

501
February 2021

Scramble



*Aviación Naval Uruguaya
Paramaribo 2020 Part 4*

DUTCH AVIATION SOCIETY



Airbus A320 family aircraft have become extremely common visitors at Amsterdam-Schiphol. Seen here is Airbus A321-200NX TC-LSZ, which was delivered to Turkish Airlines on 30 October 2020. (1 January 2021, Walter Heukensfeld)



Pegasus Airlines is the other airline from Turkey, operating an Airbus A321-200NX to Amsterdam-Schiphol. The Turkish Airlines aircraft is powered by P&W engines and the Pegasus Aircraft by CFM engines, but contrary to the A320neo family, you cannot spot the difference in engine choice anymore on the neo aircraft. (25 January, Kjell Linthout)



Air Malta operates a fleet of four A320neo aircraft. One of them is 9H-NEC, which is seen here landing at Amsterdam-Schiphol on 17 January. The aircraft was delivered to the airline in September 2019. (Walter Heukensfeld).

Editorial

The first number after 500 is a fact, you hold issue 501 in your hands. Hopefully this issue will arrive sooner, as our foreign subscribers will have noted a delay in delivery of the last issue. This was because the UK (due to the Brexit) imposed new rules and regulations regarding traffic between the EU and UK, with both sides getting to grip with the new procedures. We think it is fair to say Brexit hasn't exactly made things easier...

This has also impacted delivery of the last BARG DVD, which got stuck at a depot in the Netherlands, due to paper formalities not being 100% correct. Hopefully by the time you read this they will have arrived and we have started sending them out.

Issue 501 is once again without Showreports and Triptease, but we do have one article for you: Aviación Naval Uruguay, the complete history of the Uruguayan navy. We also feature our quarterly overview of Paramaribo. Despite the lack of spotting activities, we managed to compile 88 pages of Corona distraction for you!

We trust that 2021 will see more and more spotting activities. For that reason, and because aircraft manufacturing continues apace, we have decided to publish our yearly SMS Europe in 2021 as well. More than ever we would appreciate topical recent photographs for the cover.

Please send them to milupload@scramble.nl!

Cover Photo



Two 133rd ARS KC-46As taxi towards the runway at Pease ANGB. (9 January 2021, Dave O'Brien)

Important dates

Scramble 502	
Deadline copy:	18 February 2021
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Scramble World Airline Fleets 2020	246 pages
Scramble Military Transports 2020	88 pages
SMS Europe 2020	155 pages
Scramble F-16 Fighting Falcon - 6th edition	244 pages
SMS North America 2019-2020	183 pages

Movements Netherlands

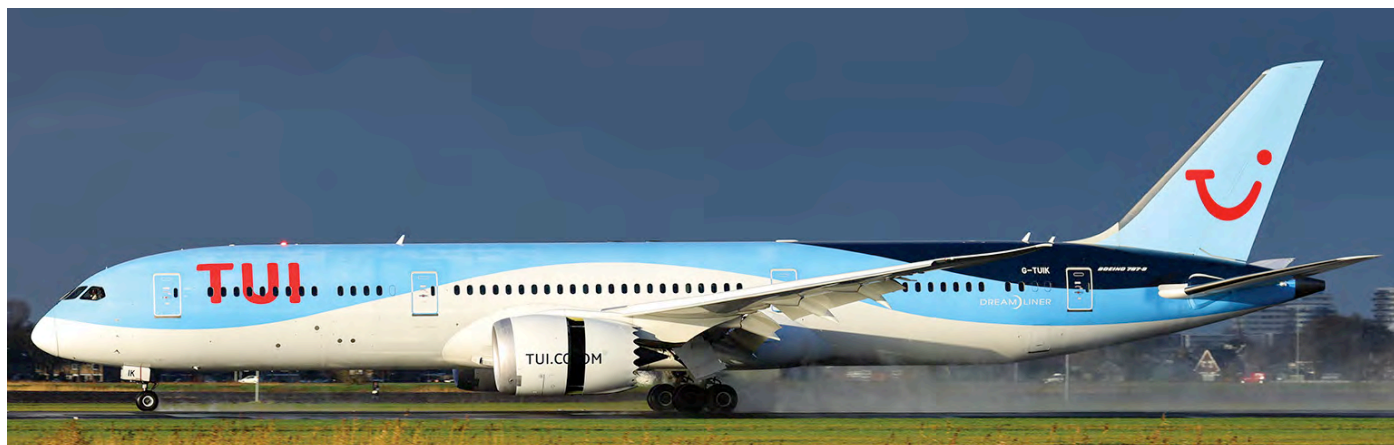


VP-BHM is currently the only aircraft being operated by E-rofey Airlines, trading as E-cargo. The Boeing 757 was initially being operated as a passenger aircraft by United Airlines. After a year-long conversion to freighter at Greensboro (NC) it was delivered to E-cargo in July 2018, who unfortunately did not paint it, leaving it all white and without titles. (Amsterdam - Schiphol, 6 December 2020, Rob Vogelaar)

Amsterdam - Schiphol

Amsterdam - Schiphol				Amsterdam - Schiphol			
Correction			August 2020	OE-IFD	B747-4B5ERF	ASL Airlines Belgium	07 TAY915E
13. N240LG	Falcon 900EX	Liberty Global	f/v	OO-JAQ	B737-8K5	TUI Belgium	dep JAF091F
Addition			October 2020	OO-JEF	B737-8K5	TUI Belgium	10 TFL538/3WM
31. TC-LJT	B777-FF2	Turkish Cargo	f/v THY6773/4	OO-MMT	Ce560XLS	Air Service Liège	07
Addition			November 2020	PZ-TCU	B777-212ER	Surinam Airways	SLM3002/993P
26. N29DE	Cirrus SF50	Deny Airlines	arr	SU-GEW	B787-9	Egypt Air	MSR757/8
			December 2020	TC-FNH	CL-650	Fiba Air	
01. 9H-NED	A320-251N	Air Malta	f/v AMC394/5	VP-BPG	B777-3M0ER	Aeroflot	AFL2192/3
9H-VJT	Global 6000	VistaJet Malta	VJT938	05. D-CHRA	Ce525C	E-Aviation	EFD4A
B-KPP	B777-367ER	Cathay Pacific	f/v 02 CPA271/0	D-CMXM	EMB505	Air Hamburg	06 AHO255R/285T
F-HENE	HA-420	EATIS		G-IPAX	Ce560XL	Air Charter Scotland	EDC994
F-HTVF	B737-8K2	Transavia France	04 TVF190/227	N510DN	A350-941	Delta Air Lines	CMB559
F-HTVH	B737-8K2	Transavia France	dep TVF191	OO-LOE	B787-8	TUI Belgium	TFL830P/371
OO-ABB	A340-313E	Air Belgium	SLM3004/993	S5-CEG	Ce525	United Eagle Air Transport	07
OO-MMT	Ce560XLS	Air Service Liège	dep	SU-GET	B787-9	Egypt Air	MSR757/8
OO-MMT	Ce560XLS	Air Service Liège	02	YR-BMK	B737-82R	Blue Air	BLA199/200
OO-SBO	Falcon 8X	Flying Group	dep FYG715	06. D-CEHM	Ce560XLS+	Silver Cloud Air	07 SCR021
OO-VMF	Ce560XLS+	Air Service Liège	02	D-CMMP	EMB505	Luxaviation Germany	PVD51F/19M
PZ-TCU	B777-212ER	Surinam Airways	dep SLM3001	EI-DGU	A300B4-622RF	ASL Irel. (DHL c/s)	07 BCS1446/5
02. 9H-JLK	Falcon 7X	TAG Aviation Malta	dep TEU11	G-JNRE	Ce525A	Synergy Aviation	f/v 08 SYG201/192
A6-EQD	B777-31HER	Emirates	f/v UAE147/8	N240LG	Falcon 900EX	Liberty Global	07
D-CAWN	Ce680A	Aerowest	03	MD-11F	MD-11F	Western Global	WGN1540/1551
D-CKJM	Ce560XLS+	Air Hamburg	04 AHO337L/396J	OO-LOE	B787-8	TUI Belgium	TFL372/071P
G-ZBJA	B787-8	British Airways	BAW430/1	SU-GES	B787-9	Egypt Air	MSR757/8
I-EGOA	ERJ190AR	EGO Airways	f/v 04 EGW2431/2	VP-BHM	B757-222F	E-Cargo (a/w)	f/v ERF9408/1
LX-TAI	PC-12/47E	Jetfly Aviation	JFA25M/23D	YL-AAW	A220-371	Air Baltic	f/v BTI617/8
LX-TAI	PC-12/47E	Jetfly Aviation	03 JFA24E/74N	07. N454PA	B747-46NF	Polar / DHL	GTI8688/15
N452PA	B747-46NF	Polar / DHL	GTI8010/5	PH-BFT	B747-406	KLM	dep KLM747
N27052	Eclipse 500	Commodore Holdings	03	PH-WMM	Ce525	Air Service Liège	
OO-JEF	B737-8K5	TUI Belgium	03 TFL7356/3WM	YR-BAG	B737-5L9	Blue Air	BLA199/200
OO-VMF	Ce560XLS+	Air Service Liège	03	08. 9H-VJO	Global 6000	VistaJet Malta	09 VJT878
SE-RIL	Ce560XLS	Svenskt Industriflyg	06 JET7	A6-EQH	B777-31HER	Emirates	f/v UAE147/8
SU-GEU	B787-9	Egypt Air	MSR757/8	D-CFLY	Ce560XLS+	Air Hamburg	AHO431R
03. D-CAMB	Lj31A	Jetcall	JCL4	D-CMMP	EMB505	Luxaviation Germany	PVD12M/47F
D-CAWN	Ce680A	Aerowest	04	F-GZHP	B737-8K2	Transavia France	11 TVF222/1
F-HTVI	B737-8K2	Transavia France	08 TVF225/3	HB-VTW	Ce525	Transwing	f/v FSE1C
G-ZBJC	B787-8	British Airways	BAW430/1	LX-FLH	PC-12/47NGX	Jetfly Aviation	f/v 09 JFA83C/25F
N510DN	A350-941	Delta Air Lines	CMB559	LX-SAB	Falcon 900DX	Global Jet Luxemb.	dep SVW56AB
OE-FGB	Ce525A	Smartline	04	OO-ABB	A340-313E	Air Belgium	SLM3004/993
OE-FPP	Ce510	GlobeAir	04 GAC679K	PH-CPI	EMB500	NextGen Aviation	
OE-INK	CL-605	Transair		SP-ENP	B737-8AS	Enter Air	f/v 09 ENT531/51TE
OO-ABB	A340-313E	Air Belgium	SLM994/3003	09. C-FEMT	Lj40	Fox Flight	f/v 10
04. 9H-JLK	Falcon 7X	TAG Aviation Malta	08 TEU11	D-AEOM	CL-604	MHS Aviation	f/v MHV64M
B-30C0	A350-941	China Southern	f/v CSN307/8	D-CATZ	Do328-110	Private Wings	10 PWF271A/B
D-CSCA	Ce525B	Silver Cloud Air	SCR378	D-CSCB	Ce560XLS+	Silver Cloud Air	10 SCR187
EC-LZJ	A330-302	Iberia	IBE3060/1	G-DRTR	B737-86N	Jet 2	11 EXS031E/032E
HB-JHE	A330-343E	Swiss	05 SWR736/7	G-USHA	Lj75	Zenith Aviation	BZE06A/B
OE-FWF	Ce510	GlobeAir	GAC807U/679K	G-ZBJH	B787-8	British Airways	BAW430/1
				HA-BES	BAe125-850XP	Fly-Coop	f/v FCA801/2
				N66D	Ce510	Heiko Sauer	
				N454PA	B747-46NF	Polar / DHL	GTI8010/PAC8884

OK-CTP	PC-12/47E	NetFlight		OK-NTU	Beech 400XT	Time Air	15 TIE889U/936U
OO-MMT	Ce560XLS	Air Service Liège	10	OO-ACO	Ce510	Air Service Liège	17
PH-LGD	EMB550	JetNetherlands	f/v	OO-MMT	Ce560XLS	Air Service Liège	23
PH-WMM	Ce525	Air Service Liège		SU-GDM	B777-36NER	Egypt Air	MSR757/8
SU-GET	B787-9	Egypt Air	MSR757/8	T7-ACA	Ce525	Rapid Aviation	
VP-BVG	Global XRS	MVA Aviation	2x	TF-FIH	B757-208PCF	Icelandair Cargo	ICE756/7
10.9H-JLK	Falcon 7X	TAG Aviation Malta	11 TEU11	YR-BMR	B737-7K2	Blue Air	BLA199/200
D-CYKP	Ce550	Tyrol Air Ambulance	TYW523P/524P	15.9H-AMY	CL-850	Air X Charter	AXY1418/1514
D-ISJP	Ce525A	Excellent Air	13 ECA1C	9H-VCN	CL-350	VistaJet Malta	16 VJT437
D-ITOC	Raytheon 390	Exxaero	14 2x	D-CAHO	Ce560XLS+	Air Hamburg	16 AHO323Z
F-HTVE	B737-8K2	Transavia France	15 TVF220/3	D-FCRA	PA-46-500TP	FCR Immobilien	f/v
G-CKAZ	EMB505	Catreus	17 VCG3AZ/1AZ	F-GZHX	B737-8K2	Transavia France	17 TVF222/5
G-ZBKA	B787-9	British Airways	f/v BAW430/1	G-RSXP	Ce560XLS+	Catreus	VCG2XP/3XP
LX-JDV	Ce525	Flying Group Lux.	f/v FYL72DV/3DV	G-TUIM	B787-9	TUI Airways	f/v TOM326P/8326
LX-JFW	PC-12/47E	Jetfly Aviation	JFA20R/71K	LX-JFB	PC-12/47E	Jetfly Aviation	16 JFA47A/70X
OO-ABB	A340-313E	Air Belgium	SLM994/3003	OE-GIE	Ce525B	Airlink	JAR31
OO-JEF	B737-8K5	TUI Belgium	15 TFL538/551	OO-ABA	A340-313E	Air Belgium	SLM3004/993
OO-MMT	Ce560XLS	Air Service Liège	11	SE-RMB	Ce525B	Royalair	17
OO-SBO	Falcon 8X	Flying Group	15 FYG422/115	SU-GDN	B777-36NER	Egypt Air	f/v MSR757/8
PH-ZAZ	Beech B200	Zeusch Aviation	f/v 11	YU-BTB	Ce550	Air Pink	
SE-RMB	Ce525B	Royalair	dep	16.9H-ILV	CL-850	VistaJet Malta	17 VJT624
11.B-30A9	A350-941	China Southern	f/v CSN307/8	9H-TDI	Global 5000	Avcon Jet Malta	f/v 17 VCJ92T
D-BSUN	Do328-310	Sun-Air	SUS9023/223	D-CAHO	Ce560XLS+	Air Hamburg	17 AHO323Z/468M
D-CMDH	Ce680	Eisele Flugdienst	EFD6H	D-CLUZ	Lj60XR	FAI rent-a-jet	f/v IFA6344
EC-MMG	A330-202	Iberia	f/v IBE3060/1	D-CTWO	Lj35A	Air Alliance Express	AYY108
F-HVBL	Falcon 7X	Fleet Management Services		EJ-KGRP	G550	Gain Jet Ireland	GJI55H
HA-JEO	Ce650	Jetstream Air	JSH650/1	Ce680A	B787-8	Air Charter Scotland	17 EDC106
HB-JHQ	A330-343E	Swiss	f/v 12 SWR736/7	G-ZBJK	Lj75	British Airways	BAW430/1
LX-SAB	Falcon 900DX	Global Jet Luxemb.	16 SVW56AB	G-ZENJ	PC-12/47E	Zenith Aviation	BZE01A/B
M-IFFY	Ce510	Xead Aviation		LX-JFS	PC-12/47E	Jetfly Aviation	JFA68X/15Q
M-OBIL	Ce525C	Ulla Popken Fashion		LX-SAB	Falcon 900DX	Global Jet Luxemb.	18 SVW56AB
N240LG	Falcon 900EX	Liberty Global	12	N8AL	G650ER	Air Lease Corporation	18
OE-FRS	Ce525A	Pink Sparrow	SOW3	OE-FRM	Ce510	GlobeAir	18 GAC963F/030N
SE-RMB	Ce525B	Royalair	13	SU-GEW	B787-9	Egypt Air	MSR757/8
SU-GER	B787-9	Egypt Air	MSR757/8	17.9H-AMY	CL-850	Air X Charter	18 AXY1716/1704
12.9H-FAM	EMB500	Luxwing	13 LWG391/302	9H-VCO	CL-350	VistaJet Malta	18 VJT449
B-208A	B787-9	Yuneyao Air	DKH1653/4	D-LRF	A350-941	Cathay Pacific	f/v 18 CPA271/0
D-ILCG	Ce525A	ProAir		B-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
G-WNCH	Beech B200	Synergy Aviation	13 SYG207	EC-LZO	B767-35DER	Privilege Style	18 PVG696P/6537
OE-GCZ	Ce525C	Avcon Jet	AOJ45C	EC-MSZ	B787-9	Air Europa	AEA1091/8
OO-MMT	Ce560XLS	Air Service Liège	14	F-HENE	HA-420	EATIS	18
SU-GET	B787-9	Egypt Air	MSR757/8	F-HTVC	B737-8K2	Transavia France	20 TVF222/603
YR-BAP	B737-3Y0	Blue Air	f/v BLA199/200	G-ZBKJ	B787-9	British Airways	f/v BAW430/1
13.HA-JEO	Ce650	Jetstream Air	JSH652/3	OK-PHM	EMB505	CTR Group	18
M-IFFY	Ce510	Xead Aviation	14	OO-ABA	A340-313E	Air Belgium	SLM994/ABB391P
OE-GIE	Ce525B	Airlink	JAR31	SU-GES	B787-9	Egypt Air	MSR757/8
SU-GEW	B787-9	Egypt Air	MSR757/8	VP-BOT	G650ER	JABJ	
YU-BTB	Ce550	Air Pink	14	18.9H-JPC	ERJ135BJ	Air X Charter	AXY1808/15
14.9H-VCN	CL-350	VistaJet Malta	15 VJT437	9H-OJP	Global 6000	Elit' Avia Malta	f/v EAU52P
B-KPT	B777-367ER	Cathay Pacific	f/v 15 CPA271/0	A6-SAJ	CL-605	Gulf Wings	GWC3
D-CAWR	Ce560	Aerowest		D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-ILCG	Ce525A	ProAir		D-CHIC	EMB505	Air Hamburg	AHO284P
M-IFFY	Ce510	Xead Aviation	15	EC-LZO	B767-35DER	Privilege Style	PVG6538/7
N535RV	BAe125-800XP	REVA Air Ambulance	17	EC-LZO	B767-35DER	Privilege Style	19 PVG6538/638P
OE-FRM	Ce510	GlobeAir	15 GAC074D/963E	EC-MAA	A330-302	Iberia	IBE3060/1
OE-GKW	G100	Tyrol Air Ambulance	TYW758/9	EC-MTI	B787-9	Air Europa	AEA1093/4
OE-HII	CL-300	Sparfell Luftfahrt	16 LDX12C	G-JNRE	Ce525A	Synergy Aviation	SYG210/209



TUI Airways operated several cargo flights between London and Amsterdam. Boeing 787 G-TUIK was one of the aircraft being used by the airline. (Amsterdam - Schiphol, 30 December 2020, Robert Eikelenboom)



Delivered to British Airways as G-DOCY this Boeing 737 was leased to Eurobelgian Airlines (and Air Provence Charter) in 1994 before being returned to British Airways in 1996. It was subsequently converted to freighter before being delivered to Titan Airways as G-POWP in 2017. (Amsterdam - Schiphol, 28 December 2020, Walter Heukensfeld)

HZ-AR13	B787-9	Saudia	f/v SVA215/6	D-ILCG	Ce525A	ProAir	
OK-GLX	G200	Éclair Aviation	ECC301/2	EC-NJU	A320-251N	Iberia	f/v IBE3060/1
SE-RMB	Ce525B	Royalair	26	G-DCMT	EMB505	Voluxis	VXS123
SU-GET	B787-9	Egypt Air	MSR757/8	G-POWS	B737-436F	Titan Airways	AWC461/2
UR-CSV	B737-4K5	Jonika (n/t)	UBD423/4	G-TUIC	B787-8	TUI Airways	TOM358P/8358
YR-BMG	B737-86N	Blue Air	f/v BLA199/200	G-TUIC	B787-8	TUI Airways	TOM359P/8359
19.D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7	G-VYGM	A330-243	Air Tanker (a/w)	AWC009P/L
D-CEHM	Ce560XLS+	Silver Cloud Air	SCR021	G-ZBJD	B787-8	British Airways	BAW430/1
D-CKJE	EMB505	Air Hamburg	20 AHO255R/ -	N29DE	Cirrus SF50	Deny Airlines	dep
EC-NGM	B787-9	Air Europa	AEA1091/8	OO-AMR	Ce525A	Air Service Liège	24 2x
EI-SIG	A320-251N	Scandinavian	div SAS1819/21	OO-MMT	Ce560XLS	Air Service Liège	30
HB-JHL	A330-343E	Swiss	SWR728/9	SU-GER	B787-9	Egypt Air	MSR757/8
PZ-TCU	B777-212ER	Surinam Airways	20 SLM994/3	24.2-TAKA	Eclipse 500	Channel Jets	f/v
SE-DYD	A320-251N	Scandinavian	f/v SAS557/8	F-GLTK	Ce550	Valljet	VLJ241V
SU-GEU	B787-9	Egypt Air	MSR757/8	G-POWP	B737-436(F)	Titan Airways	f/v AWC461/2
YR-BMG	B737-86N	Blue Air	BLA199/200	G-POWS	B737-436(F)	Titan Airways	AWC850Y/501
YU-SPC	Ce560XLS+	Prince Aviation	20 PNC7PC	G-TUIC	B787-8	TUI Airways	TOM360P/8360
20.D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7	G-VYGM	A330-243	Air Tanker (a/w)	AWC009A/L
D-IVIP	Beech B200	Star Wings Dortmund	STQ99A	VQ-BAO	B777-F	Air Birdge Cargo	f/v 25 ABW9120
F-HTVA	B737-8K2	Transavia France	27 TVF602/237	YR-BAG	B737-5L9	Blue Air	BLA199/200
N871AY	B787-8	American Airlines	f/v AAL9722/9701	YU-SXX	Ce550	Air Pink	f/v
OE-FOG	Ce510	GlobeAir	GAC653T/542U	25.9H-VCJ	CL-350	VistaJet Malta	VJT492
OK-IMO	Beech 400A	Airstream	21 AQS654X/648B	D-CJMK	Ce560XLS+	Air Hamburg	26 AHO354D
OO-RKS	Ce510	Air Service Liège	f/v 21	D-CSUN	Ce560XLS+	Air Hamburg	26 AHO318C
OO-SBO	Falcon 8X	Flying Group	21 FYG815/123	EC-LYF	A330-302	Iberia	f/v IBE3060/1
SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7	LX-FLG	PC-12/47E	Jetfly Aviation	JFA39E/40W
SU-GER	B787-9	Egypt Air	MSR757/8	OE-FPM	Ce525A	Eurosystems Trade	f/v 2x
YR-BMB	B737-85R	Blue Air	BLA199/200	OY-DBS	Falcon 8X	Air Alsie	26 MMD6241
21.D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7	SU-GER	B787-9	Egypt Air	MSR757/8
D-CHZF	Ce550	Tyrol Air Ambulance	TYW212F/213F	YU-SVJ	Ce560XLS+	Prince Aviation	PNC01J
D-ILCG	Ce525A	ProAir		26.7T-VJJ	B737-8D6	Air Algérie	f/v 27 DAH2820/1
G-CEGP	Beech 200	Alto Aerospace	22	9H-GFI	Global 6000	Comlux Malta	f/v 27 MLM011
OO-RKS	Ce510	Air Service Liège	22	D-AJHW	ERJ190LR	German Airways (a/w)	AFR1236/7
SU-GES	B787-9	Egypt Air	MSR757/8	D-CAHO	Ce560XLS+	Air Hamburg	29 AHO429Y/239Y
YR-BAG	B737-5L9	Blue Air	BLA199/200	D-CDSO	Ce550	Heli-Flight	f/v
22.D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7	D-CFLY	Ce560XLS+	Air Hamburg	28 AHO455G/214Q
D-CDOC	Lj45	Jetcall	JCL2	G-CLAA	B747-446F	CargoLogic Air	CLU5226
D-ISJP	Ce525A	Excellent Air	23 ECA1C	HB-JHL	A330-343E	Swiss	SWR734/5
G-POWS	B737-436F	Titan Airways	AWC461/2	M-IFFY	Ce510	Xead Aviation	arr
G-TUIC	B787-8	TUI Airways	f/v TOM351P/8351	SE-RMB	Ce525B	Royalair	27
G-TUIC	B787-8	TUI Airways	TOM352P/8352	27.B-2005	B777-39PER	China Eastern	f/v 28 CES771/2
G-TUIJ	B787-9	TUI Airways	TOM348P/8348	CS-TVH	A320-251N	TAP Air Portugal	f/v TAP674/3
G-UZMF	A321-251NX	EasyJet	f/v EZY9006/8884	D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
LX-JFC	PC-12/47E	Jetfly Aviation	23 JFA16R/08X	D-ILOU	Ce525A	Sylt Air	28 AWU127A/128A
LY-MRN	B737-36E(F)	BlueBird Cargo	f/v KLJ0661/2	D-IVIP	Beech B200	Star Wings Dortmund	STQ99A
N870AX	B787-8	American Airlines	f/v AAL9722/1	OK-TVY	B737-8Q8	Smartwings	CSA490/TVS3420
OE-FOG	Ce510	GlobeAir	24 GAC542V/618N	PH-WIS	Ce525C	KNSF Vastgoed	
OE-IRM	Global 7500	ART Aviation	f/v	SE-RIL	Ce560XLS	Svenskt Industriflyg	28 JET7
OH-DEN	PC-12/47E	Fly 7 Executive Aviation		SU-GEW	B787-9	Egypt Air	MSR757/8
SU-GER	B787-9	Egypt Air	MSR757/8	YR-BAG	B737-5L9	Blue Air	BLA199/200
23.9H-SNB	Ce680+	Pontair	f/v 28 PTA15	YU-APM	A319-132	Air Serbia	f/v ASL364/5
D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7	28.D-CHIC	EMB505	Air Hamburg	31 AHO284J/476B
D-BSUN	Do328-310	Sun-Air	SUS234C/D	D-ILOU	Ce525A	Sylt Air	29 AWU128A/129A
D-CEIS	Ce680	E-Aviation	EFD6S	EI-GTI	ERJ190LR	British Airways	f/v
D-IJLJ	Ce525	ProAir	26	G-POWP	B737-436F	Titan Airways	AWC858Y/581

G-VYGM	A330-243	Air Tanker (a/w)	AWC009A/L
OE-FLH	Ce525A	Eurosystems Trade	f/v
OE-FPP	Ce510	GlobeAir	GAC515W/404X
OE-IFK	B747-4KZF	ASL Airlines Belg. (a/w)	30 TAY917E
OO-GLM	Ce680	Air Service Liège	
SE-RIL	Ce560XLS	Svenskt Industriflyg	31 JET7
YR-BAG	B737-5L9	Blue Air	BLA199/200
29. D-AJHW	ERJ190LR	German Airways (a/w)	AFR1436/7
D-BSUN	Do328-310	Sun-Air	SUS239C/D
G-CLBA	B747-428ERF	CargoLogicAir	CLU5218/5253
G-REXA	Beech B200GT	RVL Aviation	f/v REV954/P
G-TUIK	B787-9	TUI Airways	f/v TOM360P/8363
G-VYGM	A330-243	Air Tanker (a/w)	AWC009A/L
HB-AZF	ERJ190E2STD	Helvetic Airways	f/v SWR734/5
OE-FHA	Ce510	GlobeAir	GAC695D/584E
OE-FHA	Ce510	GlobeAir	30 GAC584F/469F
SE-RMB	Ce525B	Royalair	30
TC-SPL	CL-300	Tarkim	
30. D-ILCG	Ce525A	ProAir	
G-CLAA	B747-446F	CargoLogicAir	31 CLU5220/5257
G-FLFX	EMB550	Flexjet	f/v
G-TUIK	B787-9	TUI Airways	TOM360P/8365
G-VYGM	A330-243	Air Tanker (a/w)	AWC009A/L/P/M
OE-FHA	Ce510	GlobeAir	GAC358G/H
OK-IMO	Beech 400A	Airstream	AQS648E/F
OO-MMT	Ce560XLS	Air Service Liège	arr
OO-SBO	Falcon 8X	Flying Group	arr FYG124
SE-RMB	Ce525B	Royalair	arr
31. D-INKY	P180	AirGo	XGO3AM/3MN
EC-MFE	B737-476(F)	Swiftair / DHL	BCS751P/284
G-VYGM	A330-243	Air Tanker (a/w)	AWC009A/L
LX-FLI	PC-12/47NGX	Jetfly Aviation	f/v JFA10W/09V

This month several Transavia France aircraft visited the airport for maintenance. The Surinam Boeing 777 that had arrived on 30 November departed to Frankfurt on the 1st. The EGO Airways on the 2nd was a football charter. The Surinam Boeing returned from its A-check on the 4th and continued to Paramaribo that same day. On the 6th E-Cargo visited Amsterdam for the first time. On the 7th a former KLM Boeing 747 departed Amsterdam in basic KLM colours for the last time. Enter Air operated a football charter on the 8th. The Jet 2 on the 9th was a maintenance visitor. From the 15th TUI Airways operated cargo flights from Amsterdam with Boeing 787 equipment. Jonika operated a trip from and to Erbil on the 18th and Privilege Style operated a roundtrip to Lagos on that same day. On the 19th Surinam Airways finally resumed its own operations with their sole Boeing 777 after receiving their ETOPS certification. The Scandinavian on the 19th was a diversion while enroute to Gran Canaria. Another Embraer for British Airways was ferried to Warsaw via Amsterdam on the 28th.

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

Rotterdam - The Hague

				December 2020			
01. CS-PHO	EMB505	NetJets Europe	02 NJE8KE				
F-HGPE	EMB505	Pan Européenne A/S	dep PEA302				
02. 9A-CTK	A320-214	Croatia Airlines	04 CTN9454/5				
N2237X	Falcon 7X	United Bank For Africa					
PH-KFA	DA42NG	KLM Flight Academy	KLM7918				
03. CS-GLI	Global 6500	NetJets Europe	NJE6MF/779W				
D-AGJP	Global 6000	ACM Air Charter	BVR50				
D-ILWP	Ce525A	Pergrande Air	08 ECA7M/C				
EC-NKH	Ce680A	Global Jet Austria	04				
OO-CCJ	Ce525	Air Service Liège					
PH-TXA	Ce510	ASL					
04. CS-DXU	Ce560XLS	NetJets Europe	05 NJE7ZT/404U				
CS-LTF	Ce680A	NetJets Europe	NJE680G/704G				
CS-PHO	EMB505	NetJets Europe	05 NJE826F/475U				
G-SPRE	Ce550 Bravo	Synergy Aviation	07 SYG2				
PH-TXA	Ce510	ASL					
05. D-AHOX	ERJ135BJ	Air Hamburg	AHO869G				
D-GGMM	DA42						
OO-HMW	EC120B	Helimo					
PH-DTS	DA42	Twinstar Beheer	*				
PH-KFA	DA42NG	KLM Flight Academy	KLM7918				
06. CS-LTM	Ce680A	NetJets Europe	NJE6EQ				
SP-TAT	Beech 400A	Smart Jet	07 SAH26P				
07. F-HGPE	EMB505	Pan Européenne A/S	08 PEA302				
PH-NNX	Ce750	ASL					
PH-VBG	Falcon 2000EX	JetNetherlands	dep				
08. CS-LTD	Ce680A	NetJets Europe	NJE8RJ/302N				
D-CITA	Lj60	FAI Rent-A-Jet	IFA1473/82				
HB-JSB	Falcon 2000	TAG Aviation					
OE-XYK	R44	Heli & Co	10				
OK-NTU	Beech 400XT	Time Air	TIE908J				
PH-KFA	DA42NG	KLM Fl. Academy	KLM7910, *KLM7934				
PH-KFA	DA42NG	KLM Flight Academy	*KLM7928				
PH-MFA	DA42NG	KLM Flight Academy	*KLM7928				
PH-VBG	Falcon 2000EX	JetNetherlands	14				
09. D-IERF	Ce525	ProAir Aviation					
10. D-CVFA	Ce560XLS+	Viessmann Werke					
HA-JEV	Ce650	Jet Stream	JSH200/1				
LZ-BHM	A320-232	BH Air	BGH4002/3				
N125DE	Eclipse 500	Blueprint Automation	11				
N999PN	Falcon 7X	Planet Nine Private Air	11				
OE-XYK	R44	Heli & Co					
11. CS-LTI	Ce680A	NetJets Europe	12 NJE040K/6XK				
D-AIFL	Global 6000	ACM Air Charter	BVR70				
M-CLAB	CL-300	Shamrock Trading	dep				
OO-SXX	Ce680	Air Service Liège	arr				
PH-TTR	H135	ANWB – MAA	Lifeline1				
YL-RAG	Saab 340A(F)	RAF-Avia	MTL707P/C				
13. LZ-BHM	A320-232	BH Air	BGH4004/5				
14. D-CVAB	PC-24	Volkswagen	BTX7P				
M-ASER	EMB505	Maser Aviation	SON3				
N216HZ	G-IV	Newport Exec. Transp.	17 DCM4010				
N862GS	Ce510	Buzzard Aviation					



Previously operated by Kenya Airways as 5Y-KYH this Embraer 170LR was added to the Eastern Airways fleet in 2016 as G-CIXW. (Rotterdam - The Hague, 16 December 2020, André Wadman)



While on its way back to Canada, being returned to its lessor, DHC-8 C-GUCQ, former 9G-ACA of PassionAir, made a short stop at Maastricht - Aachen together with sister ship C-GUDC (former 9G-MRH). (22 December 2020, Arjen Sleuwenhoek)

PH-DEZ	Ce501	F.G. Hilgeman	27. OO-NEY	EMB450	Air Service Liège
PH-DTS	DA42	Twinstar Beheer	28. D-ICBA	Ce525A	ProAir Aviation
PH-KFA	DA42NG	KLM Flight Academy	D-IJOA	Ce525A	Excellent Air
15. D-102	CH-47D	298sq	D-IOHL	Ce525A	15 ECA8M/C
L1-01	Falcon 2000EX	Slovenian Air Force	OO-WEG	CL-350	Excellent Air
CS-LAU	Ce680A	NetJets Europe	RA-07878	HA-420	Luxaviation Belgium
D-CVAB	PC-24	Volkswagen	29. CS-CHE	CL-350	NetJets Europe
D-IPPY	P180	AirGo Flugservice	30. D-CQAJ	Lj35A	Quick Air
OO-CCJ	Ce525	Air Service Liège	D-IIVA	P180	AirGo Flugservice
PH-VBG	Falcon 2000EX	JetNetherlands	31. HB-JIM	Falcon 8X	JABJ
16. G-CIXW	ERJ170LR	Eastern Airways (a/w)	N417RK	PA-46-350P	Vertigo
OE-HII	CL-300	Sparfell Luftfahrt	T7-ASG	P180	AlSaif Aviation
OM-BYB	Fokker 100	Government of Slovakia			
PH-WTG	EC135P2+	HeliCentre			
17. 9H-IBD	Global 5000	Elitavia Malta			
9H-JSB	Falcon 2000LXS	TAG Aviation Malta			
D-CICU	Lj45	Jetcall			
F-HGPE	EMB505	Pan Européenne A/S			
N120RB	Cirrus SF50	Robin Balen			
PH-HCH	EC120B	HeliCentre			
PH-VBG	Falcon 2000EX	JetNetherlands			
PH-WTG	EC135P2+	HeliCentre			
18. CS-LTF	Ce680A	NetJets Europe	01. A7-AFH	A330-243F	December 2020
CS-PHE	EMB505	NetJets Europe	A7-LQL	A319-111	Qatar Airways
D-CEFE	Ce525C	E-Aviation	OO-ACC	Ce525A	easyJet Europe
M-FUAD	G650ER	TAG Aviation Middle East	OO-GLM	Ce680	Air Service Liège
N862GS	Ce510	Buzzard Aviation	OO-GLM	Ce680	Air Service Liège
OK-ESC	Beech 400XT	Time Air	02. 4L-GEO	B747-236(F)	The Cargo Airlines
OO-ACO	Ce510	Air Service Liège	A7-BEE	B777-3DZER	Qatar Airways
19. D-CHDJ	Ce560XLS	Excellent Air	CS-CHA	CL-350	NetJets Europe
N417RK	PA-46-350P	Vertigo	OO-MMT	Ce560XLS	Air Service Liège
OO-ACO	Ce510	Air Service Liège	P4-GVV	G550	ABS Jets
20. D-ICBA	Ce525A	ProAir Aviation	PH-DWS	ERJ135LR	Air Charters Europe
OE-FRM	Ce510	GlobeAir	03. TF-AMB	B747-412F	Saudia
OO-KIN	Ce680	Flying Group	04. 4L-GEO	B747-236(F)	The Cargo Airlines
21. 9H-ILV	CL-850	VistaJet Malta	OO-MMT	Ce560XLS	Air Service Liège
D-AHOX	ERJ135BJ	Air Hamburg	PH-DWA	ERJ145LR	Air Charters Europe
HB-VVU	PC-24	Cat Aviation	TF-AMB	B747-412F	Saudia
PH-RIS	EC130B4	KNSF Flight Services	05. G-EZBV	A319-111	easyJet
T7-KIA	Global XRS	Avcon Jet San Marino	G-EZDI	A319-111	easyJet
22. CS-LTA	Ce680A	NetJets Europe	M-ARIE	BAe125-800XP	Surf-Air
23. D-IKOE	Ce510	Reederei Köpping	OE-LQC	A319-111	easyJet Europe
D-ISJP	Ce525A	Excellent Air	OK-MAR	Ce525A	Aeropartner
HB-FUU	PC-12/47NGX	Execujet Europe	PH-KFA	DA42NG	KLM Flight Academy
OE-FAT	Ce510	GlobeAir	PH-MFA	DA42NG	KFA
OE-HOP	G200	Avcon Jet	TC-ACN	Global XRS	Deniz Finansal Kiralama
OO-ACO	Ce510	Air Service Liège	TF-AMM	B747-4H6(F)	Astral Aviation
24. D-ALIL	Falcon 7X	Aero-Diens	06. PH-DWA	ERJ145LR	Air Charters Europe
G-RVLG	CeF406	RVL Aviation	YR-ASD	A318-111	TAROM
26. 2-EMBR	EMB505	X Air	07. D-CEFE	Ce525C	E-Aviation
9H-VCF	CL-350	VistaJet Malta	M-YAIC	EMB505	Jet Story
D-ISJP	Ce525A	Excellent Air	OE-LQD	A319-111	easyJet Europe
			P4-KCH	ERJ190LR	Air Astana
			PH-KFA	DA42NG	KLM Flight Academy
			PH-MFA	DA42NG	KLM Flight Academy
			SP-TAT	Beech 400A	Smart Jet

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

Maastricht - Aachen

					December 2020
01. A7-AFH	A330-243F	Qatar Airways		QTR8032/3	
OE-LQL	A319-111	easyJet Europe		05 EJU9042/6	
OO-ACC	Ce525A	Air Service Liège		dep	
OO-GLM	Ce680	Air Service Liège		dep	
OO-GLM	Ce680	Air Service Liège		11	
02. 4L-GEO	B747-236(F)	The Cargo Airlines		GEL921/2	
A7-BEE	B777-3DZER	Qatar Airways		f/v QTR8028	
CS-CHA	CL-350	NetJets Europe		NJE590P/639Q	
OO-MMT	Ce560XLS	Air Service Liège			
P4-GVV	G550	ABS Jets		06	
PH-DWS	ERJ135LR	Air Charters Europe		11 JNL663/0	
03. TF-AMB	B747-412F	Saudia		SVA941/3943	
04. 4L-GEO	B747-236(F)	The Cargo Airlines		GEL921/2	
OO-MMT	Ce560XLS	Air Service Liège			
PH-DWA	ERJ145LR	Air Charters Europe		JNL085/789	
TF-AMB	B747-412F	Saudia		SVA3944	
05. G-EZBV	A319-111	easyJet		11 EZY9009/2	
G-EZDI	A319-111	easyJet		dep EZY9010	
M-ARIE	BAe125-800XP	Surf-Air		06	
OE-LQC	A319-111	easyJet Europe		EJU9045/9	
OK-MAR	Ce525A	Aeropartner		DFC13B	
PH-KFA	DA42NG	KLM Flight Academy		KLM7910	
PH-MFA	DA42NG	KFA		KLM7908	
TC-ACN	Global XRS	Deniz Finansal Kiralama			
TF-AMM	B747-4H6(F)	Astral Aviation		ABD4848/91	
06. PH-DWA	ERJ145LR	Air Charters Europe		12 JNL789/0	
YR-ASD	A318-111	TAROM		ROT7301/2	
07. D-CEFE	Ce525C	E-Aviation		EFD4E	
M-YAIC	EMB505	Jet Story		08	
OE-LQD	A319-111	easyJet Europe		09 EJU9048/55	
P4-KCH	ERJ190LR	Air Astana		dep KZR1381	
PH-KFA	DA42NG	KLM Flight Academy		KLM7910	
PH-MFA	DA42NG	KLM Flight Academy		KLM7908	
SP-TAT	Beech 400A	Smart Jet		SAH26P	

08.D-106	CH-47D	298sq	*Grizzly25	OO-RKS	Ce510	Air Service Liège	
4L-GEO	B747-236(F)	TCA	TZS921/2	VP-BSW	A321-231	Ural Airlines	f/v SVR3931/2
9H-VCF	CL-350	VistaJet Malta	09 VJT486/96	YR-BGK	B737-800	TAROM	f/v ROT7301/2
LX-SAB	Falcon 900DX	Global Jet Luxembourg	SVW56AB	21.C-GUCQ	DHC-8-402	World Wide Aircraft Ferrying	22
NX139LZ	L-39C	Skyline Aviation	tdy 11	C-GUDC	DHC-8-402	World Wide Aircraft Ferrying	22
P4-KCK	ERJ190LR	Air Astana	arr KZR1395	D-IEMO	Raytheon 390	Exxaero	22
PH-KFA	DA42NG	KLM Flight Academy	KLM7934	D-IXXX	Ce525A	Proair Aviation	
PH-USB	DA62	SIM International		VQ-BKG	A321-211	Ural Airlines	f/v SVR3931/2
09.9H-VJO	Global 6000	VistaJet Malta	VJT878	VQ-BOF	A321-211	Ural Airlines	f/v SVR3975/6
N1008	Ce501	Maharishi Foundation	12	VQ-BWS	B747-467F	Longtail Aviation	LGT5503/6603
OE-IJL	A320-214	easyJet Europe	11 EJU9054/40	YL-RAG	Saab 340A(F)	RAF-Avia	22 MTL716D/04C
PH-GWS	Falcon 7X	Exxaero	div 20 XRO531/0	22.HB-ALR	ATR72-212(F)	Zimex Aviation	IMX801F/801
10.D-662	CH-47D	298sq	*Grizzly27	P4-KCH	ERJ190LR	Air Astana (a/w)	dep KZR1381
EI-RDL	ERJ175STD	Alitalia CityLiner	arr AZA8033	SP-KPZ	Saab 340A(F)	SprintAir	SRN340/2
ER-BBJ	B747-412F	Aerotrans Cargo	ATG9982/3	SP-KPZ	Saab 340A(F)	SprintAir	23 SRN341/2
OK-AOA	CL-300	CTR Group		TC-ACN	Global XRS	Deniz Finansal Kiralama	
TF-AMB	B747-412F	Saudia	SVA941/3943	23.4L-GEO	B747-236(F)	TCA	TZS921/2
11.4L-GEO	B747-236(F)	TCA	TZS921/2	SP-KPZ	Saab 340A(F)	SprintAir	24 SRN341/123
D-HLDM	EC135P2	ADAC	CHX21	24.4X-CUT	BAe125-800XP	Tamir Airways	
EI-EKV	B737-8AS	Ryanair	12 RYR87QE/024P	A6-EGT	B777-31HER	Emirates	f/v UAE9757/2564
EI-EME	B737-8AS	Ryanair	RYR23/39WA	PH-DWA	ERJ145LR	Air Charters Europe	05 JNL0311/951
G-EZDN	A319-111	easyJet	17 EZY9001/12	SP-KPZ	Saab 340A(F)	SprintAir	28 SRN125/342
G-EZTT	A320-214	easyJet	dep EZY9008	VP-BBH	A321-231	Ural Airlines	f/v SVR3931A/2A
OE-IVZ	A320-214	easyJet Europe	17 EJU9042/4	VP-BIH	A321-211	Ural Airlines	f/v SVR3931/2
OO-GLM	Ce680	Air Service Liège	20	VQ-BWS	B747-467F	Longtail Aviation	28 LGT6604/3
PH-KFA	DA42NG	KLM Flight Academy	KLM7940	25.ER-BAJ	B747-412(F)	Aerotrans Cargo	26 ATG4459/8803
TF-AMB	B747-412F	Saudia	SVA3944	PH-DWS	ERJ135LR	Air Charters Europe	31 JNL836/949
12.HB-ALQ	ATR72-202(F)	Zimex Avn (BDA c/s)	13 IMX359/901F	VQ-BKG	A321-211	Ural Airlines	SVR3931/2
VQ-BWS	B747-467F	Longtail Aviation	f/v LGT5502/4	26.D-IXXX	Ce525A	Proair Aviation	
13.9H-SOL	A340-313X	Hi Fly Malta (a/w)	f/v 14 HFM762/3	HA-JEF	Ce650	Jet Stream	JSH656/7
HB-AFL	ATR72-202(F)	Zimex Aviation	14 IMX900F/358	27.9H-QEI	B737-800	Malta Air	f/v RYR9381/2
TF-AMU	B747-48EF	Astral Aviation	ABD4896/7	OO-GLM	Ce680	Air Service Liège	28
VQ-BWS	B747-467F	Longtail Aviation	LGT5502/1000	SX-NEO	A320-271N	Aegean Airlines	div f/v AEE5DL/540
14.4L-GEO	B747-236(F)	TCA	TZS921/TZS922	VP-BVP	A321-211	Ural Airlines	f/v SVR3931/2
15.9H-SOL	A340-313X	Hi Fly Malta (a/w)	16 HFM762/3	28.OO-GLM	Ce680	Air Service Liège	30
A6-EGW	B777-31HER	Emirates	f/v UAE9747/2626	RA-76951	Il-76TD-90	Volga-Dnepr	29 VDA117/4180
16.A6-ECC	B777-36NER	Emirates	UAE9257	SP-KPZ	Saab 340A(F)	SprintAir	29 SRN341/2
OK-BII	Beech 400A	JetBee Czech	JBC532A/B	29.ES-LSC	Saab 340A(F)	Airest	AEG331P/C
P4-KCG	ERJ190LR	Air Astana	arr KZR1397	HB-ALM	ATR72-202(F)	Zimex Avn	30 IMX802F/AZD601F
P4-KCH	ERJ190LR	Air Astana (a/w)	arr KZR1382	HB-ALR	ATR72-212(F)	Zimex Aviation	IMX801F/802
17.G-EZBW	A319-111	easyJet	23 EZY9011/28	SP-KPZ	Saab 340A(F)	SprintAir	30 SRN341/2
OE-IJY	A320-214	easyJet Europe	23 EJU9043/1	TC-ACM	B747-428ERF	ACT Airlines	THY6749/50
PH-LGD	EMB550	ASL		30.ER-JAI	B747-412(F)	Aerotrans Cargo	31 ATG8862/3
TF-AMB	B747-412F	Saudia	SVA941/3941	OO-GLM	Ce680	Air Service Liège	03
18.D-102	CH-47D	298sq	*Grizzly31	SP-KPZ	Saab 340A(F)	SprintAir	arr SRN341
D-103	CH-47D	298sq	*Grizzly32	VQ-BWS	B747-467F	Longtail Aviation	LGT6604/1000
4L-GEO	B747-236(F)	TCA	TZS921/2				
TF-AMB	B747-412F	Saudia	SVA3942				
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4856/1				
19.TF-AMM	B747-4H6(F)	Astral Aviation	ABD4852/99				
VQ-BWS	B747-467F	Longtail Aviation	LGT5502/4				
20.9H-QEA	B737-800	Malta Air	f/v RYR9381/2				
A7-BEV	B777-300ER	Qatar Airways	f/v QTR8858				
OO-GLM	Ce680	Air Service Liège	25				



This former Compagnie Corse Méditerranée (or CCM Airlines) ATR72 was converted to freighter and delivered to Farnair Switzerland in 2006, as HB-AFL. The aircraft was acquired by Zimex Aviation in December 2020, still in the basic Farnair colours but with Zimex titles. It replaced ATR72 HB-ALQ as based aircraft at Maastricht - Aachen on the day this photo was taken. (13 December 2020, Björn van der Velpen)



Zonan Adolfse was able to catch the final flying day of 2020 at Volkel Air Base. This was celebrated with a formation flight of six 312sq and 313sq F-16AMs on 18 December, being J-020, J-062, J-136, J-146, J-630 and J-632.

road. On that same day a Ryanair aircraft developed a technical issue preventing it to operate its service to Alicante. It departed to Brussels the next day. A replacement aircraft arrived from Brussels that same day to operate the Alicante service. On the 13th Hi Fly Malta operated its first flight for Spicejet to Maastricht. The based Zimex ATR72 departed to Frankfurt on the 13th and was replaced as based aircraft by another Zimex ATR72 that arrived on the 13th from Basel. Another Air Astana Embraer arrived from Aktobe, Kazakhstan for storage on the 16th. Two former Passion Air DHC-8s arrived on the 21st for an en-route check while on their way back to Canada after lease. The Air Astana Embraer that had arrived on the 16th performed a local test flight that same day before departing to Norwich on the 22nd. The Aegean Airlines Airbus on the 27th was a Dusseldorf diversion. The AeroTrans Cargo Boeing on the 30th was in the new ATC colours.

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

Groningen - Eelde

		December 2020	
01. PH-DTS	DA42	Twinstar Beheer	2x *
02. N98DF	PA-46-350P		04
	N125DE	Eclipse EA500	Innovation Transportation
03. F-HHAB	TBM-860	Altias	
	PH-CGC	Do228-212	Kustwacht CGN01
	PH-HOW	H145	RAV Fryslân – MAA Lifeliner5
04. D-ICAR	DA62		2x
	PH-DTS	DA42	Twinstar Beheer 2x *
	PH-HCD	Cabri G2	HeliCentre
	PH-HOW	H145	RAV Fryslân – MAA Lifeliner5
	PH-TXA	Ce510	JetNetherlands
	SP-VIS	Cirrus SF50	11
05. PH-KAT	P2006T	Kavel 10 Aerial Survey	dep *
	PH-VCC	DA62	Cav-Okay
06. PH-DTS	DA42	Twinstar Beheer	
08. D-HYAF	EC145	ADAC Luftrettung	CHR26
	PH-DTS	DA42	Twinstar Beheer 2x *
10. D-FLAG	PC-12/47E		
	PH-JCV	PC-12/47E	NextGen Aviation
14. N2673D	Ce340A		Meijer Beheer
	OE-XXL	R44	Heli & Co 15
	OO-ACO	Ce510	Air Service Liège dep
	PH-ACI	CeT303	AIS Flight Academy
	PH-BGB	B737-8K2	KLM dep KLM9868
	PH-WTG	EC135P2+	HeliCentre
15. D-IHKW	Ce525		E-Aviation 2x
	OO-AMR	Ce525A	Air Service Liège 16 2x
	PH-ACI	CeT303	AIS Flight Academy
16. D-IPCH	C525A		Jetkontor 2x
	N98DF	PA-46-350P	
	N900FH	TBM-900	HTG Trading
	OO-SUN	Ce510	Air Service Liège 2x
17. D-IFCS	BN-2B-20	FLN	

G-RVNK	P68B	Ravenair	22 RVR8NK
HB-VLX	PC-24	Premium Jet	
N120RB	Cirrus SF50	APG Aviation	
18. D-HNHA	AS365N3	Northern Helicopter	*
	PH-BXH	B737-8K2	KLM dep KLM9868
	PH-OOP	H145	RAV Fryslân – MAA Medic01
19. G-FLXI	PC-12/47E		Flexifly Aircraft Hire
20. OO-RKS	Ce510		Air Service Liège 2x
22. D-HNHA	AS365N3		Northern Helicopter *
	PH-OOP	H145	RAV Fryslân – MAA Medic01
23. N29DE	Cirrus SF50		Deny Airlines arr
26. CS-LTF	Ce680A		NetJets Europe NJE3VJ
	PH-HOW	H145	RAV Fryslân – MAA Medic01
28. CS-DXQ	Ce560XLS		NetJets Europe NJE3VJ/514P
30. CS-PHH	EMB505		NetJets Europe NJE787P

Two KLM aircraft that have been stored at the airport departed back to Amsterdam this month.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

		December 2020	
01. OE-FDN	SC-7	Pink Aviation Services	dep
	PH-HCF	Cabri G2	HeliCentre
	PH-JAS	Ce208	Paracentrum Texel dep
	PH-SWN	Ce414A	PARC Air arr
	PH-WIK	AS350B3	Heli Air
04. 2-MAPZ	Beech C90A	Zeusch Aviation	dep
	PH-FSD	Ce208	Fallschirmsport Damme arr
	PH-KIO	P2006T	Kavel 10 Aerial Survey 08
05. N55HV	R44		Aircraft Solutions
	OO-SPA	Ce208B	Skydive Spa arr
	PH-KAT	P2006T	Kavel 10 Aerial Survey arr
08. F-GVPH	R44		Heli & Co dep
	N2648X	Ce501	T.S. Aviation
	PH-FVD	R44	Rotarywings
10. PH-PHB	Enstrom 480		Prince Helicopters
14. PH-KIO	P2006T		Kavel 10 Aerial Survey 16
18. PH-MAS	P68C-TC		Miramap Aerial Surveys
20. PH-RLB	Saab 91D		Vliegend Museum Seppe
21. LX-JFZ	PC-12/47E		Jetfly Aviation JFA45G/ -
	PH-HHJ	AS355F2	Heli Holland Holding
23. SX-AVE	PA-31T		3D General Aviation Applications arr
30. PH-ZBZ	Beech B200		Zeusch Aviation arr

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

Eindhoven

		December 2020	
01. Q-10	AH-64DN	301sq	*Bat73+GLV-V
	EMB505		Pan Européenne Air Service PEA301
	OE-FOE	Ce510	GlobeAir GAC510M/409M
	OO-JWB	PC-12/47E	NextGen Aviation dep
	PH-CJM	Ce680	Air Service Liège 02
02. MM62174	A319-115		306° Gruppo IAM3185
	HA-LPV	A320-232	Wizz Air dep WZZ802
	OO-PKX	Ce750	Air Service Liège dep

PH-BEJ	Global 5000	Flying Group	dep FYG81BM	17.01	C-17A	HAW	Bartok60
PH-CJM	Ce680	Air Service Liège	14	S-444	AS532U2	300sq	*GLV-V
PH-HWM	CL-605	JetNetherlands	dep	OO-RKS	Ce510	Air Service Liège	
03.LX-N90448	E-3A	NAEW&CF	*Nato40	PH-CGC	Do228-212	Kustwacht	NCG01
03	C-17A	HAW	04 Bartok77	PH-LGD	EMB550	ASL	23
G-CIEL	Ce560XL	Luxaviation UK	LNx04CE	18.L-09	PC-7	131EMVosq	*Diamond09
M-DMBP	Lj40XR	Ven Air		HA-LVJ	A321-271NX	Wizz Air	f/v WZZ554/39TE
OO-PKX	Ce750	Air Service Liège	11	PH-LAU	Falcon 900EX	Exxaero	19 XRO526
PH-HWM	CL-605	JetNetherlands	18	PH-TXA	Ce510	ASL	23
04.FB17	F-16BM	10w/OCU	2x *BAF451	19.PH-HWM	CL-605	JetNetherlands	25
FB20	F-16BM	10w/OCU	*BAF501	20.03	C-17A	HAW	Bartok68
LX-N90454	E-3A	NAEW&CF	2x *Nato01	OE-FOE	Ce510	GlobeAir	21 GAC730N/629P
PH-NDK	Falcon 900B	Exxaero	XRO560	21.PH-UNC	Falcon 7X	JetNetherlands	22
05.YR-TYA	Ce560XLS+	Toyo Aviation	08 TOY109/10	22.OE-FAT	Ce510	GlobeAir	GAC629Q/092A
07.PH-BEJ	Global 5000	Flying Group	10 FYG22BM/61BM	23.03	C-17A	HAW	Bartok68
08.FB22	F-16BM	2w	*BAF215	OO-JWB	PC-12/47E	NextGen Aviation	
751	C-130H	356 MRM	09 HAF356H	PH-LGD	EMB550	ASL	27
D-106	CH-47D	298sq	2x *Grizzly25, GLV-V	24.D-ISJP	Ce525A	Excellent Air	ECA1C
D-662	CH-47D	298sq	*Grizzly4, GLV-V	OE-FPP	Ce510	GlobeAir	GAC578F/467G
<u>Q-26</u>	AH-64DN	301sq	*Bat73, GLV-V	25.OO-AMR	Ce525A	Air Service Liège	27
S-459	AS532U2	300sq	*Demon2, GLV-V	26.PH-HWM	CL-605	JetNetherlands	27
EC-LLR	ERJ195LR	Air Europa Express	09 AEA891/2	PH-JRC	ERJ135BJ	JetNetherlands	27
PH-JRC	ERJ135BJ	JetNetherlands	dep	PH-NDK	Falcon 900B	Exxaero	XRO558
PH-JRC	ERJ135BJ	JetNetherlands	09	27.G-RCFC	BAe125-900XP	Voluxis	VXS527
PH-LGD	EMB550	ASL	dep	PH-HWM	CL-605	JetNetherlands	02
09.FB14	F-16BM	2w	*BAF215	PH-LGD	EMB550	ASL	28
<u>FB22</u>	F-16BM	2w	*BAF255	28.D-CCCB	Lj35A	DRF	AMB449
PH-LGD	EMB550	ASL	13	OE-GKW	G100	Tyrol Air Ambulance	TYW758/9
PH-MYX	Ce650	JetNetherlands	div	PH-LAU	Falcon 900EX	Exxaero	XRO256/526
PH-TXA	Ce510	ASL		29.PH-CJM	Ce680	Air Service Liège	03
SX-DGN	A320-232	Aegean Airlines	11 AEE4880/1	30.D-CHIP	Ce525B	E-Aviation	EFD3P
10.FB22	F-16BM	2w	*BAF255	D-IOHL	Ce525A	Excellent Air	ECA3C
<u>D-666</u>	CH-47D	298sq (spec mks)	*Grizzly24+GLV-V	PH-LGD	EMB550	ASL	02
<u>L-04</u>	PC-7	131EMVosq	*Razor04				
I-SEAE	Falcon 2000	Leader	13 LSA211/01				
PH-TXA	Ce510	ASL	13				
11.OO-PKX	Ce750	Air Service Liège	13				
PH-BEJ	Global 5000	Flying Group	27 FYG62BM/121				
PH-UNC	Falcon 7X	JetNetherlands	JNL2222/3222				
12.HA-LJF	A320-271N	Wizz Air	f/v WZZ596/9076				
PH-JRC	ERJ135BJ	JetNetherlands	13				
13.OO-PKX	Ce750	Air Service Liège	19				
PH-TXA	Ce510	ASL					
14.HB-VTS	Raytheon 390	Lions Air Skymedia					
OK-TVG	B737-8Q8	Smartwings	TVS432P/4326				
15. <u>FB22</u>	F-16BM	2w	*BAF225				
<u>D-ALEV</u>	B757-28A(F)	EAT Leipzig (DHL c/s)					
BCS2215/6072							
OO-RKS	Ce510	Air Service Liège	17				
PH-CJM	Ce680	Air Service Liège	18				
16.F-HJPH	Ce510	Air Vendee					
PH-EXL	ERJ175STD	KLM Cityhopper	17 div KLM1143/9955				
PH-EXU	ERJ175STD	KLM Cityhopper	KLM9955/1143				
PH-JRC	ERJ135BJ	JetNetherlands	26				
PH-LGD	EMB550	ASL	17				
PH-TXA	Ce510	ASL					

The Wizz Air that diverted last month continued to Woensdrecht on the 2nd. Air Europa Express arrived on the 8th with the (female) FC Barcelona football team for their game against PSV. On the 9th an Amsterdam diversion. On that same day Aegean arrived with the AC Omonia Nicosia football team for their game against PSV. Smartwings operated a military charter on the 14th. The first Embraer on the 16th was a technical diversion. The second was a replacement aircraft that continued to Oslo with the passengers of the first aircraft. On the military side a lot of training flights, consuming the last available training hours of the crews, airplanes and airfield. The Italian ACJ319 must have liked the experience from November as it returned on 2 December for another training flight from Rome. A lot of Belgian F-16BMs in favour of the 2 Wing over nearby 10 Wing.

