

504

May 2021

Scramble



***Lost, but not forgotten
Canadian Military Aircraft Designations***

D U T C H A V I A T I O N S O C I E T Y



The Gebied voor Laagvliegen V (GLV-V) is one of a few GLV's used by the Royal Netherlands Air Force. As the name indicates they are mainly used by the RNLAf's helicopter crews to practice low-flying, often in cooperation with the army. In total the RNLAf uses eight GLV's and three other main areas without GLV designation. GLV-V is conveniently located next to the base of the army's 13 Light Brigade at Oirschot and Eindhoven Air Base. AS532U2 S-456 is seen here trying to blend in with the environment in Noord-Brabant. (15 March 2021, Rene Slegers)



For CH-47D Chinook D-666 it is a little harder to blend in with the environment, since it is still adorned with special colours celebrating 75 years of 298 Squadron. The golden dragonfly, which is featured on the squadron's emblem, is proudly worn by this weary Chinook. The squadron celebrated its 75th birthday in 2020 and was founded as the RAF's No. 6 Dutch Auster Squadron in 1945 at Gilze-Rijen. After many other bases, the squadron would return to Gilze-Rijen in 2008, when Soesterberg was closed. Having operated the CH-47D since 1995, 298 Squadron is set to become an exclusive CH-47F operator in the near future. The CH-47F will probably be still around by the time the squadron celebrates its 100th birthday! (GLV-V, 15 March 2021, Rene Slegers)

Editorial

A rather thin issue this month, only eighty pages. Due to corona measures we have no Showreports and with the travel restrictions still in force we also miss the Triptease section. We do have two articles, Lost, but not forgotten, made by two regular contributors. It details a flight of Royal Air Force Stirling BK716, which disappeared on the night of 29 to 30 March 1943, its ultimate fate unknown. We also have included an article on Canadian Military Aircraft Designations, five pages of how the Canadians assign a letter/number combination to their aircraft.

As we have mentioned before we will not be releasing a new SWAF this year. Because of the situation we are still in, it is very difficult to make a current overview of which aircraft fly, are parked or have left the fleet. We have however compiled a list of aircraft that have been delivered / changed owner in the past year, which you can download and print and use it as an addition to the SWAF 2020. Next year we will do our best to make a new SWAF which will be ready around March 2022.

At the moment we have a vacancy for a US Navy, USMC, USCG and NASA news editor, as the current editor has decided to pursue other options. We already have someone taking care of the databases for those US armed forces and agency, but for the news part we are looking for someone with an affinity for those branches. If you think you are the right person for the job, we look forward to hear from you at bestuur@scramble.nl. As you may be aware, we are a non-profit organisation, run entirely on a volunteer basis, so there will be no financial compensation.

Enclosed with this issue, Scramble subscribers will find a letter, detailing the future of Scramble. As all of you have noticed these last couple of months, we have been working hard behind the scenes to make Scramble 'future proof'. To

Cover Photo



On the last day of 2020, Conviaza took delivery of its second Airbus A340 (msn 199). It is the second A340 in Conviaza's fleet, as it joins Airbus A340-200 YV1004. This a far more exotic aircraft as it is the only A340-200 in commercial passenger service today. With its A340s Conviaza flies a service between Venezuela (Las Piedras and Caracas) and Tehran with a stopover at Belgrade. On 7 April it arrived for a two day stop from Caracas at Geneva, where it remained on the ground for two days before it continued its flight to Belgrade. (Geneva, 7 April 2021, Robert Erenstein)

continue that development, we will start introducing the sections from the hardcopy Scramble in the website itself. We will trial this for a couple of months and once we are happy with it, Scramble will continue online only. Sadly, this means the end of the printed version, after more than 42 years, and we expect that to happen at the end of 2021. We are looking into offering web based subscriptions, but more details on that will be revealed later this year. We realise that for many of you it will be a big disappointment, because in the digital age it is nice to hold a 'real' magazine every now and then.

Important dates

Scramble 505	
Deadline copy:	20 May 2021
Deadline photos:	27 May 2021
Planned publication date:	9 June 2021

Contents

Movements Netherlands.....	2
Movements Belgium.....	16
Military Movements Elsewhere.....	23
Manufacturers News.....	27
Civil News.....	27
Airliner News.....	30
Jetliners.....	36
Commuters.....	38
Fokker News.....	38
Bizjets.....	39
Bizprops.....	42
Soviet Updates.....	42
PH register.....	45
Wrecks & Relics.....	47
Dustpan & Brush.....	50
Military News & Updates.....	55
Miscellaneous	
Lost, but not forgotten.....	73
Canadian Military Aircraft Designations.....	75

If you would like to subscribe to our digital magazine, go to www.pocketmags.com and search for "Scramble"

Scramble Shop

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

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

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

Movements Netherlands



This former Air France Boeing 747 was acquired by ACT Airlines in 2015, which leased TC-ACM directly to Saudia, painted in their colours. In 2020 that lease ended and the aircraft was returned and repainted in the ACT colours. (Amsterdam - Schiphol, 5 March 2021, René Verschuur)

Amsterdam - Schiphol

March 2021				G-TUIF	B787-8	TUI Airways	TOM8717
01. 9H-VCD	CL-350	VistaJet Malta	VJT467	LX-JFE	PC-12/47E	Jetfly Aviation	JFA81Z/82A
CS-EJA	Ce560XLS	EJME (Portugal)	dep JME387Y	LY-ELK	A320-232	GetJet Airlines	UBD423/4
D-CBBS	EMB505	German Private Jet	PVD65W/36H	N120RB	Cirrus SF50	APG Aviation	
G-IMGP	BAe125-850XP	Voluxis	f/v VXS301	N927FD	B757-204F	FedEx Express	10 FDX5188/9141
N120RB	Cirrus SF50	APG Aviation	dep	OE-FZE	Ce510	GlobeAir	GAC573V/126W
N525RP	Ce525	Dajets	05	OO-JDL	B787-8	TUI Belgium	06 TFL9602/371
OO-ABA	A340-313E	Air Belgium	SLM994/3003	PH-CUA	Saab 340B	JetNetherlands	f/v 06 JNL2680/0680
S5-CEG	Ce525	United Eagle Air Transport	02	TC-ACM	B747-428ERF	ACT Cargo	f/v THY6309
02. B-17807	B787-10	EVA Air	f/v EVA077/8	06. EC-MNK	A330-202	Iberia	f/v IBE3060/1
D-BSUN	Do328-310	Sun-Air	SUS302A/B	G-TUIF	B787-8	TUI Airways	TOM8718
D-CHRA	Ce525C	Eisele Flugdienst	03 EFD4A	OK-RLV	G280	Avcon Jet	07
D-ITRA	Ce525	Transavia Flug		SE-RMB	Ce525B	Svenskt Industriflyg	09
HZ-MF8	B787-8	Kingdom of S. Arabia	dep SVA9057	YR-BMP	B737-883	Blue Air	f/v BLA199/200
LY-VTA	CRJ200LR	KlasJet	dep KLJ0977	07. D-CHIC	EMB505	Air Hamburg	08 AHO264X
M-IFFY	Ce510	Xead Aviation	05	D-IDWC	Ce525A	Excellent Air	f/v ECA6C
N2673D	Ce340A	Kees Meijer - Meijer Beheer	2x	D-IKBO	Ce525A	Silver Cloud Air	09
OO-MMT	Ce560XLS	Air Service Liège	dep	G-TUIF	B787-8	TUI Airways	TOM8719
OO-XLS	Ce560XLS+	Air Service Liège	dep	HB-JOE	G550	ExecuJet Europe	VCN121
OO-XLS	Ce560XLS+	Air Service Liège	09	HZ-MF7	B787-8	Kingdom of S. Arabia	f/v 15 SVA9058
TC-RBG	A321-251NX	Pegasus Airlines	f/v PGT1253/4	OO-JDL	B787-8	TUI Belgium	TFL372/395
03. D-CHRA	Ce525C	E-Aviation	EFD4A	OO-MMT	Ce560XLS	Air Service Liège	11
D-CPSH	Ce560XLS+	Heron Aviation	HRN221	OO-SBO	Falcon 8X	Flying Service	FYG123/24S
EC-LZX	A330-302	Iberia	IBE3060/1	T7-MSP	EMB505	Tulip Wings	
G-ZBJG	B787-8	British Airways	BAW430/1	08. N846FD	B777-FS2	FedEx Express	f/v FDX9737/9798
LX-PCE	PC-24	Jetfly Aviation	f/v JFA06D/22S	OO-ABB	A340-313E	Air Belgium	SLM994/3003
N66D	Ce510	Heiko Sauer		OO-JDL	B787-8	TUI Belgium	TFL396/9440
OE-ISX	Falcon 7X	IJM	dep IJM011	OO-PRM	Ce510	Air Service Liège	09
OE-ISX	Falcon 7X	IJM	06 IJM011	09. 9H-DOM	CL-850	Air X Charter	f/v AXY806/913
OO-ABB	A340-313E	Air Belgium	SLM3004/993	D-IEMO	Raytheon 390	Projet	16
OO-SBO	Falcon 8X	Flying Service	04 FYG121/2	D-ITAN	Ce525	Transavia Flug	
OY-JJJ	Raytheon 4000	Sun-Air	f/v SUS305B/C	G-SPRE	Ce550	Synergy Aviation	SYG2
PZ-TCU	B777-212ER	ex Surinam Airways	dep SLM3001	HA-JEO	Ce650	Jetstream Air	11 JSH672/650
YL-AAX	A220-371	Air Baltic	f/v BTI617/8	N90JE	G-V	Pegasus Elite Aviation	f/v DCM2673
04. D-CFHZ	EMB505	DAS Private Jets		N240LG	Falcon 900EX	Liberty Global	
D-CGER	Ce525B	Excellent Air	ECA12C	N500J	G550	Johnson & Johnson	
D-IXXX	Ce525A	ProAir		N559FF	G650ER	Solairus Aviation	f/v 12 TWY801
G-ZBJE	B787-8	British Airways	f/v BAW430/1	SE-RMB	Ce525B	Svenskt Industriflyg	12
N29DE	Cirrus SF50	Deny Airlines	dep	YR-TYA	Ce560XLS+	Toyo Aviation	TOY115A/116A
N29DE	Cirrus SF50	Deny Airlines	16	10. 9A-BTE	Fokker 100	Trade Air	12 TDR510/1
TF-AMR	B747-45E(F)	Saudia Cargo	f/v SVA933/4	9H-VCM	CL-350	VistaJet Malta	14 VJT431
VQ-BHV	B737-8LJ	Aeroflot	f/v AFL2550/1	EC-MNK	A330-202	Iberia	IBE3060/1
05. 9H-VCG	CL-350	VistaJet Malta	VJT480	G-ZBJD	B787-8	British Airways	BAW430/1
CS-TUL	A330-941	TAP Air Portugal	f/v 06 TAP9542/3	OE-FBD	Ce510	GlobeAir	GAC952U/730X
D-AGBH	Falcon 7X	Volkswagen	BTX8H	OK-RLV	G280	Avcon Jet	11
D-BSUN	Do328-310	Sun-Air	SUS9004/294	OO-ABA	A340-313E	Air Belgium	SLM3004/993
D-CEIS	Ce680	Eisele Flugdienst	EFD6S	OO-XLS	Ce560XLS+	Air Service Liège	15
D-CSUN	Ce560XLS+	Air Hamburg	06 AHO344R	VH-LXZ	EMB500	Navair Flight Operations	f/v 11
D-IEMO	Raytheon 390	Projet	08	11. 9H-DOM	CL-850	Air X Charter	AXY1108/4
D-ILCG	Ce525A	ProAir	06	D-CAWN	Ce680A	Aerowest	12
F-GZHS	B737-84P	Transavia France	dep TVF055	D-CROG	EMB505	Air Hamburg	AHO278L/298T
F-HTVO	B737-8GJ	Transavia France	12 TVF054/7	G-ZBJA	B787-8	British Airways	BAW430/1
				PH-CUA	Saab 340B	JetNetherlands	JNL1963/2963
				PH-WTG	EC135P2+	HeliCentre	

VQ-BHT	B737-8LJ	Aeroflot	f/v AFL2550/1	OY-NCM	Do328-310	Sun-Air (BAW c/s)	SUS319D/E
12.9H-VFB	CL-605	VistaJet Malta	VJT598	18.D-AIEF	A321-271NX	Lufthansa	f/v DLH988/9
C-FVND	B787-9	Air Canada	f/v 13 ACA7214/5	D-IBCG	Ce525A	ProAir	
CS-TUE	A330-941	TAP Air Portugal	f/v 13 TAP9542/3	D-IHKW	Ce525	ProAir	
D-CGGG	Lj31A	Jetcall	JCL3	F-HSFJ	Ce680A	Aston Jet	ASJ870
D-IBJJ	Ce525A	Air Hamburg	13 AHO176B	G-ZBJI	B787-8	British Airways	BAW430/1
D-IWIL	Ce525	Charterflug Rademacher		N400J	G650ER	Johnson & Johnson	
F-GZHD	B737-8K2	Transavia France	19 TVF056/7	N940PK	TBM-940		f/v
LY-ELK	A320-232	GetJet Airlines	UBD423/4	PH-TFO	B737-8	TUI Netherlands	tst TFL083T
M-IPHS	G550	Islands Aviation		SE-RMB	Ce525B	Svenskt Industriflyg	23
N240LG	Falcon 900EX	Liberty Global	arr	19.9H-VCK	CL-350	VistaJet Malta	21 VJT405
OO-LOE	B787-8	TUI Belgium	14 JAF9441/0	CS-TUR	A330-941	TAP Air Portugal	f/v 20 TAP9542/3
OY-NCM	Do328-310	Sun-Air (BAW c/s)	SUS9015/315	D-CMXM	EMB505	Air Hamburg	20 AHO235Q
PH-WTG	EC135P2+	HeliCentre		D-CPSH	Ce560XLS+	Heron Aviation	22 HRN221
SE-RMB	Ce525B	Svenskt Industriflyg	15	D-IEMO	Raytheon 390	Projet	21
13.D-CGGG	Lj31A	Jetcall	JCL3	F-GZHE	B737-8K2	Transavia France	26 TVF056/7
D-IBJJ	Ce525A	Air Hamburg	14 AHO176B/007M	G-RORA	EMB550	Centreline	21 CLF227
EC-MNK	A330-202	Iberia	IBE3060/1	G-RVLY	CeF406	RVL Aviation	f/v REV702/P
HZ-AR26	B787-10	Saudia	SVA3075/6	N800J	G650ER	Johnson & Johnson	
N838AA	B787-9	American Airlines	f/v AAL9715/21	OE-HDC	CL-300	Laudamotion Executive	LDX18
N857FD	B777-FS2	FedEx Express	f/v 14 FDX9733/97	OK-NTU	Beech 400XT	Time Air	TIE248U
OO-SBO	Falcon 8X	Flying Service	14 FYG511/2	OO-JVA	ERJ190STD	TUI Belgium	JAF9551/955F
14.D-CKJM	Ce560XLS+	Air Hamburg	15 AHO344R/156R	PH-BGN	B737-7K2	ex KLM (a/w)	dep KLM737
OE-FHA	Ce510	GlobeAir	GAC460U/071S	SP-KHI	CL-350	Jet Story	JD180H
TC-SBR	B737-86N	AnadoluJet	f/v THY7768/9	TC-JFO	B737-8F2	AnadoluJet	f/v THY7768/9
YU-APL	A319-132	Air Serbia	f/v ASL364/5	20.D-IBCG	Ce525A	ProAir	
15.9H-VCM	CL-350	VistaJet Malta	VJT431	D-IOHL	Ce525A	Excellent Air	ECA3C
D-IAAY	EMB500	Arcus Air	16 AZE89LH/82LH	D-IWIR	Ce525A	Excellent Air	ECA4C
HA-JEO	Ce650	Jetstream Air	JSH651/0	EC-MIL	A330-202	Iberia	IBE3060/1
N877FD	B777-FS2	FedEx Express	f/v FDX9734/98	F-HENE	HA-420	EATIS	
N27052	Eclipse 500		dep	HB-JNC	B777-3DEER	Swiss	f/v SWR734/5
OO-ABA	A340-313E	Air Belgium	SLM994/3003	N860FD	B777-FS2	FedEx Express	f/v 21 FDX9730/97
OY-MSI	Global Express	ExecuJet Scandinavia	VMP932	OE-ISX	Falcon 7X	IJM	IJM011
PH-BGO	B737-7K2	ex KLM (a/w)	arr KLM9870	OO-MMT	Ce560XLS	Air Service Liège	22
PH-BFV	B747-406	ex KLM (basic c/s)	dep KLM747	21.D-CHLR	EMB505	Atlas Air Service	ATL9K
PH-TFP	B737-8	TUI Netherlands	tst TFL081T	D-IXXX	Ce525A	ProAir	
SE-RMB	Ce525B	Svenskt Industriflyg	16	HA-JEX	Ce650	Jet Stream	22 JSH669/8
16.D-AGBH	Falcon 7X	Volkswagen	BTX8H	HB-IVJ	G650	ExecuJet Europe	VCN1
D-FAST	Ce208	Businesswings	17 JMP322/331	OE-FFB	Ce510	GlobeAir	GAC618Z/B
D-IAAY	EMB500	Arcus Air	17 AZE12LJ/89LZ	OK-EAS	Beech 400A	Time Air	TIE276Y
HA-FIT	Ce500	Jet Stream	f/v JSH500/1	22.9H-VCA	CL-350	VistaJet Malta	VJT401
LX-JFA	PC-12/47E	Jetfly Aviation	JFA43F/60G	D-CAWN	Ce680A	Aerowest	
LZ-CGO	B737-301F	CargoAir	BCS1442/4	G-JMCL	B737-322F	West Atlantic (n/t)	NPT215H/216H
N29DE	Cirrus SF50	Deny Airlines	22	G-ZENJ	Lj75	Zenith Aviation	BZE01B/C
N90JE	G-V	Pegasus Elite Aviation	DCM2673	HA-JEP	Ce650	Jet Stream	JSH653/2
N779WA	G-V	Planet Nine Private Air	f/v	M-NSTR	Global 7500	LS Aircraft	f/v
SP-OSA	Ce680	Jet Story	17 JD191Z	N29DE	Cirrus SF50	Deny Airlines	29
17.C-GOFW	A330-343E	Air Canada	f/v ACA7214/5	N843FD	B777-FHT	FedEx Express	f/v FDX9731/98
D-CECH	Ce560XLS+	Atlas Air Service	ATL7H	OK-JFA	Beech 400XT	Time Air	TIE280J
D-ITRA	Ce525	Transavia Flug		OO-ABB	A340-313E	Air Belgium	SLM994/3003
EC-MKI	A330-202	Iberia	f/v IBE3060/1	OO-JAQ	B737-8K5	TUI Belgium	dep TFL7351
G-ZBJK	B787-8	British Airways	BAW430/1	OO-MMT	Ce560XLS	Air Service Liège	24
LX-SAB	Falcon 900DX	Global Jet Lux.	dep SVW56AB	TC-KLC	Lj60XR	Kuanta	f/v 24
M-IFFY	Ce510	Xead Aviation	21	TF-ICN	B737-8	Icelandair	f/v ICE500/1
OO-ABB	A340-313E	Air Belgium	SLM3004/993	YU-SVL	Ce560XLS	Prince Aviation	PNC1VL
OO-JVA	ERJ190STD	TUI Belgium	f/v JAF950F/9550	23.N298RB	G-IVSP	CSA Business Solutions	f/v
OO-OCA	Beech 350	Air Service Liège	2x	OO-JAQ	B737-8K5	TUI Belgium	31 TFL070P/071P
OO-SBO	Falcon 8X	Flying Service	20 FYG513/121	OO-PRM	Ce510	Air Service Liège	24



Regional Air Lines (Morocco) took delivery of this Hawker 800 as CN-RBS in March 2009. It became one of the bizjets of the new Moroccan private airline Sarah Airways in November 2019. (Amsterdam - Schiphol, 31 March 2021, Fred Streep)



Boeing 777 HB-JNC has been in service with Swiss since April 2016. The airline joins the majority of airlines, which use wide body passenger aircraft for cargo flights. (Amsterdam - Schiphol, 20 March 2021, André Alders)

OO-XLS	Ce560XLS+	Air Service Liège	26	G-TUIK	B787-9	TUI Airways	TOM828P/8828
SE-RIL	Ce560XLS	Svenskt Industriflyg	24 JET7	G-TUIN	B787-9	TUI Airways	TOM819P/8820
24. D-CQAC	Lj45	Quick Air	QAJ4626	N8AL	G650ER	Charles Patrick	30
D-CROG	EMB505	Air Hamburg	25 AHO271U/293Q	N29DE	Cirrus SF50	Deny Airlines	arr
D-ITAN	Ce525	Transavia Flug		OO-ABB	A340-313E	Air Belgium	SLM994/3003
EC-MUD	A330-202	Iberia	f/v IBE3060/1	OO-PRM	Ce510	Air Service Liège	31
G-ZBJE	B787-8	British Airways	BAW430/1	S5-CEF	Ce525	Eagle Express	arr
LX-SAB	Falcon 900DX	Global Jet Luxemb.	arr SVW56AB	TF-FIG	B757-23A(F)	Icelandair Cargo	30 ICE756/7
N66D	Ce510	Heiko Sauer		VN-A898	A350-941	Vietnam Airlines	f/v HVN5139/8
OK-RLV	G280	Avcon Jet	25 2x	YU-SPB	Ce560XLS	Prince Aviation	31
OO-ABB	A340-313E	Air Belgium	SLM3004/993	30. CS-DGR	Ce650	Air Jet Sul	arr AJU651
OO-DTE	EC120B	Heliventure		D-CEFE	Ce525C	E-Aviation	EFD4E
SE-RMB	Ce525B	Svenskt Industriflyg	27	D-CKJM	Ce560XLS+	Air Hamburg	AHO493Q
SP-OSA	Ce680	Jet Story	26 JDI91Z	LX-EVM	Falcon 2000LX	Global Jet Luxembourg	SVW29VM
SX-BNR	Lj60	Aegean Airlines	AEE1017	LX-JFR	PC-12/47E	Jetfly Aviation	31 JFA13H/10E
25. A6-EQI	B777-31HER	Emirates	f/v UAE147/8	OY-NCM	Do328-310	Sun-Air (BAW c/s)	SUS330A/B
D-IOHL	Ce525A	Excellent Air	26 ECA3C	SP-OSA	Ce680	Jet Story	arr JDI91Z
G-ZBJE	B787-8	British Airways	BAW430/1	31. 9H-PLM	Ce650	Luxwing	arr LWG891
N240V	BAe125-800XP	Arkia		9H-WII	Ce650	Luxwing	f/v arr LWG1191
N360KA	Beech 360	Textron Aviation	f/v 26 2x	CN-RBS	BAe125-900XP	Tafarayt Jet	arr
OE-FNP	Ce510	GlobeAir	GAC819N	D-ALOA	ERJ135BJ	Air Hamburg	AHO818U/828A
OM-XLS	Ce560XLS+	Elite Jet	f/v ELJ501/2	D-CSMC	Ce560XLS+	Silver Cloud Air	SCR168
OO-PRM	Ce510	Air Service Liège		D-ISJP	Ce525A	Excellent Air	arr ECA1C
PH-BVV	B777-300ER	KLM	del KLM9876	D-ITAN	Ce525	Transavia Flug	
TC-LGD	A350-941	Turkish Airlines	f/v THY1951/2	EC-MNL	A330-202	Iberia	IBE3060/1
26. 9H-EAL	A340-642	Maleth-Aero	f/v 27 MLT720/1	G-POWU	A321-211	Titan Airways (a/w)	AWC972/897W
B-309W	A350-941	China Southern	f/v CSN307/8	G-ZBJA	B787-8	British Airways	BAW430/1
CS-TUB	A330-941	TAP Air Portugal	f/v 27 TAP9542/3	G-TUIO	B787-9	TUI Airways	f/v TOM920P/8822
D-IDWC	Ce525A	Excellent Air	27 ECA6C	LX-JFD	PC-12/47E	Jetfly Aviation	JFA44G/19P
D-INCS	Ce525	Jetkontor	JKH321	OK-BEE	Beech 400A	JetBee Czech	JBC628B/C
D-IOHL	Ce525A	Excellent Air	ECA3C	OK-RLV	G280	Avcon Jet	
EW-563PO	ERJ195E2STD	Belavia	f/v BRU867/8	OO-ABA	A340-313E	Air Belgium	SLM3004/993
F-GZHC	B737-8K2	Transavia France	arr TVF056	OO-JAQ	B737-8K5	TUI Belgium	arr TFL7352
LY-ELK	A320-232	GetJet Airlines	UBD423/4	OO-PRM	Ce510	Air Service Liège	arr
N8AL	G650ER	Charles Patrick	29	SE-RMB	Ce525B	Svenskt Industriflyg	arr
PH-AOM	A330-203	KLM (basic c/s)	tst KLM9867	TF-FIG	B757-23A(F)	Icelandair Cargo	ICE756/7
YL-RAG	Saab 340A/F	RAF - Avia	29 MTL830C/829P				
27. D-CSUN	Ce560XLS+	Air Hamburg	29 AHO377V/415M				
F-HAJD	Ce525	Valljet	VLJ728S				
G-TUIN	B787-9	TUI Airways	f/v TOM818P/8818				
N2E	G650ER	SNAP					
PH-BVV	B777-300ER	KLM	f/v arr KLM9878				
PH-TDX	DA42NG	Vliegclub Schiphol	f/v 28				
SE-RMB	Ce525B	Svenskt Industriflyg	31				
28. D-CKHG	Ce560XLS	Windose Air	QGA710D/711D				
D-CTOR	EMB505	Luxaviation Germany	arr PVD86H				
D-IDWC	Ce525A	Excellent Air	30 ECA6C				
OK-PBK	Ce525B	Queen Air	QNR25B				
OK-RLV	G280	Avcon Jet					
OO-SBO	Falcon 8X	Flying Group	29 FYG122/3				
OO-XLS	Ce560XLS+	Air Service Liège	arr				
PT-MUI	B777-32WER	LATAM	29 TAM9554/5				
29. 9H-FCA	Global 6000	Albinati Aviation	30 ULC66				
9H-VCA	CL-350	VistaJet Malta	VJT401				
D-ITOC	Raytheon 390	Exxaero	31				
F-HAPE	Beech 1900D	Twin Jet	POF75				
G-POWU	A321-211	Titan Airways (a/w)	AWC897Y/971				
				01. C-FYLD	IAI1125SPX	Latitude Air Ambulance	March 2021
				OE-FMU	Ce525	Pink Sparrow	SOW1

After having operated only a handful of flights the Surinam Boeing 777 was returned to Boeing on the 3rd when it was ferried to Victorville. On the 15th a TUI Max performed a local testflight before returning to service on the 22nd. Also a Boeing 737 returned from Norwich all white on that date and the last (former) KLM Boeing 747 departed Amsterdam for Teruel, Spain. A second TUI Max operated a local test flight on the 18th before being returned to service on the 26th. On the 19th a former KLM Boeing 737 departed Lleida-Alguaire Airport. A new fleet addition for KLM arrived on the 25th. The KLM Airbus on the 26th performed a local test flight in basic KLM colours. The final Boeing 777-300 for KLM arrived on the 27th.

