Sokol W-3A, two H-1 Huey-II and a single UH-1 Super Huey. The six helicopters are a great addition to the small numbers of Combat Utility Helicopters available.

Pilipinas Hukbong Dagat (NY)

TC-12B

From 18 to 24 July the Philippine Navy visited the Aerospace Maintenance and Regeneration Group (AMARG) in Tucson, Arizona in order to inspect the 21 Beechcraft TC-12Bs that are in long term storage. Out of this batch eight aircraft were selected for acquisition by the Philippine Navy. These TC-12Bs used to fly with VT-35 at NAS Corpus Christi (Texas) before they were retired by the US Navy.

South Korea

Dae Han Min Guk Gong Gun (AF)

MC-130K

05-183 255 SOS overall grey c/s 5183 aug21
 Converted to MC-130K and now in overall grey colours. MC-130K is the RoK designation for this Hercules version. It can be recognised by the FLIR-type ball mounted underneath the nose.

Han Guk Yuk Gun (AR)

MD500MD

780061 Geochang-eup Univ. of Gyeongnam 0328D may21

Latin America

Argentina

Fuerza Aérea Argentina (AF)

SAZT = Tandil/Héroes de Malvinas, BA

F28-1000C

TC-53 G1TA returned to service 11020 aug21
 After being withdrawn in 2019, due to cracks in the wings, it was painstakingly refurbished to add at least one aircraft to the minimal fleet. With aid of the Fábrica Argentina de Aviones (FAdeA), the work was finished and the first flight took place on 6 August in the now standard grey livery.

Mirage 3EA

I-004 pres Dolores, BA ex std SAZT aug21
 It arrived 5 August and should be put on a pedestal by 21 August, on the cross roads of Ruta 63 y Avenida Belgrano. It was being prepared at a petrol station some 1.5 kilometres to the northwest of that.

Colombia

Fuerza Aérea Colombiana (AF)

C-130H-1

(FAC1017) d/d 03aug21
 (FAC1018) d/d 03aug21
 These are 74-1671 (c/n 4621) and 74-1691 (c/n 4687), both former 186th AS Montana ANG, which is in the process of getting newer C-130H-3 models. Tie-ups are unknown. Upgrades and PDM will be carried out by CIAC at Bogotá before they will be taken in service.

Policía Nacional de Colombia (PO)

Ce152

PNC-0261 ESAVI w/o 27jul21 15285781

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MiG-21bis

612 f/n database photo

Mexico

Fuerza Aérea Mexicana (AF)

MMSM = Santa Lucia (MEX)

Mi-8T

1804 i/a San Miguel ex pres MMSM 99357638 apr20



Wittmundhafen is one of the places you can or could go to also during corona. If so, you may catch some of the based Top Aces aircraft like these former Israeli A-4Ns C-FGZI/531 and C-FGZE/495. (13 July 2021, Ad Jan Altevogt)



Tiger, tiger! Alas, we will not see this 79th FS machine at Kleine Brogel in September. It banks at Nellis AFB and is captured at the exact right moment to show its distinctive markings. (27 July 2021, Rob van Disseldorp)

This former Santa Lucia Mi-8 is at Campo Militar No.37-C in San Miguel Jagueyes, north of Mexico City at 19.80324°N 99.27962°W. It is in use for instruction with CECOPAM, the joint training centre for peace-keeping operations, which was inaugurated last year. It is painted white and received fake UN-markings. Numerous other instructional units with other units at this military camp are still unknown.

Middle East

Kuwait

al Quwwat al-Jawwiya al-Kuwaitiya (AF)

H225M

103/F-ZWXC	Airbus	KWG003 c/n update	3077
614/F-ZWBV	Airbus	KWC014 c/n reg update	8084
615/F-ZWBP	Airbus	KWC015 c/n update	3085
616/F-ZW..	Airbus	KWC016 c/n update	3088
619/F-ZWBX	Airbus	KWV001 c/n update	3051
623/F-ZWBD	Airbus	KWN002 c/n update	3074
624/F-ZW..	Airbus	KWN003 c/n update	3078

Construction-number updates courtesy rotorspot.nl.

Lebanon

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

Canadian company Lortie Aviation has started negotiations to buy five old Lebanese Air Force Hawker Hunter fighter jets after the Ministry of National Defense has started auctions for the aircraft. The ministry authorized the Lebanese Armed Forces to issue an agreement of consent with the Canadian firm for the sale of the five Hawker Hunters and associated spare parts.

The parties involved will now negotiate a price. The deal is expected to be worth about USD 1 million. Lortie Aviation was the only bidder for the Hawker Hunters in the third auction that was held 12 August 2021.

Three Sikorsky S-61 helicopters also up for sale received no bids and might now be sold as spare parts. Two other companies expressed interest in the Hawker Hunters but it appears they did not submit bids: British firm Hawker Hunter Aviation and US-based company Airborne Tactical Advantage Company. The last few Hawker Hunters were active upto October 2011. Since then they have been non-operational at

Rayak Air Base.

The air force has developed a future five-year plan aimed at ensuring the maintenance of equipment, preserving existing capabilities and gradually enhancing its inventory. The plan foresees on doubling the number of light attack A-29 Super Tucano aircraft from six to twelve and acquiring the long awaited MD530F helicopters. Six MD530Fs are expected to be received by the end of 2021, in addition to more Scan Eagle low-altitude unmanned aerial vehicles. Lebanon currently operates six A-29 Super Tucano planes that were delivered to the air force as a part of a US military aid program.

The service is eyeing a contract with American firm Air Tractor for an aircraft similar to the AT-802 that can support the county's firefighting capabilities as well as for spare parts and pilot and technician training. The money generated from selling the Hunters and S-61s should go toward that purchase.

Additionally the air force is seeking initial entry training aircraft after selling the Hawker Hunters. A decree has been issued by the Council of Ministers of Lebanon stating that the returns are to be allocated for the Air Force to procure new aircraft.

The Lebanese Air Force previously showed interest in the Pakistani Super Mushshak trainers, but it never received a response from Pakistani authorities. The service might now look into buying Cessna or Cirrus trainers.

Qatar

Qatar Emiri Air Force (AF)

LFBD = Bordeaux/Merignac, France

Rafale DQ

QA209	Dassault	f/n LFBD	DQ09 aug21
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The last Rafale DQ was seen on what may have been its first flight on 17 August 2021.

F-15QA

QA500	Ababil sq	ex DCMA, ex Boeing	aug21
QA501	Ababil sq	ex DCMA, ex Boeing	aug21
17-014	Boeing	f/n, f/f KSTL 24aug21	QA14 aug21

Boeing, the USAF and the Qatar Emiri Air Force (QEAF), celebrated the naming and rollout of Qatar's advanced F-15, the F-15QA at a ceremony in St. Louis (MO) 25 August 2021.

The F-15QA will be referred to as *Ababil*. Ababil squadron will likely be the designation of the unit that will operate the F-15QA, in line with Al Adiyat squadron for the QEAF Rafale DQ/EQ. Among other high-ranking officials attending was His Excellency Major General Al-Raken (Pilot) Salem Hameed Aqeel Al-Nabad, Commander of the QEAF. Formerly operating the Mirage 2000-9, he flew in the F-15QA in the days before 25 August 2021.

Interestingly, in the media footage the first F-15QA is shown with serial Qatar QA500 during the ceremony. Also some photos have recently appeared of QA500 and QA501 flying in formation with full colour roundels and a large Ababil (bird) on the vertical tails.

Scramble wrongly assessed before that the Qatar Eagles possibly would not receive 'QA' serials and would continue to use the abbreviated USAF serial as depicted on their horizontal tails.

The full fiscal year serial 17-0001 was displayed as a small AF and 17 plus larger 001 on both vertical tails. Since 17-002 (and possibly 17-001 as well) are still without QEAF serials used in the test and certification program, the tie-up with the QA500 and QA501 serials remains to be established.

The first set of F-15QA jets are now getting ready to ferry to Qatar later in 2021 following the completion of pre-delivery pilot training. Boeing has been providing maintenance and logistics support together with the USAF for the QEAF during pre-delivery pilot training at Scott Air Force Base/MidAmerica Airport (IL), which began in April 2021. In addition, Boeing will establish and operate an aircrew and maintenance training center for the QEAF at Al Udeid Air Base in Qatar through 2024 while also providing in-country spares and logistics support once aircraft are delivered.

We recently found out the eight Super Mushshak trainers, part of the Al Zaeem Mohamed Bin Abdullah Al Atiyah Air College at Al Udeid, belong to 30 squadron. Qatar ordered eight aircraft to train the pilots before moving onto the Pilatus PC-21. Serials are QA300 to QA307.

The Pakistani Super Mushshak aircraft provide training support to the pilot candidates of the college as these turboprop engine aircraft are used in primary and fundamental military air training, in addition to parades and night flying. The MFI-17 Mushshak is produced by Pakistan Aeronautical Complex.

North America

Canada

Royal Canadian Air Force (AF)

F/A-18B

A21-116 to be del. spares source **614/ATF116**
Seven ex-RAAF Hornets will be delivered as spares source, A21-116 being one of them, A21-38 is one of singles involved. We list these with their Aussie designations and serials as it is unknown if they will receive Canadian designations and serials.