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

Credits: EWAS, Oscar Sannen, Scramble MB.



Initially delivered to LAN Airlines this Airbus continued its career in 2017 with Aigle Azur which filed for bankruptcy in 2019. Registered to lessor Avalon as OE-IEF the A320 has now been prepared for lease to Myanmar Airways. (Woensdrecht, 4 December 2020, Johan Havelaar)



Air Astana took delivery of this Embraer in September 2012 and P4-KCH was withdrawn from use in March 2020. The ERJ190LR was flown to Maastricht in September 2020 and was ferried to Woensdrecht this day for a paintshop visit. (Woensdrecht, 7 December 2020, Johan Havelaar)

Gilze-Rijen

			December 2020
01.OE-FDN	SC-7M-3	Pink Aviation	04
PH-PHB	Enstrom 480	Prince Helicopters	*
11.Q-14	AH-64DN	301sq	arr BAT73

The magic box did not record more than three movements for Gilze-Rijen in December 2020. The Skyvan arrived from Teuge, the Enstrom was performing an inspection flight over runway 02 and the Apache returned after an emergency landing earlier that day into agricultural terrain.

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

			December 2020
01.G-275	C-130H-30	336sq	Rebel22
G-781	C-130H	336sq (spec mks)	Rebel21
02.G-275	C-130H-30	336sq	Rebel22
G-781	C-130H	336sq (spec mks)	Rebel21
03.G-275	C-130H-30	336sq	Rogue32
G-781	C-130H	336sq (spec mks)	Rogue31
N-318	NH90-NFH	860sq	Trident02
07.N-325	NH90-NFH	860sq	
PH-PXB	EC135P2+	Nationale Politie	ZXP02
08.1x	AH-64DN	301sq	*
N-088	NH90-NDH	860sq	

De Kooy shared some movements with Leeuwarden in the first days of December as part of Werewolf Resilience. Among the other visitors one police helicopter and unknown 301sq Apache. Three local 860sq NH90s flew as well.

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

Leeuwarden

			December 2020
01.G-275	C-130H-30	336sq	Rebel22
G-781	C-130H	336sq (spec mks)	Rebel21
PH-LAB	Ce550	NLR - TU Delft	
02.G-275	C-130H-30	336sq	Rebel22
G-781	C-130H	336sq (spec mks)	Rebel21
03.OO-LUM	Falcon 7X	21sq/Luxaviation Belgium	BAF90
G-275	C-130H-30	336sq	Rogue32
G-781	C-130H	336sq (spec mks)	Rogue31
11.FB20	F-16BM	10w/OCU	*BAF451
14.J-055	F-16AM	312/313sq	*Fist01
J-063	F-16AM	312/313sq	Fist03
15.J-512	F-16AM	312/313sq	*Bulldog01
17.J-020	F-16AM	312/313sq (312sq mks)	*Shark1
J-644	F-16AM	322sq	arr Blade01
PH-CGC	Do228-212	Kustwacht	*NCG01
24.F-015	F-35A	322sq	del NAF322

The first days of December Leeuwarden still hosted exercise Werewolf Resilience, resulting in the two Hercules trans-

porters. The NLR Citation 550 performed calibration flights during the day and on 3 December one of the new Belgian Air Force 21sq Falcon 7Xs visited. Control problems on 14 December forced J-063 in to an emergency landing with J-055 as chase plane. On 17 December J-644 returned home after spending over 5 months in Belgium, at SABCA, for base maintenance as this Fighting Falcon departed Leeuwarden on 15 July 2020. Ending the year is F-015, another new F-35A arrival for 322sq. So far the score at Leeuwarden is 7 F-35A delivered with many more to come.

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

Lelystad

			December 2020
01.N25PR	PA-30-160		03
PH-MAA	EC135T2+	ANWB - MAA	arr
PH-UMC	H135	ANWB - MAA	dep
04.N211SG	Beech E90	DEA Aviation	WKT33
N425KS	Ce425	Qualitair	05
PH-ZAZ	Beech B200	Zeusch Aviation	arr
18.D-CUTE	Beech 350	Aero-Dienst	dep
27.OO-GEE	PC-12/47E	Blue Sky Aviation	
31.OO-GEE	PC-12/47E	Blue Sky Aviation	

On the 4th the Zeusch Beech returned from a lengthy stay in the UK. The Beech that departed on the 18th was a paint shop visitor.

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

Volkel

			December 2020
03.FB20	F-16BM	10w/OCU	2x *BAF431
04.D-666	CH-47D	298sqsq (spec mks)	*Grizzly35
J-062	F-16AM	312/313sq	arr Epic01
15.FB14	F-16BM	2w	2x *BAF255
17.S-444	AS532U2	300sq	*Duke4
84-0087	C-21A	76th AS	Falcon71
18.FB22	F-16BM	2w	*BAF255
D-102	CH-47D	298sq	*Grizzly31
D-103	CH-47D	298sq	*Grizzly32
Q-17	AH-64DN	301sq	*Redskin34

The last month of the year is never the most busy one, Volkel included as you can see in this list. Some Belgian dual F-16s visiting, one USAFE C-21A and various DHC helicopters completing the scene. On 18 December the final flying day of the 2020 was celebrated with a formation flight of six local 312 and 313sq F-16AMs (J-020, J-062, J-136, J-146, J-630 and J-632).

Credits: SGVolkel.

Woensdrecht

December 2020			
02.S-444	AS532U2	300sq	*Wildcat02
HA-LPV	A320-232	Wizzair	09 WZZ801
04.J-062	F-16AM	312/313sq	dep Epic01
OE-IEF	A320-214	Myanmar Airways	tst MSN4758
07.P4-KCH	ERJ190LR	Air Astana	16 KZR1381/1382
08.Q-25	AH-64DN	301sq	arr Redskin05
S-459	AS532U2	300sq	*Demon2
14.Q-24	AH-64DN	301sq	arr Redskin05
15.H35	A109BA	17sq	*BAF317
N-318	NH90-NFH	860sq	arr Neptune15
16.Q-30	AH-64DN	301sq	tst Redskin06
17.Q-30	AH-64DN	301sq	tst Redskin04
18.Q-17	AH-64DN	301sq	*Redskin13
2-BTTA	B737-85R	Izhavia	tst
2-RLBL	A321-211	MSFL/Vietravel (a/w)	tst
23.CS-TFY	A320-232X	Masterjet	dep LMJ403
HA-LPY	A320-232	Wizzair	arr WZZ801

Woensdrecht traffic for December shows balance between the military and civil movements. On the military side various LCW arrivals, departures and test flights can be noted and one Belgian 17sq Augusta 109 visiting. On the civil side two Wizzair A320s visited, Myanmar Airways and leasefirm Avolon performed a test flight on their new acquisition on 4 December. Air Astana brought in one of their Embraer 190s, prior to ending this lease. KCH arrived from Maastricht where it has been stored since 21 September, after departing Woensdrecht on 16 December the frame returned to Maastricht all white and exchanged Maastricht for Norwich on 22 December. On 18 December two interesting test flights took place. The A321 was a former Cambodian KC International aircraft and performed, on behalf of its Chinese lease firm, an functional flight all white prior being leased to Vietravel Airlines in Vietnam. The B737-800 was destined for El Al however it did not enter Israeli service, leaving space for Russian carrier Izhavia to claim the new lease for this Boeing with future registration VP-BUU.

Credits: Johan Havelaar, Scramble MB.

Texel

November 2020			
04.PH-RLA	Saab 91	Stichting Levende Oude Luchtvaart	
PH-RLD	Saab 91	Vliegend Museum Seppe	
05.PH-ECE	EC120B	Heli Holland Holding	
PH-PXC	EC135P2+	Nationale Politie	ZXP03
PH-RLA	Saab 91	Stichting Levende Oude Luchtvaart	
07.PH-ACG	S-11.1	Arjan Dros	
PH-CGN	Do228-212	Kustwacht	
08.PH-FVD	R44	Rotarywings	
09.PH-BSU	Ce208	Paracentrum Texel	arr
PH-FVD	R44	Rotarywings	
PH-RLA	Saab 91	Stichting Levende Oude Luchtvaart	*
20.PH-HCC	Cabri G2	HeliCentre	
21.PH-MBO	DA62	M. Boers	
23.PH-DKI	P68C	Zeeland Air	
PH-FVD	R44	Rotarywings	
25.OE-XXL	R44	Heli & Co	
PH-ACG	S-11.1	Arjan Dros	
PH-HGB	R44	HeliAir	
December 2020			
01.PH-ECE	EC120B	Heli Holland Holding	
PH-JAS	Ce208	Paracentrum Texel	arr
PH-VCC	DA62	Cav-Okay	
04.PH-HCE	R66	HeliCentre	
06.PH-DKI	P68C	Zeeland Air	
10.PH-DKI	P68C	Zeeland Air	
17.OE-XXL	R44	Heli & Co	
PH-COM	PA-30	Dutch Airline Pilots Aero Club	
18.PH-RLA	Saab 91	Stichting Levende Oude Luchtvaart	
19.83+03	Super Lynx Mk88A MFG5		*GNY4691
83+17	Super Lynx Mk88A MFG5		*GNY4690

PH-ROD	PA-46-350P	J. Vlasveld	
20.PH-MFA	DA42NG	KLM Flight Academy	*

Credit: Texel Airport.

Twente

December 2020			
16.D-ABVO	B747-430	Lufthansa	dep DLH9871
17.CS-PHJ	EMB505	NetJets Europe	NJE665C
19.CS-PHM	EMB505	NetJets Europe	NJE426K/647C
21.CS-PHP	EMB505	NetJets Europe	NJE664U/624H
PH-HOW	H145	RAV Fryslân – MAA	Lifeline5

On the 16th another Lufthansa Boeing 747 departed back to Frankfurt.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

December 2020			
01.HK-5255	Lj45	SARPA	tdy 31
N389KA	Lj35	Fundashon Mariadal	tdy 31
N5324J	Ce340A		tdy 31
PZ-TFB	Fokker 70	Fly Allways	
03.PZ-TFB	Fokker 70	Fly Allways	
04.HK-4541	BAe3201	SARPA	
09.HI1005	Ce525A	Helidosa	
10.HK-5197	B737-476(F)	AerCaribe	ACL864/5
N876RA	Ce560XL	Avtran	12
12.TG-MYS	Lj31A		
14.PZ-TFB	Fokker 70	Fly Allways	
16.LV-HQC	Falcon 2000	Aerorutas S.A.T.A.	
PS-BVD	Ce525		f/v
17.C-GAXX	Ce750	Air Partners Corp.	18
PJ-JAC	Fokker 70	JetAir Caribbean	
PZ-TFB	Fokker 70	Fly Allways	
YV1851	RC690C		27
18.HK-4541	BAe3201	SARPA	
19.N411BJ	PA-31-350		f/v
20.N411BJ	PA-31-350		
N470PR	Beech A100	Puerto Rico Airlines	
N618SC	BAe3101	Jamie D. Arguelles	
PZ-TFB	Fokker 70	Fly Allways	
TG-MYS	Lj31A		
23.HK-4411	BAe3201	SARPA	24
N5RS	Ce560XL	RMS Aviation	
N613LF	G550	LFG Services	arr
24.PZ-TFB	Fokker 70	Fly Allways	
27.N411BJ	PA-31-350		31

Air Antilles:

F-GPYF 15, 22, 29 F-OIXO 01, 08

TUI:

PH-TFK 06, 10, 12, 19 PH-TFM 03, 31, 12, 13, 17, 20, 26
PH-TFL 19, 24

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

December saw the return of Air Antilles for weekly flights to St. Eustatius, another Dutch Caribbean island. Great visitor on the 12th from a country not often seen, arriving from San Andres and continuing to Panama City Albrook airport after three hours. It visited again some days later in the opposite direction. Unfortunately its current operator is not known. On the 16th the first PS-prefix for Bonaire on delivery from Ft Lauderdale to Manaus and an Argentinian bizzar from the same place direct to Rio de Janeiro. Fly Allways was a regular fuel visitor this month.

Credit: Danny de Kiewit.



On the last day of 2020, Qatar Airways took delivery of three Boeing 777 freighters, of which A7-BFX is one. With these three new aircraft, Qatar Airways now operates 24 777 freighters. (Amsterdam-Schiphol, 9 January 2021, Walter Heukensfeld)



China Southern's 777 freighters can be seen almost every day at Schiphol. B-20EN is the newest addition to their fourteen strong 777 freighter fleet. (Amsterdam-Schiphol, 10 July 2020, Walter Heukensfeld)



We end this "freighter page" with an Air China Cargo Boeing 747-400F. In most cases Air China Cargo sends a Boeing 777 freighter to Schiphol, but sometimes one of their three 747-400 freighters is used. B-2409 visited Schiphol on 23 January 2021 and Walter Heukensfeld was there to capture it.

Movements Belgium



Since June 2020 N280GT (c/n 2201) is the new Gulfstream Aerospace G280 demonstrator. (Antwerp, 6 December 2020, Walter Van Brempt)

Antwerp

December 2020				OE-FAN	Ce441	Bach Flugbetriebs	
				OK-EMA	Ce680	Smartwings	11
				OO-JOE	R44	J & G	
01. CS-GLI	Global 6500	NetJets Europe	f/v 02	OO-MBP	PC-24	EAPC	
D-IOHL	Ce525A	Excellent Air	04	11. OE-FNP	Ce510	GlobeAir	
D-ISJP	Ce525A	Star Wings Dortmund		PH-UNC	Falcon 7X	JetNetherlands	14
G-LUBB	Ce525	Surrey Heli Charters		12. D-IRUP	Ce551	R+P Flugcharter	
LX-GCA	Ce525	Serlux		13. D-IAHT	MU-2B-26A	Flight Point	
OO-ACC	Ce525A	Air Service Liège	03	D-IGVA	Ce525	Luxaviation Germany	14
PH-UNC	Falcon 7X	JetNetherlands	02	F-HIVA	Ce525	Valljet	f/v
02. HB-VPE	Ce525A	Execujet Europe		G-OXFD	PA-34-220T	Oxford Aviation Academy	
N63DR	Kodiak 100	E. Rossillon	03	OK-SLX	Ce560XL	Silesia Air	15
PH-BBJ	Ce560XLS+	ASL		PH-TXA	Ce510	ASL	14
PH-UNC	Falcon 7X	JetNetherlands	03	14. CH09	C-130H	20sq	
03. ST46	SF260D	CC Air		ST43	SF260D	CC Air	
CS-LTH	Ce680A	NetJets Europe	04	D-IAHT	MU-2B-26A	Flight Point	15
D-ICAO	Ce525	Lothringen Aero Service		PH-KFA	DA42NG	KFA	
D-ITTT	CeF406	Air Taxi Europe	04	PH-TXA	Ce510	ASL	16
OO-PMV	R44	Take		15. H35	A109BA	1w	
OO-STE	AS350B3e	Stephex Stables		D-HBWH	Bo105S	Air Lloyd	18
PH-BBJ	Ce560XLS+	ASL	07	G-CMBC	Ce550 Bravo	Regency Jet	16
PH-TXA	Ce510	ASL	09	G-EUNB	A318-112	Titan Airways	f/v 18
PH-UNC	Falcon 7X	JetNetherlands	04	G-SONE	Ce525A	Centreline	
04. RN05	NH90-TTH	1w		OO-ACC	Ce525A	Air Service Liège	
ST46	SF260D	CC Air		OO-STE	AS350B3e	Stephex Stables	2x
OO-ACC	Ce525A	Air Service Liège	05	PH-UNC	Falcon 7X	JetNetherlands	18
PH-TXA	Ce510	ASL		16. D-HBWH	Bo105S	Air Lloyd	tst
05. M-IFY	Ce510	Xead	06	D-IAHT	MU-2B-26A	Flight Point	17
N412MD	PC-12/45	R. Wood		G-ETET	PA-46-600TP	Heli Air	f/v
OO-ACC	Ce525A	Air Service Liège	09	M-ISTY	G280	Hampshire Aviation	
06. F-HAJD	Ce525	Valljet	15	OE-FCB	Ce510	GlobeAir	
N280GT	G280	Gulfstream Aerospace Corp	f/v 08	17. ST46	SF260D	CC Air	
N940PS	TBM-940	Flying Smart	f/v 07	D-IAHT	MU-2B-26A	Flight Point	
OK-EMA	Ce680	Smartwings	07	G-IRTY	Spitfire LF IXc	Boulbee Flight Academy	f/v 18
OO-GWB	SV-4B	Brussels Aviation School	tst	LX-JDV	Ce525 (M2)	Flying Group Luxembourg	18
OO-STE	AS350B3e	Stephex Stables		OK-EMA	Ce680	Smartwings	19
07. RN05	NH90-TTH	40sq		OO-ACC	Ce525A	Air Service Liège	2x 18
9H-LEO	Ce550	PHS Aviation		OO-ACO	Ce510	Air Service Liège	18
PH-MFA	DA42NG	KFA		OO-EAN	Bell 206B	Echo Alpha November	
08. ST42	SF260D	CC Air		OO-VMF	Ce560XLS+	Air Service Liège	
ST46	SF260D	CC Air		18. ST48	SF260D	CC Air	
D-CPRS	Beech B300	Star Wings Dortmund	STQ33A	OO-PCK	PC-12/47E	EAPC	
LN-LFS	DA42	CAE Training & Services	Brussels tst	19. OO-ACC	Ce525A	Air Service Liège	2x 20
N127QR	Beech 300LW	A. Ruijgrok		OO-PAR	Ce525B	Luxaviation Belgium	
N280GT	G280	Gulfstream Aerospace Corp		OO-PCK	PC-12/47E	EAPC	
OK-EMA	Ce680	Smartwings		PH-UNC	Falcon 7X	JetNetherlands	21
OO-STE	AS350B3e	Stephex Stables	2x	20. 9H-WIT	PC-12/47E	NextGen Aviation	
PH-KFA	DA42NG	KFA		N288DW	Beech B200GT	Textron Aviation	f/v 21
09. OE-FAN	Ce441	Bach Flugbetriebs		OK-EMA	Ce680	Smartwings	22 2x
OO-MBP	PC-24	EAPC		OO-ACC	Ce525A	Air Service Liège	21
OO-PCI	PC-12/47E	EAPC		OO-VMF	Ce560XLS+	Air Service Liège	
10. CS-DXV	Ce560XLS	NetJets Europe		PH-BBJ	Ce560XLS+	ASL	
D-AWBF	CL-650	Air Independence	f/v	21. D-CSCA	Ce525B	Silver Cloud Air	
D-IAHT	MU-2B-26A	Flight Point		N288DW	Beech B200GT	Textron Aviation	
HA-JEX	Ce650	Jet-Stream	f/v JSH668	22. ST47	SF260D	CC Air	

D-IAAB	EMB500	Arcus Air	23	04.LX-JFW	PC-12/47E	Jetfly Aviation	2x
LX-JFY	PC-12/47E	Jetfly Aviation	24	M-ABEU	Lj45XR	Ryanair	
LX-KAY	Beech B200GT	Luxaviation	f/v 23 LX1A1F	N620AR	C-212-300DF	Reni Aviation	
OO-ACC	Ce525A	Air Service Liège	24	OE-FAT	Ce510	GlobeAir	
OO-PCI	PC-12/47E	EAPC		OK-SLX	Ce560XL	Silesia Air	
23.CS-CHF	CL-350	NetJets Europe		05.CS-DIY	Ce525B	Airjetsul	
OO-GEE	PC-12/47E	Pilatus Club One	27	F-HICU	BAe125-900XP	Airlec Air Espace	
PH-DWS	ERJ135LR	Air Charters Europe	24	06.15+02	A319-133X	FBS BMVg	
PH-TXA	Ce510	ASL	27	280	PC-12/47E	104sq	07 IRL280
24.CS-CHJ	CL-350	NetJets Europe	f/v	T.18-2/45-41	Falcon 900B	451 Esc	arr
LX-JFV	PC-12/47E	Jetfly Aviation		100001	OS100	72 ASC sq	arr
LX-VGF	PC-24	Flying Group Luxembourg	del	4X-EHI	B737-958ER	EI AI	arr
26.9H-LEO	Ce550	PHS Aviation	03	9H-VJJ	Global 6000	VistaJet Malta	08
9H-SAL	Ce550 Bravo	Hyperion Aviation	f/v 28	F-HAJD	Ce525	Skyvision	
N63DR	Kodiak 100	E. Rossillon	28	F-HIPE	EMB505	Pan Européenne A/S	
OE-FDT	Ce510	GlobeAir		G-FDZY	B737-8K5	TUI Airways	09 TOM966P/7P
OO-ACC	Ce525A	Air Service Liège	27	LX-PCA	PC-24	Jetfly Aviation	
27.D-CSCA	Ce525B	Silver Cloud Air	28	LZ-OOI	Falcon 2000	Republic of Bulgaria	07
OO-ACC	Ce525A	Air Service Liège	28	OE-FAT	Ce510	GlobeAir	
PH-TXA	Ce510	ASL	31	TC-AEH	G150	TAHE	10
29.OO-PCK	PC-12/47E	EAPC		07.C-215	CL-604	Esk 721	
OO-PCN	PC-12/47E	EAPC		15+02	A319-133X	FBS BMVg	
30.9H-ALL	Ce525A	Luxwing		135L-484	ERJ135BJ	352 MMYP	
N127QR	Beech 300LW	A. Ruijgrok	arr	607	Falcon 7X	MH 59. Sz.D. R	
31.OO-DBM	PT-13D	M. de Brie	arr	17403	Falcon 50	Esq504	
OO-GEE	PC-12/47E	Pilatus Club One	18	T.21-01	C295M	353 Esc	
				100008	Tp100C	72 ASC sq	
				ZE708	BAe146 C3	32(TR)sq	
				7T-VNM	Ce560XLS+	Star Aviation	
				9A-CRO	CL-604	Government of Croatia	
				B-8287	A330-343E	Hainan Airlines	08
				CS-LTK	Ce680A	NetJets Europe	08
				CS-PHC	EMB505	NetJets Europe	
				F-HIVA	Ce525	Aerozais	
				F-HVYC	Ce560XLS+	Lyreco	
				HB-JIN	Falcon 900EX	Jet Avn Business Jets	
				LX-JFE	PC-12/47E	Jetfly Aviation	arr
				OE-FWF	Ce510	GlobeAir	08
				OH-WIX	Falcon 7X	Jetflite	
				OM-BYK	A319-115X	Government of Slovakia	
				SP-KCK	C3525A	Jet Story	
				08.T.18-2/45-41	Falcon 900B	451 Esc	dep
				ZE708	BAe146 C3	32(TR)sq	
				F-HBOD	E50P	Oyat Aviation	09 MIM567
				OE-FWF	Ce510	GlobeAir	09
				OE-GBD	A1125SPX	Tyrol Air Ambulance	
				09.605	A319-112	MH 59. Sz.D. R	11
				253	CN235M-100	101sq	arr IRL253
				102004	Tp102C	74 Airlift sq	11
				17403	Falcon 50	Esq504	10
				D-CITA	Lj60	FAI Rent-A-Jet	
				F-HANN	PC-12/47	FOBYC	2x
				F-HOLY	AW109SP	Skycam Hélicoptères	
				G-FDZZ	B737-8K5	TUI Airways	11 TOM944P/5P
				G-JOTD	BAe146-300QT	JOTA Aviation	
				N200LX	Falcon 2000LXS	Jetstream Aviation	11
				OH-WII	CL-604	Jetflite	arr

Two months ago we mentioned the proposed transfer of PC-24 OY-TWO to the Luxembourg register. On the 24th that bizjet finally arrived on delivery to Flying Group.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

December 2020							
01.17403	Falcon 50	Esq504					
CS-PHA	EMB505	NetJets Europe	arr				
D-INCS	Ce525	Jetkontor					
EC-NHU	CRJ200ER	Air Nostrum	ANE5162/3				
F-HGPE	EMB505	Pan Européenne A/S	02				
F-HGPG	Ce525	Valljet					
LX-JFX	PC-12/47E	Jetfly Aviation	03				
OH-MIG	PC-12/47E	FLY 7 Executive Aviation					
02.D-CYES	Lj35A	Air Alliance					
HB-JIN	Falcon 900EX	Jet Avn Business Jets					
LX-PCD	PC-24	Jetfly Aviation	03				
LZ-LAG	A320-231	Bulgarian Air Charter	03 BUC1945/6				
OK-SWT	B737-7Q8	Smartwings	04 TVS4372/3				
03.MM62174	A319-115X	306° Gruppo TS					
CS-DXS	Ce560XLS	NetJets Europe	dep				
D-BAHB	Falcon 2000LX	MHS Aviation	05				
D-INOB	Ce525A	Atlas Air Service					
F-HOLY	AW109SP	Skycam Hélicoptères					
LX-JFG	PC-24	Jetfly Aviation	JFA2C/3C				
LX-PCD	PC-24	Jetfly Aviation	10				
M-ETAL	P180	GFG Aviation					
M-GFGC	P180	Greensill Capital (IOM)					



Boeing 737 G-FDZZ was sent to Brussels for maintenance still in these hybrid Sunwing colours. COVID-19 prevented de-Sunwinging the aircraft after its return. (Brussels, 9 December 2020, Paul Sanders)



Aeroflot Boeing 737 VQ-BHV was caught on camera with extra titles, commemorating the so-called 'The Great Patriotic War', during the period from 22 June 1941 to 9 May 1945. (Brussels, 25 December 2020, Paul Sanders)

PK-GII	B777-3U3ER	Garuda	div 10 GIA88/88D	15.MM62244	Falcon 900EX	93° Gruppo TS	16
TC-SAB	CL-605	TAHE		102004	Tp102C	74 Airlift sq	arr
10.2801	A319-115X	241.dlt		40-MNE	Lj45	Vlada Crne Gore	16
C-215	CL-604	Esk 721	11	CS-DXN	Ce560XLS	NetJets Europe	dep
68/F-RAFA	Falcon 7X	ET00.060	11	D-CJPG	Lj35A	Quick Air	
15+01	A319-133X	FBS BMVg	11	F-HVYC	Ce560XLS+	Lyreco	
135L-484	ERJ135BJ	352 MMYP	11	F-HVYC	Ce560XLS+	Lyreco	
MM62243	A319-112X	306 Gruppo TS	11	G-TAWB	B737-8K5	TUI Airways	18 TOM944P/68P
L1-01	Falcon 2000EX	Slovenian Air Force		T7-BPJ	PC-12/47E	Eurojet Holdings	
T.18-1/45-40	Falcon 900B	451 Esc	11	16.020	C295M	8.BLTr (13.el)	
9H-VFH	CL-605	VistaJet Malta	11	252	CN235M-100	101sq	IRL252
D-ILAC	Eclipse 500	Liebherr Aerospace	11	L1-01	Falcon 2000EX	Slovenian Air Force	17
F-HOLY	AW109SP	Skycam Hélicoptères		102004	Tp102C	74 Airlift sq	
G-JOTD	BAe146-300QT	JOTA Aviation		ZE700	BAe146 CC2	32(TR)sq	
G-JOTD	BAe146-300QT	JOTA Aviation		9H-VCO	CL-350	VistaJet Malta	
LX-LAA	Lj45	Luxembourg Air Rescue		CS-GLD	Global 6000	NetJets Europe	17
LZ-OOI	Falcon 2000	Republic of Bulgaria	11	CS-PHJ	EMB505	NetJets Europe	arr
OE-FOE	Ce510	GlobeAir	12	D-IPPY	P180	AirGo Flugservice	17
OE-GLY	Lj75	Avcon Jet	11	F-HNAV	Beech 250	DGAC	tdy 20
OE-HPG	CL-300	Sparfell Luftfahrt	arr	LX-JFA	PC-12/47E	Jetfly Aviation	dep
OH-WII	CL-604	Jetflite	11	M-YGIG	G650ER	Concierge U	
OM-BYC	Fokker 100	Government of Slovakia		N989SF	Global XRS	Corporate Flight Management	21
SP-LIG	ERJ175LR	Government of Poland	11	OK-AOA	CL-300	CTR Group	
YU-BNA	Falcon 50	Government of Serbia		17.5105	CL601-3A	241.dlt	
11.2801	A319-115X	241.dlt		300/F-RACE	DHC-6-300	GAM00.056 (a/w)	
605	A319-112	MH 59. Sz.D. R		15+01	A319-133X	FBS BMVg	
252	CN235M-100	101sq	dep IRL252	252	CN235M-100	101sq	dep IRL252
06	C-27J	Transporto Esk	dep	MM62244	Falcon 900EX	93° Gruppo TS	
L1-01	Falcon 2000EX	Slovenian Air Force		T.18-4/45-04	Falcon 900B	451 Esc	
17403	Falcon 50	Esq504	dep	4X-CLL	IAI1126	Memorand Management	18
D-CDRF	Lj35A	DRF		F-HGIM	Ce680A	Airairles	2x
D-CGAA	Ce560XLS+	Air Hamburg		HZ-AR25	B787-10	Saudia	SVA3077/8
D-CZZZ	Ce560XLS+	DC Aviation		LX-PCB	PC-24	Jetfly Aviation	
F-HIPE	EMB505	Pan Européenne A/S		T7-BPJ	PC-12/47E	Eurojet Holdings	
G-ILBG	Ce525A	Catreus	12	18.LX-JFZ	PC-12/47E	Jetfly Aviation	
G-TAWC	B737-8K5	TUI Airways	15 TOM966P/7P	19.02-0203	C-40C	201st AS	20 BOXER41
LX-JFY	PC-12/47E	Jetfly Aviation	dep	9H-VJG	Global 6000	VistaJet Malta	20
N950MP	Global 6000	Nexgen Flight Solutions		CS-DLN	Falcon 2000EX	NetJets Europe	dep
12.9H-CGH	Falcon 50X	Skyfirst		D-CDRF	Lj35A	DRF	20
D-ISKO	Raytheon 390	Peak Air	14	D-IEFD	Ce525 (M2)	E-Aviation	
LX-JFR	PC-12/47E	Jetfly Aviation	arr	F-HGIM	Ce680A	Airairles	2x
13.9H-SUN	A340-312	Hi Fly Malta (a/w)	15 HFM371P/731P	F-HVYC	Ce560XLS+	Lyreco	
CS-DQB	Ce560XLS	NetJets Europe	dep	HZ-AR27	B787-10	Saudia	SVA3077/8
CS-LTC	Ce680A	NetJets Europe		LX-JFX	PC-12/47E	Jetfly Aviation	dep
D-AHOS	ERJ135BJ	Air Hamburg	14	20.D-IBJJ	Ce525A	Air Hamburg	
HB-AZD	ERJ190E2STD	Helvetic Airways	OAW788/SWR78	HZ-AR27	B787-10	Saudia	SVA3079/80
LX-JFA	PC-12/47E	Jetfly Aviation	arr	21.LX-PCF	PC-24	Jetfly Aviation	25 2x
OE-FHA	Ce510	GlobeAir	14	N114QS	Global 5000	NetJets	22
OE-FSP	Ce525A	Pink Sparrow		N156QS	Global 6000	NetJets	22
14.292/F-RACC	DHC-6-300	GAM00.056		OH-JRJ	PC-12/47E	Hendell Aviation	
252	CN235M-100	101sq	IRL252	22.CT02	A400M	20sq	del BAF636
F-HBDX	EMB505	Jetkey Invest	16	9H-VFI	CL-605	VistaJet Malta	
F-HBIR	Ce510	Le Club		CS-LTG	Ce680A	NetJets Europe	23
F-HEME	BAe 125-900XP	VallJet	2x 15	D-AFAB	CL-604	FAI Rent-A-Jet	arr
F-HMAU	EMB500	Lei Moa		D-CASH	EMB505	Air Hamburg	23
OE-FCB	Ce510	GlobeAir		D-CNUE	Lj60	FAI Rent-A-Jet	

D-CTWO	Lj35A	Air Alliance	
F-HGET	PC-12/47E	Getonejet	2x 23
G-VDOT	A350-1041	Virgin Atlantic	VIR517/8
N604GF	CL-604	Gafi	23
OE-FIT	Ce510	GlobeAir	
OK-GLX	G200	Eclair Aviation	
23.CE01	ERJ135LR	20sq	dep BAF619
CE02	ERJ135LR	20sq	dep BAF618
D-IAAB	EMB500	Arcus Air	
F-HHAB	TBM-850	Altairs	24
F-HOLY	AW109SP	Skycam Hélicoptères	
LX-FLG	PC-12/47E	Jetfly Aviation	25
LX-JFX	PC-12/47E	Jetfly Aviation	arr
OE-FIT	Ce510	GlobeAir	24
OE-FLG	Ce525	Smartline	
24.ZE707	BAe146 CC2	32(TR)sq	
7T-VNMM	Ce560XLS+	Star Aviation	
CS-LTG	Ce680A	NetJets Europe	dep
CS-TRJ	A321-231	Hi Fly	02 BAF687/HFY251P
D-AWIN	ERJ135BJ	Air Hamburg	arr
F-HGYM	ERJ145LR	Amelia	dep
F-HOIE	P180	nvestairs	
PH-PKF	Falcon 2000LXS	JetNetherlands	
25.9A-JSD	Ce525A	Jung Sky	26
CS-LTM	Ce680A	NetJets Europe	26
ER-BBC	B747-433(F)	Aerotrans Cargo	28 ATG4457/5504
F-HGET	PC-12/47E	Getonejet	
HB-FXM	PC-12/45	Pilatus Flugzeugwerke	
OE-FZA	Ce510	GlobeAir	26
26.N22UB	Ce525C	Flightpartner	
OE-FIT	Ce510	GlobeAir	
TC-TAV	BAe125-800XPi	TAV Air	
XA-CHG	G550	Operaciones Aviacore	
27.L1-01	Falcon 2000EX	Slovenian Air Force	
9H-QAK	B737-800	Malta Air	div
CS-DLK	Falcon 2000EX	NetJets Europe	28
CS-DQA	Ce560XLS	NetJets Europe	arr
CS-DXS	Ce560XLS	NetJets Europe	28
CS-LTC	Ce680A	NetJets Europe	28
D-CEFO	Ce560XLS+	Air Hamburg	
D-CHIC	EMB505	Air Hamburg	28
EI-DPR	B737-8AS	Ryanair	div
OE-IJG	A320-214	easyJet Europe	div EJU1679/634T
OE-IJV	A320-214	easyJet Eur.	div EZY4103/EJU359D
TC-JNH	A330-343E	Turkish Airlines	THY1939/40
28.G-VTEA	A350-1041	Virgin Atlantic	VIR519/20
G-VTEA	A350-1041	Virgin Atlantic	VIR517/8
I-TOPD	Beech 400A	Executive Aircraft Management	
OK-BEE	BE40	JetBee Czech	dep
29.D-AFUN	ERJ135BJ	Air Hamburg	arr
D-CTWO	Lj35A	Air Alliance	30
G-POWP	B737-436(F)	Titan Airways	AWC7W/846
G-VPOP	A350-1041	Virgin Atlantic	VIR517/8
PH-PKF	Falcon 2000LXS	JetNetherlands	
30.ZE700	BAe146 CC2	32(TR)sq	2x
D-AAAY	CL-604	Air Independence	31

D-CTWO	Lj35A	Air Alliance	
F-HGPE	EMB505	Pan Européenne A/S	
G-VTEA	A350-1041	Virgin Atlantic	VIR517/8
31.D-CDRF	Lj35A	DRF	
D-CYKP	Ce550 Bravo	Tyrol Air Ambulance	
PH-OYI	B767-304ER	TUI Netherlands	01 TFL93P/JAF1711

TUI Airways took some aircraft to Brussels for maintenance this month with the first Boeing arriving on the 6th. The Garuda on the 9th was an Amsterdam diversion. 20sq took delivery of the first Belgian A400M on the 22nd. Two former Belgian Air Force Embraers departed to Saint-Brieuc on delivery to Amelia on the 23rd. The next day another Embraer departed Brussels on delivery to Amelia, but this one was already French registered. Also on the 24th the final landing of the Hi Fly Airbus that has been operating for the Belgian Air Force. On the 27th two easyJet diversions from Lille and two Ryanair diversions from Paris-Beauvais.

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

Kleine Brogel

				December 2020
04.RN05	NH90-TTH	18sq	*	
ST46	SF260D	CC Air (grey c/s)	*	
07.CT01	A400M	20sq	*	
FB22	F-16BM	2w	*	
08.10-0219	C-17A	62nd AW		
09.CH09	C-130H	20sq	*	
FB14	F-16BM	2w	*	
10.FB22	F-16BM	2w	*	
11.ST46	SF260D	CC Air (grey c/s)	*	
14.CH09	C-130H	20sq	*	
15.CT01	A400M	20sq	*	
16.CH09	C-130H	20sq	*	
ST43	SF260D	CC Air (grey c/s)	*	
ST46	SF260D	CC Air (grey c/s)	*	
17.CH09	C-130H	20sq	*	
ST04	SF260M+	CC Air (yellow c/s)	*	
J-020	F-16AM	312sq	*	
84-0087	C-21A	76th AS		
18.CH01	C-130H	20sq	*	
ST48	SF260D	CC Air (grey c/s)	*	

The visit of CH09 on 17 December 2020 was the farewell flight of this particular C-130H as it is retiring from the 15 Wing/20 sq service.

Credits: Toon Cox, Edwin Huskens, Jos Schoofs.

Koksijde

				December 2020
01.FA104	F-16AM	10w	*	
08.ST48	SF260D	CC Air (grey c/s)	*	
279	AW139	301sq	*IRL279	



Crystal Luxury Air was launched in 2015. Global Express XRS N989SF is being operated by Corporate Flight Management for the sub-brand Crystal Cruises. Genting Hong Kong is the parent company for Crystal Cruises. (Brussels, 18 December 2020, Jan-Pieter Libens)



While on its way to the Zeebrugge harbour this H175 overflew Ostend airport. F-WTBD is destined for On- and Off-Shore operator Transportes Aéreos Pegaso as can be seen by the colours and titles of the helicopter. (Ostend, 16 December 2020, Nik Deblauwe)

14.	ST43	SF260D	CC Air (grey c/s, spec mks)	*	EI-FNX	A330-243	I-Fly	08 RSY9824/08
15.	ST41	SF260D	CC Air	*	EI-FSE	A330-243	I-Fly	
	ST46	SF260D	CC Air (grey c/s)	3x *	EI-GOT	A330-323E	I-Fly	08
17.	CH09	C-130H	20sq	2x *	UK67001	B767-33PER(F)	Uzbekistan Airways	
	ST48	SF260D	CC Air (grey c/s)	2x *	UR-CGW	An-12BP	Meridian	08
18.	ST46	SF260D	CC Air (grey c/s)	*	VP-BOP	A321-251NX	Ural Airlines	
	ST48	SF260D	CC Air (grey c/s)	*	08.279	AW139	301sq	dep IRL279
22.	ST47	SF260D	CC Air	*	A6-DDB	B777-FFX	Etihad Airways	09 ETD9862/3

The last month of 2020 brought Koksijde a single F-16AM visit on the first day of the month, one Irish Air Corps AW139 returning home after attending maintenance at Liège since 25 June 2020 and the final visits of CH09 on 17 December. Rest of the visitors are various Marchetti trainers, utilising their final flight hours of the year.

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

Liège

Addition		November 2020		
19.	EI-FSE	A330-243	I-Fly	RSY9546/7610
		December 2020		
01.	EI-FSE	A330-243	I-Fly	02 RSY7542/09
	EI-GCZ	A330-223	I-Fly	RSY9824/08
	EI-GOT	A330-323E	I-Fly	RSY7632/10
	VP-BXW	B767-3Q8ER	Azur Air	02 AZV2016/6642
02.	EI-GOT	A330-323E	I-Fly	03
	HA-YFK	Beech 400A	Jet Stream	arr
	OE-LFE	B757-28A(F)	ASL Airl. Belg. (a/w)	dep ABR752P
	UK67002	B767-33PER(F)	Uzbekistan Airways	
	VP-BOP	A321-251NX	Ural Airlines	
	VP-BRA	B767-33AER	Azur Air	03
	VP-BVR	A321-231	Ural Airlines	
03.	A7-BAA	B777-3DZER	Qatar Airways	QTR8858
	D-CFIV	Lj35A	Air Alliance	
	D-CSOS	LJ45	Jetcall	04
	EI-FSE	A330-243	I-Fly	
	G-WNCH	Beech B200	Synergy Aviation	
	OY-NPD	SA227DC	North-Flying	
	RA-76951	Il-76TD-90	Volga-Dnepr	05 VDA4091/4148
	VP-BXW	B767-3Q8ER	Azur Air	04 AZV2016/6644
	VQ-BKJ	A321-211	Ural Airlines	
04.	EI-GOT	A330-323E	I-Fly	
05.	EI-FSE	A330-243	I-Fly	
	VQ-BOB	A321-211	Ural Airlines	
06.	EI-GOT	A330-323E	I-Fly	
	EI-GPJ	A330-323E	I-Fly	RSY9822/06
07.	253	CN235M-100	101sq	arr IRL253
12.	EI-FSE	A330-243	I-Fly	
13.	EI-GOT	A330-323E	I-Fly	
	EI-GPJ	A330-323E	I-Fly	
	VP-BOP	A321-251NX	Ural Airlines	
	VP-BRA	B767-33AER	Azur Air	
14.	A6-DDB	B777-FFX	Etihad Airways	ETD9862/3
	EI-FNX	A330-243	I-Fly	RSY8538/9604
	EI-FSE	A330-243	I-Fly	
	F-HBZA	Ce550	Valljet	dep
	N861GL	Global 6000	Bombardier Aerospace	15
	UK67001	B767-33PER(F)	Uzbekistan Airways	
15.	4X-EDM	B787-9	EI AI	ELY231/2
	A6-DDB	B777-FFX	Etihad Airways	16 ETD9862/3
	EI-FSE	A330-243	I-Fly	16
	EI-GOT	A330-323E	I-Fly	
	UR-CSK	An-26B	Eleron	arr VVA2119
16.	EI-FNX	A330-243	I-Fly	RSY8538/9604
	EI-GOT	A330-323E	I-Fly	17
	EI-GPJ	A330-323E	I-Fly	
	UR-CKM	An-12BP	Cavok Air	18
	UR-CSK	An-26B	Eleron	
17.	UK67001	B767-33PER(F)	Uzbekistan Airways	
	VQ-BCE	A321-231	Ural Airlines	SVR3649/50
	VQ-BOB	A321-211	Ural Airlines	SVR3959/60
18.	EI-GCZ	A330-223	I-Fly	
	EI-GOT	A330-323E	I-Fly	
	VP-BOP	A321-251NX	Ural Airlines	19
19.	UK67001	B767-33PER(F)	Uzbekistan Airways	

20. EI-GOT	A330-323E	I-Fly		D-IFFF	CeF406	Air-Taxi Europe	TWG244/144
EI-GPJ	A330-323E	I-Fly		EC-GPS	SA227AC	Flightline	04 FTL832/851
21. EI-FNX	A330-243	I-Fly	RSY7542/09	HB-ALM	ATR72-202(F)	Zimex Aviation	f/v IMX602/602F
UR-CKL	An-12BK	Cavok Air	23 CVK7021/ -	PH-NNX	Ce750	ASL	dep
UR-CQD	An-26B	Vulkan Air	22	03. A7-AFG	A330-243F	Qatar Airways Cargo	f/v QTR8309
22. EI-GCZ	A330-223	I-Fly		A7-BAQ	B777-3DZER	Qatar Airways	f/v QTR8034
EI-GOT	A330-323E	I-Fly		SU-GET	B787-9	EgyptAir	04 MSR518/519
F-HSBL	EMB500	Pan Européenne A/S		UR-CQD	An-26B	Vulkan Air	04 VKA148/188
N225NE	B767-323ER	New England Patriots	23	04. OY-NPF	SA227DC	North Flying	NFA114/114P
23. ER-BBB	B747-433(F)	Aerotrans Cargo	24 ATG2252/6651	UR-CSK	An-26B	Eleron Airlines	f/v 05 VVA2115/123
ER-BBJ	B747-412F	Aerotrans Cargo	24 ATG9904/5	YL-RAG	Saab 340A(F)	RAF-Avia	06 MTL698C/107P
N302VT	Beech 250			05. D-IROL	Do228-100	Businesswings	JMP803/804
RA-76952	Il-76TD-90	Volga-Dnepr	24 VDA4151	T7-ASK	A300B4-22R(F)	San Marino Exec'Avn	06 SMF803/101
UR-CS302	Ce525B	KazAirJet		06. A7-BHD	B787-9	Qatar Airways	QTR8028
24. EI-GCZ	A330-223	I-Fly		HA-TAG	Saab 340A(F)	Fleet Air International	FRF301
EI-GOT	A330-323E	I-Fly	RSY9546/7610	HA-TVJ	Saab 340A	Fleet Air Int'l	07 FRF401/400
OE-LFE	B757-28A(F)	ASL Airl. Belgium (a/w)	arr ABR752	PH-NNX	Ce750	ASL	09
UK67001	B767-33PER(F)	Uzbekistan Airways		TF-AMN	B747-4F6(F)	Magma Aviation	ABD394
25. ER-BBB	B747-433(F)	Aerotrans Cargo	26 ATG6652/8801	07. CS-CHA	CL-350	NetJets Europe	NJE5KZ
F-HBGE	TBM-850	JoMaHo		D-ITTT	CeF406	Air-Taxi Europe	08 TWG221/155
26. EI-GPJ	A330-323E	I-Fly	RSY9824/06	C-FPOWD	B737-436(F)	Titan Airways	AWC800/780W
27. 9H-QAC	B737-800	Malta Air	div RYR6097/8	HA-KAO	ATR72-202(F)	Fleet Air Int'l	08 FRF901/900
EI-GOT	A330-323E	I-Fly		OO-SSF	A319-111	Brussels Airlines	BEL9931/1155
UK67001	B767-33PER(F)	Uzbekistan Airways		TF-AMM	B747-4H6(F)	Astral Aviation	ABD4892/4893
28. EI-GOT	A330-323E	I-Fly	29	08. ER-BAM	B747-409(F)	Aerotrans Cargo	09 ATG8815/2241
EI-GPJ	A330-323E	I-Fly		HB-ALM	ATR72-202(F)	Zimex Aviation	IMX601/602F
30. EI-GCZ	A330-223	I-Fly	RSY9824/06	LY-JMS	B737-522	KlasJet	09 KLJ9746/9747
ER-BBB	B747-433(F)	Aerotrans Cargo	31 ATG8805/7	OO-SUN	Ce510	Air Service Liège	09
31. EI-GOT	A330-323E	I-Fly	RSY9546/7610	SE-LFS	Fokker 50(F)	Amapola Flyg	APF5151
SP-MRB	Saab 340A(QC)	SkyTaxi		09. N165SL	P180	Supair	dep
UK67002	B767-33PER(F)	Uzbekistan Airways		N165SL	P180	Supair	11
UR-CQE	An-26B	Vulkan Air		OO-SUN	Ce510	Air Service Liège	11
VQ-BKG	A321-211	Ural Airlines		PH-NNX	Ce750	ASL	11

I-Fly continued to operate to Liège in December almost daily, as did Longtail (although not mentioned in the list). Ural was also present almost daily. The ASL Airlines Boeing 757 on the 2nd positioned to Cologne and was based at that airport until the 24th, operating flights for ASL Airlines Ireland. The El Al on the 15th was a cargo flight. The Malta Air on the 27th was a Lille diversion. The ASL Airlines Boeing 757 on the 24th positioned back to Liège. It began operating for ASL Airlines Belgium from its Liège base in 2021.