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

Rotterdam - The Hague

March 2021

01. C-FYLD	IAI1125SPX	Latitude Air Ambulance	March 2021
OE-FMU	Ce525	Pink Sparrow	SOW1

OO-CCJ	Ce525	Air Service Liège	dep	PH-TXA	Ce510	ASL	
02.D-IAHT	MU-2B-26A	Fly-Point Flugservice		11.OE-FMU	Ce525	Pink Sparrow	SOW1
D-ICBA	Ce525A	ProAir Aviation	04	12.CS-LTH	Ce680A	NetJets Europe	NJE157K/438M
D-IOHL	Ce525A	Excellent Air	dep ECA3C	D-CEIS	Ce680	E-Aviation	EFD6S
OE-GJM	Ce560XLS	Pink Sparrow	SOW5	N134EC	P180	Fly Invest	dep
OO-RKS	Ce510	Air Service Liège	dep	OE-FMU	Ce525	Pink Sparrow	SOW1
03.2701	C-27J	Esc.902 Av.Tr.si Foto	ROF120	13.282	PC-12/47E	104sq	IRL282A
C-GPRD	DHC-8-402	De Havilland Aircraft of Canada		CS-CHC	CL-350	NetJets Europe	NJE7UH
CS-LTE	Ce680A	NetJets Europe	04 NJE9KW	D-CNAC	SA227DC	Binair	17 BID1A/B
D-CEFO	Ce560XLS+	Air Hamburg	04 AHO394C	OE-FMU	Ce525	Pink Sparrow	SOW1
D-IOHL	Ce525A	Excellent Air	06 ECA3C	OE-GDF	EMB505	Speedwings	SPG846
OE-FMU	Ce525	Pink Sparrow	SOW1	14.N125DE	Eclipse 500	Blueprint Automation	
OO-GLM	Ce680	Air Service Liège	dep	N194ER	Ce510	Edito	arr
OO-MMT	Ce560XLS	Air Service Liège	05	OE-FRS	Ce525A	Pink Sparrow	SOW3
SP-TAT	Beech 400A	Smart Jet	SAH26P	15.D-ATWO	CL-604	Air Alliance	AYY162
04.2-GGGT	Ce560 Encore	Jet Plane Corp.		D-IOHL	Ce525A	Excellent Air	ECA3C
D-CLIF	EMB505	Spree Flug	2x	LN-LFS	DA42	CAE Oslo	2x *
F-HATV	Ce680A	Astonjet	ASJ117	OE-FMU	Ce525	Pink Sparrow	SOW1
HB-JII	Global XRS	Albinati Aeronautics	LUC84	PH-TWN	P2006T	Zelf Vliegen	*
M-JNJL	Global XRS	Star Wings Dortmund	STQ31B/C	16.V-11	G-IV	334sq	2x NAF11
OE-FMU	Ce525	Pink Sparrow	SOW1	D-IOHL	Ce525A	Excellent Air	ECA3C
OO-PRM	Ce510	Air Service Liège		HB-JGE	Global XRS	ExecuJet Europe	
PH-KFA	DA42NG	KFA	*KLM7902	M-CLAB	CL-300	Shamrock Trading	22
PH-KFB	DA42NG	KFA	*KLM7914	OE-FMU	Ce525	Pink Sparrow	SOW1
05.D-FCAE	Ce208B	COWI	dep HEX04	OE-FZE	Ce510	GlobeAir	GAC313A/202B
N120RB	Cirrus SF50	Robin Balen		OO-AMR	Ce525A	Air Service Liège	18
OE-FMU	Ce525	Pink Sparrow	SOW1	OO-NHV	AS365N3	Netherlands Coastguard	*NHX12
PH-KFA	DA42NG	KFA	2x *KLM7910	PH-KFA	DA42NG	KFA	*KLM7928
PH-YIS	H135	KNSF Flights Services		YR-FKB	Fokker 100	Carpatair	KRP3047/8
06.D-CELI	Ce550 Bravo	Euro Link	EUL5R	17.D-CGGG	Lj31A	Jetcall	JCL3
G-FLFX	EMB550	Flexjet	FLJ62L	D-IPCG	Ce425	PGS Holding	
N125DE	Eclipse 500	Blueprint Automation	dep	EC-NKH	Ce680A	Global Jet Austria	
N417RK	PA-46-350P	Marco van der Horst		G-OXFA	PA-34-220T	CAE Oxford	2x *
OE-FMU	Ce525	Pink Sparrow	SOW1	N898MW	EMB505		
PH-KFB	DA42NG	KFA	2x *KLM7904	OE-FMU	Ce525	Pink Sparrow	SOW1
07.CS-LTA	Ce680A	NetJets Europe	NJE2NS/399N	P4-PIF	Global XRS	Arab Wings	20
D-CAPB	Ce560 Encore+	Aerowest	2x	18.CS-CHC	CL-350	NetJets Europe	19 NJE7UH
OE-FMU	Ce525	Pink Sparrow	SOW1	D-AUKE	CL-604	Jetcall	JCL5
OK-BEE	Beech 400A	JetBee Czech	JBC620C/D	EC-KBY	PA-34-200		
08.9H-TGR	Ce525B	Hyperion Aviation	11 HYP032	HB-VPO	EMB505	Enjoy Air	SPG770
F-HJSC	AS350B3e	HeliAir		LX-RAY	G650ER	Global Jet Luxembourg	SVW65AY
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-FMU	Ce525	Pink Sparrow	SOW1
PH-KFB	DA42NG	KFA	*KLM7904, 2x *KLM7914	OE-XXL	R44	Heli & Co	
09.OE-FMU	Ce525	Pink Sparrow	SOW1	SP-OOK	Beech 400XP	Smart Jet	19 SAH51P
PH-KFB	DA42NG	KFA	*KLM7904	19.D-GVCC	DA42	Rent-A-Plane	2x *
10.D-CROG	EMB505	Air Hamburg	11 AHO278L/17A	D-IIVA	P180	AirGo Flugservice	arr XGO2RD
N116MA	Lj36A	Skyline Aviation	11	N8326Y	PA-30-160	Transal Aero Services	*
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-FMU	Ce525	Pink Sparrow	SOW1
OE-GKW	G100	Tyrol Air Ambulance	TYW757/8	PH-DVK	PC-24	Silver Flight	del
OE-XYK	R44	Heli & Co	11	PH-HOW	H145	RAV Fryslân – MAA	LIFELN5
OO-SUN	Ce510	Air Service Liège	dep	VQ-BSK	Global 5000	S & K Aviation	f/v 20
PH-KFB	DA42NG	KFA	*KLM7928	YU-RDA	Ce560XLS+	Swisslion	
PH-KGJ	EC120B	Heli Holland Holding		20.N417RK	PA-46-350P	Marco van der Horst	



Icelandair took delivery of this MAX 8 in February 2019. The aircraft was immediately put into storage, first at Keflavik and later for five months at Lleida-Alguaire, Spain, before returning back to Keflavik. TF-ICN was taken out of storage on 6 March and was returned into service two days later, on a flight to Copenhagen. (Amsterdam - Schiphol, 22 March 2021, René Woerlee)



Registration VQ-BSK belonged to a Boeing 747-8 BBJ, till 2018. The current aircraft with this registration is a Global 5000. Former EJ-SAID was flown to Basel on 2 July 2020 and made its first flight with its new registration on 19 March 2021, to the Isle of Man. The Bombardier is being operated by S&K Aviation. (Rotterdam - The Hague, 19 March 2021, Maarten Visser Sr)

OE-FMU	Ce525	Pink Sparrow	SOW1	D-INKY	P180	AirGo Flugservice	28 XGO3GS/DF
OE-FZC	Ce510	GlobeAir	GAC597Z/486A	N417RK	PA-46-350P	Marco van der Horst	
21. C-FRZJ	IAI1125SPX	Latitude Air Ambulance		OE-FIT	Ce510	GlobeAir	GAC7056Z/095A
D-AHOS	ERJ145BJ	Air Hamburg	AHO787H	OE-FMU	Ce525	Pink Sparrow	SOW1
D-CAWK	Ce680A	Aerowest		PH-HOW	H145	RAV Fryslân - MAA	LIFELN5
OE-FSP	Ce525A	Pink Sparrow	SOW4	PH-TTR	H135	ANWB - MAA	Lifelinr1
OE-FWF	Ce510	GlobeAir	GAC241F/130G	28. N708JH	G550	U.S. Department of Justice	29
OE-FZE	Ce510	GlobeAir	GAC202C/239F	OE-FMU	Ce525	Pink Sparrow	SOW1
OO-AMR	Ce525A	Air Service Liège		OY-ZCA	Ce208B	COWI	arr tdy HEX03
OO-IDE	Ce525	Air Service Liège	dep	PH-YIS	H135	KNSF Flights Services	
PH-YIS	H135	KNSF Flights Services		YR-FKB	Fokker 100	Carpatair	KRP3091/2
22. V-11	G-IV	334sq	23 NAF11	29. M-CLAB	CL-300	Shamrock Trading	arr
CS-PHM	EMB505	NetJets Europe	NJE372C/174E	N264CE	Ce525B	Fly Invest	30
D-CCVD	Ce560XLS	Atlas Air Service	ATL1D	OE-FIT	Ce510	GlobeAir	GAC695B/050N
D-GVCC	DA42	Rent-A-Plane	4x *	OE-FLG	Ce525	Smartline	
D-IEMO	Raytheon 390	Exxaero		OE-FRS	Ce525A	Pink Sparrow	SOW3
G-OXFA	PA-34-220T	CAE Oxford	2x *	OE-GJM	Ce560XLS	Pink Sparrow	SOW5
OE-FSP	Ce525A	Pink Sparrow	SOW1	OO-HCY	R44	Heli & Co	30
PH-HOW	H145	RAV Fryslân - MAA	LIFELN5	OO-IDE	Ce525	Air Service Liège	
PH-LAU	Falcon 900EX	Exxaero	25 XRO101/14	OO-MMT	Ce560XLS	Air Service Liège	arr
PH-TTR	H135	ANWB - MAA	Lifelinr1	OO-NHV	AS365N3	Netherlands Coastguard	*NHX10
SP-CEZ	Lj60XR	Flyjet	AMQ3Z	PH-LAU	Falcon 900EX	Exxaero	31 XRO114
23. CS-CHE	CL-350	NetJets Europe	NJE432F/9GP	PH-MAV	P68C	Miramap Aerial Surveys	f/v
D-GVCC	DA42	Rent-A-Plane	*	YU-BRZ	Lj31A	Government of Serbia	
LN-LFS	DA42	CAE Oslo	*	30. D-IDWC	Ce525A	Excellent Air	arr ECA6M
LX-LAA	Lj45	Luxembourg Air Rescue	LRQ104D	OE-FRS	Ce525A	Pink Sparrow	2x SOW3
M-CLAB	CL-300	Shamrock Trading	28	OO-HCY	R44	Heli & Co	
OE-FSP	Ce525A	Pink Sparrow	SOW4	OO-IDE	Ce525	Air Service Liège	
OO-NHV	AS365N3	Netherlands Coastguard	*NHX10	PH-MAV	P68C	Miramap Aerial Surveys	
24. V-11	G-IV	334sq	NAF11	31. 9H-NYC	ERJ190BJ	Air X Charter	01 AXY3102/0106
D-AUKE	CL-604	Jetcall	JCL5	D-GVCC	DA42	Rent-A-Plane	2x *
D-CARO	Ce680+	Aerowest		F-HATV	Ce680A	Astonjet	ASJ120
D-CAWK	Ce680A	Aerowest		N790TB	TBM-700	Air Beagency	
HA-JEX	Ce650	Jet Stream	JSH668	OE-FHA	Ce510	GlobeAir	GAC130H/093W
LN-LFS	DA42	CAE Oslo	2x *	OE-FRS	Ce525A	Pink Sparrow	SOW3
OE-FMU	Ce525	Pink Sparrow	SOW1	OE-GJW	Lj75	Avcon Jet	AOJ1JW
25. G-FAMG	Global 5000	Concierge U		PH-HOW	H145	RAV Fryslân - MAA	LIFELN5
LN-LFS	DA42	CAE Oslo	2x *	PH-KFA	DA42NG	KFA	*KLM7926
M-ABGS	CL-605	ExecuJet Europe		PH-MFA	DA42NG	KFA	*KLM7918
OE-FMU	Ce525	Pink Sparrow	SOW1	PH-SVY	PA-31T	Slagboom en Peeters	
OK-JFA	Nextant 400XT	Time Air	TIE275J/D				
OO-MMT	Ce560XLS	Air Service Liège					
OY-MPV	PA-46-600TP	MPV Management ApS					
OY-NDP	Ce525A	BackBone Aviation	BBB12				
PH-KFB	DA42NG	KFA	*KLM7904				
YR-FKB	Fokker 100	Carpatair	KRP3045/6				
26. CS-CHD	CL-350	NetJets Europe	NJE973T/8ZS				
CS-DXG	Ce560XLS	EJME (Portugal)	JME523G				
D-CPSH	Ce560XLS+	Heron Aviation	29 HRN221				
OE-FMU	Ce525	Pink Sparrow	SOW1				
PH-DOC	H135	ANWB - MAA	arr				
PH-HVB	EC135T2+	ANWB - MAA	dep				
PH-KFA	DA42NG	KFA	*KLM7908				
PH-TXA	Ce510	ASL	arr				
27. D-CASH	EMB505	Air Hamburg	28 AHO235Q/73T	01. G-EZDR	A319-111	easyJet	March 2021 07 EZY9007/2

The Dash 8 on the 3rd was on a delivery flight to Biman Bangladesh Airlines. The Cessna on the 14th arrived for reregistration. Carpatair operated some shipcrew charters to Constanta, Romania on the 16th, 25th and on the 28th. The second PC-24 based at Rotterdam arrived on the 19th. The aircraft is registered to DHG Buntrop Aviation but operated by Silver Flight.

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

Maastricht - Aachen

G-EZOI	A320-214	easyJet	dep EZY9008	24.G-EZTG	A320-214	easyJet	29 EZY9002/6
G-SPTX	Falcon 7X	Jet Concierge Club	dep	OO-MMT	Ce560XLS	Air Service Liège	
SE-RIL	Ce560XLS	Svenskt Industriflyg	JET7	25.EW-450TR	Il-62MGr	Rada Airlines	26 f/v RDA1451
02.44	M28-05	1. Eskadrill	03 EEF44	N37AL	G-V	Presidential Aviation	
CS-PHO	EMB505	NetJets Europe	NJE002D/453A	PH-PXZ	AW139	Nationale Politie	tst ZXP26
NX139LZ	L-39C	Skyline Aviation	tdy 05	26.RA-76951	Il-76TD-90	Volga-Dnepr	VDA4451/0
03.2701	C-27J	Esc.902 Av.Tr.si Foto	04 ROF120	TF-AMM	B747-4H6(F)	Astral Aviation	ABD4014/5
M-YAIC	EMB505	Jet Story	04	27.ET-APS	B777-F6N	Ethiopian Airlines	ETH3401/734
OE-GBD	IAI1125SPX	Tyrol Air Ambulance	TYW433/1	28.G-ECOJ	DHC-8-402	HEH Avn Hamb. Bet.	dep
OE-LQB	A319-111	easyJet Europe	05 EJU9042/4	YR-ASB	A318-111	TAROM	ROT7301/2
OE-LQI	A319-111	easyJet Europe	dep EJU9043	29.ET-ARJ	B777-F6N	Ethiopian Airlines	ETH3401/639
OO-GLM	Ce680	Air Service Liège	05	ET-ARK	B777-F6N	Ethiopian Airlines	ETH3509/748
OO-RKS	Ce510	Air Service Liège	15	ET-AVQ	B777-F	Ethiopian Airlines	ETH3606/4
04.016	C295M	8.BLTTr (13.el)	05 PLF038	EW-450TR	Il-62MGr	Rada Airlines	30 RDA1451
D-ITRA	Ce525	Transavia Flug		G-EZTN	A320-214	easyJet	31 EZY9005/8
TF-AMM	B747-4H6(F)	Astral Aviation	ABD4002/3	HB-JAZ	G550	JABJ	30
05.C-GKSQ	DHC-8-315	World Wide Aircraft Ferrying	dep	PH-CYP	PC-12/47E	SMT Shipping	
C-GUBU	DHC-8-402	World Wide Aircraft Ferrying		TF-AMA	B747-45E(F)	Saudia	f/v SVA902
D-CGER	Ce525B	Excellent Air	06 ECA12C	TF-AMR	B747-45E(F)	Saudia	SVA3492/0942
ER-ECC	ERJ190LR	Air Moldova (a/w)	tst MLD9013	30.A6-DDD	B777-FFX	Etiyah Airways	ETD9672/3
OE-LQU	A319-111	easyJet Europe	07 EJU9043/7	TC-LOA	A330-343E	Turkish Airlines	f/v THY6683/4
PH-KFB	DA42NG	KLS	KLM7914	31.EI-FPX	CRJ900	CityJet (SAS c/s)	dep BCY041P
06.C-FDIJ	B767-39HER(F)	Cargojet Airways	07 f/v CJT1591/2	G-EZBW	A319-111	easyJet	02 EZY9007/15
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	TYW847S/8S				
07.G-EZDK	A319-111	easyJet	13 EZY9005/2				
OE-LQW	A319-111	easyJet Europe	09 EJU9046/3				
OO-GLM	Ce680	Air Service Liège					
09.G-ECOC	DHC-8-402	HEH Avn Hamb. Bet.	arr SXI2106				
OE-LKF	A319-111	easyJet Europe	11 EJU9042/6				
10.PH-PXX	AW139	Nationale Politie	ZXP24				
11.D-ITAN	Ce525	E-Aviation					
OE-LKC	A319-111	easyJet Europe	13 EJU9045/3				
OY-CCH	CL-605						
PH-OOP	H145	RAV Fryslân – MAA	Lifeliners5				
12.A7-BBA	B777-2DZLR	Qatar Airways	f/v QTR8008/9				
13.C-GYAJ	B767-35EER(F)	Cargojet Airways	14 f/v CJT1791/2				
G-EZOU	A320-214	easyJet	19 EZY9001/5				
OE-LQJ	A319-111	easyJet Europe	15 EJU9042/5				
PH-DWA	ERJ145LR	Air Charters Europe	20 JNL0317/39				
14.TC-LOE	A330-343E	Turkish Airlines	f/v THY6066				
YR-ASD	A318-111	TAROM	ROT7301/2				
15.5N-BWK	CRJ900LR	Ibom Air	arr				
D-ITOC	Raytheon 390	Exxaero		01.D-CAMB	Lj31A	Jetcall	March 2021
OE-IJE	A320-214	easyJet Europe	17 EJU9044/5	PH-BCB	B737-8K2	KLM	JCL4
OO-RKS	Ce510	Air Service Liège	20	PH-BCL	B737-8K2	KLM	18 KLM9865/6
16.OO-MMT	Ce560XLS	Air Service Liège		PH-BGA	B737-8K2	KLM	arr KLM9870
17.OE-IZB	A320-214	easyJet Europe	EJU9043/4	PH-BXA	B737-8K2	KLM	18 KLM9869/70
18.GZ100	AW109SP	32(TR)sq	RRR1337	PH-BXM	B737-8K2	KLM	18 KLM9871/2
19.D-ITOC	Raytheon 390	Exxaero	23	PH-BXU	B737-8K2	KLM	dep KLM9868
G-EZOP	A320-214	easyJet	24 EZY9004/3	PH-BXV	B737-8K2	KLM	18 KLM9867/8
PH-PXZ	AW139	Nationale Politie	ZXP26	PH-BXY	B737-8K2	KLM	dep KLM9872
20.D-CJMK	Ce560XLS+	Air Hamburg	AHO491W	02.N965AP	Cirrus SF50		03
D-ISJP	Ce525A	Excellent Air	ECA1C/M	PH-BCA	B737-8K2	KLM	dep KLM9872
N8970N	Ce441	ILV Bildflug	dep	PH-BXB	B737-8K2	KLM	dep KLM9866
21.PH-DWA	ERJ145LR	Air Charters Europe	02 JNL339/055	PH-BXD	B737-8K2	KLM	19 KLM9865/70
22.OO-RKS	Ce510	Air Service Liège	29	PH-BXF	B737-8K2	KLM	19 KLM9869/6
				PH-BXG	B737-8K2	KLM	dep KLM9874

easyJet continued to occupy the local paint shop this month. The military aircraft in the first few days of this month are diverted flights from Geilenkirchen due to Corona restrictions at that airport. The Skyline albatros on the 2nd also operated local flights. The first Dash 8 on the 5th departed in basic Heli Malongo colours. The second Dash 8 on that day was in full Passion Air colours. The former Air Moldova Embraer on the 5th performed a local demo flight. The easyjet on the 17th was a crew shuttle. The former FlyBe Dash 8 on the 28th departed on delivery to Conair. The Ethiopian, Saudia and Etihad flights on the 29th and 30th are rescheduled Liège flights due to industrial actions.

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

Groningen - Eelde

01.D-CAMB	Lj31A	Jetcall	March 2021
PH-BCB	B737-8K2	KLM	JCL4
PH-BCL	B737-8K2	KLM	18 KLM9865/6
PH-BGA	B737-8K2	KLM	arr KLM9870
PH-BXA	B737-8K2	KLM	18 KLM9869/70
PH-BXM	B737-8K2	KLM	18 KLM9871/2
PH-BXU	B737-8K2	KLM	dep KLM9868
PH-BXV	B737-8K2	KLM	18 KLM9867/8
PH-BXY	B737-8K2	KLM	dep KLM9872
02.N965AP	Cirrus SF50		03
PH-BCA	B737-8K2	KLM	dep KLM9872
PH-BXB	B737-8K2	KLM	dep KLM9866
PH-BXD	B737-8K2	KLM	19 KLM9865/70
PH-BXF	B737-8K2	KLM	19 KLM9869/6
PH-BXG	B737-8K2	KLM	dep KLM9874



Canadair CRJ900LR 5N-BWK was delivered to Ibom Air in 2019, which is a Nigerian airline owned by the Akwa Ibom state government. Björn van der Velpen photographed the aircraft when it arrived at Maastricht - Aachen Airport for maintenance on 15 March 2021.



This Quest Kodiak 100 entered European skies via Wick, Scotland, in December 2019, while enroute to Mönchengladbach, Germany. D-FERD was caught on camera by Hendrik Cazemier at Groningen - Eelde Airport on 22 March 2021.

PH-BXL	B737-8K2	KLM	dep KLM9870	10. PH-DTS	DA42	Twinstar Beheer	2x *
PH-BXW	B737-8K2	KLM	19 KLM9871/6	PH-LAU	Falcon 900EX	ExxAero	
PH-BXC	B737-8K2	KLM	19 KLM9873/8	PH-PXX	AW139	Nationale Politie	ZXP24
PH-DOC	H135	ANWB – MAA		11. D-IETB	Raytheon 390	Pro Jet	
PH-RLD	Saab 91D	G. Kieft		12. F-HAGH	Ce525	ETI Group	
03. OY-VLT	PC-12/47E	Air Alsie	MMD1992	14. I-VICC	P68B	AFOC Aerial Survey	31 tdy
04. PH-DTS	DA42	Twinstar Beheer		PH-VCC	DA62	Cav-Okay	*
PH-OOP	H145	RAV Fryslân – MAA	05	15. PH-DTS	DA42	Twinstar Beheer	*
PH-TWN	P2006T	Zelf Vliegen		16. N12EB	Cirrus SF50	Eric Bonnet	dep
05. G-TACN	DA62	Flight Calibration Services	VOR09	PH-TWN	P2006T	Zelf Vliegen	*
N127QR	Beech 300LW	Ruijgrok		17. OE-FAR	DA42NG		19
PH-DTS	DA42	Twinstar Beheer		OO-ACO	Ce510	Air Service Liège	
06. D-HOAC	AW139	Wiking Helicopter Service	*	PH-ACI	CeT303	AIS Flight Academy	
N137KM	PA-46-500TP	Aerospace Trust Management LLC	*	PH-DTS	DA42	Twinstar Beheer	2x *
PH-DTS	DA42	Twinstar Beheer	*	PH-TWN	P2006T	Zelf Vliegen	*
07. PH-ACI	CeT303	AIS Flight Academy	*	18. PH-BGB	B737-8K2	KLM	arr KLM9865
08. D-CAMB	Lj31A	Jetcall	JCL4	PH-BXH	B737-8K2	KLM	arr KLM9867
D-IETB	Raytheon 390	Pro Jet		PH-BXI	B737-8K2	KLM	arr KLM9869
D-IFCS	BN-2B-20	FLN	*	PH-BXN	B737-8K2	KLM	arr KLM9871
N177LN	Cirrus SF50	Lima November Flugcharter		PH-HBH	H269C	Heli Holland Holding	
OE-XXL	R44	Heli & Co	09	19. CS-CHD	CL350	NetJets Europe	NJE8ZS
PH-ACI	CeT303	AIS Flight Academy	*	D-GEMC	P68B	FTO Nord	20
PH-OOP	H145	RAV Fryslân – MAA	MED01	N127QR	Beech 300LW	Ruijgrok	
09. I-VICC	P68B	AFOC Aerial Survey	dep	N6758Y	Cirrus SF50	Cirrus Design Corp.	
PH-CYP	PC-12/47E	SMT Shipping		PH-BCA	B737-8K2	KLM	arr KLM9865
PH-PXA	EC135P2+	Nationale Politie	ZXP01	PH-BGC	B737-8K2	KLM	arr KLM9877
PH-WPB	PC-12/47E	Bonita Aviation		PH-BXE	B737-8K2	KLM	arr KLM9869



Owned by Arendair, officially based in Sofia, Bulgaria, this Partenavia P68B is being operated by AFOC Germany for aerial survey purposes. (Teuge, 5 March 2021, Remco de Wit)

PH-BXK	B737-8K2	KLM	arr KLM9875	PH-ZCZ	Beech B200	Zeusch aviation	05
PH-DTS	DA42	Twinstar Beheer	2x	05.I-VICC	P68B	AFOC Germany	
20.D-CJMK	Ce560XLS+	Air Hamburg	AHO491W	06.I-VICC	P68B	AFOC Germany	
PH-PWW	DA62	P.O.R.T. Aviation		07.I-VICC	P68B	AFOC Germany	
PH-VCC	DA62	Cav-Okay	*	10.OE-FDN	SC-7	Pink Aviation Services	2x
22.D-FERD	Kodiak 100			PH-KAT	P2006T	Kavel 10 Aerial Survey	14
D-ISGS	AP68TP-600	SVEGE Flight Inspection	arr tdy	S-454	AS532U2	300sq	2x
N29DE	Cirrus SF50	Deny A/L		11.S-456	AS532U2	300sq	4x
PH-DTS	DA42	Twinstar Beheer	*	15.PH-PHB	Enstrom 480	Prince Helicopters	
PH-SVX	PA-31T2	Slagboom en Peeters	*	16.F-GVPH	R44	Heli & Co	
T7-HGW	Cirrus SF50	Heinrich Weiss	25	OE-XYK	R44	Heli & Co	arr
23.PH-COM	PA-30-160	Dutch Airline Pilots Aero Club		PH-HHJ	AS355F2	Heli Holland Holding	
PH-DTS	DA42	Twinstar Beheer	2x *	17.OE-XXL	R44	Heli & Co	dep
PH-TWN	P2006T	Zelf Vliegen	*	PH-KIO	P2006T	Kavel 10 Aerial Survey	19
24.D-HNHF	EC155B1	Northern Helicopters	*	PH-WIK	AS350B3	Heli Air	
PH-DTS	DA42	Twinstar Beheer	*	SX-AVE	PA-31T	3D General Aviation Applications	dep
PH-FVD	R44	Rotarywings		18.PH-HCE	R66	HeliCentre	
PH-ZBZ	Beech C90A	Zeusch Aviation	*	19.I-VICC	P68B	AFOC Germany	
25.D-AFAG	CL604	FAI	26 IFA1096	PH-FSD	Ce208	Fallschirmsport Damme	dep
D-FERD	Kodiak 100			Q-01	AH-64DN	301sq	
N939PA	PA-46R-350TP	SCH Aviation		Q-23	AH-64DN	301sq	
PH-SWN	Ce414A	PARC Air	*	20.I-VICC	P68B	AFOC Germany	
PH-TWN	P2006T	Zelf Vliegen	*	N55HV	R44	Aircraft Solutions	
26.OO-PRM	Ce510	Air Service Liège		PH-DTX	Yak-52	J.F.A. Hollink	27
PH-DTS	DA42	Twinstar Beheer	*	PH-DTY	Yak-52	Chris van den Broek	25
PH-ZBZ	Beech C90A	Zeusch Aviation	*	PH-HCE	R66	HeliCentre	
27.PH-PWW	DA62	P.O.R.T. Aviation		PH-KIO	P2006T	Kavel 10 Aerial Survey	
28.CS-PHK	EMB505	NetJets Europe	29 NJE452R	21.D-FAIR	An-2S	CNE Air	
PH-TWN	P2006T	Zelf Vliegen	*	I-VICC	P68B	AFOC Germany	
PH-TWN	P2006T	Zelf Vliegen	*	OE-FDN	SC-7	Pink Aviation Services	31
29.PH-DTS	DA42	Twinstar Beheer	2x	PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-TDX	DA42NG	Vliegclub Schiphol	*	22.I-VICC	P68B	AFOC Germany	
30.D-CDOC	LJ45	Jetcall	JCL2	PH-KIO	P2006T	Kavel 10 Aerial Survey	
N98DF	PA-46-350P		arr	23.PH-HCC	Cabri G2	HeliCentre	
OE-FAR	DA42NG		31	26.N999RG	PA-46-500TP		
PH-DTS	DA42	Twinstar Beheer	2x *	OE-FBJ	DA62	Air Ranger	
31.CS-LTM	Ce680A	NetJets Europe	NJE941Q/114U	PH-HCC	Cabri G2	HeliCentre	
PH-DTS	DA42	Twinstar Beheer	*	PH-KIO	P2006T	Kavel 10 Aerial Survey	
PH-SVZ	Ce550	Slagboom en Peeters		29.N71SL	H269		arr
				PH-PHB	Enstrom 480	Prince Helicopters	
				30.D-FIPS	PC-6/B2-H4	KIAS Airlines	arr
				HB-FXI	PC-12/47E	Pilatus Flugzeugwerke	
				31.N980EE	RC695	International Air Services	
				PH-MAV	P68C	Miramap Aerial Surveys	f/v
				PH-RWY	Bo105DBS4	Rotor and Wings	
				PH-ZBZ	Beech B200	Zeusch aviation	02

The ExxAero Falcon on the 10th was used by artist Frenna for the release of his 'Highest' album at 39,000 ft.

Credit: GEAS, FlyGRQ.

Deventer-Teuge

March 2021

02.N2648X	Ce501	T.S. Aviation	
PH-KIO	P2006T	Kavel 10 Aerial Survey	03
PH-PHB	Enstrom 480	Prince Helicopters	
PH-PXE	EC135P2+	Nationale Politie	
PH-ZBZ	Beech B200	Zeusch aviation	04
03.PH-KIO	P2006T	Kavel 10 Aerial Survey	05
PH-ONE	PC-12/47E	M. Boers	
04.PH-HCF	Cabri G2	HeliCentre	

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

Eindhoven

March 2021

01.Q-22	AH-64DN	301sq	*Redskin23
9H-VJO	Global 6000	VistaJet Malta	VJT878
D-CITA	Lj60	FAI Rent-A-Jet	02 IFA1064



The second aircraft for Miramap Aerial Surveys was already officially added to their fleet in November 2020. It was previously in service with Sylt Air as D-GFLY. The P68C arrived at Budel Airport on 10 September 2020. The Partenavia was first logged active as PH-MAV on 29 March 2021. (Teuge, 31 March 2021, Remco de Wit)



This Boeing 777 was delivered to Alitalia in 2003, registered as I-DISB, changing to EI-ISB in March 2012. The aircraft was photographed by Bjorn van de Moosdijk at Eindhoven Airport on 16 March 2021.