United States

United States Air Force

KC-10A

86-0030 60th AMW ex 305th AMW **48243/415** jun21

KC-46A

18-46044 56th ARS ex 22nd ARW **34086/1170** aug21

C-130H-3

93-1457 118th AS ex 181st AS, CT ANG **382-5362** jul21
96-7322 118th AS ex 130th AS, WV ANG **382-5431** aug21

C-130J-30

08-5683/RS 37th AS ex 317th AW **382-5683** aug21
18-5917 115th AS del, CA ANG **382-5917** jun21
18-5919 115th AS del, CA ANG **382-5919** jun21

MC-130J

08-6206 9th SOS ex 415th SOS **382-5696** aug21
18-5888 unit nn del **382-5888** aug21

KC-135R

61-0321 6th ARW ex 22nd ARW **18228/T0543** aug21
63-8008 351st AS ex 92nd ARW **18625/T0664** aug21

F-35A

18-5458/AK 355th FS f/f 16aug21 **AF-286** aug21
19-5460/AK 355th FS f/f 21aug21 **AF-288** aug21
19-5538/HL 4th FS f/f 03aug21 **AT-19** aug21
19-5539/HL 4th FS f/f 05aug21 **AT-20** aug21
19-5540/HL 4th FS f/f 21aug21 **AT-21** aug21

EQ-4B

04-2015 348th RS wfu jul21 **AF-8** feb18
04-2018/GF 348th RS wfu jul21 **AF-11** jul21

CV-22B

10-0054 8th SOS ex 71st SOS **D1029?** aug21
12-0063 nmks ex 7th SOS **D1044** aug21



Three Rooks Growler's, waiting to takeoff on the runway. The smoky skies from the wildfires in California were hampering operations with low visibility. I got to visit NAS Fallon in 18 August, 2021 and I REALLY got lucky, weather-wise. The day before all the flying was cancelled after the morning missions, because the smoke from the wildfires in California was so thick, the pilots could not see the runway. When I got out to Fallon, there was a hazy sun shining through and by the time the afternoon launch came, the skies completely cleared. The USS Harry S. Truman's Carrier Air Wing 1 was at NAS Fallon for a pre-cruise work up and they brought aircraft from every squadron in the air wing. (Nate Leong)



One of Australia's C-130Js is approaching Delhi International airport on 11 August 2021. (Shrey Chopra)

United States Navy

C-130T-30
164597/AX-597 VR-53 ex RU-997/VR-55 **382-5260** aug21

MH-60S
168591/AJ-610 HSC-9 ex AB-611/HSC-11 **704913** aug21

P-8A
168755/YD-755 VP-4 **42251/4609** aug21
169571/571 del 03aug21 **66104/8603** aug21

T-6B
166166/E-166 TAW-5 ex G-166/TAW-4 **PN-157** aug21

CMV-22B
169447 Boeing f/n **D2013** aug21

United States Marine Corps
FRCSW= Fleet Readiness Center South West, North Island (CA)

UC-12F
163555 CFA Okinawa ex H&HS Kadena **BU-3** aug21

KC-130J
169533/QH-533 VMGR-352 ex BH-533/VMGR-252 **382-5871** aug21
170038/BH-038 VMGR-252 del **382-5912** aug21
170039/BH-039 VMGR-252 del **382-5915** aug21

F/A-18C
163730 VMFA-112 ex Cecil Field **798/C090** aug21
163779 VMFA-112 ex Cecil Field **861/C134** aug21
164197/MA013 VMFA-112 ex AF-402/VFA-204 **960/C192** aug21
164204 VMFA-112 ex AF-404/VFA-204 **967/C197** aug21
164722 VMFAT-101 ex RQ42/FRCSW **1170/C324** aug21
164973/ED-973 VMFA(AW)-533 ex VE-02/VMFA-115 **1275/C388** jul21
164980/VE-16 VMFA-115 ex DR-312/VMFA-312 **1284/C395** aug21

F/A-18D
164653/ED-653 VMFA(AW)-533 **1080/D086** jul21
165687 FRCSW ex CE-12/(AW)-225 **1496/D161** aug21

F-35B
168723/WF-525 VMFAT-502 ex VM-15/VMFAT-501 **BF-25** apr21
168724/WF-526 VMFAT-502 ex VM-16/VMFAT-501 **BF-26** aug21
168840/WF-537 VMFAT-502 ex DC-11/VMFA-122 **BF-37** aug21
169625/DT-03 VMFA-242 ex VK-17/VMFA-121 **BF-89** apr21
169691/DT-06 VMFA-242 ex O4/VMFA-122 **BF-106** aug21
169692/DT-07 VMFA-242 ex CF-10/VMFA-211 **BF-107** aug21

F-35C
169640/VW-304 VMFA-314 ex VW-307 **CF-45** aug21
169704/VW-306 VMFA-314 ex VW-311 **CF-48** aug21

UH-1Y
168501/SN-31 HMLA-USA ex UV-06/HMLA-267 **55165** aug21

AH-1Z
168799/SN-44 HMLA-USA ex UV-41/HMLA-267 **59039** aug21
168964/WG-01 HMLA-773 **59221** jun21
169271/MM-11 HMLA-773 Det.A ex UV-54/HMLA-267 **592..** aug21
169274/SE-40 HMLA-469 f/n **592..** aug21
169827/MM-15 HMLA-773 Det.A del **592..** aug21

MV-22B
168602/EM-13 VMM-261 ex EG-13/VMM-263 **D0257** jul21

United States Coast Guard

HC-27J
2701 Sacramento ex Elizabeth City ALC **4129** aug21

HC-130J
2013 Elizabeth City ex Kodiak **382-587.?** aug21

MH-60T
6006 Astoria ex Elizabeth City **70661** apr21
6010 Borinquen ex Kodiak **70157x** aug21
6013 Clearwater ex Mobile **701581** aug21
6031 Borinquen ex Clearwater **701790** aug21
6039 Cape Cod ex Kodiak **702293** jun21
6046 Borinquen ex Clearwater **70636** aug21

MH-65D
6588 Atlantic City ex Detroit **6288** jul21

MH-65E
6503 Barbers Point ex Atlantic City **6048** aug21

Credits

Danny Bonny, Ian Carroll, Pete Cole, Alfonso Glade, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Alan Nightingale, Jeff Rankin, Jos Stevens, Peter Weinert, Hans van der Wilt, Air Britain, Airspace Review

Abbreviations

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



Stearman & Friends

USAAF PT-13D 42-17646/N5323N flies in U.S. Navy markings. (all photos Bienenfarm, 3 July 2021, Otger van der Kooij)

QUAX (Verein zur Förderug von historischem Fluggerät)

The QUAX association was founded in 2006 at Hamm as a group of enthusiasts with a passion for historical aircraft. QUAX now has some twenty aircraft, members have some thirty more and there are further aircraft from associated owners. All fees and donations are used for the up-keeping of the planes and members will be helped with restoration, maintenance, documentation and operating their aircraft. Nevertheless, principally everyone is welcome to join and can decide on his or her efforts devoted to the association. Although the association was founded at Hamm this is no longer a QUAX location. Nowadays Paderborn-Lippstadt is the main base of QUAX, while they also fly out of Bad Kissingen, Bienenfarm, Ithwiesen, Kassel-Calden, Leverkusen, Stadtlohn-Vreden and Uetersen-Heist.

QUAX hosts a number of events each year. Paderborn will hold several hangar days a year during which their hangar and maintenance hangar are open to the public. The main location for the flying events, however, is Flugplatz Bienenfarm, which normally hosts several different fly-ins a year all with special themes; the traditional Ausmotten (spring flying), Stearman & Friends, LeiseQuax (for vintage gliders), Ostblock Fly-In (Eastern European aircraft) and Herbstfliegen (autumn fly-in). These themed fly-ins are not limited to those topics, but also other aircraft are welcome to a certain limit.

Stearman & Friends 2021 at Bienenfarm

This year's fly-in was held over the weekend of 2-4 July. Beside the ones listed there were many more aircraft, but these fall outside the scope of Scramble.

83+11	Super Lynx Mk88A	MFG5
D-EADP	FWP149D	90+04
D-EAXT	FWP149D	(91+28)
D-EBJB	L-21B	(MM54-2522)/3922
D-ECAF	L-21B	(R-172)/862
D-EDCV	Do27A-4	(56+82)
D-EDEM	Tiger Moth	NL971
D-EDNU	Do27B-3	(56+92)
D-EDUT	L-4J	(42-38393)
D-EGAW	P2-06	(U-132), as A-102
D-EGFR	Do27A-1	(55+36)
D-EGSY	CASA 1131E	(E.3B-533), as SB+BD
D-EGPW	Great Lakes 2T-1A-1	
D-EHCK	L-18C	(18-1491), ex ALAT

D-EHVR	FWP149D	(90+40)
D-EJMI	CASA 1131E	E.3B-574/781-34
D-EKAY	L-18C	(18-1340), ex ALAT
D-EKHO	L-18C	(115312), ex Greece
D-EMDV	PT-13D	(42-17681)
D-EMFL	PT-17	(42-16532)/744
D-ENAY	Sk12	(663/Sweden), as NV+KG
D-ENLH	L-18C	(18-1394), ex ALAT
D-ENLK	L-18C	(18-1556), ex ALAT
D-EOAT	Do27A-1	(56+39)
D-EQXL	PT-17	(41-0898), as 4317/787
D-EROT	Argur 3	(HB653)
D-ESPX	Great Lakes 2T-1A-1	
D-EXWO	Fw44J	SZ-12/Finland
D-HAFF	Sioux AH1	(XW183)
D-FAME	Harvard 4	(20286), ex Canada
D-FOJN	An-2TD	
D-FOKY	An-2T	
D-FSIX	T-6J	(1766/Portugal), as 52-8543/66
F-AZPU	P3-05	(A-827), as 3182
F-AZQQ	P3-05	A-864
F-PGCD	NC856A	33, ex ALAT
NX51ZW	Mustang 4	(9597/Canada), as 44-72927/WZ-W
N59GD	PT-22	(41-20977)/59
N60HW	PT-13D	(42-17381)/388
N60MV	N2S-3	(43266)/350
N178MD	N2S-3	(38232)/178
N351AH	Stearman	as 822, ex id unknown
N429AB	PT-17	(42-16321)/429
N868L	Beech D18S	
N950DH	Chipmunk 2	as UN-169, not ex mil
N3972U	Stearman	as 326, not ex mil
N5323N	PT-13D	(42-17646)/700
N5527N	N2S-5	(61239)/59
N9051N	PT-13D	(42-17302)/406
N9478H	N2S-3	(07229)
N18130	L-12-26 Electra	ex Free French AF
N33162	PT-17	(41-25294)/607
NC33543	Reliant 1	(FB645)
N67193	N2S-5	(38405)/399
N75010	PT-17	(41-8741)/53
N71502	SNV-2	as 500, ex id unknown
SE-LAR	Sk50	50061/61

Credit: Thanks to Johannes Schages for his help with this overview.



One of the none Stearman visitors was French NC856A Norvigie 33/F-PGCD from Paderborn.



CASA 1131E E.3B-574/D-EJMI is normally based at Neustadt-Glewe and is seen here taxiing to its parking spot.



Besides flying for fun there was also a modest flying display which included QUAX' own PT-17 41-0898/D-EQXL.

Triptease



The museum hangar at Rochefort-Soubise is filled with interesting Aeronavale aircraft, albeit a bit cramped. This legacy Etendard 7 is among the exhibits to be enjoyed during the regular group tours on a Tuesday. (13 July 2021, Leonard van Teeffelen)

Combined trips

After a lengthy period of lockdowns due to the Corona virus, we continue with the triptease section with a W&R tour (with occasional operational aircraft) of Leonard van Teeffelen and a short visit to Bad Neuenahr-Ahrweiler which saw a lot of actions during the high water emergency that struck Germany, Belgium and the Netherlands.