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

Ostend-Bruges

		December 2020			
01. D-BSUN	Do328-310	Joinjet	SUS218A/218B	09. N165SL	OO-MMT
OH-ZRH	PC-12/47E	Global Airlift Solution	02	SU-GDM	SU-GDM
OO-NST	H145	NHV	dep NHX4A	UR-82029	UR-CKL
SE-LFS	Fokker 50(F)	Amapola Flyg	dep APF5152	UR-EMC	UR-EMC
VQ-BBA	A319-111	Rossiya	f/v 03 SDM4101/2	T7-ASK	T7-ASK
02. D-FUNK	Ce208	IAS Itzehoer Airservice	FNK1	13. A7-BHB	B787-9



Amapola Flyg is one of the companies joining the increase in cargo flights into Ostend with Fokker 50 SE-LFS. (Ostend, 8 December 2020, Nik Deblauwe)



This McDonnell Douglas MD902 Explorer has been operated by Specialist Aviation Services since August 2008. SAS Group has its origins in two companies, Police Aviation Services and Medical Aviation Services. G-HAAT has served as a police helicopter and as an air ambulance. (Genk-Zwartberg, 19 December 2020, Toon Cox)

PH-NNX	Ce750	ASL	18	UR-CSK	An-26B	Eleron Airlines	24 VVA2001
14.CS-TRJ	A321-231	21sq	BAF685	24.A7-BFT	B777-FDZ	Qatar Airways Cargo	QTR8186
A7-BHF	B787-9	Qatar Airways	QTR8014	25.OO-NSV	H145	NHV	NHX20
G-CLAA	B747-446(F)	CargoLogicAir	f/v 15 CLU5250/5252	26.A7-BFI	B777-FDZ	Qatar Airways Cargo	QTR8722/8723
LX-FCB	PC-24	Flying Group Luxemb.	FYL11/12CB	A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8024
SP-KPR	Saab 340A	SprintAir	SRN110/111	D-CEFE	Ce525C	E-Aviation	EFD4E
SU-GDL	B777-36NER	EgyptAir	MSR528/529	SU-GDM	B777-36NER	EgyptAir	MSR528/529
SU-GDL	B777-36NER	EgyptAir	15 MSR526/527	SU-GDR	B777-36NER	EgyptAir	MSR520/521
SU-GDN	B777-36NER	EgyptAir	MSR522/523	27.A7-BHG	B777-36NER	Qatar Airways Cargo	QTR8028
SU-GER	B787-9	EgyptAir	15 MSR524/525	D-CAAM	Do228-212	Arcus-Air	AZE72L/73L
15.CS-TRJ	A321-231	21sq	BAF686	SU-GDM	B777-36NER	EgyptAir	MSR524/525
OE-FMG	Eclipse 500	Mali Air Luftverkehr		SU-GDO	B777-36NER	EgyptAir	MSR522/523
SU-GDM	B777-36NER	EgyptAir	MSR524/525	SU-GDR	B777-36NER	EgyptAir	MSR518/519
SU-GET	B787-9	EgyptAir	MSR520/521	28.A7-BFO	B777-FDZ	Qatar Airways Cargo	QTR8917
16.F-WTDB	H175	Airbus Helicopters	*	A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8025
LX-SAB	Falcon 900DX	Global Jet Luxembourg	SVW56AB	G-JMCU	B737-301(SF)	West Atlantic Airl.	f/v NPT712/713
SU-GDL	B777-36NER	EgyptAir	MSR526/527	N165SL	P180	Supair	
SU-GDL	B777-36NER	EgyptAir	17 MSR524/525	SU-GDM	B777-36NER	EgyptAir	MSR522/3,528/9
SU-GDO	B777-36NER	EgyptAir	MSR528/529	SU-GDN	B777-36NER	EgyptAir	29 MSR526/527
17.SU-GDM	B777-36NER	EgyptAir	MSR526/527	SU-GDO	B777-36NER	EgyptAir	MSR526/527,524/525
T7-ASK	A300B4-622R(F)	San Marino Exec'Avn	18 SMF102/101	29.EI-GHA	B737-490(F)	Poste Air Cargo	f/v MSA9701/701F
18.EC-GJM	SA227BC	Flightline	19 FTL952/961	SU-GDM	B777-36NER	EgyptAir	MSR524/525
N779WA	G-V	Planet Nine Private Air	19	SU-GDO	B777-36NER	EgyptAir	MSR5518/519
SU-GDL	B777-36NER	EgyptAir	MSR526/527	SU-GDP	B777-36NER	EgyptAir	MSR528/529
SU-GDM	B777-36NER	EgyptAir	MSR518/519	SU-GDR	B777-36NER	EgyptAir	MSR520/521,522/523
SU-GEU	B787-9	EgyptAir	MSR524/525	30.2-DARE	PC-12/47E	Brightling Services	
UR-EMC	ERJ190LR	Ukraine International	AUI3271/3272	A7-BFJ	B777-FDZ	Qatar Airways Cargo	31 QTR8186
19.HA-TAD	Saab 340A(F)	Fleet Air International	21 FRF201/200	A7-BFP	B777-FDZ	Qatar Airways Cargo	31 QTR8917
SU-GDM	B777-36NER	EgyptAir	MSR524/5,526/7	D-CEFO	Ce560XLS	Air Hamburg	AHO460U
SU-GDN	B777-36NER	EgyptAir	20 MSR522/523	G-KARE	PC-12/47E	Graham Aircraft Hire	
20.A7-BHE	B787-9	Qatar Airways	QTR8028	OO-SUN	Ce510	Air Service Liège	arr
OO-VLS	Fokker 50	Air Antwerp	ATW900/1, 902/3	SU-GDM	B777-36NER	EgyptAir	MSR5526/527,528/529
SU-GDM	B777-36NER	EgyptAir	MSR1520/1, 1528/9	SU-GDR	B777-36NER	EgyptAir	MSR524/525
SU-GDN	B777-36NER	EgyptAir	MSR526/527	31.OO-PCJ	PC-12/47E	EAPC	
TC-MCC	A300B4-622R(F)	MNG Airlines	MNB279/280	SU-GDR	B777-36NER	EgyptAir	MSR526/527,520/521A
TC-SGM	A310-308(F)	ULS Airlines Cargo	KZU826/827				
UR-EMC	EMB190	Ukraine International	AUI3271/3272	<u>EgyptAir Cargo:</u>			
21.A7-BHG	B787-9	Qatar Airways Cargo	QTR8014	SU-GCE	01, 03, 04 ² , 05 - 08, 10 - 12, 13 ² , 15 - 17, 19 ² , 20, 21, 28, 29		
EC-NIR	SA227AC	Flightline	22 FTL612/613	SU-GCF	03, 06, 07, 10, 12 ² , 13, 14, 16, 16/17, 19 ² , 20 ² , 23, 26 ² , 30, 31		
G-CLBA	B747-428ERF	CargoLogicAir	f/v CLU5252/5206	SU-GCJ	04, 05, 06, 08, 10, 13 ² , 15, 17 ² , 19, 20, 22, 24, 30, 30 ²		
OY-CLP	Ce650	North Flying	23 NFA061/063				
OY-NPF	SA227DC	North Flying	NFA111/111P				
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4900/2615				
22.G-JOTE	BAe146-300QT	JOTA Aviation	23 ENZ458/458F				
HA-TAG	Saab 340A(F)	Fleet Air International	FRF301				
OY-NPD	SA227DC	North Flying	23 NFA102/103P				
OY-NPF	SA227DC	North Flying	23 NFA112/113P				
SE-LFS	Fokker 50(F)	Amapola Flyg	APF5161/5150				
23.CS-DXU	Ce560XLS	NetJets Europe	NJE967W/7ZT				
D-IROL	Do228-100	Businesswings	JMP423/424				
G-REXA	Be200	RVL Aviation	REV951/951P				
HA-KAO	ATR72-202(F)	Fleet Air International	FRF914				
SE-LFS	Fokker 50(F)	Amapola Flyg	APF5171/5172				
TF-AMU	B747-48EF	Astral Aviation	ACP2601/2612				

EgyptAir Cargo:

SU-GCE 01, 03, 04², 05 - 08, 10 - 12, 13², 15 - 17, 19², 20, 21, 28, 29
 SU-GCF 03, 06, 07, 10, 12², 13, 14, 16, 16/17, 19², 20², 23, 26², 30, 31
 SU-GCJ 04, 05, 06, 08, 10, 13², 15, 17², 19, 20, 22, 24, 30, 30²

The NHV H145 on the 1st departed to the UK for temporary windfarm duties. The Falcon 900DX on the 16th visited on a training flight. On that same day a brand new H175 helicopter in Pegaso colours performed an approach before continuing to Zeebrugge for shipment to Mexico. On the 11th the previously mentioned NHV helicopter returned from the UK and performed a final local test flight as OO-NST. It is going to be operated by NHV for the German Air Force as D-HNHX.

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

Paramaribo-Zanderij 2020 Part 4



This BK117B2 was first noted at Düsseldorf with the German Polizei Nordrhein-Westfalen in 2002. It was exported to Suriname in 2017 and registered as PZ-HCK. The helicopter is being operated by United Aviation Services. (Paramaribo, 9 October 2020, Sherween Nannan)

Johan Adolf Pengel (Paramaribo, Surinam)

		October 2020	
01. HI1034	CRJ200ER	ACSA	CEY353
02. OB-2059-P	DC-8-73	Skybus Cargo Charter	
YV2964	ERJ190AR	ConViasa	
06. OB-2059-P	DC-8-73	Skybus Cargo Charter	HVY231
OO-ABB	A340-313E	Air Belgium	07 SLM993/4
09. N808SY	B737-8BK	Sun Country Airlines	SCX8671/2
PZ-HCK	BK117B2	United Aviation Services	
XA-VBC	ERJ145EU	FlyMex	
10. 8R-GAH	Ce208	Trans Guyana Airways	
8R-GAQ	Beech 1900D	Trans Guyana Airways	
PZ-TBS	Ce208B	Gum Air	
13. 09-0540	C-40C	73rd AS	
OO-ABD	A340-313E	Air Belgium	14 SLM993/4
PZ-TBN	DHC-6-310	Gum Air	
17. 8R-GAD	Ce208	Trans Guyana Airways	
PR-CSC	Beech 58	Porto Seguro Incorp. E Empr. Imob.	
XA-MAX	ERJ135BJ	FlyMex	
24. PZ-TBK	Ce208B	Gum Air	
PZ-TBN	DHC-6-310	Gum Air	
27. OO-ABB	A340-313E	Air Belgium	28 SLM993/4
29. N619PR	PA-31-350	Lorenzos Of America	30
30. PR-VQV	DA62	Aeromot	f/v
PZ-HRA	R44	Pegasus Air Services	

Amerijet International:

N316CM	23	N378CX	20
N349CM	16	N396CM	09
N373CM	30	N743AX	13

Northern Air Cargo:

N351CM	14, 20, 21, 27	N379CX	06, 07, 13, 27
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Roraima Airways:

8R-GRB:	13, 20, 22	8R-GRD:	13, 31
8R-GRC:	01, 06, 08, 15, 27, 29	8R-GRF:	13, 31

The DC-8 was a highlight, but also not often seen visitors for Paramaribo on the 1st, 2nd, 9th, 13th and 17th. The Air Force Boeing on the 13th arrived from and departed to Andrews AFB. The Diamond on the 30th arrived from Grenada and continued to Manaus on delivery.

		November 2020	
02. UR-KDM	An-12BK	Cavok Air n/t	CVK7142
04. XA-FLY	ERJ135BJ	FlyMex	
05. N820SY	B737-8FH	Sun Country Airlines	06 SCX8673/4
06. N578CJ	Ce525B	TVPX ARS	
PZ-HVG	R44	Pegasus Air Services	
07. PZ-TBN	DHC-6-310	Gum Air	
PZ-TBS	Ce208B	Gum Air	
09. N619PR	PA-31-350	Lorenzos Of America	10
10. OO-ABB	A340-313E	Air Belgium	11 SLM993/4
PZ-HDF	R44	Pegasus Air Services	
18. T7-MJJ	CL-604	Avcon Jet San Marino	20
19. N808SY	B737-8BK	Sun Country Airlines	20 SCX8671/2
21. PR-CSC	Beech 58	Porto Seguro Incorp. E Empr. Imob.	
PZ-TBN	DHC-6-310	Gum Air	
23. 8R-EAR	Beech 1900D	Trans Guyana Airways	
24. 2585	VC-99B	GTE	26 FAB2585
F-OIXE	ATR42-500	Air Antilles Express	GUY9730/1
OO-ABB	A340-313E	Air Belgium	25 SLM993/4
PH-GOV	B737-700	Gov'tment of the Netherlands	f/v 26
PZ-TBY	DHC-6-310	Gum Air	
25. F-HFRF	Beech B200	Aero-Sotravia	
F-OIXE	ATR42-500	Air Antilles Express	GUY9730/1
26. 8R-EAR	Beech 1900D	Trans Guyana Airways	
28. PZ-TBN	DHC-6-310	Gum Air	
29. PZ-TCU	B777-212ER	Surinam Airways	dep SLM994P
30. N52DR	PA-46-500TP	Grand Junction Aircraft Sales	

Amerijet International:

N316CM	20	N319CM	06
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Previously with FirstJet registered as XA-FJA this ERJ145EU is one of the Embraers that have been taken over by Mexican company FlyMex. It is being operated registered as XA-VBC. The company won a United Nations tender to carry out humanitarian services related to COVID-19 in Latin America, the Caribbean and South America in september 2020. (Paramaribo, 11 October 2020, Raoul de Miranda)

Northern Air Cargo:

N351CM 11, 18, 24, 25 N379CX 03, 18

Roraima Airways:

8R-BPK 05 8R-GRC 10, 12, 24
8R-GRB 03, 17, 19, 26

The SLM Boeing 777 operated a flight to Amsterdam on the 29th for an ETOPS certification flight. Some interesting visitors, already from the 2nd with a Cavok Antonov arrived from Sal, Cabo Verde and departing to Port of Spain. On the 4th a Mexican bizzer from Cancun to Cozumel. A prefix not often seen on the 18th from Georgetown, Guyana to Monrovia, Liberia. The 24th was an interesting day as it was the first time a Dutch government (minister of foreign affairs) paid an official visit to Surinam after the change of presidency. Also some visitors from neighbouring French Guyana and Brazil came to celebrate the 45th Independence Day on the 25th, including a Beech with a very new registration. The Cessna of Roraima on the 19th is a first visit.

PZ-TCU	B777-212ER	Surinam Airways	dep SLM994
19.8R-GAH	Ce208	Trans Guyana Airways	f-v
21.PZ-TSK	Ce208B	Blue Wing	22
26.HI1005	Ce525A	Helidosa	
PZ-TBN	DHC-6-310	Gum Air	
PZ-TBS	Ce208B	Gum Air	
27.N619PR	PA-31-350	Pegasus	
28.PZ-HRA	R44	Pegasus	
29.HI1005	Ce525A	Helidosa	
N619PR	PA-31-350	Pegasus	30
PZ-HVA	EC145	Vortex Aviation	
30.PZ-HRA	R44	Pegasus	

Northern Air Cargo:

N379CM 01, 08, 15, 22

Stratair:

N351CM 01, 08, 22

Roraima Airways:

8R-GRB 01, 08, 10, 17, 22, 24, 29

8R-GRC 03, 15 8R-GRD 03

Left out were Surinam Airways (B737, B777), KLM (B777 and B787) and the Fly Allways Fokker 70s.

The SLM Boeing 777 positioned back on 5 December from their ETOPS certification flight and from the 18th it could finally be used commercially. Also the Skybus DC-8 could be seen again this month. On the 7th an An-12 arriving for a technical stop from Kingston, Jamaica and continuing to Brasilia after a couple of hours. The day after a semi-military CN235 arrived from Georgetown and departed to San Isidro AB, Santo Domingo. On the 16th yet another Bell on delivery flight to Brasil with a first ever PS-prefix visiting Suriname. On the 18th the monthly oil workers charter by Sun Country. The Piper on that same day is a resident of the local Zorg and Hoop airfield.

Credits: Danny de Kiewit.

December 2020			
01.OO-ABB	A340-313E	Air Belgium	02 SLM993/4
04.OB-2059-P	DC-8-73	Skybus Cargo Charter	
05.F-HFRF	Beech B200	Aero-Sotravia	
PZ-TBN	DHC-6-310	Gum Air	
PZ-TCU	B777-212ER	Surinam Airways	arr SLM993P
07.UR-CNT	An-12BK	DS Air	
08.N768KD	CN235	Prescott Support	PSK734
OO-ABB	A340-313E	Air Belgium	09 SLM993/4
10.PZ-TSC	Ce206	Blue Wing	
11.OB-2059-P	DC-8-73	Skybus Cargo Charter	
12.PZ-TBS	Ce208B	Gum Air	
15.HI1045	Ce525B	Helidosa	
OO-ABA	A340-313E	Air Belgium	16 SLM993/4
16.HI1045	Ce525B	Helidosa	
PS-DYB	Bell 429	Cimed Industria De Medicamento f/v	
18.N619PR	PA-31-350	Pegasus	
N820SY	B737-8FH	Sun Country Airlines	SCX8673/4
OB-2059-P	DC-8-73	Skybus Cargo Charter	



PS-DYB arrived at Paramaribo for a technical stop before continuing its delivery flight to Brasil. This Bell 429 Global Ranger is destined for pharmaceutical company CIMED and has the same painting pattern as the rest of the company's fleet. As can be seen in the photo it also has the wheeled landing gear that was introduced in 2013. (Paramaribo, 16 December 2020, Sherween Nannan)

Military Movements Elsewhere



Last December, two brand new A400s arrived at Melsbroek with 20sq. While CT01 is being operated and maintained for Luxembourg, CT02 is the first 'real' Belgian example, with titles and logos as such. Toon Cox framed the latter in striking light on its first visit to Kleine Brogel, on 12 January 2021.

Germany

December 2020			
Nürnberg			
02.97-00102	UC-35A	E/1-214 Avn	Duke77
06-8611/RS	C-130J-30	37th AS	Herky12
07-8608/RS	C-130J-30	37th AS	Herky11
16-5840/RS	C-130J-30	37th AS	Herky11
231/F-RAFC	Falcon 2000LX	ET60	CTM0264
04.84-00157	C-12U	E/1-214 Avn	Duke77
07.T-721	Beech 350C	Swisstopo	SUI721
14-20682	HH-60M	C/6-101 Avn	Army20682
08.0102/F-RBAQ	A400M	ET01.061	CTM0267
09.0102/F-RBAQ	A400M	ET01.061	CTM0267
11.043/F-UJCI	A330MRTT	ERVTS01.031	FAF4091
10+23	A310-304	FBS BMVg	GAF552
14.14+07	Global 6000	FBS BMVg	GAF602
15.15+01	A319-115X	FBS BMVg	GAF891
14+02	Global 5000	FBS BMVg	GAF676
84-00165	C-12U	E/1-214 Avn	Duke15
16.60+06	P-3C	MFG3	GNV4530

Credits: MAR, Scramble Messageboard.

November 2020			
Ramstein			
01.86-0024	C-5M	60th AMW	RCH843
00-0182	C-17A	167th AS WV ANG	RCH972
02-1100	C-17A	155th AS TN ANG	RCH811/974
02-1111	C-17A	62nd AW	RCH409
04-4128	C-17A	305th AMW	RCH411
07-7173	C-17A	436th AW	RCH658
07-7176	C-17A	436th AW	RCH410
07-7177	C-17A	436th AW	RCH805
07-7179	C-17A	60th AMW	RCH412
08-8191	C-17A	437th AW	RCH899
08-8194	C-17A	62nd AW	RCH785
10-0215	C-17A	437th AW	RCH882
10-0216	C-17A	62nd AW	RCH869
93-1455	C-130H-3	181st AS TX ANG	RCH167
02.86-0015	C-5M	60th AMW	RCH155
05-5150/HH	C-17A	15th Wg	RCH296
06-6162	C-17A	60th AMW	RCH823
08-8204	C-17A	437th AW	RCH357
10-0218	C-17A	62nd AW	RCH983
900528	C-26D	NAF Sigonella AOD	CNV6302
16-5873/LI	HC-130J	102nd RQS NY ANG	dep King11
05-0409	U-28A	1st SOS	dep RCH1020
07-0838	U-28A	1st SOS	dep RCH1018
07-0840	U-28A	1st SOS	dep RCH1016
08-0790	U-28A	1st SOS	dep RCH1022
03.96-0004	C-17A	62nd AW	RCH217
02-1100	C-17A	155th AS TN ANG	5 RCH974

08-8194	C-17A	62nd AW	RCH785
09-9205	C-17A	437th AW	RCH300
10-0215	C-17A	437th AW	RCH882/983
10-0218	C-17A	62nd AW	RCH983/831
169533/BH	KC-130J	VMGR-252	Bronco31
04.ZE701	BAe146 CC2	32(TR)sq	RRR1903
85-0007	C-5M	436th AW	RCH867
87-0042	C-5M	60th AMW	RCH862
97-0046	C-17A	437th AW	RCH147
00-0178	C-17A	89th AS AFRC	RCH818
08-8203	C-17A	62nd AW	RCH887
09-9209	C-17A	62nd AW	RCH850
17-08238	CH-47F	B/6-101st AVN	Army08238
07-20091	UH-60M	5-101st AVN	Army20091
05.84-0062	C-5M	60th AMW	RCH429
87-0035	C-5M	436th AW	RCH655
90-0535	C-17A	89th AS AFRC	RCH560
95-0104	C-17A	155th AS TN ANG	RCH874
96-0004	C-17A	62nd AW	RCH217
03-3116	C-17A	183rd AS MS ANG	RCH299/980
06-6162	C-17A	60th AMW	RCH823
07-7170	C-17A	436th AW	RCH374
08-8192	C-17A	62nd AW	dep RCH707
09-9205	C-17A	437th AW	RCH300
10-0216	C-17A	62nd AW	RCH135
10-0221	C-17A	437th AW	RCH554
07-20091	UH-60M	5-101st AVN	Army20091
14-20699	HH-60M	C/6-101st AVN	Army20699
06.90-0535	C-17A	89th AS AFRC	8 RCH560
97-0046	C-17A	437th AW	8 RCH147
99-0058	C-17A	62nd AW	RCH370
00-0178	C-17A	89th AS AFRC	9 RCH688
03-3120	C-17A	62nd AW	RCH822
08-8199	C-17A	62nd AW	RCH827
10-0218	C-17A	62nd AW	13 RCH831/251
05-0730	C-40C	73rd AS AFRC	Spar19
09-72106	UH-72A	JMRC Avn Det	Army72106
07.87-0028	C-5M	60th AMW	9 RCH832
87-0036	C-5M	436th AW	17 RCH803
87-0042	C-5M	60th AMW	RCH862
95-0104	C-17A	155th AS TN ANG	9 RCH874/870
97-0048	C-17A	89th AS AFRC	RCH866
03-3124	C-17A	437th AW	18 RCH251
06-6157	C-17A	60th AMW	9 RCH372/815
07-7172	C-17A	60th AMW	RCH204
08-8203	C-17A	62nd AW	RCH887
10-0216	C-17A	62nd AW	RCH135
06-0500	C-37B	89th AW	SAM993
05-0932	C-40C	73rd AS AFRC	Avalon31
08.5607	C-130J-30	335 skv	NOW335A

97-0048	C-17A	89th AS AFRC	RCH866	93-26519	UH-60L	A/6-101st AVN	Army26519
03-3116	C-17A	183rd AS MS ANG	RCH545/802	14.96-0005	C-17A	137th AS NY ANG	RCH426
08-8192	C-17A	62nd AW	RCH707	01-0189	C-17A	155th AS TN ANG	16 RCH885/811
09.00-0172	C-17A	156th AS NC ANG	RCH893	04-4136	C-17A	305th AMW	RCH982
02-1108	C-17A	62nd AW	dep RCH481	05-5150/HH	C-17A	15th Wg	19 RCH321/809
03-3120	C-17A	62nd AW	RCH822	06-6158	C-17A	60th AMW	16 RCH318/109
05-5150/HH	C-17A	15th Wg	11 RCH296/251	07-7170	C-17A	436th AW	RCH250/808
07-7170	C-17A	436th AW	11 RCH374/250	15.96-0005	C-17A	137th AS NY ANG	RCH426
07-7180	C-17A	437th AW	11 RCH871	99-0059	C-17A	62nd AW	RCH152
10-0221	C-17A	437th AW	RCH554	04-4136	C-17A	305th AMW	RCH174
99-0402	C-37A	89th AW	11 SAM141	07-7170	C-17A	436th AW	21RCH808/455
10.95-0104	C-17A	155th AS TN ANG	12 RCH870	07-7180	C-17A	437th AW	RCH606
96-0005	C-17A	137th AS NY ANG	RCH105	10-0218	C-17A	62nd AW	17 RCH251/792
01-0192	C-17A	137th AS NY ANG	RCH863	16.5607	C-130J-30	335 skv	NOW335E
03-3123	C-17A	167th AS WV ANG	RCH888	85-0008	C-5M	436th AW	RCH860
04-4133	C-17A	305th AMW	dep RCH374	01-0197	C-17A	156th AS NC ANG	RCH891
07-7172	C-17A	60th AMW	RCH204	04-4136	C-17A	305th AMW	RCH174/335
08-8203	C-17A	62nd AW	RCH640/691	06-6158	C-17A	60th AMW	RCH109/107
900530	C-26D	NAF Sigonella AOD	CNV6409	07-7187	C-17A	437th AW	RCH816
01-0041	C-40B	89th AW	12 SAM113	09-9207	C-17A	437th AW	RCH838
11.01-0193	C-17A	437th AW	RCH685	10-0216	C-17A	62nd AW	30 RCH792/349
02-1109	C-17A	62nd AW	RCH553	169533/BH	KC-130J	VMGR-252	18 Bronco31
03-3116	C-17A	183rd AS MS ANG	RCH802	17.79+52	NH90-NFH	MFG5	GNV4350
04-4134	C-17A	305th AMW	RCH215	95-0107	C-17A	437th AW	RCH981
05-5150/HH	C-17A	15th Wg	13 RCH251/321	97-0042	C-17A	155th AS TN ANG	RCH555
06-6166	C-17A	436th AW	RCH881	01-0189	C-17A	155th AS TN ANG	19 RCH811
07-7170	C-17A	436th AW	13 RCH250/Bandage01	03-3127	C-17A	62nd AW	RCH101
07-7173	C-17A	436th AW	RCH878/865	04-4137	C-17A	305th AMW	RCH853
07-7176	C-17A	436th AW	14 RCH855	06-6158	C-17A	60th AMW	19 RCH107/156
08-8196	C-17A	62nd AW	RCH150	07-7180	C-17A	437th AW	RCH606
57-1427	KC-135R	117th ARS KS ANG	Bandage01	09-9209	C-17A	62nd AW	RCH803/843
12.ZE708	BAe146 CC3	32(TR)sq	RRR1533	10-0222	C-17A	437th AW	RCH844
87-0035	C-5M	436th AW	RCH984/875	900528	C-26D	NAF Sigonella AOD	CNV6316
01-0189	C-17A	155th AS TN ANG	RCH885	13-5786	MC-130J	352nd SOW	Full99
01-0193	C-17A	437th AW	15 RCH685	93-26486	UH-60L	A/6-101st AVN	Army26486
03-3123	C-17A	167th AS WV ANG	RCH888	99-26832	UH-60L	A/6-101st AVN	Army26832
04-4137	C-17A	305th AMW	RCH834/895	07-20091	UH-60M	5-101st AVN	Army20091
06-6161	C-17A	60th AMW	RCH810	11-20430	UH-60M	5-101st AVN	Army20430
900528	C-26D	NAF Sigonella AOD	CNV6311	18.ZZ178	C-17A	24/99sq	RRR6892
11-0550	C-37B	89th AW	SAM861	03-3127	C-17A	62nd AW	RCH101
92-1454	C-130H-3	181st AS TX ANG	RCH144	04-4136	C-17A	305th AMW	RCH335/323
13.5607	C-130J-30	335 skv	NOW335D	900530	C-26D	NAF Sigonella AOD	CNV6418
00-0175	C-17A	305th AMW	RCH424	10-08802	CH-47F	168th AVN Or ArNG	Army08802
02-1099	C-17A	758th AS AFRC	RCH839	92-26437	UH-60L	A/6-101st AVN	Army26437
04-4134	C-17A	305th AMW	16 RCH215	07-20091	UH-60M	5-101st AVN	Army20091
07-7173	C-17A	436th AW	RCH865	19.85-0008	C-5M	436th AW	23 RCH860
08-8196	C-17A	62nd AW	RCH857	87-0028	C-5M	60th AMW	RCH970
08-8203	C-17A	62nd AW	RCH691	87-0036	C-5M	436th AW	RCH837
10-0218	C-17A	62nd AW	RCH251	87-0119	KC-10A	60th AMW	RCH868
99-0402	C-37A	89th AW	SAM141	01-0196	C-17A	167th AS WV ANG	RCH873
01-0041	C-40B	89th AW	SAM113	02-1100	C-17A	155th AS TN ANG	23 RCH851/845
165831	C-40A	VR-59	CNV6613	04-4128	C-17A	305th AMW	RCH140



On a dull winter's day, where it even started snowing a bit just before its arrival, Robert Erenstein still managed to take this very acceptable photo of C-17A 07-7182. The 437th AW heavy, based at Joint Base Charleston (SC), arrived at Geneva on 11 December 2020 from Ramstein and departed to Fairford later on.

04-4136	C-17A	305th AMW	RCH323/661	28.MM62244	VC-900	93° Gr	IAM3180
06-6158	C-17A	60th AMW	RCH156/854	95-0104	C-17A	155th AS TN ANG	30 RCH888/885
07-7180	C-17A	437th AW	22 RCH606	03-3114	C-17A	183rd AS MS ANG	RCH566
09-9209	C-17A	62nd AW	RCH843	06-6158	C-17A	60th AMW	30 RCH210
10-0222	C-17A	437th AW	RCH844	08-8202	C-17A	62nd AW	RCH557
900528	C-26D	NAF Sigonella AOD	CNV6318	165829	C-40A	VR-58	30 CNV4829
13-5778	MC-130J	352nd SOW	Full99	29.07-7182	C-17A	437th AW	RCH1815
13-5786	MC-130J	352nd SOW	Full98	10-0215	C-17A	437th AW	RCH810
20.5699	C-130J-30	335 skv	NOW335X	30.ZE700	BAe146 CC2	32(TR)sq	RRR193
87-0028	C-5M	60th AMW	RCH970/869	87-0037	C-5M	337th AS AFRC	RCH313
95-0107	C-17A	437th AW	RCH872	01-0187	C-17A	62nd AW	RCH855
02-1108	C-17A	62nd AW	RCH884	08-8198	C-17A	437th AW	RCH223
05-5150/HH	C-17A	15th Wg	RCH809/531	62-3540/D	KC-135R	100th ARW	Evac10E2
06-6166	C-17A	436th AW	RCH358	93-26486	UH-60L	A/6-101st AVN	Army26486
08-8202	C-17A	62nd AW	RCH890	08-20183	UH-60M	5-101st AVN	Army20183
09-9212	C-17A	437th AW	22 RCH852	<u>Credits: MAR, Scramble Messageboard.</u>			
165831	C-40A	VR-59	CNV6619	Ramstein			
166694	C-40A	VR-56	CNV4942	December 2020			
01-0041	C-40B	89th AW	SAM202	01.ZE708	BAe146 C3	32(TR)sq	RRR1901
21.86-0014	C-5M	337th AS AFRC	24 RCH495	84-0061	C-5M	436th AW	dep RCH875
86-0025	C-5M	436th AW	RCH859	87-0037	C-5M	337th AS AFRC	dep RCH313
79-1713	KC-10A	60th AMW	RCH980	87-0042	C-5M	60th AMW	RCH103
02-1108	C-17A	62nd AW	RCH884	95-0104	C-17A	155th AS TN ANG	03 RCH885
03-3120	C-17A	62nd AW	RCH940	96-0005	C-17A	137th AS NY ANG	dep RCH738
04-4128	C-17A	305th AMW	RCH140/880	06-6158	C-17A	60th AMW	RCH898
05-5140	C-17A	729th AS AFRC	RCH800	08-8198	C-17A	437th AW	dep RCH223
05-5150/HH	C-17A	15th Wg	24 RCH323/316	08-8202	C-17A	62nd AW	RCH557
06-6158	C-17A	60th AMW	RCH854	10-0217	C-17A	62nd AW	RCH400
06-6165	C-17A	436th AW	RCH850	910502	C-26D	NAF Sigonella AOD	CNV6130
07-7170	C-17A	436th AW	RCH455/Bandage01	165832	C-40A	VR-58	CNV4703
07-7171	C-17A	305th AMW	23 RCH880/140	62-3540/D	KC-135R	100th ARW	03 Evac10E2/Quid674
99-0404	C-37A	89th AW	SAM226	02.168207	UC-12W	USMC Det Stuttgart	Atila07
22.87-0028	C-5M	60th AMW	RCH869	04-4136	C-17A	305th AMW	RCH554
02-1099	C-17A	758th AS AFRC	RCH561	04-4137	C-17A	305th AMW	RCH813
07-7180	C-17A	437th AW	RCH606	05-5150/HH	C-17A	15th Wg	dep RCH823
08-8202	C-17A	62nd AW	RCH890	10-0217	C-17A	62nd AW	RCH400
23.01-0192	C-17A	137th AS NY ANG	RCH732	09-0525	C-37B	89th AW	SAM265
03-3120	C-17A	62nd AW	RCH940	62-3551/D	KC-135R	100th ARW	Quid31
03-3124	C-17A	437th AW	RCH925	03.01	C-17A	SAC Wing	Bartok10
06-6165	C-17A	436th AW	RCH850	MM62317	Beech 350ER	71° Gr	IAM1495
07-7170	C-17A	436th AW	Bandage02	02-1100	C-17A	155th AS TN ANG	RCH825
10-0220	C-17A	62nd AW	RCH812	08-8198	C-17A	437th AW	05 RCH223/897
910502	C-26D	NAF Sigonella AOD	CNV6122	10-0216	C-17A	62nd AW	05 RCH349/806
99-0004	C-32A	89th AW	SAM140	900530	C-26D	NAF Sigonella AOD	CNV6402
02-5001	C-32B	150th SOS NJ ANG	RCH583	96-00109	UC-35A	A/6-52nd AVN	05 Ninja61
169533/BH	KC-130J	VMGR-252	Bronco31	84-23936	UH-60A+	C/1-214th AVN	Duke96
24.ZE707	BAe146 C3	32(TR)sq	RRR1535	04.ZE708	BAe146 C3	32(TR)sq	RRR1904
84-0061	C-5M	436th AW	RCH875	MM62287	P180AM	71° Gr	IAM1495
02-1100	C-17A	155th AS TN ANG	26 RCH845	01	C-17A	SAC Wing	Bartok10
04-4128	C-17A	305th AMW	RCH880	01-0189	C-17A	155th AS TN ANG	RCH559
05-5140	C-17A	729th AS AFRC	RCH170	02-1108	C-17A	62nd AW	RCH225/786
900528	C-26D	NAF Sigonella AOD	CNV6423	04-4136	C-17A	305th AMW	RCH554
25.ZE700	BAe146 CC2	32(TR)sq	RRR1925	05-5150/HH	C-17A	15th Wg	RCH823
85-0007	C-5M	436th AW	28 RCH496	05.02-1100	C-17A	155th AS TN ANG	07 RCH825/857
96-0005	C-17A	137th AS NY ANG	RCH738	02-1101	C-17A	758th AS AFRC	RCH826
01-0193	C-17A	437th AW	RCH500	05-5146/HH	C-17A	15th Wg	RCH858
02-1099	C-17A	758th AS AFRC	RCH805	06.87-0037	C-5M	337th AS AFRC	RCH597
04-4128	C-17A	305th AMW	RCH880	87-0042	C-5M	60th AMW	RCH890
05-5150/HH	C-17A	15th Wg	RCH316/226	99-0168/AK	C-17A	3rd Wg	RCH835
10-0220	C-17A	62nd AW	RCH812	00-0183	C-17A	156TH AS NC ANG	RCH982
910502	C-26D	NAF Sigonella AOD	CNV6125	02-1101	C-17A	758th AS AFRC	08 RCH926
98-0001	C-32A	89th AW	SAM180	08-8198	C-17A	437th AW	RCH897/167
26.83-1285	C-5M	436th AW	RCH863	10-0216	C-17A	62nd AW	19 RCH806/161
95-0104	C-17A	155th AS TN ANG	RCH888	165831	C-40A	VR-59	CNV6606
03-3114	C-17A	183rd AS MS ANG	RCH566	61-0315/D	KC-135R	100th ARW	Quid709
05-5150/HH	C-17A	15th Wg	02 RCH226/823	07.01	C-17A	SAC Wing	Bartok10
06-6166	C-17A	436th AW	RCH807	86-0025	C-5M	436th AW	20 RCH828/163
08-8197	C-17A	62nd AW	Bandage36/RCH820	01-0188	C-17A	137th AS NY ANG	RCH856
26.900528	C-26D	NAF Sigonella AOD	CNV6426	05-5146/HH	C-17A	15th Wg	RCH858
27.MM62029	VC-50	306° Gr	IAM3185/3186	07-7170	C-17A	436th AW	dep RCH433
84-0061	C-5M	436th AW	01 RCH875	07-7170	C-17A	436th AW	RCH433/160
96-0005	C-17A	137th AS NY ANG	01 RCH738	93-26486	UH-60L	A/6-101st AVN	Army26486
00-0172	C-17A	156th AS NC ANG	RCH428	08.ZE700	BAe146 CC2	32(TR)sq	dep RRR1908
01-0193	C-17A	437th AW	RCH500	ZE708	BAe146 C3	32(TR)sq	RRR1907
02-1099	C-17A	758th AS AFRC	RCH881	95-0105	C-17A	137th AS NY ANG	18 RCH983
98-0001	C-32A	89th AW	SAM180	98-0052	C-17A	62nd AW	13 RCH232
11-0550	C-37B	89th AW	SAM210	01-0192	C-17A	137th AS NY ANG	RCH695

02-1100	C-17A	155th AS TN ANG	RCH857	02-1101	C-17A	758th AS AFRC	RCH101
02-1101	C-17A	758th AS AFRC	RCH926	06-6156	C-17A	60th AMW	19 RCH708/545
03-3113	C-17A	183rd AS MS ANG	RCH348	10-0219	C-17A	62nd AW	RCH797
04-4131	C-17A	305th AMW	RCH704	165349/JW	C-130T	VR-62	16 CNV3183
06-6168	C-17A	436th AW	RCH841/911	14-5803	AC-130J	1st SOW	16 RCH1004
09-9206	C-17A	437th AW	RCH106	15.676	Nachshon Shavit	IDF 122sq	IAF353
900530	C-26D	NAF Sigonella AOD	CNV6307	85-0008	C-5M	436th AW	RCH878
85-24446	UH-60A+	C/1-214th AVN	Duke19	98-0052	C-17A	62nd AW	RCH845
09.06-6156	C-17A	60th AMW	RCH102	99-0060	C-17A	62nd AW	17 RCH859
06-6168	C-17A	436th AW	11 RCH911/841	02-1111	C-17A	62nd AW	RCH813
08-8198	C-17A	437th AW	RCH339	03-3120	C-17A	62nd AW	RCH318/983
10.95-0104	C-17A	155th AS TN ANG	RCH888	05-5143	C-17A	89th AS AFRC	RCH240
02-1100	C-17A	155th AS TN ANG	RCH857	06-6157	C-17A	60th AMW	RCH694/544
03-3119	C-17A	183rd AS MS ANG	RCH407	06-6166	C-17A	436th AW	RCH805
04-4131	C-17A	305th AMW	RCH704	07-7171	C-17A	305th AMW	RCH469
05-5145	C-17A	729th AS AFRC	RCH437/904	07-7184	C-17A	437th AW	RCH925
06-6156	C-17A	60th AMW	12 RCH102/708	08-8204	C-17A	437th AW	RCH500/803
06-6166	C-17A	436th AW	RCH867	18-1942	C-37B	89th AW	SAM267
07-7182	C-17A	437th AW	RCH1815	05-0932	C-40C	73rd AS AFRC	Avlon35
09-9210	C-17A	62nd AW	RCH807	15-5826	C-130J-30	317th AW	RCH452
900530	C-26D	NAF Sigonella AOD	CNV6409	63-8878/D	KC-135R	100th ARW	Evac10E2
165831	C-40A	VR-59	CNV6610	15-20745	UH-60M	A/1-214th AVN	Duke45
11.00-0183	C-17A	156th AS NC ANG	RCH851	16.95-0104	C-17A	155th AS TN ANG	RCH853
04-4136	C-17A	305th AMW	RCH178	03-3114	C-17A	183rd AS MS ANG	RCH525
05-5143	C-17A	89th AS AFRC	RCH240	04-4131	C-17A	305th AMW	18 RCH333
08-8198	C-17A	437th AW	16 RCH339/Bandage01	07-7171	C-17A	305th AMW	RCH469
10-0222	C-17A	437th AW	RCH108	07-7180	C-17A	437th AW	19 RCH327
18-1942	C-37B	89th AW	SAM267	10-0219	C-17A	62nd AW	RCH797
07-3170	C-130J-30	317th AW	RCH707	10-0222	C-17A	437th AW	18 RCH108
08-3178	C-130J-30	317th AW	RCH705	05-1436	C-130J-30	143rd AS RI ANG	RCH153
08-5693	C-130J-30	317th AW	15 RCH706	17-08238	CH-47F	B/6-101st AVN	Army08238
15-20760	HH-60M	C/6-101st AVN	Army20760	08-20183	UH-60M	5-101st AVN	Army20183
12.MM62317	Beech 350ER	71° Gr	IAM1495	10-20245	UH-60M	A/1-214th AVN	Duke42
95-0104	C-17A	155th AS TN ANG	14 RCH888	17.6191	C-130H	Esc.901	ROF302
02-1101	C-17A	758th AS AFRC	RCH101	85-0006	C-5M	68th AS AFRC	19 RCH558/230
03-3120	C-17A	62nd AW	14 RCH443	83-0076	KC-10A	60th AMW	RCH838
04-4132	C-17A	305th AMW	RCH146	93-0600	C-17A	155th AS TN ANG	RCH555
06-6157	C-17A	60th AMW	14 RCH694	99-0060	C-17A	62nd AW	19 RCH859
09-9208	C-17A	437th AW	RCH655	03-3114	C-17A	183rd AS MS ANG	RCH525
10-0222	C-17A	437th AW	16 RCH108	03-3120	C-17A	62nd AW	RCH983/802
13.96-0005	C-17A	137th AS NY ANG	RCH981	06-6166	C-17A	436th AW	RCH805
04-4131	C-17A	305th AMW	RCH333	08-8198	C-17A	437th AW	31 Bandage01/Rch809
04-4133	C-17A	305th AMW	RCH172	99-6143	C-32B	150th SOS NJ ANG	RCH467
05-5145	C-17A	729th AS AFRC	RCH840	16-5834	C-130J-30	317th AW	RCH190
05-4613	C-40C	73rd AS AFRC	Spar18	63-8878/D	KC-135R	100th ARW	Evac10E2
08-3173	C-130J-30	317th AW	RCH451	18.84-0061	C-5M	436th AW	20 RCH824
08-5726	C-130J-30	317th AW	RCH450	86-0031	KC-10A	60th AMW	RCH838
14.95-0104	C-17A	155th AS TN ANG	16 RCH888/853	11-00286	MC-12S-3	B/15th MIB	Argus68
99-0060	C-17A	62nd AW	RCH864	12-00280	MC-12S-3	B/15th MIB	Argus58



At first glance, this appears to be a typically West-European scene, with a French CN235 in rainy weather. We are, however, looking at a Caribbean affair as this is a French Guyana-based ET00.068 aircraft visiting Curaçao. No. 129, with "10.000 Heures de Vol" titles on its nose, was caught on camera by Larry Every on 26 November 2020.



Aircraft of the Air and Marine Operations division of the U.S. Customs and Border Protection are somewhat regular visitors to Curaçao. The P-3 AEW, like N149CS seen here taking off on 17 December 2020, is definitely one of its more interesting types. (Larry Every)

00-0176	C-17A	155th AS TN ANG	RCH891	04-4137	C-17A	305th AMW	01 RCH104
00-0178	C-17A	89th AS AFRC	RCH560	06-6166	C-17A	436th AW	RCH833
02-1111	C-17A	62nd AW	RCH813	07-7171	C-17A	305th AMW	RCH555
03-3119	C-17A	183rd AS MS ANG	RCH869	07-7188	C-17A	437th AW	RCH558
03-3120	C-17A	62nd AW	RCH802	10-0216	C-17A	62nd AW	RCH736
03-3123	C-17A	167th AS WV ANG	RCH938	30.85-0004	C-5M	436th AW	RCH830
08-8204	C-17A	437th AW	RCH517	87-0035	C-5M	436th AW	RCH258/825
10-0222	C-17A	437th AW	RCH108	01-0187	C-17A	62nd AW	RCH820
19.00-0178	C-17A	89th AS AFRC	RCH560	02-1108	C-17A	62nd AW	RCH700
08-8196	C-17A	62nd AW	RCH889	169533/BH	KC-130J	VMGR-252	Bronco35
09-9209	C-17A	62nd AW	21 RCH804/921	31.86-0025	C-5M	436th AW	RCH808
10-0216	C-17A	62nd AW	RCH161	03-3115	C-17A	183rd AS MS ANG	RCH860
20.00-0176	C-17A	155th AS TN ANG	RCH891/850	06-6165	C-17A	436th AW	RCH845
07-7182	C-17A	437th AW	RCH890	07-7171	C-17A	305th AMW	RCH555
08-8202	C-17A	62nd AW	Bandage36/Rch844	10-0222	C-17A	437th AW	RCH892
21.MM62243	A319CJ	93° Gr	IAM3185	60-0316	KC-135R	191st ARS UT ANG	RCH020
84-0061	C-5M	436th AW	RCH824	62-3519	KC-135R	92nd ARW	RCH008
87-0029	C-5M	60th AMW	RCH874	62-3528	KC-135R	92nd ARW	RCH009
01-0191	C-17A	436th AW	RCH275	63-7991	KC-135R	173rd ARS NE ANG	RCH021
04-4132	C-17A	305th AMW	RCH557	<u>Credits: MAR, Scramble Messageboard.</u>			
06-6165	C-17A	436th AW	RCH877	Spangdahlem			
09-9209	C-17A	62nd AW	RCH921	November 2020			
10-0216	C-17A	62nd AW	RCH161/443	02.03-3127	C-17A	62nd AW	04 RCH600
22.MM62243	A319CJ	93° Gr	IAM3185	03.87-0035	C-5M	436th AW	dep RCH888
00-0176	C-17A	155th AS TN ANG	Bandage37/RCH891	86-0027	KC-10A	305th AMW	RCH884
01-0188	C-17A	137th AS NY ANG	RCH473	09-9209	C-17A	62nd AW	dep RCH687
03-3119	C-17A	183rd AS MS ANG	RCH922/858	04.LX-N90454	E-3A	NAEWF	NATO40
04-4132	C-17A	305th AMW	28 RCH557	05.87-0028	C-5M	60th AMW	RCH832
22.169533/BH	KC-130J	VMGR-252	24 Bronco35	84-0190	KC-10A	305th AMW	RCH884
23.MM62317	Beech 350ER	71° Gr	IAM1496"	00-0176	C-17A	155th AS TN ANG	dep RCH176
01-0197	C-17A	156th AS NC ANG	RCH144	84-0087	C-21A	76th AS	Valor21
06-6158	C-17A	60th AMW	26 RCH982	06.87-0036	C-5M	436th AW	RCH803
08-8196	C-17A	62nd AW	RCH801	00-0182	C-17A	167th AS WV ANG	RCH252
10-0216	C-17A	62nd AW	25 RCH443/557	98-0001	C-32A	89th AW	SAM925
10-0217	C-17A	62nd AW	RCH616/720	07.96-0005	C-17A	137th AS NY ANG	RCH105
900530	C-26D	NAF Sigonella AOD	CNV6322	00-0182	C-17A	167th AS WV ANG	RCH252
98-0002	C-32A	89th AW	SAM370	05-5145	C-17A	729th AS AFRC	RCH894
63-8878/D	KC-135R	100th ARW	Quid703	08.07-7173	C-17A	436th AW	RCH878
24.03-3118	C-17A	183rd AS MS ANG	RCH888	09.02-1109	C-17A	62nd AW	RCH553
07-7169	C-17A	436th AW	RCH275	04-4137	C-17A	305th AMW	RCH833
900530	C-26D	NAF Sigonella AOD	CNV6322	01-0076	C-37A	76th AS	Valor76
25.10-0216	C-17A	62nd AW	28 RCH557/736	08-3176/RS	C-130J-30	37th AS	Herky71
10-0217	C-17A	62nd AW	28 RCH720/443	10.LX-N90445	E-3A	NAEWF	NATO40
10-0219	C-17A	62nd AW	28 RCH882	85-0028	KC-10A	305th AMW	12 RCH831/Gold51
26.03-3118	C-17A	183rd AS MS ANG	31 RCH888/887	86-0038	KC-10A	60th AMW	12 RCH842/Gold61
27.03-3124	C-17A	437th AW	RCH103	87-0119	KC-10A	60th AMW	12 RCH892/Gold71
28.86-0025	C-5M	436th AW	RCH729	84-00156	C-12U	E/1-214th AVN	Duke15
84-00162	C-12U	E/1-214th AVN	Duke69	60-0347	KC-135R	121stARWOHANG	12 RCH856/Gold81
03-3124	C-17A	437th AW	30 RCH103/156	12.LX-N90454	E-3A	NAEWF	NATO40
06-6165	C-17A	436th AW	RCH845	12.85-0004	C-5M	436th AW	RCH829
169533/BH	KC-130J	VMGR-252	Bronco31	07-7173	C-17A	436th AW	RCH865
29.96-0002	C-17A	437th AW	RCH551	13.LX-N90445	E-3A	NAEWF	NATO01
98-0052	C-17A	62nd AW	RCH809	86-0026	C-5M	60th AMW	RCH806

00-0175	C-17A	305th AMW	RCH424	12.85-0008	C-5M	436th AW	RCH878
04-4137	C-17A	305th AMW	RCH895	93-0600	C-17A	155th AS TN ANG	RCH555
10-0216	C-17A	62nd AW	RCH464/792	00-0181	C-17A	167th AS WV ANG	RCH625
08-3176/RS	C-130J-30	37th AS	Lion421	13.87-0029	C-5M	60th AMW	RCH868
15-5822/RS	C-130J-30	37th AS	HerkyY71	05-5146/HH	C-17A	15th Wg	RCH155
16-5840/RS	C-130J-30	37th AS	HerkyY72	14.95-00123	UC-35A	E/1-214th AVN	Duke46
14.97-0042	C-17A	155th AS TN ANG	RCH555	15.87-0029	C-5M	60th AMW	17 RCH868/855
04-4137	C-17A	305th AMW	16 RCH895/853	03-3115	C-17A	183rd AS MS ANG	RCH165
07-7173	C-17A	436th AW	RCH865/882	15.03-3123	C-17A	167th AS WV ANG	RCH938
10-0215	C-17A	437th AW	RCH879	04-4134	C-17A	305th AMW	17 RCH869
15.07-7173	C-17A	436th AW	RCH882	05-5149/HH	C-17A	15th Wg	RCH416
19.08-8601/RS	C-130J-30	37th AS	Herky74	09-9209	C-17A	62nd AW	RCH827
15-5822/RS	C-130J-30	37th AS	Herky73	16.86-0026	C-5M	60th AMW	RCH811
x2	F-16	510th FS	Buzzard51/52	00-0172	C-17A	156th AS NC ANG	RCH541/540
20.02-1099	C-17A	758th AS AFRC	RCH561	01-0197	C-17A	156th AS NC ANG	RCH519
03-3115	C-17A	183rd AS MS ANG	RCH434/833	17.87-0029	C-5M	60th AMW	19 RCH855/874
06-6166	C-17A	436th AW	25 RCH358	84-00165	C-12U	E/1-214th AVN	Duke15
21.01-0192	C-17A	137th AS NY ANG	RCH732	97-0044	C-17A	89th AS AFRC	RCH881
22.03-3115	C-17A	183rd AS MS ANG	RCH833	00-0172	C-17A	156th AS NC ANG	RCH540
23.10-0217	C-17A	62nd AW	RCH742	18.07-7174	C-17A	436th AW	RCH455
24.00-0185/AK	C-17A	3rd Wg	RCH145	07-7178	C-17A	305th AMW	RCH900/508
25.84-0126	C-21A	76th AS	Valor21	19.86-0026	C-5M	60th AMW	RCH886
30.84-00157	C-12U	E/1-214th AVN	Duke15	01-0188	C-17A	137th AS NY ANG	RCH473
00-0175	C-17A	305th AMW	RCH870	06-6165	C-17A	436th AW	RCH877
58-0036/D	KC-135R	100th ARW	03 Quid11	21.79-1946	KC-10A	60th AMW	23 BLUE61/RCH871
				97-0044	C-17A	89th AS AFRC	RCH932
				03-3115	C-17A	183rd AS MS ANG	RCH165
				07-7174	C-17A	436th AW	RCH455
				07-7180	C-17A	437th AW	RCH873
				22.84-00156	C-12U	E/1-214th AVN	Duke15
				05-5140	C-17A	729th AS AFRC	28 RCH920
				28.84-0126	C-21A	76th AS	Valor21
				29.01-0189	C-17A	155th AS TN ANG	RCH556
				84-0087	C-21A	76th AS	Valor42

Credits: MAR, Scramble Messageboard.

Spangdahlem

01.00-0175	C-17A	305th AMW	dep Rch870	07-7174	C-17A	436th AW	RCH455
01-0189	C-17A	155th AS TN ANG	RCH559	07-7180	C-17A	437th AW	RCH873
07-7173	C-17A	436th AW	RCH740	22.84-00156	C-12U	E/1-214th AVN	Duke15
03.02-1108	C-17A	62nd AW	RCH225	05-5140	C-17A	729th AS AFRC	28 RCH920
58-0036/D	KC-135R	100th ARW	dep Quid11	28.84-0126	C-21A	76th AS	Valor21
04.84-00156	C-12U	E/1-214th AVN	Duke15	29.01-0189	C-17A	155th AS TN ANG	RCH556
99-0168/AK	C-17A	3rd Wg	RCH175	84-0087	C-21A	76th AS	Valor42
04-4130	C-17A	305th AMW	RCH338				
05.01-0192	C-17A	137th AS NY ANG	RCH695				
03-3113	C-17A	183rd AS MS ANG	RCH348				
06-6168	C-17A	436th AW	RCH839				
06.08-8202	C-17A	62nd AW	08 RCH152				
07.10-0219	C-17A	62nd AW	RCH140				
08.10-0219	C-17A	62nd AW	RCH140				
09.84-00156	C-12U	E/1-214th AVN	Duke15				
04-4133	C-17A	305th AMW	12 RCH172				
10.LX-N90446	E-3A	NAEFW	NATO41				
05-5153/HH	C-17A	15th Wg	RCH177				
06-6163	C-17A	60th AMW	RCH502				
10-0223	C-17A	437th AW	RCH815				
11.05-5146/HH	C-17A	15th Wg	RCH155				
07-7176	C-17A	436th AW	RCH556				

December 2020

Credits: MAR, Scramble Messageboard.

United Kingdom

RAF Brize Norton				December 2020			
01.ZG998	Defender R2	651sq	AA528				
A41-207	C-17A	36sq	Aussie662				
0007/F-RBAA	A400M	ET01.061	02 CTM1480				
D-CXLS	Ce560XLS	Air Hamburg	AHQ467K/Z				
G-COBS	DA42NG	Thales UK	Calibrator651/100				
02.G-CGKW	Tutor T1	Oxford UAS	* Nickel15				
G-BSAH	Islander CC2	GAMA Avn	* GAM102T				
03.ZZ531	Wildcat HMA2		04 Harp24				
CE01	ERJ135LR	15w	BAF606				
G-BSAH	Islander CC2	GAMA Avn	* GAM102T				
G-WLTS	Bell 429	Wiltshire AA	Helimed22				



A first visit to Curaçao-Hato was U.S. Customs and Border Protection Dash-8 N808MR, on 21 January 2021. In addition to its role to detect, disrupt and interdict marine smuggling it can be converted into a cargo or passenger configuration if required. Larry Every was present once again to shoot the image above.

06.100008/008	Tp100C	72 ASC sq	SVF633	84-0126	C-21A	76th AS	* Valor42
07.59-1513	KC-135R	100th ARW	Quid668	04-4136	C-17A	305th AMW	RCH139
166376	C-37A	VR-1	09 VV400	165158/CW	C-130T	VR-54	11 CNV6506
09.ZE708	BAe146 C3	32(TR)sq	* NOH12	ZM336	Phenom T1	45sq	* CWL31
ZM328	Texan T1	72sq	Blazer1	91-1235	C-130H	165th AS KY ANG	RCH678
ZM331	Texan T1	72sq	Blazer2	10.63-13186	C-130E	THK	TuAF410
12.H-JCBB	G650	JC Bamford Excavators	JCB1	N412MC	B747-400F	Atlas Air	GTI8671
043/F-UJCI	A330MRTT	ERV02.091	FAF4090	11.08-8601/RS	C-130J-30	37th AS	Herky619
13.9H-VJZ	Global 6000	Vistajet	VJT981	96-0005	C-17A	137th AS NY ANG	13 RCH981
14.14-5831/RS	C-130J-30	37th AS	18 Herky16	62-3533	KC-135R	328th ARS AFRC	RCH816
15.T-054	A330MRTT	MMF	Multi99	63-8017	KC-135R	328th ARS AFRC	RCH818
G-BSAH	Islander CC2	GAMA Avn	* GAM102T	79-1947	KC-10A	305th AMW	RCH833
G-LLMW	DA42	On-Track Aviation	* Ontrack24	12.87-0041	C-5M	337rd AS AFRC	RCH303
16.ZJ78.	AS365N3	658sq	Hammer27	58-0073	KC-135R	106th ARS AL ANG	RCH808
OY-VIK	Falcon 7X	Air Alsie	Mermaid6213	61-0294	KC-135R	328th ARS AFRC	RCH865
17.ZH875	Hercules C4	24/47sq	Marshall05	87-0119	KC-10A	60th AMW	Blue41
B-536	C-130J-30	Esk 721	DAF9455	58-0063	KC-135R	328th ARS AFRC	RCH812
M-JCBB	G650	JC Bamford Excavators	JCB1	14.87-0122	KC-10A	305th AMW	RCH184
18.ZE700	BAe146 CC2	32(TR)sq	NOH08	x2	F-15C	493rd FS	* Eagle01/02
91-0303/LN	F-15E	492nd FS	Hoss11	15.05-4613	C-40C	73rd AS AFRC	Spar10
97-0220/LN	F-15E	492nd FS	Hoss13	57-1453	KC-135R	106th ARS AL ANG	RCH745
21.N503DE	Beech 350i	Straight Flight	Crook23	16.63-8024	KC-135R	336th ARS AFRC	19 RCH821
25.CS-DSG	Global 6000	EJME (Portugal)	JME613G	06-6157	C-17A	60th AMW	RCH544
PH-IWS	Falcon 7X	Exxaero	XRO569	17.63-8007	KC-135R	106th ARS AL ANG	RCH880
30.G-SHMA	Falcon 7X	Concierge U	Concierge7X	84-0126	C-21A	76th AS	* Valor21
				168850	P-8A	VP-9	* Rider17
				ZH872	Hercules C4	24/47sq	* RRR157
				18.63-8007	KC-135R	106th ARS AL ANG	22 RCH880
				19.168069/BH	KC-130J	VMGR-252	Otis82
				58-0052	KC-135R	336th ARS AFRC	RCH849
				20.09-0540	C-40C	73rd AS AFRC	22 Spar20
				98-0002	C-32A	89th AW	SAM370
				1502	C-130E	14. eltr	PLF252
				01-0193	C-17A	437th AW	RCH480
				21.04-4132	C-17A	305th AMW	RCH557
				23.01-0030	C-37A	76th AS	Valor30
				27.62-3528	KC-135R	22nd ARW	RCH009
				62-3519	KC-135R	22nd ARW	RCH008
				28.84-00162	C-12U	E/1-214th AVN	Duke69
				63-7991	KC-135R	173rd ARS NE ANG	RCH021
				60-0316	KC-135R	191st ARS UT ANG	RCH020
				169533/BH	KC-130J	VMGR-252	Bronco31
				29.07-7171	C-17A	305th AMW	RCH555
				N312AA	B767-223(F)	ABX Air	ABX2270
				169533/BH	KC-130J	VMGR-252	Bronco51
				900530	C-26D	NAF Sigonella AOD	CNV6329
				30.84-0087	C-21A	76th AS	* Valor21

Credits: MAR, Scramble Messageboard.