OK-TSO	B737-8GQ	Smartwings	TVS432P/4326	14-03024	AH-64E	A/1-101st AVN	16 R43024
02. J-514	F-16AM	312sq (313sq mks)	*Crack1	14-03025*	AH-64E	A/1-101st AVN	17 R43024/R43025
J-630	F-16AM	312sq (312sq mks)	*Crack2	14-03027	AH-64E	A/1-101st AVN	17 R43028/R43025
D-IEFD	Ce525 (M2)	E-Aviation	EFD2F	14-03028	AH-64E	A/1-101st AVN	17 R43028
PH-LGD	EMB550	ASL		14-03039	AH-64E	A/1-101st AVN	18 R43024/R43039
03. CS-CHK	CL-350	NetJets Europe	NJE861D/074C	16-03092	AH-64E	C/1-101st AVN	17 R43028/R73118
D-IEMO	Raytheon 390	Exxaero	04	16-03086	AH-64E	A/1-101st AVN	16 R43024
PH-HWM	CL-605	ASL	dep	17-03118*	AH-64E	A/1-101st AVN	17 R43024/R73118
PH-HWM	CL-605	ASL	06	13-08141	CH-47F	B/6-101st AVN	18 R26519/R08141
04. 9H-VJI	Global 6000	VistaJet Malta	VJT813	92-26437	UH-60L	A/6-101st AVN	17 R26519/R20700
I-SEAE	Falcon 2000	Leader	LSA211/2	93-26519	UH-60L	A/6-101st AVN	16 R26519
05. FB15	F-16BM	10w/OCU	*BAF451	15-20736	UH-60M	5-101st AVN	16 R26519
L-01	PC-7	131EMVOsq	*Diamond09	15-20760	HH-60M	C/6-101st AVN	16 R26519
L-06	PC-7	131EMVOsq	*Diamond15	15-20767	HH-60M	C/6-101st AVN	16 R26519/R20767
L-09	PC-7	131EMVOsq	*Diamond13	16. H28	A109BA	17sq	2x BAF317
06. PH-HWM	CL-605	ASL	15	H31	A109BA	17sq	2x BAF317
PH-LGD	EMB550	ASL	14	D-664	CH-47D	298sq	*Grizzly04
07. OO-PKX	Ce750	Air Service Liège	25	J-641	F-16AM	312sq	*Crack01
08. CS-DGW	Ce525B	Valair	VVV122/3	Q-01	AH-64DN	301sq	*Redskin41
PH-JRC	ERJ135BJ	JetNetherlands	dep	Q-08	AH-64DN	301sq	*Bat72
PH-JRC	ERJ135BJ	JetNetherlands	20	13-08443	CH-47F	B/6-101st AVN	R26486/R08443
09. N-195	NH90-NFH	860sq	*GLV-V	17-08238	CH-47F	B/6-101st AVN	R26486/R08443
10. 751	C-130H	356 MTM	11 HAF356H	90-26294	UH-60L	A/6-101st AVN	17 R26486/R20697
D-666	CH-47D	298sq	*GLV-V	92-26445	UH-60L	A/6-101st AVN	R26486/R20767
HB-VLX	PC-24	ExecuJet Europe		93-26477	UH-60L	A/6-101st AVN	R26486/R20767
12. 14+05	Global 6000	FBS BMVg	GAF609	93-26486	UH-60L	A/6-101st AVN	R26486/R20767
16803	C-130H	Esq501	AFP90	99-26831	UH-60L	A/6-101st AVN	R20430
13. D-CGER	Ce525B	Excellent Air	ECA12C	99-26832	UH-60L	A/6-101st AVN	R20430
14. PH-LGD	EMB550	ASL	17	07-20091	UH-60M	5-101st AVN	R20748
15. 14+04	Global 5000	FBS BMVg	GAF645	09-20183	UH-60M	5-101st AVN	R20748
D-666	CH-47D	298sq (spec mks)	*Grizzly22	10-20335	UH-60M	5-101st AVN	R20748
Q-16	AH-64DN	301sq	*Redskin03, GLV-V	11-20430	UH-60M	5-101st AVN	R20430
14-03022*	AH-64E	A/1-101st AVN	17 R43028	14-20680	HH-60M	C/6-101st AVN	R20682



Wizz Air took delivery of this Airbus A321 in May 2018. The aircraft was repainted in these special 100th Airbus colours in June 2018. HA-LTD was caught on camera while operating its first flight after being stored at Katowice. (Eindhoven, 20 March 2021, Bjorn van de Moosdijk)

14-20682	HH-60M	C/6-101st AVN	R20682
14-20697	HH-60M	C/6-101st AVN	17 R20697
14-20699	HH-60M	C/6-101st AVN	R20682
14-20700	HH-60M	C/6-101st AVN	17 R20697/R20700
14-20702	HH-60M	C/6-101st AVN	17 R20697
15-20748	UH-60M	5-101st AVN	17 R20748
15-20759	HH-60M	C/6-101st AVN	R20682
EI-ISB	B777-243ER	Alitalia	AZA9474/AZA040
OK-TVU	B737-86N	Smartwings	TVS4327/432F
PH-BEJ	Global 5000	Flying Group	18 FYG51BM/122
PH-HWM	CL-605	ASL	20
PH-PXF	EC135P2+	Nationale Politie	*ZXP06, GLV-V
17. J-013	F-16AM	312sq (322sq mks)	Anvil02/Fist4
J-017	F-16AM	312sq	Metal03/Bulldog3
J-512	F-16AM	312sq	Metal04/Bulldog1
J-514	F-16AM	312sq	Metal01/Fist2
J-515	F-16AM	312sq	Metal02/Fist1
J-630	F-16AM	312sq	Anvil01/Bulldog2
J-632	F-16AM	312sq (nb)	Anvil04/Bulldog4
J-882	F-16BM	312sq	Anvil03/Fist3
M-LWCW	Global 7500	Eircraft	
18. MM62196	C-130J-30	50° Gruppo TM	IAM4668
OO-GEE	PC-12/47E	Blue Sky Aviation	
19. CT03	A400M	20sq	*BAF675
FB20	F-16BM	10w/OCU	*BAF451
20. PH-LGD	EMB550	ASL	22
22. 02	C-17A	HAW	Bartok94
N37AL	G-V	Presidential Aviation	24
23. FB20	F-16BM	10w/OCU	*BAF501
D-666	CH-47D	298sq (spec mks)	*Grizzly35
J-368	F-16BM	312sq	Anvil/Judge01
D-CELI	Ce550 Bravo	Euro Link	EUL5R
24. FB14	F-16BM	2w	*BAF275
D-102	CH-47D	298sq	Grizzly04
CS-DXM	Ce560XLS	NetJets Europe	NJE545D/140W
PH-HWM	CL-605	ASL	31
PH-JRC	ERJ135BJ	JetNetherlands	31
PH-LGD	EMB550	ASL	25
25. 2x	EF2000T	TLG73	*Raven1,2
02	C-17A	HAW	26 Bartok94
LZ-PDM	Raytheon 390	Top Jets	26
26. OO-PRM	Ce510	Air Service Liege	
PH-TFO	B737-8	TUI Netherlands	TFL7362/074P
27. PH-FJK	Ce525B	JetNetherlands	29
PH-LGD	EMB550	ASL	29
28. OO-PKX	Ce750	Air Service Liège	09
29. J-003	F-16AM	312sq	*Shark01
HB-JAZ	G550	JABJ	
OK-TVU	B737-86N	Smartwings	TVS433P/4326
PH-LGD	EMB550	ASL	05
30. HB-JAZ	G550	JABJ	
OK-TVU	B737-86N	Smartwings	TVS4327/433F
PH-BEJ	Global 5000	Flying Group	31 FYG124/412
31. H21	A109BA	17sq	*BAF317

OE-FDN	SC-7	Pink Aviation Services	tdy 01
PH-FJK	Ce525B	JetNetherlands	01
PH-HWM	CL-605	ASL	20

Eindhoven traffic of March 2021 has a lot of variety. In the first week some local visitors. On 10 March the regular Hellenic C-130H visit from Elefsis. A German Global 5000 on 12 March arrived from Hamburg and departed for Nimes. The Portuguese Hercules flew from and towards Montijo in the afternoon. Two days later another German Global, this time a 6000 version, arriving from Cologne and departing for Madrid-Getafe. Between 15 and 18 March the 101st CAB of the US Army deployed throughout Eindhoven towards Rotterdam before loading the Brigade onto a barge and heading towards the States. A number of helicopters already shipped in from Hellenic locations, making this rotation smaller than previous editions. Nevertheless a lot of additional helicopter movements. Three Apaches are marked with an asterisk, these where configured with the Longbow radar dome. On 16 March Police06 could also be seen in the GLV-V training grounds, a type rarely seen here. The two Belgian A109s on that same date dropped off some passengers in the morning, collecting them once again in the afternoon. Italian Hercules transporters visit Eindhoven from time to time, MM62196 is the first one this year on 18 March. The Belgian A400M Atlas a day later performed a low pass over the airfield before turning South. Although Smartwings operated most of this months military charters, the Alitalia Boeing 777 on the 16th was the biggest aircraft operating a military charter. Pink Aviation operated some para-drop flights on the 31st, returning to Teuge the next day.

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

Credits: EWAS, Oscar Sannen, Scramble MB.

Gilze-Rijen

			March 2021
01. OE-FDV	SC-7M	Pink Aviation (a/w)	03
02. L-06	PC-7	131EMV0sq	*Diamond11
L-09	PC-7	131EMV0sq	*Diamond20
03. L-01	PC-7	131EMV0sq	*Diamond16
L-06	PC-7	131EMV0sq	*Diamond14
OE-FDV	SC-7M	Pink Aviation (a/w)	
04. OE-FDV	SC-7M	Pink Aviation (a/w)	
05. L-01	PC-7	131EMV0sq	*Diamond08
PH-PXC	EC135P2+	Nationale Politie	*ZXP03
08. PH-PXX	AW139	Nationale Politie	ZXP24
09. N-195	NH90-NFH	860sq	
17. S-447	AS532U2	300sq	
OE-XYK	R44	Startrade Heli	*



Zeusch Aviation took delivery of its fifth aircraft on 17 March 2021. The Beech B200 is former OY-PCL and its colours will give away its former operator Air Greenland. (Lelystad, 17 March 2021, Berend Jan Floor)



F-16AM J-514 was part of 313sq for many years but moved to 312sq in December 2020. As 313sq is preparing for the F-35A introduction in 2022 the unit deactivated for the time being. In the background J-013, J-017 and J-516 can be seen, awaiting their cue for departure. (Volkel, 24 March 2021, Jeroen Jonkers)

PH-PXX	AW139	Nationale Politie	ZXP24	G-781	C-130H	336sq (spec mks)	
18. PH-PXX	AW139	Nationale Politie	ZXP24	23. PH-PXY	AW139	Nationale Politie	ZXP25
19. PH-PXZ	AW139	Nationale Politie	ZXP26	24. S-441	AS532U2	300sq	
23. OE-FDV	SC-7M	Pink Aviation (a/w)	24	30. 282	PC-12/47E	104sq	IRL282
PH-PXX	AW139	Nationale Politie	*ZXP24	PH-CGC	Do228-212	Kustwacht	
25. H21	A109BA	17sq	*BAF317	31. PH-PXC	EC135P2+	Nationale Politie	ZXP03
L-08	PC-7	131EMVOsq	*Diamond01	PH-PXE	EC135P2+	Nationale Politie	ZXP05
PH-HCD	Cabri G2	HeliCentre	*	PH-PXX	AW139	Nationale Politie	ZXP24
PH-PXC	EC135P2+	Nationale Politie	*ZXP03				
PH-PXZ	AW139	Nationale Politie	*ZXP26				
26. PH-DOC	H135	ANWB - MAA	*				
29. D-472	CH-47F	DMO/298sq	*Grizzly92				
PH-PXX	AW139	Nationale Politie	ZXP24				
30. PH-PXY	AW139	Nationale Politie	ZXP25				
31. H21	A109BA	17sq	*BAF317				
N-195	NH90-NFH	860sq	Guardian24				

Gilze-Rijen movements of March start with some visits of a Pink Aviation Skyvan, supporting parachute training in Covid times. On 17 March a 300sq Cougar emerged from 23 months of storage as Sierra 447 last flew on 19 April 2019.

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

Credits: Gilze Rijen Aviation Society, Scramble MB.

De Kooy

				March 2021
04. <u>RN01</u>	NH90-NFH	40sq		* <u>Triton01</u>
PH-CGC	Do228-212	Kustwacht		*
PH-HHJ	AS355F2	Heli Holland Holding		
06. PH-KFB	DA42NG	KLM Flight Academy		*KLM7904
08. PH-KFB	DA42NG	KLM Flight Academy		*KLM7914
09. PH-SLC	P68	Slagboom & Peeters		
10. D-666	CH-47D	298sq (spec mks)		Grizzly15
11. D-102	CH-47D	298sq		*Grizzly36
PH-PXZ	AW139	Nationale Politie		ZXP26
15. D-665	CH-47D	298sq		
D-666	CH-47D	298sq (spec mks)		
PH-WTG	EC135P2+	HeliCentre		
16. D-664	CH-47D	298sq		Grizzly11
D-665	CH-47D	298sq		Grizzly12
18. D-662	CH-47D	298sq		Grizzly11
D-665	CH-47D	298sq		Grizzly12

The visitor that stands out this month is the Irish Air Corps PC-12 on 30 March. It Arrived from Helsinki and continued towards Baldonell.

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

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

Leeuwarden

				March 2021
09. S-444	AS532U2	300sq		Demon3
15. G-781	C-130H	336sq (spec mks)		*NAF21
16. S-440	AS532U2	300sq		*Demon4
17. J-017	F-16AM	312sq (312sq mks)		18 Bulldog3
J-512	F-16AM	312sq (312sq mks)		18 Bulldog1
J-630	F-16AM	312sq (312sq mks)		18 Bulldog4
J-632	F-16AM	312sq (nmks)		18 Bulldog2
19. G-781	C-130H	336sq (spec mks)		*NAF21
PH-LLN	EC135P3H	ANWB - MAA		Lifeline4
23. FB20	F-16BM	10w/OCU		*BAF511
D-ISGS	AP68TP-600	SVEGE Flight Inspection		*
25. F-017	F-35A	322sq		arr NAF322
G-988	C-130H	336sq		*Monk11
PH-PXA	EC135P2+	Nationale Politie		ZXP01
31. D-ISGS	AP68TP-600	SVEGE Flight Inspection		*

The Leeuwarden traffic of March 2021 shows a lot of regular visitors. Two Cougars, three short Hercs, a Lifeline refueling with Police01 doing the same and one Belgian dual F-16 visiting. The Volkel F-16 formation spent the night at Leeuwarden before returning back to Volkel on 18 March. SVEGE visited twice with their Vulcanair AP-68TP, the newer model of the Partenavia P68 Observer, for calibration purposes. On



This Royal Netherlands Air Force Hercules received these special colours in January 2020, commemorating 25 Years C-130 Service. 336 squadron operated G-781 was photographed at Woensdrecht on 5 March 2021 by Ralph Hamaker.

25 March 322sq received their ninth F-35A in the shape of F-017.

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

Lelystad

March 2021			
01.PH-DOC	H135	ANWB – MAA	tst
PH-MAA	EC135T2+	ANWB - MAA	tst
PH-MBO	DA62	M. Boers	dep
PH-PXX	AW139	Nationale Politie	tst ZXP24
PH-TTR	H135	ANWB – MAA	Lifeline1
02.P4-VIP	G-V	Government of Equatorial Guinea	14
07.G-TACN	DA62	Flight Calibration Service	
T7-MSP	EMB505	Tulip Wings	03
08.PH-ELP	EC135T2	ANWB – MAA	arr
09.PH-PXX	AW139	Nationale Politie	tst ZXP24
11.PH-TDX	DA42NG	Vliegclub Schiphol	27
13.G-TACN	DA62	Flight Calibration Service	VOR09
17.OO-WEG	CL-350	Luxaviation Belgium	
PH-ZDZ	Beech B200	Zeusch Aviation	del
19.N700VB	TBM-700B	Continent Aircraft Trust No. 1315	
PH-DVK	PC-24	DHG Buntrop Aviation	dep
PH-MAS	P68C-TC	Miramap Aerial Surveys	
24.N142TW	Beech 58		26
25.OY-MPV	PA-46-600TP	MPV Management	
PH-PWW	DA62	P.O.R.T. Aviation	
26.PH-YIS	H135	KNSF Flight Services	dep
28.D-FSPG	Ce208	BSF Swissphoto	02 tdy
PH-TDX	DA42NG	Vliegclub Schiphol	
29.I-VICC	P68B	AFOC Germany	
30.I-VICC	P68B	AFOC Germany	

The Gulfstream on the 4th was a paintshop visitor. It departed on the 14th to Malabo, Equatorial Guinea. The helicopter on the 8th returned from Bonn-Hangelar. On the 11th a new aircraft voor Vliegclub Schiphol arrived from Canada. It received some TLC from Wings over Holland before it continued its delivery flight to Amsterdam on the 27th. The fifth aircraft for Zeusch Aviation was delivered on the 17th. The PC-24 owned by DHG Buntrop Aviation finally departed to its new home at Rotterdam on the 19th. The Partenavia on the 29th and 30th visited for fuel on both days.

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

Volkel

March 2021			
04.J-197	F-16AM	312sq (nmks)	dep Cowboy01
05.L-09	PC-7	131EMVOsq	*Diamond13
15.J-641	F-16AM	312sq	dep Crack01
10-0220	C-17A	62nd AW	RCH476
16.J-641	F-16AM	312sq	arr Crack01
22.J-368	F-16AM	312sq	dep
23.J-003	F-16AM	312sq (nmks)	arr Judge02
J-368	F-16BM	312sq	arr Judge01
NX139LE	L-39C	Skyline Aviation	25 N319LE
24.96-6043	CN235M-100	427th SOS	RCH55
25.H21	A109BA	17sq	BAF317
30.J-011	F-16AM	312sq	arr Bullet01
J-646	F-16AM	312sq	arr Cowboy01
31.H21	A109BA	17sq	*BAF317

Volkel movements in March mostly consist of maintenance flights towards en from Woensdrecht. The Skyline Albatros was based for a number of days, supporting local flights at De Peel. Highlight of the month (and for some already the year) is without doubt the USAF CN235 on 24 March. Arriving as Reach55 from Aviano this CASA 235 is one of seven based at Pope AFB and part of the 427th SOS. After a stop of about one hour, refuelling and crew stretching their legs, the flight continued Westbound towards Keflavik Iceland. On 30 March J-646 arrived back from maintenance at SABCA.

Credits: SGVolkel.

Woensdrecht

March 2021			
04.J-197	F-16AM	312sq (nmks)	arr Cowboy01
05.G-781	C-130H	336sq (spec mks)	NAF22
LZ-FBG	A320-214	Bulgaria Air (a/w)	dep LZB9014
08.D-APGS	A319-115(X)	K5-Aviation	31 KAY51
UR-UBA	B737-8HX	AUI/Bees Airline	19
15.J-641	F-16AM	312sq	16 Crack01
VP-BLY	A330-243	Air Serbia	arr
22.J-368	F-16BM	312sq	23 -/Judge01
D-ISGS	AP68TP-600	SVEGE Flight Inspection	
23.J-003	F-16AM	312sq (nmks)	dep Judge02
PH-LSK/B-64	AT-16ND	SKHV	
24.PH-IIB/B-118	AT-16ND	SKHV	
25.D-472	CH-47F	DMO/298sq	tst Grizzly92
26.EI-GUF	A320-214	Banc of America Leasing (a/w)	arr
29.D-472	CH-47F	DMO/298sq	tst Grizzly92

30. D-472	CH-47F	DMO/298sq	tst Grizzly92
J-011	F-16AM	312sq	dep Bullet01
PH-LAB	Ce550	NLR - TU Delft	
31. J-513	F-16AM	322sq	Nasty

Woensdrecht traffic of March 2021 shows the first test flights of the new CH-47F MYII CAAS configuration Fox model Chinook. From 25 March Delta 472 took various test flights after being shipped from the States to Antwerp and then trucked to LCW. This is the first of fourteen CH-47F helicopters to join 298sq at Gilze-Rijen, replacing the classic CH-47D. Both Harvards visited Woensdrecht from Gilze-Rijen during training flights in their Historical Flight Coarse. On the civil side we start on 5 March with the former Aigle Azur A320 F-HBIX which is joining Bulgaria Air and departed for Sofia. On the 8th one of the K5 Aviation ACJ319s arrived for some TLC. Another visitor is a former Ukraine International (UR-PSC) Boeing 737 that was destined to depart for Malaysia however this deal felt through. The 737 received a new registration and is joining Bees Airline, a new Ukrainian airline operating out of Kiev Zhuliany. They already operate UR-UBB, another B737-800. Air Serbia is about to receive an second A330-200, to become YU-ARB. The airframe is a former Aeroflot A330-200, as you might have noticed from the registration and this airplane will be decorated with special Nikola Tesla decals, honouring the Serbian spirit. The Banc of America Leasing A320 on 26 March is former EasyJet A320 G-EZWF, arriving from Lasham for storage at the moment, awaiting better days.

Credits: Johan Havelaar, Scramble MB.

Twente

March 2021			
01. PH-MAA	EC135T2+	ANWB – MAA	
02. PH-GWS	Falcon 7X	Exxaero	09 XRO008/058
05. G-781	C-130H	336sq	2x NAF22
06. OE-FDN	SC-7	Pink Aviation Services	tdy 11
09. PH-ITI	H125	HeliCentre	*
PH-WIK	H125	HeliAir	*
10. CS-DXN	Ce560XLS	NetJets Europe	f/v NJE822U/619K
15. D-HWLL	Bell 206B	Rotorflug	
16. CS-DXP	Ce560XLS	NetJets Europe	NJE692R/251L
17. CS-PHA	EMB505	NetJets Europe	NJE433N/139R
24. CS-PHB	EMB505	NetJets Europe	25 NJE848K/239B
25. CS-PHM	EMB505	NetJets Europe	NJE623K/579H
26. PH-GWS	Falcon 7X	Exxaero	29 XRO093/059
29. D-CKVI	EMB505	DAS Private Jets	f/v
31. CS-LTL	Ce680A	NetJets Europe	NJE923K/056U

D-CKVI	EMB505	DAS Private Jets
--------	--------	------------------

The Dutch C-130 on the 5th visited twice to bring troops and supplies for the upcoming exercise 'Lowlands 2021-1'. The Skyvan on the 6th was also related to the exercise as are the two helicopters on the 9th.

Credit: EHTW spotters.

Flamingo (Bonaire, Dutch Caribbean)

			March 2021
01. HK-5255	Lj45	SARPA	04
06. HK-5255	Lj45	SARPA	31
HK-5357	B737-4K5(F)	AerCaribe	
N750EA	Ce750	El Pueblo Aviation	
N355FA	BAe125-800	Execuflight	
OO-JDL	B787-8	TUI Belgium	TFL371/2
08. N876RA	Ce560	Parminter Investments	11
09. N777SJ	Falcon 7X	Stream Line Circle	10
21. N750EA	Ce750	El Pueblo Aviation	
23. PS-BMD	Lj31A		
25. PH-DCG	AW139	DCCG	
27. N5RS	Ce560	Sanders Turner Aviation	

Air Antilles:

F-OIXE: 09	F-OMYN: 16
F-OIXO: 02, 23, 30	

TUI:

PH-TFK 13	PH-TFM 20
PH-TFL 27	

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

A Belgian dreamliner for TUI Netherlands on the 6th and a bigger than usual ATR for Air Antilles on the 16th. The Brazilian Learjet on the 23rd is c/n 31A-216 and was on delivery from Ft Pierce to Manaus.

Credit: Danny de Kiewit.

Hato (Curaçao, Dutch Caribbean)

			March 2021
01. N264C	Falcon 900LX	International Aviation Holdings	
N378CX	B767-323ER(F)	Amerijet	AJT817/816
N991HA	DHC-8-202	645 AESG (a/w)	dep BAT91
N997MG	DHC-8-202	645 AESG (a/w)	tdy 12 BAT97
02. N650HJ	CL-604	Hop-A-Jet	04 HPJ650
N991JS	G550	Sandals Resorts International	
03. HI1058	CRJ200ER	Air Century	CEY151/152



Former Ukraine International Airlines UR-PSC was withdrawn from use in November 2019. The Boeing 737 was leased to Bees Airline and ferried to Woensdrecht early March 2021, in basic Ukraine International colours, registered as UR-UBA. Bees Airline is a new Ukrainian low-cost company. (Woensdrecht, 19 March 2021, Johan Havelaar)

N389KA	Lj35A	Fundashon Mariadal	EMS	21.PR-DLN	EMB505	Dilene Empreendimentos	
N610SM	IAI1125SPX	Tru-form Industries		22.58-0128	KC-135R	54th ARS	SPUR53
04.HK-5255	Lj45	SARPA		HI915	Ce550 Bravo	Helidosa	
05.97-0041	C-17A	437th AW	RCH156	HK-5139	B737-476(F)	AerCaribe	ACL865
9Y-JMF	B737-8Q8	Caribbean Airlines	BWA7400/8401	N163PA	G-III	Phoenix Air	PHA192
HI1052	ERJ145ER	Sky High Avn Services	SHH940/941	23.8P-OCL	Saab 340B	OCL (Barbados)	OCL27
HK-4636	B727-2S2F	Lín. Aéreas Surameric.	LAU334/333	24.HI1041	MD-81	Red Air	
06.80-0139	E-3C	964th ACCS	THNDR40	HI1058	CRJ200ER	Air Century	CEY151/152
HK-5357	B737-4K5(F)	AerCaribe	ACL864/865	HK-5357	B737-4K5(F)	AerCaribe	ACL865
07.63-7982	KC-135R	92nd ARW	SPUR52	N289AW	Lj35ZR	Air Gato Enterprises	EMS
HI1005	Ce525A	Helidosa		N389KA	Lj35A	Fundashon Mariadal	EMS
HK-4411	BAe3201	SARPA		25.HI1045	Ce525B	Helidosa	
08.N378CX	B767-323ER(F)	Amerijet	AJT816	HI1058	CRJ200ER	Air Century	CEY350/351
N660AS	Ce560XLS+	Sandals Resort International		HK-5357	B737-4K5(F)	AerCaribe	ACL865
N876RA	Ce560XL	Parminter Investments		N389KA	Lj35A	Fundashon Mariadal	EMS
N991JS	G550	Sandals Resorts International		N7033U	Beech 350C	Silver Creek Aviation Services	
PH-LAU	Falcon 900EX	Exxaero	dep XRO067	26.HI1052	ERJ145ER	Sky High Avn Services	SHH940/941
09.N610SM	IAI1125SPX	Tru-form Industries		HK-4636	B727-2S2F	Lín. Aéreas Surameric.	LAU334/333
N991JS	G550	Sandals Resorts International		HR-MRZ	B737-2Y5	Aviatsa	-/LEM1012
10.HI1058	CRJ200ER	Air Century	CEY151/152	27.HK-5197	B737-476(F)	AerCaribe	ACL864/1153
N650HJ	CL-604	Hop-A-Jet	11 HPJ650	HK-5357	B737-4K5(F)	AerCaribe	ACL865
11.N157PB	Lj45			N422FX	EMB545	Flexjet	LXJ422
N876RA	Ce560XL	Parminter Investments		N484BQ	Beech 1300	Bequia Air	BIA484
12.HI1052	ERJ145ER	Sky High Avn Services	SHH940/941	PR-DLN	EMB505	Dilene Empreendimentos	
N769F	Global 7500	Fertitta Enterprises		28.HK-5239	B727-223(F)	Aérosucre Colombia	KRE175/185
N991HA	DHC-8-202	645 AESG (a/w)	tdy 18 BAT91	29.HI1045	Ce525B	Helidosa	
13.85-0005	C-5M	9th AS	RCH223	HR-MRZ	B737-2Y5	Aviatsa	
HI1041	MD-81	Red Air	f/v	N349CM	B767-323ER(F)	Amerijet International	AMJ816
HK-5197	B737-476(F)	AerCaribe	ACL864/865	30.8P-ONE	Saab 340B	OCL (Barbados)	31 OCL03/37
VP-CGC	H130	Sky Vision Enterprises		31.8P-OCL	Saab 340B	OCL (Barbados)	OCL02/38
15.HI1041	MD-81	Red Air		HI1058	CRJ200ER	Air Century	CEY151/152
HI1060	Ce525A	Helidosa		N484BQ	Beech 1300	Bequia Air	BIA484
N349CM	B767-323ER(F)	Amerijet International	AJT817/816				
17.HI1041	MD-81	Red Air					
HI1058	CRJ200ER	Air Century	CEY151/152				
18.8P-ONE	Saab 340B	OCL (Barbados)	OCL36/01				
HI1041	MD-81	Red Air					
N264C	Falcon 900LX	International Aviation Holdings					
N389KA	Lj35A	Fundashon Mariadal					
PH-BEJ	Global 5000	Flying Group	29 FYG122/4				
YV480T	MD-81	LASER	div				
19.HI1041	MD-81	Red Air					
HI1052	ERJ145ER	Sky High Avn Services	SHH940/941				
HK-4262	B727-2F9(F)	Lín. Aéreas Surameric.	LAU334/333				
PJ-JAB	Fokker 70	JetAir Caribbean					
20.HI1041	MD-81	Red Air					
HK-5357	B737-4K5(F)	AerCaribe	ACL864/865				
N418FX	EMB545	Flexjet	LXJ418				
VQ-TLR	ERJ145LR	InterCaribbean Airways	IWY980/981				

The Red Air flight on the 13th was a certification flight for Red Air as part of the process of obtaining their air operator's certificate from the Dominican Republic's civil aviation authority. The Learjet on the 11th was on its way to Brazil to become PS-ALJ. The helicopter on the 13th was again logged on board motor yacht 'Game Changer'. Marine trackers show that this ship has been in the Willemstad harbour from the first week of February 2021 till 23 March 2021. The LASER MD-81 on the 18th was a fuel diversion. The JetAir Caribbean Fokker 70 on the 19th was logged while performing engine runs. The classic Boeing 737 on the 26th operated a football charter.

Credit: Larry Every.



N484BQ sports Bequia Air titles but Bequia Air is not an air carrier or operator, as they are operated and managed by Bohlke International Airways. This aircraft is listed as a Beech 1300, which is basically a modified Beech B200. Bequia is an island in the Grenadines, part of the country of Saint Vincent and the Grenadines. (Curaçao, 27 March 2021, Larry Every)

Movements Belgium



JetFly Aviation took delivery of LX-PCF in March 2020. It took the fifth PC-24 almost a year to visit Antwerp. Walter Van Brempt was at the airport on 9 March 2021 to capture that moment.