France

Le Bourget 10 July 2021

MM62210 VC-900EX 93° Gruppo

A coincidence or not? This Falcon was already present in September 2020 at Falcon Service.

Buc 10 July 2021

306/33-TB Mirage 3R pres., ex AdIA

The Mirage recently gained a (tactical) code.

Orleans-Bricy 10 July 2021

0007/F-RBAA A400M ET01.061 sp. mks

0008/F-RBAB, 0011/F-RBAD A400M ET01.061

0033/F-RBAI, 0065/F-RBAM A400M ET01.061

0102/F-RBAQ, 0110/F-RBAR A400M ET01.061

5847/61-PP C-130J-30 ET02.061

R204/64-GD, R206/64-GF C-160R EEA01.054

Romorantin-Pruniers 11 July 2021

Preserved (at barracks)

656/112-CS Mirage F1CR ex AdIA

202/33-FN Mirage F1C-200 at gate, desert camo

Preserved (airfield)

A75/W Jaguar A ex AdIA

331/33-NE Mirage 3R ex AdIA

515/5-OG Mirage 2000B ex AdIA

The Jaguar is visible from the Aeroclub.

Neuville-sur-Barangeon 11 July 2021

MM54144 T-6H pres., as "114565/RA"

Savigny-en-Septaine 11 July 2021

99/12-YJ Super Mystere B2 pres., ex AdIA

Avord 11 July 2021

202/36-CB E-3F EDCA01.036 sp. mks

Preserved

073/YB EMB121AA ex AdIA

229/319-DW MD312 at gate

29/BB Mirage 4A at gate

Avord-Pole Aéronautique d'Avord

11 July 2021

Preserved

A22/11-RL Jaguar A ex AdIA

489 Mirage 3IE ex AdIA

339/116-AD Mirage 2000N ex AdIA

31 Mystere 4A ex AdIA

171 SE3130 ex AdIA

Avord Town

11 July 2021

214/2-FR Mirage 3B pres., ex AdIA

The Mirage can be found at: 47°01'50.5"N 2°39'06.0"E

Saint-Amand-Montrond 11 July 2021

243/DO Mirage 3B-RV pres., ex AdIA

Touchay

11 July 2021

31/30-OG CM170 dismantled outside

394/315-LK CM170 pres., ex AdIA

41 Etendard 4M dismantled

44/3.10-LC Mirage 3C pres., fuselage **44**

293/8-NG Mystere 4A pres., ex AdIA

116 SE3130 pres., composite

59/12-ZS Super Mystere B2 pres., ex AdIA

SKY1376 HSS-1N preserved

Two other Alpha Jets, mentioned in EMOOS2018, are gone.

Chateauroux 11 July 2021

075/F-RAJA A340-211 stored as F-HFDD

081/F-RAJB A340-211 stored as F-HLMG

201/36-CA E-3F EDCA01.036

507 Mirage 2000B i/a

Limoges-Musée de la Résistance Massif Central 11 July 2021

Preserved

(1256)/DV+1B red 5 Re2002 preserved, no wings

Saulgond 11 July 2021

168 CM170 pres., ex AdIA

Bordeaux-Merignac 12 July 2021

F-ZBCG CeF406 std, ex Douanes **0066**

5114/61-PA C-130H ET02.061

5153/61-PJ C-130H-30 ET02.061

0111 B737-800BBJ2 for 1.BLTr

0112 B737-800BBJ2 for 1.BLTr

BS019, BS020 Rafale EH for India

BS020

Rafale EH Dassault for India

Aviation

The C-130 and Boeing 737 aircraft were seen at Sabena Technics, whilst the Rafale EH aircraft were seen at Dassault Aviation.

Instructional airframes (at IMA)

117	CM170	outside	
2555/SF	EC725R2	with tail of 2611	
1519	SA341F		
Cazaux			
E68/8-MO	Alpha Jet E	nb	12 July 2021
E83/8-TZ, E108/8-AF	Alpha Jet E	nn	
E115/8-MR, E117/8-RI	Alpha Jet E	nn	
E141/8-NF	Alpha Jet E	EE03.008	
E142/8-LO, E144/8-AK	Alpha Jet E	nn	
E149/8-RS	Alpha Jet E	EE03.008	
E151/8-FD	Alpha Jet E	nb	
E154/8-AL, E160/8-UH	Alpha Jet E	nn	
E162/8-RJ, E164/8-RV	Alpha Jet E	nn	
	AS350	DGA-EV	
104/30-HH	Rafale C	EC03.030	
111/30-IP	Rafale C	EC00.030	
113/30-IR	Rafale C	EC02.030	
126/30-GE	Rafale C	EC02.030	
146/30-GY	Rafale C	EC03.030 SAL56	
329/30-ID	Rafale B	EC00.030	
35/BW	TBM700A	DGA-EV	
322	M346A	150sq	sp. mks
324, 325, 327, 330, 331	M346A	150sq	
332, 333	M346A	150sq	
F-HRLI	EC225LP	Airtelis	
23/AV	Mirage 4P	under restoration	
120/8-ME	Mystere 4A	preserved	

Biscarosse 12 July 2021
MM50-180 HU-16A as "USAF 0180"
All other aircraft, mentioned in EMOOS2018, are still present.
Only the queue was a bit too long for me personally to visit the rest of the collection.

Dax town 12 July 2021
1689/DAX SA341F pres. ex ALAT

Dax 12 July 2021

F-HBKA, F-HBKC, F-HBKD	EC120B	HeliDax
F-HBKE, F-HBKF, F-HBKH	EC120B	HeliDax
F-HBKJ, F-HBKL, F-HBKM	EC120B	HeliDax
F-HBKN, F-HBKP, F-HBKR	EC120B	HeliDax
F-HBKT, F-HBKV, F-HBKX	EC120B	HeliDax
F-HBVA/A, F-HBVB/B	EC120B	HeliDax
F-HBVD/D, F-HBVE/E	EC120B	HeliDax
F-HBVF/F, F-HBVG/G	EC120B	HeliDax
F-HBVI/I, F-HBVK/K	EC120B	HeliDax
F-HBVL/L, F-HBVM/M	EC120B	HeliDax
F-HBVO/O	EC120B	HeliDax

Preserved (Musée de l'ALAT et de l'Hélicoptère)

2117/AEX	SE3130/SA318	frame	
002/BLG	SE3130	ex ALAT	
2010/JBM	SE3160	ex ALAT	
5309/UD	SA319B	ex Gendarmerie	
160/ZP	AS355F1	ex ALAT	
1579/CWD	Bell47G-2	ex ALAT	
1721/BGG	SA341F	ex ALAT	
3904/AWA	SA341F	ex ALAT	
133	SA342M	ex ALAT	
55-864	UH-12A	ex ALAT	133
FR94/BEJ	H-19D	ex ALAT	
143	H-21C	ex ALAT	
24585/CUW	HSS-1	ex ALAT	
276	O-1E	ex ALAT	
656/UA	Lynx HAS.2(FN)	ex Aéronavale	
66/AJR	MS505	pres., ex F-BDQQ	
84-EL	N3202	ex ALAT	
163	RM02 Autogyro		
1032/BRD	SA321G	ex Aéronavale	
2430/CZZ	SA330B	desert camo	
FR149/CCA	AS532UL Horizon	ex ALAT	
496/1	SO1221	preserved	
	SV-4C	preserved	

Preserved (outside)

24725/BUA	L-19E	ex ALAT	
269/MIA	MH1521M	ex ALAT	
70/ABX	TBM700A	stored	
	SA341F	stored	
Bordeaux-Merignac 13 July 2021			
0110	B737-86X	for 1.BLTr	
0111	B737-800BBJ2	for 1.BLTr	
11/AJ	Mirage 4P	pres., at gate	
306/8-MW	Mystere 4A	preserved	
147/XS	TBM700A	ET00.060	
F-WWQY	Falcon 8X	Dassault Aviation	primer
F-WWHC	Falcon 7X	Dassault Aviation	298
Latresne 13 July 2021			

Preserved (at Groupe Institut de Soudre)

2/F-ZWRU	Alpha Jet	in Pdf markings
68/NB	MS760	at gate

Instructional airframes (at Groupe Institut de Soudre, outside)

01	Mirage F1E
230, 232	Mirage F1CT
1029	SA330Ba
12	Super Etendard



Preserved at some sort of theme park is this former Italian T-6H-4 M.M.54144 painted up as 114565. (Neuvy-sur-Barangeon, 11 July 2021, Leonard van Teeffelen)



Captured between the rain showers at Bordeaux-Mérignac is this TBM-700 147/XS. (13 July 2021, Leonard van Teeffelen)

Instructional airframes (at Groupe Institut de Soudre, inside)

1251/AW	SA330Ba	ex ALAT	53/11F.53
F-ZBAB	CeF406	ex Douanes	4
34/315-VG	TB30	ex AdIA	8
40/315-VM	TB30	ex AdIA	716
44/315-VQ	TB30	ex AdIA	16

With a bit of difficulty the Epsilons are visible from the outside. Their codes and roundels have been painted over.

Bordeaux-Floirac 13 July 2021

590/3-XD Mirage 3E pres., ex AdIA

Rochefort-Saint Agnant 13 July 2021

Preserved (at gate)

E18/339-EL	Jaguar E	ex AdIA	11
01	Mirage 3T	ex AdIA	150
4/AC	Mirage 4A	ex AdIA	M05/J
509/115-OK	Mirage 2000B	ex AdIA	267
223/118-QX	Mirage F1CT	ex AdIA	268/CAN-16
52	Super Etendard	ex AdIA	33

Rochefort Town 13 July 2021

467/312-UI CM170 pres. ex AdIA

Rochefort-Soubise 13 July 2021

Preserved (at Musée de Tradition de l'Aéronautique Navale)

056/CAN-7	AB47G	ex Aeronavale	70
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Aquilaon 203	ex Aeronavale
Br1050	ex Aeronavale
Br1050	at roundabout
C-47D	ex Aeronavale
CM175	ex Aeronavale
Etendard 4M	in special markings
F-8P	in special markings
HSS-1	ex Aeronavale
Jaguar M	ex Aeronavale
Lynx HAS2(FN)	ex Aeronavale
MH1521M	ex Aeronavale
MS760	ex Aeronavale
MS893-100S	ex Aeronavale
N262A	ex Aeronavale
N262A	ex Aeronavale, outside
PA31-350	ex Aeronavale
SA321G	ex Aeronavale
SE3130	ex Aeronavale
SNB-5	ex Aeronavale
SP-2H	ex Aeronavale
Super Etendard M	ex Aeronavale outside
Super Etendard	ex Aeronavale
SV-4C	as "7/51S.51"
Caudron C800	

The Rallye is a new addition to the collection, it needs some assembling though.