Cambridge			December 2020		
02.84008	Tp84	71 Airlift sq	SVF823		
04.B-536	C-130J-30	Esk 721	DAF9197		
09.C-215	CL-604	Esk 721	DAF9339		
11.5699	C-130J-30	335 skv	NOW553C		
17.84007	Tp84	71 Airlift sq	SVF827		
18.165810/BH	KC-130J	USMC	Otis81		
21.G-275	C-130H-30	336sq	NAF21		
V-11	G-IV	334sq	NAF71		

Credits: MAR, Scramble Messageboard.

Farnborough			December 2020		
01.F-ZBMH	DHC-8-402	Sécurité Civile	Milan7A		
03.A6-HEH	B737-8AJ	Dubai Air Wing	DUB6		
04.F-ZBFK/96	Beech B200	Sécurité Civile	Benga9A		
10.A6-HRS	B737-7E0	Dubai Air Wing	DUB4		
11.A9C-BAH	G650	Bahrain Amiri Flight	BAH6		
605	A319-112	MH 59	HUAF399		
15.A6-SHJ	A320-232	Sharjah Gvmt	18 SHJ01		
17.0002	G550	1 BLTr	19		
27.A6-HHH	G650	Dubai Air Wing	30 DUB15		

Credits: MAR, Scramble Messageboard.

Mildenhall			December 2020		
01.N312AA	B767-223(F)	ABX Air	ABX2270		
63-8003	KC-135R	141st ARS NJ ANG	RCH801		
60-0366	KC-135R	141st ARS NJ ANG	RCH802		
02.62-3544	KC-135R	141st ARS NJ ANG	RCH803		
62-3578	KC-135R	141st ARS NJ ANG	RCH804		
03.62-4125/OF	RC-135W	55th Wg	dep Olive55		
85-0034	KC-10A	305th AMW	10 Spur60		
84-0085	C-21A	76th AS	* Valor99		
165378/JW	C-130T	VR-62	CNV3321		
04.16-5856	C-130J-30	37th AS	Lion428		
06.165158/CW	C-130T	VR-54	09 CNV6506		
08.57-1435	KC-135R	191st ARS UT ANG	RCH887		
165378/JW	C-130T	VR-62	CNV3321		
06-6157	C-17A	60th AMW	RCH509/458		
63-9792/OF	RC-135V	55th Wg	Hoover55		
91-0327/LN	F-15E	492nd FS	Wasp11		
91-0312/LN	F-15E	492nd FS	Wasp12		
91-0301/LN	F-15E	492nd FS	Knight51		
08.91-0315/LN	F-15E	492nd FS	Knight52		
06-6166	C-17A	436th AW	RCH316		
03-3119	C-17A	183rd AS MS ANG	RCH407		
82-0191	KC-10A	60th AMW	RCH853		
09.83-0081	KC-10A	305th AMW	15 RCH181		
79-1947	KC-10A	305th AMW	Blue41		
62-4125/OF	RC-135W	55th Wg	Hoover56		
08-8198	C-17A	437th AW	RCH339		

Credits: MAR, Scramble Messageboard.

RAF Northolt			December 2020		
08.T-751	CL-604	LTDB	SUI584		
10.ZH899	Chinook HC5	27sq	SHF473		
XW235	Puma HC2	Benson Wing	Warlock2		
XW237	Puma HC2	Benson Wing	Warlock1		
13.T-785	Falcon 900EX	LTDB	SUI035		
15.ZZ178	C-17A	24/99sq	RRR6681		

Credits: MAR, Scramble Messageboard.

Stansted			December 2020		
01.A7-AAG	A320-232	Qatar Amiri Flight	QAF4		
A7-MAA	C-17A	10sq	LHOB243		
03.554	A320-214	Omani AF	MJN516		
06.A4O-HMS	B747-8	Omani Royal Flight	ORF1		
09.EZ-S721	S-92A	Turkmenistan Gvmt	test flight		
10.A7-MAO	C-17A	10sq	LHOB247		
12.A7-MAO	C-17A	10sq	LHOB247		
A6-ALN	B777-2ANER	Abu Dhabi Amiri Flight	AUH03		
A7-MHH	A319-115	Qatar Amiri Flight			
14.A7-AAG	A320-232	Qatar Amiri Flight	QAF4		
A6-HMS	A320-232	Dubai Air Wing			
16.06-0500	C-37B	89th AW	SAM330		
19.A7-HJJ	A330-203	Qatar Amiri Flight	QAF5		
21.A4O-HMS	B747-8	Omani Royal Flight	ORF1		
24.A7-HJJ	A330-203	Qatar Amiri Flight	QAF5		
30.4K-8888	A319-115	Azerbaijan Gvmt	AHY4027		

Credits: MAR, Scramble Messageboard.



In 2020 Swiss received its first Airbus A320neo, taking delivery of two A321neos and three A320neos. HB-JDB is one of the three A320neos and is seen in this picture landing at Amsterdam-Schiphol. All the Swiss A320neos can be easily distinguished from their “ceo colleagues” in the fleet by their Zorro-styled cockpit windows. Swiss has orders for fourteen more A320neos and six A321neos. (9 January 2021, Walter Heukensfeld)

Manufacturers News

Airbus

In the COVID-19 year 2020, Airbus delivered a total of 566 aircraft to 87 customers, including an impressive number of 89 deliveries in the final month. The figure was nevertheless 34% down on the 863 aircraft it delivered in 2019. As the manufacturers' activity suffered from the impact of the air transport crisis, Airbus started reducing production on its A320neo, A330 and A350 lines in April, and cutting overall monthly output by a third. In 2020 deliveries comprised 484 narrowbody aircraft consisting of 38 A220 family jets (10 A220-100 and 28 A220-300), fifteen A320neos (3 A319-100, 2 A320-200, 1 A320ACJ and 9 A321-200) and 431 A320neos (251 A320-200N, 2 A320ACJ, 10 A321-200N and 168 A321-200NX). On the widebody side Airbus delivered 82 aircraft, consisting of six A330neos (1 A330-300 and 5 A330-200MRTT), thirteen A330neos (3 A330-800 and 10 A330-900), 59 A350s (43 A350-900, 2 A350-900 ACJ and 14 A350-1000) and four A380s.

In 2020, Airbus recorded a total of 383 new orders, but also 115 orders were cancelled, which makes a total of 268 net orders for the year. The A220 won 64 new orders, while the A320 family won 296 new orders including 37 A321XLRs. In the widebody segment, Airbus won 23 new orders comprising of two A330s and 21 A350s. This brings the total Airbus backlog to 7,191 aircraft by the end of 2020. The breakdown of the order backlog is: 37 A220-100, 445 A220-300, 5 A319-100, 73 A319-100N, 17 A320-200, 2,762 A320-200N, 30 A321-200, 108 A321-200N, 2,488 A321-200NX, 401 A321-200NY, 8 A330-200, 8 A330-300, 12 A330-800, 262 A330-900, 391 A350-900, 115 A350-1000 and 5 A380-800. In addition to these commercial aircraft, the order backlog consists of sixteen corporate jets (6 A220-100 ACJ, 3 A319-100N ACJ, 4 A320-200N ACJ and 3 A350-900 ACJ) and 8 military A330-200 MRTTs.

Boeing

Boeing delivered 157 aircraft to 36 customers in 2020. With the ban of the 737 MAX lifted in December, Boeing delivered only 43 narrowbody aircraft, consisting of 16 737NGs (2 737-800 and 14 military 737NG-based P-8 surveillance aircraft) and 27 737 MAXs (17 737 MAX 8, 1 737 MAX 9, 9 737

MAX 9). On the widebody side, Boeing managed to deliver 114 aircraft this challenging year, consisting of five 747-8s, 30 767s (19 767-300 freighters and 11 767-2C military tankers), 26 777s (22 777 freighters and 4 777-300ER) and 53 787s (5 787-8, 36 787-9 and 12 787-10). In 2019 Boeing delivered 380 aircraft, which was of course also impacted by the grounding of the B737MAX. In 2018, before the 737 MAX was grounded, the manufacturer delivered 806 planes. Boeing expects to reach that level again from 2025 onwards.

On the order side, Boeing received orders in 2020 for 130 B737s, one B747, eleven B767s, thirteen B777s and 29 B787s. The manufacturer also faced many cancellations, both from customers itself, but also due to financial regulations. It logged a total of 1,210 cancellations, meaning its net orders for 2020 stands at -1,026. The breakdown of cancelled orders is 1,164 B737s, five B747s, fourteen B777s and 27 B787s. This 2020 order activity leaves Boeing at year-end with 4,223 jets on its backlog, down 22% since the end of 2019 largely due to cancellations and accounting adjustments stemming from the pandemic-shattered aviation industry. The 4,223 jets remaining in Boeing's backlog include 3,321 737s, eight 747s, 75 767s, 350 777s and 469 787s.

B737 MAX

After the US, Mexico, Brasil and Canada, Europe's air safety authority EASA formally cleared the Boeing 737 MAX to return to service with the publication of a finalised airworthiness directive. EASA published the document on 27 January, following a consultation period which closed on 22 December last year. The publication clears the way for airlines to operate the type again in Europe. In the Airworthiness Directive issued, EASA has outlined the steps that need to be taken before a MAX can return to the skies.

The steps are installing new software on the aircraft's computers, physically separating electrical wires that go from the cockpit to the horizontal stabilizer, updating the Aircraft Flight Manual (AFM), and pilots completing the new and updated training. After completion of the steps, airlines will have to test the new systems and conduct a test flight.

Approximately forty B737MAXs have been delivered so far to airlines falling under EASA-authority and airlines will now start the work for returning their MAXs back to duty.

Alongside the airworthiness directive EASA has published a safety directive for non-European carriers which hold third-country operator authorisation to implement equivalent requirements.

In a separate Airworthiness Directive to the European Union Aviation Safety Agency, UK regulators have also approved the Boeing 737 MAX for return to service. This separate publication follows the UK's exit from EASA membership as it completed its withdrawal from the European Union on 1 January. But the UK Civil Aviation Authority's directive closely matches the EASA version owing to the UK's involvement in the work undertaken by the European authority. Currently TUI Airways is the only UK operator of the 737 MAX, with six 737 MAX 8 aircraft delivered and 23 737 MAX 8 and seven 737 MAX 10 on order.

777X

On 27 January Boeing disclosed that it won't be delivering its first 777-9 aircraft until late 2023. It is not the first time the 777X is plagued with delays. Initially Boeing planned the first flight for 2019, with deliveries starting in 2020. But a durability issue with one of the vanes in the GE9X engines forced Boeing to delay the first flight to January 2020. The first delivery of the 777X was initially planned for 2020, but after the first flight in January 2020 Boeing announced that the aircraft wouldn't be delivered until 2022. However, the programme has now slipped again and Boeing is now expecting to deliver its first 777X aircraft in late 2023. Given how far out this is, the American manufacturer isn't specifying a more detailed time frame. Besides a delay, Boeing also recorded a pre-tax charge on the 777X programme of \$6.5 billion.

As a reason for this new delay and additional costs, Boeing mentioned i) an updated assessment of global certification requirements, ii) the company's latest assessment of the COVID-19 pandemic on market demand and iii) discussions with customers with respect to aircraft delivery timing. The delay will clearly impact customers who are expecting the aircraft. However, it could actually be a blessing in disguise for many, given the current circumstances.

Two series of the new 777X are offered, the 777-8X and 777-9X. In November 2015 Boeing formally dropped the "X" suffix for the individual 777X variants, so the models are now

called the 777-8 and 777-9. The combined family however will still be known as 777X. The 426 seat 777-9 is the largest of the two and offers a range of 13,490 kilometres. The smaller 384 seat 777-8 offers a range of 16,170 kilometres. Boeing did not receive any new orders since the first flight of the aircraft on 25 January 2020 and despite the changing market conditions due to COVID-19 no orders were cancelled, so it still has orders for 309 777Xs (267 777-9, 32 777-8 and 10 777 variant unannounced) from nine different customers.

787

In last month's issue (Scramble 500 – Page 24) we reported about the production issues with the Boeing 787. The manufacturer slowed and eventually halted 787 handovers last year to complete airframe inspections related to quality issues. The company has not delivered a 787 since October 2020. Boeing has continued producing 787s, though at a slowing production rate. As a result, the company has accumulated an inventory of about eighty completed but undelivered 787s.

Late January Boeing announced that it expects 787 deliveries should resume before the end of the first quarter of 2021. Details about the inspections have been sparse, with Boeing describing the problem as a "skin flatness issue" at "areas of the fuselage join". As for the eighty undelivered 787s, Boeing expects to deliver the vast majority of these aircraft before the end of 2021. At the same time, Boeing is producing about five additional 787s monthly, equating to sixty Dreamliners annually. That means that Boeing might be aiming to deliver as many as 130 787s this year.

NMA / 797

In Scramble 493 (page 20) we mentioned that Boeing halted the development of the new Boeing NMA (New Mid-Market Aircraft) With this new clean-sheet twin-engine, composite-winged design, Boeing would try to conquer the 757/767 replacement market. The aircraft would be able to fly 7,400 – 9,300 kilometres, carrying up to 270 passengers. Especially after the sale-success of the A321neo - especially the A321LR and A321XLR variants – Boeing had to come with a competitive product for this market segment.

However, in spring 2020 Boeing put the development of the NMA – or 797 as the aircraft would probably be named – on hold. With the MAX crisis in full swing, the changed market conditions due to the COVID-19 crisis and the failed joint-venture with Embraer (Embraer engineers would form a



In November 2020 SP-LNF, one of the fifteen Embraer 195s in the LOT Polish Airlines fleet, was painted in this Warmia Mazury colour scheme. It promotes the Warmia and Masuria regions in the north-east of Poland. If water sports are your thing, this is your place to be, as the region is famous for its more than one thousands lakes. The area may also be famous for historical reasons as it was home to Hitler's wartime hideout, the Wolf's Lair – WolfSchanze - one of Europe's most significant WWII sites. (Brussels, 16 December 2020, Paul Sanders)



Latest addition to Bluebird's six strong Boeing 737-400 freighter fleet is TF-BBN. The aircraft was delivered to the Icelandic cargo operator after conversion at Kelowna (BC) on 13 November 2020. Before being converted it flew as a passenger aircraft for Flair Airlines, Jet4You, Corsair and Air Charter. (Cologne, 17 December 2020, Anton van Ruiten)

major part of any new airplane design team and key components were to be built by Embraer as well) Boeing had more priorities to focus on and a lot of problems to solve before starting a new aircraft programme. According to rumours all product development has stopped and all workgroups have been disbanded, except for what might be termed skeleton crews.

But, during a 27 January earning call, Boeing CEO David Calhoun said that they might still develop an aircraft similar to the conceptual jet known as the New Mid-Market Aircraft. Calhoun was asked by journalists how Boeing intended to compete against long-range variants of the Airbus A321neo aircraft, which has more range than Boeing's 737 MAX. That market segment – also known as the mid-market segment – is “where our development efforts lean”, Calhoun responded. He also said that Boeing's engineers and developers are working on the advanced production and manufacturing technologies such a jet would need to be commercially successful. And Boeing need not wait for major advances in engine technology, Calhoun adds, suggesting Boeing's next jet will be powered by conventional powerplants.

According to many aviation analysts Boeing could launch this new aircraft programme in 2023. Assuming a seven-or-eight year development timeline, this means that we can expect to see the 797 in service around 2030 or 2031. Time will tell...

COMAC

ARJ-21

On 8 January 2021 COMAC announced the first international order for their ARJ21 regional jet. Through China Aircraft Leasing Co (CALC) thirty ARJ21s are ordered and destined for Indonesian carrier TransNusa. The deal also includes an option for another thirty regional jets and the first order is expected to be completed and delivered by Q4 2026.

Airliner News

Europe

The Netherlands

The continued downturn in passenger demand made KLM decide to park additional B737s at Groningen. On 24 January, six B737s made the short hop from Amsterdam and on 25 January another six followed. With three already parked at Groningen, the total number of KLM B737s parked will be fifteen. The B737s that are (so far) known to be at Groningen

De Havilland Canada

DHC-8-400

Early January 2021 De Havilland Canada announced a freeze on their Dash 8-400, after completing the backlog. At the moment seventeen Dash 8s are listed in the backlog with customers in Africa, Asia and the United States. For their US customer two Dash 8-400s are ordered in firefighting configuration. Two more Dash 8s are listed without specific customers, becoming potential whitetails. The manufacturer has informed their suppliers about the production freeze, decreasing the parts and components production. The small backlog also raised questions about the production facility in Toronto-Downsview (ON), currently rented from Bombardier and with the lease expiring in 2023.

After the take over from Bombardier in November 2018 Viking Air took control of the production lines and AOC of all Dash family airplanes, however, COVID-19 seriously messed up some plans. De Havilland Canada states that their main focus at the moment is to support airlines on returning their stored Dash 8s back into service as the numbers show 186 -400s parked and 139 classic -100/200/300s. Next to new built airframes the company is also exploring retrofit modifications for maritime patrol and firefighting.

Pilatus

Within three years, following post certification and first delivery back in 2018, Pilatus reported their 100th PC-24 business jet delivery on 5 January 2021. Luxembourg operator Jetfly received their ninth PC-24 LX-PCE (msn **200**) late December 2020 and the versatile jet joined the all Pilatus-fleet, including a respectful number of PC-12s. In October 2019 Pilatus celebrated their 50th PC-24 and aims to deliver fifty new jets per year. At this moment the 2021 order book is completely filled and a small number of slots are available early 2022 to receive a new PC-24.

for a while are PH-BCB, -BCD, -BGA, -BGB, -BXA, -BXC, -BXD, -BXE, -BXF, -BXH, -BXI, -BXN, -BXU, -BXZ, -HSD.

In the meantime, the very first Embraer E195-E2 for KLM cityhopper made its first flight on 22 January. The aircraft, registered PR-EDK, has c/n **19020045** and will become PH-NXA in Dutch service. Delivery is expected to take place next month. KLM cityhopper has orders for 21 E195-E2s, which will be leased via Aircastle and ICBC. The carrier also has

options (with Embraer) for fourteen more E195-E2s. The new Embraers will carry up to 132 passengers. Originally, the plan was to use the first batch of E195-E2s for expansion and later on replace the ERJ190s in the fleet. If this is still the case with passenger demand at a very low level remains to be seen. The KLM subsidiary currently has a fleet of 49 aircraft, consisting of seventeen ERJ175s and 32 ERJ190s.

Estonia

Nordica has reached an agreement with LOT to buy the 49% shares the Polish airline owned in subsidiary Xfly. With this acquisition, Nordica is now the full owner of its subsidiary, which works as a capacity provider. LOT took the stake in Xfly four years ago when it was still named Regional Jet. It was rebranded in Xfly in February 2020. Nordica and LOT will continue to work together on commercial basis. Xfly is operating a fleet of eighteen aircraft, consisting of seven ATR-72s and eleven CRJ-900s. Of these, all ATRs as well as three CRJ-900s are operated for SAS. Three further CRJ-900s are operated for Nordica. The remaining five CRJ-900s are normally deployed on ACMI-operations. Before the Corona-pandemic and the break-up with LOT, Xfly planned to add seven ERJ195s from LOT to its fleet. If this will continue is currently unknown.

Germany

Charter-specialist Avanti Air has sold its two Fokker 100s to Australian airline Network Aviation. D-AOLH (**11505**) is expected to make the long journey to Australia in February, while D-AOLG (**11452**) is due in October. Avanti Air will use this Fokker 100 to continue their operations during the 2021 summer season. In the meantime, the airline is looking into replacement aircraft and is evaluating the A319, A320, B737 and ERJ190. Avanti Air was founded in 1994 with two Beech 1900s, but also operated five ATR-42s and three ATR-72s over the years before becoming an all jet-operator. The two Fokker 100s will be the eighteenth and nineteenth Fokker 100 in the fleet of Network Aviation, which is owned by Qantas. The aircraft are operated in the QantasLink-livery out of the company's base at Perth. Network also has eight A320s in the fleet, which are also flown for QantasLink.

On 12 January, DHL Express announced it has ordered eight additional B777Fs at Boeing. The first of the aircraft is expected to be delivered in 2022. In 2018, DHL ordered fourteen B777Fs, of which ten have been delivered so far. DHL Express is currently employing a total of fifteen B777Fs, which are operated by its partners AeroLogic from Germany (five aircraft) and Kalitta Air (four aircraft) and Southern Air (six aircraft) from the US. It's currently unknown at which company DHL Express is planning to place the new aircraft.

Ireland

Boeing has announced that lessor BBAM has signed a deal with Boeing for six B737-800BCF. The deal also includes options on another six -800BCFs. With this order, BBAM has now orders and commitments for fifteen B737-800BCFs. The Boeing B737-800 Boeing Converted Freighter (BCF) was launched by the manufacturer in 2016. Most important modifications to the original -800 are a strengthened floor, a large cargo door as well as a cargo handling system. Since the launch of the programme, Boeing has noted down 150 orders and commitments.

Malta

AirX has expanded the fleet with two former Iberia A340-600s. The aircraft, 9H-FFC (**431**) and 9H-LFC (**440**) were both registered to the company in January and will be used for AirX's ACMI-operations. The duo of A340s was retired by Iberia in March 2020 and both are currently residing at Chateauroux since September 2020 where they will now be prepared for their new owner. AirX was founded in 2011 and has its main entity based in Malta. The company also has subsidiaries in

Germany and the UK. Before these new additions it operated a fleet of one A340-300, three B737-500s, seven CL-850s, three Embraer ERJ190 Lineage 1000s, two ERJ135 Legacy 600s and four Cessna 750s. It's, however, reported that the three B737-500s are scheduled to be returned to their lessors later this year.

AELS FlightService has acquired the controlling stake in Maleth-Aero. Both companies have already been working together, with Maleth-Aero operating AELS FlightService's three A330-200s. Maleth-Aero was founded in 2011 and has a fleet of three A330-200s (operated for AELS), six A340-600s (operated for European Aviation), three B737-300s and one ERJ145. It offers ACMI, charter and executive flights. AELS is part of aircraft and engine leasing company Aircraft Engine Lease Finance Inc, which is based in the US.

Norway

Start-up Flyr has unveiled its livery and has decided on the B737-800 to start its operations with. The airline has selected the Boeing as there is good and affordable availability, as well previous experience with the type by members of the management. Also, the availability of experienced mechanics and crews in Norway helped in the selection. Flyr is planning to fly out of Oslo-Gardermoen in the second quarter of this year, servicing the larger Norwegian cities as well as popular destinations in Europe. This year it aims to grow the fleet to five B737-800s. In longer term it hopes to have a fleet of 28-30 aircraft.

On 14 January, Norwegian has announced its restructuring plan in order to become profitable again. The airline calls its new plan a new start for the airline, that will focus on short-haul flights only. By doing so the airline "aims to attract existing and new investors, serve its customers and support the wider infrastructure and travel industry in Norway and across the Nordics and Europe." As a result, Norwegian will abandon its long-haul operations, which it struggled to make profitable for years. It expects that demand for long-haul travel will not recover in the (near) future, prompting the move. Norwegian launched its long-haul division in 2012, with the first flight conducted in May 2013, from Oslo and Stockholm to Bangkok and New York-JFK (NY). Currently, Norwegian's long-haul operations are organised through its subsidiaries Norwegian Long Haul, Norwegian Sweden and Norwegian UK. Together the three entities have a fleet of 35 B787s; eight B787-8s and 27 B787-9s. Due to the COVID-19 crisis, all of the Dreamliners are parked at various airports and it is said that the six parked at Shannon have been repossessed by their lessors. The closure of the long-haul operations will have a big effect on Norwegian's workforce, which will lead to lay-offs of up to 2,200 co-workers. The "new" Norwegian is aiming to operate a fleet of maximum fifty B737-8/-800s in 2021 and hopes to increase this to seventy in 2022.

Spain

In its annual report, Air Europa states it has deferred the deliveries of fourteen B737-8s and two B787-9s. The carrier also decided to buy and lease-back six B737-8s and B787-9s, that are also still on order. It is currently unknown which lessor(s) is (are) involved. Originally the aircraft were scheduled for delivery between 2021 and 2022. The B737-8s will now be delivered between 2022 and 2024, while the Dreamliners have been delayed to 2025. At the moment, Air Europa has a fleet of fifty aircraft, consisting of six ATR72s (operated by Swiftair), nineteen B737-800s, eight B787-8s, ten B787-9s and seven Embraer ERJ195s (operated by Aeronova).

Gowair has been rebranded to Aura Airlines and plans to add two A320s and one A330 to its fleet. The two A320s are former Indigo VT-IGH (**4008**) and VT-IGI (**4113**). Both are currently being prepared at Hyderabad for delivery in February and April. The A330 is a -200 and was previously used by South



Nauru Airlines is the state-owned national airline of the Republic of Nauru in the Central Pacific. The airline was founded as Air Nauru in 1969. Between 2006 and 2014 it operated under the “Our Airline” brand, but it was rebranded again on 1 August 2014. Since then it has operated under its present name. The airline has its headquarters at Nauru. From there it operates scheduled flights to destinations in Australia, Fiji, Kiribati and the Marshall Islands. It also operates charter flights within the South/Central Pacific and to Asia, Australia and New Zealand region. The airline currently has a fleet of four B737-300s, two of which are cargo aircraft. One of them is seen here landing at Brisbane (QLD), on its ferry flight back to its home base, after being converted at Miami (FL) between July and December 2020. During its conversion it was registered in the US as N732NA. Before being converted to freighter it flew passengers for Air Nauru as VH-ONU, and it received this registration back early January. (Brisbane (QLD), 29 December 2020, Lloyd Fox)

African Airways and is now at Marana (AZ) and registered as N618AC (1210). All three planes are leased by Aura Airlines from Aircastle. The trio of aircraft will be used to expand the airline’s cargo carrying business. The two A320s will be flying cargo flights in Latin America, while the A330 will be used for trans-atlantic cargo flights between Bogota and Madrid-Barajas. Currently, Aura Airlines is wet-leasing capacity from Plus Ultra and Wamos Air but doesn’t want to be depended on third parties anymore. Depending on market development, Aura Airlines could also add a second A330. Aura Airlines was founded as Gowair in 2017 and specializes in ACMI-operations. It currently has a fleet of two A320s. The status of the duo is unclear as both haven’t flown for a while. EC-MQH (1296) has been parked at Castellon since 24 June 2020, while EC-MXJ (876) has been at Istanbul-Sabiha Gökçen since 16 February 2020. The airline is owned by the JMB Aviation Group which also owns Transcarga in Venezuela, Heligolfo in Colombia and Island Wings in the US.

On 10 January, Volotea has officially phased-out the B717 and their final seven planes flew to Venice on this day for temporary storage. In the coming weeks they will be ferried to Victorville (CA) for further storage. Following the retirement of its B717s, Volotea has now become an all Airbus A319-operator, having twenty of them in the fleet with three more to join in the coming months. Volotea was founded in 2011 by the former founders of Vueling and launched operations in March 2012. It planned to, mainly, operate flights from less served airports in countries surrounding the Mediterranean. The airline studied the use of the Bombardier CRJ1000 and Embraer ERJ195 for its flights, but eventually chose the Boeing B717 after receiving a good deal from Boeing Capital on former AirTran B717s which were surplus after the merged into Southwest. Over the years the airline operated 19 different B717s. The retirement of the B717 by Volotea also means the retirement of the type in Europe. Over the years just a handful of airlines in Europe operated the type, which was originally launched by McDonnell-Douglas as the MD-95 but renamed to the B717-200 when Boeing and McDonnell-Douglas merged in 1997. In Europe it saw action with Blue1, Olympic, Quantum Air (formerly known as AeBal), Spanair and, of course, Volotea. Worldwide there are now only three airlines left that operate the B717s. These are Delta Air Lines

(85 aircraft), Hawaiian Airlines (nineteen aircraft) and QantasLink (twenty planes). Of these three, Delta has announced it will retire their B717s within the coming four years. In total 156 B717-200s have been produced between 1998 and 2006 at Boeing’s Long Beach-plant in California. Next to saying goodbye to an aircraft type, Volotea is also welcoming a new one as the company is in the process of adding five A320s.

On 9 January, Iberostar’s own leisure airline, world2fly, took delivery of its first aircraft, A330-300 EC-LXR (1097). The aircraft arrived at Barcelona after being painted in the airline’s livery at Dublin. world2fly will deploy its new toy from Spring and will connect Spain with destinations in Cuba, Dominican Republic and Mexico. Originally, the airline planned to start operations with a single A350-900 and signed a lease-agreement for it. The airline, however, decided to snag up this A330 as it was available sooner and cheaper. But don’t worry, the A350 is still to arrive as its second aircraft later this year.

Sweden

Northern Airlines, a start-up in Sweden, has announced on its Instagram and LinkedIn-page it aims to launch operations in March. The airline, which plans to be a full-service carrier, is planning to initially fly from Stockholm-Arlanda to Beirut and Malaga with a B737-800. The airline, which was officially founded in 2019, has the goal “to establish an international carrier transporting passengers and cargo from all corners of the world”. According to its statement, the B737-800 will be fully refurbished “to increase the joy of your safe travel”. Once up and running, Northern Airlines plans to add more destinations and hopes to operate three B737-800s by the end of 2021. It’s currently unknown where their first aircraft is coming from and when it will be delivered.

At the end of December, West Air Sweden retired its two B767-200(BDSF)s. Both aircraft, SE-RLA (22224) and -RLB (22222), have been ferried to Wilmington Air Park (OH) on 6 January after the aircraft have been returned to their lessor. Over the years, West Air Sweden has operated a total of four B767-200(BDSF)s with SE-RLC and -RLD leaving the fleet in March 2020 and June 2019. The airline now has a fleet of three B737-800(BCF)s, two CRJ-200Fs and eleven ATP(F)s.

Turkey

In Airbus’ latest December update, it became clear that MNG Airlines has decided to scrap its order for three A330-200Fs.

With these cancelled orders, Airbus now has no A330-200Fs on its backlog left. However, as MNG Airlines still has a need for additional capacity, the airline has, according to CH-Aviation, decided to add an A330-300P2F to its fleet. The aircraft is former China Southern Airlines B-6086 (**879**), which is currently registered VQ-BSO and owned by DAE Capital. It's now at Singapore-Changi to be converted into freighter and delivery is expected by August of this year. MNG Airlines was founded in 1996 and launched flights in 1997. It currently has a fleet of seven A300-600(F)s and one A330-200F. The company also owns Solinair from Slovenia, which operates two A300-600(F)s.

United Kingdom

On 7 January, Titan Airways took delivery of their first of three A321-200PFs. The aircraft, registered G-POWY (**1238**), is a former Thomas Cook-aircraft and was at Seletar for conversion since January last year. Initially, the airline will operate the A321PF alongside its two B737-400(F)s, but the plan is to eventually move to an all-Airbus cargo-fleet. On the passenger side of its business, Titan Airways is also planning to switch to an all-Airbus-fleet, but currently has a fleet of one A318, two A319s, four A321-200s, one A321-200N and two B757-200s with an additional A321-200N and A330-200 planned to be added later this year. Both A321neos will replace their B757s.

Africa

Burkina Faso

According to a government spokesman, the government is in discussions with Airbus about a possible order for three A220-300s for Air Burkina. The new planes are planned to arrive in 2022 and will be used to replace the airline's current fleet of ERJs. Air Burkina now has a fleet of five aircraft consisting of two ERJ170s, one ERJ175 and two ERJ195. However, it seems only the ERJ175 as well as one of the ERJ195s is active at this moment. The fleet renewal plan is part of the privatization of the airline, which started in October 2020 when US-European investment company American Global Development Group acquired 80% of the airline's shares as of 1 January 2021. The government will retain the remaining 20% in the airline.

Congo

Embraer has announced that Congo Airways ordered two E195-E2s. Both are additional to the two E190-E2s the airline ordered in May 2020. The first E2 is expected to arrive in 2022. Congo Airways was launched in 2015 and currently operates a fleet of four aircraft, consisting of two A320s and two DHC-8-400s. In December 2019 the airline ordered two E175s with Embraer but decided to upgrade these to two E190-E2s in May 2020.

Nigeria

On its Facebook-page, Azman Air has announced it will acquire three B737-800s as well as an additional A340-600. The airline also plans to add five smaller aircraft. The new B737-800s will be used for African destinations, while the smaller aircraft will be deployed on domestic routes. The additional A340-600 will be used to the airline planned new routes to Dubai, Guangzhou and Jeddah from its base in Kano. Currently, Azman's fleet consists of seven aircraft, two B737-300s, four B737-500s and one A340-600. The Airbus, registered 5N-AAM (**765**), was delivered to the airline on 6 March, but has been ferried to Abu Dhabi on 21 December 2020 and is still there today. The other aircraft in the fleet are active.

On 27 January, Air Peace took delivery of its first E195-E2. The aircraft, registered 5N-BYF (**19020039**) will be ferried to Lagos in the coming days. The airline will deploy the type on domestic as well as African destinations. In total Air Peace has ordered thirteen E195-E2s and has options on another seventeen. Originally, the airline expected to take delivery of the aircraft last year, but the Corona-pandemic delayed it. Air Peace, which was founded in 2013 is Nigeria's largest airline. It employs a fleet of eight B737-300s, five B737-500s, one B777-200ER, two B777-300, one Do328JET and eight ERJ145s.

Seychelles

During his first state-of-the union address, the new President of the Seychelles said that the government is considering transforming Air Seychelles into a domestic airline only, abandoning the international flights, which has proven not to be profitable over the years. If the plan goes forward, the government is planning to buy back the shares currently held by Etihad. The airline is owned for 60% by the state and for 40% by the Etihad Aviation Group. Via Etihad it has sourced



In December and January Alliance Airlines received its first three Embraer 190s, all of them being ex Copa Airlines. The aircraft in this picture is ex HP-1568CMP, wearing temporary US registration N932QQ. It arrived at Brisbane (QLD) on 14 January and registered in Australia four days, later on 18 January, as VH-UYU. Alliance Airlines is typical Australian regional charter carrier specialising in providing 'fly-in, fly-out' (FIFO) charter flights from bases at Adelaide, Brisbane, Cairns, Darwin, Melbourne, Perth and Townsville. Alliance Airlines operates an all Fokker fleet but a new Fokker has not been built for over twenty years and with limited Fokker aircraft acquisition opportunities and parts becoming rare, it was time to acquire a newer aircraft. In 2020 Alliance Airlines bought fourteen ex Copa Airlines 190s and sixteen ex American Airlines 190s, to position itself ready for the future. (Brisbane (QLD), 14 January 2021, Lloyd Fox)

two A320neos which it uses for flights to Johannesburg, Malé and Tel Aviv. Air Seychelles also operates five DHC-6s for its domestic operations.

Asia

China

New Chinese cargo airline North-Western Cargo International Airlines has launched its first flight on 8 January. The flight was between the airline's hub at Xi'an Xianyang to Shanghai-Pudong with its B737-300F B-2959 (27520). The company, which was founded in 2016, currently has a single aircraft fleet, and has sourced their aircraft from YTO Cargo Airlines, which owns 20% of NWCIA. The airline will expend the fleet with four converted B757-200s, which it has acquired from Xiamen Airlines. The first of these, B-2866 (34009) has been handed over to North-Western Cargo on 29 December and is currently being converted at Chengdu. It's expected that all four B757s will be delivered this year. By 2025 the airline hopes to operate 20 freighters on 30 domestic and international routes.

With the cargo business booming, Sichuan Airlines is planning to expand its cargo-fleet. The airline is actively seeking a (used) A330-200F and is also considering adding five A321-200PFs. Sichuan Airlines currently operates a fleet of three A330-200Fs. On the passenger-carrying side the airline has a fleet of 23 A319s, 53 A320s, eleven A320neos, 43 A321-200s, eighteen A321neos, six A330-200s, seven A330-300s and four A350-900s. It is currently unclear if the five A321P2Fs will be coming out of Sichuan's own fleet.

Hong Kong

During a press conference on 14 January, the new airline Seaplane Hong Kong was introduced to the world. As the name already suggests, it will be a company operating seaplanes out of Victoria Harbour in Hong Kong. The start-up has outlined four phases and it's currently in phase one which is about obtaining the necessary approvals and certifications from the government in order to start operations for aerial sightseeing and ad-hoc air taxi flights. In June 2021, phase two is to start, which will see the airline moving into offering regular scheduled air shuttle service between Hong Kong and destinations in the Greater Bay Area. Phase three, planned for next year, aims to expand its network to destinations in Indonesia, Philippines and Vietnam. Phase four which is from 2023 and beyond will see the establishment of its own training academy as well as a research facility for the development of electric aircraft engines. Seaplane Hong Kong has selected the DHC-6 Twin Otter, which can carry up to 19 passengers over 1,435 km. The plan is to have two aircraft this year, six in 2022, eight in 2023, eighteen in 2024 and 28 in 2025. The airline will offer its air shuttle flights via a special app, which, according to them, will work a little bit like Uber. It aims to be complimentary to other means of transport in the region and its projected catchment area is the Guangdong Province (113 million people), Greater Bay Area (72 million people) and Hong Kong (seven million people). So far, the owners have invested \$13 million into the project and hope to break-even within three years.

Indonesia

The China Aircraft Leasing Co. (CALC) has signed an order with COMAC for 30 additional ARJ21s. The aircraft are destined for TransNusa and will all be delivered before the end of 2026. CALC also took options on another 30 ARJ21s. In December 2019 CALC and TransNusa signed a strategic cooperation to grow the airline and also interesting is that CALC is a shareholder via their subsidiary Aviation Synergy which owns Naga Pacific Holdings which in its turn owns 49% of TransNusa. The 30 ARJ21s will be a significant increase for TransNusa's fleet, which currently consists of one ATR42-500, seven ATR72-600s and a single BAe146-100.

Sri Lanka

FitsAir is planning to add two leased A320s, which are expected to arrive around March. One will be deployed as a make-shift freighter, while the other one will carry passengers. Currently, the airline's fleet consists of a single ATR72-600, two Cessna 152s and two Cessna 208s. It also wet-leases an A321 from Avion Express, which it uses on cargo-flights to Dubai mainly. However, this lease is due to end shortly. FitsAir was established in 1997 as Expo Aviation and had an interesting fleet over the years. It launched operations with two Antonov An-8s, which were later replaced by two An-12s. In 2001 it added the An-26 and Ilyushin Il-18 to the fleet and was renamed ExpoAir. In 2002 three Fokker F27s joined the fleet and in 2006 a DC-8-63F, while the first F-27 left the fleet. In 2012 the first Cessna Caravan was added, and in 2013 the company was rebranded to FitsAir and a year later a single MD-82SF was added. In 2018 the airline reorganized, which saw the phase-out of their DC-8 and MD-82 and the introduction of their single ATR72.

Thailand

Nok Air has issued a RFP requesting proposals for the lease of 26 aircraft; nineteen B737-800s, one B737-800BCF, two unspecified Boeing-widebodies and either four DHC-8-400s or four ATR72-600s. The RFP is part of the airline's reorganization process in which it seeks to return to profitability. The airline was heavily impacted by the Corona-crisis and is currently under bankruptcy protection and needs to submit its turnaround plan to the Thai bankruptcy court in March. Today, Nok Air has a fleet of fourteen B737-800s and eight DHC-8-400s.

Turkmenistan

The President of Turkmenistan has signed a resolution, which authorised Turkmenistan Airlines to order two A330-200P2Fs (passenger-to-freighter) aircraft with Airbus. There were no delivery timelines specified in the resolution. The duo marks the first Airbus-aircraft for Turkmenistan Airlines, which is mainly a Boeing-carrier, next to three Il-76s. It employs three B737-700s, eight B737-800s, four B757-200s and two B777-200LRs. Last year the company also announced it would order a single B777F, but this order hasn't been placed yet. Airbus offers the P2F-version of the A330 to complement its new-built A330-200F and conversion is done by their Dresden-based subsidiary Elbe Flugzeugwerke.

Vietnam

On 5 January, construction started of the new airport for Ho Chi Minh City. The airport, which will be called Long Thanh International Airport, will become the city's main international and cargo hub and provide much needed relief to its current Tan Son Nhat International Airport. This airport was designed to handle up to 25 million passengers per year, but pre-COVID saw more than 40 million passengers passing through. The new Long Thanh International Airport will be developed in three phases. Phase 1, which is starting on 5 January, will see the construction of a new terminal, a new single runway, taxiways and aprons, as well as a connection to the road and rail infrastructure of Ho Chi Minh City. It's planned to be finished in 2025 and will be able to handle 25 million passengers. Phase 2 will add another runway and terminal, increasing capacity to 50 million and Phase 3 plans another two terminals and runways, bringing the total capacity to 100 million passengers per year. The government will also invest in the "old" Tan Son Nhat Airport, which will get a new terminal that is planned to be completed by 2023. In total the country will invest more than 15 billion USD in its airports until 2030.

Latin America

Venezuela

On the last day of 2020, Conviasa took delivery of its second

Airbus A340-300 (msn **199**). On that day the aircraft arrived at Caracas-Simón Bolívar International Airport after maintenance in Tehran, Iran. The aircraft is registered in Venezuela as YV3507. This is already its third Venezuelan registration, because before it was delivered to Conviasa it flew for Avior Airlines as YV3292, between 2016 and 2020. It was acquired by Conviasa in the summer of 2020 and was temporarily registered as YV643T, before it became YV3507. It was originally delivered from Toulouse-Blagnac to Air China as B-2386, where it flew from 1997 until 2013 (with a short lease between 1999 and 2001 to Cathay Pacific Airways, as B-HMY), after which it was placed in storage at Lourdes-Tarbes. It is the second A340 in Conviasa's fleet, as it joins Airbus A340-200 YV1004 (**031**). This is a far more exotic aircraft as it is the only A340-200 in commercial passenger service today.

Middle East

Israel

Recently, Israir got a new owner in the form of BGI Investments and as a result the airline is in the process of re-aligning its (future) fleet. As part of this the airline plans to convert to an all A220-fleet, according to an interview of the CEO with Israeli newspaper Globes. Currently, Israir operates a fleet of four A320s and three ATR42-500s and they are set to be replaced by seven A220s. It's currently unclear which version the airline is planning to acquire, but previously it has expressed interest in the A220-300. The timeline for the plan is also not known at this moment. The CEO of Israir also said that he expects that, in the future, there will only be two airlines in Israel and voiced his interest in a possible merger or take-over of Arkia.

Qatar

Speaking at CAPA Live on 13 January, the CEO of Qatar Airways said that if it resumes operations with the A380, only half of the fleet will return. The airline has a total of ten A380s of which it said it doesn't expect them to return to service before 2022. Qatar's CEO said that other aircraft like the A350-1000 are much more environmentally friendly as well as more efficient to operate. Qatar Airways took delivery of their first A380 in 2014 and all ten are currently stored at Doha.

North America

Canada

At the end of December, Air North has retired its final two HS748s. The duo, C-FAGI (**1699**) and C-FCSE (**1679**), were becoming too expensive to maintain as spare-parts were difficult to obtain for its Rolls-Royce Dart-engines. Both are, however, sold on to Wasaya Airways. The airline now has a fleet left of one B737-400, four B737-500s and three ATR42-300s. With the phasing out at Air North, three airlines in Canada remain operating the type. These are Air Creebec, Air Inuit and Wasaya Airways, which all seem to be operating three aircraft each.

On 15 January, Cargojet announced its issuing shares in order to raise \$300 million which will be used for expansion of the fleet and paying-off debts. Most notable for us aviation lovers is the airline's plan to acquire five additional B767Fs as well as two B777Fs. The B767Fs are planned for delivery between 2021 and 2022, whilst the B777Fs are expected to arrive in 2023. It's currently unclear if the B777Fs will be newly built, second-hand or passenger-to-freighter conversions. Cargojet, which was founded in 2002, operates a fleet of 25 aircraft, consisting of eight B757-200(PCF)s, three B767-200(BDSF)s and fourteen B767-300ER(BDSF/BCF)s. It flies its planes on destinations in Canada, Europe and North- and South America. It also operates some of its aircraft for DHL.

Ultra-low-cost-carrier (ULCC) Flair Airlines has announced it has signed a lease-agreement with their investor 777 Part-

ners to lease thirteen B737MAX8s. The new planes are part of the airline's plan to grow the fleet to 50 aircraft in the coming few years. The first of the MAX is set to arrive in the coming months and Flair will, looking at the press-release picture, mark this moment by introducing a new livery as well. The airline currently has a fleet of three B737-800s which it flies to eleven destinations out of its base at Edmonton.

On 18 January, Transport Canada cleared the B737MAX fit for duty and as a result, WestJet resumed flying with the type on 20 January. The first aircraft back in service are B737-8 C-FHCM (**43796**) and C-FRYV (**60514**). For now, the airline plans to deploy the MAX on the Calgary-Vancouver and Calgary-Toronto routes until more aircraft are available for duty. Currently, WestJet has a fleet of thirteen B737-8s. Of the eleven non-flying B737-8s, one is currently parked at Calgary, while the other ten are all in storage at Marana-Pinal Air Park (AZ). These will be flown back to Canada in the coming weeks and months, depending on the airline's needs. Air Canada, which has 24 B737-8s in the fleet is also actively preparing to resume flights with their fleet. So far, they have re-activated four B737-8s and should have resumed commercial operations by the time you read this.

West Wind Aviation and its fully owned subsidiary Transwest Air will merge their operations and consolidate on one AOC, rebranding as Rise Air. The move comes as a cost-saving measure which is needed after the impact of the global pandemic on both companies. West Wind Aviation was founded in 1983 and currently operates a fleet of three ATR42s, four Beech 1900C/Ds, four Beech 200s and two DHC-6s. Transwest Air was formed in 2000 and acquired by West Wind Aviation in June 2016. It operates a fleet of three Saab 340s, two Beech 1900Ds, one Beech 350, one Beech 300, four Beech 200s, one Beech 100, five DHC-6s, one DHC-3, two DHC-2s and one Cessna 185. Transwest also has a helicopter-unit operating as Northern Shield, which has a fleet of two Bell 205s, two Bell 206 and three Bell 407s.

United States of America

In October 2020, Mitsubishi announced it would pause its SpaceJet-programme for an indefinite time and now a first customer, Aerolease Aviation, has decided to cancel its order. The lessor signed a firm order for ten MRJ90s (since then rebranded to the M90 SpaceJet) in February 2016 and also took options on another ten aircraft. The total order and commitments for the SpaceJet now stands at 207 aircraft, comprised of 15 M90s for All Nippon Airways, 100 M90s for Skywest Airlines, 32 M90s for Japan Airlines, ten M90s for lessor Rockton Aviation and 50 M100s for Mesa Airlines.

Without any fanfare, Alaska Airlines has taken delivery of its first B737-9. The aircraft, N913AK (44079) was ferried from Boeing Field to Seattle-Tacoma (WA) on 24 January. The airline placed its first order for the B737-9 on 11 October 2012 when it ordered 32 B737-9s. Since then Alaska Airlines also announced that it has signed a lease-agreement for thirteen B737-9s on 24 November 2020, as well as a firm order for 23 B737-9s directly with Boeing on 22 December 2020. After this initial delivery, the airline has 67 B737-9s remaining on firm order. Alaska Airlines also has options on another 52 B737-9s.

Amazon Air has acquired eleven additional B767-300ERs. Four of them are sourced from Westjet and the other seven were retired by Delta Air Lines earlier this year. They will undergo conversion into freighters in the coming year. The four former Westjet-planes are scheduled to arrive this year, the Delta-jets in 2022. The e-commerce giant currently has a fleet of 66 aircraft, consisting of 22 B737-800BCFs (operated by ASL Airlines, Southern Air and Sun Country Airlines) and 44 B767-300Fs (operated by Air Transport International and Atlas Air). Which airline is going to operate these seven

is currently not known. It's for the first time Amazon itself acquired jets. This could mean it plans to operate the aircraft themselves or will sell or lease them onwards to one of its partner airlines. Amazon Air (but flying with Prime Air-branding) was started in 2015, (partly) bringing in-house the operations of transporting their goods. The company expects to have a fleet of eighty aircraft before the end of this year.

Boeing and the [Atlas Air Worldwide Holding](#) announced on 12 January that both companies reached a deal for an order for four new B747-8Fs. The four will be the last newly built Jumbo's ever and will be delivered between May and October 2022 after which the production of the Queen of the Skies ends. Atlas Air Worldwide Holding is the holding company for Atlas Air, Polar Air Cargo and Southern Air. It was founded in 1992 as an ACMI-carrier, launching operations with the B747-200. Polar Air Cargo was acquired in November 2001 and the airline became a separate entity in the newly formed Atlas Air Worldwide Holding. In January 2004, AAWH sought Chapter 11 bankruptcy-protection and emerged from this again in July 2004 after reorganising the company. In April 2016 Atlas Air bought Southern Air, including its subsidiary Florida West International Airways. This last airline was, however, discontinued in March 2017. Currently, the Atlas Air Worldwide Holding fleet consists of 106 aircraft and they are the world's biggest B747-operators with 53 aircraft. Atlas Air itself operates eight B747-400s, 34 B747-400Fs and four B747-8Fs. Polar Air Cargo operates five B747-400Fs and six B747-8Fs.

Salt Lake City-based [Breeze Airways](#) has formally taken delivery of its first aircraft, ERJ195 N190BZ (**19000660**). The aircraft is, however, not yet in the US, but in Costa Rica, where it was seen together with their second aircraft ERJ190 N90NA (**19000070**) on 30 December. Both aircraft wear the Breeze Airways-livery but have no titles yet. The ERJ195 is a former Azul-plane, while the ERJ190 is coming from Air Canada, leased via Nordic Aviation Capital. In the coming months Breeze Airways will lease (at least) two more former Azul ERJ190s, as well as fourteen ERJ190/195s from Nordic Aviation Capital. The airline also has firm orders for 60 Airbus A220-300s.

[ExpressJet Airlines](#) has updated its website and is stating that the airline is working on a comeback and plans for 2021 and beyond "to provide high-quality, reliable, efficient point-to-point flying to small and medium sized cities that have lost service in recent years as a result of U.S. airline industry consolidation and COVID-19 driven route reductions". The airline, which was founded in 1986 and launched a year later as Continental Express. In 1996 it was rebranded to ExpressJet (but continued to operate as Continental Express) and became an independent airline in 2002. Since then the carrier has served as a so-called production carrier for mainline airlines in the US. In 2010 the company acquired SkyWest-subsi-dary Atlantic Southeast Airlines and both companies merged under the ExpressJet-brand. Over the years, ExpressJet flew for many airlines like American Eagle, Delta Connection, Frontier Airlines and lastly for United Express. In its history, the airline operated 540 different aircraft; 31 ATR42s, one CRJ100, 113 CRJ200s, 53 CRJ700s, 28 CRJ900s, 30 ERJ135s, 259 ERJ145s and 25 E175s. When United Airlines decided to consolidate all their ERJ145s with one airline, CommutAir, in 2020, ExpressJet operated 127 ERJ145s for them. Operations, however, shrunk quickly due to the Corona-pandemic and on 30 September, ExpressJet's last day of operations their fleet consisted of "just" 84 ERJ145s. ExpressJet wants to restart flights with the ERJ145 and it currently owns N12135 (**145718**), which is at the moment parked at Houston-International (TX), still in United Express-livery. According to its website, the airline is also still certified to operate the CRJ200/700/900, the ERJ135

and the E170/E175/E190.

In its 2020 annual report, [FedEx](#) is telling the world that it will phase-out its final MD-10 in 2022. Currently, the company is operating a fleet of eighteen MD-10s. Five MD-10-10s are scheduled to leave the fleet this year, with the thirteen remaining MD-10-30s next year. The aircraft will be replaced by newer and more efficient B767-300F and B777Fs FedEx has on order. It is planning to take delivery of eleven B767s in 2021, eleven in 2022, thirteen in 2023 and four in 2024, which will bring the total number of B767Fs in the fleet to 132. As for the B777F, FedEx is expecting five B777Fs in 2022, two in 2023, one in 2024 and two in 2025, taking the total fleet of B777Fs to 56. Over the years, FedEx operated a fleet of 77 DC-10/MD-10s. The MD-10 is an upgrade to the DC-10, which features a glass cockpit, enabling to operate the aircraft with two pilots and with a common type rating with the MD-11F.

On 17 January, [GlobalX Airlines](#) took delivery of its first aircraft, Airbus A320 N223FR (**2695**). It was welcomed at the company's base at Miami-International (FL) with the traditional water cannon salute by the airport's fire brigade. In the coming weeks the aircraft is set to be registered as N276GX. A second aircraft is also painted and almost ready for delivery. This is A321 ES-MLS (**2480**), which is currently being prepared at Tallin and will become N277GX. GlobalX is planning to operate passenger (charter) flights as well as cargo flights out of two bases at Atlantic City (NJ) and Miami (FL). It has orders for ten A321PFs, of which the first is set to be delivered before July. On the passenger-side, GlobalX wants to grow to five aircraft, all A320 or A321s. Later, it has ambitions to expand with the A330 as well.

On 31 December, Airbus delivered the first A220-300 to [JetBlue](#). The aircraft, which was assembled at Airbus' US-plant in Mobile (AL) and registered N3008J (**55099**) was flown to New York-JFK (NY) on the same day. The aircraft is the first of seventy ordered A220s, which will replace the airline's sixty +60 ERJ190s. JetBlue ordered their A220s in two batches. On 31 December 2018 it placed an order for 60, with the order for the additional ten noted down in the books on 20 June 2019.

Oceania

Australia

The CEO of [Qantas](#) has said that his airline will revisit Project Sunrise at the end of this year. He also said that flying direct from Sydney and Melbourne to New York (NY), London and Paris will have an even greater appeal after the Corona-pandemic. An integral part of Project Sunrise will be the fleet of twelve A350-1000s, which will be outfitted with additional fuel tanks to have enough range. Qantas was weeks from ordering the twelve aircraft at Airbus when the Corona-pandemic struck, and Australia closed for all international flights. At the end of the year, the airline will see how international air traffic is developing and decide if the time is right to order the aircraft. Qantas doesn't expect air travel to return to the 2019-level before 2023-2024 and originally planned for Project Sunrise to take to the skies in mid-2023.

French Polynesia

[FLY CORALway](#) is a new airline based at Papeete in French Polynesia. It obtained its Air Transport License in November and is in the process of obtaining its Air Operator Certificate in order to launch in June. The airline is planning to serve Fiji, New Caledonia, Samoa and Wallis & Futuna. It will not compete with Air Tahiti and Air Tahiti Nui, but rather supplement these two airlines and with it create additional flows of traffic for the other carriers. According to FLY CORALway's website the airline is planning to launch operations with two A220-100s. Previously it said they were looking at both the ERJ190 and the A220.

Nauru

Nauru Airlines has issued a RFP in which the airline seeks offers to buy (used) B737-700s or B737-800s to replace its current fleet of B737-300s. It hopes to take delivery of a first plane later this year. The airline currently has a fleet of four B737-300s, two of which are cargo aircraft. It was founded (as Air Nauru) in 1969 and has its headquarters at Nauru. From there it flies to Brisbane, Majuro, Nadi, Tarawa and Yaren.