Antwerp

			March 2021			
01. CS-LTF	Ce680A	NetJets Europe		15. CN-RBS	Bae-900XP	Sarah Airways
D-GGWB	DA42	Rhein Main Aviation	06	CS-DVZ	Ce550	Taespejo Portugal
HB-VTB	Ce525 (M2)	TC Aviation	f/v	16. ST42	SF260D	CC Air
02. ST40	SF260D	CC Air		EC-NIR	SA227AC	Flightline
ST42	SF260D	CC Air		F-GJFE	Beech B200	Aero Sotravia
CS-LTB	Ce680A	NetJets Europe		OO-STE	AS350B3e	Stephex Stables
D-GGWB	DA42	Rhein Main Aviation	tst	PH-DFD	DA42	Belgian Flight School
D-IRUP	Ce551	R+P Flugcharter		17. ST46	SF260D	CC Air
PH-TCS	PA-32R-301T	Marma Vastgoed	2x 18	F-GJFE	Beech B200	Aero Sotravia
03. ST40	SF260D	CC Air		HA-JEO	Ce650	Jet Stream
CS-LTK	Ce680A	NetJets Europe		OE-XXL	R44	Heli & Co
HB-FXM	PC-12/45	Pilatus Flugzeugwerke		OE-XYK	R44	Heli & Co
OO-MAP	PC-24	EAPC		OK-ILA	Ce525C	Letecke Muzeum Tocna
T7-LEO	DA42	L. Kolja	f/v 07	18. ST41	SF260D	CC Air
04. CS-LTB	Ce680A	NetJets Europe	05	G-LUBB	Ce525	Surrey Heli Charters
OE-FZB	Ce510	GlobeAir		N284SE	G280	Sea Air
OK-PPP	Beech 400XTi	Time Air		OO-PCJ	PC-12/47E	EAPC
PH-DWA	ERJ145LR	Air Charters Europe	12	PH-VBG	Falcon 2000EX	JetNetherlands
05. H46	A109BA	1w		19. ST42	SF260D	CC Air
CS-LTM	Ce680A	NetJets Europe		ST48	SF260D	CC Air
D-HMDX	MD900	Air Lloyd	f/v tdy 10	9H-WIT	PC-12/47E	NextGen Aviation
D-INOB	Ce525A	Atlas Air Service	07	F-GJFE	Beech B200	Aero Sotravia
LX-PCD	PC-24	Jetfly Aviation	f/v	20. LX-PCB	PC-24	Jetfly Aviation
OO-MAP	PC-24	EAPC		OO-CCJ	Ce525	Air Service Liège
PH-DFD	DA42	Belgian Flight School		OY-MNS	P68C	Bio Flight
06. PH-DWS	ERJ135LR	Air Charters Europe	13	PH-VBG	Falcon 2000EX	JetNetherlands
PH-JTJ	Ce680	Exxaero	arr	21. OO-CCJ	Ce525	Air Service Liège
PH-TCS	PA-32R-301T	Marma Vastgoed	tst	OO-GEE	PC-12/47E	Blue Sky Aviation
07. OE-FIT	Ce510	GlobeAir		22. ST42	SF260D	CC Air
OO-CCJ	Ce525	Air Service Liège	10	L-13	PC-7M	131EMVOsq
PH-VBG	Falcon 2000EX	JetNetherlands	12	D-AFBS	ERJ135BJ	Air Hamburg
PH-JRC	ERJ135BJ	JetNetherlands		D-IGWT	Ce525A	Sylt Air
T7-LEO	DA42	L. Kolja	09	D-IRUP	Ce551	R+P Flugcharter
09. D-HMDX	MD900	Air Lloyd	tst	OO-HMW	EC120B	Helimo
G-LCYM	ERJ190SR	BA Cityflyer		OO-NRG	R44	Genitrade
I-VICC	P68B	AFOC Germany	14	OO-PCJ	PC-12/47E	EAPC
LX-PCF	PC-24	Jetfly Aviation	f/v 10	YU-SVL	Ce560XLS	Prince Aviation
OE-GPS	Ce550 Bravo	Tyrol Air Ambulance		23. ST48	SF260D	CC Air
10. OO-CCJ	Ce525	Air Service Liège		CS-LTJ	Ce680A	NetJets Europe
OO-MAP	PC-24	EAPC		D-HBWH	Bo105S	Air Lloyd
PH-TXA	Ce510	ASL	21	D-ICAO	Ce525	Lothringen Aero Service
12. 9H-VCA	CL-350	VistaJet Malta		LX-PCE	PC-24	Jetfly Aviation
D-GOOO	PA-34-200T	G. Spleet		PH-VBG	Falcon 2000EX	JetNetherlands
HA-KAR	Ce525	Jet Stream		24. H31	A109BA	1w
OO-MAP	PC-24	EAPC		D-CMDH	Ce680	E-Aviation
14. N194ER	Ce510	Edito	dep	F-GJFE	Beech B200	Aero Sotravia
OO-CCJ	Ce525	Air Service Liège	20	LX-JDV	Ce525 (M2)	Flying Group Luxembourg
PH-DWS	ERJ135LR	Air Charters Europe	19	PH-TXA	Ce510	ASL
PH-KAT	P2006T	Kavel 10	f/v	YU-SXX	Ce550 Bravo	Air Pink
				25. H21	A109BA	1w
				RN05	NH90-TTH	1w

68/F-YSCB	EMB121AN	28F	f/v	26	17401	Falcon 50	Esq504	02
CS-LTI	Ce680A	NetJets Europe		26	CS-PHG	EMB505	NetJets Europe	dep NJE730R
D-ITMM	DA62	Mack Aviation	f/v		EC-MAD	B737-4Y0(F)	Swiftair	02 BCS7513/620
F-GJFE	Beech B200	Aero Sotravia	tst		F-HERE	Ce510	Astonjet	
26.F-GJFE	Beech B200	Aero Sotravia	tst		G-VSXY	A330-343E	Virgin Atlantic	VIR505/6
PH-DFD	DA42	Belgian Flight School			HA-JEO	Ce650	Jet Stream	dep
PH-TXA	Ce510	ASL			OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	
27.D-IOHL	Ce525A	Ohlair		02	RA-89054	RRJ-95LR	Gazpromavia	04 GZP101/2
F-GJFA	Beech B200	Aero Sotravia	tdy arr		TC-ANA	A319-115X	Government of Albania	dep
28.F-GJFA	Beech B200	Aero Sotravia	tst		02.2706	C-27J	Esc.902 Av.Tr.si Foto	
F-GJFE	Beech B200	Aero Sotravia	tst		9H-YAA	Global 5000	Luxaviation Malta	04 f/v CONGO02
HB-LUN	P68C	Swiss Flight Services		31	EC-MAD	B737-4Y0(F)	Swiftair	03 BCS7513/620
29.H21	A109BA	1w			F-HOLY	AW109SP	Skycam Helicopteres	
ST47	SF260D	CC Air			N585DW	G550	Colleen Corp.	
F-GYPQ	PA-46-350P	Courant			OO-CMA	A330-243F	CMA CGM Air Cargo	12
HB-FOZ	PC-12/45	Swiss Flight Services		01	SP-MXI	P180	Lotnicze Pogotowie Ratunkowe	
HB-GLA	Beech B200	Swiss Flight Services		30	03.CT03	A400M	20sq	del BAF636
HB-GLB	Beech B200	Swiss Flight Services		03	CS-PHO	EMB505	NetJets Europe	04
HB-LUN	P68C	Swiss Flight Services	tst		D-AONE	CL-604	Air Alliance	
HB-LUZ	P68C	Swiss Flight Services		30	D-CGER	Ce525B	Excellent Air	04
OY-MNS	P68C	Bio Flight		30	EC-MAD	B737-4Y0(F)	Swiftair	04 BCS7513/620
PH-MFA	DA42NG	KLM Flight Academy			F-HALG	Falcon 2000LXS	iXAir	
30.9H-AGV	Lj40	Pontair	f/v		F-HERE	Ce510	Astonjet	
D-CSEB	Ce560XLS+	Adolf Würth		01	HB-JIN	Falcon 900EX	JABJ	
HB-FOZ	PC-12/45	Swiss Flight Services	tst		LX-PCA	PC-24	Jetfly Aviation	12
HB-GLB	Beech B200	Swiss Flight Services	tst		04.T-784	Ce560XL	LTDB	
HB-LUN	P68C	Swiss Flight Services	tst		CN-SRA	Ce650	Sarah Airways	
HB-LUZ	P68C	Swiss Flight Services		31	CS-DLK	Falcon 2000EX	NetJets Europe	05 NJE975B/548H
OO-GEE	PC-12/47E	Blue Sky Aviation		12	CS-LTC	Ce680A	NetJets Europe	NJE904G/827T
OO-STE	AS350B3e	Stephex Stables		2x	EC-MAD	B737-4Y0(F)	Swiftair	05 BCS7513/620
PH-KFA	DA42NG	KLM Flight Academy			EI-DAD	B737-8AS(F)	Amazon Prime Air	10 ABR2201
31.ST40	SF260D	CC Air			F-HMAU	EMB500	Lei Moa	
ST46	SF260D	CC Air			HB-JVM	ERJ190LR	Helvetic Airways	OAW8416
D-CNEU	Do228-212NG	RUAG Aerospace	f/v		LN-AGR	Falcon 7X	Sundt Air	14 MDT9
D-IGWT	Ce525A	Sylt Air			N505DN	A350-941	Delta	f/v DAL3456/5
F-GJFE	Beech B200	Aero Sotravia			05.2707	C-27J	Esc.902 Av.Tr.si Foto	arr
HB-FOZ	PC-12/45	Swiss Flight Services	tst		EC-MAD	B737-4Y0(F)	Swiftair	08 BCS7513/214P
HB-GLA	Beech B200	Swiss Flight Services		03	G-VLUX	A350-1041	Virgin Atlantic	VIR505/6
HB-GLB	Beech B200	Swiss Flight Services	tst		I-DIEM	Falcon 900LX	Comp. Aeron. Ital.	
HB-LUZ	P68C	Swiss Flight Services		04	LX-ONE	Lj45	Luxembourg Air Ambulance	LRQ83C
I-VICC	P68B	AFOC Germany		08	N744CK	B747-446(F)	Kalitta Air	CKS977
N187CP	PA-31T	A. Henson	f/v		OE-FZE	Ce510	GlobeAir	06
PH-JRC	ERJ135BJ	JetNetherlands			TC-ACM	B747-428ERF	ACT Airlines	TK6309
					06.HB-JOB	Falcon 7X	CAT Aviation	arr
					OE-FFB	Ce510	GlobeAir	
					07.CS-LTK	Ce680A	NetJets Europe	
					CS-PHP	EMB505	NetJets Europe	08
					D-AAHO	ERJ135BJ	Air Hamburg	
					G-VLUX	A350-1041	Virgin Atlantic	VIR519/20
					I-DIEM	Falcon 900LX	Comp. Aeron. Ital.	
					N744CK	B747-446(F)	Kalitta Air	08 CKS335

The Edito Cessna on the 14th departed to Rotterdam for reregistration to OO-EDR.

Credits: ASA Belgium vzw, Luchtzak.be forum.

Brussels

01.V-11

G-IV

334sq

March 2021
2x



With the based Bolkow 105 back in Germany for maintenance, Air Lloyd ferried MD900 D-HMDX to Antwerp as a temporarily replacement. (Antwerp, 9 March 2021, Jonas Evrard)



A330 CS-TOP was delivered to TAP Air Portugal in June 2008. Due to the increased cargo demand the airline has converted two older -200 series for cargo flights, and gave it additional Air Cargo-titles. (Brussels, 31 March 2021, Paul Sanders)

	OH-TRG	PC-12/47E	Hendell Aviation		LX-JFZ	PC-12/47E	Jetfly Aviation	arr
	PH-TFL	B787-8	TUI Netherlands		N403KZ	B747-481F	Kalitta Air	15 CKS355
	TC-JOG	A330-303E	Turkish Airlines		N744CK	B747-446(F)	Kalitta Air	CKS335D/968
	TC-LJE	B777-3F2ER	Turkish Airlines		OK-PPP	Beech 400XTi	Time Air	15
08.	CS-DLF	Falcon 2000EX	NetJets Europe	09	15.17403	Falcon 50	Esq504	AFP24
	D-CSMC	Ce560XLS+	Silver Cloud Air		4L-GAA	CL-850	Gov'tment of Georgia	17 TGZ1703/4
	LX-JFX	PC-12/47E	Jetfly Aviation		7T-VPC	G-IVSP	Government of Algeria	
	YU-TUU	Ce550 Bravo	Air Pink		D-AJET	ERJ135BJ	Air Hamburg	16 AHO852U/656T
09.	V-11	G-IV	334sq	10	PH-TFK	B787-8	TUI Netherlands	
	17403	Falcon 50	Esq504	10	16.CC-3	C295M	TukiLLv	
	9H-VJP	Global 6000	VistaJet Malta	10	MM62286	P180	93° Gruppo	
	CS-PHK	EMB505	NetJets Europe	10	4O-MNE	Lj45	Government of Montenegro	18
	D-AHOS	ERJ135BJ	Air Hamburg	10	D-ATYI	B737-8K5	TUIfly (a/w)	tst TUI996T, 966S
	HB-JOB	Falcon 7X	CAT Aviation	10	F-GVMA	Global 7500	LVMH Services	
	N412MC	B747-47UF	Atlas Air	10	F-HGPE	EMB505	Pan Européenne A/S	
	N919NE	Falcon 7X	Planet Nine Private Air		OE-GPS	Ce550 Bravo	Tyrol Air Ambulance	
	OE-EMG	TBM-930	Goldeck		OO-TMA	B737-8	TUI Belgium	tst JAF66K
	OE-FCB	Ce510	GlobeAir	10	PH-BEJ	Global 5000	Flying Group	dep
10.	9H-OPE	Global 6000	VistaJet Malta		SP-ATT	Beech 400XP	Smart Jet	arr
	CS-DIY	Ce525B	Airjetsul	11	YU-PMK	Ce560XLS+	Air Pink	
	D-ANCE	ERJ135BJ	Air Hamburg	11	17.T-785	Falcon 900EX	LTDB	
	D-ATYI	B737-8K5	TUIfly (a/w)	arr	F-HSHC	Ce525 (M2)	ixAir	
	D-CSMC	Ce560XLS+	Silver Cloud Air		18.CS-DQA	Ce560XLS	NetJets Europe	19
	EC-JIL	Global Express	Mango MNG Bird		CS-PHN	EMB505	NetJets Europe	
	LX-FLH	PC-12/47E	Jetfly Aviation		D-IIVA	P180	AirGo Flugservice	
	LX-JFA	PC-12/47E	Jetfly Aviation		F-HJFP	PC-12/47E	Get1jet	
	YU-PCC	Ce560XLS+	Air Pink		G-RSXP	Ce560XLS+	Catreus	
11.	9A-CRO	CL-604	Government of Croatia	12	OK-MYS	Ce510	Air Prague	
	B-KPP	B777-367ER	Cathay Pacific Airways	13	19.ZE701	BAe146 CC2	32(TR)sq	arr RRR1915
	EC-NBS	Ce680A	Gestair	GES441S	CS-DOG	Ce510	DB Aviation	
	F-HASJ	Ce510	Astonjet		CS-DQA	Ce560XLS	NetJets Europe	20
	N403KZ	B747-481F	Kalitta Air	CKS335/978	D-CAHO	Ce560XLS+	Air Hamburg	20
	OO-AIR	A330-243F	CMA CGM Air Cargo	26	HB-JHE	A330-343E	Swiss	SWR78
	SE-RMO	Lj45XR	Hummingbird Aviation		OE-HAA	CL-350	AVAG Air	
	SP-ATT	Beech 400XP	Smart Jet	arr	VP-BIB	Ce525C	Omy Aviation	
	VP-CVS	Falcon 900EX	Int'l Jet Management	12	20.CS-TQP	A330-202	Hi Fly	21 HFM7925/6
12.	9H-VFB	CL-605	VistaJet Malta		N400J	G650ER	Johnson & Johnson	
	F-HTLS	EMB500	PH Occitanie		N499MC	B747-47UF	Atlas Air	
	HB-JHF	A330-343E	Swiss		N708CK	B747-4B5(F)	Kalitta Air	
	LX-FLG	PC-12/47E	Jetfly Aviation		OE-FHK	Ce510	GlobeAir	
	LX-JFV	PC-12/47E	Jetfly Aviation	arr	OE-FIT	Ce510	GlobeAir	
	N403KZ	B747-481F	Kalitta Air	CKS977	PH-TFL	B787-8	TUI Netherlands	
	PH-WMM	Ce525	ASL		TC-RSE	Lj45	Redstar Aviation	
	SP-ATT	Beech 400XP	Smart Jet	dep	YU-PCC	Ce560XLS+	Air Pink	
13.	9H-VCL	CL-350	VistaJet Malta		21.253	CN235M-100	101sq	22 IRL253
	CS-TQP	A330-202	Hi Fly	14	MM62029	Falcon 50	306° Gruppo	
	G-VLUX	A350-1041	Virgin Atlantic	VIR593/593B	17403	Falcon 50	Esq504	
	LX-JFU	PC-12/47E	Jetfly Aviation	14	T.18-4/45-04	Falcon 900B	451 Esc	
	N412MC	B747-47UF	Atlas Air	GTI8153/4	102004	Tp102C	74 Airlift sq	24 SVF638
14.	CS-DXP	Ce560XLS	NetJets Europe	15	CS-DIY	Ce525B	Airjetsul	
	CS-LTM	Ce680A	NetJets Europe	NJE150W/317A	CS-DXP	Ce560XLS	NetJets Europe	22
	F-GRNT	SA226T(B)	Airlec	arr	G-OOEG	CL-350	Catreus	
	HB-JJJ	A319-133X	Nomad Aviation	16	LX-FLI	PC-12/47E	Jetfly Aviation	22
	LN-AGR	Falcon 7X	Sundt Air	dep	OE-FIT	Ce510	GlobeAir	

OE-FZC	Ce510	GlobeAir	22	LZ-BVE	Lj60XR	Air Volta	
22.2801	A319-115X	241.dlt		OE-FHA	Ce510	GlobeAir	25
C-215	CL-604	Esk 721	DAF9913	OE-FHK	Ce510	GlobeAir	25
231/F-RAFC	Falcon 2000LX	ET00.060		OH-TRG	PC-12/47E	Hendell Aviation	25
15+04	A321-231	FBS BMVg		TC-JOI	A330-303E	Turkish Airlines	
145-209	ERJ135LR	352 MMYP		25.604	A319-112	MH 59. Sz.D. REB.	
607	Falcon 7X	MH 59. Sz.D. REB.	23		C-17A	24/99sq	
01-0015	C-40B	65th AS	25 SAM956		EMB505	NetJets Europe	26
9A-DWA	Ce525A	Winair	24		D-CFIV	Air Alliance	26
9H-VCE	CL-350	VistaJet Malta	VJT474		F-HOLY	AW109SP	Skycam Helicopteres
CS-DXV	Ce560XLS	NetJets Europe			LX-HMD	MD900	Luxembourg Air Rescue
CS-PHP	EMB505	NetJets Europe	23		LX-PCB	PC-24	Jetfly Aviation
F-HBDX	EMB505	Jetkey Invest			N744CK	B747-446(F)	Kalitta Air
I-WLFX	Falcon 2000	Aliserio			OE-FHK	Ce510	GlobeAir
LZ-BVE	Lj60XR	Air Volta			T7-ISH	Lj60XR	Anda Air
OH-WIX	Falcon 7X	Jetflite	arr		TC-ACR	B747-428ERF	ACT Airlines
OM-BYB	Fokker 100	Government of Slovakia	24	26.ZE707	BAe146 CC2	32(TR)sq	
OY-MGA	Falcon 2000LXS	Air Alsie	24		CS-PHH	EMB505	NetJets Europe
S5-CMM	Ce501	Janez Let	23		D-CHLR	EMB505	Atlas Air Service
TC-GAP	G450	Government of Turkey	24		D-IAWE	Ce425	Aerowest
23.2801	A319-115X	241.dlt			F-HOLY	AW109SP	Skycam Helicopteres
14+04	Global 5000	FBS BMVg			LX-PCE	PC-24	Jetfly Aviation
145-209	ERJ135LR	352 MMYP	HAF352C/ -		OO-MMT	Ce560XLS	Air Service Liège
282	PC-12/47E	104sq	IRL282		PH-SFF	PC-12/47E	Silver Flight
MM62210	Falcon 900EX	93° Gruppo		27.9H-CGH	Falcon 50EX	Skyfirst	2x
ZE701	BAe146 CC2	32(TR)sq			CS-CHK	CL-350	NetJets Europe
4X-ICA	B747-4EVERF	Cargo Air Lines	ICL811		CS-LTK	Ce680A	NetJets Europe
4X-ICB	B747-412F	Cargo Air Lines	ICL902		D-IGST	Raytheon 390	Peak Air
CS-GLD	Global 5000	NetJets Europe	24 NJE912Y/265E		LX-JFA	PC-12/47E	Jetfly Aviation
D-CAWR	Ce560 Encore+	Aerowest	arr	28.7T-VNC	Ce560XLS+	Star Aviation	
F-HIBF	Ce510	HIBF Aviation			CS-TQP	A330-202	Hi Fly
G-RSXP	Ce560XLS+	Catreus			D-CASH	EMB505	Air Hamburg
G-SWRD	B737-3L9	2Excel Aviation	25 BRO21P/021		D-INKY	P180	AirGo Flugservice
LX-FLG	PC-12/47E	Jetfly Aviation			D-ISJP	Ce525A	Excellent Air
LZ-OOI	Falcon 2000	Government of Bulgaria	24 BGF005		F-HOLY	AW109SP	Skycam Helicopteres
OE-FFB	Ce510	GlobeAir			G-RSXP	Ce560XLS+	Catreus
OE-GLR	Ce680A	Godeck			N604GF	CL-604	TVPX ARS
OO-CMA	A330-243F	CMA CGM Air Cargo	ABB111	29.T-054	A330-243MRTT	MMU	* MMF85
PH-TFL	B787-8	TUI Netherlands			CS-DLB	Falcon 2000EX	NetJets Europe
SP-ESD	B737-8AS	Enter Air	ENT55HM/521		EW-341PO	ERJ175LR	Belavia
24.5105	CL601-3A	241.dlt			HB-LTZ	P180	Gofir
C-215	CL-604	Esk 721	DAF9913		N468QS	G450	NetJets
LJ-2	Lj35A	TukiLLv	FNF129		OO-ABB	A340-313E	Air Belgium
237/F-RAFD	Falcon 2000LX	ET00.060			OO-AIR	A330-243F	CMA CGM Air Cargo
15+02	A319-133X	FBS BMVg			SP-OOK	Beech 400XP	Smart Jet
17401	Falcon 50	Esq504			TC-RSC	Lj45XR	Redstar Aviation
606	Falcon 7X	MH 59. Sz.D. REB.		30.D-AHOI	ERJ135BJ	Air Hamburg	
MM62210	Falcon 900EX	93° Gruppo			EMB545	Atlas Air Service	31
0110	B737-86X	1.BLTr			Lj35A	Quick Air	
T.18-2/45-41	Falcon 900B	451 Esc			Ce525	RC Air	
ZE701	BAe146 CC2	32(TR)sq			Falcon 2000	Aliserio	31
D-CITA	Lj60	FAI Rent-A-Jet			Falcon 8X	Global Jet Luxembourg	
D-IXXX	Ce525A	ProAir Aviation			PC-24	Jetfly Aviation	
LX-PCB	PC-24	Jetfly Aviation	25		OE-GCH	Ce550 Bravo	Speedwings



Piaggio 180 SP-MXI has been operated by the Lotnicze Pogotowie Ratunkowe since April 2007. The name translates in English to Polish Medical Air Rescue. (Brussels, 4 March 2021, Viktor Szontagh)



Cessna 340A N167AW was photographed by Ton Cox at Genk-Zwartberg on 25 March 2021, while on an overnight maintenance visit.

OO-ABA	A340-313E	Air Belgium	31	Q-08	AH-64DN	301sq	*
PH-SFF	PC-12/47E	Silver Flight		Q-18	AH-64DN	301sq	*
YU-RDA	Ce560XLS+	Swisslion		10.ST41	SF260D	CC Air (grey c/s)	*
31.9A-DWA	Ce525A	Winair		ST46	SF260D	CC Air (grey c/s)	*
9A-JSD	Ce525A	Jung Sky		16.ST41	SF260D	CC Air (grey c/s)	*
9H-VOX	B737-548	Maleth-Aero	MLT828/828P	ST43	SF260D	CC Air (grey c/s)	*
A7-BGA	B747-87UF	Qatar Airways	QTR27BG/76CA	10-0220	C-17A	62nd AW	
A7-CEE	Global 5000	Qatar Executive	01 QQE790/500	17.ST18	SF260M+	CC Air (yellow c/s)	*
CS-TOP	A330-202	TAP Air Portugal	f/v TAP9596/7	ST25	SF260M+	CC Air (yellow c/s)	*
D-CSUN	Ce560XLS+	Air Hamburg		ST46	SF260D	CC Air (grey c/s)	*
F-HOLY	AW109SP	Skycam Helicopteres		10-0218	C-17A	62nd AW	
I-FORR	Lj40	Avionord		18.ST41	SF260D	CC Air (grey c/s)	*
LX-PCB	PC-24	Jetfly Aviation		ST42	SF260D	CC Air (grey c/s)	*
N489MC	B747-412F	Atlas Air		ST47	SF260D	CC Air (grey c/s)	*
OE-FOE	Ce510	GlobeAir		19.ST41	SF260D	CC Air (grey c/s)	*
OE-GCH	Ce550 Bravo	Speedwings		ST42	SF260D	CC Air (grey c/s)	*
PH-HWM	CL-605	JetNetherlands		ST48	SF260D	CC Air (grey c/s)	*
TC-JNT	A330-303E	Turkish Airlines		22.ST46	SF260D	CC Air (grey c/s)	*
YU-RDA	Ce560XLS+	Swisslion		23.ST22	SF260M+	CC Air (Red Devils c/s)	*
				ST48	SF260D	CC Air (grey c/s)	*
				25.ST18	SF260M+	CC Air (Red Devils c/s)	*
				26.ST18	SF260M+	CC Air (Red Devils c/s)	*
				29.FA117	F-16AM	2w	
				ST46	SF260D	CC Air (grey c/s)	*
				30.FA129	F-16AM	2w	
				31.H21	A109BA	17sq	*
				ST02	SF260M+	CC Air (Red Devils c/s)	*
				ST40	SF260D	CC Air (grey c/s)	*
				ST46	SF260D	CC Air (grey c/s)	*
				ST47	SF260D	CC Air (grey c/s)	*
				ST48	SF260D	CC Air (grey c/s)	*

The Virgin Airbus on the 1st operated flights almost daily this month. The CMA Airbus on the 2nd arrived from Dublin after painting. It departed to its base Liège on the 12th. On the 3rd the second Belgian Air Force A400M arrived on delivery. The aircraft performed a local flight as BAF670 the same day. On the 4th an ASL Airlines (Ireland) Boeing 737 arrived from Cologne for maintenance. It is being operated in Amazon Prime colours. The first Delta A350 in Brussels also arrived on the 4th. The former TUI fly Boeing on the 10th arrived from Norwich after having been painted all white. It departed to Ciudad Real Airport, Spain on return to its lessor on the 16th. The CMA Airbus on the 11th arrived from Dublin after painting. It departed to its base Liège on the 26th. Both CMA aircraft also operated a first service via Brussels. Only those flights have been mentioned. The TUI Belgium Boeing operating a local test flight on the 16th operated its first service after being grounded on the 28th. Due to a freight workers strike at Liège, some aircraft operated flights via Brussels on the 23rd and 24th. The Enter Air Boeing on the 23rd operated a flight to Banjul, Gambia. Belavia transported the Belorussian football team to Belgium on the 29th for their game against the Red Devils.

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

Kleine Brogel

			March 2021
01.Q-18	AH-64DN	301sq	*
Q-19	AH-64DN	301sq	*
03.ST04	SF260M+	CC Air (yellow c/s)	*
05.H46	A109BA	17sq (demo c/s)	*

Despite the temporary grounding of the Belgian Air Force F-16 fleet Kleine Brogel traffic started March 2021 with various helicopter movements. From the second week Marchetti trainers took over the majority of movements with two USAF C-17s, two Florennes F-16AMs and one 17sq A109 complementing their piston cylinder sounds.

Credits: Toon Cox, Jos Schoofs, Andrew Timmerman

Koksijde

			March 2021
02.FA68	F-16AM	2w	*
FA121	F-16AM	2w	*
05.LB05	L-21B	Air Cadets	*
ST42	SF260D	CC Air	*
275	AW139	301sq	*
08.N-228	NH90-NFH	860sq	
12.N-228	NH90-NFH	860sq	
15.ST42	SF260D	CC Air (grey c/s + spec mks)	
19.CT01	A400M	20sq	
ST46	SF260D	CC Air	2x *

22.CT03	A400M	20sq	tdy 25	OO-LUM	Falcon 7X	Belgian Air Force	
ST26	SF260M+	CC Air (yellow c/s)	*	UR-CAJ	An-12BK	Meridian	dep
23.CH13	C-130H	20sq	2x *	10.A6-HRM	B747-422	Government of Dubai	11
CT01	A400M	20sq	10x *	OO-LUM	Falcon 7X	Belgian Air Force	
FA82	F-16AM	10w	*	11.D-IETB	Raytheon 390	Projet	
FA116	F-16AM	10w	*	12.OO-CMA	A330-243F	CMA CGM Air Cargo	13 - /ABB111
24.FA126	F-16AM	10w	*	14.ES-MCA	Ce510	Alarair	
ST22	SF260M+	CC Air (Red Devils c/s)	3x *	15.9H-FOX	A340-313X	Hi Fly Malta	16 HFM7862/3
ST47	SF260D	CC Air	2x *	D-IWIR	Ce525A	Excellent Air	
25.ST26	SF260M+	CC Air (yellow c/s)	*	16.CS-DPA	BAe125-900XP	Madjet	18 MJT1N
ST46	SF260D	CC Air (grey c/s)		CS-LTC	Ce680A	NetJets Europe	NJE4XQ
ST47	SF260D	CC Air (grey c/s)		D-ITRA	Ce525	Transavia Flug	17
26.CT01	A400M	20sq		D-IWIR	Ce525A	Excellent Air	
FB14	F-16BM	2w	2x *	OO-LUM	Falcon 7X	Belgian Air Force	
ST47	SF260D	CC Air		17.9H-FOX	A340-313X	Hi Fly Malta	18 HFM7862/3
29.FA106	F-16AM	10w	*	N403KZ	B747-481F	Kalitta Air	CMB163
FA119	F-16AM	10w	*	S5-CEF	Ce525	Eagle Express	18
H21	A109BA	17sq		18.A6-GGP	B747-412F	Government of Dubai	19
30.ST46	SF260D	CC Air (grey c/s)	*	EC-HCF	EMB120ER(F)	Swiftair	
31.FA129	F-16AM	10w	7x *	OO-MMT	Ce560XLS	Air Service Liège	20

Koksijde traffic started March 2021 with one of the Air Cadets L-21B performing a low pass on 5 March. It may not be as exciting as a F-16AM or A400M however these L-21Bs are not often seen outside their glider sites. The Irish AW139 was heading West after its maintenance visit in Liege. The Dutch NH90-NFH on 8 and 12 March was first refuelling while heading towards De Kooy and returned four days later in opposite direction, heading towards France. On 22 March training course Arizona Dream started for four days of A400M-mania from the airfield with various missions flown from local airfields as Covid prevented foreign deployments. CT03 was the main focus with various flights between 22 and 25 March with an daily average of three flights a day.

Credits: Wim Houquet, Mike Derijcke, Christopher Noens, Niels De Ruycck, Kenny Plaetevoet, Davy Lucidarne.