This H145 is one of the helicopters active in aiding the various rescue operations during the July 2021 flooding. D-HYAL is adorned in special marking to commemorate ADAC Luftrettungs golden jubilee in 2020. With the commissioning of the rescue helicopter "Christoph 1" in Munich-Harlaching on November 1st, 1970 the story of quick help from the air began in Germany. (Bad Neuenahr-Ahrweiler, 17 July 2021, Michiel van Herten)

Seen in restoration hangar

1	Br1050	stored
(650)	Dewoitine D520	stored, as "408"
FR63/H20	H-21C	stored
3820	T-6D	stored

Stored (in front of restoration hangar)

15	Br1050	
20, 24	CM175	
01, 05	Etendard 4M	05
25	JRB-4	
03	Lynx HAS2(FN)	
XX904	Lynx	training aid
41	SE3130	

Seen in Gendarmerie hangar

2221/JCY	AS350BA	DGGN	
La Rochelle			13 July 2021
F-ZBQE	EC145	Securite Civile	
	SA365	35F det.	
133633/F-AZQR	T-6	ex BAF	
Poitiers			13 July 2021
326/116-AS	Mirage 2000N	preserved with Dassault	
Saint-Cyr-l'Ecole - Lycee Militaire(F)			14 July 2021
1006/DAA, 1149/DAP	SA330Ba	5RHC	
...	Tigre	5RHC	
Le Bourget			14 July 2021
3085	A319-115(ACJ)	241.dlt	
MM62210	VC-900EX	93° Gruppo	
ST-PSA	Falcon 900	Sudan Government	

Credit: Leonard van Teeffelen

Civil trips

Germany

Bad Neuenahr-Ahrweiler			17 July 2021
82+65	EC135T1	IHAz	
76+06	H145M	HSG64	
77+01	H145M	HTR30	
77+05	H145M	HTR30	



This H145 is one of the helicopters active in aiding the various rescue operations during the July 2021 flooding. D-HYAL is adorned in special marking to commemorate ADAC Luftrettungs golden jubilee in 2020. With the commissioning of the rescue helicopter "Christoph 1" in Munich-Harlaching on November 1st, 1970 the story of quick help from the air began in Germany. (Bad Neuenahr-Ahrweiler, 17 July 2021, Michiel van Herten)

www.facebook.com/Scramblemagazine

18 July 2021

78+13	NH90-TTH	IHAz
79+22	NH90-TTH	IHAz
D-HBPE	EC135P3	Polizei Bayern
D-HBWV	EC145T2	Polizei Baden-Württemberg
D-HFOG	AS365N2	Heli Flight
D-HHEB	EC145	Polizei Hessen
D-HMVA	EC135P2	Pol. Mecklenburg-Vorpommern
D-HRPA	EC135P2	Polizei Rheinland-Pfalz
D-HRPB	EC135P2	Polizei Rheinland-Pfalz
D-HTHD	EC145	Polizei Thüringen
D-HYAL	EC145T2	ADAC

76+01	H145M	HSG64
78+29	NH90-TTH	IHAz
D-HABW	EC135T3	ALT
D-HBPF	EC135P3	Polizei Bayern
D-HBWV	EC145T2	Polizei Baden-Württemberg
D-HEGD	AS332L1	Bundespolizei
D-HFOG	AS365N2	Heli Flight
D-HHEB	EC145	Polizei Hessen
D-HLTK	EC155B	Bundespolizei
D-HPNF	EC135P2+	Polizei Niedersachsen
D-HRPA, D-HRPB	EC135P2	Polizei Rheinland-Pfalz
D-HSAB	EC145T2	Polizei Sachsen-Anhalt
D-HSND	EC135T3	Polizei Sachsen
D-HYAL	EC145T2	ADAC
1x	CH-53G	HSG64

The massive floodings on 13 and 14 July 2021 that hit the Belgian / German border area, caused very serious problems. A major rescue operation quickly started, supported by aid workers from France, whom were mainly active in Belgium from Liège.

The relief efforts in Germany have been supported by Luftwaffe, Heer, fire brigades and the police from all over the country. The heart of the disaster area in Germany was in Erfstadt, Bad Neuenahr-Ahrweiler and Schuld. In Rheinland-Pfalz the heli flights were coordinated from Flugplatz Bad Neuenahr.

Credit: Michiel van Herten

Tu-16 Badger in Indonesian Air Force (AURI) service



Marco Pennings

From 1970, retired but pristine looking Badgers were stored at Iswahyudi until most were scrapped by 1977. (Iswahyudi, 1973, Dennis Robertson)

The Soviet Deal

In Scramble 500, we already explained in short the politics and history leading up to the arms-deal between Indonesia and the Soviet Union. Army General Abdul Haris Nasution had secured the deal in early 1961, and included a batch of second-hand Tu-16 medium jet bombers.

The 1961 Indonesian Unit List Price for a Tu-16 was US\$ 1,458,000. That same year, Total Soviet Military Aid to Indonesia was a massive US\$ 441 million, of which US\$ 332 million was on credit and the balance was a discount. The Tu-16 deal included twelve Tu-16 Badger A bombers, two Tu-16 Badger As with night-photography capability and twelve Tu-16KS-1 Badger Bs with Raduga KS-1 Komet (NATO reporting name AS-1 Kennel) air-launched short range (100 km) air-to-surface missile capability. All were second-hand Russian airframes. These were the first examples of the Tu-16 to be seen operating outside of the Soviet Union and they posed quite a threat in the area. The Angkatan Udara Republik Indonesia (AURI) also received 57 AS-1s, but initially no Indonesians were allowed access to these missiles.

Delivery to Indonesia

Dutch Naval Intelligence (MARID) files list the delivery flights of the Tu-16s to Indonesia. These ferry flights were coded *L Djaja-1* to *L Djaja-8*, and took three days generally taking the following route: Moscow area to Irkutsk, Irkutsk to Beijing, Beijing to Kunming (diversion base), Kunming to Rangoon and Rangoon to Jakarta-Kemayoran. In February 1961, four AURI pilots were rushed to the 43rd TsBP I PLS at Ryazan, Russia, for a crash-course piloting the Tu-16. They were all B-25 (co-)pilots: Sutopo, Saroso Hurip, Sumarno and Suwandi Sujono. Support was provided by singles or pairs of Russian An-12 transports. The first pair was *L Djaja-1*; M1601 piloted by a Russian pilot and co-pilot Suwandi Sujono flew until Rangoon, then Saroso Hurip joined as captain, replacing Suwandi. M1602 also had a Russian pilot and co-pilot Sumarno until Rangoon, then pilot Sutopo joined as captain, replacing Sumarno. Both aircraft arrived at Kemayoran on 1 July 1961. Suwandi and Sumarno travelled to Singapore for some R&R, then to Jakarta by airline.

The second pair *L Djaja-2* ran into trouble at Rangoon, as M1603 had a runway excursion on landing and got bogged down in mud. The aircraft was only slightly damaged, and the crew escaped with only bruises. M1604 arrived at Kemayoran on 15 August, M1603 later.

Another set of four aircraft was ferried from Simferopol via Rangoon by Indonesian crews, no Russian pilots mentioned (but probably in command). All co-pilots were trainees with four months of training. Suwandi with co-pilot Isnain Mahmud, Jhony Herlaut with co-pilot Syah Alam Damanik, Sumarno with co-pilot Rachmat Somadinata and Sardjono with co-pilot Sjahbudin Masulili. Based on the graduation dates of the co-pilots, this could be *L Djaja-7*, M1611 to M1614 on 1 June 1962. Final delivery was *L Djaja-8* on 29 June 1962, when Tu-16KS-1s M1621 to M1626 arrived at Kemayoran.

Pilot Training

As recollected by former Tu-16 pilot Subroto Hartono (with adds from Marc Koelich, MK): After selection in Indonesia, he became part of Contingent Cakra I, the pilot candidates who trained in Czechoslovakia from 1958 until July 1961. His batch left in October 1958. [Ed: Bomber candidates were part of Cakra-IB training at Prostějov and Prerov.] At the time, a large portion of the Indonesian flight instructors were assigned to combat squadrons due to the operations against PRRI/Permesta.

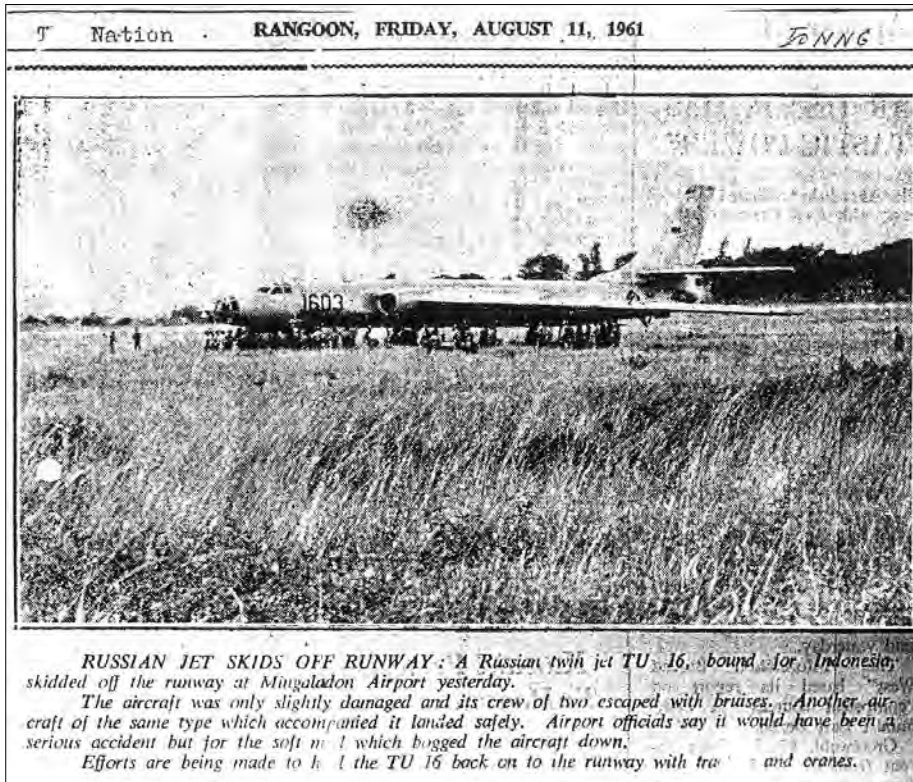
The basic training was conducted on the Zlin-126 Trener, followed by some time on the Yak-11/Let C-11. Half of the batch went for fighter pilot training, and the other half for bomber pilot training. The bomber batch had around ten hours on the Avia-14 to familiarize with a twin-engine airplane, and then on to the Il-28U before graduating to the Il-28. After their return to Indonesia, they were checked in flight by senior AURI Il-28 pilots. Some of these senior pilots had been trained in Egypt. From the twelve bomber pilots in the batch, eight stayed on the Il-28 with Skadron 21, while four, including Subroto transferred to the Tu-16 and were trained by Soviet instructors and senior AURI bomber pilots. While being converted to the Tu-16, Subroto still occasionally flew the Il-28, mainly for parades.