Aircraft orders

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

Airbus 2020 firm orders

AerCap	25	A320neo
	25	A321neo
<u>Air Greenland</u>	1	<u>A330-800</u>
Air France	10	A350-900
Air Lease Corporation	50	A220-300
	52	A321neo
	1	A350-900
Air Senegal	8	A220-300
<u>Armee de l'Air</u>	1	<u>A330-200</u>
Avolon	8	A320neo
	1	A321neo
BOC Aviation	20	A320neo
CALC	40	A321neo
Cebu Aviation	5	A320neo
	10	A321neo
Comlux	2	A220-100
Lufthansa Technik (for Luftwaffe)	2	A321neo
Private	4	A220-100
	2	ACJ320neo
SKY Greece	2	A320neo
Spirit Airlines	47	A319neo

	33	A320neo
	20	A321neo
Unidentified	2	A320neo
	2	A321neo
	10	A350-900
Total	383	(+2)

Boeing 2020 firm orders

Air Lease Corporation	3	B787-9
All Nippon Airways	1	B787-9
	11	B787-10
DHL	8	B777F
Enter Air	2	B737-8
EVA Air	3	B777F
FedEx	4	B767-300F
<u>Japan Air Self Defense Force</u>	2	<u>KC-46A</u>
Oman Air	4	B787-9
Republic of Korea Air Force	6	P-8A
Royal New Zealand Air Force	4	P-8A
<u>Ryanair</u>	75	<u>B737-8200</u>
<u>Unidentified</u>	10	<u>B737</u>
	5	B767-300F
	2	B777F
	3	B787-9
UPS	1	B747-8F
US Navy	8	P-8A
	7	B787-10
<u>Virgin Australia</u>	25	<u>B737-10</u>
Total	184	(+90)

Embraer 2021 firm orders

<u>Congo Airways</u>	2	<u>E195-E2</u>
Total	2	

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

Jetliners



Airbus A320 EC-NIX is one of the 25 Airbus A320neo aircraft in Vueling's fleet. It was delivered to the Spanish low-cost airline in June 2020. In November the aircraft received this special "Visit Tenerife" colour scheme. On this picture you see the right side of the aircraft. The left side (as could be seen in issue 500) has the same style, but with three different pictures. Besides the 25 Airbus A320neos Vueling's fleet consists of six Airbus A319ceos, 79 A320ceos and nineteen A321ceos. The airline has eight A320neos and fifteen A321neos on order. (Zurich, 23 December 2020, Roger Meier)

A318	-112 (ACJ)	3100	M-LILY	Lily Jet, ex LX-GJC of Global Jet Luxembourg. Delivered on 24 January.
A319	-112	3406	2-ACSG	Aero Capital Solutions, ex OK-NEM of CSA Czech Airlines. Registered in the Guernsey register on 3 December. Aircraft has been stored at St Athan since 30 October.
	-112	3452	2-ACSH	Aero Capital Solutions, ex OK-NEO of CSA Czech Airlines. Registered in the Guernsey register on 21 December. Aircraft has been stored at St Athan since 9 December.
A320	-232	1663	2-ACSD	Aero Capital Solutions, ex ES-SAW of SmartLynx Estonia. Registered in the Guernsey register on 3 December. Aircraft has been stored at St Athan since 11 September.
	-214	1873	2-ACSJ	Aero Capital Solutions, ex YL-LCO of SmartLynx. Registered in the Guernsey register on 3 December. Aircraft has been stored at St Athan since 2 June.
	-232	2164	N2164E	DVB Bank, ex TC-JUF of Turkish Airlines. Registered in the US on 29 December. Aircraft was planned for Wamos Air, but that deal fell through.



This thirty-year-old Boeing 747 started life as passenger aircraft with Air Canada in 1991. It was withdrawn from use in October 2004, after which it was converted to freighter by IAI Bedek in Tel Aviv, between December 2004 and March 2006. After its rebirth as a cargo aircraft it started life with Air China Cargo until August 2013, when it was acquired by Turkish ACT Airlines. After three years it changed operator again and this time it moved to ACG Air Cargo Global in November 2016. The Slovakian cargo operator parked the aircraft at Liege in October 2019. It had been stored at that airport until 6 October 2020, when the aircraft was picked up by its current operator Aerotranscargo from Moldova, and registered as ER-BBC. It is the sixth Boeing 747 freighter from this Moldovan cargo airline. Aerotranscargo does not spend much money on paintjobs, as all their freighters fly around in the basic colours of their former operators or are all white. This aircraft still wears the basic colours of ACG. (Brussels, 25 December 2020, Paul Sanders)

	-214	2191	N290NV	Allegiant Air, ex EI-DEA of Aer Lingus. Delivered on 25 January.
	-214	3626	2-WZIE	SMBC Aviation Capital, ex SU-BSM of Air Cairo.
	-251N	10145	SE-RUD	SAS Scandinavian Airlines. Delivered on 15 January. Test registration was D-AVVN.
	-251N	10201	9K-CBF	Jazeera Airways. Delivered on 15 January. Test registration was D-AAVP.
	-271N	10281	D-AIJD	Lufthansa. Delivered on 5 January. Test registration was F-WWBZ. Registered in the Guernsey register on 22 December. Aircraft has been stored at Ostrava since 18 December.
A321	-251N	10423	UK32023	Uzbekistan Airways. Delivered on 31 December. Test registration was F-WWIO.
	-231	1004	CS-TRJ	Hi Fly, ex Belgische Luchtmacht - Belgian Air Force. Returned after lease late December.
	-211P2F	1238	G-POWY	Titan Airways, ex G-DHJH of BBAM Aircraft and Leasing Management. Delivered after freighter conversion on 7 January. Former G-DHJH of Thomas Cook Airlines.
	-211	6979	VN-A288	Vietravel Airlines, ex OE-IDQ of Avolon. Delivered on 20 January. Former D-ATCE of Condor. The aircraft was planned to be placed on lease with Jet2 as G-HLYG but that deal fell through. Probably something to do with some kind of virus, that Jet2 didn't need the additional capacity anymore.
A330	-243	456	OE-ILX	ALC - Air Lease Corporation, ex 4R-ALJ of SriLankan Airlines. Registered on behalf of the lessor on 5 January. Aircraft was ferried to Dusseldorf for storage on 31 December
A340	-243	505	9S-PSJ	CAA - Compagnie Africaine d'Aviation, ex EC-LQO of Air Europa. Delivered on 14 January.
	-313X	199	YV3507	ConViasa, ex YV643T of the same company. Reregistered on the last day of 2020.
	-642	933	9H-EAD	Maleth-Aero, ex EC-NFP of Plus Ultra Líneas Aéreas. Seen with this registration at Bournemouth on 15 January. Aircraft was withdrawn from use by Plus Ultra already in 23 July 2020 and had been placed in storage at Bournemouth since 15 August.
A350	-1041	420	A7-ANS	Qatar Airways. Delivered on 31 December. Test registration was F-WZNF.
B737	-490SF	28889	EI-GUB	Poste Air Cargo, ex N889AU of Aircraft 28889 LLC. Delivered on 28 January.
	-7K2	30784	OE-ILH	DCAL 1 Leasing Ltd, ex PH-XRA of Transavia Airlines. Registered on 7 January. Parked at Castellón.
	-8K5	38107	SE-RFN	TUI fly Nordic, ex G-TAWH of TUI Airways. Transferred on 16 January.
	-8JP	39019	F-HTVV	Transavia France, ex SE-RRX of Norwegian Air Sweden. Delivered on 28 January.
	-8JP	39434	9H-CXC	Corendon Airlines Europe, ex EI-GBI of DAE 39434 Ireland Ltd. Delivered on 30 December as EI-GBI.
B747	-412BCF	25068	N729CA	National Airlines, ex N785BA of Boeing Aircraft Holding Co. Delivered on 30 December. Former B-KAE of Cathay Pacific. Aircraft has been stored at Marana (AZ) since March 2013.
	-444BCF	25152	N251KW	Eastern Airlines / 21Air, ex B-HUS of Cathay Pacific Airways. Delivered on 17 January. The aircraft has been stored at Marana (AZ) since September 2019. Before it was ferried to Kansas. It is not exactly clear who will operate this aircraft. Eastern is a passenger airlines and 21 Air a small cargo operator with 5 Boeing 767s, that uses Dynamic Airlines' AOC, which is the same company that has the Eastern AOC.
B767	-232BDSF	22217	5Y-	Astral Aviation, ex N742AX of Cargo Aircraft Management. Delivered on 30 December. Former SE-RLC of West Air Sweden.
	-333ER	25584	N255ER	Avolon, ex C-FMWQ of Air Canada rouge. Registered in the US on 5 January. Aircraft has been stored at Marana (AZ) since 29 March 2020.
	-333ER	25586	N898CU	Crane Aircraft Partners, ex C-FMWV of Air Canada rouge. Registered in the US on 5 January. Aircraft has been stored at Marana (AZ) since 6 April 2020.
	-316ER	26327	N3727AR	AerCap, ex C-FMLV of Air Canada rouge. Registered in the US on 21 January. Aircraft has been stored at Marana (AZ) since 26 December 2020.
	-3Q8ER	28206	N2820	AerCap, ex CC-CML of LATAM Airlines Chile. Registered on behalf of the lessor on 31 December. Aircraft will be converted to freighter.
	-3Q8ER	28132	N281AS	AerSale Inc., ex 4X-EAM of El Al Israel Airlines. Registered in the US on 11 January. Aircraft has been stored at Goodyear since 29 April 2019.
	-36NERBCF	30847	B-220H	SF Airlines (addition Scramble 500 – Page 35)

	-300F	63121	N190FE	FedEx Express. Delivered on 7 January. Line # 1229.
	-300F	66244	N274FE	FedEx Express. Delivered on 30 December. Line # 1227.
B777	-FFX	39682	N840FD	FedEx Express - Federal Express, ex A6-DDA of Etihad Airways. Delivered on 2 January.
	-F	66340	A7-BFV	Qatar Airways. Delivered on 31 December. Line # 1658.
	-F	66341	A7-BFW	Qatar Airways. Delivered on 31 December. Line # 1662.
	-300ER	66584	G-STBO	British Airways. Delivered on 6 January. Line # 1675.
	-300ER	66633	G-STBP	British Airways. Delivered on 8 January. Line # 1678.
	-F	66870	A7-BFX	Qatar Airways. Delivered on 31 December. Line # 1664.
B787	-8 (BBJ)	35309	A6-	Royal Jet, ex 2-DEER of Deer Jet Airlines. Delivered on 8 January.
ERJ	135BJ	145699	T7-88DGE	PT Jet Eksekutif Travya, ex N188JT of Fuga Air Charter. Per 29 December.
	135BJ	14500948	OE-IOI	MJet, ex 360 Aviation. Registered on 21 January.
	135BJ	14501136	UP-EM020	Euro-Asia Air, ex UP-EM011 of Comlux KZ. Delivered on 9 January.
	135BJ	14501209	9H-GIB	Air X Charter, ex N866MS of Jet Edge. Delivered on 25 January.
	190AR	19000187	ZS-YAR	Airlink, ex 4X-EME of Arkia Israeli Airlines. Delivered on 25 November, registered as 2-XEME.
	190BJ	19000362	M-AKKU	Aliforti Ltd, ex M-ALDI of Aliforti Ltd. Re-registered 8 January.

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

Commuters



Air Tanzania's fifth and last DHC-8-400 made its first flight on 18 December 2020, as C-GGPU. It will be delivered to Africa in the coming months and registered as 5H-TCK. Besides these five Dash 8s, Air Tanzania operates a fleet of two Airbus A220-200s and two Boeing 787-8s. It has two more Airbus A220-300s on order. (Toronto-Downsview Airport (ON), 18 December 2020, Frederick K. Larkin)

Beech 1900 D		UE-379	EI-GUY	Acia Aero Leasing (Ireland) Ltd, ex HB-AEM of Zimex Aviation. Registered on 22 December.
DHC-8	-402	4014	G-CLXC	Thyme Opco Ltd, ex OE-LGA of Austrian Airlines. Registered on 20 January. Destined for the new Flybe.
Saab 340	B/F	223	G-RVVE	RVL Aviation, ex ES-NSG of NyxAir. Registered on 6 January.

Credits: Airfleets, Planespotters and Skyliner.

Propliners

BAe	748-2A	1679	C-FCSE	Air North, operated the last flight of their last 748 on 22 January 2021. Another Propliner scene that has ended.
Casa	212	138	N758XP	Paraclete Aviation. A semi civil company giving skydive training for military personnel in North Carolina. Ex VH-TEM of Fugro and registered on 5 January 2021.
	212	273	N212AD	Brykin Leasing, ex I-MAFE. On the US register since 4 January 2021.
DHC	2	1412	N590DB	Admiralty Assets, ex N715JR and registered in Lehi (UT) per 29 December 2020.
	C-7B	86	N92NC	Gogo Aviation, registered on 15 January 2021.
	C-7B	186	N80NC	Gogo Aviation, registered on 14 January 2021. These are the other two Caribous that are being used for spares, to get two other ones ready for the cargo business in southern Florida. See Scramble 498 for the full story.
Douglas	DC-3-314A	2239	N28AA	Ron Alexander sold his DC-3 "Stars and stripes" to the Shannon Air Museum in Fredericksburg (VA). The DC-3 was flown from its home base at Atlanta Peachtree (GA) to Fredericksburg on 6 January 2021.
	C-53	4894	N763A	Norse Air. If you think a COVID-19 curfew is bad, imagine flying from Alaska to Arizona to spent the winter...and getting stuck in Sitka (AK) for several months, awaiting an engine repair. That is what happened to this Norse Air Dakota. By late January a crew arrived to work on the engine. The DC-3 is still painted in full Ozark Airlines colours.
	DC-7	45351	N4887C	Delta Air Lines. The preservation project has been completed and the DC-7 is now part of the Delta museum at their home base in Atlanta (GA).
Grumman	G-44	1349	EW-777LL	Widgeon N62095 was cancelled from the US register early 2016, reported as sold to Belarus. Recently pictures were found online showing it inside a hangar at Minsk-Lipki in Belarus. First images date back to July 2018, and most recent to the summer of 2020. The Widgeon looks complete in a fresh coat of white paint with a tiny flag in the tail.
PBY	6A	????	HK-2115P	The former Villavicencio Catalina was transported by sea container to northern Germany in late 2017/early 2018. It was reported to be in a warehouse of an electronics company near Cloppenburg, northern Germany. Recently a photo was found on the web of this Catalina on a transport dolly at the airfield of Meidl in Hungary. This small general aviation airfield is just across the border with Austria, and is fre-

quently used as GA field for Vienna. The Catalina was seen in front of the hangar of a company called Rare Birds Austria, a maintenance company for warbirds and classic aircraft. The picture was dated November 2019 (!) however, their website shows no information regarding this special airplane. Also in more recent images the airplane can no longer be seen on their ramp. It used to fly for the United States Navy with BuNo 34012. Hopefully during the overhaul in Hungary we will learn its true identity.

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

Fokker News

F28	-0100	11407	EP-NFA	Karun Airlines, ex 9A-BTD Trade Air. Last flight for Trade Air was on 19 September 2019. It was then rumoured to go to Georgian airline Flywings Aviation, which never happened. In January 2020 it was flown to Iran and rumoured to start flying for Karun Airlines. This turned out to be correct, as it was seen at Ahwaz, Iran, on 8 April in basic Trade Air livery with large Karun Airlines titles, but without an Iranian registration. That changed early this year as it operated its first flight on 7 January, flying from Ahwaz. It is named Abadan, which is a city in Iran.
	-0070	11528	2-HJCH	Airline Fleet Support. Seen 19 November 2020 at Curacao, being towed after heavy maintenance.
	-0070	11543	5B-DDG	Tus Airways.
	-0070	11583	5B-DDI	Tus Airways. Both 70s had their registrations cancelled 7 July 2020 and were in the process of being dismantled at Larnaca, Cyprus, last seen with the engines being removed on 26 November.

Credits: Merv Crowe, Skyliner.

Bizjets



The complete opposite of King Air LX-KAY (an unimaginative colours cheme, see Bizprops section) is all-black Falcon 8X OO-VSF. It was delivered to Luxaviation Belgium in December, probably as a replacement for OO-VRO, which carried the same scheme. OO-VRO was sold to the USA in October 2020. (Brussels, 21 November 2020, Paul Sanders)

BAe	125-750	HB-4	2-RBLE	Noted at Düsseldorf 12jan21, ex D-CHAA.
	125-750	HB-6	N88ND	Textron Aviation, ex D-CHAC. Registered on 21 October.
	125-800XP	258416	EJ-REVA	REVA Air Ambulance, ex N534RV. Noted at Bournemouth on 21 January.
Cessna	525	0889	G-KSOH	Air Charter Scotland, ex 2-STFK. Registered on 20 January.
	525B	0173	9H-TGR	Hyperion Aviation, ex LX-WEB. Noted at Malta on 9 January.
	525B	0544	OE-GYS	Avcon Jet, ex SP-KCT. Registered in January.
	525C	0343	M-KNOX	Woodgate Aviation, registered on 4 January.
	550	1092	YU-SXX	Air Pink, re-registered from YU-SEX in October.
	560	0216	N555UZ	Rick W. Rawlings, ex TC-LAB. Registered on 21 October.
	700	0030	CC-DRA	Delivered in October.
	700	0034	N704CL	Ingram Industries, registered on 16 October.
	750	0095	N104R	Speedbird X, re-registered from N104RP on 14 October.
	750	0241	N920TX	Textron Aviation, re-registered from N921QS on 13 October.
Challenger	300	20102	N330PJ	KHCL, re-registered from N128TS on 16 October.
	300	20178	N16DD	XS Air, ex N19DD. Registered on 22 October.
	350	20685	N350LT	Dohertys Toys Second, re-registered from N813DH on 21 October.
	350	20861	N894AE	Bombardier Aerospace, registered on 19 October.
	604	5625	T7-RMH	Black Eagle Havacilik, ex TC-MJB. Registered in December.
	605	5765	OY-CCH	Registered on 22 December, ex M-ASHI.
	605	5983	N155AN	Bank of Utah, ex G-RNFR. Registered on 14 October.
	650	6075	RA-67245	Registered on 28 December, ex M-ARUB.
	650	6156	OY-LLG	Registered on 27 November, ex C-GUAW.
Cirrus	SF50	0132	SP-VIS	First noted on 1 February 2020, ex N103AB.
	SF50	0207	N177LN	Aircraft Guaranty, registered on 1 September. Based in Europe
	SF50	0216	2-DRDR	Private, delivered to North Weald on 26 October. Registered on 22 September.
	SF50	0237	2-DBRV	Ferimare, registered on 7 December.
Eclipse	EA500	000143	2-	Exported to Guernsey on 4 January.
	EA500	000221	N686TM	Reregistered from N666TM on 31 December. Still with Musgrave Properties.

Embraer	EA500	000230	2-DEWS	Exported to Guernsey on 21 January, ex N256DP.	
	500	50000365	N365PF	Former D-IDAS of DAS Private Jets GmbH was sold back to Embraer.	
	505	50500009	N690SA	Ex D-CGDM of ProAir Aviation was sold to Stone Arch Aviation LLC.	
	Falcon	7X	138	N993SJ	Jetsons, ex M-FALC. Registered on 8 October.
		7X	172	C-GURK	Mark Anthony Group, re-registered from C-FMHL on 14 January.
		8X	478	OY-RAD	Air Alsie, ex F-WWQQ. Registered on 21 December.
		900LX	205	PH-DTF	Exxaero, ex M-VGAL.
	900EX	237	C-GBDY	Anderson Air, ex F-GCAF. Registered on 7 January.	
	900LX	322	N322FJ	TVPX Aircraft Solutions, registered on 16 October.	
	2000EX	104	N43RT	Raytheon Technologies, re-registered from N310U on 14 October.	
2000LX	196	N813V	TVPX Aircraft Solutions, ex OO-VRO. Registered on 20 October.		
2000LXS	275	OY-RME	Air Alsie, ex G-FLXS. Registered in January.		
2000LXS	361	VN-A486	Noted at Ho Chi Minh City on 7 January.		
Global	Express	9103	TC-SER	Addition to Scramble 499.	
	6000	9549	B-650M	Delivered to ZYB Lily Jet in December. Addition to Scramble 500.	
	6000	9620	T7-ARES	Delivered to Swan Aviation in December. Addition to Scramble 500.	
	5500	60027	I-DBRR	Delivered to Sirio in January, ex C-GUOJ.	
	6500	60012	CS-DOU	Delivered to Netjets Europe on 4 January, ex C-GJMQ.	
	6500	60043	C-GPWU	Delivered to Bombardier on 15 January.	
	7000	70006	N265CP	Reregistered from N750GX on 7 January.	
	7500	70041	9H-VIA	Delivered to VistaJet Malta in December. Addition to Scramble 500.	
	7500	70046	D-APLC	Delivered to ACM Air Charter on 4 January, ex C-GJHY.	
	7500	70054	VP-CTM	Delivered to the Cayman register in January, ex C-GLOY.	
	7500	70081	C-GTQP	Delivered to Bombardier on 13 January.	
	7500	70082	C-GTSP	Delivered to Bombardier on 13 January.	
	Gulfstream	IV	1205	N455WG	Nxt Jet, re-registered from N671AF on 14 October.
G450		4171	N941RS	TVPX Aircraft Solutions, re-registered from N225CX in October.	
G450		4237	TU-VAG	Ivory Coast Air Force, ex T7-LAI. Ferried from Chateauroux to Basel on 13 January.	
G450		4308	N250RJ	John W. Dixon, ex C-FDBJ. Registered on 21 October.	
G450		4314	VP-CDE	TAG Aviation Asia, ex VP-CYH. Registered on 20 August.	
G550		5131	P4-BAR	Sonnig International Private Jet, ex N131GA. Noted at Accra on 7 January.	
G550		5393	N5393R	Bank of Utah, ex XA-MAV. Registered on 9 October.	
G550		5426	N426GA	Gulfstream Aerospace, ex OK-KKF. Registered on 21 October.	
G650ER		6074	N201CE	TVPX ARS, re-registered from N652CH on 22 October.	
G650ER		6217	N650DJ	Correction of the previous issue, after VP-CYZ, the new B-650J became N650DJ on 22 October.	
G650		6438	N212DD	TVPX Aircraft Solutions, ex N638GA. Registered on 17 December.	
G650		6441	HB-IXL	Orecla Services, ex N441GD. Registered on 22 January.	
G600		73029	N601CH	JPMorgan Chase Bank, ex N629GD. Registered on 21 October.	
G600	73034	N982RW	Coca-Cola, ex N634GA. Registered on 14 October.		
G600	73040	N63NB	Niagara Bottling, ex N640GD. First noted on 4 December.		
Honda IAI	HA-420	00112	T7-DNH	Foreign Real Estate Investments, ex T7-HDJ. Registered on 9 December.	
	1124	237	N24KL	Registration cancelled on 5 January.	
	1125SPX	59	N666HA	Registration expired on 11 January.	
	1125SPX	105	N305BB	Reregistered from N585RL on 7 January.	
	G150	221	N705AK	Reregistered from N532GP on 20 January.	
	G200	171	N357JG	Reactivated on 4 January.	
	G280	2074	N7L	Reregistered from N28SJ on 20 November.	



The first Cirrus SF50 on the Belgian register is OO-TBB and operated by Air Service Liège, on behalf of Blue Sky Aviation. The Vision Jet G2 was delivered to Antwerp on 18 January 2021 and carries msn 0244. Note the aircraft is still wet from receiving the traditional water salute upon arrival. (Jonas Evvard)

	G280	2172	N1FG	Reregistered from N272GA on 5 January.
	G280	2205	N268PC	Reregistered from N805GA on 13 November.
	G280	2206	PS-DDA	Transferred to Brazil on 1 December, ex N906GA.
	G280	2207	N285FA	Delivered to Anderson Automotive Group on 29 December, ex N907GA.
	G280	2209	N281MW	Reregistered from N209GA on 30 November.
	G280	2210	N284MW	Reregistered from N810GA on 2 November.
	G280	2211	N450AZ	Delivered to UMB Bank on 21 January, ex N311GA.
	G280	2212	N471BK	Reregistered from N912GA on 18 December.
	G280	2216	N216GA	Delivered to Gulfstream on 5 November.
	G280	2217	N217GA	Delivered to Gulfstream on 30 November.
	G280	2218	N218GA	Delivered to Gulfstream on 3 December.
	G280	2219	N219GA	Delivered to Gulfstream on 28 December.
Learjet	60	60-361	9H-VMG	Operator in Malta now known as Hyperion Aviation Ltd. Addition to Scramble 500 – Page 40.
Pilatus	PC-24	188	D-CTLM	Operator in Germany now known as Gerhard Schubert GmbH. Addition to Scramble 499 – Page 41.
	PC-24	203	HB-VSR	Registered to Pilatus Flugzeugwerke in October, later registered to:
	PC-24	203	N777NX	Pilatus Business Aircraft Ltd. in November.
	PC-24	209	HB-VVE	Registered to Pilatus Flugzeugwerke in November, noted wearing Svenskt Ambulansflyg colours.
	PC-24	210	HB-VVF	Registered to Pilatus Flugzeugwerke in November.

Bizprops



Luxaviation took delivery of this brand new King Air 250 in September 2020. Painted in a rather unimaginative colour scheme, LX-KAY has msn BY-382. (Antwerp, 22 December 2020, Walter Van Brempt)

Beech	C90B	LJ-1526	TN-AIV	Former LX-PRG of Europe Air Service was sold to an unknown operator in Brazzaville in 2011.
	C90B	LJ-1595	F-HUAS	Former N747JA of Southern Aircraft Consultancy Inc. was sold to B200-1 in France.
	200	BB-821	G-IASC	Ex TF-MYV of Myflug hf. was sold to Gama Aviation (UH) Ltd.
	B200	BB-1692	G-GMAF	Former SE-LVU of Lufttransport Svenska AB was sold to Gama Aviation (UK) Ltd.
	B200	BB-1923	D-IAEF	Former HS-CNS was sold to a yet unknown operator in Germany.
	350i	FL-857	C-GBCN	Former D-CVMG of Star Wings Dortmund was sold to Northern Thunderbird Air Inc. in Canada.
	350i	FL-1117	D-CVUT	This brand new Beech (ex N1117Y of Textron) was sold to a yet unknown in Germany and being used as a testbed for the next generation turboprop engine called ATP.
Kodiak	100	0210	F-HNMD	Héli-Béarn, ex N210KQ. Registered on 23 December.
PAC	750XL	225	4X-DAN	Noted at Haifa on 18 December 2019, ex ZK-EPL.
Pilatus	PC-12/47E	1004	ZS-CON	Ex PH-CZD was sold to a yet unknown customer in South Africa recently.
	PC-12/47E	1845	D-FOOD	Ex OY-THP was sold to an unknown operator in Germany.
	PC-12/47E	1890	D-FORH	Former OH-GTH of Hendell Aviation Oy was re-registered to an unknown operator in Germany.
	PC-12/47E	1935	VH-LWO	Former HB-FXU of Pilatus Flugzeugwerke was temporary sold to Royal Flying Doctor Service of Australia (Western Operations), but short after sold back to the factory and stated as WFU.
	PC-12/47NGX	2049	D-FKJM	Ex HB-FQP of Pilatus Flugzeugwerke was sold to a yet unknown operator in Germany.
	PC-12/47NGX	2051	OK-PTT	Former HB-FQR was sold to Go Pont a.s., but is operated by Air Bohemia a.s.
	PC-12/47NGX	2052	HB-FRV	Pilatus Flugzeugwerke, was registered HB-FQS and HB-FRS at first, later sold to:
	PC-12/47NGX	2052	N52GX	Pilatus Business Aircraft Ltd. in the US in November.
	PC-12/47NGX	2055	HB-FQV	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2055	OE-EBF	Taransay GmbH & Co. KG in Austria in January.
	PC-12/47NGX	2058	HB-FQY	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2058	N928PG	Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47NGX	2059	HB-FQZ	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2059	N944JD	Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47NGX	2060	HB-FRA	Registered to Pilatus Flugzeugwerke in November.
	PC-12/47NGX	2061	HB-FRB	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2061	N261NX	Pilatus Business Aircraft Ltd. in the US in December.
	PC-12/47NGX	2062	HB-FRC	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2062	N62GX	Pilatus Business Aircraft Ltd. in the US in January.
	PC-12/47NGX	2063	HB-FRD	Registered to Pilatus Flugzeugwerke in November, later sold to:
	PC-12/47NGX	2063	N26GX	Pilatus Business Aircraft Ltd. in the US in January.

	PC-12/47NGX 2064	HB-FRE	Registered to Pilatus Flugzeugwerke in December, later sold to:
	PC-12/47NGX 2064	N727KF	Pilatus Business Aircraft Ltd. in the US in January.
Piper	46-500TP 4697671	RA-07854	Registered on 12 November, ex N500RU.
	46-600TP 4698108	RA-07857	Registered on 15 December, ex G-XSCP.

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-2M	7 016 41	CU-A610	ENSA	Pin	24nov97	c/n now known
An-2T	1G59-35	RF-00452	DOSAAF Rossii	Msk	11aug20	white top, small yellow cheat line and blue belly and tail
An-2P	1G162-45	ABH-03	Abkhaz Air Force	SUI	29oct20	c/n now known; ex RA-07795
An-2	1G170-08	ABH-04	Abkhaz Air Force	SUI	29oct20	c/n now known; ex RA-07849
An-2R	1G174-47	RA-40851	Avialinii Mordovii	w/o	13jul20	canx between 04dec20 and 14jan21
An-2R	1G180-06	RA-81519	Feniks	dbr	09jun19	canx between 04dec20 and 14jan21
An-2R	1G211-22	UR-32663	FOP O. Kh. Nedov	rgd	28dec20	
An-2R	1G217-56	RA-33009	not known	rgd	12mar16	canx between 04dec20 and 14jan21
An-2R	1G220-14	LY-AVI	Svedijos Prekyba	before	apr19	transported to Tamrla at the SCCA-Redclay studios
An-2R	1G222-04	RA-40327		rgd	17dec20	
An-2M	---	591	SEPMI (Cuban Air Force)	photo		CU-D591 on wings, on fuselage just 591
An-2R	---	CU-T1026	Aerotaxi	CYO	21sep01	
An-2	---	CU-T1028	Aerotaxi	CYO	21sep01	
An-2M	---	CU-A1046		Cil	20apr02	
An-14A	6 007 05	RA-5050G	privately owned	rgd	22dec20	c/n not confirmed; in register as YeEVS.90.2614
An-24RV	3 73 085 10	RA-46603	Turukhan	Kjc	17sep19	canx between 04dec20 and 14jan21
An-24RV	4 73 095 08	RA-46667	UTair	SBT	26dec19	canx between 04dec20 and 14jan21
An-26	112 01	267	Vietnam Air Force	SGN	23jan19	wfu in late 2020 (was last active Vietnamese An-26)
An-26	---	210 & 212	Vietnam Air Force	d/d	late'80	both opb 918th Transport Regiment at Gia Lam
An-26	---	276	Vietnam Air Force	unknown		engines flamed out due to crew error and came down in swampy terrain
An-26	---	285 (1)	Vietnam Air Force	w/o	16sep87	crashed into Mount Lap near Da Ngich
M-28-05	AJE003-10	08-0310	US Air Force	ANR	27jan21	ex AMARC store; en-route to Kenya
An-32RE	07 07	KA2731	Indian Air Force	Ban	09dec20	



This nice looking L-410UVP-E20 changed registration just twelve times. It arrived at Kunovice 4 October 2020 registered TI-BJM for overhaul. It emerged from this overhaul on 19 January 2021, now registered 3B-NCD and was test flown this date. It started a long delivery flight to its final destination Bangui via Sofia, Heraklion, Luxor, Khartoum and Juba. It has no titles but is operated by Air-Tec Global. (Kunovice, 19 January 2021, Jan Lekes)



Since the Let-410 production was restarted back in 2011 some 120 new aircraft have been built. Ninety percent of them were delivered to Russia, including approximately forty for the Russian Air Force. But they do not leave the European Union as Russian Air Force. Some left flying with a Czech registration to the UZGA - Ural Plant of Civil Aviation at Aramil Uktus. Most left disassembled on two low loaders to the UZGA. There, at Aramil Uktus, they were assembled and delivered to their new owners. This photo shows one of these transports and in this case it is msn 3212, which left Kunovice 30 April 2019 and nothing was heard of it since. As can be seen two lorries were used, one carrying the 14,4 metre long fuselage and the other one carries the twenty metre long wing, tailplane and engines. Through the plastic the old type Aeroflot cheat line is visible. (Kunovice April 2019, Jan Lekes)

An-32P	29 01	UR-UZH	Constanta	d/d	29dec20	IEV-OZH
An-74-200	365 470 98 957	EW-286TL	Rada Air	d/d	04jan21	IAR-Marculesti; reportedly bought by Rada Air 2020
Il-38SD	0800 106 09	IN305	Indian Navy	GOI	dec20	placed in the Naval Aviation Museum at Goa
Il-76TD	00634 71147	UR-CIV	ZetAvia	SAL	07dec18	canx between 23dec20 and 16jan21; became;
		EX-76005	Sapsan	rgd	14jan21	and seen all white, n/t FRU that same date, 14jan21
Il-76TD	10334 18600	RA-76386	Aviacon Zitotrans	Orh	jul19	canx between 04dec20 and 14jan21
Ka-26	77 059 20	RA-24303		rgd	16dec20	ex RF-00502
Ka-31	---	RF-34191	Russian Navy	photo	dec20	coded "53" yellow; Russian stars, but no Navy flag
Ka-52	35382616004	RF-13431	Russian Air Force	photo	29aug20	at Sevastopol-Yuzhny ; coded "15" blue
Ka-52	---	RF-13419	Russian Air Force	photo	14sep20	coded "77" yellow;
Ka-52	---	RF-13444	Russian Air Force	photo	09oct20	at Kapustin Yar; coded "90" red
Ansats	33 118	RA-20057	not known	rgd	30dec20	line # 118
L-410UVP-E20	87 19 20	3B-NCD	Air-Tec Global	UHE	19jan21	n/t; delivered to Bangui 20jan21; ex TI-BJM
L-410UVP-E20	87 19 22	9G-LET	Citylink	before	apr19	transported to Tamrla at the SCCA-Redclay studios
L-410UVP-E	89 23 16	3C-TM08	Equat. Guinea Air Force	SSG	12dec20	c/n now known, ex 3C-RBA
L-410UVP-E20	28 19	RA-67032(2)	Orenburzhye	REN	19nov20	canx between 04dec20 and 14jan21
L-410UVP-E20	32 05	--	for Russian MoD ?	d/d	24oct18	in disassembled state by truck to the UZGA, the Ural Plant of Civil Aviation, at Aramil-Uktus
L-410UVP-E20	32 08	--	for Russian MoD ?	d/d	05jan19	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	32 10	--	for Russian MoD ?	d/d	13mar19	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 04	--	for Russian MoD ?	d/d	11feb20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 05	OK-JNB	Aircraft Industries	rgd	21jan20	a/w, n/t; d/d UHE/VOZ/SVX 22oct20; canx 13nov20
		RA-67078(2)	not known	rgd	29dec20	c/n in register as R3305
L-410UVP-E20	33 06	OK-JNC	Aircraft Industries	rgd	09mar20	delivered to the UZGA 25oct20; canx 13nov20
		RA-67079(2)	not known	rgd	29dec20	c/n in register as R3306
L-410UVP-E20	33 07	--	for Russian MoD ?	d/d	15apr20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 08	--	for Russian MoD ?	d/d	13may20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 09	--	for Russian MoD ?	d/d	12jun20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 10	--	for Russian MoD ?	d/d	13jul20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 11	OK-JND	Aircraft Industries	rgd	14jul20	delivered to the UZGA 23oct20; canx 13nov20
		RA-67080(2)	not known	rgd	29dec20	c/n in register as R3311
L-410UVP-E20	33 12	--	for Russian MoD ?	d/d	19aug20	in disassembled state to the UZGA at Aramil-Uktus
L-410UVP-E20	33 13	--	for Russian MoD ?	d/d	2020 ?	in disassembled state to the UZGA at Aramil-Uktus ?
L-410UVP-E20	33 14	--	for Russian MoD ?	d/d	2020 ?	in disassembled state to the UZGA at Aramil-Uktus ?
L-410UVP-E20	33 15	--	for Russian MoD ?	d/d	2020 ?	in disassembled state to the UZGA at Aramil-Uktus ?
L-410UVP-E20	33 16	--	for Russian MoD ?	d/d	2020 ?	in disassembled state to the UZGA at Aramil-Uktus ?
L-410UVP-E20	33 17	OK-JNG	Aircraft Industries	rgd	08dec20	f/f 14dec20
L-410UVP-E20	33 18	OK-JNH	Aircraft Industries	rgd	19jan21	f/f 20jan21
L-410NG	50 02	OK-NGB	Aircraft Industries	rgd	07dec20	f/f 23dec20 in all white c/s, no titles
Mi-2	53 6823 090	'KA01'	Rigworld Training	photo	nov19	at the Rigworld Training Center at Takoradi; ex G660
Mi-2	53 6824 090	G661	Ghana Air Force		jun18	pres. in the museum at Kumasi; photoproof of the c/n
Mi-2	54 7234 071	"34" yellow	DOSAAF		aug20	seen preserved at Manski
Mi-2	54 7941 122	no reg	Ekspeditsiya	photo	2015/19	displayed on the premises of the Picknick-Hotel "Ekspeditsiya" (N54.444389 E27.766722) at Oktyabr
Mi-2	52 9211 045	RA-23322	Elbrus-Avia	rgd	08aug95	canx between 04dec20 and 14jan21
Mi-2	54 9225 055	RA-23748	Gazpromavia	PEE	16mar15	canx between 04dec20 and 14jan21
Mi-2	54 9917 086	RA-20500	MGTUGA	photo	2013/15	displayed in the yard of the MGTUGA i UTTs college at Rostov-na-Donu, c/n known now, ex RA-23717
Mi-2	5410638 068	RA-23740	Gazpromavia	PEE	16aug14	canx between 04dec20 and 14jan21
Mi-2	5410639 068	RA-23741	Gazpromavia	PEE	aug16	canx between 04dec20 and 14jan21

Mi-2	5410640 068	RA-23742	Gazpromavia	Che	jul17	canx between 04dec20 and 14jan21
Mi-4	---	07	Cuban Air Force		photo	
Mi-8MSB-V	01 46	"260"	Ukraine Army Aviation	toc	24jun19	t/t 4,028 hrs by 18jun19; opb 12 obrAA at Novy Kalyniv
Mi-8MSB-V	34 50	"32" black	Ukraine Air Force	photo	2019	opb 456 BrTrA at Vinnytsya-Havryshivka
Mi-8MSB-V	9 75 49 34	"31" black	Ukraine Air Force	no	reports	opb 456 BrTrA at Vinnytsya-Havryshivka
Mi-8T	9 81 03225	RA-24698	Polyarnyye Avialinii	YKS	31may16	canx between 04dec20 and 14jan21
Mi-8T	9 86 28952	RA-24488	UTair	OMS	06jan21	in non standard UTair blue c/s
Mi-8T	9 92 57115	J2-MAS	Djibouti Air Force	JIB	13jul16	c/n now known, ex OK-XYE
Mi-8MTV-1	9 5524	RA-25185	Taiga	UUS	26dec20	in full c/s with titles
Mi-8MTV-1	9 6264	OB-1934	HeliSur	AYP	11jan21	
Mi-8MTV-1	9 7461	RA-24454(2)	not known	h/o	29dec20	rgd 30dec20
Mi-8MTV-1	9 7462	RA-24463(2)	not known	h/o	29dec20	rgd 30dec20
Mi-8MTV-1	9 7463	RA-24472(2)	not known	h/o	29dec20	rgd 30dec20
Mi-8MTV-1	9 7464	RA-24494(2)	not known	h/o	29dec20	rgd 30dec20
Mi-8MTV-1	9 7465	RA-24496(2)	not known	h/o	29dec20	rgd 30dec20
Mi-8MTV-1	9 7472	RA-24550(2)	not known	rgd	25dec20	
Mi-8MTV-1	9 7474	RA-24557(2)	not known	rgd	23dec20	
Mi-8MTV-1	9 7475	RA-24561(2)	not known	rgd	25dec20	
Mi-8MTV-1	9 7476	RA-24563(2)	not known	rgd	29dec20	
Mi-17	407M02	102	Cuban Air Force	d/d	1982	preserved at Santa Clara, seen nov20
Mi-17-1V	792M17	J-1717	Turkish Jandarma	SAW	06jan21	
Mi-8AMT	AMTS00643137410U	"73" yellow	Russian Air Force	BGF	24dec20	flown by An-124 to BGF 24dec20; l/n BGF 07jan21
Mi-8AMT	AMTS00643137411U	"74" yellow	Russian Air Force	BGF	24dec20	flown by An-124 to BGF 24dec20; l/n BGF 07jan21
Mi-8AMT	8AMT00643187756U	RA-24427(2)	BNPB	photo	08jan21	at Kupang El Tari all white with BNPB titles
Mi-8AMT	8AMT00643197805U	RA-22452(3)	not known	rgd	25dec20	
Mi-8AMT	8AMT00643197806U	RA-22374(2)	not known	rgd	25dec20	
Mi-8MSB-V	MSB8 590031	"33" black	Ukraine Air Force	photo	2019	opb 456 BrTrA at Vinnytsya-Havryshivka; code on a sheet of paper in a cockpit window
Mi-8MTPR-1	---	RF-04421	Russian Air Force	photo	19aug20	coded "61" blue
Mi-8MTPR-1	---	RF-04424	Russian Air Force	photo	19aug20	coded "59" blue
Mi-8AMTSh	---	RF-04433	Russian Air Force	photo	apr20	coded "67" blue
Mi-8MTPR-1	---	RF-04434	Russian Air Force	Khb	aug19	coded "57" blue
Mi-8MTV-5	---	RF-04464	Russian Air Force	photo	sep20	coded "18" yellow
Mi-8MTV-5	---	RF-04475	Russian Air Force	photo	sep20	coded "30" yellow
Mi-8AMTSh	---	RF-04512	Russian Air Force	CKL	25sep20	coded "37" yellow
Mi-8MTV-5	---	RF-04515	Russian Air Force	Roc	10jul20	coded "68" blue
Mi-8MTV-5	---	RF-04516	Russian Air Force	photo	22sep20	at Kant; Mi-8MTV-5-1; coded "38" yellow
Mi-8MTPR-1	---	RF-04518	Russian Air Force	photo	07sep20	at Dushanbe; coded "40" yellow
Mi-8AMTSh	---	RF-04527	Russian Air Force	photo	04jul20	coded "275" yellow
Mi-8MTV-5	---	RF-04537	Russian Air Force	photo	aug20	coded "50" red
Mi-8MTV-5	---	RF-95658	Russian Air Force	photo	22sep20	coded "74" blue
Mi-171A	---	B-722P	Qingdao Helicopter	CGD	20dec20	
Mi-8	---	394	Afghan Air Force	TV	jan21	in an old documentary of the USSR in Afghanistan
Mi-171	---	LH962709	Chinese Army	photo	dec20	opb 79th Brigade at Liaoyang ##



For sure a highlight and unexpected visitor at Antwerp was this C-145A of the US Air Force. It was originally built for the Indonesian Navy and carried serial U-632 but the contract was cancelled. It went to the US in 2009 where it operated for several US Government related agencies with registration N310MV and was still on the register as such by March 2019, although it received military serial 03-0310 by at least May 2014. It arrived with 309th AMARG at Davis-Monthan for storage on 28 May 2015. In January 2021, after being taken out of storage, it was ferried via Antwerp to Kenya where it was due to be operated as 80310. It did not receive a new paint job prior to the long flight to Africa. Its former AMARC code AJE01-0310, just like the US military serial, is related to its construction number AJE003-10. (Antwerp, 27 January 2021, Jan Severijns)

Mi-171E	---	LH972768	Chinese Army	photo	02jul20	
Mi-8T	---	H-802	Namibian Air Force	d/d	jun02	donated by Libya; in light grey/olive drab camo c/s
Mi-8MTV-1	---	335	Nicaraguan Air Force	h/o	19mar20	no titles; to be used for fire-fighting duties
Mi-171E	---	SMH4429	Sri Lanka Air Force		2021	overhauled by Helisota
Mi-17V-5	---	SSAF-104	South Sudanese Air Force	dam	10jan21	came down hard and rolled over, the tailboom broke off
Mi-24P	353 243 43 19511	RF-92498	Russian Air Force		24sep11	Astrakhan-Privolzhskii; coded "08" red; c/n now known
Mi-24P	353 243 44 20827	H-396	Angolan Air Force	photo	22sep19	c/n painted on; c/n known now, ex RF-95296
Mi-24P	353 243 17 24342	RF-91257	Russian Air Force	photo	20sep20	coded "36" yellow
Mi-24P	---	RF-91251	Russian Air Force	photo	20sep20	coded "17" yellow
Mi-24 Mk.3	---	SB-81	Algerian Air Force	photo	jan21	in two-tone sand camo c/s with light grey underside
Mi-24	---	TU-VHT	Ivory Coast Air Force	SOF	27jan21	reg used before on a Mi-8; probably ex Bulgarian AF
Mi-28N	---	RF-95633	Russian Air Force	photo	19nov20	coded "02" blue
Mi-35M	---	TZ-12H	Mali Air Force	toc	12jan21	the one which was delivered 21aug19 ?
Mi-35M	---	"311" white	Uzbek Air Force	photo	11jan21	at the Forish training range; based at Khanabad
Mi-26	---	"71" red	Russian Air Force	Ror	02oct19	in orange c/s with blue cheatline and trim
Mi-26	---	RF-06809	Russian Air Force	Pus	jan21	coded "71" red
Mi-28N	34012843505	RF-13492	Russian Air Force	Kub	28aug20	coded "52" yellow; c/n now known
Mi-28UB	---	RF-13450	Russian Air Force	Roc	oct20	coded "01" white
RRJ-95B	95 164	RA-89155	not known	rgd	23dec20	
RRJ-95B	95 191	RA-89128	Rossiya	rgd	10dec20	
RRJ-95B	95 192	RA-89129	Rossiya	rgd	10dec20	named 'Severodvinsk' ferried ULY to SVO 28dec20
RRJ-95B	95 193	RA-89130	Rossiya	rgd	10dec20	named 'Kronstadt' ; ferried from ULY to SVO 28dec20
RRJ-95B	95 194	RA-89131	Rossiya	rgd	10dec20	named 'Murom'; ferried from ULY to SVO 28dec20
RRJ-95B	95 195	RA-89132	Rossiya	rgd	23dec20	ferried from ZIA to SVO 30dec20
RRJ-95B	95 197	RA-89133	Rossiya	rgd	25dec20	named 'Saransk' after the capital city of Mordovia
RRJ-95B	95 198	RA-89134	Rossiya	rgd	25dec20	named 'Zvenigorod' after old town in Moscow region
RRJ-95B	95 203	RA-89143	Red Wings	SVO	12jan21	
Tu-204-300	145074 3 3 64026	RA-64026	Rosgvardiya	CKL	08dec20	canx between 04dec20 and 14jan21
Yak-12R	07 4 20	CCCP-L5828	AFL/Mosk. AG SPiVS	rgd	26mar55	became CCCP-07828 rgd 17may58
Yak-12R	07 4 25	CCCP-L5825	AFL/Mosk. AG SPiVS	rgd	12may55	became CCCP-07825 rgd 17may58
Yak-12R	08 4 40	CCCP-L5865	AFL/Mosk. AG SPiVS	rgd	30jul55	became CCCP-07865 rgd 17may58
Yak-12R	09 4 28	CCCP-L5874	AFL/Mosk. AG SPiVS	rgd	26jul55	became CCCP-21107 rgd 17may58
Yak-12R	09 4 37	CCCP-L5879	AFL/Privolzhsk	rgd	04aug55	became CCCP-95895 rgd 14may58
Yak-12R	09 4 40	CCCP-L5877	AFL/Privolzhsk	rgd	26jul55	became CCCP-95896 rgd 14may58
Yak-12M	03 5 08	CCCP-L5753	AFL/Privolzhsk	rgd	31jan56	became CCCP-05753 rgd 14may58
Yak-12M	03 5 14	CCCP-L5755	AFL/Privolzhsk	rgd	05mar56	became CCCP-05755 rgd 14may58
Yak-12M	05 5 27	CCCP-L4009	AFL/Privolzhsk	rgd	30mar56	became CCCP-74009 rgd 14may58
Yak-12M	05 5 39	CCCP-L4016	AFL/Privolzhsk	rgd	21apr56	became CCCP-74016 rgd 14may58
Yak-12M	06 5 09	CCCP-L4033	AFL/Privolzhsk	rgd	27mar56	became CCCP-74033 rgd 14may58
Yak-12M	07 5 21	CCCP-L4131	AFL/Mosk. AG SPiVS	rgd	30may56	became CCCP-74131 rgd 17may58
Yak-12M	07 5 26	CCCP-L4137	AFL/Mosk. AG SPiVS	rgd	26apr56	became CCCP-74137 rgd 17may58
Yak-12M	07 5 27	CCCP-L4136	AFL/Mosk. AG SPiVS	rgd	07may56	became CCCP-74136 rgd 17may58
Yak-12M	08 5 14	CCCP-L4080	AFL/Mosk. AG SPiVS	rgd	21jun56	became CCCP-74080 rgd 17may58
Yak-12M	13 5 01	CCCP-L4295	AFL/Far East	rgd	06dec56	became CCCP-14295 rgd 20jun58
Yak-12M	13 5 03	CCCP-L4299	AFL/Far East	rgd	23nov56	became CCCP-14299 rgd 20jun58
Yak-12M	13 5 04	CCCP-L4302	AFL/Far East	rgd	05jan57	became CCCP-14302 rgd 20jun58; soc 08aug69
Yak-12M	13 5 05	CCCP-L4304	AFL/Far East	rgd	05jan57	became CCCP-14304 rgd 20jun58; soc 05feb69
Yak-12M	13 5 07	CCCP-L4315	AFL/Far East	rgd	20aug56	became CCCP-14315 rgd 20jun58
Yak-12M	22 5 29	CCCP-L777	AFL/Mosk. AG SPiVS	rgd	07may57	became CCCP-72777 rgd 17may58
Yak-12M	23 5 17	CCCP-L799	AFL/Mosk. AG SPiVS	rgd	27may57	became CCCP-72799 rgd 17may58
Yak-12M	6 12 7 105	CCCP-L852	AFL/Privolzhsk	rgd	19nov57	became CCCP-40852 rgd 14may58
Yak-12M	6 12 7 109	CCCP-L862	AFL/Privolzhsk	rgd	19nov57	became CCCP-40862 rgd 14may58
Yak-12M	7 12 7 140	CCCP-L526	AFL/Far East	rgd	07jan58	became CCCP-62526 rgd 20jun58
Yak-12M	7 12 7 145	CCCP-L528	AFL/Far East	rgd	02jan58	became CCCP-62528 rgd 02jan58
Yak-12M	8 12 7 183	CCCP-L5922	AFL/Far East	rgd	19feb58	became CCCP-95922 rgd 20jun58
Yak-12M	21 0 997	3200K	privately owned	photo	19jun20	of the damaged fuselage at an unknown location
Yak-40	9 91 02 03	RA-87791		rgd	03dec20	restored to the register on this date
Yak-40	9 31 08 26	RA-87251(1)	SibNIA	Kjc	may18	canx between 04dec20 and 14jan21
Yak-42D	452042 47 11 396	RA-42353	KrasAvia	CEK	24dec20	broken up; was canx between 04dec20 and 14jan21
H6H	---	40679	Chinese Air Force	photo	jan21	36th Brig/108th Reg
H6H	---	40773	Chinese Air Force	photo	jan21	36th Brig/108th Reg
CJ6	---	'G-ARSP'	yellow c/s		08jan21	seen in the Xian film studio's with these fake markings
ARJ21-700	170	B-620F	OTT Airlines	h/o	15jan21	and ferried from PVG to SHA the same day
Y12E	---	AF222	Zambian Air Force	dbr	26jan21	overshot on landing Mukinge Mission Airstrip

PH register

Newly registered aircraft:

PH-BCS	Ultramagic N-210	210/146	09dec20	Noordelijk Ballonvaart Centrum BV
PH-CSL	De Havilland DH-82A	86609	18dec20	C.S. Huijers
PH-EJB	Kubicek BB.22	1753	21dec20	E.H.J. Doornewaard
PH-EME	Cessna 182T	18283109	09dec20	Alibrent BV
PH-HRC	Lindstrand LTL S.1-120	115	02dec20	Sky Promotions BV
PH-MOH	Kubicek BB.34Z	1754	14dec20	N.A.J. Kon
PH-RBT	Cameron O-105	12419	28dec20	B. Geeraerts
PH-SJH	Kubicek BB.51Z	1015	28dec20	J. Hoogstrate
PH-VEL	Pipistrel Virus SW 128	VSW1280006	18dec20	iFly Benelux BV

PH-XXI	Fokker D.XXI (replica)	5502	14dec20	J.J. van Egmond
PH-ZWZ	Extra EA300/LT	LT004	24dec20	Zeusch Aviation BV
PH-1650	Schleicher ASW 27-18 E	29627	21dec20	R. Groot

Change of ownership:

PH-ENH	Lindstrand LBL 105A	844	10dec20	B.M. Fisher
PH-FFA	Lancair Legacy	L2K-331	09dec20	E. Theben
PH-GCF	Alpi Aviat Pioneer 400	033	23dec20	R.H.G. Groeneveld
PH-INO	Kubicek BB26Z	1366	09749 04dec20	E.V. Gribennikova
PH-JRC	Embraer EMB-135BJ	14501016	17dec20	JetNetherlands BV
PH-LAV	Fire Balloons G	1247	07076 09dec20	Noordelijk Ballonvaart Centrum BV
PH-MAC	Glasair II-S RG	2378	08911 11dec20	J.P.C. Soubeyrand
PH-MYX	Cessna 650	650-7117	07325 09dec20	JetNetherlands BV
PH-OEF	Cameron C-80	4182	05979 21dec20	T. Buekers
PH-PBB	Stinson L-5B-VW	76-3401	08dec20	Stichting KLu Historische Vlucht
PH-PGU	Lindstrand LBL-105A	774	07727 04dec20	Hoogstraats Ballon Team Bvba
PH-PHE	Piper PA-28RT-201T	28R-8331022	06049 09dec20	Flightsense SARL
PH-PPM	Cameron N-120	4636	10dec20	L.M. Mandescu
PH-RDA	Cameron V-77	2358	06716 11dec20	Wilco Air BV
PH-SXN	SOCATA TB-9	1541	07496 07dec20	Arends Business Development BV
PH-TYD	Piper PA-28-140	28-7325421	07287 09dec20	M.A. Kramer
PH-UWL	Cessna 421C	421C-1234	03608 03dec20	Godfried Grasser GmbH
PH-XKV	SIAT 223 A1 Flamingo	12017-2629	16dec20	H.J. Boomkamp
PH-363	Schleicher K-8B	8660	07468 17dec20	J.C.M. Need
PH-516	Schleicher ASK-13	13499	02240 07dec20	W.A.M. van Boxmeer
PH-8S7	FreshBreez Bulli-X	992	20969 23dec20	D.H.R.G. Greving
PH-1186	Sportavia SF25C Falke	44181	05848 16dec20	M. Kön
PH-1229	DG-300 Elan	3E263	06054 16dec20	J.T.M. Broeksteeg
PH-1263	Diamond HK-36TC	36711	06254 01dec20	Stichting Dimo Pilots
PH-1390	Schleicher ASK-21	21187	07051 15dec20	Stichting Vliegmaterieel Nistelrode
PH-1484	Rolladen-Schneider LS 4-b	4901	07752 15dec20	Stichting Vliegmaterieel Nistelrode

Cancelled from register:

PH-BFT	Boeing 747-406 SCD	28459	05387 08dec20	To Bermuda.
PH-CML	Colt 120A	2277	04584 07dec20	More than 1 year without valid airworthiness document.
PH-OAH	Thunder AX8-105 S2	2552	17dec20	More than 1 year without valid airworthiness document.
PH-ULP	Eurocopter EC135T2	376	06660 18dec20	To Germany.
PH-VIN	Brändli BX-2	039/NVAV-121	06176 15dec20	More than 1 year without valid airworthiness document.
PH-VIR	Pipistrel Virus SW 121	VSW 1210007	09307 09dec20	To G-OVIR.
PH-3T4	Aerospool Dynamic WT9	DY032/2003	20654 10dec20	No longer compliant with requirements.
PH-7M4	Fresh Breeze XCitor	457	17dec20	More than 1 year without valid airworthiness document.
PH-7W9	PapTeam PAP ROS 125 GB	RT1955	08582 17dec20	More than 1 year without valid airworthiness document.
PH-8A1	Eurobyl Silent Twin	FLST 593618	08162 15dec17	More than 1 year without valid airworthiness document.
PH-8A7	Fresh Breeze Snap SportiX	327	08135 17dec20	More than 1 year without valid airworthiness document.
PH-9L8	Adventure A4	DAQ3538	20777 17dec20	More than 1 year without valid airworthiness document.
PH-176	Fokker Olympia Meise	6058	03533 15dec20	More than 1 year without valid airworthiness document.
PH-1497	Schleicher K 8b	8028	07892 17dec20	No longer compliant with requirements.
PH-1586	Schleicher ASW 20 L	20385	09052 10dec20	To Canada.