Liège

				March 2021	
01.9H-SOL	A340-313X	Hi Fly Malta		HFM7886/7	
F-GUME	Beech 1900D	Twin Jet			
02.9H-SUN	A340-312	Hi Fly Malta		05 HFM7862/3	
HA-KAO	ATR72-202(F)	Fleet Air International			
03.258	Lj45	102sq		IRL258	
OE-FAT	Ce510	GlobeAir		04	
05.OE-FAT	Ce510	GlobeAir		06	
06.9H-SUN	A340-312	Hi Fly Malta		07 HFM7862/83	
UR-CAJ	An-12BK	Meridian		arr	
07.CS-GLE	Global 6000	NetJets Europe		NJE6PM/901T	
D-ILCG	Ce525A	ProAir			
OO-PKX	Ce750	Air Service Liège			
09.9H-FOX	A340-313X	Hi Fly Malta		10 HFM7862/3	

10.A6-HRM	B747-422	Government of Dubai			
11.D-IETB	Raytheon 390	Projet			
12.OO-CMA	A330-243F	CMA CGM Air Cargo	13 -	/ABB111	
14.ES-MCA	Ce510	Alarair			
15.9H-FOX	A340-313X	Hi Fly Malta	16	HFM7862/3	
D-IWIR	Ce525A	Excellent Air			
16.CS-DPA	BAe125-900XP	Madjet	18	MJT1N	
CS-LTC	Ce680A	NetJets Europe		NJE4XQ	
D-ITRA	Ce525	Transavia Flug			17
D-IWIR	Ce525A	Excellent Air			
OO-LUM	Falcon 7X	Belgian Air Force			
17.9H-FOX	A340-313X	Hi Fly Malta	18	HFM7862/3	
N403KZ	B747-481F	Kalitta Air		CMB163	
S5-CEF	Ce525	Eagle Express			18
18.A6-GGP	B747-412F	Government of Dubai			19
EC-HCF	EMB120ER(F)	Swiftair			
OO-MMT	Ce560XLS	Air Service Liège			20
S5-CEF	Ce525	Eagle Express			19
19.9H-FOX	A340-313X	Hi Fly Malta	20	HFM7862/3	
D-CHZF	Ce550 Bravo	Tyrol Air Ambulance			
N702CA	B747-412(F)	National Airlines		NCR862/3	
OO-LUM	Falcon 7X	Belgian Air Force			
20.PH-JRC	ERJ135BJ	JetNetherlands			22
21.9H-FOX	A340-313X	Hi Fly Malta	22	HFM7862/3	
D-CGER	Ce525B	Excellent Air			24
22.G-CLBA	B747-428ERF	CargoLogicAir		CLU5294/8	
23.9H-FOX	A340-313X	Hi Fly Malta	24	HFM7862/3	
PH-CUA	Saab 340B	JetNetherlands (a/w)			
24.N740CK	B747-4H6(F)	Kalitta Air		CMB165	
UK67001	B767-33PER(F)	Uzbekistan Airways	25	UZB3575/6	
25.CS-HAK	AW139	AKDN Logistique Association		arr	
26.CS-DXN	Ce560XLS	NetJets Europe		NJE838P/6SL	
OO-AIR	A330-243F	CMA CGM Air Cargo	28 -	/ABB121A	
OO-MMT	Ce560XLS	Air Service Liège			
RA-76951	Il-76TD-90	Volga-Dnepr		VDA4488/51	
27.OO-AIR	A330-243F	CMA CGM Air Cargo		tst	
31.G-CLBA	B747-428ERF	CargoLogicAir		CLU5413/298	
YU-SVJ	Ce560XLS+	Prince Aviation		01 PNC1J	

The first CMA Airbus arrived at Liège on the 12th and operated its first service the next day to Chicago. The second CMA Airbus arrived from Brussels on the 26th and operated its first service two days later to New York.

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

Ostend-Bruges

				March 2021	
01.CS-PHF	EMB505	NetJets Europe			
CS-PHF	EMB505	NetJets Europe			arr



In January 2019 this Boeing 747 was delivered to Cargo Air Lines, as 4X-ICD, still in basic Jade Cargo colours. It was transferred to ACE Belgium Freighters in February 2020 as OO-ACF, which changed its name to Challenge Airlines in June 2020. On 8 February 2021 the aircraft was finally ferried to Shannon for a repaint into the corporate colours of parent Challenge Group. (Liège, 6 March 2021, Jochem Jottier)



This Cessna 208B EX made a fuel stop at Ostend while on its way to Saudi Arabia. The aircraft is destined for Riyadh based Cessna Channel Partner Wallan Aviation. (25 March 2021, Nik Deblauwe)

HB-VTB	Ce525(M2)	Sprouts		OO-CFW	PC-12/47E	NextGen Aviation	24
02.A7-BAS	B777-3DZ(ER)	Qatar Airways	QTR8854	YL-RAK	ATR72-212A(F)	RAF-Avia	MTL824P/824C
EC-NIR	SA227AC	Flightline	03 FTL622/631	24.A7-BEF	B777-3DZ(ER)	Qatar Airways	QTR8035/6KF
G-MRFX	EMB550	Flexjet	FLJ52R	D-INOB	Ce525A	Atlas Air Service	25 ATL3Z
OE-IEN	Falcon 2000EX	Global Jet Austria		OO-CFW	PC-12/47E	NextGen Aviation	25
03.D-FALK	Ce208	Businesswings	JMP222/00	25.A7-BFL	B777-FDZ	Qatar Airways Cargo	QTR8186
04.N711VN	Beech 350		05	N605WA	Ce208B	Wallan Aviation Trust	26
OO-CFW	PC-12/47E	NextGen Aviation	2x	OO-CFW	PC-12/47E	NextGen Aviation	26
05.A7-BAQ	B777-3DZ(ER)	Qatar Airways	QTR8025	TC-MCD	A300B4-622R(F)	MNG Airlines	MNB311/312
HB-FUU	PC-12/47NGX	ExecuJet Europe		26.A7-BAK	B777-3DZ(ER)	Qatar Airways	QTR8860
TC-MCG	A300B4-622R(F)	MNG Airlines	MNB770/312	OO-CFW	PC-12/47E	NextGen Aviation	28
08.A7-BFB	B777-FDZ	Qatar Airways Cargo	QTR8172	29.A7-BFN	B777-FDZ	Qatar Airways Cargo	QTR8917
UR-82008	An-124-100M	Ant. Des. Bureau	09 ADB357F/3757	A7-BFT	B777-FDZ	Qatar Airways Cargo	QTR8750/8751
09.HA-TAD	Saab 340A(F)	Fleet Air International	FRF201	A7-BHC	B787-9	Qatar Airways	QTR8824/8825
11.A7-BFK	B777-FDZ	Qatar Airways Cargo	QTR8186	D-IATE	CeF406	Air-Taxi Europe	30 TWG211/111
TC-MCG	A300B4-622R(F)	MNG Airlines	MNB311/312	ET-APS	B777-F6N	Ethiopian Cargo	f/v ETH3517/3710
12.A7-BAQ	B777-3DZ(ER)	Qatar Airways	QTR8860	G-LOBX	Global 7500	Luxaviation UK	f/v
14.A7-BHB	B787-9	Qatar Airways	QTR8191	TF-AMM	B747-4H6(F)	Astral Aviation	30 ACP2621
TC-MCC	A300B4-622R(F)	MNG Airlines	MNB770/712	30.A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8776/8777
15.A7-BFR	B777-FDZ	Qatar Airways Cargo	QTR8172	31.A7-BFI	B777-FDZ	Qatar Airways Cargo	QTR8146
A7-BHD	B787-9	Qatar Airways	QTR8014/8015	A7-BFQ	B777-FDZ	Qatar Airways Cargo	arr QTR8186
16.A7-BFP	B777-FDZ	Qatar Airways Cargo	QTR8861				
D-FALK	Ce208	Businesswings	17 JMP222/231	<u>EgyptAir Cargo:</u>			
17.D-CTIL	Lj35A	Air Alliance Express	AYY111	SU-GCE	06 - 10, 13, 19, 20		
F-HNAV	Beech 200CGT	DGAC	NAK097	SU-GCF	06, 12, 16		
SP-KPR	Saab 340A	SprintAir	19 SRN115/760	SU-GCJ	02, 04 ² , 11, 14, 18, 21, 23 - 28, 30, 31		
SP-KPZ	Saab 340A(F)	SprintAir	SRN112/110				
UR-CQD	An-26B	Vulkan Air	VKA100/103				
18.GZ100	AW109SP	32(TR)sq	RRR1337				
A7-BFM	B777-FDZ	Qatar Airways Cargo	QTR8186				
D-FALK	Ce208	Businesswings	JMP241A/B				
G-DMNG	DA42MPP	DEA Aviation	WKT56				
HA-KAM	ATR42-320(F)	Fleet Air Int'	19 FRF801/800				
TC-MCC	A300B4-622R(F)	MNG Airlines	MNB311/312				
ZS-KWP	PA-34-220T	Eagle Air Flight School	19				
19.CT01	A400M	20sq	*BAF651				
A7-BAB	B777-3DZ(ER)	Qatar Airways	QTR8860				
G-RVLY	CeF406	RVL Aviation	REV683P/702P				
OE-FAT	Ce510	GlobeAir	GAC017H/823S				
UR-EMB	ERJ190STD	Ukraine International	AUI3271/3271				
20.G-MRFX	EMB550	Flexjet	21 FLJ52R				
21.OE-FZE	Ce510	GlobeAir	GAC239F/017J				
UR-EMB	ERJ190STD	Ukraine International	AUI3271/3271				
22.CT03	A400M	20sq	f/v *BAF637				
A7-BFC	B777-FDZ	Qatar Airways Cargo	QTR8172				
A7-BHF	B787-9	Qatar Airways	QTR8014/8015				
D-CROG	EMB505	Air Hamburg	AHO125G				
D-CROG	EMB505	Air Hamburg	23 AHO125G/225N				
HA-TAG	Saab 340A(F)	Fleet Air Int'l	23 FRF300/301				
23.A7-BEF	B777-3DZ(ER)	Qatar Airways	QTR9PR/8034				
ES-NSA	Saab 340B(F)	NyxAir	24 NYX355P/355C				
OH-ZRH	PC-12/47E	Global Airlift Solutions					

EgyptAir Cargo:

SU-GCE 06 - 10, 13, 19, 20

SU-GCF 06, 12, 16

SU-GCJ 02, 04², 11, 14, 18, 21, 23 - 28, 30, 31

The cargo operations at Ostend continued in March 2021 on slightly lower paste then previous months. MNG Airlines increased their A300 flights while on the other hand Aero-trans Cargo and Kalitta had no flights at all. The sole Air Atlanta Icelandic / Astral Aviation Boeing 747 flight on 29/30 March is the only Jumbo Jet flight while this normally is much higher in numbers. The South African Piper Seneca on 18 March stands out by its registration, normally based in Pretoria, this twin prop was noticed arriving to Ostend without details about the purpose. The Cessna Caravan on 25 March arrived from Stornoway while it was heading towards its new operator. The owning company is listed as Wallan Aviation Trust, based in Riyadh Saudi-Arabia. On 29 March Ethiopian Cargo visited Ostend for the first time on a scheduled service with one of their B777 freighters. That same day Luxaviation visited with their new Global 7500 on a training flight from London Luton.

Credits: Replo.be, Nik Deblauwe.

Military Movements Elsewhere



While US Navy C-40Cs and even Air National Guard and Air Force Reserve Command C-40Cs are somewhat regularly seen at the airfields we report on here, C-40Bs are much rarer. Hans Jacobs did catch the above 01-0041 on sensor, but that was at Paya Lebar in Singapore. The 1st AS VIP Boeing, based at Andrews AFB (MD), visited the island nation on 14 March 2021.

Germany

Geilenkirchen		March 2021	
03.D-HEGD	AS332L	Bundespolizei	Pirol15
05.59-1483	KC-135R	121st ARW (OH ANG)	RCH342
63-7993	KC-135R	121st ARW (OH ANG)	RCH324
OY-CLP	Ce650	North Flying # NFA065/NFA065P	
08.D-HLTK	EC155B	Bundespolizei	*# Pirol13
D-HVBW	EC135T2	Bundespolizei	*# Pirol13
10.D-HLTK	EC155B	Bundespolizei	*# Pirol6
F-GZTP	B737-73S	ASL France	TAY5015/TAY581P
11.D-HEGD	AS332L	Bundespolizei	*# Pirol101
D-HLTK	EC155B	Bundespolizei	# Pirol13
D-HLTR	EC155B	Bundespolizei	*# Pirol13
OE-IAT	B737-4M0SF	ASL Belgium # TAY502P/TAY5077	
OE-IAT	B737-4M0SF	ASL Belgium # TAY5078/ TAY501P	
12.D-HLTF	EC155B	Bundespolizei	*# Pirol13
D-HLTR	EC155B	Bundespolizei	*# Pirol22
15.D-HLTK	EC155B	Bundespolizei	*# Pirol13
D-HLTK	EC155B	Bundespolizei	*# Pirol13
D-HLTL	EC155B	Bundespolizei	*# Pirol13
16.D-HLTK	EC155B	Bundespolizei	*# Pirol13
17.D-HEGI	AS332L	Bundespolizei	*# Pirol10
D-HLTK	EC155B	Bundespolizei	*# Pirol6
18.D-HLTK	EC155B	Bundespolizei	*# Pirol13
19.77+04	EC145	THR30	* Joker57
D-AOLG	Fokker 100	Avanti Air # TAY5091/TAY633P	
D-HLTK	EC155B	Bundespolizei	*# Pirol6
22.D-HEGZ	AS332L	Bundespolizei	*# Pirol13
D-HEGZ	AS332L	Bundespolizei	*# Pirol24
D-HLTK	EC155B	Bundespolizei	*# Pirol6
24.84-0156	C-12U-3	E/1-214 AVN	Duke15
84-0156	C-12U-3	E/1-214 AVN	# Duke15
OE-IFB	B747-4B5ERF	ASL Airlines	TAY5118/TAY914P
25.PH-OYI	B767-304	TUI Netherlands	TAY5151/TAY911P
26.84-0165	C-12U-3	E/1-214 AVN	# Duke15
D-HEGK	AS332L	Bundespolizei	*# Pirol6
30.D-CFME	Beech 350	Flight Calibration Services # FCK311	
31.F-GZTP	B737-73S	ASL France	01 TAY5016/0521

Credits: Rolf Flinzner, Scramble Messageboard

Ramstein		March 2021	
01.87-0032	C-5M	60th AMW	RCH824
96-0004	C-17A	62nd AW	dep03 RCH854
97-0046	C-17A	437th AW	dep RCH325
97-0046	C-17A	437th AW	RCH325
00-0176	C-17A	155th AS (TN ANG)	RCH269
03-3117	C-17A	183rd AS (MS ANG)	dep RCH827
05-5146/HH	C-17A	15th Wing/535th AS	dep RCH272

05-5146/HH	C-17A	15th Wing/535th AS	dep04 RCH272
06-6162	C-17A	60th AMW	RCH175
07-7171	C-17A	305th AMW	RCH822
07-7181	C-17A	437th AW	dep RCH844
08-8204	C-17A	437th AW	dep RCH610
900528	C-26D	AOD Sigonella	CNV6301
900530	C-26D	AOD Sigonella	CNV6428
09-6209	MC-130J	27th SOW	dep03 RCH1032
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
90-0342/SP	F-16CM	480th FS	*
90-0813/SP	F-16CM	480th FS	*
90-0818/SP	F-16CM	480th FS	*
91-0338/SP	F-16CM	480th FS	*
02.86-0013	C-5M	436th AW	RCH800
98-0057	C-17A	137th AS (NY ANG)	RCH790
02-1111	C-17A	62nd AW	RCH823
03-3117	C-17A	183rd AS (MS ANG)	dep04 RCH827
06-6165	C-17A	436th AW	RCH045
07-7181	C-17A	437th AW	RCH844
07-7183	C-17A	437th AW	dep04 RCH1815
08-8191	C-17A	437th AW	RCH221
09-9209	C-17A	62nd AW	RCH177
10-0221	C-17A	437th AW	dep RCH174
10-0223	C-17A	437th AW	dep RCH998
91-0338/SP	F-16CM	480th FS	* Repo02
91-0351/SP	F-16CM	480th FS	* Repo01
03.03-3120	C-17A	62nd AW	RCH100
07-7171	C-17A	305th AMW n/s	RCH822/617
09-9206	C-17A	437th AW n/s	RCH808
09-9209	C-17A	62nd AW	RCH177
10-0221	C-17A	437th AW	
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
09-72105	UH-72A	US Army	Army72105
04.ZZ178	C-17A	99sq	RRR6700/6701
85-0002	C-5M	436th AW	n/s RCH802
99-0169	C-17A	437th AW	dep RCH988
02-1111	C-17A	62nd AW	RCH823
03-3114	C-17A	183rd AS (MS ANG) n/s	RCH801/611
04-4137	C-17A	305th AMW	dep RCH950
04-4137	C-17A	305th AMW	RCH950
05-5146/HH	C-17A	15th Wing/535th AS	RCH272
07-7183	C-17A	437th AW	RCH1815
08-8191	C-17A	437th AW	RCH805
09-9205	C-17A	437th AW	dep RCH912
09-9210	C-17A	62nd AW	dep RCH928
10-0215	C-17A	437th AW	
900528	C-26D	AOD Sigonella	CNV6403
1x	CH-47F	B/1-214 AVN	Gritt22
05.97-0048	C-17A	89th AS	RCH557

00-0183	C-17A	156th AS (NC ANG)	RCH875	OO-LUM	Falcon 7X	20sq	BAF72
02-1108	C-17A	62nd AW	dep15 RCH442/313	84002/842	Tp84	71 Airlift sq	SVF820
07-7171	C-17A	305th AMW	RCH617/822	T-785	Falcon 900	LTDB	SUI003
07-7181	C-17A	437th AW	RCH847	03-3118	C-17A	183rd AS (MS ANG)	RCH818
09-9205	C-17A	437th AW	Bandage06/RCH106	10-0213	C-17A	437th AW	RCH101
09-9210	C-17A	62nd AW	RCH928	09-0540	C-40C	73rd AS (AFRC)	Spar19
10-0221	C-17A	437th AW	RCH714	168207	UC-12W	H&HS Miramar	Atila07
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09	169792	C-40A	VR-51	dep26 CNV6611/6926
06.00-0177	C-17A	137th AS (NY ANG)	RCH804	12.604	A319-112	MH 59. Sz.D. REB.	HuAF166
00-0183	C-17A	156th AS (NC ANG)	RCH861	85-0004	C-5M	436th AW	dep23 RCH997/825
03-3114	C-17A	183rd AS (MS ANG)	RCH611/820	00-0183	C-17A	156th AS (NC ANG)	RCH225
06-6160	C-17A	60th AMW	RCH696	11-5731	MC-130J	352nd SOW	Grift41
07-7178	C-17A	437th AW	RCH855	99-00102	UC-35A	E/1-214 AVN	Duke97
07-7183	C-17A	437th AW	RCH425	95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
08-8191	C-17A	437th AW	RCH805	13.00-0180	C-17A	758th AS (AFRC)	RCH560/813
08-8203	C-17A	62nd AW	RCH560	01-0186	C-17A	436th AW	RCH537
09-9206	C-17A	437th AW	RCH808	02-1106	C-17A	62nd AW	RCH832
07.87-0031	C-5M	337th AS	RCH103	03-3118	C-17A	183rd AS (MS ANG)	RCH818/888
97-0048	C-17A	89th AS	RCH557	14.01-0186	C-17A	436th AW	RCH537
00-0177	C-17A	137th AS (NY ANG)	RCH562	900528	C-26D	AOD Sigonella	CNV6311
06-6160	C-17A	60th AMW	RCH811	15.87-0035	C-5M	436th AW	dep18 RCH863
07-7178	C-17A	437th AW	RCH855	00-0175	C-17A	305th AMW	RCH899
07-7181	C-17A	437th AW	RCH847	00-0183	C-17A	156th AS (NC ANG)	RCH225
07-7183	C-17A	437th AW	RCH425	02-1108	C-17A	62nd AW	dep24 RCH111/040
08-8203	C-17A	62nd AW	RCH560	99-0402	C-37A	89th AW	SAM996
10-0213	C-17A	437th AW	dep09 RCH101	95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
84-00156	C-12U	E/1-214 AVN	Duke69	14-03022	AH-64E	A/1-101 AVN	Army43028
900530	C-26D	AOD Sigonella	n/s CNV6307	14-03024	AH-64E	A/1-101 AVN	Army43024
08.95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09	14-03025	AH-64E	A/1-101 AVN	Army43024
09.99-0169	C-17A	437th AW	dep14 RCH988/560	14-03027	AH-64E	A/1-101 AVN	Army43028
00-0176	C-17A	155th AS (TN ANG)	RCH648	14-03028	AH-64E	A/1-101 AVN	Army43028
07-7183	C-17A	437th AW	RCH425	14-03039	AH-64E	A/1-101 AVN	Army43024
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09	16-03086	AH-64E	A/1-101 AVN	Army43024
93-26519	UH-60L	A/6-101 AVN	Army26519	16-03092	AH-64E	C/1-101 AVN	Army43028
10.ET-198	F-16BM	Esk 727	DAF1324	17-03118	AH-64E	A/1-101 AVN	Army43024
44	M28-05	Estonian AF	dep12 EEF	16.99-0169	C-17A	437th AW	dep18 RCH813/160
PI-06	PC-12/47E	TukiLLv	FNF125	00-0182	C-17A	167th AS (WV ANG)	RCH363
105/XK	TBM-700A	ET00.043	CTM0070/3883	01-0192	C-17A	137th AS (NY ANG)	RCH803
604	A319-112	MH 59. Sz.D. REB.	HuAF541	07-7183	C-17A	437th AW	RCH597
676	G-V	122sq	IAF068/069	10-0217	C-17A	62nd AW	RCH880
MM62286	P180AM	71° Gr	n/s IAM1497	99-26831	UH-60L	A/6-101 AVN	Army24030
V-11	G-IV	334sq	NAF11	99-26832	UH-60L	A/6-101 AVN	Army24030
01	C-17A	SAC	Bartok50	07-20091	UH-60M	5-101 AVN	Army20748
100008/008	Tp100C	72 ASC sq	SVF630	08-20183	UH-60M	5-101 AVN	Army20748
T-785	Falcon 900	LTDB	SUI003	10-20335	UH-60M	5-101 AVN	Army20748
95-0104	C-17A	155th AS (TN ANG)	RCH883	11-20430	UH-60M	5-101 AVN	Army20430
07-7188	C-17A	437th AW	Bandage02/RCH871	15-20748	UH-60M	5-101 AVN	Army20748
09-0540	C-40C	73rd AS (AFRC)	Spar19	17.03-3118	C-17A	183rd AS (MS ANG)	dep19 RCH888
11.PI-06	PC-12/47E	TukiLLv	FNF126	07-7171	C-17A	305th AMW	RCH645
103/XI	TBM-700A	ET00.060	CTM3831/0031	07-7183	C-17A	437th AW	RCH597



Since the beginning of this century, ERJ135LR 145-209 has been at the disposal of the Greek government leaders and military leaders. Its a-typical serial consists of its construction number and the aircraft name Elefsis is also that of its home base, northwest of Athens. The Embraer jet was framed just before touch-down by Robert Erenstein at Geneva on 11 March 2021.



Burning rubber! With the already quite impressive C-17 being the standard USAF heavy lifter, seeing a Galaxy in action is still something special. This whining giant of the 436th AW from Dover (DE) visited Curaçao on 13 March 2021, watched by our correspondent Larry Every. The blue tailband with yellow 'Dover' patch has an eagle head and below the serial the type Super Galaxy of this C-5M is advertised.

09-9205	C-17A	437th AW	dep27 RCH106/101	91-0351/SP	F-16CM	52nd FW / 480th FS	Weasel04
10-0223	C-17A	437th AW	RCH810	91-0361/SP	F-16CM	52nd FW / 480th FS	Warhawk05
99-0402	C-37A	89th AW	SAM864	91-0403/SP	F-16CM	52nd FW / 480th FS	Warhawk06
900530	C-26D	AOD Sigonella	CNV6417	91-0407/SP	F-16CM	52nd FW / 480th FS	Warhawk02
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09	91-0417/SP	F-16CM	52nd FW / 480th FS	Weasel05
18.99-0169	C-17A	437th AW	dep25 RCH160/994	91-0418/SP	F-16CM	52nd FW / 480th FS	Weasel02
04-4128	C-17A	305th AMW	dep24 RCH151	92-3918/SP	F-16CM	52nd FW / 480th FS	Warhawk01
07-7171	C-17A	305th AMW	RCH645	96-0080/SP	F-16CM	52nd FW / 480th FS	Warhawk03
10-0221	C-17A	437th AW	RCH868	94-26555	UH-60L	A/2-1 AVN	Army41016
96-6042	CN235	427th SOS	RCH54	96-26707	UH-60L	A/2-1 AVN	Army41016
19.99-0168/AK	C-17A	3rd Wing/517th AS	RCH998	14-01016	AH-64E	1-1 AVN	Army41016
00-0182	C-17A	167th AS (WV ANG)	RCH837	1x	UH-60L	A/2-1 AVN	Army41016
01-0191	C-17A	436th AW	Bandage75/RCH830	23.97-0042	C-17A	155th AS (TN ANG)	RCH470
07-7183	C-17A	437th AW	RCH355	168207	UC-12W	H&HS Miramar	Atila07
08-8204	C-17A	437th AW	RCH478	24.02-1108	C-17A	62nd AW	RCH040/Bandage 10
10-0223	C-17A	437th AW	RCH810	02-1112	C-17A	183rd AS (MS ANG)	RCG897/801
90-26260	UH-60L	A/2-1 AVN	Army20162	10-0223	C-17A	437th AW	RCH812
90-26266	UH-60L	A/2-1 AVN	Army20170	09-0540	C-40C	73rd AS (AFRC)	dep26 Spar18
90-26300	UH-60L	A/2-1 AVN	Army20162	95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
93-26478	UH-60L	A/2-1 AVN	Army20170	02-01863	C-37A	OSACOM/PAT	PAT63
96-26706	UH-60L	A/2-1 AVN	Army20162	25.ZE708	BAe146 C3	32(TR)sq	RRR1427
08-20160	HH-60M	C/2-1 AVN	Army20170	02-1108	C-17A	62nd AW	Bandage10/RCH710
08-20162	HH-60M	C/2-1 AVN	Army20162	03-3119	C-17A	183rd AS (MS ANG)	RCH802
08-20163	HH-60M	C/2-1 AVN	Army20170	04-4130	C-17A	305th AMW	RCH628
08-20165	HH-60M	C/2-1 AVN	Army20162	166695	C-40A	VR-61	CNV6625
08-20168	HH-60M	C/2-1 AVN	Army20170	26.ZE708	BAe146 C3	32(TR)sq	RRR1427
08-20169	HH-60M	C/2-1 AVN	Army20162	99-0169	C-17A	437th AW	RCH994/838
08-20170	HH-60M	C/2-1 AVN	Army20170	02-4452	C-32B	150th SOS (NJ ANG)	Volga71
08-20171	HH-60M	C/2-1 AVN	Army20170	95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
13-20613	HH-60M	C/2-1 AVN	Army20162	11-9001	E-11A	430th EECS	Blackwolf14
900530	C-26D	AOD Sigonella	CNV6419	27.03-3119	C-17A	183rd AS (MS ANG)	
20.ZE707	BAe146 C3	32(TR)sq	RRR1525	03-3127	C-17A	62nd AWn/s	RCH488/556
86-0018	C-5M	68th AS (AFRC)	RCH800	04-4128	C-17A	305th AMW	RCH151
00-0180	C-17A	758th AS (AFRC)	RCH232	04-4130	C-17A	305th AMW	RCH626
02-1112	C-17A	183rd AS (MS ANG)	dep23 RCH897	05-5153/HH	C-17A	15th Wing/535th AS	RCH372
07-7175	C-17A	436th AW	RCH805	09-9205	C-17A	437th AW	dep30 RCH101/467
10-0221	C-17A	436th AW	RCH868	28.02-1108	C-17A	62nd AW	RCH710/813
10-0223	C-17A	437th AW	dep23 RCH810	06-0500	C-37B	89th AW	SAM072
08-20164	HH-60M	C/2-1 AVN	Army20352	29.85-0004	C-5M	436th AW	dep31 RCH827/436
10-20350	HH-60M	C/2-1 AVN	Army20352	90-0534	C-17A	437th AW	RCH320
11-20352	HH-60M	C/2-1 AVN	Army20352	03-3119	C-17A	183rd AS (MS ANG)	
21.03-3124	C-17A	437th AW	RCH354	04-4133	C-17A	305th AMW	RCH144
22.01-0186	C-17A	436th AW	RCH845	06-6161	C-17A	60th AMW	RCH153/Bandage30
07-7175	C-17A	436th AW	RCH805	16-5883	C-130J-30	19th AW	Herky37
07-7183	C-17A	437th AW	RCH355	60-0344/D	KC-135T	100th ARW	Evac 10E2
08-8203	C-17A	62nd AW	RCH475	95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09
08-8204	C-17A	437th AW	RCH478	30.85-0008	C-5M	436th AW	RCH804
95-0121/GA	E-8C	128th ACCS (GA ANG)	Redeye09	86-0027	KC-10A	305th AMW	Cabal81
90-0813/SP	F-16CM	52nd FW / 480th FS	Warhawk04	01-0191	C-17A	436th AW	RCH852
90-0818/SP	F-16CM	52nd FW / 480th FS	Weasel06	07-7185	C-17A	437th AW	RCH141
90-0827/SP	F-16CM	52nd FW / 480th FS	Weasel03	60-0344/D	KC-135T	100th ARW	Evac 10E2
90-0829/SP	F-16CM	52nd FW / 480th FS	Weasel01	09-72107	UH-72A	JMRC	Army72107

97-01944	C-37A	OSACOM/PAT	PAT44
31.85-0004	C-5M	436th AW	RCH436
03-3119	C-17A	183rd AS (MS ANG)	RCH815
07-7187	C-17A	437th AW	RCH270
09-9205	C-17A	437th AW	RCH467
13-08437	CH-47F	B/1-214 AVN	Grit28

Credits: MAR, Scramble Messageboard

Spangdahlem

01.84-00162	C-12U	E/1-214 AVN	* Duke15
02.31+48	EF2000	TLG31	* Hammer
85-0002	C-5M	436th AW	RCH802
03.01-0076	C-37A	86th AW/76th AS	Valor76
04.84-0085	C-21A	86th AW/76th AS	* Valor21
84-00165	C-12U	E/1-214 AVN	* Duke15
07.95-0104	C-17A	155th AS (TN ANG)	RCH883
08.N477AX	B767-3Q8ER	Omni Air Int'l	CMB180
09.N477AX	B767-3Q8ER	Omni Air Int'l	CMB180
10.84-00156	C-12U	E/1-214 AVN	Duke15
12.87-0035	C-5M	436th AW	RCH863
07-8609/RS	C-130J-30	86th AW/76th AS	Herky75
15.10-0220	C-17A	62nd AWn/s	RCH476
16.10-0218	C-17A	62nd AW	RCH455
17.10-0218	C-17A	62nd AW	RCH455
19.93-0602	C-17A	156th AS (NC ANG)	RCH227
23.08-8203	C-17A	62nd AW	RCH475
26.85-0008	C-5M	436th AW	RCH804
29.N640GT	B767-3S1ER	Atlas Air	GTI8982/CMB148
30.10-0223	C-17A	437th AW	RCH110
N640GT	B767-3S1ER	Atlas Air	CMB148/GTI8983
31.82+52	EC135T1	IHAZ	Heli248

Credits: MAR, Scramble Messageboard

United Kingdom

Aberdeen

04.ZJ924	Typhoon FGR4	9sq	* Batman22
ZZ507	Shadow R1	14sq	* Snake57
08.ZZ504	Shadow R1	14sq	Snake54
10.ZE707	BAe146 C3	32(TR)sq	NOH99
ZZ174	C-17A	24/99sq*	RRR819
24.ZH004	Defender R3	651sq	AA595

Credits: MAR, Scramble Messageboard

RAF Brize Norton

01.ZE707	BAe146 C3	32(TR)sq	RRR1553
ZA734	Gazelle AH1	25 (BATUS) Flt	
ZH101	Sentry AEW1	8/23sq	* NATO30
ZZ504	Shadow R1	14sq	Snake54
ZZ507	Shadow R1	14sq	Snake57
02.XW220/K	Puma HC2	Benson Wing	SHF236
XW231/N	Puma HC2	Benson Wing	SHF243

XW237/R	Puma HC2	Benson Wing	SHF341
100008/008	Tp100C	72 ASC sq	SVF650
08-0047	CV-22B	352nd SOW/7th SOW	* Knife72
03.ZE707	BAe146 C3	32(TR)sq	RRR1555
XW237/R	Puma HC2	Benson Wing	* SHF234
ZH903	Chinook HC5	27sq	* SHF427
ZA674	Chinook HC6A	28sq	* SHF269
ZA679	Chinook HC6A	28sq	* SHF269
ZK562	Chinook HC6	7sq	SHF496
04.ZJ197	Apache AH1	3/4 Regt	AA439
ZG997	Defender R2	651sq	AA585
08-0047	CV-22B	352nd SOW/7th SOW	* Knife71
05.ZJ189	Apache AH1	3/4 Regt	Machete2

Credits: MAR, Scramble Messageboard

Cambridge

05.8T-CA	C-130K	LuTSta	ASF01
09.525	C-130J-30	RAFO	MJN7
10.8T-CB	C-130K	LuTSta	ASF01
18.8T-CA	C-130K	LuTSta	ASF02
8T-CB	C-130K	LuTSta	ASF01
ZZ524	Wildcat AH1	1 Regt	Carbon09
19.KAF327	KC-130J	KAF/41sq	KAF3214
23.ZH875	Hercules C4	24/47sq	MCE02
25.KAF326	KC-130J	KAF/41sq	KAF3230
8T-CB	C-130K	LuTSta	ASF01
30.84002/842	Tp84	71 Airlift sq	SVF821
31.ZH870	Hercules C4	24/47sq	MCE01

Credits: MAR, Scramble Messageboard

RAF Northolt

09.ZJ223	Apache AH1	3/4 Regt	Hydra1
ZJ221	Apache AH1	3/4 Regt	Hydra2
10.ZM406	Atlas C1	24/70sq	RRR4500
ZH866	Hercules C4	24/47sq	Omen02
12.ZM335	Phenom T1	45sq	* CWL48
13.ZH866	Hercules C4	24/47sq	Omen02
16.PI-04	PC-12/47E	TukiLLv	FNF127
17.ZH867	Hercules C4	24/47sq	RRR5720
ZG998	Defender R2	651sq	AAC528
ZM336	Phenom T1	45sq	* CWL41
18.ZG998	Defender R2	651sq	AAC515
19.ZZ175	C-17A	99sq	RRR6720
22.ZM510	Juno HT1	1 FTS	SYS102
23.ZZ172	C-17A	99sq	RRR803
25.68	EMB121AN	EAT00.319	CTM1726
ZM406	Atlas C1	24/70sq	RRR4501
ZZ174	C-17A	99sq	RRR6888
26.252	CN235M-100	101sq	IRL252
29.ZH867	Hercules C4	24/47sq	RRR5721

Credits: MAR, Scramble Messageboard



Another fine USAF visitor to the Dutch Caribbean in March was E-3C 80-0139, photographed on final approach to Hato's runway 11, on 6 March 2021 by Larry Every. As indicated by its code OK, the 1982 airframe has its base at Tinker AFB (OK) with the 552nd Air Control Wing.