Two complete crews, so twelve people, had been sent to the Soviet Union for Tu-16 conversion. Most of the senior pilots were former B-25 pilots. One of the two captain-pilots trained in the Soviet Union died. [MARID: 4 October 1961; one of the first Tu-16 pilots committed suicide.] The normal crew for a Tu-16 was six: Pilot, co-pilot, first navigator, second navigator, radio/communications operator and gunner. The 1st navigator's position was in the nose, while the 2nd navigator's position was behind the pilot and co-pilot. Behind the 2nd navigator came the positions of the communications

operator and the gunner. The Tu-16KS had a normal crew of seven.

MARID notes: As with the MiG-19 and MiG-21 units, Russian Instructors were also assigned to the Tu-16 units. Six Russian crews were to stay in Indonesia for six months. The ground crews stayed for another four months. There was always one

Russian on every flight and Iswahyudi tower communicated in Russian. Russian sources tell us that in 1962 a squadron of Tu-16KS from the 56th TBAD was dispatched to Indonesia, together with a hand-picked support crew of senior pilots, navigators and technicians. The Tu-16s were destined for AURI.



Transcript of clipping:

RUSSIAN JET SKIDS OFF THE RUNWAY

A Russian twin jet Tu-16, bound for Indonesia, skidded off the runway at Mingaladon Airport yesterday.

The aircraft was only slightly damaged and its crew of two escaped with bruises. Another aircraft of the same type which accompanied it landed safely. Airport officials say it would have been a serious accident but for the soft mud which bogged the aircraft down.

Efforts are being made to haul the Tu-16 back on the runway with tractors and cranes

This newspaper clipping says it all. M1603 arrived in Indonesia after 15 August 1961. However, there is no subsequent proof of its existence. (MARID via NA).



Tu-16 Badger As M1601 and M1602 arrived in Indonesia on 1 July 1961. Here they are seen at an unknown location. (TNI-AU)



Skadron Udara 41 was activated as a Long Range Bomber, Reconnaissance and Patrol Squadron at Kemayoran on 14 August 1961. Acceptance of the last of fourteen Badger As (M1601 to M1614) was in June 1962. By February 1962, the squadron had started its move to Iswahyudi. The two reconnaissance Tu-16s (M1613 and M1614) were also assigned to Skadron Udara 41. The navigators served as operators for the photographic system.



With the arrival of all twelve Tu-16KS Badger Bs in May and June 1962, Long Range Bomber Skadron Udara 42 was formed on 1 July 1962 at Iswahyudi. Skadron Udara 41 and 42 were part of Wing Operasional (Wing Ops) 003 under Komando Operasi, or Operational Command. Wing Ops 003 was formed at Iswahyudi on 17 November 1961.

Commanders

The list below is most likely incomplete:

Skadron Udara 41 commanders:

- 1. Saroso Hurip August 1961 – March 1962?
- 2. Sompil Basuki July 1962 - ?
- 3. Djoni Herlaut around Dwikora
- 4. Suwandi Sudjono 1970

Skadron Udara 42 commanders:

- 1. Sujitno 1 July 1962 - ?
- 2. Sardjono around Dwikora

Wing Ops 003 commanders 1961 - 1974:

- 1. Tjok Saroso Hurip
- 2. Suwondo
- 3. Sujitno
- 4. Sardjono
- 5. Suwandi Sudjono
- 6. Musidjan, also Commander Wing Ops 002, Abdulrachman Saleh
- 7. Danendra, also Commander Wing Ops 002, Abdulrachman Saleh

Operasi TRIKORA

On 19 December 1961, Sukarno decreed the establishment of the People's Triple Command or Tri Komando Rakyat (Trikorra) in order to annex West Irian (Dutch New Guinea) by 1 January 1963. Trikorra's operational command was called the Mandala Command for the Liberation of West Irian (Komando Mandala Pembebasan Irian Barat) with Major-General Suharto (the future President of Indonesia) serving as its commander.

In preparation for the planned invasion, the Mandala command began making land-, air-, and sea incursions into West Irian. AURI made generous use of its recently acquired weapons, and the Tu-16 was a central part of the planned invasion of West Irian. The Russian aircrew had transferred to Iswahyudi with the Skadron 41 move from Kemayoran, and were lodged in Hotel Sarangan together with the MiG-21 crews. The Tu-16 team was tasked with combat-support of AURI crews in case of hostilities with the Dutch. The favourite target for the Russians was Dutch aircraft carrier Karel Doorman (R81). Six AS-1 Kennels could have sunk her, but fortunately they never met. The primary objective was the invasion of the island of Biak, where the two main Dutch airbases Mokmer (KLu) and Boroekoe (MLD) were located. The Invasion was called Operasi Djajawidjaja, and D-day (the Invasion of Biak) was planned for 12 August 1962. Mid-June 1962, the invasion plans had been completed.

The operation was divided into 4 parts:

- Operasi Djajawidjaja 1: Air and sea action in order to gain total supremacy. AURI bombardment on airfields at Biak, Noemfoer, Sorong, Manokwari and Kaimana, target 10 August 1962.
- Operasi Djajawidjaja 2: Invasion of Biak, target 12 August 1962.
- Operasi Djajawidjaja 3: Air raid and para-drop on Sentani airfield, Hollandia.
- Operasi Djajawidjaja 4: Invasion of Hollandia.

For the exploitation phase, six Aerial Combat Units, Kesatuan Tempur Udara (KTU) were brought up to maximum strength during Operasi Siaga from June 1962, see map. MARID noted that six full AURI crews were available, and sufficient spares.

The Tu-16s were planned in as follows:

Morotai: **KTU Parikesit** under LetKol. Dewanto:
 6x Tu-16, 6x Tu-16KS, 6x MiG-17, 2x UF-1, 2x Mi-4
 Iswahyudi: **KTU Wesiaji** under Mayor Sompil Basuki:
 6x Tu-16, 6x Tu-16KS

MARID notes:

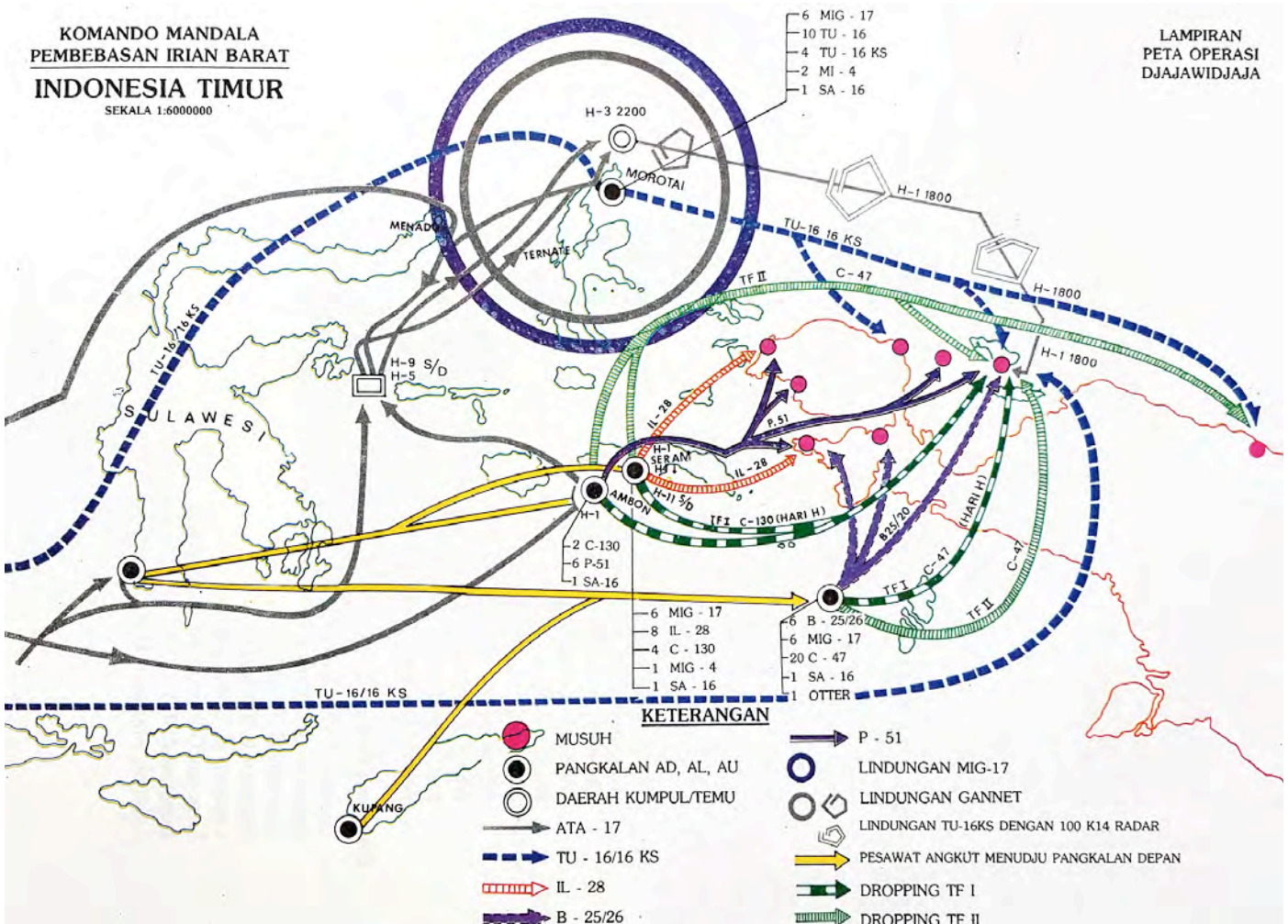
18 July 1962; a Tu-16 was ordered to take-off with full bomb load to find one Dutch Navy Destroyer and to attack when fired upon. Two fully armed Badgers were on standby.
 31 July 1962; two armed Tu-16KS were planned to fly to Morotai, but this order was cancelled.
 4 August 1962; six Tu-16s at Amahai, but this is doubtful as Amahai could not handle a Badger.
 24 August 1962; four Tu-16s at Morotai.