Additions, corrections and news:

PH-BCS	UltraMagic N-210	210/146	"Brightcare" advertisement.
PH-CSL	De Havilland DH-82A	86609	Ex PH-CSL, OO-DJU, A-2, PG712.
PH-CZD	Pilatus PC-12/47E	1004	To ZS-CON.
PH-EME	Cessna 182T	18283109	Ex N26CW.
PH-MOH	Kubicek BB.34Z	1754	"Wiegers Ballonvaart" advertisement.
PH-SJH	Kubicek BB.51Z	1015	Ex OO-BLR.
PH-ZWZ	Extra EA300/LT	LT004	Ex G-EXLT.

Credits: Inspectie Leefomgeving en Transport.



Still resplendent in the colours of former operator Jetfly Aviation is Cessna 525B 9H-TGR. It was delivered to Maltese operator Hyperion Aviation in early January. (Rotterdam-The Hague, 20 January 2021, Gideon van Dijk)

Wrecks & Relics



Hungarian MiG-21MF 9603 is back at Pápa. The aircraft will be restored by the same group who did an excellent job in restoring MiG-21MF 9307, which is now preserved inside a shelter on the base. (16 January 2021, Olivér Petrovics via Hidvégi Balázs)

Netherlands

Leeuwarden

Hunter T8C G-BWKL/ XF357 (marked as N-321) of the Dutch Hawker Hunter Foundation has severe technical problems. It will be replaced by Swiss Hunter T68 J-4205/HB-RVP which was bought from Altenrhein and will get fake Dutch serial N-322. It is expected to arrive at Leeuwarden before the summer and its Swiss registration HB-RVP will be replaced by a British one.

Mill

By late January 2021 Mi-2 94+51 and F-104G 23+92 were being removed from the Sportscenter Fitland. Both will return to Baarlo.

Austria

Salzburg

BJ-40	S105Ö	preserved	1140	jan21
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The Saab was delivered on 13 January and is on display at the Red Bull Hangar. It is currently on loan till the summer.

Belgium

Mariekerke

XZ182	Lynx AH7	preserved, ex Baarlo	058	jan21
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The Lynx is parked at a private house at N51.06095, E4.19916.

Sint Truiden

A-873	P3-05	HB-RCL	511	oct20
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The Pilatus arrived on 31 October 2020 from Ambri and should become OO-RDS.

France

Dole-Tavaux (39)

480	CM170	F-AZQC	480	feb20
(224)	MH1521M	F-GBEN, ex Lons	277	feb20
J-2004	Mirage 3DS	restauration, ex Swiss		jun20

All are with Aero Passion on the far side of the airfield. The Mirage was for sale at Vesoul-Frotay in 2016.

Bonave (69)

015/721-EP	MH1521M	stored	18	dec20
(145)	MS733	F-BNEF, cockpit	145	dec20

Bonave is south of Ville sur Jarnioux and the dismantled aircraft are behind a barn at N45.95611, E4.61044. The Broussard used to be at the Musée d'Aviation du Mas Palegyr.

La Ferté Alais (91)

(41-17601)/64	PT-13D	N5794	75-5764	dec20
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Aero Vintage Academy is restoring a recent arrived Stearman. It is not known if it will stay at La Ferté Alais.

Signy Signets (77)

Heli Technique is restoring Alouette 2 1013/BEO to flying condition and it will be offered for sale. Also for sale are two

ex ALAT SA341Fs which had arrived here in June 2020.

Germany

Augsburg (BY)

(07229)/947	N2S-3	N9478H	75-6833	jul20
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The Stearman had arrived by 2018.

Hungary

Balatonfűzfő

1867	MiG-21bisAP	stored	75061867	jan21
1968	MiG-21bisAP	stored	75061968	jan21
6253	MiG-21bisAP	stored	75046253	jan21

At least one Su-22 and eight MiG-21s from the storage at Pápa are now in a yard at or in Balatonfűzfő, three have been identified.

Meidl

(FAC-612)	PBY-6A	HK-2115P		oct19
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The Catalina arrived in October 2019 at Rare Bird Aviation who intends to restore the PBY to airworthy conditions. It was stored, after its arrival from Columbia, since January 2018 at Molbergen, Germany. The Meidl airfield is at N47.58634, E16.84605.

Pápa

9603	MiG-21MF	restauration, ex Szeged	969603	jan21
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The MiG-21 is now being restored by the same group who have restored MiG-21MF 9307.

Szolnok

Expected at the Reptár museum in town is Su-22 10, ex Pápa.

Lithuania

Vilnius

3186	MiG-21UM	preserved	516931086	mar20
5302	MiG-21MF	stored	965302	mar20

Both ex Czech MiG-21s were reported with a private collector southwest of Vilnius at 54.644265, 25.107070. They are here since at least April 2008 and came from Prelouc.

Norway

Gardermoen

907	F-5B	restauration, ex Kjevik	N9010	jan21
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On 26 January the F-5 was transported to Gardermoen to a group who is hoping to restore one or two F-5s to flying condition. It is at the museum restoration hall.

Harstad-Narvik

(87+24)	Bo105P	LN-OTC	6124	aug20
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The Bolkow was registered on 20 August to the same address as the locally based Helitrans detachment.

Kodal

Since June 2020 a local restorer is working on former Romanian Alouette 3 35 (c/n 76). Kodal is near Sandefjord.

Sandefjord

Since summer 2020 Kåre Jan Johansen is restoring IAR316B YR-ELN (c/n **40**), for which LN-OKJ is reserved. These Norwegian markings used to be for another restoration project, former Romanian Alouette 3 27 (c/n **68**), but they were cancelled in 2015.

Poland

Deblin
2001 TS-11 preserved **3H-2001** dec20
The Iskra was handed over to the museum on 9 December.

Gaj Wielki (WKP)
6316 Su-20R preserved **74726** jan21
The aircraft is preserved in the back garden of a collector (N52.44725, E16.59994), some 20km west of Poznań. It is there since at least July 2010.

Romania

Boboc
Inside the technical school a boomless Mi-8 was noted in August 2015. A separated boom marked 725 was lying nearby. It has now been reported that the aircraft here might be 705, so the boom does not belong to the aircraft. Thanks to Ben Sadler for most of the Romanian Mi-8 updates.

Braila
713 Mi-8T preserved **10713** oct20
The Mi-8 is preserved inside military barracks at N45.24771, E27.95402. Confirmation on this one would be gratefully received, as it is a long lost one and GE imagery pre October 2020 is not very clear.

Bucuresti
706 Mi-8T stored **10706** sep18
This Mi-8 is with a military institution on the south of town (N44.38146, E26.14352) and easy visible from outside. It arrived according GE pre September 2002.

Former Ianca Mi-8T 715 was preserved, according Google

Earth, since July 2009 at military barracks on the west side of town (N44.40362, E26.04404). It was dismantled by September 2018 and processed for scrap.

Also worth mentioning is that Mi-8T 717 and 718 Mi-8Ts (ex Ramnicu Sarat) were sold during 2012 to the Simultec company in Bucarest to be converted to simulators for onward sale.

Bucuresti-Baneasa
736 Mi-8PS stored **10736** jul20
The Mi-8 is parked outside with no rotors. Mi-8T 716 is also still stored here.

Clinceni
45 IAR316 preserved jul20
The Alouette 3 is preserved next to MiG-21U-600 5117 and used to be at the Muzeul Aviatiei in Bucharest.

Craiova
111 IAR93A preserved **93180111** mar20
The aircraft is pole mounted behind the gate at the Avioane factory on the north side of the airfield (N44.32741, E23.86366).

Iasi
708 Mi-8PS preserved **10708** sep20
The Mi-8, which is preserved inside some military barracks since at least 2003, has now been identified.

Mangalia
An unknown Mi-8 is preserved inside some navy barracks and had arrived by at least June 2018 (N43.80496, E28.56990 l/n feb20).

MiG-29
Phil Adkin has taken a look, with the help of pictures and Google Earth, at the current situation of the MiG-29s. Five hulks are at Bacău, these are stripped for spares by Poland and are 22, 35, 49, 68 and 75 (l/n dec20). Mid field at Mihail Kogălniceanu are 15, 23, 33, 46, 48, 50, 53 and 54 (all l/n nov20). That leaves 38, 69, 70 and 76 as the four still in the revetment on the north west side of Mihail Kogălniceanu. The final one



The Spanish Aerotécnica company only built twelve AC12 helicopters. They received serials Z.2-1 till Z.2-12 and were used for a short time in the early sixties. Currently two are at Cuatro Vientos (Z.2-6 and Z.2-7) and one is at Sabadell (Z.2-11). This unknown AC12 was recently discovered at a truck yard close to the airfield of Valencia. Going back in time on Google Earth it is clearly visible since November 2007, but the view has always been obstructed by trucks. (23 January 2021, Javi Ballesteros)



Romanian IAR316B Alouette 3 45 is preserved next to MiG-21U-600, 5117 at the airfield of Clinceni. The airfield is south west of Bucarest and the Alouette came from the Muzeul Aviatiei from that city. Although the airfield entrance is guarded you still could freely enter the airfield. (18 July 2020, Tom Kowalski)

is 67, which is at the Muzeul Aviatiei at Bucharest.

Spain

Albacete

Expected for instructional use at the CIFP Aguas Nuevas, a technical school, is former Torrejón Falcon 20E TM.11-1/47-21.

Lugo

TM.11-2/47-22 Falcon 20D instructional **222** dec20
The ex Torrejón storage Falcon was delivered to the CIFP As Mercedes at N42.99865, W7.54665.

Madrid-Cuatro Vientos

T.10-03/31-03 C-130H preserved **4531** dec20
The Hercules arrived on 29 December on the airfield and will go to the Museo de Aeronáutica y Astronáutica.

Valencia

AC12 preserved, red/yel/blue c/s jan21
An Aerotécnica AC12 has appeared, mounted on the roof of a truck, at a yard near Valencia airport (N 39.47386, W0.43827).

Turkey

Ankara

12059 U-17B instructional aug19
12062 U-17B instructional aug19
AB206 instructional aug19

All are with the Gazi Mesleki ve Teknik Anadolu Lisesi, which is in the area of N39.93836, E32.8190.

Bursa

11051 U-17B instructional mar19
The Cessna at the Hürriyet Mesleki ve Teknik Anadolu Lisesi school near the airfield was earlier reported as 14051, but internet pictures show it to be 11051.

Gaziantep

67-0227 F-4E preserved **2886** aug19
68-0319 F-4E preserved **3347** aug19

There are two Phantoms preserved in this town. 67-0227 is at N37.02417, E37.33517 and 68-0319 at N37.03043, E37.38181. 67-0227 was previously report as scrapped at Izmit, but that might actually have been 66-0307 with a wrong data plate.

Gümüşhane

(70-3039)/1 NF-5A preserved sep20
An F-5 in Turkish Stars colours is preserved along the main road at N40.43958, E39.50383. It was installed in June 2016. Its serial needs confirmation as it only carries code 1.

Kayseri

10138	Citabria	instructional	1125-79	dec18
10176	T-41D	instructional, civil colours		dec18
10179	T-41D	instructional, civil colours		dec18
10190	T-41D	instructional, civil colours		dec18
12354	U-17B	instructional		dec18
12355	U-17B	instructional		dec18
12453	U-17B	instructional, civil colours		dec18
13057	U-17B	instructional		dec18
13080	U-17B	instructional		dec18
13257	U-17B	instructional, civil colours		dec18

Internet pictures show these inside the hangar of the aviation department of the Erciyer Üniversitesi, the Sivil Havacılık Yükekokulu Fohmi Ösihan (N38.70461, E35.51680). Their Do28D 4010 and one of the two Alouette 2s (either EM-2076 or E-2115) are parked outside the hangar (last noted November 2019). TF-104G 5703/8-703 is mounted on a pole near the schools entrance.

Mersin

TCB-34 AB212ASW preserved **5104** nov20
The Bell is outside with the Mersin Deniz Müzesi (N36.78123, E34.60068) and is there for at least six years.

Of

78-135 CF-104 preserved jun20
A Starfighter with an odd serial is pole mounted along the beach in the town of Of, which is some 45 kilometres east of Trabzon (N40.94816, E40.26750). It arrived in February 2018.

United Kingdom

Beckingham, Lincolnshire

(XW225) Puma HC1 **1170** dec20
The cabin (no cockpit) of a Puma was trucked to the MOD range here from the Newark Air Museum on 10 December 2020, having been returned to the MOD on completion of its spares donation task.

West Raynham, Norfolk

(WT660)/C Hunter F1 restoration **41H-665495** oct20
A Hunter arrived from Inverness during October for restoration with the West Raynham Control Tower organization.

Credits Phil Adkin, Javi Ballesteros, Hans Hoogers, Tom Kowalski, Paco Rivas, Ben Sadler, Tom Svendsen, Hans van der Vlist



Vickers Supermarine Spitfire Mk.IX G-IRTY paid a surprise visit to take in some fuel at Antwerp airport, Belgium, on 18 December 2020. The shiny polished warbird gained international fame when it flew around the globe in 2019. G-IRTY is a World War II veteran, which was taken on charge by the Royal Netherlands Air Force as H-8 in 1946, later also coded 3W-8. (Walter van Brempt)

Netherlands

Fliegermuseum Altenrhein at Altenrhein, Switzerland and Dutch Hawker Hunter Foundation (DHHF) at Leeuwarden have concluded an agreement regarding the sale of Hawker Hunter T.Mk68 registered as HB-RVP (ex Swiss Airforce J-4205) to DHHF. This aircraft will at DHHF replace its Hunter T.8C G-BWGL/N-321 which, due to insurmountable technical issues, no longer can be operated. Hunter HB-RVP will be transferred to the British civil register, as is the case with DHHF's Hunter F.6A. The aircraft will, like its predecessor, wear the authentic colour scheme of the two-seater Hawker Hunters operated by the Royal Netherlands Air Force, with the spurious military registration N-322. Due to existing corona-restrictions, delivery of HB-RVP to DHHF will take considerable more time than envisaged. DHHF expects the aircraft to arrive at Leeuwarden Air Base in the course of the second quarter of this year. It is foreseen to have this year all still flying Hunters in Europe together celebrating the Hawker Hunter's 70th birthday.

France

The North American T-28 has always been a popular warbird in France, not unlikely because of the role of the Trojan/Fennec in the country's aviation history. The year 2020 even saw a sudden increase in popularity, with five new examples imported from the USA. And now, with the New Year just begun, another T-28 will join them. The Federal Aviation Administration is listing T-28C N265D (**226-103**) as having been cancelled from the US register and exported to France on 15 January 2021. N265D is a former US Navy tail hook equipped T-28C, which still flies as BuNo140526 in its original VT-5 livery. After its service life ended a reservation was made as N7160B in May 1990. But it was not before November 1991, when the stripped hulk, coming from Davis Monthan AFB (AZ), was registered as N526D. The new owner, Brian G. Cole, of Tucson (AZ) started a full restoration which led to a first post restoration flight in 1999. Charlie Hammonds Flying Service, Houma (LA) and Walter W. McNeer, Greenwood (MS) were the next owners. It is not yet known when N265D will arrive in France.

Germany

Sold through Platinum Fighters Supermarine Spitfire FR Mk.XVIIIe SM845 has found a new owner. The fighter (**6S/672224**) with British registration G-BUOS has been acquired by Fliegerhorst GmbH & Co.KG. It was already ferried from the UK to MeierMotors of Bremgarten, Germany by pilot

John Romain. SM845 was built in May 1945 and soon shipped to India. It was flown by RAF South East Asia Command from February 1946 and then sold to the Indian AF as HS687 in late 1947. Withdrawn from use the Spit was dumped at Kalai-kunda Air Base in the 1970s. Salvaged and shipped to the USA in 1978, the fighter was later returned to Historic Flying Ltd. in Audley End (UK) for restoration. It flew again as G-BUOS with code GZ-J on 7 July 2000. HFL sold SM485 to the Biltema Group as SE-BIN in 2009, but its ownership was short-lived: It crashed in August 2010. Two years later the wreckage was acquired by Richard Lake and returned to the Sandown, UK for restoration. Again as G-BUOS, SM485, now in silver livery with code R returned to the air on 17 December 2013. Now Richard Lake has succeeded in selling the plane to a surely proud new owner.

Hungary

In the same year (2019) in which the Dutch Catalina PH-PBY crossed the pond for a new owner in the USA, a Colombian PBY travelled the other way around. After twenty years of open storage at the airport of Villavicencio in Colombia, Catalina HK-2115P was dismantled and shipped through Cartagena in December 2017. One month later it arrived in Bremerhaven, Germany and was then trucked to Molbergen, near Cloppenburg, where it was stored in an electronics shop. But it was not before October 2019 that the dismantled Cat was transported to Meidl Airport, Fertoszentmiklos, Hungary. There, the local Rare Bird Aviation Ltd. will submit the amphibian to a long term restoration to airworthy condition. It will be very interesting to see what original identity is quoted in official paperwork as the restoration proceeds. For many years, the airframe has been attributed as '44-34012', but this USAF OA-10A Catalina became missing in action in June 1945. It is said to be one of thirteen Catalinas that were passed on to the Fuerza Aerea Colombiana /SATENA (Colombian Air Force) in 1946. It was flown as FAC612 until 1974. In those days the aircraft was rebuilt with a PBY-6A tailplane, probably as the result of damage to the original tail. It was then registered as HK-2115X in 1982 becoming HK-2115 of Transportes Aereos Latinamericanos/TALA in 1994. Giovanni Borde of Villavicencio became the owner in 1995. He re-registered the Cat as HK-2115P. In 1997 the police impounded it at Villavicencio. The rest is history.

New Zealand

In the week before Christmas 2020 Avspecs of Ardmore, New Zealand, celebrated the first flight of another of their pro-

jects: Vickers Supermarine Spitfire LF Mk.XVI TB252 (**CBAF.IX3807**) The fighter, registered as ZK-NLJ since 12 April 2020, was taken up to the sky by pilot John Lamont. This Spitfire has historic value for our Belgians friends. In the final stages of World War II TB252 was flown by 350 (Belgian) squadron RAF as MN-J "Mimie" and in 1946 by the Belgische Luchtmacht/Force Aérienne Belge (Belgian Air Force). From 1950 it served as gate guard at many RAF bases before it was acquired by Historic Flying Limited in 1988. It was registered as G-XVIE and passed through several hands before being sold to Tony Banta/ Banta Aviation Corp, Livermore (CA), USA in 2002. After registering his Spit as N752TB, he decided to have it restored in New Zealand, where it has resided until now. According to Platinum Fighter Sales, the Spitfire was sold by them to a new owner in 2019.

United Kingdom

In August last year the Historic Aircraft Collection (HAC) based at Duxford (UK) unveiled one of their aircraft, Hurricane Mk.XIIB G-HURI, in new markings. It now represents 'R4175/RF-R' of 303 (Polish) Squadron, as flown from Northolt by Czech pilot Josef Frantisek during the Battle of Britain. One addition to the wartime markings is the Czech roundel on the starboard fuselage. Frantisek had fought with Czech, Polish and French units before continuing the battle from England. He was the highest scoring RAF 'foreign' pilot during the Battle of Britain but was killed at the age of 26, on 8 October 1940.

HAC recently undertook a similar action on their Vickers Supermarine Spitfire Mk.Vb BM597 (G-MKVB). It too has received the colours of 303 (Polish) squadron RAF. The aircraft which used to fly with code JH-C has now been painted as a rare Spitfire Mk.IIb with code RF-M. The original RF-M was serial P8331 and adorned with the name "Sumatra". The name indicates ties with the Netherlands East Indies as will be explained below. Spitfire P8331 was flown by Wg Cdr Piotr Łaguna, the CO of 1 Polish Fighter Wing. He and his aircraft were lost while attacking the Luftwaffe airfield at Coquelles near Calais on 27 June 1941.

The interesting news is that there are plans to reconstruct the original Spitfire Mk.IIb P8331 (**CBAF.709**). In 1986, a joint

venture between some local aviation archaeologists and the Calais War Museum (CWM) resulted in the recovery of about 40% of the wreckage comprising the engine, propellers, and prop hub, sections of the forward fuselage and cockpits parts. These parts form the basis for the reconstruction of an airworthy P8331. The Spitfire P8331 Restoration Project has already secured a registration for their machine: G-KOSC. This registration refers to No 303 'Kosciuszko' Squadron and the Polish pilots that flew her. The project is expected to start up the reconstruction within the coming six to twelve months. The ultimate goal is to fly it as part of a Polish Memorial Flight and take it to Poland in 2025 for the 85th anniversary of the Battle of Britain and the 80th anniversary of VE Day.

The original P8331 was adorned with the name "Sumatra", one of the islands of the former Netherlands East Indies. The fighter was one of the so-called "Dutch Presentation Spitfires" aircraft that were funded by communities in the former Dutch colony. These fundraising activities, organised by the Prins Bernhard Fonds (a fund named after Prince Bernhard of the Netherlands) started in August 1940. In the period that followed, until the Japanese invasion, the fund managed to donate a total of 114 Spitfires to the British and Commonwealth forces! Most of these were adorned with the name that indicated their sponsoring community.

Discovered during a tour through the Biggin Hill Heritage Hangar was the fuselage of what will become the third airworthy Dutch Spitfire, Mk.I P9372 (**6S/30563**). The restoration project is said to be part of a package deal when Dutchman Frits van Eerd bought his Spitfire Mk.XVI TB885 (now PH-FVE) earlier from the BHHH. P9372 was shot down by a Messerschmitt Bf109 and crashed near East Guildford, Rye, on 9 September 1940. The wreckage (or what was left of it) was finally excavated from the crash site and displayed at the Tonbridge Battle of Britain Museum. These parts were acquired by Peter R. Monk of the Biggin Hill Heritage Hangar Ltd. and put on display in the hangar in 2016. The restoration project of P9372 was registered in the UK as G-CLIH on 5 August 2019.

Spitfire Mk.IX LZ842 (**CBAF.5056**) was one of the machines offered to the SAAF (serial unknown). It arrived in Cape Town



Supermarine Spitfire Mk.V BM597 (G-MKVB) and Hawker Hurricane Mk.XIIB R4175 (G-HURI) show off their new colour schemes. In this way both Historic Aircraft Company owned fighters pay tribute to the many Polish pilots that flew in the RAF during the Battle of Britain. (Duxford, 5 December 2020, David Whitworth)



This warbird is a replica FW190A-8/N which was built by FlugWerk in Gammelsdorf, Germany. It made its first flight as D-FWWC in July 2004. The fighter was sold to Chariots of Fire Fighter Collection, Blenheim-Omaka, New Zealand and registered as ZK-RFR in 2011. It was badly damaged in a groundloop at Omaka on 3 April 2015, but fortunately fully repaired to airworthiness since then. (Omaka, 29 March 2013, Andy Heap)

on 28 April 1948 and served until 1952. It was then disposed of as scrap, but fortunately not melted. It remained at a scrapyard until 1989. Parts of it were then shipped to the UK while the forward fuselage frame and some small parts were sold to Australia in 1991. These components were used for a static restoration project which was completed in 1998 as "RAF LZ842/EF-D", named "Kathleen Mary". Peter Monk acquired the machine in 2003 with the intention of returning it to airworthy condition. Mark Bennett became its owner in 2005 and had the project sent to Sandown. He registered LZ842 as G-CGZU in March 2012 and the restored fuselage arrived at Biggin Hill in November of that year. G-CGZU is painted in desert camouflage as "LZ842/EF-F".

Another Spitfire restoration project at Biggin Hill is that of EN570 (6S/223772). This LF Mk.IX was shot down by an Fw190 near Luchaux/St. Pol, France, on 11 June 1943. The wreck of EN570 was excavated in recent years and the project was registered as G-CISP by Airframe Assemblies Ltd., Sandown Isle of Wight in July 2015. One year later the project was sold to Runar Vassbooten/Spit Air AS/Norwegian Flying Aces, Notodden, Norway, and registered as LN-AOA on 29 April 2016. The restoration to airworthy condition of this LF Mk.IX continues in the BBHH.

A true long term restoration project is G-JNMA, Spitfire FR Mk. XIVe RM927 (6S/581750). This photo-reconnaissance Spit was delivered to the Belgian Air Force as SG25. It was flown as such for more than a decade and then ended up in a scrapyard in Ostend, Belgium. In 1967 the plane was transported to the United Kingdom where it was displayed on a roof in RAF colours with code IQ-W. After two years, the fuselage was sold to the USA where it had several owners before a restoration was started in 1982, using the wings of an Indian Air Force Mk.XIV. It returned to the UK in 1995 and was bought by Paul M. Andrews in 2005. He registered the project as G-JNMA in March 2009, but it has seen little activities in recent years.

The Biggin Hill Heritage Hangar Ltd. houses a true rare bird, G-CIPB, a Messerschmitt Bf109E-4 with code14 Wh (**Werk Nr.3579**). The aircraft is a Battle of Britain veteran which was built by the Arado Flugzeugwerke GmbH in 1939. It was

restored to flying condition in Colchester, UK, in the years 1992 to 1998 and then shipped to the USA. It flew as N81562 for the Museum of Flying in Santa Monica (CA) from 1999 to 2003. It was then acquired by the Ed Russell Aviation Group of Niagara Falls, flying as CF-EML until its sale to the UK in 2014. This 'Emil' was registered as G-CIPB in the UK in February 2015 and celebrated its first flight on 6 November 2018. But as far as we know, it did not fly much since then.

Vickers Supermarine Spitfire PT879, the "Russian Spitfire" is a Mk.IX built under construction number **CBAF.IX.2922** in Castle Bromwich in 1944. It is owned by Peter Teichman, of the Hangar 11 collection of North Weald (UK). On 28 October 2020, the fighter, registered as G-PTIX, made its first post-restoration flight from Biggin Hill with well-known warbird pilot Pete Kynsey at the controls. PT879 was one of the Spitfires that were supplied to the Russian Allies under Lend-Lease during World War II. Unfortunately, PT879 collided with another Spitfire and crashed on the Kola Peninsula on 18 May 1945. Recovered from Russia in 1997, the hulk was bought by Angela Soper of Romford (UK) and the project was registered as G-BYDE. The fighter is allegedly now at Biggin Hill to be fitted out with bomb racks.

Very few Spitfires carry USAAF livery, but G-PBIX RW382, a Mk.XVIe, is one of the few. It was painted in the colours of a Spitfire Mk.IX flown by the 31st FG, 309th FS USAAF in September 2020. The fighter with code WZ-RR was flown by Lt. Robert Connor during the Italy campaign in 1943. The aircraft is a former RAF gate guard which was restored to flying status in 1991 as G-XVIA. It was sold to the USA in 1995 as (not surprisingly) N382RW, but crashed in June 1998, killing its owner. The wreckage was sold to the UK and a restoration with a newly built fuselage commenced in 2001. As G-PBIX the plane made its first flight on 18 September 2013, adorned with the code 3W-P. The original 3W-P was flown by 322 (Dutch) squadron RAF from November 1944. There is still some dispute over the true identity of RW382: while most sources mention **CBAF.IX4640** as the construction number, the British registry sticks to **CBAF.11581**, which seems to be the c/n of the firewall of the Spit.

United States

The Mount Pleasant (TX)-based MAFM already had an interesting collection of flying historic aircraft. But it announced on 19 December 2020 that a dream will come true: it has been able to secure a Boeing B-17G Flying Fortress for its collection. The bomber is the well-known N900RW “Thunderbird” that was formerly housed and flown by the Lone Star Flight Museum. For many years this museum was based in Galveston but, because of the frequent hurricanes the decision was made to move to Houston (TX) in 2017. The B-17 is expected to arrive in Mount Pleasant sometime early coming spring.

Flying Fortress N900RW was built as USAAF 44-85718 (**8627**) and after the war had ended was sold as surplus in December 1947. The French cartographic institute IGN flew the B-17 as F-BEEC until 1971 after which it was stored at Creil. The machine was obtained by Doug Arnold of Warbirds of Great Britain, Blackbushe who registered it as G-FORT. It was even owned for a short period by Stephen Grey (of The Fighter Collection/Patina Ltd.). Grey sold the Fortress to the Lone Star Flight Museum and it was flown to the USA in 1987. After a 4 year restoration period “Thunderbird” was fully and reliably airworthy again.

The original “Thunderbird” that N900RW represents was also a B-17G, serial number 42-38050. She was a B-17G-25-DL manufactured by Douglas Aircraft Company in Long Beach (CA) and flew 112 combat missions with the 303rd Bomb Group. She was accepted by the USAAF in November 1943 and arrived in the group on 18 January 1944, at RAF Molesworth, UK. Returned to the United States after the war, 42-38050 was sent to Kingman (AZ), where it was scrapped. The original “Thunderbird” reputedly was crewed by 538 different airmen, none of whom suffered an injury aboard!

It took Fighter Builders in Chino (CA) some two and a half years to restore Grumman F6F-5 Hellcat BuNo78645 (**A-9790**). With Steve Hinton at the controls, the fighter made its first post-restoration flight on 3 January 2021. The Hellcat, registered as N9265A, is owned by Fagen Fighters Museum in Granite Falls (MN). During its restoration the F6F has been finished as “BuNo72534”, with code 115, named Death N’ Destruction”, as it was flown by VF-83 in USS Essex (CV-9) from April through June 1945.

The US Navy accepted F6F-5 BuNo78645 on 2 March 1945. The fighter apparently served two tours with VF-14 followed by VF-80 at NAS Pensacola (FL). Its final assignment was flying as a drone with a reserve unit at NAS Squantum in Quincy (MA). In March 1978 BuNo78645 was acquired by Charles F. Nichols for the Yankee Air Corps/Yanks Air Museum of Chino (CA). The museum fully restored their Hellcat and it was finished in the Sharkmouth scheme of pilot Lt. Carl Allen Brown Jr. Brown flew with VF-27 aboard USS Princeton (CVL 23) and finished the war with 10.5 aerial victories. Five of these were scored on 24 October 1944, during the Battle of Leyte Gulf, an action that earned him the Navy Cross. Although restored to airworthy condition N9265A was seldom flown by the Yanks Air Museum, which decided to sell the Hellcat to Fagen Fighters in March 2018.

The Boeing Company has taken the decision to retire its two Lockheed T-33 chaseplanes. On 5 December 2020, both aircraft N109X and N416X took off from their home base Boeing Field, Seattle (WA), at 09:00 hrs local time for a formation farewell flight. They flew to Paine Field for a salute to the local Boeing workers and then headed back to Boeing Field. Although both aircraft are usually referred to as T-33s, they are actually Canadian licence built Canadair CL-30s, RCAF designation Silver Star Mk3. N109X (**T33-298**) was delivered to the RCAF as 21298 in 1954. It was retired in 1965 and became CF-SJZ. One year later the trainer became N109X registered to Aeronautical Specialties Inc., Long Beach (CA). N109X was

acquired by the Boeing Equipment Holding Co, Seattle (WA), in 1976.

N416X (**T33-369**) started its career in the RCAF too. Delivered in 1954 as 21369 it remained in service until November 1970. The aircraft was then sold on the civilian market and became N12416 in 1973. It had several owners before being acquired by the Boeing Equipment Holding Co, Seattle (WA) in 1980. On 16 November 2000 the ownership of both aircraft was passed on to the Boeing Logistics Spares Inc., Seattle (WA). The T-33s have served as observation/camera platforms during a number of maiden flights. In 2010, one of the aircraft followed the Boeing 787 prototype during its maiden flight. On 16 March 2018 the prototype Boeing 737 MAX-7 was escorted as was the prototype of the Boeing 777-9 during its maiden flight on 25 January 2020.

It was manufactured in the USA, but spent almost its entire life in South Africa: Dakota N353MM (**13541**). Owner Martin Balk of Martin Aviation LLC, Warren (NJ) USA took it to the air for the first time with a renewed Certificate of Airworthiness on 27 November 2020. The faithful propliner had arrived from the African continent in October 2018 and has been under restoration since then. It went up for a nearly two-hour flight from Princeton to Monmouth County Airport for familiarization before returning to Princeton.

The machine was delivered as C-47A Skytrain 42-93610 to the USAAF on 9 June 1944, but already transferred to the RAF as Dakota KG674 thirteen days later. Only one month after that, on 23 July 1944, the Dak was passed on to the SAAF as 6838 and it has been in South Africa ever since. After fourteen years of SAAF service it was taken over by the Department of Transport in August 1958 and registered as ZS-CAI. It was used for a variety of duties including navaid calibration.

In January 2002 ZS-CAI was sold to the Democratic Republic of Congo-based Business Aviation. She returned to South Africa and spent a while parked at Wonderboom Airport. On 25 May 2007 she was bought by Skyclass Aviation and named “Marilyn”. Based at Johannesburg-Oliver Tambo International the old prop was used as freighter on return flights to Gaborone in Botswana. During 2011 ZS-CAI was sold to Lush Aviation and continued in the role of freighter. In December 2013 she experienced an engine fire in the number 2 engine whilst taxiing to the apron at Port Elizabeth Airport. Fortunately the loadmaster was able to extinguish the fire.

The engine was repaired and ZS-CAI was acquired by Flippie Vermeulen (Springbok Flying Safaris a.k.a. Springbok Classic Air). He flew the Dak from Port Elizabeth via Orania to Johannesburg-Rand Airport on 2 September 2015. It was refurbished there to fly in Classic Air’s popular aerial safaris. In 2018 ZS-CAI was sold to a new owner in the USA. It stopped for fuel on Gran Canaria Island Las Palmas on 12 October 2018, before being handed over to its new owners in Bangor (ME). Via Bangor the C-47A completed its delivery to Princeton (NJ) where it arrived on 19 October 2018.

Starfighters Aerospace announced with pride that their Lockheed TF-104G N991SF (**5209**) has flown again. After months of preparations, it made its first flight from their homebase, Kennedy Space Centre (FL) on 27 January 2021. N991SF is a former Aeronautica Militare (AM, Italian Air Force) machine, which in those days carried serial MM54258. The two-seater Starfighter received a new black paint scheme and large KANON titles on the vertical stabilizer. These titles refer to a Loading Equipment firm with the same name, one of the sponsors of Starfighters Aerospace. According to Starfighters Aerospace the jet will join the other two-seater for test pilot training and also civilian pilot training for whoever wishes to fly it! These aircraft are also available for various research activities and adversary air training support.

Dustpan & Brush



January was not a good month to be a Y-12 in Africa, as two examples crashed. First one was a Kenyan Air Force Y-12-II (serial still unknown) that crashed on 12 January, followed by this Zambian Air Force Y-12 exactly two weeks later, on 26 January. The serial for this one was known, which is AF-222 and used to belong to 22sq, based at ZAF Lusaka. (Lusaka-Kenneth Kaunda International Airport, 15 July 2011, Melting Tarmac Images)

Additions & Corrections:

09feb17 OC-2 C212-300 A81-2-394 w/o
With a recent sighting of OC1 at Tambo, we can deduct that OC2 must have been the unlucky Casa that was written off on this date.

See Scramble 454.

24mar20 V5-HOZ UH-1D 8472 dam
See Scramble 491.

New Accidents:

23dec20 MiG-23 w/o

On this date an Ethiopian Air Force MiG-23 was believed to have crashed, around Shire town. At the moment the air force has one squadron of active MiG-23s, namely 44sq, based at Bahir Dar-Ginbot Haya Bahir Dar International. They operate the MiG-23BN and UB versions.

28dec20 9T-HB3 UH-1H w/o

A Democratic Republic of Congo Air Force Huey had left the town of Bunia towards Kisangani, whose mission it was to recover the delegation of the General Staff of the 3rd defense zone, when it went missing. The wreckage of the helicopter was found in the night of 30 to 31 December in Bafwamango. It had crashed under unknown circumstances. One occupant died in the crash, two others were seriously injured.

30dec20 9T-HB8 UH-1H w/o

A second helicopter of the Democratic Republic of Congo Air Force was dispatched on a medevac mission, to search for the crash site of 9T-HB3, which crashed on 28 December. However, also this Huey was lost after it crashed in a forestry concession located in the village of Babakolo, 59 kilometres from Kisangani. This second helicopter carried four soldiers, including two crew members and a mechanic.

31dec20 J-1902 S-70A 70-1902 w/o

A Sikorsky S-70A of the Turkish Gendarmerie hit a lamp post when taxiing at Istanbul-Sabiha Gökçen International Airport and sustained substantial damage.

02jan21 ZS-OXK AS350B3 4139 dam

South African National Parks had one of its Ecureuils suffer damage after losing control during take-off from Cape Town International Airport. According to a statement issued by

SANParks, the pilot who was flying alone during the incident only suffered minor injuries and received medical attention. The aircraft is based in Cape Town to assist with aerial law enforcement and conservation management operations in the Table Mountain National Park and surrounding areas. Its launch was considered a great success by SANParks in making the area safer and better patrolled.

02jan21 YV2659 Ce402B 402B-0341 dam

A private Cessna 402B suffered a runway excursion after a nose landing gear collapse during landing at Los Roques Airport, Venezuela. The five occupants onboard the aircraft were not injured.

02jan21 PP-BBV Lj31A 31-113 dam

The Brasil Vida Táxi Aéreo Learjet 31A suffered a runway excursion after landing on runway 03 at Diamantina Airport, Brazil. It went down a drop-off and received a lot of damage. The aircraft was operating an ambulance flight to pick up a COVID-19 patient.

04jan21 N325GC Beech G58 TH-2204 w/o

Poinsett County Sheriff Kevin Molder reported two people had died after the Stratus Sales Beech Baron had gone down in the north-western part of the county. Multiple agencies responded to the scene where they found a twin-engine plane in a field off Flag Slough Lane between Grubbs and Weiner (AR). It was flying from Jonesboro (AR) to Conway Municipal (AR).

05jan21 MiG-21 Bison w/o

The Bharatiya Vayu Sena (Indian Air Force) lost a MiG-21 Bison of 23sq Panthers (part of 35 Wing, based at Suratgarh AFS), due to a technical malfunction. Despite the tough conditions during the night time training sortie, the pilot managed to steer the Soviet era fighter away from buildings and ejected once he was sure the Mikoyan Gurevich would not cause any more harm. At that point he decided to eject and landed safely.

06jan21 PK-MAX Kodiak 100 100-0057 w/o

A Quest Kodiak 100 of Mission Aviation Fellowship was set on fire by apparently members of the West Papua National Liberation Army (TNPB). The plane was destroyed by fire. It hap-

pened on the Pagamba Airstrip, Papua, Indonesia. The Kodiak was originally about to take-off from Kampung Pagamba Airport to Nabire Regency. However, due to bad weather the flight was delayed. This thing that made passengers angry was triggered by TNPB provocation to residents. "After that (after being postponed) going to leave, the people who were riding came in, made people worried, increased the number of passengers and made noise," according to a spokesperson. They then attacked the pilot and the passengers but they escaped after local church leaders took them to safety. By the time things had calmed down their aircraft was already destroyed by fire.

08jan21 HK-3856-G CeT303 **T303-00010** w/o
The pilot, and sole occupant, of this private Cessna Crusader was killed after the aircraft crashed under unknown circumstances in Cundinamarca, Colombia.

09jan21 PK-CLC B737-524 **27323** w/o
Sadly after a long time we have a major hull loss to report... Sriwijaya Air's Boeing 737 was initially reported as missing, not long after take-off from Jakarta-Soekarno-Hatta International Airport, Indonesia. It was operating flight SJ182 to Pontianak Airport, also in Indonesia. It took off from runway 35R at 14:35 hours local time in the afternoon and made a climbing right hand turn. It crossed the shoreline at 14:39 and reached an altitude of about FL110 before entering a rapid descent and losing all radar and communication contact. On board where 56 passengers. At the time of impact the rate of descent was well over 20,000 feet per minute.

A search and rescue operation was started immediately which eventually led to the discovery of debris in the Jakarta Bay, near Lancang Island. Residents of the islands nearby were out on the sea in two boats when they heard two explosions, then found debris afloat at the sea. It was raining at that time. The residents returned to their islands about two hours later and reported to police.

Three days after the mishap the Ministry of Transport reported one of the black boxes was recovered by Navy divers and taken ashore. The black box was subsequently identified as the flight data recorder. On 14 January Basarnas (the National Search and Rescue Agency (In Indonesian Badan Nasional Pencarian dan Pertolongan, literally translated Search and Rescue National Agency; formerly named Badan SAR Nasional, both abbreviated Basarnas)) reported the search for the cockpit voice recorder (CVR) was still ongoing with the assistance of an underwater robot. The next day the Indonesian Navy reported the pinger of the CVR and parts of the housing were found and recovered, however, the CVR's memory unit was still missing. Two days after this, 17 January, Basarnas explained the search for the CVR has become much more difficult now, as no pinger signal was available anymore to trace the memory unit. Visual contact with the box needed to be established, which has more chances to happen during the night when the diving team is

reduced and therefore clearer water conditions exist at the sea floor. The ROV (Remotely cOntrolled Vehicle) can thus be best used during the night.

On 21 January it was announced that the rescue and recovery operation for SJ182 had been officially ended. 324 bags with human remains, 68 small parts of aircraft debris, 55 large parts of aircraft debris, the FDR and parts of the CVR (without the memory module) were delivered to the authorities for further processing and identification of the human remains. The search for the still missing memory module of the CVR is ongoing.

09jan21 N3RB Ce560 **560-0035** w/o
A Cessna Citation V of SX Transport crashed in the Mutton Mountains area of the Warm Springs Indian Reservation (OR), near the S-390 road, accessible from the S-300/Highway 3 from Schoolie Flat and Simnasho which is 23 kilometres south-east of Pine Grove (OR). Federal Aviation Administration air traffic controllers lost communication with the Citation around 13:30 hours local time in the afternoon, near the small community of Pine Grove, just north of the reservation boundaries. While cruising at an altitude of 31,000 feet, the aircraft initiated a turn to the right. About two minutes later, as its altitude was decreasing, the aircraft entered a spiral right turn and completed almost ten circles before it crashed at high speed (about 384 knots according to the radar) on the slope of Mt Mutton, located in the north-east corner of the reservation. The crash was confirmed by a USAF military flyover, as well as an Oregon State Police aircraft.

10jan21 N421DP Ce421B **421B0353** w/o
Shortly after take-off from Farmingdale-Republic Airport (NY), en route for Connecticut, the pilot of the 850 Atlantic Collision Cessna Golden Eagle II reported an engine failure and elected to return. Control was lost and the aircraft crashed in the Old Bethpage industrial park, about three kilometres north of runway 14. The pilot was injured and the aircraft was destroyed.

Here is a YouTube video about the conversation between air traffic control and the unlucky aircraft: www.youtube.com/watch?v=SR8OzZsjwhw

And another video from the New York Post, showing the actual impact: <https://nypost.com/2021/01/11/video-captures-long-island-plane-crash-that-injured-pilot/>

10jan21 SSAF-104 Mi-17V-5 w/o
Most likely this is the correct serial of the South Sudan Air Force Mi-17, which crashed in Cueibet Town of Lakes State, injuring eleven people with two people escaping unscathed. The Russian built chopper was carrying the body of the late Hon. Gabriel Matur Malek, a veteran politician who died in Juba after a long illness. The cause of the crash is yet to be determined.

The reason we are fairly certain it is the correct serial comes from close observation of pictures of SSAF-104, showing a dent in the upper tank. On crash pictures on the internet



West Atlantic Boeing 737 G-JMCY had its lifespan cut short after it made a hard landing at Exeter, Devon, on 19 January 2021. It made its first flight in October 1994, as a passenger aircraft, and it ended nearly 27.5 years later, as a freighter. Looking at these pictures we can only guess what caused the hard landing, but a pilot may have uttered the words "Go get the trailer"... (Exeter, 19 January 2021)

(Facebook) you can see the tank has been dented much more but you can still see the original dent, leading us to think it is SSAF-104. All of Sudan People's Air Force military (only helicopters) is based at Juba.

12jan21 Y-12-II w/o

All four occupants of a Kenya Air Force Harbin Y-12 died after the Chinese built transporter crashed in Voi, Taita Taveta County. It hit the slope of Mount Irima, about nine kilometres north of the runway 18 threshold. The aircraft departed Moi Air Base, Eastleigh, Nairobi, earlier in the day. It is still not clear what caused the accident that took place at mid-morning. Rescue teams, including the Kenya Wildlife Service (KWS) and Kenya Police, arrived at the scene shortly after the crash and were proceeding with the rescue mission. All of the Kenya Air Force Y-12s are part of the Air Support Squadron, which is based at Nairobi-Jomo Kenyatta Air Base.

13jan21 Mi-24? w/o

Initially this was reported as an Apache crash but a) the Sudan Air Force does not operate Apaches and b) there were three reported casualties, rules out that it was an Apache. What they do operate are Mi-24s/Mi-35s, which could be a contender. In either case, the (for now unidentified type) helo crashed upon take-off from Wad Zayed Airport, al-Showak, al-Qadarif province, Sudan, under unknown circumstances. All three crew members survived the crash.

13jan21 N954MS Beech B200 **BB-1649** dam

A private Beechcraft Super King Air sustained substantial damage when it veered off the runway and the nose gear collapsed during a landing attempt at Corpus Christi International Airport (TX). The two people on board were fatally injured.

14jan21 AW109 w/o

An AgustaWestland 109 of the Turkmenistan Border Guard has crashed near the Turkmen capital Ashgabat, killing three people on board. The helicopter, which belonged to the State Border Service of Turkmenistan, came down on 14 January in the Ahal region. Since 28 December there had been thick fog in the Ashgabat area, including on the night of the mishap. According to one of the sources, the helicopter was flying at a low altitude and a blade got caught in a rebroadcasting transmitter, east of Ashgabat and north of the town of Anew. The same source reported that the helicopter was part of the escort guarding the president, who on 14 January began a working visit to Lebap region in the east of Turkmenistan. The day the president left was also very foggy, which can be clearly seen on state TV pictures.

16jan21 517 UH-1H w/o

A Philippine Air Force (Hukbong Himpapawid ng Pilipinas) Huey of the 205th Tactical Helicopter Wing (and 206th Tactical Helicopter Squadron Hornets, based at Edwin Andrews AFB, Zamboanga) crashed at Sitio Nahigit, Barangay Bulonay in Impasugong town, Bukidnon, after 14:00 hours local time in the afternoon. It was on a resupply mission for the Army's 403rd Brigade in Malaybalay, Bukidnon with five military personnel and two members of the local militia on board. The Huey pilots encountered engine trouble and were trying to save the helicopter and avoid crashing in a populated area. Sadly all on board did not survive the crash.

16jan21 VH-BNX GA8 **GA8-03-032** dam

A powerful storm cell caused a lot of damage in the southern suburbs of Caloundra, Little Mountain, Moffat Beach, Currimundi and Aroona, all located in Queensland. One victim was this Air Fraser Island GA8, which received substantial damage to its wings and tail section. This will not be a cheap repair! You can see a time-lapse of the storm here: <https://auswebcams.com/Cam2-b.gif>

18jan21 UH-60 dam

A US Army UH-60 Black Hawk made a hard landing in north-eastern Syria, a spokesperson for Operation Inherent Resolve said. The Sikorsky conducted the hard landing just before noon while it was performing a flight in support of local OIR operations. The incident was not the result of hostile activity. The chopper is badly damaged and had to be airlifted out of the region, which is most probably the Al-Hasakah governorate. The initial cause of the incident is determined to be a mechanical failure.

19jan21 G-JMCY B737-4Q8SF **25114** w/o

Not a landing to be proud of! The crew of two of this West Atlantic B737 freighter, having arrived as flight NPT05L from East Midlands, made such a hard landing at Exeter's runway 26 (with very bad dents in the fuselage as a result) that the Royal Mail was unable to unload the mail. The Boeing rolled out without further incident but pictures show damage which is beyond economical repair.

19jan21 ZS-HUC Bell 206B-2 **1723** w/o

Ross Air lost a Bell JetRanger II during crop-dusting near Ceres, Western Cape, South Africa, when it struck electricity wires. The pilot died in the crash and the helicopter was destroyed. The Eskom Western Cape electricity supply to Ceres was interrupted due to the Bell crashing into the 132kV Romansrivier/Wittenberg line.

19jan21 XB-NQO Ce401 **401-0294** w/o

The pilot of this Moscamed Cessna 401, and sole person on board, departed Tapachula Airport, Mexico, in the early morning. Under unknown circumstances the twin engine aircraft crashed in a prairie, located near an agricultural sector in Comitán de Domínguez. The aircraft was destroyed and the pilot was injured.

19jan21 N641WA PA-46-600TP **4698141** dam

The Western Aircraft Piper 46 M600 (introduced in 2015, with a maximum take-off weight of 6,000lb, hence the name) slid off the runway at Manchester Municipal Airport (NH), resulting in substantial damage. Both occupants were uninjured.

20jan21 UH-60 w/o

The New York Army National Guard reported that a UH-60 Black Hawk crashed near the town of Mendon, just south of Rochester city (NY), resulting in three dead crew members. The UH-60 medical evacuation helicopter was on a routine training mission when most probably the Sikorsky experienced engine problems during its flight, as eyewitnesses heard loud bangs and a sputtering engine when the incident occurred. The helicopter came down around 18:30 hours local time. The US Army National Guard said in a statement that the helicopter was part of the Army Aviation Support Facility at Rochester International Airport, and was assigned to C Company of the 1st Battalion, 171st General Support Aviation Battalion (1-171st GSAB).

21jan21 ZT-RRT Bell 430 **49126** w/o

Netcare1, a National Airways Corporation Bell 430 operating for Netcare, crashed in open fields between Ladysmith and Colenso, KwaZulu-Natal, South Africa. On board were a specialised ECMO (ExtraCorporeal Membrane Oxygenation, a life support machine replacing the function of heart and lungs) intensive care rapid transfer team from Netcare Milpark Hospital in Johannesburg and Netcare 911, routing to Hillcrest in Natal to transfer a critically ill patient back to Johannesburg, for specialised ECMO care. Sadly all five occupants died in the crash and the helicopter was destroyed by a post-crash fire.

22jan21 EP-344 A109K2 **7503** w/o

The Ejército del Perú (Peruvian Army) lost one of its few remaining A109K2s, which belonged to Batallón de Reconocimiento y Ataque 811. The Agusta crashed in the hamlet San Martín de Pangoa, 400 metres from Mazamari airfield, it was conducting flights in the vicinity.

23jan21 N275JP CL-600S **1036** dam
Global Avionics Canadair Challenger sustained substantial damage following a take-off runway excursion at Los Mochis International Airport, Sinaloa, Mexico. One of the two pilots received minor injuries. The aircraft, which had undergone repairs for a month, was trying to conduct a test flight when directional control was lost.

23jan21 XB-JMR Sabre 60 **306-35** w/o
This private Sabreliner crashed at White Sand Beach, Rocky Point, Clarendon under unknown circumstances. As seats were removed, there is a suspicion of drugs transport. The occupants fled the scene. The Sabre was seen in shallow waters after the crash.

25jan21 IA Dhruv w/o
An Indian Army HAL Dhruv crashed in Lakhanpur, Jammu, seriously injuring both pilots. Sadly one pilot later died from the injuries sustained in the crash. The type is not yet confirmed and could also be the armed version of the Dhruv, called Rudra.

26jan21 AF222 Y-12-IV w/o
Following a Kenya Air Force Harbin Y-12 crash on 12 January, another African Y-12 most probably ended its service life as a Zambian Air Force Y-12 crashed at Mukinge Mission Airstrip. It is known to be a tricky air field to land or take-off from because of the surrounding hills and treacherous winds. Contrary to the Kenya crash, in Zambia all occupants survived the incident. The pilots as well as the passengers were injured and were rushed to a nearby hospital. The Y-12 carried a load of five diesel drums and was unable to stop within the remaining distance. It overran, collided with obstacles and came to rest with its nose and cockpit severely damaged.

26jan21 PT-IGR PA-31-310 **31-835** w/o
Another drug traffic related accident, when this private Piper Navajo B was found burned out by Honduran law enforce-

ment officers at La Mosquitia, Gracias a Dios. It had crashed after it was chased by a helicopter of the Honduran Air Force. One person was arrested sixty metres from the plane.

27jan21 323 L-19A **22880** dam
A Escuadrilla Vuelo Sin Motor Cessna Bird Dog (of the Fuerza Aérea de Chile) made a crash landing next to Municipal de Vitacura Airport, after a reported engine failure during a routine flight. The forced landing was made on Mapocho River bed, where the L-19, used for glider towing, suffered a landing gear collapse.

27jan21 CC-ATY Bell 212 **30615** dam
The Bell 212 of Calquín Helicopters was en route for firefighting duties when it made a crash landing near Lo Conti. The pilot was rescued by a Chilean Army helicopter and taken to Rancagua hospital. The tail boom was severed and skids collapsed and lots of damage to the cockpit. It may end up as being damaged beyond economical repair.

27jan21 N1221K PA-44-180 **44-7995295** w/o
Tallahassee International Airport got hit by a tornado and destroyed an ATP Flight School Piper Seminole. After an announcement by the mayor that the airport was open again, one runway remained closed while final debris removal & safety checks were performed, while the other runway was open for air traffic. Leon County's Emergency Management director said the city may have "dodged a bullet" despite a tornado that touched down and caused minimal damage at the airport. Passengers and staff were evacuated to stairwells inside the airport when severe weather swept in from the west just before noon.

Credits: ANI news, ASN, Aviation Herald, B3A, AirLive.net, Frank Wiegman, New York Post, Facebook, Pinoy Aviators, Turkmen.news



The South Sudan Air Force lost a Mi-17, on 10 January 2021, when it crashed in Cueibet Town of Lakes State, injuring eleven people with two people escaping unscathed. We believe the serial to be SSAF-104, which comes from close observation of pictures of SSAF-104, showing a dent in the upper tank. On crash pictures on the internet (see above, from Facebook) you can see the tank has been dented much more but you can still see the original dent, leading us to think it is SSAF-104. (10 January 2021, Facebook)

Military News & Updates



Snow on the ground and winter sunlight on a Nigerian Air Force ATR42, the year got off to a promising start for Paul van den Hurk, when he captured NAF931 at Mönchengladbach on 25 January 2021.

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

Europe

Austria

Österreichische Luftstreitkräfte (AF)

Scramble already mentioned the military ceremony “50 years of Saab J105Oe & Fly out”, which took place on Friday 11 December 2020 and the special Saab J105Oe “Golden Tiger”.

On 31 December 2020, the inevitable took place, the last operational flight of a Österreichische Luftstreitkräfte Saab J105Oe. In gorgeous weather, Saab J105Oe 1140/BJ-40 (c/n 105-440) and 1129/RI-29 (c/n 105-429) took off from Fliegerhorst ‘Vogler’ at Hörsching near Linz. After one hour they landed for the very last time and were greeted by a traditional water salute by the airport fire service.