Civil News

US lease company GECAS teamed up with Israeli conversion house IAI Bedek, to develop a freighter version of the 777-300ER. Both companies will probably benefit from this as GECAS now has a solution for all those returning passenger 777-300ERs they have on lease and – as a passenger aircraft – are very difficult to place on another lease with a different operator. IAI Bedek will have new programme they can offer when the feed-stock of aircraft currently converted (esp. 767-300ER) is dried up. The programme makes good progress and according to a press release is six months ahead of schedule (see Manufacturers News in this Scramble). Seen here is the first prototype in the hanger at Tel Aviv. It is registered as N557CC, but before being the conversion-prototype it flew passengers as A6-EBB of Emirates. (Alon Ron / GECAS)

Manufacturers News

Airbus

A220-300

Airbus is planning to offer an additional range increase on its largest A220, the A220-300. The increase will be offered from the middle of this year and will add some 370 kilometres to the current range of 6,297 kilometres. Already Airbus has increased the range of both the A220-300 and the A220-100 by increasing the maximum take-off weight (MTOW) by some 2.3 tonnes. Now, it says it can further increase the MTOW of the 300 by another one tonne, taking it from the current 69.9 tonnes to 70.9.

The additional weight will allow it to carry more fuel, which will give it a maximum range of 6,667 kilometres. Airbus said it is only making the change to the larger A220-300 and not to the smaller sibling. For now, the A220-100 will stick with the 2.3-tonne increase that was identified previously.

The increased range A220-300 would be offered to its customers from the second half of this year. Available as a line-fit option, it is nothing more than a paperwork change – no physical alterations are needed. This means Airbus customers can decide fairly late in the delivery process that they would like the certification applied to their aircraft.

A321-200NY

Airbus has announced that its team in Nantes, France, has completed the first A321-200NY centre wing box (CWB). This is one of the first significant components to be completed for the new aircraft type and has now been delivered to Hamburg-Finkenwerder, ready for the start of the structural assembly of the first extra long-range A321-200NY. The CWB was completed sixteen months after the first metal cuts (known as 'Section 15' in the Airbus A320 family) and is the structural heart of the new design. While all aircraft have this part, the nature of the increased take-off weight of the A321-200NY means it presented something of a challenge to the Airbus specialists in Nantes.

The A321-200NY (also known as the "A321XLR") will be the extra-long range version of the A321 NEO and will serve routes of up to 8,700 kilometres - 15% more than the A321LR

version of the A321-200NY. To achieve this range, the changes on the A321XLR include a new 12,900 litre permanent Rear Centre Tank (RCT) for more fuel volume, a higher MTOW of 101 tonnes (the A321LR is 97 tonnes) and an optimised single slotted wing-trailing edge inboard flap configuration to preserve the same take-off performance and engine thrust requirements of the other (lighter) A321neo versions.

To support the new airframe, the CWB required over 200 modifications from the standard design. Parts needed to be reinforced, including the spars, frames and upper and lower panels. Also components for the fuel system needed to be integrated into this section to allow fuel supply from the Rear Centre Tank (RCT). In total, the A321-200NY will carry some 40,000 litres of fuel, 12,900 litres of which will be housed in the RCT. Once the CWB was completed, it was delivered to the Hamburg site, where it will be integrated into the front part of the centre aft fuselage, along with another section – section 15, the RCT module. When integration is complete, Airbus engineers can move on to begin assembly of the main components of this first A321-200NY.

Airbus is targeting an entry into service of 2023 for this long-range, narrow body aircraft and already has orders for 401 A321-200NYs from 22 different customers. Biggest customers are American Airlines and United Airlines, with both fifty aircraft on order.

A350-950F

In Scramble 493 we reported that – according to Reuters – Airbus is considering an A350 freighter version. In the meantime we have learnt a little bit more about this new freighter study. The aircraft is dubbed the A350-950F and would be offered as a new-built competitor to Boeing's successful 777F and upcoming 777-8-based 777XF variant.

The proposed -950F derivative is sized between the larger A350-1000 and the smaller A350-900. According to industry sources the new variant will incorporate a new forward fuselage plug with a cargo door and local structural strengthening. The proposed hybrid aircraft, which is believed to be around seventy metres in overall length compared to 66.8

metres for the A350-900 and 73.8 metres for the A350-1000, would utilise the larger variant's six-wheel main landing gear design and higher-thrust Rolls-Royce Trent XWB-97 engines. The A350-950F derivative could enter service early in the second half of the decade if formally launched by year-end.

A380 freighter

The Airbus A350-950F is not the only freighter news from Airbus this month. According to cargo news website freightwaves.com Airbus is also studying plans for a freighter version of the A380. This A380 proposal would convert the passenger-only double-decker aircraft into a Combi (combined passenger-freight carrier), with cargo occupying the main deck. However, few details have been released about this project. The modification, which is believed to be an attempt to help current mainline A380 operators tap into the e-commerce market, would retain the existing upper-deck seating for passengers and provide cargo space on the main deck only.

The proposed modification could conceivably inject new life into the flagging A380 programme, which is coming to an end after the first flight of the final aircraft from Toulouse on 17 March. The Combi initiative partially revives elements of the original A380F design, which was ultimately dropped after orders from FedEx and UPS were cancelled in 2006 and 2007, respectively.

Boeing

B737 MAX 8-200

On 31 March the FAA quietly certified the MAX 200-variant of the B737 MAX 8, followed a week later, on 6 April, by the European safety regulators (EASA).

The Boeing 737 MAX 8-200 was introduced by Boeing in September 2014, as a new high-density member of the 737 MAX family. Based on the 737 MAX 8 airframe it features modifications to the cabin such as smaller front and rear galleys. The addition of two "mid-exit doors" ("MED"), installed in the rear fuselage section, enabled it to meet the FAA evacuation regulations, for a maximum seat capacity of up to 200 seats. Due to these structural changes in the fuselage and additional capacity, the aircraft required a separate certification. The

737 MAX 8-200 will have the same MTOW as the 737 MAX 8 and will therefore have a shorter range of 5,000 kilometres. The Boeing 737 MAX 8-200 was launched by Boeing as a separate model (737 MAX 200), but after 2017 it is no longer marketed as a separate model in Boeing's commercial aircraft product line. The 200-seat configuration is now marketed as a high density variant of the 737 MAX 8.

The certification is good news for Ryanair, the largest customer of this version, which is anxiously awaiting the arrival of the more efficient aircraft. Ryanair, which has 210 B737 8-200s on firm order, hoped to take delivery of its first eight in April with another eight to follow this month. The deliveries are, however, depending on the EASA and the UK CAA also certifying the B737 MAX 8-200. Although almost designed specifically to the needs of Ryanair, the MAX 8-200 does have another customer. Vietjet has decided to order 100 MAX 8-200s, next to twenty "normal" B737 MAX 8s and eighty B737 MAX 10s.

B737 MAX

With the re-certification of the 737 MAX last December, the new orders (especially from Southwest Airlines) and the certification of the 737 MAX 8-200, it appeared Boeing's troubles with the 737 MAX were over. However, the smooth re-entry into service of the Boeing MAX 8 and 9 hit a hiccup on 9 April, when Boeing advised sixteen operators to conduct an inspection and, if needed, fix of its electrical systems. Correcting the issue could take a few hours or days and so looked limited, but still some airlines withdrew the MAX from their operations for checks and repairs. Boeing said little about the new issues, except that "The recommendation is being made to allow for verification that a sufficient ground path exists for a component of the electrical power system." A Boeing spokesperson stresses to say that the issue is unrelated to MCAS, the system that has played a detrimental role in the two crashes and has been modified since. Further information was provided by the FAA who told that the issue "could affect the operation of a backup power control unit." One airline affected by the recommendation is American Airlines. In a statement, COO David Seymour said that the issue is related to a production change made in the installation process.



On 4 June 2013, Ilyushin Finance Company from Russia ordered six Airbus A220-300s (at the time still called the Bombardier CS300). In February 2018 the order was transferred to another Russian lease company, GTLK - State Transport Leasing. The six aircraft were intended to be placed on a lease with Red Wings, but things did not go as planned and the aircraft ended up in storage as white-tails with Bermudan registrations in the Netherlands at Maastricht and Twente. It is a strange sight, such a modern fuel-efficient aircraft waiting all white for its first operator. The first operator of two of these A220-300s was found in Air Manas. An Airbus A220-300 that was first stored at Enschede and ferried to Maastricht last autumn, will soon be delivered to its new operator from Kyrgyzstan. Msn 55072 was registered as VP-BMU, but in April its new registration EX-22002 was already painted on the aircraft. Air Manas will be the first operator of the A220 in the CIS region. (Maastricht-Aachen, 15 April 2021, Bjorn van der Velpen)

The Seattle Times – which is always very well informed about Boeing issues and problems – reported that the issue involves a back-up electrical power unit, which instead of being secured by rivets is using fasteners to keep it in place. This has resulted in a potential unsafe situation, as the unit is insufficiently grounded. This could lead to a malfunction of other systems, including potentially the auxiliary power unit (APU). All affected aircraft need to be modified. The newspaper also reported on a quality issue with a batch of stabilizer motors that are fitted on various 737 versions, which also need replacing. The report confirms that the latest issue is unrelated to the re-wiring of the electrical system, that drives to the horizontal stabilizer motor. In the original design, the wiring loops were too close together and could trigger a short circuit, resulting in the loss of stabilizer function. After this deficiency was discovered in January 2020, Boeing did a redesign. Re-entry into service of the MAX in December 2020 was conditional to this modification to be executed, the FAA said. Other regulators, including Transport Canada, Brazil's ANAC, the UK's CAA, EASA, and GCAA in the UAE have included this condition in their requirements.

On 9 April, Southwest Airlines said it would remove thirty MAX 8s from service for checks and repairs, out of 58 active aircraft with the airline. American Airlines would remove seventeen out of 41 aircraft, United Airlines sixteen out of thirty in service, and Alaska Airlines all four in service. No details have emerged yet from other MAX operators, including Air Canada and GOL.

The United Arab Emirates and Turkey have been the latest countries to approve the return to service of the MAX. Globally, more than 160 out of 195 civil aviation regulators have now opened their airspace to the MAX, Boeing says. As of late April, there are around 135 737 MAX aircraft in service, while there are still around 352 aircraft in storage. Boeing's backlog consists of around 3,950 aircraft on order. Since the "un-grounding" of the 737 MAX Boeing has delivered around ninety aircraft so far.

B777-300ER BDSF

Mid-April GECAS, the leasing arm of General Electric, confirmed that it is ahead of schedule on its Big Twin programme, reaching the halfway point six months earlier than planned. Working with Israel Aerospace Industries (IAI), the leasing company is converting a Boeing 777-300ER passenger aircraft into a freighter. This programme is called "Big Twin" and it reached an important milestone, as it passed the Critical Design Review (CDR) and subsequent Design Freeze stage. The Boeing 777-300ERSF (Special Freighter), as its official designation will be, is steaming ahead towards receiving its Supplemental Type Certificate (STC). The programme can now begin making actual physical modifications to the aircraft.

The CDR can be considered as the project's halfway point, and since this was reached earlier than planned, and if everything else will also go as smooth and according to plan, the new freighter can enter service before the planned launch date. According to the Big Twin project's official website, the Boeing 777-300ER is the most successful widebody variant in history, with over 850 already sold. The aircraft's popularity, range, and performance led GECAS to partner with IAI to create the 777-300ERSF. The first stages from a passenger-to-freighter conversion are rooted in the design and planning process. GECAS and IAI announced the programme in December 2019.

Once planning and design have been accepted, working under the license from Boeing, the Big Twin team can start making modifications to the prototype. This includes adding a main deck cargo door and reinforcing the new floor structure to support 222,000 lbs MSP (Maximum Structural Payload). The

new freighter will also have a modified crew space, window plugs, reinforced fuselage and a loading system, among other changes.

The prototype, registration N557CC (msn **32789**, ex A6-EBB of Emirates), was delivered to Tel Aviv in June 2020, also six months ahead of schedule. The aircraft has already performed several flights between the US and Israel and has now returned to Tel Aviv to begin the pre-conversion preparation phase. The aircraft will be official inducted into IAI 777-300ER conversion Line 1 in Tel Aviv in June of this year.

In October 2020, the Big Twin programme announced a launch customer when GECAS reached an agreement under which Kalitta Air will operate three of the freighters, with deliveries of these aircraft taking place to the Michigan based carrier in 2023. However, with the programme ahead of schedule by at least six months and the demand for cargo remaining high, we could see the freighter in the sky earlier than expected.

B787

In previous editions of Scramble we have already reported about quality issues Boeing faces with the production of the 787 and the five month delivery pause to sort out these issues. But, it seems the problems are solved as on 27 March, Boeing officially resumed B787-deliveries. The first Dreamliner to be delivered again is United Airlines B787-9 N29985 (**66144**), which was ferried from Charleston (SC) to San Francisco (CA), which made its first flight on 8 October 2020.

As earlier reported, Boeing postponed deliveries of the B787 as it needed to sort out production issues, which has led to possible structural integrity flaws for dozens produced aircraft. All these aircraft need a close inspection and possible repairs before being signed off by the FAA as fit for delivery. With all these delayed deliveries and possible repairs, the bill for this adds up in the billions of dollars for Boeing.

Bombardier

Since delivering their first production Global 7500 in December 2018 Bombardier celebrated their fiftieth Global 7500 delivery on 29 March 2021. In 2020 35 long-range Global 7500s found their way from the factory to new customers worldwide. At the same moment their Red Oak (TX) wings facility reported the completion of the 100th set of Global 7500 wings, showing there are many more of these Globals to be completed at the assembly line.

Gulfstream

The Gulfstream 700 flight test programme expanded on 15 April with N706GD (**87006**). This airframe is the first G700 equipped with a fully outfitted interior. During the first flight (GLF29), lasting 3 hours and 36 minutes, the long range Gulfstream reached FL480 (48,000 feet) with top speeds of Mach 0.935 and returned to Savannah (GA) without problems. The flight test data will continue in order to complete the flight test programme and receive the FAA Type Certificate later this year, with deliveries to the first customer commencing shortly after. Given the progress on the competition, with the Global 7500 in particular, Gulfstream is keen to close the gap on the ultra-long range segment.

United Aircraft Corporation

The MC-21-300 programme has overcome another hurdle as prototype 73051 departed Moscow-Zhukovsky for Arkhangelsk to complete the natural icing test trials. The airliner departed on 24 March and returned to Moscow on 7 April. Despite the progress it remains unclear when UAC expects the first MC-21-300 to be delivery to its launch customer. The initial introduction date was set for 2016 and current COVID conditions do not help either. In the meantime the order backlog still shows 175 firm options.

Textron Aviation

In order to celebrate the 75th anniversary of the Beechcraft Bonanza, Textron announced a special theme aircraft for this occasion. In 2022 the limited edition G36 airplane will be available, featuring the latest specifications of the normal Bonanza and theme details from founders Walter and Olive Ann Beech. The interior and exterior will show details from the 1950s as homage to the early days of the model. Since introduction in 1946 the Beech Bonanza has seen over 18,000 deliveries and this number will continue to rise.

On 20 April Bell Textron reported their sixtieth Bell 505 delivery in Europe. This particular airframe was destined for the Montenegro Air Force. Launched as replacement for the Bell 206 Jet Ranger the Bell 505 is gaining worldwide interest and particularly in Europe demands are high. In 2020 the Bell 505 delivery numbers were highest in Europe, compared to the other continents. At this moment over 300 Bell 505s have been delivered so far.

Bell Textron announced on 15 April 2021 that they have completed the delivery of two Bell 407GX helicopters to Japanese soil. Shin-Nihon Helicopters took delivery of these two Bells and became the first to operate this particular model in Japan, to be used for power-line patrol missions. This occasion marks a solid trust between the companies as Shin-Nihon Helicopters have an history that goes back to 1960. This is only eight years since the first Bell 47D-1s were delivered to Japan and since then over 1,500 Bell model helicopters found

their way to the land of the rising sun, many of which are still active at this moment.

A final Bell Textron report deals with the Bell 525 Relentless super medium twin helicopter. The first customer delivery has been set for 2022 and will be used for offshore oil and gas operations. In May 2021 the flight test programme should be completed and by June the FAA will receive the formal request to evaluate the Type Validation and Certification. In trailing sight of the FAA the EASA is expected to complete European certification in six to nine months after the FAA. At this moment four production Bell 525s are already in various stages of the production process, awaiting to be delivered as soon as the type certificate is granted. Despite the challenging market conditions Bell expects their largest helicopter to thrive in the offshore market and aims to replace elder Sikorsky S-92s.

And the special delivery markers special is not yet over as Textron reported their 600th delivery of the Cessna Citation Ce525 CJ3+ on 5 April. This particular Citation was delivered to a private American customer. The strength of this Citation-model range benefits from the single pilot concept, decent range and capability to carry up to nine passengers over 2,000 nautical miles. At this moment the Ce525CJ3+, Ce525CJ4 Gen2 and Ce525(M2) models Citation are still available in the light jets segment with total series delivery numbers exceeding 5,000 at this moment.

Airliner News



Kalitta Air Boeing 747-400BCF N744CK is one of the latest victims of the trend to get a painted facemask on its nose. The facemask was applied to the aircraft in February. For us a good reason to publish a picture of a Kalitta aircraft again after last month's back cover. Not that a good old Kalitta 747 needs a justification anyway. (Brussels, 7 March 2021, Paul Sanders)

Europe

Belarus

Belavia has taken delivery of its first B737MAX, a -8. The aircraft, EW-528PA (**43344**) arrived at Minsk on 8 April after a refuelling stop at Reykjavik. The airline signed a lease-agreement for five B737-8s with lessor Air Lease in 2018. Belavia will use the new type to replace its current fleet of three B737-300s and three -500s. Next to this, Belavia operates a fleet of nine B737-800s, five ERJ175s, seven ERJ195s and two E195-E2s.

Bosnia-Herzegovina

FlyBosnia has taken delivery of its first A320, inching closer to a restart of its operations. The aircraft involved is TC-OBU (**661**), that is leased from Onur Air and arrived at Sarajevo on delivery on 7 April. The airline has secured contracts with tour-operators to fly to Egypt and Turkey from Sarajevo this summer as its initial start. Later this year, FlyBosnia plans to welcome three more A320s that it will use out of Mostar, Sarajevo and Tuzla to various destinations.

Finland

Finnair has signed a Letter of Interest with Heart Aerospace for up to twenty ES-19s. If delivered, the aircraft will become part of the airline's plan to halve its CO₂-emissions by 2025 and achieve carbon neutrality by 2045. The ES-19 is a 19-seat electric engine turboprop that will have a range of up to 400 kilometres. The Gothenburg-based company is currently working on the first prototype and hopes to be able to deliver the first ES-19 to a customer in 2026. Finnair is part of the Nordic Network of Electric Aviation (NEA), which has been working closely with Heart Aerospace. Other members of the NEA are Air Greenland, BRA, Icelandair and SAS.

France

On 31 March, Airbus delivered the first A330-900 to Corsair. The aircraft, registered F-HRNB (**1975**), was ferried from Toulouse to the airline's home base at Paris-Orly. In total, Corsair is planning to receive five A330-900s. The new Airbus is joining a fleet of one A330-200 and four A330-300s.

Germany

CargoFacts reported that Volga-Dnepr's German subsidiary, CargoLogic Germany, is planning to double its fleet to six aircraft before the end of this year. Currently, the airline operates three B737-400SFs and will add three more. At least one of the three airframes to be added is known. First to be delivered will be B737-400SF D-ACLX (**28752**). This aircraft is currently registered 9H-AHC by Vx Capital Partners and undergoing conversion at Shannon. CargoLogic Germany was founded in 2013 as Value Cargo Logistics but was rebranded into CargoLogic Germany in 2018. It's brand mirrors that of CargoLogicAir from the UK, which is a sister-company also owned by the Volga-Dnepr Group. The airline is based at Leipzig-Halle and carries out cargo-flights for third parties like Amazon and DHL.

Italy

On 30 March, Neos took delivery of its first B737-8s. EI-RZA (**62869**) and EI-RZB (**43920**) are the lucky numbers and both planes were flown to Milan-Malpensa on 31 March. They are leased via AerCap and the airline is expecting a third B737-8 later this year.

Start-up Sky Alps has signed a long-term lease-agreement with Chorus Aviation for two DHC-8-400s. The aircraft are G-ECOK (**4230**), currently stored at Halifax and G-ECOO (**4237**), currently stored at Sandefjord-Torp. Both were previously used by flybe and are expected to be delivered in April and May. Initially the new airline will use the aircraft on charter-flights out of its base at Bolzano to Calabria and Sicily. Later on, Sky Alps wants to launch scheduled flights between Bolzano and Milan, Munich, Rome and Vienna.

Montenegro

The government of Montenegro has announced that the country's new airline will be named Air Montenegro, a change from its current working-name ToMontenegro. The new airline, which will be the successor of defunct Montenegro Airlines, hopes to launch its operations in June. The government has acquired two former Montenegro Airlines ERJ195s for its initial fleet as we reported in February.

Norway

Following-up on our report about the launch of Norse Atlantic Airways, lessor AerCap has now confirmed they are the ones that signed a lease-deal for nine B787s with the Norwegian start-up. The lease-agreement entails the lease of six B787-9s and three B787-8s, all of which former Norwegian. The aircraft are set to be delivered this year and are currently stored at Glasgow-Prestwick, London-Gatwick and Shannon.

Romania

On 30 March, Blue Air received the keys of their new B737-8 YR-MXA (**43309**). The aircraft arrived at Bucharest on 1 April. In total, the airline has signed orders and lease-agreements for twelve B737-8s, six directly with Boeing and six with lessors. Its first MAX is leased via ALC.

Tarom has started its fleet-reduction with the announcement of the sale of fourteen of its aircraft. In a Request for Proposals, the airline is offering the aircraft in a "voetstoots"-condition, meaning as they are and where they are. For sale, should you be interested in a plane, all four A318s, all four B737-300s, all four B737-700s and its two ATR42-500s are being offered. This will leave the fleet of Tarom with just two ATR72-500s, four ATR72-600s and four B737-800s. Of these, the ATR72-500s are also expected to leave the fleet later and returned to their lessors. Tarom also has five B737-8s on order.

Russia

According to Russian news agency TASS, lessor GTLK, the Russian Ministry of Industry and Trade and Aurora signed a roadmap to lease and introduce at least 45 Russian-built aircraft, which are mainly going to be SSJ 100/95s, Il-114-300s and TVS-2DTS Baikals. Most of these new aircraft should be delivered by 2024.

Aurora is finalizing a big reorganization, which saw the withdrawal of Aeroflot as one of the two shareholders. The company is now owned for 50% (minus one share) by the government of the Sakhalin Oblast and ten other regional governments (Amur Oblast, Buryatia, the Jewish Autonomous Oblast, Zabaykalsky Krai, Kamchatka, Magadan Oblast, Primorsky Krai, Sakha Republic (Yakutia), Khabarovsk Krai,



Sunclass Airlines was formerly known as Thomas Cook Airlines Scandinavia and was the northern airline arm of the now bankrupt Thomas Cook Group. It resumed operations on 24 September 2019, after all flights were cancelled the previous day, on the bankruptcy and cessation of operations of its UK based parent company, which owned the airline through Ving Group. The locally based Ving Group was able to take operational control of its fleet and return it to service within 24 hours. Until the beginning of this year the Sunclass aircraft operated in the basic Thomas Cook colours without any titles, but early 2021 the aircraft were painted in new Sunclass colours with large titles. The fleet consists of eight Airbus A321s and three A330-300s. Of the last one OY-VKI (msn 357) paid a visit to Amsterdam-Schiphol on 18 April. (Johan Hetebrij)

and Chukotka Autonomous Okrug) each own 5%. The Russian Federal Government will have the one remaining golden share, which includes veto-powers. In its turn, Aurora has taken 25% of the shares of the airlines fully owned by these regional governments. These are Alrosa Aviakompania, Aviashef, Chukotavia, Khabarovsk Avia, Petropavlovsk-Kamchatsky Air Enterprise, Polar Airlines, SiLA-Avia and Yakutia Airlines. The airlines will retain their own brand but will coordinate fleet and network strategies. The 45 new aircraft will, therefore not all be destined for Aurora itself, but for all airlines in the holding, which now totals a fleet of 131 aircraft including 40 helicopters. Aurora is the largest airline in the group with 22 aircraft, followed by Yakutia Airlines which operates seventeen aircraft.

Following our report December, [Smartavia](#) has now taken delivery of its first A320neo. The aircraft, VP-BOS (7523), arrived at Moscow-Domodedovo on 16 April after a long ferry flight from Phoenix-Goodyear (AZ), with stops at Portsmouth (NH) and Reykjavik. The Neo was previously operated by Interjet as XA-JRM. In total, Smartavia is expecting two more A320neos this year, joining a fleet of three B737-700s and nine B737-800s.

San Marino

CH-Aviation reported that [San Marino Executive Aviation](#) is set to add two A330-300s. Both aircraft are leased from ULS Airlines Cargo in Turkey and are available from summer for passenger- and cargo-in-cabin flights. Our own research shows that ULS recently acquired two former Sunclass Airlines A330s, N349UK (349) and OY-VKH (356), of which N349UK will become T7-ULS. This aircraft is currently at Istanbul, while OY-VKH first needs a C-check before joining. ULS is planning to convert these two to freighters but as there's no conversion-capacity available it decided to make these aircraft available for lease in their current passenger-configuration and teamed up with San Marino Executive Aviation. Currently, San Marino Executive Aviation is operating a single A300-600F, which was delivered in 2019. The company previously also operated a BBJ.

Spain

[Wamos Air](#) has quietly said goodbye to the B747-400. Its final Jumbo, EC-KXN (25703), was ferried to Bishkek on 27 March, presumably to join the fleet of a new, but unknown operator. Wamos Air already phased-out the aircraft of active service on 19 July 2020 and had it first stored at Ciudad Real, but as of 21 December at Madrid-Barajas. Over the years, Wamos Air operated seven B747-400s, the first one joining the fleet in October 2015. The airline now continues to operate with its fleet of six A330-200s and one A330-300.

On 2 April, the first A350-900 for [World2Fly](#) was rolled-out of the hangar at Toulouse-Blagnac, featuring the airline's livery. The aircraft, wearing test registration F-WZHI (448) will become EC-NOI and is expected to be delivered in May. It was previously destined for Aeroflot (as VP-BXS, but not taken-up) and will be leased via ALC. The A350 joins the airline's single A330-300 EC-LXR (1097), which was delivered to Palma de Mallorca on 26 February. World2Fly, which is tour-operator Iberostar's own airline, hopes to receive its AOC in April and launch flights in June. The A350-900 will fly out of Madrid-Barajas to Cancun, Punta Cana and Varadero. The A330-300 will be based in Lisbon as of July and will fly to the same destinations. World2Fly has also applied for a Portuguese AOC, so expect the A330 to be getting a new registration soon. A second A350-900 has also been secured via ALC and is due to arrive in May 2022. This aircraft is also planned to be based at Lisbon.

Sweden

DER Touristik and Apollo have decided to sell off [Novair](#) to the Jet Nordic Group. The sale is expected to be finalized

in August and Novair will continue to be Apollo's strategic partner to fly their customers to (and from) sunny destinations. The Jet Nordic Group is a Danish holding company, which owns Jetttime, the new successor to Jet Time, which called it quits in July 2020. The new Jetttime is hoping to relaunch with two B737-800s. For now, both airlines in the group will keep their own brand. Novair, which was founded in 1997, is based at Stockholm-Arlanda and currently operates a fleet of two A321neos, which has been part of the airline since 2017.