In early August 1962, it became clear that the Djajawidjaja targets could not be met, and D-day was rescheduled for 26 August 1962. In the meantime the UN, and in particular the US, were working on a political solution to prevent a bloody conflict. Also, during July and August 1962, U-2 spy planes were spotted over Indonesia. Not corroborated by CIA U-2 overflight data, these are thought to have been ROCAF aircraft. After the personal intervention of President Kennedy, President Sukarno cancelled the operation on 14 August 1962, and the Dutch government was forced to deliver Dutch New Guinea into UN hands by signing the New York Agreement on 15 August 1962.

During Trikora, Subroto was still co-pilot, and most of their missions were patrol missions. One month prior to the planned date for Operasi Djajawidjaja, four Tu-16s were deployed to Morotai together with four crews. Two of the crews, including Subroto, remained on stand-by at Morotai, while the other two crews returned to Iswahyudi by Hercules. [MK: A former Tu-16 navigator remembers that there were two Tu-16 bombers and two Tu-16KS on stand-by at Morotai.]

At the time, Skadron 41 had only four complete Tu-16 crews. The four captain-pilots were all B-25 veterans: Sompil Basuki, Kuntjoro, Sujitno and Sudjatio. Morotai's main runway was made of compacted coral, and it caused heavy wear on tyres. The base installations were very rudimentary and of WW2 vintage. [Ed: The Badger needed 45.000 litres of jet fuel. At Morotai they had to fuel a Badger by hand, from 70 barrels. This took 4 days and nights! Not really the fast turn-around needed in combat.] Target packages had been prepared for the Tu-16 crews, but were kept secret. Some crew members speculated that the Tu-16s from Morotai would attack the far-away cities like Merauke, while Biak would be attacked by Tu-16s coming directly from Madiun that would then land at Morotai. These speculations were never confirmed after the deployment as the targets remained a secret, at least for Subroto.

After Trikora, there was a huge air parade in Jakarta and all 24 Tu-16s took part. Due to lack of Indonesian crew members, most crew members on that day were actually Russians. [MK: Former Tu-16 navigator confirmed that, on that occasion, in some of the Tu-16s there was only one Indonesian crew member]



Planning map for Operation Djajawidjaja; the attack on West Irian. Note that the number of Badgers assigned to Morotai is higher than stated in other historical references. Also; Musuh is the enemy, in this case the Dutch ... again! (TNI-AU)



Blasting off from Iswahyudi, this Tu-16KS clearly shows its primary weapons; two AS-1 Kennel missiles. (TNI-AU)

Sometime after Trikora, the Soviet crews went back home. [MK: Former Tu-16 navigator confirmed that the Russian crews left after Trikora, but stated that some Russian Tu-16 technicians remained in Indonesia longer.]

Operasi DWIKORA

President Sukarno was strongly opposed to the creation of the state of Malaysia. The conflict started on 20 January 1963 when Indonesian Foreign Minister Subandrio announced that Indonesia would pursue a policy of Konfrontasi with Malaysia. The campaign came to be known as Confrontation. On 16 September 1963, Malayan Prime Minister Tunku Abdul Rahman formally announced the existence of the Federation of Malaysia, incorporating Malaya, Singapore, and the British territories in Borneo. This drew a hostile reaction from President Sukarno, who, largely for domestic political reasons, regarded the new Federation as a neo-colonial creation. On 3 May 1964, President Sukarno proclaimed his Two Popular Commands (Dwi Komando Rakyat or DWIKORA): 1) Protection and continuation of the Indonesian revolution, and 2) liquidation of Malaysia. During their operational tenure, Skadron 41 and 42 Tu-16s were deployed to several airfields:

Polonia, Medan:	Two to three Badgers observed in March 1964, four Badgers in dec1964.
Kemayoran, Jakarta:	Five Badgers observed in oct1963, three Badgers in March 1965 and one Badger in March 1966 and June 1967.
Iswahyudi, Madiun:	22 Badgers observed September 1963, nineteen Badgers in May 1966. Home base.
Juanda, Surabaya:	Three Badgers observed January - February 1965, two Badgers in May 1966, none in June 1967.
Pitu, Morotai:	See Trikora.
Mokmer, Biak:	Three Badgers during Operation Sikat, April 1963.

Typical missions would be: One aircraft would fly south from Iswahyudi, via Christmas Island, Cocos Island and Nicobar (Andaman) Islands to Medan. The next aircraft would fly north via Selat Makassar, Mindanao, North Kalimantan, West Kalimantan, South China Sea and Selat Malaka to Medan.

Subroto remembers: When the Dwikora campaign started, there were still only four complete crews available at Skadron 41 with new co-pilots, and former co-pilots promoted to pilot.



The flight line at Iswahyudi shows Tu-16KS M1621, M1622, M1624 and Tu-16 M1607, plus three more. (Iswahyudi, 1960s, TNI-AU)



Now here is a static line worth going for; Tu-16 M1612 is joined by Mi-6 H274 and Chinese-built MiG-17F F1151 at the Day of Aviation. (Kemayoran, 1960s, TNI-AU)

The missions flown were patrol missions, flown indifferently by Tu-16s and Tu-16KS. The operational base in Sumatra was Polonia airfield in Medan. Four Tu-16s were there on standby together with fighters. Subroto believes that there were Tu-16s at Medan between 1963 and 1966. The crews rotated between Medan and the home base, but the Tu-16s returned to Iswahyudi only for maintenance. The Tu-16s flew their missions alone and without fighter escort. During their patrol missions, they were instructed to locate a British aircraft carrier or check interceptor reaction. They were often intercepted by Javelins over the Singapore area. Sometimes the Tu-16s would fly over the Nicobar Islands. Subroto remembered flying one reconnaissance mission over the Cocos Islands, and another one over Christmas Island. One Tu-16 was shot at when a British aircraft carrier group crossed the Sunda Straits. The pilot was possibly Sujitno. The Tupolev was shadowing the carrier group and one aircraft reportedly shot at him.

Suwondo and Subroto flew one propaganda mission to Jesselton (Kota Kinabalu, Sarawak) to drop leaflets. They were not intercepted, and from a distance the city lights were visible, but they went off when the Tu-16 was spotted. Another Tu-16 carried out a similar mission over Kuching. [Ed: And also Sandakan, Sarawak, see below.]

Former Tu-16 pilot Zainal Sudarmadji recalls: The infiltration of Sandakan was entrusted to Sudijantono with Lieutenant Colonel Sardjono. They departed from Iswahyudi (Madiun) at 12 pm. The plane soared to 11,000 m. Towards the dawn call to prayer, they arrived at Sandakan. The house lights are still on. The aircraft continued to descend to an altitude of 400 m. Just above the target, the bomb bay is opened. Like scrambling, the pamphlets were blown out by the strong wind. After one pass, the plane turned around, returning to its original location. It was already dark, none of the house lights were on, said Sudijantono. Apparently, England teaches residents how to anticipate air attacks. Finally, after all the pamphlets had been scattered, they returned to Iswahyudi and landed safely at 08.30 am. That is, approximately ten hours of flight. One Tu-16 flew over Australia and dropped food, clothes and other supplies to simulate an infiltration. Possibly the Australians never found out about this drop. See later for details on this mission.

Subroto took part in another 'secret' mission. Still during Dwikora, President Sukarno planned to travel to the Philippines in a Jetstar. One Tu-16 was instructed to fly the Jetstar's route ahead of the presidential jet to make sure there were no hostile ships in the area along the route, between Surabaya and Zamboanga. On departure, only the navigator was aware of the mission route, the other crew members including the pilots (Subroto was pilot or co-pilot on the mission) had been briefed that they should fly towards East Kalimantan. The navigator informed them about the real mission only after they were airborne. The complete mission lasted over 6 hours.

Badger meets Javelin

By September 1961, RAF No. 60 Squadron had a dozen Gloster Javelin F(AW).9s on strength at RAF Tengah in Singapore. Their first operational task came on 23 May 1962, when the squadron was ordered to come to 15 minutes' readiness because the Indonesian Air Force was receiving its first batch of AS-1 air-to-surface missile-armed Tupolev Tu-16KS (M1615 to M1617). A pair of Javelins had been deployed to Butterworth and they scrambled for the first time on 29 May but the Tu-16KS (M1618 to M1620) remained inside Indonesian airspace, well clear of the approaching No. 60 Squadron aircraft. More Tu-16s were delivered to the Indonesian Air Force on 29 June and this time a pair of No. 60 Squadron Javelins managed to intercept five of them between them, taking photographs to confirm. This was the final batch of six Tu-16KS (M1621 to M1626).