Bulgaria

Bulgarski Voenno-Vuzdushni Sili (AF)

UKKK = Zhuliany (Ukraine)

UMMA = Baranovichi (Belarus)

Early 2019, the Bulgarian minister of defence, Krassimir Karakachanov, launched a tender for major overhaul on the Bulgarian Air Force Antonov An-30. A few months later, this tender was suspended due to errors like a wrong internet address which did not link to the tender documentation and a lack of specification of which currency was involved, Bulgarian Levs or Euros.

In October 2019, the Bulgarian Ministry of Defence announced it had signed a contract, valued at 3,2 million Euro (6,2 million Lev), with Ukrainian company Ukrimash for ensuring the

airworthiness of the An-30. Ukrimash would use its local plant 410 CA and Bulgaria’s Terem Holding for the needed work.

On 19 January 2021, the An-30 made its first flight after years of storage at Sofia-Vrazhdebna. The aircraft was flown by a Ukrainian crew and the aircraft was ferried to Ukraine on 20 January 2021.

The An-30 was delivered to the BVVS in February 1988 and placed into storage somewhere in 2010. After two years of storage, the aircraft became operational again for just a short period, after which it was again placed in storage in 2015. The An-30, the only aerial cartography aircraft within the BVVS, is used for Open Skies missions and for supporting operations. The aircraft is operated by the 16 Transportna Aviacionna Basa (16.TrAB), which is based at Sofia-Vrazhdebna.

An-30

055	UKKK	Ukrinmash	0802
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Su-25UBK

095	22.ShtAB	d/d 13dec20	38220113195
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The aircraft was painted in the new digital camouflage.

Su-25K

240	22.ShtAB	d/d 03dec20	25508110040
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In December 2020, the fifth and sixth overhauled Su-25 have been re-delivered to the Bulgarian Air Force. Su-25K with serial 240 was re-delivered on 3 December 2020 followed by Su-25UBK with serial 095 on 13 December 2020. The last two to be re-delivered are both Su-25Ks and are expected to arrive at Bezmer in February 2021. One of those two has serial 254 but the serial of the last one is still unknown.

Later this year the Bulgarian Air Force will decide if another six Su-25s, two Su-25UBKs and four Su-25Ks, are also going to be overhauled by the 558th Aviation Repair Plant at Baranovichi, Belarus.

Croatia

Ministarstvo unutarnjih poslova Republike Hrvatske (GV)

In November 2020 the Ministry of Interior announced that it will buy three civilian multi-purpose helicopters to address the lack in transport capacity in civil protection support missions. Multipurpose modular equipped helicopters will be used by civil protection units, HGSS (Hrvatska gorska služba spašavanja, Mountain Rescue Service) and emergency medical teams for the implementation of civil protection measures, search and rescue on land, transport of light civil protection units (teams with search dogs, surveillance of major accidents or air disasters, medical transport, emergency medical flight and search and rescue at sea). 85% of the money reserved will be paid by the EU. No (preferred) helicopter type was selected or announced yet.

The Ministry of Health will organise a public tender for the establishment of a helicopter emergency medical service (HEMS). The deal estimated around 18 million euros comprises a three year contract starting on 1 July 2021 to supply around 4500 flight hours 24 hours per day, seven days a week, from four state-owned bases with accommodation and helicopter hangar: Zagreb, Split, Rijeka and Osijek. The winner of the contract has to provide the helicopters and the flight crews, while the Ministry of Health will provide the medical staff. In case of emergency during day-time the helicopter must be airborne in five minutes, while during the night the maximum is fifteen minutes.

Czechia

vzdušných sil (AF)

On 20 September 2020, Aero Vodochody re-delivered the first L-159 ALCA (serial 6052) undergoing a major overhaul after 16 years of operation (PP16).

Sixteen L-159 ALCA single-seater light combat aircraft are undergoing this overhaul, which will see the service life extended with another eight years. PP16 is the second regular maintenance check of single seat L-159s, the first check after eight years of service was performed by Aero Vodochody in 2009–2013. The main improvements are adjustments for the use of Night Vision Goggles (NVG), installation of ESIS (Electronic Standby Instrument System) replacing several spare instruments, and external aircraft lighting. The contract for

the major overhaul of the sixteen L-159s was signed at the IDET fair in Brno in 2019 and has a total value of € 60 million including repairs. By the end of 2022 all sixteen L-159s should be fully operational again. On 20 January 2020 the second and third L-159 were re-delivered by Aero Vodochody to the Czech Air Force.

L-159A

6051	212.tl	ex PP16 maintenance	156051
6053	212.tl	ex PP16 maintenance	156053

Denmark

Flyvevåbnet (AF)

Marshall Aerospace and Defence Group (MADG) has won a seven-year contract to maintain the C-130J Super Hercules aircraft from the RDAF and the Royal Norwegian Air Force. Both the Danish Defence Acquisition and Logistics Organisation (DALO) and the Norwegian Defence Logistic Organisation (NDLO) awarded the Cambridge based company to carry out a range of maintenance activities, including C, C2 and D checks.

The Scandinavian countries continue their relationship with MADG. This is not a surprise as Denmark and Norway respectively work with MADG since 1986 and the mid-seventies in maintaining their once C-130H fleet.

Finland

Ilmavoimat (AF)

F/A-18D

HN-461	HävLLv 11	ex HävLLv 31	1270/FND001	jan21
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Hungary

Magyar Légierő (AF)

In 2016 the Hungarian Air Force ordered four Zlin light training and reconnaissance aircraft, two Zlin 143LSis and two Zlin 242Ls. The two Zlin 242s were delivered in March 2017 followed a year later by the two Zlin 143s. It was unknown by Scramble that another four Zlin 242Ls were ordered until their delivery in December 2020.

Zlin 143LSi

25	MH 59. Sz.D.	d/d 22mar18	ex OK-0073	0073
26	MH 59. Sz.D.	d/d 22mar18	ex OK-0074	0074

Zlin 242L

21	MH 59. Sz.D.	d/d 24mar17	ex OK-0821	0821
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Almost unrecognisable in this paintscheme, BJ-40 was one of the last operational Saab 105s of the Austrian Air Force. About two weeks after the official retirement ceremony of the type, Lukas Hollnsteiner photographed it at Linz on the very last day of 2020.



Another Saab 105 in special colours to mark the retirement of the type in Austria is GD-14, which was seen by Lukas Hollnsteiner at Linz on 21 November 2020.

22	MH 59. Sz.D.	d/d 24mar17	ex OK-0822	0822
23	MH 59. Sz.D.	d/d 05dec20	ex OK-0844	0844
24	MH 59. Sz.D.	d/d 05dec20	ex OK-0845	0845
27	MH 59. Sz.D.	d/d 05dec20	ex OK-0846	0846
28	MH 59. Sz.D.	d/d 05dec20	ex OK-0847	0847

Italy

Marina Militare Italiana (NY)

The flagship of the Marina Militare Italiana, the aircraft carrier ITS C550 Cavour, will be sailing to Naval Station Norfolk in the United States to start aircraft qualifications with the Lockheed Martin F-35B Lightning II in close corporation with the United States Navy, but especially the United States Marine Corps. The F-35B is the short take-off and vertical-landing (STOVL) variant of the F-35A Lightning II and Italy plans to procure 30 F-35Bs for both the Aeronautica Militare and the Marina Militare Italiana. The F-35B will replace the ageing AV-8B Harrier jump jets at Grottaglie (TA) and on board the new L9890 Trieste and C550 Cavour. The Marina Militare Italiana added that for the following six weeks (after its arrival in the United States), ITS Cavour will be trained by a United States Marine Corps detachment that will be embarked, to become an aircraft carrier qualified with the F-35B.

In preparation for the operations with the Lightning II, the aircraft carrier was refitted and upgraded by Arsenale Militare Marittimo (Maritime Military Arsenal) of Taranto. This included the overhaul of the flight deck with a new deck coating, which is necessary to limit the thermodynamic impacts of the F-35B during take-off and landing. In addition to the structures, equipment and flight systems of the deck, the ship's island compartments, hangar, equipment store, aviation fuel storage, data distribution network, sensors and electronics were also modified and upgraded.

According to various Italian sources, the first landing by a MMI F-35B on Cavour will take place, once the aircraft carrier is back in Mediterranean waters.

Currently, Italy has two F-35Bs present at MCAS Beaufort (SC), serials MM7451/4-01 and MM7452/4-02. Both jets are supporting the training of the MMI F-35B pilots and technicians. Guardia di Finanza Militare (PO)

On 29 December 2020, a new version of the Leonardo AW169M was making an ILS approach on Venegono (VA), Italy. CSX82014 c/n **72001** should be the first AW169 LUH (Light

Utility Helicopter) of a batch for the Guardia di Finanza. This new version was equipped with skids and an adaptation to its horizontal stabilizer, with the vertical fins, at either end, curving inwards.

On 12 November 2018, Leonardo announced the signing of a contract with the Guardia di Finanza for 22 new generation AW169M twin engine helicopters, split between six AW169Ms and 22 AW169 LUHs. The contract, valued at 280 million euro, includes a comprehensive support and training package which could be further extended with optional services valued at an additional 100 million euro. The aircraft will be used to perform a range of roles including patrol and reconnaissance, law enforcement, rescue and homeland security, complementing a fleet of fourteen AW139s.

The AW169M/LUHs (UH-169s) of the Guardia di Finanza will receive a military qualification by the Italian Directorate of Air Armaments (ARMAEREO) and will feature a dedicated configuration including rescue hoist, emergency floatation system and life rafts, wire cutters, TCAS II (Traffic Collision Avoidance System), NVG (Night Vision Goggle) compatible cockpit, HTAWS (Helicopter Terrain Awareness Warning System), advanced communication system, OPLS (Obstacle Proximity Lidar System), advanced HUMS (Health Usage Monitoring System), AFCS (Automatic Flight Control System) with SAR modes, searchlight, ice detector, fast roping and satcom. The aircraft will be also fitted with a range of Leonardo systems such as RW ATOS (Airborne Tactical Observation and Surveillance) system with advanced operator console, Gabbiano radar, LEOSS (Long Range Electro-Optical Surveillance System), M428 IFF transponder, V/UHF radio systems cockpit panels and lighting and provisions for SPHYDER (Smart Processing Hyperspectral Detection and Reconnaissance System).

Norway

Norske Luftforsvaret (AF)

See Denmark on the Marshall seven-year contract to maintain Norwegian and Danish C-130Js.

AW101 Mk612

0270	330 skv	ex OT&E	50270/NOR05	jan21
0273	330 skv	ex OT&E	50273/NOR06	jan21
0276	330 skv	ex O&TE	50276/NOR08	dec20
0281	Leonardo MW	f/n	50281/NOR13	dec20

North Macedonia

Voeno Vozduhoplovstvo i Protivvosnu odbrana na Armijata na Republika Makedonija (AF)

In May 2011 Elmak Systems of Macedonia (branch of Elbit Systems, Israel) and the Macedonian Ministry of Defense established the Pilot Training Center (PTC – Centar za Obuka na Piloti, COP) in an USD 43 million agreement for eight years at Petrovice air base near Skopje. Almost ten years later, on 3 December 2020 the Pilot Training Center was transferred to the air force of Macedonia. The Center will become the Skvadron za Obuku i Trening (SOT – squadron for training and coaching) and will continue to operate five Zlin 242L and four Bell 206B-3 helicopters along with two sophisticated full mission simulators for the Mi-8/Mi-17/Mi-24. The squadron also flies the sole Zlin 143 four-seater aircraft equipped to fly in IFR conditions for training and communication which is actually owned by the Macedonian Civil Aviation Authority. The engine and propeller of this Zlin 143L were recently overhauled by GAS Aviation (Smederevska Palanka, Serbia) under a contract signed in November 2018. On paper also the sole and non-airworthy An-2 that was damaged during flying through a hail storm in 2013 is also part of the squadron.

The Pilot Training Center has only trained 25 new helicopter pilots: 16 for the army and 9 for the police helicopter unit. Additionally two pilots from Montenegro were trained, as well as training on simulators for military pilots from Croatia, Bulgaria, Poland, Czechia, Bosnia and Herzegovina, Cameroon and Nigeria. The Center was supposed to train 52 new Macedonian pilots in the first eight years.

North Macedonia has decided to offer the training capacity to NATO, especially the full mission simulators for Mi-8/17/24. On 19 June 2020 Macedonia together with 10 other member states of NATO (Bulgaria, Montenegro, Czechia, Greece, Croatia, Hungary, Portugal, Romania, Spain and Turkey) signed the Letter of Intent (LoI) launching a multinational initiative to establish a NATO Flight Training Europe (NFTE) structure. It provides a framework for exploring options for establishing a European network of national pilot training institutions that would address the needs of the countries involved for the training of pilots of fighter jets, helicopters and aircraft.

In November 2020, the Transport Helicopter Squadron (THS) operating the Mi-8MT and Mi-17 was renamed to Helicop-

ters Squadron (Helikopterski Skvadron (HS). The Strategic Defense Review of 2018 states the (modernised) Mi-8 and Mi-17 helicopters will remain the basic aircraft of the Macedonian Air Wing up till 2028.

The integration of two Mi-171 transport and attack helicopters and one Mi-17V-5 transport helicopter of the Ministry of Interior into the air force is being investigated. Since the publication, one Mi-171 crashed on 4 May 2020 leaving the two others waiting for overhaul at Skopje. The two modernised Mi-24V (209 and 210) should remain operational until at least 2025 but no additional funds will be investigated until these retire.

It is expected the Combat Helicopter Squadron will then be disbanded or merged into the Helicopter Squadron.

Poland

Sily Powietrzne (AF)

In 2017 there was a contract signed for three Boeing 737-800s of which the first (serial 0110) was delivered in the same year as the contract was signed.

The other two Boeings were supposed to be delivered in 2020, but due to Covid-19 the deliveries were delayed. The Polish Ministry of Defence said: “The Boeing Company informed us that due to the complications resulting from the Covid-19 situation, it would not be able to deliver the aircraft in time, and said that the deliveries could happen not earlier than in March 2021.

If there are further obstacles due to the pandemic, the current deliveries timeline and certification could be further delayed.

Boeing 737-86X

0110	1.BLT		61358
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Boeing 737-800 (BBJ2)

0111	o/o	F-WTBK, ex N784BJ	64927
0112	o/o	N785BJ, ex N1781B	63990

Romania

Fortele Aeriene Romane (AF)

EDPR =Donauwörth (Germany)

In July 2019 the Serviciul Mobil de Urgenta, Reanimare si Descarcerare (SMURD) ordered three Airbus H135s and associated support and services for air medical services and Search And Rescue (SAR) missions in the country.



The German Bundeswehr leased this H145 for special forces training at Laupheim. D-HNHX is provided by Noordzee Helikopters Vlaanderen (NHV) and is photographed on its delivery flight from Ostend to Germany on 11 January 2021 (Andre Deblauwe)

Following a four-year framework the signed agreement foresees the procurement of up to ten H135s. At least five H-135s have been noted at the Airbus Helicopter facility at Donauwörth (Germany).

H135P3H

D-HECN o/o SMURD EDPR **2143**

United Kingdom

Royal Air Force (AF)

The Spirit AeroSystems plant (formally known as Bombardier Aerospace and Shorts Brothers) in Belfast has been contracted to lead a team called "Mosquito" to design and build a prototype for a remote controlled, unmanned high-speed fighter aircraft. The intention is to operate a fleet of these aircraft along crewed fighters in the future. The contract is valued at £30 million, and the prototype is due to commence flight testing in three years. The idea behind this concept is that the RAF is looking for a fleet of so-called Light-weight Affordable Novel Combat Aircraft (LANCA) to provide support to attack aircraft with an air-to-air and surveillance & electronic warfare capability.

On 1 December 2020, the last aircraft left RAF Linton-on-Ouse. These were four Tutor T1 aircraft in use by Yorkshire University Air Squadron (UAS): G-BYUD, G-BYWA, G-BYXT and G-BYYB. All four aircraft flew to RAF Leeming, which is the new home of this unit. The aircraft will merge with the four Tutor T1 aircraft already present at RAF Leeming (G-BYUF, G-BYWK, G-BYXJ and G-BYYA) into a joint pool. Northumbrian UAS, Yorkshire UAS and 11 Air Experience Flight (AEF) will all three use this joint fleet based on their requirements.

The departure of these four aircraft ends RAF flying activities from this historic air station. Located approximately 16 km northwest of York, the RAF officially opened this airfield on 13 May 1937. It was used by RAF Bomber Command, initially by No.4 Group but later-on it was re-assigned to No.6 Group Royal Canadian Air Force. Post World War Two, the station was used by RAF Fighter Command and aircraft types like Meteors, Sabres and Hunters operated from here. On 9 September 1957, RAF Training Command took over, and 1 Flying Training School (1FTS) setup camp at RAF Linton-on-Ouse. This unit remained here until October 2019. In this month the Tucano T1 was withdrawn from use. The only unit remaining from that point in time was Yorkshire UAS which now also packed up and left.

Other news concerning the RAF Tutor fleet is that two more aircraft were delivered to QinetiQ Boscombe Down in experimental colours. The aircraft are being tested by 6FTS at this location, which previously used G-BYXH in a yellow/black c/s. This aircraft was delivered on 14 May 2020, but was passed on to RAF Wittering on 28 August 2020. The two additional aircraft are G-BYUE (black/blue c/s, del 24nov20) and G-BYXG (dark blue c/s, del 23nov20). Both aircraft were repainted in their new colours at Norwich.

EGDM = Boscombe Down EGXC = Coningsby
EGQS = Lossiemouth

ADSU	Apache Depth Support Unit Wattisham
CGS/644VGS	Central Gliding School and 644VGS pool at RAF Syerston
CMF	Chinook Maintenance Facility at RAF Odiham
EGUB Pool	28sq, 33sq and 230sq pool at RAF Benson
GMS	Glider Maintenance School at RAF Syerston
Leonardo	Leonardo Helicopters at Yeovil
Leonardo IMP	Leonardo Helicopters at RNAS Cudrose
MDMF	Merlin Depth Maintenance Flight at

P2MF	RNAS Cudrose Puma HC2 Maintenance Flight at RAF Benson
StandardAero TMU	StandardAero at Fleetlands Typhoon Maintenance Unit at RAF Coningsby
WST WZM	Wildcat Storage at RNAS Yeovilton Wildcat Zonal Maintenance at RNAS Yeovilton

Chinook HC5

ZH900 EGDM ex 27sq **M4479** nov20

It is now confirmed that ZH898 was delivered to CMF at RAF Odiham upon return from Mali where it was used by 1310Ft. The helicopter arrived at RAF Odiham on 3 November 2020.

Chinook HC6

ZK555 7sq ex CMF **M7706** nov20

Chinook HC6A

ZA683 18(B)sq ex CMF **M7031** nov20

ZA710 CMF ex 28sq **M7003** nov20

ZA711 CMF ex 28sq **M7026** nov20

ZD981 18(B)sq ex EGDM **M7029** nov20

ZH775 EGDM ex 27sq **M4451** nov20

ZH777 27sq ex 18(B)sq **M4453** nov20

ZH892 18(B)sq ex StandardAero **M4455** nov20

F-35B

ZM153/(019) 207/617sq ex LMTAS **BK-19** nov20

ZM154/(020) 207/617sq ex LMTAS **BK-20** nov20

ZM155/(021) 207/617sq ex LMTAS **BK-21** nov20

Three F-35Bs arrived at RAF Marham on 30 November 2020, bringing the total number of aircraft of this type delivered to the United Kingdom to eighteen. In addition, three more F-35Bs remain in use for trials with 17sq at Edwards AFB (CA). The next pair of Lightnings is expected at RAF Marham in April 2021. In total six aircraft are slated to be delivered during this year.

Hawk T1

Three Hawks left storage at RAF Shawbury to be transported by road to DCTT Cosford: XX171 and XX235 (17nov20) and XX224 (19nov20). Of these XX224 and XX235 actually are Hawk T1W aircraft.

Jupiter HT1

The final Jupiter still on the CAA register was cancelled on 11 November 2020. This was G-CLKI, which is now ZM496/96.

Puma HC2

XW220/K EGUB Pool ex P2MF **1148** oct20

ZJ957 P2MF ex EGUB Pool/Z **1474** nov20

Typhoon FGR4

ZJ937/937 6sq corr not IX(B)sq **BS028** nov20

ZK311/311 3(F)sq ex XI(F)sq/311 **BS064** nov20

ZK324/324 II(AC)sq ex 6sq/324 **BS085** nov20

ZK334/334 6sq ex i/a EGQS **BS095** nov20

ZK336/336 II(AC)sq ex 1(F)sq/336 **BS097** nov20

ZK340/340 12(B)sq ex i/a EGXC **BS101** oct20

ZK346/346 3(F)sq ex XI(F)sq/346 **BS107** oct20

ZK351 TMU ex 3(F)sq/351 **BS112** nov20

ZK371/371 3(F)sq ex XI(F)sq/371 **BS132** oct20

ZK437/437 29sq ex 3(F)sq/437 **BS153** nov20

On 6 November 2020, ZK364/364 left RAF Coningsby (XI(F)sq) for RAF Lossiemouth (1(F)sq), subsequently it was delivered to RAF Akrotiri (Cyprus) where XI(F)sq took charge of it again since that unit is currently responsible for the Operation Shader detachment.

Viking TX1

ZE495/VA CGS/644VGS ex GMS **33879** nov20

ZE521/VK CGS/644VGS ex GMS **33890** oct20

ZE594 GMS ex 637VGS/WX **33942** nov20

ZE595/WY 622VGS see note **33943** nov20

ZE602 GMS ex 637VGS/XB **33946** nov20

ZE605/XE CGS/644VGS ex GMS **33949** oct20

ZE613/XE CGS/644VGS ex GMS **33962** oct20

Concerning ZE595, this aircraft was briefly used by CGS/644VGS in October 2020 (ex GMS), prior to moving on to 622VGS.

Army Air Corps (AR)

Apache AH1

ZJ203	to Boeing at Mesa (AZ), ex ADSU	WAH37	nov20
ZJ207	to Boeing at Mesa (AZ), ex 673sq	WAH41	nov20
ZJ228	663sq ex 662sq	WAH62	nov20

By December 2020, no Apache AH1 helicopters were assigned to 662sq anymore. The squadron is involved in conversion to the new Apache AH2.

On 9 November 2020, the following Apache AH1 helicopters were struck from the British military register:

ZJ178, ZJ179, ZJ180, ZJ183, ZJ184, ZJ185, ZJ190, ZJ193, ZJ200, ZJ203, ZJ205, ZJ207, ZJ225, ZJ229, ZJ231 and ZJ232.

Fleet Air Arm (NY)

In October/November 2020, 825NAS at RNAS Yeovilton received a pair of Wildcat AH1 helicopters for training purposes. So far, this unit only had the naval version (Wildcat HMA2) in use. The helicopters in question are ZZ392 (ex 659sq on 05nov20) and ZZ406 (ex WST in oct20).

A recent Freedom of Information (FOI) request concerning 736NAS resulted in an interesting answer. The Naval Command Secretariat advised that this squadron will disband on 30 September 2021. The maritime tasking of 736NAS will be transferred to 100sq (RAF) as of 1 October 2021. Annually, 1,790 flying hours are allocated for this task.

Merlin HM2

ZH824	820NAS	ex MDMF	RN04	nov20
ZH827	Leonardo IMP	ex 820NAS	RN07	nov20
ZH847	MDMF	ex 814NAS	RN27	nov20
ZH853	Leonardo IMP	ex 814NAS	RN33	nov20
ZH851	824NAS	ex 820NAS	RN31	oct20
ZH862	824NAS	ex 814NAS	RN42	nov20

Wildcat AH1

ZZ392	825NAS	ex 659sq	490	nov20
ZZ393	WST	ex Leonardo	491	nov20
ZZ406	825NAS	ex WST	465	oct20

Wildcat HMA2

ZZ375	WST	ex 815NAS	494	nov20
ZZ376	825NAS	ex WZM	495	nov20
ZZ380	815NAS	ex WST	499	nov20
ZZ381	WZM	ex 815NAS	500	nov20

ZZ510	WST	ex 1Regt	508	nov20
ZZ514	Leonardo	ex 825NAS	519	nov20
ZZ517	Leonardo	ex 815NAS	522	nov20
ZZ535	815NAS	ex Leonardo	545	nov20

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-2				
ST-99	659 EH	ex Gendarmerie, photo		jan21

Mi-24Mk3				
SB-81	1 RHC	f/n database, photo		jan21

Mi-171Sh				
SM-41		f/n database, photo		

MiG-21bis				
FD-48	pres Odessa	f/n database, photo		2020

MiG-23MF				
FP-41	wfu	f/n database, photo		

Su-30MKI				
KF-58		f/n database, photo		2020

Angola

Força Aérea Nacional de Angola (AF)

K-8W				
I-63		f/n database, YouTube		dec20
I-71		f/n database, YouTube		dec20

Su-22M-4				
C-518	ISTM	pres. Luanda		jul20

This Su-22 is located at the Instituto Superior Técnico Militar (ISTM) in Luanda since at least June 2002. It can be found on Google Earth at 08°51'51.75"S, 13°18'31.68"E.

Su-30KN				
C-129	13° Esc Comb.	f/n database, photo		

Polícia Nacional de Angola [PO]

AS350B3				
PN-103	Polícia	c/n update	7065	

Botswana

Botswana Defence Force - Air Wing (AF)

C212-300				
OC2	Z10	w/o 09feb17	A81-2-394	



On 29 December 2020, the first Leonardo AW169M LUH destined for the Guardia di Finanza lighted up by snowfall, made an ILS approach at Venegono (VA). It is equipped with skids and an adaptation to its horizontal stabiliser, with the vertical fins, at either end, curving inwards. (Venegono, 29 December 2020, Fabrizio Capenti)



The 132° Gruppo at Istrana (TV) already received its seventh Eurofighter F-2000A with the delivery of MM7348/51-07. It is still shrouded in mysteries if Istrana will see a new formed Gruppo equipped with the F-2000A in the future. It was photographed with a beautiful background at the changing ceremony of the Gruppo's command. (Istrana, 22 January 2021, Daniele Mattiuzzo)

We finally can confirm it was the OC2 that crashed in 2017. The OC1 was noted on 6 January 2021 at Tambo International, South Africa and so OC2 is the only candidate. The construction number of the OC2 was misspainted, it was applied as A81-1-394 on the aircraft.

Burkina Faso

Force Aérienne de Burkina Faso (AF)
DFOO = Bobo Dioulasso

SF260WL

BF8423 std DFOO **343/29-037** dec20

The fuselage of this Marchetti can be found at 11°09'55.02"N, 04°19'09.11"W. It is at this location since at least October 2016.

Cameroon

Armée de l'Air du Cameroun (AF)

SA365N

TJ-AAQ ex Esc. Presd. reregistered as TJ-XDU **6059**
TJ-XDU Air Force ex TJ-AAQ **6059** jan21

The Dauphin was noted during a test flight near Brasov, Romania. It is now painted in a green and brown colour scheme like the new AW109s. In the past it was painted in a white colour scheme with a blue bottom and a green/red/yellow cheatline. The helicopter was used by the president.

Chad

Chad Government (GV)

Do328-310

TT-ABG o/o, Gvmt ex N430FJ **3209** dec20

On 15 January 2021 it started its delivery flight on Statesville (NC). The first leg went to Bangor (ME), the next day to Ponta Delgada on the Azores and from there to Paris Le Bourget. On 21 January it continued its flight south, making a small stop at Alger Houari Boumediene airport in Algeria before heading for its final destination: N'Djamena Hassan Djamous airport in Chad.

Côte d'Ivoire

Force Aérienne de Côte d'Ivoire (AF)

G450

TU-VAG Esc President. Ex T7-LIA **4237** jan21

Democratic Republic of Congo

(Force Armées de la République Démocratique du Congo)
Force Aérienne (AF)

UH-1H

9T-HB3 w/o 28dec20

9T-HB8 w/o 30dec20

Djibouti

Force Aérienne du Djibouti

Mi-8T

J2-MAS ex OK-XYE c/n update **99257115** jul16

The construction number of this Mi-8 is reported as above, which makes it the former OK-XYE from Aerocentrum.

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

According to Flight Global the Egyptians have now taken delivery of the first five, out of an order of 24, AW149s. The order, which includes also eight AW189, was signed in 2019 and is worth 871 million Euros.

According Cirium fleets data records, the first three were handed over in September 2020. Late 2020 another two were shipped to Egypt via a freighter from Milan Malpensa airport in Italy to Alexandria Borg El Arab in Egypt. According to Flight Global these last two helicopters are most likely the ones with construction numbers **49066** and **49067**, which were sighted performing pre-delivery test flights in Egyptian Air Force livery from Venegono airfield in northern Italy in late November.

Beside these two we have reports of another three AW149 in full Egyptian Air Force livery seen at Venegono, these are **49054**, **49064** and **49065**. The last two were still noted in Italy on 12 October 2020, so we think the delivery date, September 2020, mentioned for the first three is not correct, this should be end of October 2020. Or we missed at least two airframes already.

Equatorial Guinea

Equatorial Guinea National Guard (AF)

L-410UVP-E

3C-RBA reregistered as 3C-TM08 **892316**
3C-TM08 Presidential Fl. Ex 3C-RBA, c/n conf. **892316** dec20

Ghana

Ghana Air Force (AF)

DGAA = Accra Kotoka Intl.

MB339A

G801 ex DGAA pres Accra **6778**

This MB339 is already preserved inside the Accra Air Force Base Anex at 05°34'38.04"N, 00°09'53.07"W since January 2014.

Kenya

Kenya Air Force (AF)

Former 309th AMARG resident C-145 08-0301 (c/n **AJE003-10**) was noted at Antwerp (Belgium) en route to Kenya.

Three PZL M28s were offered by US Government under the Excess Defence Articles (EDA) programme in 2016. The African Aerospace Online News Service reports that there are at least two aircraft on order. Maybe this is one of them, but confirmation is required of course.

Y12-II

... Air Support sq w/o 12jan21

Libya

Libyan National Army Air Force (AF)

In May 2020, six MiG-29s and two Su-24s flew from Astrakhan air base in Russia's northern Caucasus, to Libya. First they made a stopover at Hamedan air base in eastern Iran and from there they flew on to Russia's Khmeimim air base in western Syria, where social media photographs clearly showed that they were all unmarked.

Russian Air Force jets then escorted them to Al-Jufra air base in Libya, which is controlled by the Libyan National Army (LNA) group led by General Khalifa Haftar. Moscow officially still denies transferring these warplanes to Libya, unconvincingly claiming at one stage that the warplanes that showed up in Al-Jufra were restored aircraft from the old Libyan Air Force.

Strange because Libya never had MiG-29s in their inventory. They had six Su-24MKs in the past, but five of these were destroyed in February 2011 by the US during an airstrike, while the last remaining Su-24, the 38, was written off on 5 March 2011. The origin of the aircraft is claimed as Belarus, this because in the past at least three Mi-24P came from Belarus, via an order from the United Arab Emirates.

Most likely the aircraft are flown by non-state Private Military Contractors (PMC) mercenaries of the Russian Wagner Group, who will not adhere to international law; namely, they are not bound by the traditional laws of armed conflict.

U.S. Africa Command says that at least two MiG-29 Fulcrum fighter jets have crashed in Libya already. In a statement given by Rear Admiral Heidi Berg, U.S. Africa Command's (AFRICOM) director of intelligence, it was announced that one MiG-29 was apparently lost on 28 June 2020, while the

other went down on 7 September 2020.

To reinforce the denial of involvement from the Russian side, the aircraft are now provided with LNA Air Force markings. During an exercise of the 106th Armored Brigade in November 2020 a pair of Su-24s showed up wearing these markings, while last month photos were published on Twitter of a MiG-29 also wearing LNA Air Force markings.

Mi-24P

954 LNA A.F. ex GNA A.F. nov20

This Mi-24 was a former Sudanese Air Force Mi-24 delivered to the GNA Air Force. At least until March 2019 it was within their inventory, but it suddenly showed up in a YouTube video of an exercise, the same exercise as mentioned above with the Su-24s, held in November 2020. So it looks like it was captured and taken up by the LNA air forces.

Government of National Accord [AF]

Mi-24P

954 captured by LNA A.F. nov20

Mali

Force Aérienne de la République du Mali (AF)

Mi-35M

TZ-12H d/d 12jan21 f/n, photo jan21

The handover took place on 12 January 2021 at Base Aérienne 101 adjacent to Bamako-Senou International Airport in a ceremony attended by Defence Minister Sadio Camara, the Russian Defence Attaché, Vice-President Assimi Goita and other dignitaries. According to some sources at this day two Mi-35s were handed-over, so far we saw only one serial. Mali had already two Mi-35Ms, the TZ-13H and TZ-14H, which were already delivered in September 2017.

Niger

Escadrille Nationale du Niger (AF)

On Monday 4 January 2021, the United States Secretary of the Air Force, Mrs. Barbara Barrett arrived in Niger where she joined Ambassador Whitaker in meetings with American and Nigerien security officials, and attended the official hand-over ceremony of C-130H Hercules, serial 5U-MBH (c/n **382-4831**), at Base Aérienne 101 (BA101) Niamey/Diori Hamani.

Since 2015, the United States has invested more than USD 30 million in the development of Armée de l'Air du Niger (Niger Air Force) Hercules programme including a training component, purchase of spare parts, infrastructure, fuel and



A spotters dream or nightmare? Numerous anonymous PLAAF fighters are captured in this shot taken at Chengdu-Huangtianba on 3 January 2021. Apart from J-10s under camo-netting, several J-20s in primer can be seen under the sheds. (Li Ying Ying)



The Philippine Air Force is modernising and expanding, with recent deliveries of Super Tucanos and Black Hawks. C-130H 5125 (the former USAF 87-9284) is next in line and seen here through the lens of Ron Artigues at NAS North Island (CA) on 16 January 2021, on its delivery flight.

support equipment. The US has trained 16 Nigerien pilots, 19 maintenance personnel, five baggage handlers and a flight engineer.

Tetras 912CSM
5U-MB_ f/n database, photo **96**

Nigeria

Nigerian Air Force [AF]
EDLN = Mönchengladbach

A-29B
... o/o 19-2036 f/n database, photo jan21

ATR42-500MP
NAF931 107th AMG o'haul EDLN **800** jan21

South Sudan

South Sudan People's Defense Force

Mi-17V-5
... white c/s w/o 10jan21

Ian Carroll offered the conclusion that the crashed Mi-17 is most likely the SSAF-104. On a photo of this helicopter made in July 2020 a very specific dent is visible in the external fuel tank on port side.

The same dent is also visible on the photos of the crashed Mi-17. But because these external tanks are removable the theory is not 100% certain, and therefore confirmation is required.

Uganda

Uganda People's Defence Force (DF)

Mi-171E
AF-641 type corr., not Mi-17-1V dec20

Zambia

Zambia Air Force (AF)

Ce208B EX
AF223 ex N425HP **208B-5549** jan21
Serial needs confirmation because AF223 comes from FlightRadar.

Y12-IV
AF222 22sq w/o 26jan21

Asia

China

People's Liberation Air Force (AF)

H-6H
40679 36th Div/108th Reg jan21
40773 36th Div/108th Reg jan21

The 40679 might also be a H-6M

J-11BS
78122 171st Brigade jan21
This serial used to be allocated to a JJ-7A. It can be expected these have been withdrawn from use now.

J-20A
61022 1st Brigade jan21
78234 172nd Brigade jan21

The sighting of 61022 was the confirmation that indeed the J-11s flying for 1st Brigade are being replaced by J-20s. Earlier J-20s (78230-78231) noted have the Russian AL-31F engine, where this one is powered by the indigenous developed WS-20C.

Y-20A
20140 13th Div/37th Reg jan21
With the increasing number of the Y-20 within the regiment the number of operational Y-8s is steadily decreasing.

Z-8B
52411 STC/Transportation & SAR Brigade dec20

Z-10K
6421 Corps of PLA Airborne Troops dec20
6424 Corps of PLA Airborne Troops jan21

People's Liberation Army (AR)

Mi-17-V7 Salon
LH972768 77th LH Brigade jul20

Mi-171
LH962709 79th LH Brigade dec20

Z-9A
LH906950/50 LH Academy jan21
LH906961/61 LH Academy jan21

Z-9WZ
LH961951 78th LH Brigade jan21
LH961979 78th LH Brigade jan21

Z-10		
LH911109	Xinjiang LH Brigade	jan21
LH951118	81st LH Brigade	aug20
LH953121	161st LH Brigade	jan21
LH981126	74th LH Brigade	jan21
LH991118	71st LH Brigade	jan21
LH991128	71st LH Brigade	jan21
Z-11		
LH908308/08	LH Academy / 4th Brigade	jan21
LH908312/12	LH Academy / 4th Brigade	jan21
LH908326/26	LH Academy / 4th Brigade	jan21
LH908328/28	LH Academy / 4th Brigade	jan21
LH908373/73	LH Academy / 4th Brigade	jan21
Z-19		
LH963522	80th LH Brigade	jan21
LH963541	80th LH Brigade	jan21
LH963563	80th LH Brigade	jan21
LH963568	80th LH Brigade	jan21
Z-20		
LH921218	Tibet/Xizang Brigade	jan21
LH953207	161st LH Brigade	jan21
LH953209	161st LH Brigade	jan21
LH953211	161st LH Brigade	jan21
LH953215	161st LH Brigade	jan21
LH953218	161st LH Brigade	jan21
LH953227/'57'	161st LH Brigade	jan21
LH982239	121st LH Brigade	jan21
Z-20 with serial LH921218, is the first confirmed serial with this unit. The LH953227 is interesting as it also had a non standard yellow code next to the cockpit during a recent exercise A second, unidentified Z-20 had 49 on that location.		
People's Liberation Army Navy (NY)		
J-11BH		
81285/25	8th Div/22nd Reg	jan21
81288/28	8th Div/22nd Reg	jan21
81289/29	8th Div/22nd Reg	jan21
J-11BSH		
81990/90	9th Div/25nd Reg	jan21
JL-9G		
02 (blue)	Naval Aviation Univ./3rd Reg	jan21
03 (blue)	Naval Aviation Univ./3rd Reg	jan21
JL-9H		
50 (blue)	NATB/2nd Reg	dec20
Armed Police (PO)		
Z-9WJ		
WJ51906	WJS/Shanxi Corps	dec20
The Z-9WJ was noted in a formation flight with other helicop-		

ters. At that same flight also a Z-8AWJ (Z-18 derivative) was noted for the first time within the unit.

Manufacturers

J-10

A visit to CAC at Chengdu early January revealed that deliveries of J-10C aircraft seem to have stopped. Over thirty fighters are outside on the tarmac fully covered by camouflage tarpaulin waiting for things to come. Google earth shows only a dozen, but with a picture taken last February. Through the covers the inflight refuelling probes, J-10C like tail-tip and installed engines were noted. Suggestions put forward to the reason for this delivery hick-up focus on two reasons: After years of speculation at last Pakistan might be close to getting them. A more logical reason might centre around the engine: No J-10s have been seen in operational use with the new indigenous WS-10B engine, while serial production was started in 2019. Until 2019 the J-10s were delivered with the Russian AL-31FN engine.

At the same time production of the J-20 is running with many airframes in the pre-flight test phase. 1st Brigade at Anshan is now on the receiving end for the next batch, replacing the J-11 within the unit.

India

Bharatiya Vayu Sena (AF)

On 13 January 2021, the Indian Government cleared two large defence deals with the procurement of the Tejas Light Combat Aircraft and the Airbus C295W transport aircraft.

India's Cabinet Committee on Security (CCS) approved the procurement of 83 Hindustan Aeronautics Ltd (HAL) Tejas Light Combat Aircraft (LCA) for the Indian Air Force. The contract, valued at USD 6.4 billion, is for 73 Tejas LCA Mk1A and ten Tejas LCA-T Mk1A trainer aircraft and infrastructure development.

The approval on infrastructure development is to enable the air force to handle repairs or servicing at their base depot so that the turnaround time would get reduced for mission critical systems and would lead to increased availability of aircraft for operational exploitation. This would enable IAF to sustain the fleet more efficiently and effectively due to availability of repair infrastructure at respective bases.

Going a little bit back in the Tejas history, the Defence Acquisitions Council (DAC) had first approved the procurement of 83 Tejas Mk1A aircraft at a cost of USD 7 billion in November 2016. But at that time, Hindustan Aeronautics Ltd (HAL) had



Coen van den Dries was lucky to be in Taiwan in October 2020. Even more luck was on his side at Taitung on 15 October, when he caught these two F-5s of 7 TFW in take-off (F-5E 5281 and F-5F 5416).



To photograph the F-CK-1C Ching Kuo you will have to travel to Taiwan as no other country operates this fighter. Coen van den Dries spent some fruitful time at Taitung on 16 October 2020. (1472, F-CK-1C, 1 TFW).

responded with a quote of around USD 8 billion, which led to protracted cost negotiations. According to a source, Hindustan Aeronautics Ltd (HAL) for instance, was even charging profit on imported components. Item by item, the cost was brought down. The Indian Air Force also cut down some of its support requirements.

The flight testing for Tejas Mk1A is expected to be completed by 2022. It should take between 4 to 5 years to deliver the 83 Tejas Mk1A fighter to the IAF starting from 2024 up to 2028-29. The overall LCA programme started in August 1983 with the aim to replace the ageing MiG-21s. The deal for the 83 Mk1A fighter aircraft will take the total number of Tejas variants ordered to 123. The forty LCAs (32 single seat and eight dual seat) already ordered by the IAF are in the initial operational clearance (IOC) and the more advanced final operational clearance (FOC) configurations. The LCA Mk1A will come with additional improvements over the FOC aircraft, making it the most advanced Tejas variant so far.

The Cabinet Committee on Security (CCS) also approved the procurement of 56 Airbus C295W transport aircraft to replace the current fleet of BAe748. India will sign the USD 2.5 billion contract this year with Airbus Defence & Space and Tata Advanced Systems Limited (TASL). These two companies will jointly execute the project.

Early April 2019, India's Ministry of Defence (MoD) concluded the price negotiations to acquire a total of 62 Airbus C295W/MPA aircraft for the Indian Air Force (56 aircraft) and the Indian Coast Guard (6 aircraft). The Contract Negotiation Committee (CNC) concluded consultations with Tata Advanced Systems Limited (TASL) to procure the 62 aircraft for USD 3.15 billion.

Dating back to 13 May 2015, the Defence Acquisition Council (DAC) cleared the deal with the lone bid of the Airbus-Tata consortium (TASL) to replace the current fleet of BAe748 aircraft with 56 C295 transport aircraft. An additional six C295MPA Maritime Patrol Aircraft (Indian Coast Guard) were added to the acquisition. The CCS has not yet approved the additional six aircraft for the Coast Guard.

The programme is the first major 'Make in India' programme in the defence sector which sees transport aircraft produced in partnership with the Tata Advanced Systems Ltd (TASL). Sixteen aircraft will be bought off-the-shelf and 46 will be manufactured in India at the new TASL facility near Ben-

galuru (State of Karnataka). After the contract is signed, the aircraft build at Seville-San Pablo (Spain) will be supplied in two years, and the deliveries of the locally-assembled aircraft will be spread over an additional eight years.

An-32RE

KA2731	unit nn	f/n, ex K2731	07 07	dec20
KA2751	FWTF	f/n, ex K2751	10 08	jan19
KA2764	48sq	f/n, ex K2764	12 10	nov20

Rafale EH

BS015	Dassault Aviation	f/n		jan21
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Indonesia

Polisi Udara (PO)

AW169

(P-3305)	Leonardo	t/f, as CSX82006	69125	jan21
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Japan

Nihon Koku-Jieitai (AF)

RJNA = Nagoya-Komaki	RJNG = Gifu
RJTU = Utsunomiya	
ADTW = Hiko Kaihatsu Jikk.	ARS = Kyunantai
EWOG = Denshi Sakusengun	FCG = Hiko Tenkentai
FTS = Kyoiku Hikotai	FTW = Hiko Kyoikudan
TS = Jyutsuka Gakko	

C-1FTB

28-1001	o/h RJNG	nb/NO nose probe	8001	jan21
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It was noted on a testflight without the nose-probe. It is unknown if this is now permanent.

C-1

68-1019	402 Hikotai	nb, ex ATDW	8019	jan21
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Probably because their own C-1FTB is almost ready for service with the test wing after overhaul, this C-1 returned to Iruma on 28 January 2021 for standard transport work.

F-2A

13-8508	o/h RJNA	nb, ex 8 Hikotai	1008	jan21
53-8533	6 Hikotai	nb, ex IRAN	1033	jan21
93-8553	ADTW	ex IRAN	1053	jan21

F-2B

33-8118	21 Hikotai	nb?	3018	jan21
33-8119	o/h RJNA	nb, ex 21 Hikotai	3019	jan21

A photo on twitter showed F-2B 118 without the unit badge. As its overhaul was only about a year ago we have some doubts over the date of the photo.

RF-4EJ Kai

47-6347 1 TS in use for BDRT **M047** oct07
 Another photo on twitter showed this Phantom in use as a Battle Damage Repair Training tool. Again no info on the date of the photo, but we believe it is fairly recent.

F-15DJ
 32-8057 o/h RJNA nb, ex 23 Hikotai **811/007** jan21
 Previous last time this Eagle was noted was August 2017!

F-15J
 52-8858 303 Hikotai NOT 204 Hikotai **058** jan21
 62-8869 o/h RJNA nb, ex 303 Hikotai **069** jan21
 62-8873 o/h RJNA nb, ex 203 Hikotai **073** jan21
 72-8880 203 Hikotai nb, ex IRAN **080** jan21
 42-8946 201 Hikotai ex IRAN **146** jan21
 62-8959 304 Hikotai nb, ex IRAN **159** jan21
 72-8962 o/h RJNA nb, ex 201 Hikotai **162** jan21

F-15J Mod.
 92-8912 o/h RJNA nb, ex 306 Hikotai **112** jan21

F-35A
 89-8707 301 Hikotai? nb, ex 302 Hikotai **AX-07** jan21
 99-8713 301 Hikotai ex 302 Hikotai **AX-13** jan21
 09-8717 301 Hikotai ex 302 Hikotai **AX-17** jan21
 09-8720 302 Hikotai ex nb **AX-20** jan21

According a tweet there will be more unit changes in the near future as it is believed all even numbered aircraft will be operated by 302 Hikotai and the odd numbers by 301 Hikotai.

CH-47J
 97-4498 o/h RJNG nb/test **5084** jan21

UH-60J II
 08-4612 reregistered as 18-4612 **2062** dec20
 08-4613 reregistered as 18-4613 **2063** dec20
 18-4612 Mitsubishi HI test RJNA **2062** jan21
 18-4613 Mitsubishi HI test RJNA **2063** jan21

Standard practise as delivery was rescheduled into 2021.

T-4
 96-5617 o/h RJNG nb, 13FTW red/wh c/s **1017** jan21
 16-5659 o/h RJNG nb, 13FTW red/wh c/s **1059** jan21
 46-5716 Chitose nb, ex IRAN? **1116** jan21
 56-5732 32 FTS active after grounding **1132** jan21
 96-5781 31 FTS active after grounding **1181** jan21
 16-5792 306 Hikotai ex IRAN **1192** jan21
 26-5807 o/h RJNG nb, test, ex 31 FTS **1207** jan21

It is believed T-4 716 is the second Chitose based T-4 operating for the wing (2 Kokudan) without unit badge, 16-5669

being the first one.

T-7
 56-5927 11 FTW ex IRAN **27** jan21
 66-5940 1 TS temp. i/a, ex 11 FTW **40** jan21

U-125
 29-3041 o/h RJTU FCG **258215** jan21

U-125A
 12-3028 Komatsu ARS unit sticker applied **258843** jan21
 Becoming an exception as only four others still have the unit name.

U-680A
 12-3033 FCG ex LN-TAI **680A-0210** jan21
 The third and final Citation 680A was delivered via Russia and Tokyo-Narita, arriving in Japan still as LN-TAI on 19 January 2021. The day after it was flown to Iruma where received its new JASDF serial a few days later. This means it is almost the end for YS-11 flight check operations.

YS-11EB
 82-1155 EWOG grey c/s, NOT wfu **2074** jan21
 It was seen without engine(s) in November 2020, apparently only for some overhaul.

YS-11FC
 12-1160 Iruma about to be scrapped **2159** jan21
 Photo on twitter with (probably) wrecking equipment next to it. The last flight check YS-11FC 52-1151 is scheduled to be withdrawn by March 2021.

Rikujo Jieitai (AR)
 The JGSDF is looking into alternative future locations for its fleet of Ospreys as it still has not obtained approval of the Ariake Sea Fisheries Cooperative, the part owners of ground near Saga A/p.

Apparently they are still unwilling to sell their land west of the airport, an area the JGSDF needs to build hangars, parking lots and office buildings. So development has not even started. For the moment the Osprey fleet is/will be operating from Kisarazu, but the JGSDF are only allowed to do this for a maximum of five years.

The JGSDF is still trying to reach an agreement with the Cooperative at Saga but thinks by the time a deal has been made it probably will be too late to develop the site and deploy the



The Taiwanese AT-3 is named Tzu Chung, which translates to Self Reliance, a suitable name for this indigenously developed jet trainer. Its successor AT-5 is currently under development. (0853, AT-3, Air Force Academy, Gangshan, 19 October 2020, Coen van den Dries)



This Beech 200 was seized from narcotraffickers in 2004, incorporated in the Guatemalan Air Force as 704, and equipped with sensors to hunt down... narcotraffickers. To top it all off, it received these new colours recently as demonstrated in this picture taken at La Aurora on 13 January 2021, by Carlos Alberto Rubio Herrera.



Every now and then, the Guatemalan Air Force finds the money to restore some aircraft. A few million quetzales were spent recently to bring three Bell 206s back in the air to train helicopter pilots with the Escuela Militar de Aviación (EMA). One of these being 115, as seen by Carlos Alberto Rubio Herrera at La Aurora on 16 December 2020.



Royal Air Force of Oman C-130H 501 arrived from a test flight with prop #4 feathered at Paya Lebar (Singapore) on 14 January 2021. (Hans Jacobs)



Black Snakes' A-10C 79-0095 doing some "hung ordnance" training in preparation of participation of Red Flag 21-1 at Nellis AFB (NV) from 25 January to 12 February 2021. Training was conducted at home base Fort Wayne (IN). (Nate Leong, 9 January 2021)

Ospreys to Saga within this five-year timespan.

Alternative locations must be on the island of Kyushu as the main mission of the Yuso Kokutai's Ospreys is to transport the Amphibious Rapid Deployment Brigade (established at the Ainoura Garrison, Sasebo, Nagasaki Prefecture), responsible for the defence of remote islands. A government official is denying the search for alternative locations and still claims all efforts are focussed on Saga.

By the time you read this another five V-22B Ospreys are in the process of being shipped to Japan. As was the case with the first two, also these next five will be off-loaded at Iwakuni. The Japanese MoD notified local authorities at Iwakuni about the planned arrival halfway February and the subsequent inspection and test-flights from the base before they are flown to Kisarazu.

RJNG = Gifu
RJTU = Utsunomiya

AH-1S
73477 o/h RJTU code nn, ex IIIATH **77** jan21

OH-1
32619 o/h RJNG no code, ex IIATH **1019** jan21

UH-1H
41716/EH Hirosaki-shi Univers. of health/food **1H116** aug20

UH-1J
41829/829 IV TDY RJTU **1J29** jan21
41874/874 SU now with training code **1J74** jan21
41924/924 X TDY RJTU **1J124** jan21

CH-47J
52906/HGPV? 105 Hikotai? at Akeno **5008** jan21
This Chinook was noted at Akeno, the HGPV code was barely visible. Perhaps on its way to another unit?

CH-47JA
52954 o/h RJNG no unit code, ex WH **5053** jan21
52959 T IX 109 Hikotai, nb, ex WH **5059** nov20
52961 T IX 109 Hikotai, nb, ex WH **5061** dec20

These last two Chinooks were seen at Takayubaru(Kumamoto A/p) with newly applied unit code 'T IX'. We believe these are operated by 109 Hikotai. It looks increasingly more plausible that 3 Hikotai "Kingfishers" of Seibu Homen Herikopotatai has been renamed into 109 Hikotai.

Kaijo Jieitai (NY)

The V-22B Osprey entry in Scramble 499 – Page 67 was erroneously placed under the JMSDF section but they are definite JGSDF aircraft. However their main task is supporting the Amphibious Rapid Deployment Brigade, which is a marine

unit of the JGSDF.

RJNA = Nagoya/Komaki RJNG = Gifu
ATS = Kyoiku Kokutai

HSS-2B
8149 Yokosuka-shi JMSDF Yokosuka **M61168** may18
8167 Ominato as "8162" **M61186** jul19

Another two update for the wrecks and relics section. HSS-2B 8149 was previously in our database as wfu and its older brother 8049 presumed as preserved at the JMSDF Recruit Centre on the base. 8167 was the last HSS-2B built by Mitsubishi and preserved near the gate of Ominato. For unknown reasons it was repainted as "8162". Previously also the preserved T-34A and KM-2 received spurious serials. See also the SH-60J below.

MH-53E
8625 to USA seen at Miramar, CA **65563** jan21
8631 to USA seen at Miramar, CA **65610** jan21

In total seven former JMSDF MH-53Es were transported to the USA for spares recovery, four to the US Navy and three for the USMC. Above two had all useful parts removed and will probably be brought to the 309th AMARG, just like 8629 and 8630.

SH-60J
8249? Ominato as "8225" **1049** nov19
8299 o/h RJNA ex 24 Kokutai **1084** jan20
8300 25 Kokutai ex IRAN **1085** jul17

We already had doubts over the serial of the Seahawk preserved at Ominato. Reportedly the c/n plate is removed. A close-up photograph of the last two of the serial on the nose showed the outline of the real last two below the newly painted "25". First number is a definitive '4', the last number could also be a '0'. However 8249 was last seen in February 2017, operated by local 25 Kokutai, so is the more plausible candidate.

UH-60J
8974 21 Kokutai ex IRAN **3014** nov20

SH-60K
8429 212 ATS ex 22 Kokutai (l/n apr17) **5029** jan21
8470 21 Kokutai ex MHI **5070** jan21

P-1
5507 o/h RJNG no unit no. ex 3 Kokutai **7** jan21
5522 1 Kokutai unit confirmed **22** jan21

P-3C
5053 2 Kokutai? no unit no. ex 5 Kokutai **9050** jan21

EP-3
9174 o/h Nippi test after damage **1004** jan21

This Electronic Warfare Orion was damaged in the hangar collapse at Atsugi on 15 February 2014. Deemed irreplaceable, it was repaired and finally took to the air again in January 2021.

UP-3D

9161 81 Kokutai ex 91 Kokutai **3001** jan21

Pakistan

Pakistan Ministry of the Interior (GV)

H125

2845 FC Balochistan del **8639** nov20

First noted in a white colour scheme sporting 'FC BLN' titles, a map of Balochistan province and a Frontier Corps Balochistan badge. See also Scramble 478 - Page 68.

Philippines

Hukbong Himpapawid NG Pilipinas (AF)

C-130H

5125 222nd AS ex 87-9284 **382-5125** 16jan21

Another former USAF C-130H has been taken from AMARG and was seen on delivery flight on NAS North Island on 16 January 2021 still carrying the USAF serial on a paper behind the cockpit window. The Hercules has been handed over at Villamor AFB on 29 January 2021. A second C-130 is expected soon.

Pilipinas Hukbong Katihan (AR)

Bo105M

203 Av. "Hiraya" Reg. ex RP-S3699 **5018** 7jan21

This helicopter was donated by Manny V Pangilinan. The owner before him is a more familiar name: Ilen Dornier, co-owner of SEAIR.

The origin of this helicopter is also well known for many, as it used to fly around in the hands of the German Army as 80+18 until 2007.

Pilipinas Hukbong Dagat (NY)

TC-90

395 30NFAG/32MPRS jan21

Singapore

Republic of Singapore Air Force (AF)

One of the first photos, although still low quality, was sent to us of an Airbus H225M, temporary registration F-ZWCJ, in full Republic of Singapore Air Force (RSAF) markings. The photo was made at Aéroport Marseille Provence (France), where the Airbus facility can be found, on 8 January 2021.

The RSAF ordered the H225M back in November 2016 to

replace the current fleet of AS332 Super Pumas, which have been in service since 1983. When the order was announced the official number of helicopters procured was not released but is widely believed to be sixteen units.