Turkey

On 15 April, [Turkish Airlines](#) became another airline to resume commercial flying with the MAX. TC-LCA (60032) flew from Istanbul to Ankara and back and later in the day also made a trip to Izmir from Istanbul and back. Originally, Turkish Airlines ordered 75 B737MAXs, including -8s and -9s. So far, the airline has taken delivery of eleven -8s and one -9. However, in March the airline decided to cancel ten MAXs on order and change firm orders for 40 into options, leaving the airline with a total of 25 MAXs ordered.

United Kingdom

ASL Aviation Holdings newest subsidiary, [ASL Airlines UK](#), has received its AOC and Operating License on 29 March and has launched its operations. The fleet currently exists of a single ATR72-200(F), registered as G-OASL (265). ASL Airlines UK was founded to be able to fly domestic within the UK and initially the airline will fly daily between Belfast and East Midlands. Later on, ASL Airlines UK is planning to also grow its domestic network and apply for a EASA Third Country Operator authorisation, which will enable the carrier to fly between the UK and Europe. The newest subsidiary is ASL Aviation Holdings' eight airline which also includes ASL Airlines Belgium, ASL Airlines France, ASL Airlines Hungary, ASL Airlines Ireland, Safair (South Africa) FlySafair (South Africa) and K-Mile Asia (Thailand).

During the CAPA Live webinar, [British Airways](#), again, said they are confident that the A380 has a future with the airline. According to its CEO the A380 works "really well" for the airline and will continue to do so when demand picks up. To be ready for a possible resumption of flying, the airline is conducting frequent maintenance to its twelve parked A380s, shuttling them back and forth from their storage locations to London-Heathrow. For now, British Airways is planning to return some of its A380s back to service from June onwards for flights to Dubai, Los Angeles (CA), Miami (FL) and San Francisco (CA).

CargoFacts has reported that UK-based [CargoLogicAir](#) is considering adding up to four converted B767-300Fs. The company is thinking of this as additional second-hand B747Fs are hard to come by because of the increase in cargo demand due to the pandemic. The company is a subsidiary of the Volga-Dnepr Group and launched operations in November 2015. It currently has a fleet of two B747-400Fs.

Start-up [Flypop](#) has signed a lease-agreement with lessor Avolon for its first aircraft, an A330-300. The aircraft is to be delivered this year and the airline aims to launch flights in October after obtaining the necessary approvals from the authorities. Flypop is the new name of POP (which means People over Profit), which was founded in 2016. The new airline plans to, initially, connect the UK with secondary cities in India like Amritsar, Cochin, Kolkata and Pune. Later, the airline is also considering adding flights to Nepal, Pakistan and Sri Lanka. By end 2022, Flypop aims to operate three A330-300s.

Africa

Ethiopia

According to CargoFacts, [Ethiopian Airlines](#) has signed a con-



Red Air is a joint venture between Venezuelan carrier Laser and SERVAIR Dominicana. It was founded in 2018 and launched operations from Santo Domingo's Las America International Airport in 2021. Its initial equipment consists of two MD-82 and one MD-81 aircraft. All three aircraft were operated by Laser before joining the Red Air fleet. The MD-81 H11041 is seen here landing at Curacao-Hato on 18 March. (Larry Every)

tract with Israel Aerospace Industries (IAI) to convert two of its B767-300ERs into freighters. The conversion will take place at Addis Abeba and will commence later this year. The airline has decided to convert the aircraft due to the increase in demand for air cargo capacity. It means the third all-cargo type for the carrier next to its three B737-800SFs and nine B777Fs. Ethiopian Airlines currently has three B767-300ERs. ET-ALJ (**33767**) is owned and operated for the United Nations, leaving ET-ALO (**33768**) and ET-ALP (**33769**) as the best candidates for conversion. These two have been part of the fleet since 2004 and 2005.

Nigeria

Start-up Cally Air is gearing up for launch after it has taken delivery of its first aircraft. The B737-300, registered 5N-BYR (29266) arrived at Lagos on 6 April. A second B737-300, 5N-BYQ (30334) is due to follow soon and is currently being prepared at Ostrava. Cally Air is a joint venture between the Nigerian state of Cross River and carrier Dana Air. The aircraft itself, however, will be operated by Aero Contractors. The airline will connect Calabar with Abuja, Lagos, Obudu and Port Harcourt.

Nigerian media is reporting that Ibom Air will expand the fleet with two A220-300s, with a first aircraft due to arrive in May. The new type will be used by the airline to launch new international destinations to Gambia and West-Africa. It's currently unknown where the aircraft are sourced from. Currently, Ibom Air is a domestic-only airline and has a fleet of five CRJ900LRs. The airline is based at Akwa Ibom Airport.

Asia

China

In May last year, Boeing logged an undisclosed order for five new B767-300Fs. Now, CargoFacts reported that the aircraft have been ordered by China Central Longhao Airlines. The five are the airline's first widebodies and will be used to expand its hub at Zhengzhou Xingzheng Airport. The airline is also looking in adding more narrowbody aircraft to its fleet,

which currently consists of five B737-300Fs, one B737-400F and two B737-800Fs.

Another airline speaking about their A380s during CAPA Live was China Southern Airlines. One of the airline's VPs said that the company will conduct a review on the future of their five A380s. As China Southern is currently running only 10% of its international network, the A380 is often too big and too costly to operate. The airline currently uses the A380 mainly on flights to Los Angeles (CA), Melbourne, Sydney and Tokyo-Narita.

Georgia

Georgian Airways has established a cargo subsidiary, Georgian Airways Cargo. The airline has taken delivery of its first aircraft, a B737-800BCF registered 2-ASCO (**28231**). This former Smartwings-plane will enter the Georgian register soon. According to CH-Aviation, Georgian Airways Cargo will deploy the aircraft to Asia and Europe and is also thinking about adding larger aircraft down the line. The airline confirmed to CH-Aviation that the company is looking into the B767 as a larger freighter-type.

India

US investment company Interups has acquired 49% of the shares of Indian carrier Trujet and with this money, the airline now plans a massive expansion. According to an interview with the CEO of Interups in the Indian website Money-control, negotiations are underway to order 54 A220s and 54 E190-E2s. The new aircraft will be used to create a large hub at the airline's base at Hyderabad. The CEO said that Embraer would be able to deliver three E190-E2s every two months, while Airbus could deliver two aircraft every three months. Trujet hopes to finalise the orders with the manufacturers within the coming 45 days, with deliveries starting later this year. Trujet was founded in 2013 and launched its operations in 2015. It currently operates a fleet of seven ATR72s on domestic flights only.

Indonesia

Rimbun Air has added its first B737-300SF. The aircraft, PK-OTK (**26288**) was delivered to the airline on 21 March and is a former China Postal Airlines-aircraft. The airline said that two more B737Fs will follow this year, which it will use on domestic and international cargo flights. Rimbun Air was launched in 2018 and, before the delivery of the B737-300SF, operated a fleet of three DHC-6s. The company is based at Fak Fak.

South Korea

Start-up Air Premia has taken delivery of its first B787-9. The aircraft, HL8387 (**66407**) is leased via ALC and will be ferried to Seoul soon. Air Premia has secured leases and orders for a total of eight B787-9s. Three via lessor ALC, the rest has been ordered directly with Boeing. With the arrival of the first aircraft, the airline will complete its AOC-certification process and hopes to launch operations in the second half of this year. Initially, the airline will fly to destinations in Asia (like Thailand and Vietnam) but hopes to expand later with flights to Europe and the United States.

In a post-merger plan filed to the Korean Development Bank, Korean Air has announced it expects that the full integration of Asiana will be completed by 2024. The airline hopes to finalize the acquisition of the airline in 2022, depending on receiving approvals from the necessary anti-trust authorities around the world. As of next year, Korean Air will make Asiana and its subsidiaries Air Busan and Air Seoul a subsidiary of Korean Air, before merging Asiana into Korean Air, meaning the Asiana-brand is set to disappear by 2024. It's expected that Air Busan and Air Seoul will be integrated into Korean Air's LCC Jin Air, although this hasn't been confirmed yet. During the 2022-2024 period, Korean Air will evaluate and transition routes, fleet, staff and other business operations to achieve maximum synergy.

Uzbekistan

According to the Uzbekistan Presidential News Service, Uzbekistan Airways is planning to expand the fleet with three leased A321-200NX(LR)s and will also establish a LCC. The three A321-200NX(LR)s will be used to boost the airline's long-haul fleet, which currently consists of five B757-200s, six B767-300ERs and five B787-8s. It is, however, expected that the three will be used to replace the airline's four B757-200s, which are almost 22 years old. Next to the Boeings, Uzbekistan Airways also operates a fleet of eleven A320s and three A320neos. Four of the A320s, however, will be transferred to

the airline's new LCC. The new, for now unnamed airline, is due to launch in the third quarter of this year and will launch with domestic flights only.

Vietnam

Although not officially confirmed yet, but VietJet is set to add at least three leased A330-300s to its fleet. The aircraft are expected to join the fleet in June. According to several fora on internet, the airline could add up to six A330s, although it's unclear where the aircraft are sourced from. Most posts suggest AirAsiaX to be the best bet. VietJet was founded in 2007 and commenced operations in 2011. Since then, the fleet has grown to 73 aircraft consisting of eighteen A320s, 39 A321s and sixteen A321neos.

Middle East

Iraq

CH-Aviation reported that Iraqi Airways is expecting to take delivery of its first A220-300 in October. The airline is currently in talks with Airbus and Transport Canada to discuss what's needed to incorporate the new type into the fleet. Iraqi Airways has a total of five A220-300s on order, which were ordered in 2013 when the aircraft was still the Bombardier CS300. It also has options on eleven additional aircraft. The first A220 for Iraqi Airways will be construction number **55139**, of which the fuselage has been built. The new aircraft will join the airline's fleet of 30 aircraft, featuring three A320s, two A321s, one A330-200, fourteen B737-800s, two B747-400s, one B767-300ER, one B777-200LR and six CRJ900LRs.

United Arab Emirates

According to CH-Aviation, Abu Dhabi Aviation has filed an announcement to the Abu Dhabi Securities Exchange on 1 April announcing its intention to fully acquire Falcon Aviation Services. The company is now in final stages of the due diligence process and the acquisition is part of the company's expansion plan. Falcon Aviation Services, which is based at Abu Dhabi-Bateen, operates a fleet of one Gulfstream IV, an Embraer Legacy 600, an Embraer Lineage 1000 as well as three DHC-8-400Qs. Abu Dhabi Aviation is a holding company, owning Abu Dhabi Aviation but also RoyalJet and Maximus Air Cargo. Abu Dhabi Aviation operates a fleet of 51 helicopters (Bell 212s/412s as well as AW139s), one DHC-6 and six DHC-8s (one -200, three -300s and two -400Qs). It offers offshore flights, medical flights, oil support flights, firefighting flights and charter flights. RoyalJet is the Group's private charter airline, which operates a fleet of eight B737-700BBJs



On 3 April 2021 Air Canada received its latest (nineteenth) Airbus A220-300. C-GNBN (msn 55112) wears the 1950s livery of Trans-Canada Air Lines, Air Canada's original name. Ted Larkin caught the retro-jet arriving at Toronto-Lester B. Pearson International Airport (Ont.) on delivery from the Airbus plant at Mirabel (Que.) Now that C-FZUH, the A319-114 (msn 711) which used to wear this distinctive scheme, has been flown to Greenwood (MS) for parting-out, it is good to see that the iconic TCA livery shall remain in the skies for some time.

as well as one B787-8BBJ. Maximus Air Cargo in its turn has a fleet of a single An-124 and a single Il-76.

Boeing has announced it has secured an order from lessor Dubai Aerospace Enterprise (DAE) for fifteen B737-8s. The fifteen are the first directly ordered MAXs by DAE. The lessor does have the aircraft in its portfolio though. when it last year secured a sale and lease-back deal with American Airlines for several of its B737-8s.

Latin America

Brazil

LATAM Airlines has decided to retire its total fleet of eleven A350-900s. The aircraft will be taken off the fleet immediately and had already been parked due to the Corona-pandemic. The retirement is part of the airline's reorganisation under Chapter 11-bankruptcy protection. Originally, TAM had ordered 25 A350s, which were split between seventeen A350-900s and eight -1000s. The order was placed before the merger with LAN Chile. Last year, LATAM reached a deal with Delta Air Lines and Airbus, in which it sold ten of its remaining orders for the A350 to Delta, which are now on the books as -900s. This leaves LATAM with two remaining A350-1000 open orders as thirteen A350s have been delivered to LATAM. LATAM took delivery of its first A350-900 in 2016, so the fleet is very young. With this decision, LATAM's long-haul fleet will only consist of Boeings, with 28 B767-300ERs, ten B787-8s, twelve B787-9s and ten B777-300ERs.

North America

Canada

Air Canada and Air Transat have announced that they have cancelled their intended merger. The deal was still awaiting approval from the European Commission which voiced its concern about a lack of competition between the EU and Canada and needed more remedies from Air Canada and Air Transat. And even then, it was unclear if the EC would give it the OK. Due to this and also the slow recovery of air travel, both companies decided to walk away from the deal. Air Canada, however, will pay a one-time termination fee of 12,5 million CAD. With the deal off, Air Transat is now facing a bleak future. Cash is quickly running out as the airline is currently not operating any flights and has parked its 31 aircrafts due to the strict Canadian regulations on international air travel. In February, the proposed merger got approval from the Canadian authorities. It was also shortly thereafter that news broke that a Canadian media CEO was trying to prevent the merger by offering his investment firm to buy Air Transat. If this option is now viable again is currently unknown.

Mexico

Last month we reported that Aeronaves TSM ordered two more B737-400SFs, but this news seemed to be only the first announcement as the carrier announced on 29 March it has signed a deal with AEI for four more B737-400SFs. This means the airline now has a total of seven B737-400SFs on order. It's currently unknown which airframes are going to be converted, but it's known it will take place this year at AEI's facility at Dothan (AL). Next to the seven B737-400SFs, Aeronaves TSM's fleet consists of eight CRJ200SFs, four Cessna 550s, two Convair 640Fs, two CRJ100SFs, one CRJ100, three DC-9-15Fs, eight DC-9-30Fs, one Hawker 700XP, four MD-82Fs, nine MD-83Fs and 25 SA227(F)s.

United States of America

On 31 March, Alaska Airlines officially joined the oneworld alliance. Most notable for us aviation lovers is, of course, the addition of oneworld-themed aircraft to the airline's fleet. The first aircraft in the airline's fleet to have received the oneworld-theme is B737-900ER N487AS (**44108**). Two more B737s will follow soon. Alaska Airlines, which celebrates its

89th birthday this year, is the fourteenth full member of the oneworld alliance and announced its intention to join in February 2020. The other members of the alliance are American Airlines, British Airways, Cathay Pacific, Fiji Airways, Finnair, Iberia, Japan Airlines, Qantas, Qatar Airways, Royal Air Maroc, Royal Jordanian, S7 Airlines and Sri Lankan Airlines.

In other news, the airline has also firm up its in December announced order for 23 additional B737-9s. The airline also secured options on another fifteen MAXs. The airline has now secured orders and leases for a total of 68 B737-9s. Four of these have so far been delivered. All are expected to be delivered by the end of 2024.

In October last year, we already reported on the deferral of eighteen B737-8s by American Airlines to 2023-2024, but new is the airline's deferral of several of its B787s on order. American Airlines has decided to alter and defer nineteen orders for the B787-8. Five have been converted to the larger -9 and will now be delivered from 2023. The remaining fourteen B787-8s, in their turn, have now been rescheduled to arrive from Q1-2022. The airline has resumed flights with their MAX8s on 29 December and has 41 in the fleet. In total, they have ordered 100 B737-8s. The Dreamliners will join a fleet which currently consists of 23 B787-8s and 22 B787-9s.

Start-up Avelo Airlines has launched its flights on 28 April out of its base at Burbank (CA). Initially, the airline is offering flights to eleven destinations, all in the Western part of the US. The airline will start with a fleet of three B737-800s, the first of which, N802XT (**34405**) arrived at Burbank on 8 April. Avelo Airlines isn't a real new airline as it's the new name of Xtra Airways, which was acquired by former Allegiant-founder and United Airlines CEO Andrew Levey. The new company wants to target unserved airports, first on the West-Coast but later, when successful, also in other parts of the US.

More consolidation in the aviation leasing market as on 29 March, Carlyle Aviation Partners announced it has reached a deal to acquire FLY Leasing. The transaction valued at 2.36 billion USD is expected to be finalized in the third quarter. Carlyle Aviation Partners currently manages/leases-out a fleet of 246 aircraft at 91 customers worldwide. The acquisition of FLY Leasing will expand this with 84 aircraft leased-out to 31 airlines, of which a lot will become new clients for Carlyle. Earlier this year, General Electric announced it would sell-off its subsidiary GECAS to competitor AerCap, forming the largest lessor in the world.

Connect Airlines is a US-based start-up, which is aiming for an October launch and is planning to connect North-eastern and Mid-western cities in the US with Toronto in Canada. The airline is planning to use the DHC-8-400 and wants to fly into Toronto-Billy Bishop City Airport. The start-up is being launched by Waltzing Matilda Aviation, a private-jet charter and management company, currently operating one Cessna 550B and one Cessna 560XL. It's now working on obtaining the necessary certificates and authorisations. An unknown number of DHC-8-400s has also been secured and it's known that these will be former flybe-aircraft, although the identity of the exact airframes is unknown at this time.

Lessor GA Telesis has announced it has signed an order with AEI for four additional B737-800SFs. Three will be converted in the second half of this year, while the fourth is to undergo conversion early next year. All conversions will be conducted at AEI's facility at Dothan (AL). Previously, the lessor had ordered two B737-800SFs. The first of which has been delivered to Ethiopian Airlines as ET-AYL (**32903**) on 23 March 2021. The second is converted in May and will also go to Ethiopian Airlines, which will bring their total fleet of B737-800SFs to four. It's currently unknown if GA Telesis has customer lined-up for the new four B737-800SFs.

Boeing and Southwest Airlines announced a firm order for 100 MAXs and options for another 155. Previously, the airline's MAXs orders were comprised of 30 B737-7s and 250 B737-8s, but after this order, this now will be 200 B737-7s and 180 B737-8s. Of these, up to 55 B737-8s have so far been delivered or are ready for delivery. With this latest order, Southwest now has options for 270 more MAXs, which means if firmed, the airline has ordered a massive 650 MAXs. It makes them the largest customer for the MAX to this day.

UPS has announced it has the intention to purchase up to 150 electric vertical take-off and landing (eVTOL) aircraft from Vermont-based Beta Technologies. UPS expects to take the delivery of the first ten in 2024. Beta Technologies is currently busy developing the ALIA-250, which will be offered in a five passenger-version and a cargo version that can carry a load of 635 kg. The prototype already, quietly, had its first flight and is now in the process of flight-testing. The aircraft will have a range of up to 400 km and can be fully recharged in 50 minutes. Beta Technologies is also developing rapid charging stations, which can also accommodate crew, be used as a maintenance hangar but also charge electric vehicles. UPS plans to use the ALIAs for time-sensitive deliveries and as the aircraft can take-off and land vertically, UPS plans to deploy the aircraft and charging station at its own facilities instead of airports.

Oceania

Australia

On 25 March, Alliance Airlines welcomed its newest ERJ190 to the fleet. The aircraft, registered VH-UYB (**19000012**) arrived at Brisbane after a two-day delivery flight that started on 24 March at San Jose and went via Tucson (AZ), Oakland (CA) and Honolulu (HI). The ERJ190 features a special livery celebrating the 100th birthday of the Royal Australian Air Force. In the coming years, Alliance Airlines is set to take delivery of a total of thirty ERJ190s. So far it has taken delivery of five of them.

Just like British Airways and China Southern, the CEO of Qantas also talked about the A380 during the CAPA Live webinar. The airline has parked all its A380s in the US in long-term storage but expects all aircraft to return by 2024. According to the CEO, the aircraft is a good aircraft, and the airline has invested a lot of money into the type by installing new cabins in, so far, six of the twelve A380s in the fleet.

To support the growth of domestic tourism, Virgin Australia has secured leases for ten additional B737-800s. The aircraft are expected to arrive before June. An interesting detail is

that the ten were previously also part of the Virgin Australia fleet but were returned to their lessors during their bankruptcy reorganisation. Next to securing these dry-leases, Virgin Australia is also finalising a wet-lease agreement with Alliance Airlines in which the company will operate Fokker 100s for Virgin Australia on two selected routes out of Brisbane. Once delivered in June, the airline will operate at 80% of its pre-Corona domestic capacity. Its fleet currently consists of two B737-700s and 57 B737-800s. Subsidiary Virgin Australia Regional's fleet is made up of five A320s and eleven Fokker 100s.

Firm aircraft orders

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

Airbus 2021 firm orders

Airbus Defense & Space	1	A330-200	
<u>Avolon</u>	4	<u>A320neo</u>	
	4	<u>A321neo</u>	
<u>Unidentified</u>	20	<u>A220-300</u>	
	10	A320neo	
Total	39		(+28)

Boeing 2021 firm orders

<u>777 Partners</u>	24	<u>B737-8</u>	
<u>Alaska Airlines</u>	32	<u>B737-9</u>	
Atlas Air	4	B747-8F	
Private	1	<u>B737MAXBBJ</u>	
<u>Royal Australian Air Force</u>	2	<u>P-8A</u>	
Singapore Airlines	11	B777-9	
<u>Southwest Airlines</u>	100	<u>B737MAX</u>	
<u>Unidentified</u>	17	<u>B737MAX</u>	(+3)
	1	B747-8	
	4	B787-10	
<u>United Airlines</u>	50	<u>B737MAX</u>	(+25)
USAF	27	KC-46A	
<u>US Navy</u>	9	<u>P-8A</u>	
Total	282		(+196)

Embraer 2021 firm orders

Congo Airways	2	E195-E2	
Total	2		

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

Jetliners

A319	-111	1471	OE-IFU	AerCap, ex F-GRHU of Air France. Registered in Austria on behalf of the lessor on 9 April. Aircraft has been stored at Marana (AZ) since 31 March 2021.
	-111	2370	OE-ITY	AerCap, ex G-EZMK of easyJet. Registered in Austria on behalf of the lessor on 26 March. Aircraft has been stored at Lourdes since 18 February 2021.
	-111	3041	LZ-DBH	DAE Capital, ex G-EZBK of easyJet. Registered in Bulgaria on 29 March. Aircraft has been stored at Lasham since 13 February 2021.
	-112	3895	2-SSIA	World Star Aviation, ex OO-SSI of Brussels Airlines. Registered in the Guernsey register on 2 April. Aircraft was withdrawn from use already on 20 March 2020. It had been stored at Brussels until 01 March 2021, when it was ferried to Zagreb for continuous storage.
	-112	4691	D-ASSM	Sundair, ex LY-KEA of GetJet Airlines. Delivered on 13 April.
A320	-232	661	TC-OBU	FlyBosnia, ex TC-OBU of Onur Air. Delivered on lease from Onur Air on 7 April.
	-214	1200	N2603G	AerCap, ex VQ-BCG of Rossiya - Russian Airlines. Registered in the US on 14 April. Aircraft was ferried to Marana (AZ) for storage on 4 April.
	-214	1571	OE-ITF	DVB Aviation Asset Management, ex LY-VEB of Avion Express. Registered in Austria on 6 April. Aircraft was ferried to Ciudad Real for storage on 23 February.
	-232	1773	ER-00021	Terra Avia, ex VP-CFR of Castlake. Delivered on 9 April. Former A7-ADC of Qatar Airways.
	-214	2633	EC-NOY	Volotea Air, ex OE-LMR of Castlake. Delivered on 13 April. Former 9M-AFB of AirAsia. Aircraft was supposed to go to Lauda Europe as 9H-LMR and already painted in full Lauda colours, but that deal fell through.
	-214	3511	EC-NOM	Volotea Air, ex VP-BKY of Aeroflot. Delivered on 9 April.
	-214	3597	EC-NOP	Volotea Air, ex OE-LMO of GECAS. Delivered on 31 March. Former VT-WAG of GoAir.



This Boeing 737-300 5N-BYR is the first aircraft for Nigerian start-up Cally Air. Previous operators of this 22.5 year old aircraft were AirBaltic, FlyGlobespan and Deutsche BA. Cally Air is a joint venture based at Calabar Airport. It was formed in 2016 and was created through a public-private agreement between the Nigerian state government of Cross River, an Indian investor and DANA Air. It is seen here at Malta, where it was for some maintenance, taxiing out for its delivery flight to Lagos on 6 April 2021. (Mavio News)

	-232	4621	OE-ITS	Infinity Aviation, ex HA-LWH of Wizz Air. Registered in Austria on 19 March. Aircraft was ferried in all white to Lourdes for storage on 26 March.
	-214	5318	EI-GUE	Bank of America Leasing, ex G-EZWG of easyJet. Registered in Ireland on 25 March. Aircraft was withdrawn from use by easyJet already on 23 March 2020.
	-214	5319	EI-GUF	Bank of America Leasing, ex G-EZWF of easyJet. Registered in Ireland on 19 March. Aircraft was withdrawn from use by easyJet already on 20 March 2020.
	-271N	7124	P4-KBH	FlyArystan, ex P4-KBH of Air Astana. Transferred to the low cost subsidiary late March. First A320neo in FlyArystan's fleet.
	-251N	7523	VP-BOS	SmartAvia, ex N752AE of AerCap. Delivered on 13 April. Former XA-JRM of Interjet. First A320 for SmartAvia.
	-251N	9456	SX-NIG	Sky Express, ex VP-CCT of ACG - Aviation Capital Group. Delivered on 25 March. Aircraft was originally intended for Mexican Interjet. It has been stored since it was delivered by Airbus to the lease company in June 2020 at Newquay and Montpellier.
	-251N	9507	SX-WEB	Sky Express, ex VP-CCS of ACG - Aviation Capital Group. Delivered on 25 March. Aircraft was originally intended for Mexican Interjet. It has been stored since it was delivered by Airbus to the lease company in June 2020 at Newquay and Montpellier.
	-251N	10265	SE-RUF	SAS Scandinavian Airlines. Delivered on 14 April. Test registration was D-AVVT.
	-251N	10338	CS-TVI	TAP Air Portugal. Delivered on 17 April. Test registration was F-WWDN.
A321	-211P2F	1250	G-POWZ	Titan Airways, ex G-NIKO of BBAM Aircraft and Leasing Management. Delivered after freighter-conversion on 1 April. Former G-NIKO of Thomas Cook Airlines.
	-231	2234	9H-AME	Avion Express Malta, ex LY-VEA of Avion Express. Transferred in March.
	-231	3636	EC-NLJ	Privilege Style, ex 4R-ABR of SriLankan Airlines. Delivered on 14 April. Registered in between as EI-GTZ of Avolon.
	-211	4461	9H-SLC	SmartLynx Malta, ex YL-LCY of SmartLynx. Transferred on 30 March.
	-231	6059	XA-	VivaAerobus, ex G-TCVC of Thomas Cook Airlines. Delivered on 9 April.
	-251NX	10157	CS-TJS	TAP Air Portugal. Delivered on 26 March. Test registration was D-AVZM.
	-271NX	10176	4K-GEP	Air Astana. Delivered on 1 April. Test registration was D-AZAI.
	-251NX	10181	A6-ATF	Air Arabia. Delivered on 9 April. Test registration was D-AVYX.
	-271NX	10221	T7-MEB	MEA - Middle East Airlines. Delivered on 14 April. Test registration was D-AVZK.
	-271NX	10227	HA-LVP	Wizz Air. Delivered on 25 March. Test registration was D-AVZH.
	-253NX	10238	G-GBNI	Titan Airways. Delivered on 31 March. Test registration was D-AYAY.
	-253NX	10291	EI-LRG	Aer Lingus. Delivered on 1 April. Test registration was D-AVXV.
	-253NX	10319	EI-LRH	Aer Lingus. Delivered on 26 March. Test registration was D-AVZL.
	-271NX	10526	HA-LVX	Wizz Air. Delivered on 19 April. Test registration was D-AVXQ.
A330	-342	177	N177AE	AerCap, ex C-GCTS of Air Transat. Registered in the US on 31 March. Aircraft has been stored at Marana (AZ) since 12 February 2021.
	-203	486	N244GE	GECAS - General Electric Capital Aviation Services, ex CS-TOR of TAP Air Portugal. Registered in the US on 19 March. Aircraft has been placed in storage at Lourdes since 15 January 2021.
	-343E	833	CS-TRH	Iberjet, ex Orbest. New titles applied late March.
	-223	939	LZ-AWY	GullivAir, ex TC-LNB of Turkish Airlines. Delivered on 20 April.
	-243F	1584	OO-CGM	CMA CGM Air Cargo, ex A7-AFG of Qatar Airways. Delivered on 16 April. Aircraft is operated by Air Belgium.
	-343E	1691	EC-MII	Iberjet, ex Evelop Airlines. New titles applied late March.
	-941	1975	F-HRNB	Corsair. Delivered on 31 March. First A330neo for Corsair. Test registration was F-WWYQ.
	-941	1983	N409DX	Delta Air Lines. Delivered on 6 April. Test registration was F-WWYV.