In response to Confrontation, Operation Tramp was initiated and No. 60 Squadron was ordered to provide 24-hour QRA, which was made up of a pair of fully armed Javelins at permanent 30 minutes' readiness. By September 1963, Operation Tramp was increased to six Javelins and, from 21 October, Tramp was increased further with two aircraft at 2 minutes' readiness at Butterworth. The latter scenario was alleviated slightly thanks to the Sabres of RAAF No. 77 Squadron based at Butterworth, who covered the daylight hours while the No. 60 Squadron detachment covered the nights. By November 1963, a four-strong detachment from No. 64 Squadron, who were already in India, was diverted to support Operation Tramp. No. 60 Squadron's area of operations continued to grow, as by late 1963 they also included Borneo. The answer was to create a new 'C' Flight at Butterworth, which



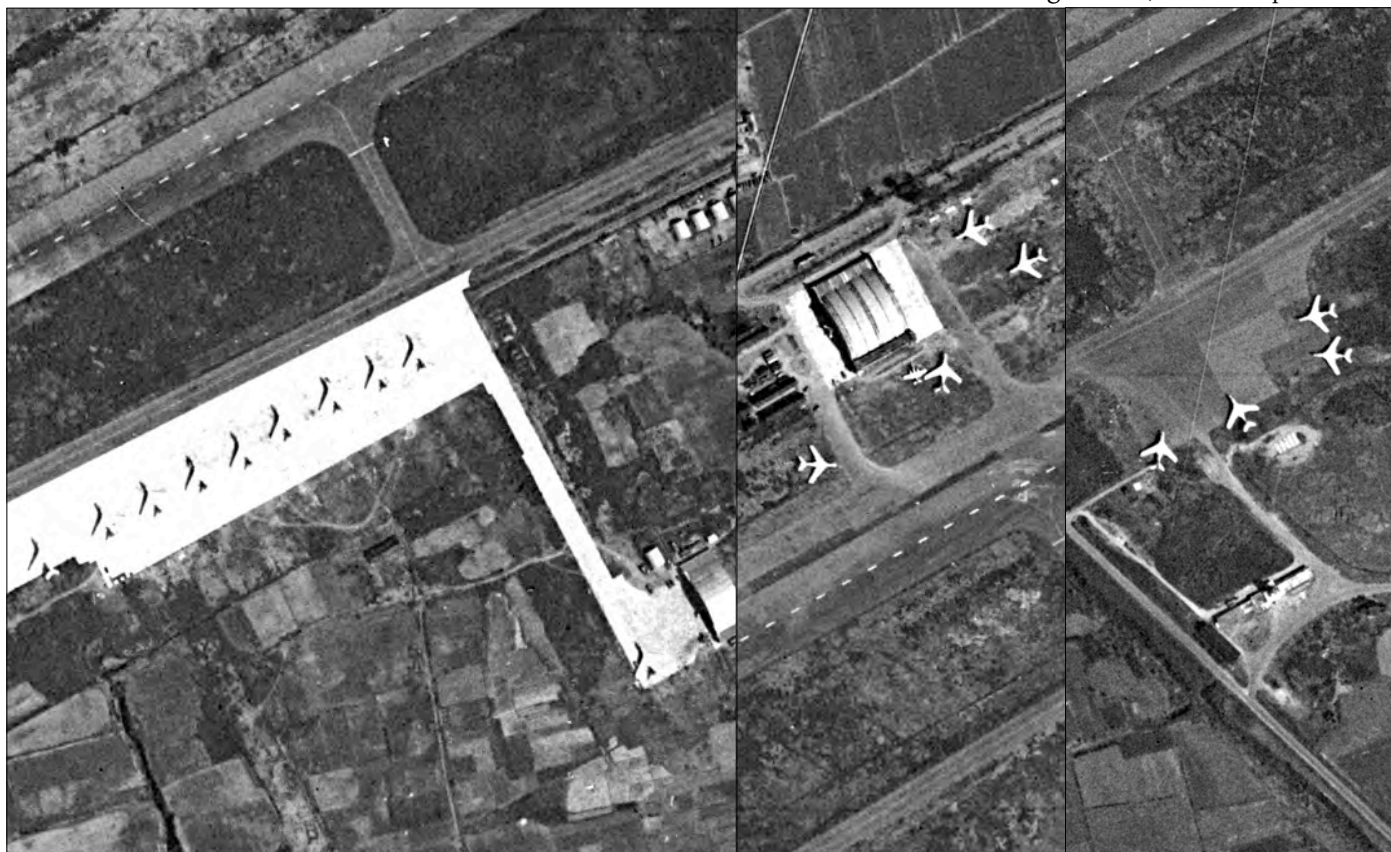
The business end of the Tu-16KS: The Raduga KS-1 Komet (NATO reporting name: AS-1 Kennel) air-launched short range air-to-surface missile. They were never used in anger by AURI. (Yogyakarta, 21 August 2009, Marco Pennings)

was duly equipped with four F(AW).9Rs, led by Sqn Ldr J. G. Ince, and operated by No. 23 Squadron crews under the banner of Operation Merino. The longer range F(AW).9R was greatly appreciated in the region and raised the number of operational Javelins at Butterworth to eight.

During the early hours of 25 February 1964, the Sarawak and Sabah boundaries were declared as an ADIZ thanks to an Indonesian declaration that they would supply guerrilla forces in Borneo from the air. As a result, the OC of No. 60 Squadron led a pair of Javelins and a detachment of No. 20 Squadron Hawker Hunters 400 miles east of Tengah to Kuching and a further four Javelins were relocated to RAF Labuan, another 360 miles further away. The Javelins were kept at a high

state of readiness and a number of low-level standing patrols were flown, not to mention escort duties for RAF and RNZAF transport aircraft on supply drops. Now stretched across a 1,000-mile-long front, No. 60 Squadron had two Javelins at Labuan, another pair at Kuching, two more at Butterworth and four at Tengah, all on QRA. Tu-16 M1601 was intercepted at 12,000ft by No. 60 Squadron's Flt. Lt. Baranowski on 12 September 1965.

No. 64 Squadron was officially reformed at Tengah, Singapore on 1 April 1965, having operated as a pair of flights between Binbrook and Tengah. Just like No. 60 Squadron, No. 64 Squadron was quickly employed to provide air defence, with one detachment covering Singapore and the Malay Peninsula and a second covering Borneo, which helped to take



A total of 19 operational Badgers (and tails in hangars) are visible in this satellite picture of Iswahyudi. The flight line in lower left corner would soon turn into a storage line, and later become the F-86 Sabre and F-5E flight line. (16 May 1966, CIA via USGS)

some pressure off No. 60 Squadron's extensive commitments. Within a few weeks, it was No. 64 Squadron's turn to perform Operation Tramp for real when a pair of scrambles was made, both of them intercepting Indonesian Tu-16s.

From late 1965, the situation took an unexpected twist. President Sukarno was overthrown and the PKI (Communist Party) purged from Indonesian society, see Downfall. The new administration of General Suharto immediately turned inward and focused on consolidating the regime. Suharto took steps to de-escalate the Confrontation and tensions quickly eased throughout 1966. On Christmas Eve 1965, all of No. 64 Squadron's aircraft and groundcrew had been withdrawn from Borneo and Butterworth and were finally centralised at Tengah. This scenario was to be short-lived because problems flared up in Borneo yet again and by February 1966, No. 64 Squadron found itself back in the theatre along with No. 60 Squadron, who contributed another four Javelins, basing them at Kuching. Despite the reduced tension, Tu-16 intercepts continued during the spring and early summer of 1966 before the Confrontation officially ended on 11 August. The very last operational Javelin sortie took place five days later and it was not long before both Nos 60 and 64 Squadron were cut down to size. Both squadrons, while still continuing Operation Tramp to a lesser degree, returned to a period of routine, practice flying and exercises until 15 June 1967, when No. 64 Squadron was disbanded. No. 60 Squadron followed suit on 2 May 1968.

In 1999, *Angkasa Magazine* published an interview with former Tu-16 pilot Syah Alam Damanik, recalling an exciting encounter with RAF Javelins in 1964. Damanik was flying with co-pilot Sartomo and navigators Gani and Ketut on a Dwikora mission: The plane was directed to Kuala Lumpur on Gani's advice. Not long after, two miles from the coast, Penang (Butterworth) was in sight. Suddenly, one of the crew reported that two British planes were taking off from Penang. Damanik knows what to do. He turned away. "Unfortunately, when I turned, I didn't know they were on either side of the wing. They arrived very quickly". The Javelins were apparently trying to force-down the Tu-16 in Singapore or Malaysia. In that tense situation, "I ordered all crews to be on standby. Anyway, when you saw a burst of cannon fire from their wings, you immediately responded". Wara members (AURI women) who took part in the mission, were frightened. Their faces were pale. In a state of uncertainty, Damanik thought quickly. He suddenly dived the plane to avoid the Javelin's pursuit. "But, the Javelins still stuck. Even until my plane shook quite hard, because the speed exceeded the limit (above Mach 1)." In that high-speed condition, Damanik

once again showed his prowess. The altitude of the plane was increased suddenly. The Javelin pilots, who did not expect the manoeuvre, went too far. While hiding behind clouds, Damanik made a heading to Medan. The whole crew cheered. But sorry for the tail gunner. They shouted that it wasn't for joy, but because they were hit by a fairly large G-force when the plane was going uphill. Due to such tight manoeuvres during the chase, the Tu-16's radar device crashed. "Maybe I was too rough going up. But that's okay, rather than being forced to land by the British".

Badger Scare Down Under

Australia was rapidly drawn into Confrontation. One of its key roles would be to provide fighter coverage for Plan Addington. Under Plan Addington, RAF V bombers (Vulcan, Victor, Valiant) were to be based at RAAF Base Darwin in northern Australia to strike Indonesian aerial facilities if targets in Malaysia were attacked. Plan Addington may have contemplated the use of tactical nuclear weapons stored at RAF Tengah in Singapore. A contingency plan prepared in January 1964, Operation Handover, was started on the assumption that Darwin was a vital base on the direct air route to South East Asia through Singapore, and that it was within range of aircraft operated from potential enemy bases. Although not specified, the reference would have been to the Indonesian Air Force base at Koepang, West Timor, bases in Eastern Java like Iswahyudi, Malang and Surabaya, and some more in eastern parts of Indonesia from where Il-28 and Tu-16 bombers were capable of flying strike operations against targets in northern Australia. The initial task would be to provide air defence against raids of low intensity at all heights, which would probably be directed against the aerodrome complex, radar installations, shipping and port installations. In parallel, strike/reconnaissance operations could be conducted from the secure Darwin base to reduce the threat.

Then a series of very worrying reports began to emerge; including Indonesian Tu-16 Badgers spotted flying over Northern Australia (see below), and the landing of a hundred Indonesian paratroopers in northern Johore on 2 September 1964. In reaction, the RAAF sharply increased its activity in September 1964. On 7 September, the RAAF rushed 16 side-winder-armed Sabres along with supporting units from No. 76 Squadron, which was based at RAAF Base Williamstown, to Darwin. The Sabres arrived on 8 September and were maintained at a high level of alert until 17 October. After international tensions eased, No. 76 Squadron began returning to Williamstown on 20 October.