Initial deliveries were supposed to start by the end of 2020, but were delayed likely due to the Covid-19 situation. First deliveries are now slated to start early this year, most probably in the first quarter. The Singapore order, valued at USD 1 billion, was the eighth international order at the time for Airbus. It would appear that the Singapore H225Ms are not registered in order.

The final A330 MRTT which had been stationed at Getafe (serial 764), has arrived in Singapore on 16 January 2021.

F-15SG with serial number 8328 has been adorned with special commemorative tail art representing 10 years of F-15SG operations on Singapore soil. The first F-15SG was rolled out in November 2008, with initial deliveries taking place with the 428th Fighter Squadron at Mountain Home AFB in Idaho in May 2009.

The first five airframes to arrive in Singapore landed at Paya Lebar Air Base on the 5th of April 2010. The first operational F-15SG squadron in Singapore was 149 Squadron. Singapore operates a total of 40 F-15SGs.

The Republic of Singapore Air Force 111 Squadron *Jaeger* celebrates its 35th year of operations this year. Therefore G550 AEW with serial number 010 was adorned with a commemorative tail flash to celebrate this occasion. The squadron was formed at Tengah air base in 1987 with four Grumman E-2C Hawkeyes. These were replaced in 2010 by four Gulfstream Aerospace G550 Nahshon Eitam AEW aircraft.

A330-243MRTT

764 112sq **1857/MRTT037** jan21

F-15SG

8328 149sq special mks **1438/SG23** dec20

F-16C-52-CF

613 143sq **DA-06** dec20

G550 AEW

010 111sq special mks **5014** jan21

H225

2.. TBA **NZC001** jan21

2.. TBA **NZC004** jan21

202 TBA **NZC???** jan21

205 TBA **NZC002** jan21

South Korea

KC-135R 57-2606 sported these 174th ARS (IA ANG) Sioux City anniversary colours whilst landing at Andrews AFB (MD) on 18 January 2021, bringing in National Guardsman as part of Inauguration 2021 Capitol Response. (Tim Wolfe)



The New Hampshire ANG is one of the first users of the KC-46A. 17-46029 arrives at Andrews AFB (MD) on 22 January 2021 in beautiful sunlight captured by Tim Wolfe.

Dae Han Min Guk Gong Gun (AF)

F-35A			
20-017	17 FW		AW-17 dec20
20-018	17 FW		AW-18 jan21
20-020	17 FW	not yet seen in RoK	AW-20 may20
20-021	17 FW		AW-21 dec20
20-022	17 FW		AW-22 dec20
20-023	17 FW		AW-23 dec20
20-024	17 FW		AW-24 dec20
20-025	17 FW		AW-25
20-026	17 FW		AW-26
20-027	17 FW		AW-27

Apparently 27 F-35As are now operating from Cheongju, for the last three we still need a first note date.

FA-50

15-029 16 FW/202 FS 16 FW badge dec20
A glimmer of hope, we might see more unit badges. First one ever seen with a rather big toned-down badge just in front of the intake.

Han Guk Yuk Gun (AR)

UH-60P

01726 (Seongnam) mis-pole for 01728? **701726?** oct15
This one might have been a mis-pole, we had only the one sighting in October 2015. It seems the army is using the c/n of the UH-60 for its serial allocation. C/n 701726 is allocated to a Black Hawk of the US Army. C/n 701728 is allocated to an unknown operator so could be the RoK Army.

Gyeong Chal Cheong (PO)

KUH-1P Chamsuri

969 Korea Nat. Police Agency f/n sep20
The RoK Police now operates eight Chamsuris, serials 961 to 969 with 964 not allocated. Two more are on order.

Thailand

Royal Thai Army (AR)

DA42M MPP

TF20-19/63/40217 402sq dec21

Latin America

Argentina

Prefectura Naval Argentina (CG)

AS365N3+

PA-43 PNA ex N2, cvtd by Helibras **6479** dec20

Brazil

Força Aérea Brasileira (AF)

H-60L

8906 5°/8°GAv c/n update **703019** nov20
It has FMS serial 05-27119.

Colombia

Fuerza Aérea Colombiana (AF)

Bell 205/UH-1

(....) pres Tabio f/n, photo, blue/white c/s jun14
An unmarked Bell 205-spinoff was found at the Centro de Innovación y Entrenamiento en Gestión del Riesgo de Desastres (CIGER), a Red Cross-institution in Tabio, Cundinamarca, at N4.93313 W74.06537. As per GE streetview, it is visible from the gate.

Policía Nacional de Colombia (PO)

Bell 407GX1

PNC0931 ARAVI/Pereira d/d 08jul20 **54882**

Cuba

Sociedad de Educación Patriótico-Militar (DF)

An-2

CU-D591 SEPMI f/n photo
The SEPMI was the Cuban equivalent of the DOSAAF.

Ecuador

Fuerza Aérea Ecuatoriana (AF)

We now understand that the Grob 120 order may be for six aircraft rather than eight, but we did not have confirmation of that on our deadline.

Mexico

The auctioning of federal and state aircraft continues, although with limited success so far. Many of them have been offered multiple times already, including the presidential Boeing 787.

MMCU = Chihuahua/General Roberto Fierro Villalobos Intl.

MMMXX = Mexico City/Benito Juarez Intl.

MMPB = Puebla/Hermanos Serdán Intl.

Fuerza Aérea Mexicana (AF)

AW109SP

(1903)/XC-LNO std MMMX for auction 12feb21 **22306**

(1904)/XC-LNP std MMMX for auction 12feb21 **22309**

(1905)/XC-LNR std MMMX for auction 12feb21 **22311**

(1906)/XC-LNV std MMMX for auction 12feb21 **22316**

These are also TPH-14, 12, 13, and 11 respectively and have

been offered for sale and auction various times since Spring 2019. The first two serials and tie-ups are updates, showing these serials run neatly in order of their msn's. The serials are not worn externally, neither are the TPH-serials.

Armada de México – Fuerza Aeronaval (NY)

Lj31A

ANX-1205 std MMMX for auction 12feb21 **31A-174**

This Lear has been offered for auction various times already. Guardia Nacional - Policía Federal (PO)

B727-264

GN-402 f/n, photo **22663** jan21
PF-402 reregistered as GN-402 **22663**

Gobiernos Estatales Mexicanos (GV/PO)

A109S

XC-LMD std MMPB for sale 03sep20 **22052**

AS355F-2

XC-GDM/08 std MMMX for auction 12feb21 **5487**
XC-SSP/09 std MMMX for auction 12feb21 **5486**

AS355N-2

XC-CDM/01 std MMMX for auction 12feb21 **5626**

These three Twin Squirrels were once operated by SSP Agrupamiento Condores, the Mexico City capital district police.

AW119Ke

XC-LNA std MMPB for sale 03sep20 **14785**

Bell 407

XC-HPZ std MMPB for sale 03sep20 **53801**

All three helicopters stored at Puebla were owned and operated by the Puebla state government.

Bell 412EP

XC-PNL ex Nuevo Leon sold 13jan21 **36251**

Five years after being put up for sale, XC-PNL has been sold.

Bell 429

XC-LOP Chihuahua not sold 22dec20 **57296**

For sale since January 2017, although still flown up to the auction. The auction however was declared void due to a lack of bidders. And so, an excuse was found to use it for another year.

CeT210N

XC-HFD ex Chihuahua sold 04may20 **210-64105**

Ce525B

XC-GDC Chihuahua not sold 22dec20 **525B-0062**

This one makes you wonder if they really want to get rid of it. For auction last December, although it has been for sale numerous times since 2011. The latest auction was declared

void, due to a lack of bidders, not even one viewer showed up.

RC695

XC-LIF ex Durango sold 11mar20 **95068**

RC695A

XC-LGC ex Yucatan sold 11mar20 **96024**
XC-LHD ex Durango sold 18may20 **96056**

Nicaragua

Fuerza Aérea - Ejército de Nicaragua (AF)

Mi-8MTV-1

335 Esc de Ala Rot. d/d 19mar20
Handed over by the Russian embassy, it will be used for fire-fighting duties according to the press release.

Peru

Ejército del Perú (AR)

A109K2

EP-344 BRA811 w/o 22jan21 **7503**

Uruguay

Fuerza Aérea Uruguaya (AF)

KC-130H

594 EA3(Transporte)s/n confirmed **4642** jan21
595 EA3(Transporte)s/n confirmed **4648** dec20

Luckily, we stuck to our guns with these two serials. Some local reports suggested other serials (595, 596) probably confused by the big '5' and '6' on the nose of the aircraft that are still in full Spanish colours. Of these 594, was immediately involved in support flights to the Antarctic; brown/tan/green camouflage in the snow...

Aviación Naval Uruguaya (NY)

AB412HP(CP)

042 Esc de Helic. del 19jan21 **25722** jan21

It was offloaded in Montevideo harbour on 14 January. It was transported to Laguna del Sauce and seen there on the 19th. No formal ceremony was held.

Middle East

Israel

Heyl Ha'Avir (DF)

F-16A Netz

129 to Top Aces ex store **6V-15**
220 to Top Aces ex store **6V-20**
250 to Top Aces ex store **6V-39**



An old airframe with recent technology, is what describes the E-8 J-STARS. Ken Petersen shared this take-off shot of 97-0201 of 128th ACCS taken at Robins AFB (GA) on 15 June 2019.



F-22A 05-4093/HH of 199th FS Hawaii ANG pulling some vapes during take off from JB Pearl Harbor-Hickam in Honolulu, Hawaii. (14 December 2020, Darcy Fiero)

F-16B Netz

017 to Top Aces ex store **6W-8**
 On 27 January 2021, the first four of 29 ex Israeli Air Force F-16s were delivered to Top Aces Corp at Phoenix-Mesa Gateway airport (AZ).

North America

Canada

Royal Canadian Air Force (AF)
 Six CF-188s deployed to Romania for OpReassurance have all safely returned to Canada by 15 January. These were 188742, 188757, 188769, 188781, 188788, and 188791 all returning to 3 Wing Bagotville, with support of tankers. They were flown back to Canada in three groups.

United States

United States

United States Air Force

A-10C			
79-0196	357th FS		A10-0460 dec20
A-29B			
20-2101	nmks	f/n	314.... jan21
KC-46A			
18-46055	Boeing	f/f 09dec20	41878/1202 jan21
MC-55A			
N540GA	for Australia	as A51-540?	5540 dec20
N542GA	for Australia	as A51-542?	5542 dec20
N584GA	for Australia	as A51-584?	5584 dec20
C-130H			
74-1679	i/a Fort Bliss	ex 186th AS	382-4646 dec20
87-9284	to Philippines	as 5125	382-5125 nov20
C-130J-30			
15-5893	41st AS		382-5893 dec20
MC-130J			
08-6202	1st SOS	ex 17th SOS	382-5681 dec20
10-5714	1st SOS	ex 17th SOS	382-5714 nov20
12-5762	1st SOS	ex 17th SOS	382-5762 nov20

12-5763	1st SOS	ex 17th SOS	382-5763 dec20
13-5775	1st SOS	ex 17th SOS	382-5775 nov20
KC-135R			
57-1502	116th ARS	ex 22nd ARW	17573/T0182 jan21
62-3519	22nd ARW	ex 92nd ARW	18502/T0570 dec20
62-3568	116th ARS	ex 6th ARW	18551/T0619 jan21
KC-135T			
60-0344/D	351st ARS	ex 92nd ARW	18119/T0458 jan21
C-145A			
08-0310	to Kenya	ex 309th AMARG	AJE003-10 jan21
F-22A			
05-4095/TY	27th FS	ex 95th FS	645-4095 dec20
F-22A			
08-4154/FF	27th FS	ex 94th FS	645-4154 dec20
F-35A			
14-5106/HL	4th FS	ex 34th FS	AF-107 dec20
15-5126/HL	421st FS	ex 34th FS	AF-117 dec20
15-5128/HL	421st FS	ex 34th FS	AF-119 dec20
F-35A			
15-5161/LF	61st FS	ex 63rd FS, '61 FS'	AF-136 jan21
15-5181/HL	421th FS	ex 4th FS	AF-156 dec20
17-5252/HL	4th FS	ex 421st FS	AF-194 dec20
HH-60G			
87-26007/DM	56th RQS	ex 55th RQS	701207 jan21
88-26114	56th RQS	ex -/101st RQS	701316 jan21
92-26471/DM	56th RQS	ex 55th RQS	70.... jan21
United States Army (AR)			
C(-)/3-2nd AVN		Walker AHP (H-805), Camp Walker TX ARNG, AASF Grand Prairie (TX)	
B(-)/2-149th AVN		NV ARNG, AASF Reno (NV)	
B(-)/1-189th AVN		Wiesbaden AAF (Germany)	
E/1-214th AVN		BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)	
BEST		Intelligence & Information Warfare Directorate at NAS Lakehurst (NJ)	
I2WD Flt Act		Cairns AAF, Fort Rucker (AL)	
KOZR			
C-12C			
78-23128	std Birmingham (AL), ex USASOC Flt		BC-64 jan21
This aircraft is well known to many since it was used by 207th			



A tropical Viper 86-0318 in the snow! An F-16C of the 93rd FS, normally based at sunny Homestead AFB (FL), stands on the flight line at a white Pease ANGB (NH). Some of these diverted to Pease because of hydraulic issues. (6 January 2021, Dave O'Brien)



Appreciated or not, an edition of Scramble without a picture of an F-35 becomes more and more unlikely. This month, Rob van Disseldorp graces this section with F-35A 15-5194 with 419th FW markings taken at Hill AFB (UT). (30 December 2020)



With one of their C-31As enjoying its retirement in The Netherlands, the Golden Knights have received C-147A 16-01610 as a replacement, retaining the famous colours. (New Orleans-Lakefront, 22 December 2020, Carey Mavor)



C-147, E-9, and O-6, are three different US designations for versions of the De Havilland Canada (Bombardier) Dash 8. Marijn van der Burgt saw 16-00374, an O-6A of the US Army, at Hanover on 16 January 2021.

AvnCo at Heidelberg AAF (Germany) for many years. Its last assignment was with the United States Army Special Operations Command Flight at Simmons AAF, Fort Bragg (NC). It was seen active on ADSB in December 2020 and offered for sale by tender in January 2021.

UC-35A1

95-00123 E/1-214th AVN ex mods **560-0387** oct20
 On 13 December 2019, this aircraft departed for Huntsville (AL) to undergo modifications. We did not receive confirmation of when it returned to Wiesbaden AAF again, but it was seen active in Europe in October 2020.

CH-47F

08-08058 B(-)/2-149th AVN, ex B(-)/1-189th AVN **M8058** jun20

UH-60A

78-22975	to N897JF	ex BEST	70038	dec20
79-23305	to N633BH	ex BEST	70126	jan21
79-23341	std BEST	ex nb	70158	dec20
81-23549	to N897GB	ex BEST	70270	dec20
81-23567	to N898TH	ex BEST	70288	jan21
81-23600	to N898VH	ex BEST	70322	jan21
83-23880	to N896TB	ex BEST	70705	dec20

EH-60A

86-24573 std BEST ex I2WD Flt Act **701138** dec20

HH-60M

...-21021	C/3-2nd AVN	f/n		jan21
...-21025	C/3-2nd AVN	f/n		dec20
...-21072	C/3-2nd AVN	f/n		jan21
...-21077	C/3-2nd AVN	f/n		sep20

TH-67A

N67110	std KOZR	ex 1-223rd AVN/10D	5109	jan21
N67328	std KOZR	ex 1-223rd AVN/28F	5137	jan21
N67534	std KOZR	ex 1-223rd AVN/34C	5167	jan21
N67554	std KOZR	ex 1-223rd AVN/54C	5168	jan21
N67561	std KOZR	ex 1-223rd AVN/61C	5169	jan21
N67599	std KOZR	ex 1-223rd AVN/99E	5175	jan21
N67620	std KOZR	ex 1-223rd AVN/20C	5179	jan21
N67622	std KOZR	ex 1-223rd AVN/22D	5180	jan21
N67632	std KOZR	ex 1-223rd AVN/32B	5181	jan21
N67744	std KOZR	ex 1-223rd AVN/44B	5199	jan21
N67761	std KOZR	ex 1-223rd AVN/61D	5203	nov20
N67804	std KOZR	ex 1-223rd AVN/04B	5208	nov20
N67848	std KOZR	ex 1-223rd AVN/48H	5214	jan21
N67872	std KOZR	ex 1-223rd AVN/72E	5217	nov20
N67873	std KOZR	ex 1-223rd AVN/73D	5218	jan21
N67874	std KOZR	ex 1-223rd AVN/74F	5219	nov20
N67915	std KOZR	ex 1-223rd AVN/15D	5225	jan21

N67919	std KOZR	ex 1-223rd AVN/19E	5226	nov20
N67960	std KOZR	ex 1-223rd AVN/60C	5232	jan21
N67961	std KOZR	ex 1-223rd AVN/61E	5233	nov20
N67978	std KOZR	ex 1-223rd AVN/78E	5237	jan21
N75454	std KOZR	ex 1-223rd AVN/54E	5280	jan21
N76544	std KOZR	ex 1-223rd AVN/44F	5273	nov20

All these Creek helicopters were offered for sale by tender via the GSA website. In addition also N67301 was offered for sale again in January 2021. Apparently, this helicopter was not sold when it was offered for sale for the first time in December 2020.

United States Navy (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)
 FRCSW = Fleet Readiness Center South West, North Island (CA)

E-2C-2000

165650	FRCSW	ex 600/VAW-115		jan21
165814/602	nmks	ex NG-600/VAW-117	A185	jul20
165826/AJ-601	VAW-124	ex AC-603/VAW-123	A197	jan21
166507/NH-501	VAW-115	ex 655/VAW-120		jan21

E-2D

168593/660	VAW-120	ex AB-604/VAW-126	AA12	dec20
168749/AB-603	VAW-126	ex 641/VAW-120	AA20	jan21
169078/602	VAW-121	f/n	AA44?	dec20

F/A-18A

162909/AF-12	VFC-12	ex AF-03	472/A389	jan21
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F/A-18E

165539	Blue Angels	ex VX-23	1486/E012	dec20
165540	Blue Angels	ex AD-102/VFA-106	1488/E013	dec20
165665	FRCE	for Blue Angels	1515/E019	jun20
165666	Blue Angels	ex NH-302/VFA-146	1517/E020	oct20
165787/AJ-100	VFA-87	ex NJ-224/VFA-122	1538/E030	jan21
165861/AD-103	VFA-106	ex AJ-301/VFA-97	E037	jan21
166431/AC-200	VFA-83	ex NG-205/VFA-14	E076	dec20
166438/NH-307	VFA-146	ex NJ-215/VFA-122	E083	dec20
166602/AD-120	VFA-106	ex AC-205/VFA-83	E098	jan21
166830/NA-312	VFA-137	ex NH-313/VFA-146	E149	dec20
166867/AB-400	VFA-18	ex 114/NAWDC	E169	jul20
168913/AB-211	VFA-211	ex AD-105 VFA-106	E272	dec20
169115/AB-210	VFA-211	ex AG-105/VFA-143	E289	jan21
169743/AJ-411	VFA-34	del	E319	jul20

F/A-18F

165674	Blue Angels	ex AD-212/VFA-106	1508/F013	nov20
165678	i/a Pensacola	ex AD-207/VFA-106	1514/F017	jun20
166638/AJ-200	VFA-213	ex AJ-212, CAG c/s	F131	jan21
166663/AD-230	VFA-106	ex AJ-205/VFA-213	F141	jan21
166670/AG-206	VFA-103	ex AC-107/VFA-32	F148	jan21
166682/AG-201	VFA-103	ex AJ-204/VFA-213	F160	jan21

166805/AB-100	VFA-11	ex AB-202/VFA-211	F178	jan21	169089/UV-	HMLA-267	ex YP-40/VMM-163	59230	oct20
166915/NF-100	FRCE	ex NF-100/VFA-102	F223	dec20	169834	Bell	f/n	592..	jan21
166978/AB-111	VFA-11	ex AB-222/VFA-211	F253	jan21	UH-1Y				
168487/AC-114	VFA-32	ex AG-214/VFA-103	F261	jan21	166755/MV-30	309th AMARG	ex MV-30/VMX-1	55005	dec20
168493/AC-101	VFA-32	ex AG-200/VFA-103	F267	dec20	167804/UV-00	HMLA-267	ex SN-00/HMLA-169	55112	dec20
168888/AB-110	VFA-11	ex AG-205/VFA-103	F269	dec21	168501/UV-06	HMLA-267	ex SE-06/HMLA-469	55165	jan21
168930/AB-105	VFA-11	ex AG-210/VFA-143	F276	jan21	168512/HF-	HMLA-269	ex EH-31/VMM-264	55176	jan20
EA-18G					CH-53E				
168259/NL-520	VAQ-135	ex NL-553/VAQ-131	G41	jan21	162006/YF-006	HMH-462	ex YK-006/HMH-465	65483	dec20
F-35C					164365/YH-13	HMH-463	ex YN-05/HMH-361	65594	dec20
169030/NJ-425	VFA-125	ex NE-400/VFA-147	CF-18	jan21	AV-8B				
169033/NJ-434	VFA-125	ex NE-401/VFA-147	CF-21	jan21	164140/KD-34	VMAT-203	ex 24/VMA-542	213	dec20
169638/NJ-441	VFA-125	del	CF-43	jan21	166288/WP-16	VMA-223	ex WH-05/VMA-542		dec20
169702/NJ-442	VFA-125	del	CF-46	jan21	AV-8B+				
NVH-3A					164556/WH-02	VMA-542	ex YM-5./VMM-365	241	dec20
150614	std Patuxent River	ex HX-21	61108	oct20	AV-8B+(R)				
MH-60R					165385/WE-02	VMA-214	ex WE-11	280	dec20
168124/TS-415	HSM-41	ex NA-711/HSM-73	704813?	jan21	165398/WE-14	VMA-214	ex WL-05/VMA-311	288	jan21
P-8A					MV-22B				
168434/LC-434	VP-8	ex LL-434/VP-30	40814/4099	dec20	168237/EP-04	VMM-265	ex ET-09/VMM-262	D0187	dec20
168756/756	nmks	ex LN-756/VP-45	42252/4673	dec20	168295/GX-22	VMMT-204	ex EG-05/VMM-263	D0212	jan21
169568/568	Boeing	needs confirmation	66101	apr20	168334/YX-07	VMM-166	ex YP-12/VMM-163	D0237?	dec20
CMV-22B					168606/11	nmks	ex YT-03/VMM-164	D0261?	jan21
169442	VRM-30	del	D2008	jan21	168610/ET-05	VMM-262	ex EP-04/VMM-265	D0265?	dec20
United States Marine Corps (NY)					168624/YW-16	VMM-America	ex YX-16	D0279?	dec20
FRCE = Fleet Readiness Center East, Cherry Point (NC)					168663/00	VMM-262	ex YM-00/VMM-365	D03xx	jan21
FRCSW = Fleet Readiness Center South West, North Island (CA)					168664/YW-13	VMM-165	ex YP-15/VMM-163	D03xx	dec20
KC-130J					168682/YZ-12	VMM-363	ex YL-10/VMM-362	D03xx	jan21
170037/037	Lockheed	f/n	382-5909	dec20	168692/GX-20	VMMT-204	del	D03xx	dec20
F/A-18C					United States Coast Guard (CG)				
163485/4	Willow Run	Yankee Air Museum	717/C044	jan21	HC-130H				
163494/MA-05	VMFA-112	ex RP-95/FRCSW	732/C050	nov20	1703	Clearwater	ex Barbers Point	382-4967	dec20
165193	FRCSW	ex WT-12/VMFA-232	1334/C418	jan21	HC-144A				
165199/WK-02	309th AMARG	ex VMFA(AW)-242	1350/C424	jan21	2305	Mobile	ex Miami	C174	nov20
F/A-18D					MH-65D				
163472/AF-48	VFC-12	ex AD-403/VFA-106	696/D012	jan21	6532	Miami	ex Kodiak	6178	dec20
164705/WT-25	VMFA-232	ex VMFA(AW)-224	1147/D105	jul20	6572	Detroit	ex Borinquen	6267	dec20
164959/WT-05	VMFA-232	ex DW-959/VMFA-251	1259/D135	dec20	6577	Mobile	ex Atlantic City	6274	nov20
F-35B					6583	Miami	ex Mobile	6281	dec20
169612/DC-53	VMM-164	ex DC-05/VMFA-122	BF-76	dec20	6590	Miami	ex Atlantic city	6291	dec20
169618/DC-55	VMM-164	ex DC-04/VMFA-122	BF-82	jan21	6603	HITRON	ex Houston	6324	dec20
169684/VK-11	VMFA-121	del	BF-99	dec20	Credits				
169689/16	VMFA-121	del	BF-104	jan21	Clive Bartam, Jordy Belde, Danny Bonny, Ian Carroll, Steve Clanford, Edwin de Greeuw, Joris Heeren, Olaf Kirchner, Andy Marden, Daniele Mattiuzzo, Jeff Rankin, Jos Stevens, Chris Taylor, Peter Weinert				
AH-1Z									
168418/HF-	HMLA-269	ex SN-40/HMLA-169	59021	jan20					
168526/UV-46	HMLA-267	ex EP-43/VMM-265	59205	dec20					
168799/UV-41	HMLA-267	ex SN-41/HMLA-169	59039	dec20					



The US Department of Homeland Security has been active from Hato (Curaçao, Dutch Caribbean) lately. Larry Every encountered Beech 350CER N517K on its first visit to Hato on 21 January 2021 in sunny conditions.

Aviación Naval Uruguaya



Erwin van Dijkman

Over the years, the Aviación Naval Uruguaya (ANU) used seven different Bell 47s. The first couple arrived in 1955. The last, this 056, was inducted as late as June 1995. (Laguna del Sauce/Capitán Curbelo, January 1997, Erwin van Dijkman)

On 7 February 2021 the Aviación Naval Uruguaya (ANU) celebrated its 96th birthday. Although, to be fair, the first aircraft arrived from Italy in 1930. The most recent acquisition happen to be Italian machines as well, in the shape of two AB412s. So, let us review all 130 aircraft that were flown by the ANU, from the first to last Italian!

Humble beginnings

The *Servicio de Aeronáutica* was created in the interbellum in 1925. Although it existed on paper, the first commander, Chief Inspector Capitán de Corbeta Atilio Frigerio, did not have a single aircraft under his command. Finally, on 15 September 1930 a contract was signed for two CANT-18s and a single CANT-21. Two of these seaplanes, CANT-18 A-1 and CANT-21 A-3, arrived 20 and 21 September 1930 and were taken on charge the 24th. Number three arrived by Steam Ship Teresa on 25 February 1931, and took to the air after a very lengthy assembly process, on 30 May 1932. It was piloted by Teniente de Navio Carlos A. Curbelo, the namesake of the current naval air station at Laguna del Sauce. In fact, there was no air base yet because Base Aeronaval No.1 was only inaugurated 12 June 1934 at Isla Libertad.

More serious hardware was ordered in 1941 and consisted of six Vought-Sikorsky 301, former US Navy OS2U-3 Kingfishers. These were delivered under Lend-Lease contract UG-6A in 1942, after which the CANTS were withdrawn. Another Lend-Lease acquisition was a single Grumman J4F-2 Widgeon that was taken up in 1943 as SG-1, which survived in various guises until 1969 when it was sold off. In 1944 three Fairchild PT-23As EE-1 to EE-3, completed the fleet with no new aircraft to arrive until 1949. By that time, only seven of the aircraft remained, the J4F, three Kingfishers and three Fairchild 62s.

Flex those muscles

From 1949 to 1952 the Naval Aviation truly came of age. This era was marked with the arrival of sixteen refurbished TBM-1C Avengers, three SNJ-4 Texans, a single PT-26 and twelve F6F-5 Hellcats. Meanwhile, on 12 August 1949, the navy opened Base Aeronaval No.2 Capitán de Corbeta Carlos A. Curbelo, after acquiring the airfield on 10 September 1947 to form a school there. Also, this meant a new serial system was introduced, all the aircraft receiving an 'A-' prefix, for

Armada. The fifties were quite adventurous and every Uruguayan will tell you they won the football world cup in neighbouring Brazil in 1950, what better way to start a decade? Most of the deliveries were not shipped in but flown from the United States all the way down to Punta del Este. The increase of aircraft strength was caused by the perceived threat of an Argentinian invasion. Along with the naval aircraft, the Air Force also was beefed up with B-25 Mitchell bombers and F-51D Mustang fighters. Anyway, the first flock of ten TBM-1Cs started their trip on 5 December 1949 arriving on the 21st after ten stops, followed by three SNJ-4s and the remaining six Avengers from 6 April 1950 to 2 May 1950, making no less than twenty stops! Two years later ten Hellcats set off on 28 March 1952 arriving 22 April. Two had crashed prior to delivery in the USA, A-451 and A-454, but were delivered by ship later for use as instructional airframes.

This decade saw the arrival of many more aircraft in small numbers. Noteworthy are the three PBM-5S-2 Mariners. Also the first helicopters were taken on charge with two factory fresh Bell 47Gs, A-001 and A-002, delivered in 1955.

Modern times

By the mid sixties it was time to rejuvenate the fleet. With three S-2As arriving 10 April 1965, the anti-submarine warfare capabilities received a boost. It was also the era when ANU's love affair with the Sikorsky S-58 started. The helicopters were used for many years, former US Navy SH-34Js, former off shore Wessex series 60s, and former RAF Wessex HC2s were used over a forty-year span. Nine former Argentinian T-28 Fennecs arrived in 1979 followed by three S-2G in 1982/83.

We dedicated an article to the last military Wessex, used by ANU, in Scramble 363 - Page 117 (2009). No one would have thought that the Wessi would have such an illustrious career. Especially after the terrible crash that occurred over Montevideo's Kibón beach on 14 November 1971. During a search and rescue demonstration, O-61 and O-62 collided and although the impact was not very big, eight people were killed and forty injured by the fragmented rotorblades that hit the onlookers at high velocity. Both helicopters subsequently burned out completely.



Arguably, the pride of the fleet is this Beech 200T equipped with various sensors for surveillance. For years ANU wanted more of these, but budget prevented it. Currently, it is refurbished and has received a dark blue scheme. (Laguna del Sauce, January 1997, Erwin van Dijkman)

Current situation

We would love to tell a merry story about the ever increasing and modernising fleet. But the past decades saw a budget stricken ANU looking for second hand aircraft and stop-gap solutions. In January 1999 a couple of former Fleet Air Arm Jetstreams were added for maritime patrol but saw little use by ANU. The same applies to the single former Brazilian HB355, gained in 2006, and the six second hand former German army Bo105Ps, received in 2007. Like the aforementioned Wessi, most were only operated for a short time.

The fleet was hard and expensive to maintain all being older airframes as well. So, parts were taken off to at least keep some of the aircraft airborne. In 2018 three former Chilean

Cessna O-2s were sourced to give a boost to aerial patrolling, augmenting the Beech 200T that is expensive to operate. It was overhauled during 2014-2020 is still the pride of the ANU despite the fact it was delivered 40 years ago.

Last year a single OH-58A was bought and two former Italian Capitaneria AB412HPs have just arrived to replace the moth-balled HB355. Together with two Beech 200s, two Beech T-34C-1s and three Cessna O-2s, this means that as far as we are aware, ten of the 130 aircraft used over the years are potentially operational now.

We have divided our serial overview in three parts. Serials are listed in order. Dubious entries are marked **red** with a query or explanation; **green** is currently operational:

Serial overview - The early years

(serials with various prefixes)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
A-1	Cant 18		232	24sep30	jul42	wfu		wfu oct39 but l/f 20jul42
A-2	Cant 18			30may32	05jan35	w/o		arr 25feb31 on SS Teresa, w/o 05jan35
A-3	Cant 21		185	24sep30	aug42	wfu	I-AAPW	dam 1931, repaired by aug40, l/f 29aug42
EE-1	PT-23A	reregistered		07aug44	07nov49	mil	USA 42-49945	as A-201
EE-2	PT-23A	reregistered		05sep44	16aug49	mil	USA 42-49946	as A-202
EE-3	PT-23A	reregistered		07aug44	16aug49	mil	USA 42-49947	as A-203
n/a	OS2U-3			30sep42	30sep42	w/o	USA 5926	w/o 30sep42, parts salvaged, used on SG-2
OP-1	OS2U-3	reregistered		09dec42	1946	mil	USA 5927	as SG-2 using parts from 5926
OP-2	OS2U-3			20jun42	12nov43	w/o	USA 5928	w/o 12nov43



At the very beginning and coincidentally also most recently, ANU turned to Italy for hardware. Two former Capitaneria AB412HP were obtained second hand. Both were shipped to Uruguay. With 041 seen here moments before the President, Luis Lacalle Pou, and the Minister of Defence, Javier García, removed the Uruguayan flag. On 14 January 2021, the other one, 042, was taken up. (Mindef, 17 September 2020)



Three former Chilean Navy O-2As were delivered to the Uruguayan Navy in August 2018. Each year the ANU celebrates its anniversary on 7 February, that is a good opportunity to sample the assets of the fleet. (Armada Uruguay, 7 February 2019)



Certainly one of the more enigmatic aircraft in ANU service was the S-2G Tracker. This particular machine was delivered in September 1982 and kept airworthy in storage during the late nineties after a lengthy overhaul. Although being formally struck of charge in 1999, the last flight was performed 17 March 2000! It sits on the ramp here, a couple of years later. (Laguna del Sauce/Capitán Curbelo, 14 October 2003, Jaap Dijkstra)

OP-3	OS2U-3		20jun42	12nov43	w/o	USA 5929	w/o 12nov43 (dam 25dec42, repaired)
OP-4	OS2U-3	reregistered	20feb43	1948	mil	USA 5930	as A-604
OP-5	OS2U-3	reregistered	19mar43	1948	mil	USA 5931	as A-605
SG-1	J4F-2	reregistered	1342	1943	1949	mil	USA 37712 f/f 30jun44, as A-751
SG-2	OS2U-3	reregistered	24dec46	1948	mil	OP-1 & 5926	composite airframe, as A-752

Serial overview - From 1949 to 1979

(A-prefix serials)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
A-001	Bell 47G	reregistered	1411	apr55		mil		as A-051
A-002	Bell 47G	reregistered	1444	sep55		mil		as A-052
A-051	Bell 47G		1411		1964	w/o	A-001	w/o 1964?
A-052	Bell 47G		1444		jun63	wfu	A-002	under repair 01jun63, wfu 1971?
A-053	OH-13H	Laguna del Sauce-Curbelo	2050	mar04	apr07	dump	USA 57-1812	f/f 27nov71, l/f 09sep74, wfu 1977, parts
A-054	OH-13H			25nov71	1983	w/o		f/f 25nov71 l/f 23sep82, w/o 1983?, soc 26aug84
A-061	SH-34J		58698	jul71	14nov71	w/o	USA 143934	serial as 'O-61', w/o 14nov71
A-062	SH-34J		58722	jul71	14nov71	w/o	USA 143941	serial as 'O-62', w/o 14nov71
A-063	CH-34J	reregistered	58200	02dec72		mil	USA 54-0920	del 02dec72, f/f 10mar73, as 063
A-064	CH-34J	reregistered	58887	02dec72		mil	USA 57-1713	del 02dec72, f/f 12jan73, as 064
A-065	CH-34J	reregistered	58942	11jan73	1984	mil	USA 57-1739	as 065
A-201	PT-19	EAN		07nov49	23aug60	wfu	EE-1	PT-23A converted to PT-19, l/f 23aug60
A-202	PT-19	EAN		16aug49	23sep59	wfu	EE-2	PT-23A converted to PT-19, l/f 23sep59
A-203	PT-19	EAN		16aug49	23aug60	wfu	EE-3	PT-23A converted to PT-19, l/f 23aug60



Bespoke Beech King Air surveillance aircraft come at a price, so Uruguay opted for two former Fleet Air Arm Jetstream T2s instead. They were used from 1999 to 2009. (Laguna del Sauce, 14 October 2003, Jaap Dijkstra)



The T-28S Fennec was operated until the mid-nineties. In the late seventies, nine of them were obtained from the Argentinian Comando de Aviación Naval (COAN). In 1995, 401 and 409 made their last flights, but were kept airworthy with their engines being run every now and then. Three made it into the warbird scene. In South Africa you can find the former 406 ZU-FWH that was withdrawn in 1981. The last two operational machines were sold in 1999, the 401 is now C-GHRV after being registered N90535 for a short spell. Aircraft 409 you see on the photograph, is active as N379DM, in dark blue USN colour scheme with modex '409' after its ANU serial. (Laguna del Sauce, January 1997, Erwin van Dijkman)



The ANU was looking for a sturdy helicopter in support of their Antarctic mission and search and rescue duties. When the German army sold off its huge Bo105P1 fleet that was an excellent opportunity for Uruguay to obtain six of them. After delivery in July 2007, this 061 was one that was operated with high visibility orange cowlings and doors. It reverted to this more mundane camouflage scheme after that. After its service, it was honoured with a place in the Museo Aeronáutico as one of only two navy aircraft. (Laguna del Sauce, 18 March 2014, Wim Sonneveld)

A-204	PT-19	EAN		03sep58	22sep60	wfu	650	PT-26A converted to PT-19, l/f 22sep60
A-210	TC-45J	reregistered	3220	may61		mil	USA 39759	del may61, f/f 21jun61, as 210
A-211	TC-45J	reregistered		may61		mil	USA ...	del may61, f/f 26jun61, as 211
A-212	SNB-6		3831	1962	1972	w/o	USA 51041	f/f 10jan63, w/o 1972
A-251	SNJ-4		88-13168	mar55	jun64	wfu	A-520	l/f 19jun64, wfu 1984
A-252	SNJ-4		88-9857	mar55	aug68	wfu	A-521	l/f 28aug68
A-253	SNJ-4		88-10283	mar55	20jun57	w/o	A-522	w/o 20jun57
A-254	SNJ-5		88-16130	30oct56	15nov63	w/o	USA 43898	w/o 15nov63
A-254	AT-6A		88-15102	11aug70	oct74	wfu	ARG 0345	l/f 28oct74
A-255	SNJ-3		78-6121	11aug70	jul75	wfu	ARG 0489	l/f 30jul75
A-255	SNJ-5		121-42072	01nov56	15nov63	wfu	USA 91076	soc 15nov63
A-256	SNJ-5	reregistered	88-16312	07nov56		mil	USA 43970	f/f 07nov56, as 256
A-257	SNJ-6		121-43050	12feb62	30jul75	wfu	USA 112192	
A-258	SNJ-6	reregistered	121-43169	15feb62		mil	USA 112206	toc oct61, f/f 15feb62, as 258
A-259	SNJ-6			01nov61	14nov63	wfu	USA 112241	soc 14nov63
A-260	T-34B	reregistered	BG-186	15oct66	1979	mil	USA 140852	as 260
A-401	F6F-5			22apr52	jun60	wfu	USA 40151	l/f 01jun60
A-402	F6F-5			22apr52	may60	wfu	USA 42071	l/f 30may60
A-403	F6F-5	to N797GH		22apr52	1960	wfu	USA 58797	l/f 09dec59?
A-404	F6F-5			22apr52	jun60	wfu	USA 58877	l/f 01jun60
A-405	F6F-5			22apr52	1958	w/o	USA 70768	w/o 1958
A-406	F6F-5	to N540GH		22apr52	jun60	civil	USA 71540	l/f 01jun60
A-450	F6F-5			22apr52	may52	wfu	USA 71128	
A-451	F6F-5	to N622GH	A-7034	1952	03oct51	civil	USA 71622	w/o 03oct51 before delivery, del for i/a use
A-452	F6F-5			22apr52	17nov55	w/o	USA ...	w/o 17nov55
A-453	F6F-5			22apr52	jun60	wfu	USA 43065	l/f 01jun60
A-454	F6F-5	to N1740H		1952	28feb52	civil	USA 71740	w/o 28feb52, before delivery, del for i/a use
A-455	F6F-5			22apr52	09dec59	w/o	USA ...	w/o 09dec59

We did not use the term 'headache files' in the title of this article. But this does not mean there are no issues... For the Hellcats we have 10 former USN serials: F6F 40151, 42071, 43065, 58797, 58877, 70768 and 71128, 71540, 71622 and 71740. We still miss two and are only confident of one tie-up: 43065 with A-453. The tie-ups we **used to have**, are listed above.

A-501	TBM-1C		2815	apr50	jun55	w/o	USA ...	l/f 18jun55, soc 23oct58
A-502	TBM-1C		2381	apr50	aug56	wfu	USA ...	l/f 29aug56, soc 23oct58
A-503	TBM-1C		1090	apr50	mar55	wfu	USA ...	l/f 01mar55, soc 23oct58
A-504	TBM-1C		2660	21dec49	aug52	wfu	USA ...	l/f 22nov52, soc 06nov57
A-505	TBM-1C		2225	21dec49	may57	wfu	USA ...	l/f 02may57, soc 23oct58
A-506	TBM-1C		1952	21dec49	11dec54	w/o	USA ...	w/o 11dec54
A-507	TBM-1C		2821	apr50	dec50	wfu	USA ...	l/f 30dec50, soc 23oct58
A-508	TBM-1C		2045	21dec49	apr57	wfu	USA ...	l/f 11apr57, soc 23oct58
A-520	SNJ-4	reregistered	88-13168	02may50		mil	NC75738	as A-251
A-521	SNJ-4	reregistered	88-9857	02may50		mil	USA 10133	as A-252
A-522	SNJ-4	reregistered	88-10283	02may50		mil	USA 10278	as A-253
A-551	TBM-1C		2868	21dec49	21jul53	w/o	USA ...	w/o 21jul53
A-552	TBM-1C		2334	21dec49	apr57	wfu	TB-52?	l/f 10apr57, soc 23oct58
A-553	TBM-1C		644	21dec49	jun57	wfu	TB-53?	l/f 05jun57, soc 23oct58
A-554	TBM-3E			21dec49	aug51	wfu	USA 69481	l/f 08aug51, soc 06nov57
A-555	TBM-1C		2567	apr50	aug50	wfu	USA ...	l/f 10aug50, soc 06nov57
A-556	TBM-1C		1589	21dec49	sep52	wfu	USA ...	l/f 16sep52, soc 23oct58
A-557	TBM-1C		2777	21dec49	feb52	wfu	USA ...	l/f 01feb52, soc 06nov57
A-558	TBM-1C		1966	apr50	may57	wfu	USA ...	l/f 15may57, soc 23oct58



The Aviación Naval Uruguaya was the last military operator of the Wessex. This former RAF XR505 became 081 and is seen hovering over the actual Laguna del Sauce, the lake next to the airfield and naval air station. (25 June 2009, Santiago Rivas)



The navy used three Turbo Mentors, one of which crashed early in his career. This 272 enters the ramp from the 1km long taxiway, that connects the navy enclave with the runway. (Laguna del Sauce/Capitán Curbelo, 18 March 2014, Wim Sonneveld)

The TBM-1C construction numbers are as listed above. However, most internet sources simply coupled these to Bureau of Aeronautics numbers of TBM-3Es! This was probably caused by the fact that only the Grumman-built TBF-1 construction number sequences are known. Those for the General Motors-built TBM-1s are unknown. We think the TBM-1 sequence starts with 1, just as with the later TBM-3; hence the same construction numbers on what basically is the same type of aircraft. The Buno-batches for the TBM-1s are: 16792-17091 [300], 24521-25070 [550], 25071-25720 [650], 34102-34105 [4], 45445-46444 [1000], 73117-73498 [382]. If you put these 2886 aircraft in sequence the Uruguayans fit nicely into TBM-1C batches, but the exact break-down and tie ups are alas unknown. We suspect that the large 1000 aircraft batch is split in two and/or the four 34-range are somewhere out of sync. One TBM-1C was registered N9394H with 46122. Geoffrey Goodall lists this as c/n **2178**, albeit with 46121 as previous serial.

A-604	OS2U-3			1948	13mar58	wfu	OP-4		
A-605	OS2U-3			1948	05mar58	wfu	OP-5		ex OP-5
A-751	J4F-2	to CX-BDG	1342	1949	05may79	civil	SG-1	dam 12may57, repaired, f/f	19jan60
A-752	OS2U-3	Pensacola, FL (USA)		1971	nov15	pres	SG-2		as '07534/24'
A-753	PT-26A	EAN			22jun57	w/o	USA 42-71176, 676, SG-753	f/f 09nov51, w/o	22jun57
A-754	PA-18-150	reregistered	18-4960	22may56		mil	N4735A		as 754
A-755	PA-18-150	to CX-BOT	18-4957	22may56	mar82	civil	N4732A		wfu 1970
A-810	PBM-5S2	Esc.Antisubmarino		06may56	sep61	scr	USA 84719	dam 24jul58, repaired, l/f	27sep61
A-811	PBM-5S2	Esc.Antisubmarino		21mar57	feb64	scr	USA 59255	dam 1961, repaired, l/f	03feb64
A-812	PBM-5S2	Esc.Antisubmarino		12may57	sep62	scr	USA 59256		l/f 27sep62
A-851	S-2A	reregistered	186	10apr65	1979	mil	USA 133215		as 851
A-852	S-2A	reregistered	210	10apr65	1979	mil	USA 133239		as 852
A-853	S-2A	reregistered	233	10apr65	1979	mil	USA 133262		as 853

Serial overview - The current system, from 1979

(3-digit, first digit allocated by role)

Serial:	Full type:	Unit / location:	C/N:	F/N:	L/N:	Status:	Previous identity:	Remark:
021	OH-58A	Escuadrón de Helicópteros	41354	08nov19	sep20	act	C-GMWL	toc 07feb20
041	AB412HP(CP)	Escuadrón de Helicópteros	25718	17sep20	jan21	act	ITA MM81473/9-05	toc 17sep20
042	AB412HP(CP)	Escuadrón de Helicópteros	25722	19jan21	jan21	act	ITA MM81511/9-09	arr 14jan21, toc 19jan21
055	Bell 47G-3B-2	Laguna del Sauce-Curbelo	6679	sep19	apr20	pres	LV-JTH	On base, East of ESANA hangar, del 17jan92
055	Bell 47G-5	Laguna del Sauce-Curbelo	7947	24nov88	27jan90	w/o	CX-BHL	w/o 27jan90
056	Bell 47G-3B-1	Escuadrón de Helicópteros	2904	29jun95	24oct97	w/o	N9010C	w/o 24oct97
061	Bo105P1	Montevideo	6091	2019	oct20	pres	GER 86+91	Museo Aeronáutico, toc 23jul07
062	Bo105P1	Laguna del Sauce-Curbelo	6094	23jul07	mar14	std	GER 86+94	
063	CH-34J	Laguna del Sauce-Curbelo	58200	feb77	nov88	dump	A-063	
063	Wessex 60	Laguna del Sauce-Curbelo	WA.504	oct03	apr20	pres	N250HL	Inside gate, del 17jul91
063	Bo105P1	Laguna del Sauce-Curbelo	6100	23jul07	mar14	std	GER 87+00	
064	CH-34J	to USA (Kissimmee)	58887	nov78	aug92	civil	A-064	
064	Wessex 60	EH	WA.563	17jul91	jan97	scr	N251HL	
064	Bo105P1	Montevideo	6133	dec19	sep20	pres	GER 87+33	Museo Naval, toc 23jul07
065	CH-34J	to USA (Kissimmee)	58942	1992	aug92	civil	A-065	tail from 063, f/f 11jan73
065	Wessex 60	Punta de Rieles	WA.503	aug16	aug20	pres	N252HL	Esc. de Suboficiales del Ejército, del 26apr94
065	Bo105P1	Laguna del Sauce-Curbelo	6136	feb20	feb20	std	GER 87+36	toc 23jul07
066	CH-34J		581026	1972	1991	scr	USA 57-1768	del dec72 for spares but f/f aug87 l/f 1991
066	Bo105P1	Punta del Este	6142	jan19	dec20	pres	GER 87+42	Parque el Jagüel, last flight of type 31oct17
071	Bell 222	to LV-VAH	47036	05dec80	1992	civil		
071	AS355F2	Escuadrón de Helicópteros	5334	sep06	feb20	wfu	BRA N-7061	
081	Wessex HC2	Laguna del Sauce-Curbelo	WA.130	mar14	feb20	std	GBR XR505	Inside, del 22feb98, toc 19mar98

082	Wessex HC2	Montevideo, GRUBE	WA.143	may11	2020	i/a	GBR XR521	Half hulk, in use as submerision trainer
083	Wessex HC2		WA.195	22feb98	01mar01	w/o	GBR XS676	w/o 01mar01
084	Wessex HC2	Montevideo-Cerro	WA.198	jan19	oct20	i/a	GBR XS679	del 22feb98, toc 19mar98
085	Wessex HC2	Laguna del Sauce-Curbelo	WA.530	mar14	sep19	std	GBR XT603	Outside hangar, del 22feb98, toc 19mar98
101	Explorer 582	to CX-BSX	6919280	26apr94	oct99	civil		This is an ULV
210	TC-45J	Montevideo-La Teja	3220	nov84	oct20	pres	A-210	Children's Museum
210	PA-34-200T	EEA	AR34-7570074	17jul91	apr98	wfu	LV-LRY	l/f 1feb99, sold 1999
211	TC-45J			jan81	1994	wfu	A-211	
211	PA-34-200T	EEA	AR34-7870142	06jul95	apr98	?		
215	TC-45H		AF-613	25jul79	1994	scr	ARG 0522	wfu 1982
216	C-45H	to LV-PGW	AF-535	25jul79	15nov94	civil	ARG 0529	wfu 1987
217	TC-45H	to LV-PNG	AF-559	25jul79	1989	civil	ARG 0518	LV-WEX 15nov92, std Morón, Argentina
256	SNJ-5	Laguna del Sauce-Curbelo	88-16312	2008	apr20	pres	A-256	l/f 26apr81, with fake serial "258"
258	SNJ-6	to FAU	121-43169	oct84	26nov84	mil	A-258	l/f 18oct84, to FAU 26nov84 as 381
260	T-34B	Laguna del Sauce-Curbelo	BG-186	15oct66	mar14	wfu	A-260	wfu 1998
261	T-34A	Laguna del Sauce-Curbelo	G-138	30apr85	dec09	wfu	651	also ex Chile 206, wfu 1997
270	T-34C-1	ESANA	GM-82	28apr81		w/o		w/o 22mar82
271	T-34C-1	ESANA	GM-83	28apr81	aug20	act		
272	T-34C-1	ESANA	GM-84	28apr81	jun20	act		(finished lengthy overhaul jan21)
401	T-28S Fennec	to N90535	174-132	31oct79	1999	civil	ARG 0554	f/f 09nov79, l/f 14jun95, later C-GHRV
402	T-28S Fennec		174-136	31oct79	nov79	scr	ARG 0555	f/f 09nov79
403	T-28S Fennec	Laguna del Sauce-Curbelo	174-141	jun11	apr20	pres	ARG 0556	f/f 15nov79, on base
404	T-28S Fennec	Laguna del Sauce-Curbelo	174-163	mar04	apr07	scr	ARG 0557	f/f 30nov79, fuselage
405	T-28S Fennec		174-172	31oct79	nov79	scr	ARG 0558	f/f 30nov79
406	T-28S Fennec	to N141BS	174-508	31oct79	1988	civil	ARG 0575	f/f 30nov79, l/f 30sep81, later ZU-FWH
407	T-28S Fennec		174-585	31oct79	07dec87	w/o	ARG 0621	f/f 06nov79, w/o 07dec87
408	T-28S Fennec	Laguna del Sauce-Curbelo	174-595	oct95	jul96	dump	ARG 0577	f/f 07nov79
409	T-28S Fennec	to N90534	174-665	31oct79	1999	civil	ARG 0581	f/f 08nov79, l/f 05feb95, later N379DM
754	PA-18-150	to CX-BQB	18-4960	jan91	1999	civil	A-754	soc 1988, but l/f 25jan90
754	Ce182H	to N5087B	182-55988	22jun90	1999	civil	CX-BEK	l/f 28dec98, sold 1999
755	Ce182J	EEA	182-57479	22jun90	1999	civil	CX-BEN	l/f 04sep96 (accident/wfu), sold 1999
756	Ce182K	EEA	182-58095	22jun90	1999	civil	CX-BFO	l/f 12jan99, sold 1999
761	O-2A	EAE	337M-0402	17aug18	feb20	act	CHL 335	
762	O-2A	EAE	337M-0425	17aug18	sep20	act	CHL 336	
763	O-2A	EAE	337M-0445	17aug18	feb20	act	CHL 338	
851	S-2A	Laguna del Sauce-Curbelo	186	jul96	apr20	pres	A-851	l/f 06jan82, soc 26aug84, inside gate
852	S-2A	broken up	210	dec78	1986	scr	A-852	l/f 03dec78, soc 26aug84
853	S-2A	Laguna del Sauce-Curbelo	233	1990	apr20	std	A-853	l/f 03aug90
854	S-2G	Laguna del Sauce-Curbelo	259C	dec17	apr20	pres	USA 152372	f/f USA 19jul82, del 04sep82, on base
855	S-2G	Laguna del Sauce-Curbelo	261C	aug90	apr20	std	USA 152374	f/f USA 05nov82, del 02feb83, wfu 1983
856	S-2G	Montevideo-Carrasco	263C	24may18	oct20	pres	USA 152376	f/f USA 04jan83 del 02feb83, Museo Aero.
871	Beech 200T	EAE	BT-4	27nov80	feb20	act	N2067D	dam 19oct06, repaired
872	Beech B200	EAE	BB-1079	08jan13	feb20	act	N200NA	
875	Jetstream T2	Laguna del Sauce-Curbelo	268	may13	sep20	std	GBR XX485	toc 05mar99, on base N of hangar
876	Jetstream T2	Laguna del Sauce-Curbelo	271	may13	apr20	std	GBR XX490	toc 05mar99, on base N of hangar
'D-09'	SH-34J	Laguna del Sauce-Curbelo		oct95	jul97	dump	USA ...	for spares 1980, as eye cacher 'D-09 / MJ 2758'
(262)	T-34A	Laguna del Sauce-Curbelo	G-21	29may92	apr07	ntu	ESP E.17-01/791-01	for spares, later as simulator
(263)	T-34A	Laguna del Sauce-Curbelo	G-66	29may92	apr07	ntu	ESP E.17-12/791-12	for spares

Credits: Bram Risseeuw's help was invaluable as he has been documenting the ANU fleet for many years.



Search and rescue and Antarctic mission support are the missions performed by the AS355F2 071. It was formerly used by the Brazilian navy, as UH-13 N-7061. In ANU service from 2007, but stored since 2016. (Coast near Punta del Este, 18 March 2014, Wim Sonneveld)

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Just before lunch time on 13 January 2021, KC-135R 58-0058 of 465th ARS/AFRC based at Tinker AFB, took off from March ARB for a cargo flight to Ramstein AFB. Due to some rain in the previous days, the usual smog was not present allowing for a nice view of the surrounding mountains. (Piet Luijken)



From the March Field Museum grounds, while standing on the benches under the KC-97, Piet Luijken was able to take pictures of all traffic, including this local KC-135R 57-1468 of 336th ARS. After its local mission, it returned for some practice landings and take-offs before making a full-stop and returning to the massive parking ramp at March ARB. (13 January 2021)



KC-135R 61-0298 of 126th ARS/WI ANG flew a local mission from March ARB as 'Brewer88'. After the mission, the crew made some much appreciated touch and goes which could be photographed from the March Field Museum grounds. (13 January 2021, Piet Luijken)



Surinam Airways finally started their Amsterdam–Paramaribo service with their own Boeing 777 in January. PZ-TCU is seen here landing on a bright sunny winter's day. (Amsterdam-Schiphol, 25 January 2021, Kjell Linthout)



LaudaMotion Executive was rebranded as Sparfell Luftfahrt early December. Bombardier Challenger 300 OE-HII visited Amsterdam-Schiphol on 16 December 2020. (Kjell Linthout)



This Embraer ERJ135BJ Legacy 650 was delivered to the Turkish Ministry of Health in June 2017. The TC-CJB registered ambulance aircraft paid a visit to Amsterdam-Schiphol on 22 January. (Walter Heukensfeld)