Badger A M1607 wears the Skadron Udara 41 markings on its nose. It was stored at Kemayoran probably since 1967. It disappeared after 1977. (Kemayoran, 1977, via Henk Schakelaar)



The storage line at Iswahyudi from another perspective. At least fourteen Badgers are confirmed as having been stored here. (Koku Fan)

Zainal Sudarmadji recalls: Especially for Australia, the Tu-16 piloted by Air Commodore Suwondo did not distribute pamphlets. But they brought military equipment in the form of parachutes, communication devices and canned food. The scenario is, the items will be dropped in Alice Springs, to show that the Air Force is able to reach the heart of the Kangaroo continent. A kind of psi-war for Australia. Even though Alice Springs is supported by the Over The Horizon radar system, to monitor the entire Asia Pacific region, the mission continued. "Pak Wondo (the pilot) didn't have much to say. He just asked us to gather at Wing 003 at 11 pm with only water," said Sjahroemsjah, a Tu-16 gunner who only found out after gathering that they would be flown to Australia. The briefing was short. At 1 am, the plane left Madiun. The airplane flew low to avoid radar. Until it managed to penetrate Australia and drop the luggage, nothing happened. The F-86 Sabre interceptors were not seen to be active, the dreaded Australian Bloodhound anti-aircraft missiles were also sleeping. Because Suwondo turned a bit wide, when he arrived in Madiun the sun was already a bit high, around eight in the morning.

While the immediate threat of war caused by the Confrontation moderated throughout the later part of 1964 and early 1965, Australia continued to bolster Darwin's defenses by stationing a detachment of Bloodhound ground-to-air missiles.

Other missions

Subroto continues: The Tu-16s conducted a large bombing test at Pulau Araham. The bombers carried various loads consisting of 250kg bombs. The Tu-16KS tested their missiles at Pulau Araham too. However, one or more KS-1 were lost. [MK: The loss of at least one KS-1 is confirmed by a navigator. The KS-1 turned after launch and went almost in the opposite direction. Another source claimed that three of the four KS-1 launched were lost, with only one hitting the target. Ed: Also said to be Pulau Arakan, midway between Bali and Ujung Pandang.]

Towards the end of the Tu-16 career with AURI, the number of incidents increased, mainly with the Tu-16KS engines. They were attributed to a possible fuel or fuel tank contamination, maybe because the fuel tanks had never been cleaned, or maybe because the Tupolevs were seldom used. Some people also believed that the contaminating agent, possibly some kind of fungi, was already there when the Tupolevs arrived from Russia. [Ed: This was the cause claimed for the crash of M1626] Towards the end of their career, one KS lost one engine in flight, and the pilot, possibly Damanik, returned to base. During finals, the second engine died and the pilot had to make a dead stick landing. Subroto remained

with Skadron 41 until 1967. By that time, most Tu-16s were already grounded. Skadron 41 and 42 were deactivated, not disbanded. The only Tu-16 crash with AURI was a Tu-16KS (M1626) that lost both engines on short finals while landing at night at Iswahyudi, Madiun. The short finals was four kilometre long. It came in from Glodok towards Iswahyudi and crashed in a rice field, braking into three pieces. The Soviet instructor was killed in the crash [MK: Some said it was because he was wearing a poor-quality Russian-made leather helmet when his head hit the instrument panel], together with one Indonesian crew member. The Indonesian co-pilot, Suwandi, survived the crash.

Downfall

During the political tenure of Kabinet Dwikora I, an event happened that would change the course of Indonesia and its armed forces. In the night of 30 September - 1 October 1965, an attempted coup started with the killing of six senior military commanders. The coup was suppressed by General Suharto (who may also have been the initiator in a complex power struggle), and the Communist Party was blamed for the attack. This resulted in an anti-communist purge killing maybe up to a million people. In the wake of these events, all support from Communist countries was stopped. With the source of spare-parts closed, it was just a matter of time before all eastern-bloc types were grounded. Indonesia had received military assistance from the USSR for a total of over US\$ 1,1 billion between 1956 and 1965. Moscow insisted that Indonesia settle its US\$ 800 million debt to the USSR before spares would be provided for Soviet military equipment. After a debt rescheduling in November 1966, Moscow agreed to sell spares on a cash basis only in September 1967. Indonesia then placed orders for only US\$ 5 million which were delivered by late 1969, after which Soviet-Indonesian arms dealings were terminated. If any spares were included for the Tupolevs is unknown. Early 1970, only 15-20% of the aircraft received from the Soviet bloc states were still operational. Available spares for the Badgers were twenty new jet-engines, nothing else.

A Keyhole satellite picture taken in May 1967 shows Kemayoran empty, except for a single Tu-16 (M1607?). On 21 January 1969, Tu-16s of both squadrons with full squadron markings were present at the transfer of Wing Ops 003 command. M1625 made the last flight of the type on- or just before the Armed Forces Anniversary flypast of 5 October 1970. Most Tu-16s were then stored at Iswahyudi, with M1607 as sole expat at Kemayoran. These aircraft were sold for scrap in 1972, and some survived until at least 1977.

The Aircraft

Serial	Type	Construction number	Delivery date and notes:	Unit:	Fate:
M1601	Tu-16		01jul61 Jakarta (L Djaja-1)	SkU41	Wfu, scrapped
M1602	Tu-16		01jul61 Jakarta (L Djaja-1)	SkU41	Wfu, stored Iswahyudi, scrapped
M1603	Tu-16		post 15aug61 Jakarta (L Djaja-2)	SkU41	Wfu, scrapped
M1604	Tu-16		15aug61 Jakarta (L Djaja-2)	SkU41	Wfu, stored Iswahyudi, scrapped after 1976
M1605	Tu-16		05oct61 Jakarta (L Djaja-3)	SkU41	Wfu, scrapped
M1606	Tu-16		05oct61 Jakarta (L Djaja-3)	SkU41	Wfu, stored Iswahyudi, scrapped after 1977
M1607	Tu-16		05oct61 Jakarta (L Djaja-3)	SkU41	Wfu, stored Kemayoran, scrapped after 1977
M1608	Tu-16		05oct61 Jakarta (L Djaja-3)	SkU41	Wfu, scrapped
M1609	Tu-16		28oct61 Jakarta (L Djaja-4)	SkU41	Wfu, scrapped
M1610	Tu-16		28oct61 Jakarta (L Djaja-4)	SkU41	Wfu, scrapped
M1611	Tu-16		01jun62 Rangoon (L Djaja-7)	SkU41	Wfu, stored Iswahyudi, scrapped
M1612	Tu-16		01jun62 Rangoon (L Djaja-7)	SkU41	Wfu, stored Iswahyudi, scrapped
M1613	Tu-16		01jun62 Rangoon (L Djaja-7)	SkU41	Wfu, scrapped
M1614	Tu-16	430627 (fake?)	01jun62 Rangoon (L Djaja-7)	SkU41	Wfu, preserved Iswahyudi by 1992
M1615	Tu-16KS-1		23may62 Jakarta (L Djaja-5)	SkU42	Wfu, scrapped
M1616	Tu-16KS-1		23may62 Jakarta (L Djaja-5)	SkU42	Wfu, scrapped
M1617	Tu-16KS-1	3421 (photo)	23may62 Jakarta (L Djaja-5)	SkU42	Wfu, stored Iswahyudi, scrapped
M1618	Tu-16KS-1		29may62 Jakarta (L Djaja-6)	SkU42	Wfu, stored Iswahyudi, scrapped
M1619	Tu-16KS-1		29may62 Jakarta (L Djaja-6)	SkU42	Wfu, scrapped
M1620	Tu-16KS-1	3407 (photo)	29may62 Jakarta (L Djaja-6)	SkU42	Wfu, stored Iswahyudi, scrapped
M1621	Tu-16KS-1		29jun62 Jakarta (L Djaja-8)	SkU42	Wfu, stored Iswahyudi, scrapped
M1622	Tu-16KS-1		29jun62 Jakarta (L Djaja-8)	SkU42	Wfu, stored Iswahyudi, scrapped
M1623	Tu-16KS-1	3209 (photo)	29jun62 Jakarta (L Djaja-8)	SkU42	Wfu, stored Iswahyudi, scrapped
M1624	Tu-16KS-1	3404 (photo)	29jun62 Jakarta (L Djaja-8)	SkU42	Wfu, stored Iswahyudi, scrapped
M1625	Tu-16KS-1	3227 (photo)	29jun62 Jakarta (L Djaja-8)	SkU42	Wfu, pres. Iswahyudi, then Yogyakarta by 1992
M1626*	Tu-16KS-1		29jun62 Jakarta (L Djaja-8)	SkU42	w/o 25jul62 near Desa Geneng *)

A Tu-16KS was marked **3414** (ex **6203414**?) and was ex-Soviet AF 08 black.

*) Crashed due to microorganisms in fuel. Captain Pilot (Lettu) Suwandi, 1st Nav. Didi Pribadi, 2nd Nav. Lettu Geraldus Ramba, Tail gunner Wahyudi all survived, Special Operator Letda Yoga and Soviet instructor co-pilot killed. Wreck cut-up and carried away within sight of Solo-Madiun railway line on 30 July 1962.



Tu-16KS M1625 has been preserved at the Musium Dirgantara Mandala in Yogyakarta since 1992. It made the last flight for the type on - or just before - 5 October 1970. Today it resides underneath a sun-shelter. In 1992 it had fake serial 63427 on the fin. (Yogyakarta, 21 July 1992, Marco Pennings)



Tu-16 M1614 has been preserved at Iswahyudi since its retirement by late 1970. Serial 630427 on the fin is most likely fake, and 430627 was also once carried. This should be one of two night-photography equipped Badgers. (Iswahyudi, 28 December 2007, Roland Adrie)

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This Dash 8-103 C-FTKH has been recently acquired by Maltese operator Air CM Global. It will undergo maintenance at Medavia Technics before entering the fleet as 9H-ALM. (Malta-Luqa, 19 July 2021, Mario Caruana)



AerCap had leased this A320 5B-DDL to Air Malta. The national carrier is now subleasing this aircraft to Cypriot TUS Airways. It should stay with the carrier until the Air Malta lease expires. (Malta-Luqa, 29 June 2021, Mario Caruana)



Ex-American Airlines B767-323ER N399AN is seen landing at Malta on 1 July 2021 inbound from Tel Aviv after freighter conversion. The aircraft is going to be repainted in DHL colours by Aviation Cosmetics and will become G-DHLC. (Mario Caruana)



TLG33 Tornado IDS 43+46 visited Wittmundhafen on 20 July 2021. Upon departure, the fully-loaded jet molested the perimeter fence with its afterburner, causing hilarity among the local spotters. (Erik Kamphuis)



Ad Jan Altevogt visited several Luftwaffe bases in July 2021, including Fliegerhorst Schleswig on the 15th. One of the resident TLG51 Tornado ECRs moving out to the runway was 46+48.



Preparations for the F-35 are in full swing at Ghedi in northern Italy, but for now Tornado ECRs can still be seen. On average, two waves of four can be seen per day. Jeroen Jonkers enjoyed the late afternoon return of MM7054/6-100 on 2 August 2021.