A350	-941	245	OE-IPX	Avolon, ex ZS-SDD of South African Airways. Registered in Austria on behalf of the lessor on 23 March. Aircraft has been stored at Teruel since 11 July 2020.
	-941	423	B-321J	China Eastern Airlines. Delivered on 18 April. Test registration was F-WZNX.
	-941	464	9V-SHT	Singapore Airlines. Delivered on 2 April. Test registration was F-WZGC.
	-941	469	9V-SHU	Singapore Airlines. Delivered on 2 April. Test registration was F-WZFX.
	-941	475	9V-SHV	Singapore Airlines. Delivered on 2 April. Test registration was F-WZFM.
	-941	484	SE-RSE	SAS Scandinavian Airlines. Delivered on 26 March. Test registration was F-WZNV.
	-941	488	F-HTYH	Air France. Delivered on 12 April. Test registration was F-WZGR.
B737	-43QSF	28494	EI-STV	ASL Airlines Ireland, ex HA-FAU of ASL Airlines Hungary. Transferred on 18 April.
	-31S	29266	5N-BYR	Cally Air, ex YL-BBR of airBaltic. Delivered on 6 April.
	-8Q8	30702	YR-BMS	Blue Air, ex OE-IID of SASOF III (A22) Aviation Ireland DAC. Delivered on 23 March.
	-8ASF	33596	HS-KMD	K-Mile Air, ex EI-DLR of Ryanair. Was registered to ASL Airlines Ireland and thereafter converted to freighter at Jinan. Ferried to Bangkok on 24 March.
	-8ASBCF	33603	EI-DPB	ASL Airlines Ireland, ex Ryanair. Converted to freighter at Jinan. Delivered on 12 April.
	-8ASBCF	34178	F-HIQC	ASL Airlines France, ex EI-DLO Ryanair. Delivered on 30 March as EI-DLO. Registered on 15 April.
	-8FH	35105	4L-GTG	Georgian Airways, ex 9M-MLE of Malaysia Airlines. Delivered on 13 April.
	-86J	37766	F-HTVS	Transavia France, ex VP-CMV of AMCK Aviation. Delivered on 15 April.
	-86J	37767	F-HTVT	Transavia France, ex VP-CMW of AMCK Aviation. Delivered on 2 April.
	-800	41219	VP-BFB	Pobeda, ex Aeroflot. Transferred on 10 April.
	-800	41235	VQ-BHT	Pobeda, ex Aeroflot. Transferred on 13 April.
	-800	42286	F-HTVZ	Transavia France, ex SE-RPA of Norwegian Air Sweden. Delivered on 1 April.
	-8	43309	YR-MXA	Blue Air. Delivered on 30 March. Line # 7762.
	-8	43344	EW-528PA	Belavia - Belarusian Airlines. Delivered on 7 April. Line # 7602.
	-8	43920	EI-RZB	Neos. Delivered on 30 March. Line # 7565.
	-8	62869	EI-RZA	Neos. Delivered on 30 March. Line # 7491.
B767	-323ER	24040	N767PR	Spectre Air Capital, ex EI-GEP of Blue Panorama Airlines. Registered in the US on 7 April. The aircraft has been stored at Roswell (NM) since 2 May 2020.
	-323ERBDSF	29431	N321CM	Northern Air Cargo, ex N394AN of Cargo Aircraft Management. Delivered after freighter conversion on 6 March. Former American Airlines.
	-3BGER	30564	N564WW	Fortress Transportation, ex EI-FGN of MIAT Mongolian Airlines. Registered in the US on 14 April. Aircraft was ferried to Goodyear (AZ) for storage on 18 January 2021.
	-300F	63122	N191FE	FedEx Express. Delivered on 24 March. Line # 1232.
	-300F	63123	N192FE	FedEx Express. Delivered on 9 April. Line # 1235.
	-300F	66245	N275FE	FedEx Express. Delivered on 30 March. Line # 1233.
B777	-212ER	28532	N822KW	Jet Midwest, ex VP-BDR of VIM Airlines. Registered in the US on 16 April. Aircraft has been stored at Victorville (CA) since 14 September 2018.
	-228ER	28675	OE-IFS	AerCap, ex F-GSPH of Air France. Registered in Austria on behalf of the lessor on 12 April. Aircraft was ferried to Marana (AZ) for storage on 29 March.
	-21BER	32703	VP-BJF	Ikar Airlines, ex VP-BJF of Nordwind Airlines. Delivered on 24 March. Ikar titles in a basic Nordwind colour scheme.
	-F	66814	D-AALR	DHL / AeroLogic. Delivered on 16 April. Line # 1693.
	-F	66815	N776CK	DHL / Kalitta Air. Delivered on 20 April. Line # 1694.
	-300ER	66888	PH-BVV	KLM Royal Dutch Airlines. Delivered on 25 March. Line # 1681.
	-300ER	66889	PH-BVW	KLM Royal Dutch Airlines. Delivered on 27 March. Line # 1686.
B787	-9	60314	B-20E8	China Southern Airlines. Delivered on 17 April. Aircraft already made its first flight in February 2020 and was kept in storage at Victorville (CA) before delivery. Line # 966.
	-9	66144	N29985	United Airlines. Delivered on 27 March. First 787 delivery in more than six months. In Scramble 498 we mentioned that this frame was delivered on 24 October, but that was incorrect. Line # 1048. (correction Scramble 498 – Page 47).
	-9	66145	N19986	United Airlines. Delivered on 7 April. Line # 1054.
	-9	66146	N28987	United Airlines. Delivered on 30 March. Line # 1058.
	-9	66407	HL8387	Air Premia. Delivered on 1 April. First aircraft for this new Korean airline. Line # 1047.
CRJ	CL-850	8092	9H-BGK	Blue Square Aviation Group, ex LY-BGK of Charter JETS. Per 26 March.
ERJ	145MP	14500890	5N-BYX	ANAP Jets, ex F-GUBG of HOP!. Delivered on 26 March.
	135BJ	14501165	D-AVOS	Air Hamburg Private Jets, ex LX-MIA of Global Jet Luxembourg. Delivered on 13 April.
	135BJ	14501200	M-ADAM	WAT Aviation, ex OK-OWN of ABS Jets. Registered on 25 March.
	135BJ	14501211	T7-KBO	Prima Aviation, ex M-EBOY. Re-registered on 18 March.
	195E2STD	19020051	PH-NXC	KLM Cityhopper. Delivered on 19 April.

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

Commuters

DHC-8	-102	222	9H-CTG	Air CM Global, ex 9H-AEW of Medavia - Mediterranean Aviation Company. Per April.
Saab 340	B/F	192	G-RVGB	RVL Aviation, ex G-LGNF of Loganair. Per 24 March.
Tecnam	P2012	023	D-IAHM	AHM – AirborneHydroMapping. Delivered in February.

Credits: Airfleets, Planespotters and Skyliner.

Fokker News

F27	-050	20124	SE-KTC	Largus Aviation, ex 5Y-JWH. Registered again 22 February and actually never left Malmö, even though it carried the Kenyan registration. Looks like the deal never materialised.
	-050	20129	D6-MOH	Kush Air, ex VH-FND SkyWest Airlines. Seen March 2021 at Juba, in ex SkyWest colours and with Kush Air titles. Will be operated by Kush Air from its base in South Sudan. Already reported in Scramble 500, but without its full registration.
	-050	20145	5Y-MMA	Silverstone Air Services, ex SE-MFU Amapola Flyg. Arrived 12 December 2020 at Nairobi-Wilson, Kenya, and now its new registration is known.



Embraer ERJ135 Legacy 650 9H-GIB is a recent addition to the fleet of Maltese private air charter company Air X Charter, and was delivered to Malta in January 2021. Former operator of this six-year-old aircraft was Minsheng Financial Leasing, a big Chinese leasing company, but the aircraft was registered in the US as N866MS. It is the third Embraer Legacy in Air X Charter's fleet, which further consists of two A340-300s, two A340-600s, one 737-500, seven CRJ200s and three Embraer 190 Lineages. The Embraers and CRJs, as well as one A340-300 are currently active. All the other aircraft are stored. (Amsterdam-Schiphol, 17 April 2021, Walter Heukensfeld)

	-050	20181	9S-ABG	Gomair, ex 2-MIES, JU-8883 Hunnu Air. Registration known, was last seen at Kinshasa-N'Djili in October 2019, all white without a registration, ready for service.
	-050	20184	9S-ADJ	Gomair, ex 2-OLGA, JU-8882 Hunnu Air. Same story as above.
	-050	20233	5Y-JXK	Premier Airlines, ex Skyward Express. Operating for this new Kenyan/Somalian airline.
	-050	20243	5Y-WFB	Daruro Airline, ex Buff Air Services. Seen active Baidoa in February of this year. Last month we also reported on 5Y-WFD of the same airline, that identity is still unknown.
	-050	20264	SE-MFR	Amapola Flyg, ex BRA. Returned from lease and seen at Stockholm-Arlanda late January 2021, in the current (very white) Amapola colours.
F28	-0100	11336	9A-BTF	Ex Trade Air/Sun Adria. Sold at an auction in 2019 and the new owner moved the Fokker to home village Strmec Stubički, just north of Zagreb, Croatia (GE coordinates 45.969330, 15.916399. It currently is painted on the right-hand side with pictures from famous Croatian sportsmen and was last seen in October last year.
	-0100	11459	VH-VKN	Alliance Airlines. Ferried from Perth (WA) to Brisbane (Qld) on 26 February, as QQ9109 and still in Helvetic colours. Also likely to be used for spare parts, like colleague VH-VKQ 11501 (as mentioned last month, Scramble 503 – Page 32).

Credits: Merv Crowe, Skyliner.

Bizjets

BAe	125-800XP	258456	TC-VDM	Ziver Holding, ex G-EGSS. Noted Istanbul-Ataturk on 27 March.
	125-800XP	258786	2-GDEJ	Noted at London-Oxford on 8 April, ex G-GDEJ.
Beech	400XP	RK-512	SP-OOK	Former N408LH of TVPX Aircraft Solutions Inc. was sold to Smart Jet SP z.o.o.
Cessna	501	0322	VH-JLJ	Delivered to Chris Panayiotou on 15 February. Addition to Scramble 502.
	510	0120	N893MC	Reregistered from N72DA on 26 March.
	510	0184	N510PB	Reregistered from N128AD on 12 April.
	525	0188	F-	Exported to France on 31 March, ex N525PA.
	525	0505	N164LF	Reregistered from N502TN on 16 April.
	525	0871	N92WG	Reregistered from N819R on 29 March.
	525	1083	N333SL	Registered to Textron Aviation on 26 February.
	525A	0396	N907YB	Reregistered from N400CV on 16 April.
	525B	0054	N413AG	Reregistered from N500TS on 16 April.
	525B	0160	N99LM	Exported to the USA on 9 April, ex C-GZAM of Hawkworth Aviation.
	525B	0319	N427AZ	Reregistered from N52WC on 15 April.
	525B	0629	XA-	Exported to Mexico on 23 March, ex N283MJ.
	525C	0140	D-	Exported to Germany on 7 April, ex C-FLBS.
	525C	0334	N93EK	Reregistered from N990PX on 31 March.
	525C	0349	N950XT	Registered to Textron Aviation on 31 March.
	550	0210	N212MR	Delivered to Leader Air Service on 6 April, ex XA-PAA.
	550	0593	CC-	Exported to Chile on 22 March, ex N26621.
	550	1057	N189C	Reregistered from N714RM (now a Ce680A, see below) on 25 March.
	560	0316	N998EA	Reregistered from N120QM on 29 March.
	560	0436	N611GS	Reregistered from N605PR on 2 April,
	560	0499	N556BG	Registered in the USA on 12 April, ex C-FZRS of Monon Canada.
	560XLS	5630	N560DC	Delivered to Duncan Aviation on 14 April, ex D-CEEE of HTM Jet Service.
	560XLS	5746	N804BC	Reregistered from N8000U on 23 March.
	560XLS	5824	N708US	Reregistered from N810EJ on 30 March.
	560XLS+	6298	N298XL	Registered to Textron Aviation on 1 April.



Hawker 800XP G-EGSS was exported to Turkey on 3 February and is now operated by Ziver Holding, as TC-VDM. (Istanbul-Atatürk, 27 March 2021, Furkan Borakazi)

	680	0329	N70RF	Reregistered from N61DF on 15 April.
	680+	0587	6V-CEV	Registered in Senegal in December, ex D-CMLA. Operating for ASECNA.
	680A	0264	N607QS	Delivered to Netjets on 7 April.
	680A	0265	N714RM	Registered to Textron Aviation on 25 January.
	680A	0270	N39DS	Registered to Textron Aviation on 26 March.
	750	0094	N970JS	Reregistered from N84EA on 16 April.
	750	0182	N555LG	Reregistered from N982TX on 12 April.
	750	0502	N178AS	Reregistered from N287SL on 13 April.
	750	0523	N75EG	Delivered to Kirby-Smith Machinery on 5 April, ex CC-ARU.
Challenger	300	20350	N410FA	FA Flyer C1, ex B-8116. Registered on 22 December.
	300	20383	N753RP	RP Goals, ex XA-LVS. Registered on 28 December.
	300	20427	N309NZ	Aircraft Guaranty, ex XA-VFV. Registered on 17 December.
	350	20856	N813DH	Higginbotham Management, re-registered from N812DH on 22 December.
	350	20865	N577FX	Flexjet, registered on 23 December.
	350	20870	ZS-AKF	Noted at Farnborough on 13 March.
	350	20873	SP-ZEN	Jet Story, noted at Amsterdam-Schiphol on 1 April.
	604	5396	2-LVLY	Eskimo Holdings, ex P4-ACE. Registered on 3 March.
	604	5504	N188CR	C&S Challenger 1, re-registered from N604RR on 7 January.
	605	5543	RA-67167	Registered on 22 March, ex N1VF.
	605	5880	N629HG	Hantz Air, re-registered from N529DM on 23 December.
	650	6133	OE-LED	MJet, ex 9H-SPB. Registered in April.
Embraer	500	50000271	OK-FRE	Ex N271ZP of AvCorp US Registrations was sold and re-registered to Eclair Aviation s.r.o. in Czechia in March.
	500	50000377	G-MEPS	Ex ZM334 of the Royal Air Force was re-registered to Affinity Flying Training Services Ltd.
	505	50500601	OK-ST5	A brand new Phenom 300 was delivered to Queen Air sro. in Czechia.
	550	55000056	D-BEER	Ex M-ORIS of Legacy 500 Ltd. was sold to Air Hamburg in Germany.
Falcon	7X	114	N1KX	Nick H. Johnson PC, ex M-GGBL. Registered on 18 December.
	7X	116	N4CE	Bank of Utah, ex F-HECR. Registered on 22 December.
	7X	141	N510AN	1906, ex VP-CDY. Registered on 17 December.
	7X	217	N479W	OTW Aviation, ex F-HPOD. Registered on 23 December.
	7X	266	N266FJ	Bank of Utah, ex F-HPCE. Registered on 12 December.
	8X	404	F-HJNT	One we missed previously, former HB-JSD was noted at Geneva on 13 October 2019.
	8X	404	9H-KIM	F-HJNT was exported to Malta on 2 April and is now operated by Skyfirst.
	50	98	N750FR	Luna Jet, re-registered from N600WG on 22 December.
	900EX	63	N70BR	Rosair Texas, re-registered from N435T on 21 December.
	900EX	77	N312DS	DS Five, ex N131DS. Noted at Van Nuys on 13 April.
	900LX	316	N16NF	TVPX Aircraft Solutions, re-registered from N316FJ on 31 December.
	2000	27	N92HA	Ocana Investments, ex VH-FJO. Registered on 6 January.
	2000	184	N513KD	KD Aviation 51, ex N10X. Registered on 30 December.
	2000LX	148	2-RBTS	Ortac, ex N888MX. Registered on 30 March.
Global	5000	9430	9H-YAA	Delivered to Luxaviation Malta in January, ex 9H-MMM.
	5000	9650	N142HD	Reregistered from N142HC on 1 April, still with Delta Jet.
	6000	9467	TC-GLB	Registration known. Addition to Scramble 502.
	6500	60025	OE-LLC	Delivered to Avcon Jet on 6 April, ex C-GLST.
	6500	60026	EC-NOC	Delivered to Gestair Executive on 27 March, ex C-GLTG.

	6500	60044	C-GRNX	Registered to Bombardier on 1 March.
	6500	60045	C-GRPB	Registered to Bombardier on 17 March.
	7500	70008	N885AQ	Reregistered from N51TR on 22 March. Operating for Executive Jet Management.
	7500	70045	9H-VIB	Delivered to VistaJet Malta on 30 March, ex C-GJHV.
	7500	70049	VP-	Registered on the Cayman Islands in March, exported from Canada on 29 March, ex C-GJKD.
	7500	70053	G-LOBX	Delivered to ARC Aviation on 25 March, ex C-GLOM.
	7500	70058	9H-VIC	Exported to Malta on 29 March, ex C-GNJY. Delivered to VistaJet Malta.
	7500	70059	VH-FMG	Delivered to Fortescue Metals Group on 29 March, ex C-GNKF.
	7500	70061	9H-	Exported to Malta on 30 March, ex C-GNKL.
	7500	70087	C-GTUI	Registered to Bombardier on 26 February.
	7500	70088	C-GTUO	Registered to Bombardier on 11 March.
	7500	70089	C-GUTP	Registered to Bombardier on 17 March.
	7500	70090	C-GUTV	Registered to Bombardier on 25 March.
	7500	70091	C-GUUA	Registered to Bombardier on 6 April.
Gulfstream	IVSP	1382	N330RW	West2East 330, re-registered from N4HS on 7 January.
	IVSP	1388	5N-BYO	Nestoil, re-registered from N990EA. Noted at Basel on 4 April.
	IVSP	1441	N888LD	JLSSAA, re-registered from N950LF on 29 December.
	G450	4036	N850LG	Leonard Green & Partners, re-registered from N50CM on 28 December.
	G450	4123	N450LP	Doradog450, ex VQ-BZM. Registered on 21 December.
	G450	4342	N268WC	Westcap Aviation Partners, ex PR-CBK. Registered on 21 December.
	G550	5147	N550TS	Eagle Creek Logistics, re-registered from N969TS on 7 January.
	G550	5191	N425TM	Sprint, re-registered from N129KC on 6 January.
	G550	5619	N74VZ	Bank of Utah, ex N519GA. Registered on 18 December.
	G550	5621	N319FS	Pacific Western Bank, ex N521GD. Registered on 18 December.
	G650ER	6012	N524RR	Carlyle Investment Management, re-registered from N524EA on 29 December.
	G650	6187	N2LA	Delaware Life Holdings Parent II, re-registered from N16ZM on 17 December.
	G650ER	6340	PS-FGT	Boat & Plane Time Sharing do Brasil, ex VQ-BCT. Registered on 5 April.
	G650	6439	M-DVJJ	Benedict Peters, ex N639GA. Registered on 13 April.
	G650ER	6440	N807BC	Bill Conway, ex N640GS. Registered on 22 December.
	G500	72066	N792MP	Noted at Cincinnati-Lunken Field (OH) on 3 March, ex N566GD.
	G500	72067	N246V	Spangler Companies, ex N167GA. Delivered in March.
	G500	72068	9H-VMF	Elit'Avia Malta, ex N568GD. Noted at Basel on 10 April.
Honda	HA-420	00097	F-HOND	European Aero Training Institute Strasbourg, ex VP-CEF. Registered on 8 April.
IAI	1125SPX	120	N3RC	Reregistered from N989SE on 29 March.
	G150	209	N209AW	Reregistered from N92AJ on 15 April.
	G200	104	N271RA	Registration cancelled on 31 March.
Pilatus	PC-24	212	N114HA	Former HB-VST of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd in February.
	PC-24	213	2-RIST	Former HB-VSU of Pilatus Flugzeugwerke was sold to a yet unknown operator in the Isle of Guernsey register in March.
	PC-24	214	N244Q	Ex HB-VSV of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd in February.
	PC-24	215	HB-VTM	Registered to Pilatus Flugzeugwerke in January.
	PC-24	216	N224FP	Ex HB-VSW of Pilatus Flugzeugwerke was sold to Pilatus Business Aircraft Ltd in March.
	PC-24	217	HB-VSX	Registered to Pilatus Flugzeugwerke in February.
	PC-24	218	HB-VSY	Registered to Pilatus Flugzeugwerke in February.
	PC-24	219	HB-VSZ	Registered to Pilatus Flugzeugwerke in February.
	PC-24	220	HB-VUA	Registered to Pilatus Flugzeugwerke in February.
Raytheon	390	RB-292	RA-02765	Ex UP-P1004 of KazAirJet was sold to a yet unknown operator in Russia.
	4000	RC-44	N35JV	Former TC-NRN of Swan Aviation was recently sold to Delaware Aircraft Trust LLC in the US.



The first Global 7500 in the UK was registered as G-LOBX on 22 March. Its former test registration was C-GLOM, the current operator Luxaviation UK took delivery of the Bombardier at London-Luton on 25 March. (London-Luton, 29 March 2021, James Ronayne)

Bizprops

Beech	E90	LW-235	G-WKTO	Former N211SG of Aerospace Trust Management LLC was sold to DEA Aviation Ltd.
	200	BB-194	9H-JBC	Ex HB-GIL of Air Glaciers SA was sold to Hyperion Aviation Ltd. in the Maltese register.
	B200	BB-1500	OK-SLM	Former SE-MJE of Luxaviation Germany was sold to Letov Air s.r.o. but operated by Silmet Pribam a.s.
	B200	BB-1675	PH-ZDZ	Former OY-PCL of Air Greenland was sold to Zeusch aviation in The Netherlands.
	B200	BB-2007	C-GNCD	Former LN-LTE of Luftransport was sold to North Cariboo Flying Service Ltd. in Canada in April.
	B350C	FM-87	403	This ex N87FM of Textron was delivered to the Hellenic Army in April.
Cessna	B350C	FM-89	404	This ex N889FM of Textron was also delivered to the Hellenic Army in April.
	208B EX	5128	OY-ZCA	Ex TC-SMG. Operated by COWI Aerial Services and noted at Rotterdam on 30 March.
Pilatus	F406	0075	F-GVRX	ASI Aviation, ex F-ZBCH. Registered on 17 June 2020.
	PC-12/47E	1467	N672AR	Ex T7-DUD was sold Karma Air LLC in the USA.
	PC-12/47E	1590	D-FNJJP	This the correct registration and msn for this PC-12 of Air Alliance GmbH.
	PC-12/47E	1658	N933JJ	Former T7-1SKY of unknown operator was sold to Team J&J Aircraft Leasing LLC in April.
	PC-12/47NGX	2076	HB-FRY	Registered to Pilatus Flugzeugwerke in February.
	PC-12/47NGX	2077	HB-FRZ	Registered to Pilatus Flugzeugwerke in February, later sold to:
	PC-12/47NGX	2077	N221DE	Pilatus Business Aircraft Ltd. in the US in March.
	PC-12/47NGX	2078	HB-FSA	Registered to Pilatus Flugzeugwerke in February, later sold to:
	PC-12/47NGX	2078	N512BB	Pilatus Business Aircraft Ltd. in the US in April.
	PC-12/47NGX	2078	HB-FSB	Registered to Pilatus Flugzeugwerke in February.
	PC-12/47NGX	2080	HB-FSC	Registered to Pilatus Flugzeugwerke in February, later sold to:
	PC-12/47NGX	2080	N47SK	Pilatus Business Aircraft Ltd. in the US in March.
Piper	PC-12/47NGX	2081	HB-FSD	Registered to Pilatus Flugzeugwerke in February, later sold to:
	PC-12/47NGX	2081	N334AM	Pilatus Business Aircraft Ltd. in the US in April.
	46-600TP	4698149	SP-EME	Noted at Czestochowa Rudniki on 6 April, ex N8061T.



Currently nine Pilatus PC-12s are on the French register and this includes two F-O registered examples. If things go according to plan F-HPIL will be the tenth one, and the first PC-12 NGX in France as well. It is currently still HB-FSB and painted in a rather colourful livery. (Stans-Buochs, 1 March 2021, Stephan Widmer)

Soviet Updates

Go to the Soviet Transports database on the Scramble website for full known histories, including extensive info on crashes, colour schemes, et cetera. To get the most from this extensive database (over 150,000 records) consider using the advanced search options.

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

- the free, downloadable, January 2021 editions of known production lists of the all types (over 250) included in the 'Soviet Transports' database, which includes all known military transport aircraft and helicopters as well as bombers;
- a list of Western-built aircraft which saw service in the Soviet Union and the Eastern Block (excl. modern types);
- a list of all RF- registered aircraft, including other types like Western-built aircraft and Soviet/Russian-built fighters;
- an illustrated explanation to construction numbers used and where to find them on 'Soviet Transports' types;
- a list of abbreviations, English to Russian translations and the official and unofficial location codes used in the ST files;
- a Google Earth KMZ file with all airports in the Soviet Transports database.

This free service replaces an eventual new edition of the Soviet Transports book which nowadays would simply be too expensive to produce. A total rundown of all files in early 2021 shows a new book would equate over 2,150 pages, were it to be published in the same format as the 2004 edition, A4 in small print. The entire Soviet Transports team is hoping to continue working on this data in the future and to continue to make fresh information freely available, as well as updating existing information and publishing historical data still sitting on our desks, waiting to be processed.

An-2T	1 73 473 04	MONGOL-304	MIAT Mongolia	photo	1958	in dark c/s, n/t with c/n 17304 clearly readable in tail
An-2TP	1G185-05	ex SP-UXC	all grey c/s		09dec20	arrived Bilzen (Belgium, N50.88437, E5.57271)
An-2R	1G193-42	RA-02448(2)	Virazh	l/n	25jun20	Slobodka stored; canx between 14jan21 and 25feb21
An-2R	1G196-42	RA-68149	Stavropol 411 Avia	lsd	26may03	canx between 25feb21 and 30mar21

An-2R	1G214-56	UR-40698	I.V. Lutskevych	rgd	16mar21	I.V. Lutskevych of Poltava; no operator on register
An-2R	1G217-32	RA-40992	Region Avia	GYG	18mar81	
An-2	1G218-48	RA-33061	S.I. Krivoschapkin	w/o	30aug19	on landing Verkhoyanski khrebet range
An-2R	1G224-34	RA-40457	Region Avia`	GYG	18mar21	
An-2R	1G229-34	RA-33542		rgd	02mar21	
An-2T	1G235-34	EW-389CD	blue c/s, n/t	photo	05apr20	at Kamenets; c/n reported by Belarussian spotters
An-24RV	1 73 075 02	RA-83968	LII Zhukovski	ZIA	2020	offered for preservation or display
An-24RV	3 73 083 10	RA-13344	KomiAviaTrans	SCW	13apr21	all blue tail, with titles
An-24RV	3 73 086 06	RA-46609	Turukhan	ARH	01aug19	canx between 14jan21 and 25feb21
An-26	13 01	29113	LII Zhukovski	ZIA	29aug19	offered for preservation or display
An-26	22 03 ?	S9-LON		JUB	02feb17	illegal registration; became see next line
		TR-OAN	South Sudan Supreme	JUB	30sep17	illegal registration; photo JUB 2019, active
An-26	28 09	RA-26546	Aeroflot	EIE	aug17	canx between 25feb21 and 31mar21
An-26-100	41 03	RA-26247	Aeroflot c/s, n/t	l/n	27aug09	AOC revoked feb13; canx betw. 14Jan21 and 25Feb21
An-26-100	71 08	UR-UZI	United Nations	lsd	14apr20	in full all-white UN c/s, coded 'UNO-690P'
An-26	77 10	RA-26653	Aeroflot	EIE	aug17	canx between 25feb21 and 31mar21
An-26	82 10	RA-26671	Aeroflot	EIE	aug17	canx between 25feb21 and 31mar21
An-72-100	365720 70 698 ?	T-709	Angolan Air Force	ODS	10dec17	in dark grey c/s with light grey undersides and titles
An-74TK100	471 95 01 4	UP-AN742	not known		10mar21	in legal documents whilst reported sitting at Yaroslavl
Il-78MKI	20434 25868	KJ3454	Indian Air Force	ZIA	16apr21	with a hyphen in the serial
Il-96-300	74393203024	RA-96024	Rossiya	Vox	05oct20	Il-96-300PU(M1); f/f 09apr21
Ka-26	74 047 11	RA-19552	Gazpromavia	dam	24may17	canx between 14jan21 and 25feb21
Ka-32A	9102	HL9672	Heli Korea	rgd	06apr21	ex RA-31603(2)
Ka-32A11BC	9813	PK-KII	Artic Group	rgd	26feb20	ex PK-HVK which was canx 17jan20
Ka-32A11BC	---	RA-31109		rgd	02mar21	
Ansats	33 119	RA-20058	not known	rgd	25feb21	line # 119
Ansats	33 120	RA-20042	not known	rgd	25feb21	line # 120
Ansats	33 121	RA-20043	not known	rgd	25feb21	line # 121
Ansats-GMSU	---	EZ-L487	Türkmenhowayollary	d/d	apr21	'Türkmenistan Tiz Lukmancylyk Kömegi' titles
Let-410	---	UR-CUK	white, blue tail	SOF	28apr21	without engines or rudder
Mi-2MSB	51 3749 104	"181" red	Ukraine Army Aviation	KHE	2018	c/n known now
Mi-2	54 8102 033	RA-20829	SmolenskAeroTrans	OEL	12nov20	canx between 25feb21 and 30mar21
Mi-2	52 8643 044	RA-20943	MARZ ROSTO	KGP	23jul12	new CofR 13jan21 but canx betw.14jan21 and 25feb21
Mi-2	52 9650 036	RA-20977	Transkhimavia	w/o	17apr21	crashed near Ilsky, Krasnodar Region
Mi-2MSB	54 9736 056	"887" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-2	52 9912 086	RA-20414	not known	KGD	16sep16	CofA expired 11jun20; canx betw.25feb21 & 30mar21
Mi-2	52 10130 027	RA-23209	Elbrus-Avia	trf	30mar94	canx between 25feb21 and 30mar21
Mi-2	51 10710 088	RA-15746(2)	privately owned	dbr	01jun20	canx between 25feb21 and 30mar21
Mi-2	52 11139 050	EW-164CC	MChS Belarusi	VTB	26mar21	in full c/s stored without rotors; ex EW-14252
Mi-2	52 11140 050	EW-165CC	MChS Belarusi	VTB	26mar21	in full c/s stored without rotors; ex EW-14253
Mi-2	---	27	Libyan Air Force	photo		
Mi-4	---	33	Cuban Air Force	photo		preserved at a at Arroyo Arenas, but gone by 2001
Mi-4	---	35 & 41	Cuban Air Force	photo's		



This nice looking An-2 was sitting in Poland the past years as SP-FIX, in a much worse condition. It arrived in Bilzen (Belgium, N50.88437, E5.57271) on 9 December 2020 and received the attention it deserved. It will become the Air-Bilzenn Bed & Breakfast so an overnight stay in an An-2 is possible! The Antonov was seen in good condition on 28 March 2021, as Laurent Heyligen's photo shows.

Mi-6A	668 27 10V	"76" yellow	Soviet Air Force	ZIA	09apr21	scrapped
Mi-8T	58 82	RA-25975	Angara	IKT	03aug13	CofA expired 30sep20; canx betw. 14jan21 & 25feb21
Mi-8	80 29	RA-22644	Tomsk Avia	OMS	aug18	wfu; canx between 25feb21 and 30mar21
Mi-8T	80 96	RA-22649	Yeltsovka	dbr	16dec18	canx between 14jan21 and 25feb21
Mi-8T	20284	3304	Hungarian Air Force	Szo	26mar21	doing the last Hungarian Mi-8 farewell flight
Mi-8T	9 75 44 43	"86" red	Russian Air Force	Eng	aug17	preserved in the base museum; c/n now known
Mi-8T	9 83 08265	RA-22708	not known	rgd	25mar21	ex UP-MI822
Mi-8T	9 83 11425	RA-22758	not known	rgd	25mar21	ex UP-MI828
Mi-8T	9 84 15399	RA-22857	not known	rgd	25mar21	ex UN-22857
Mi-8T	9 84 17207	RA-24713	not known	rgd	25mar21	ex UP-MI824
Mi-8T	9 85 20599	RA-24500	UTair	dam	13apr21	when a parachutist came down on the tailboom
Mi-8T	9 85 22003	RA-24511	not known	rgd	16mar21	ex UP-MI833
Mi-8T	9 85 22705	RA-24540	not known	rgd	25jan21	ex UN-24540
Mi-8T	9 86 28176	RA-24447	not known	rgd	18feb21	ex UP-MI832
Mi-8T	9 86 28532	RA-24461	Yeltsovka	dbr	15jul19	canx between 25feb21 and 30mar21
Mi-8T	9 86 28744	RA-24471	not known	rgd	18feb21	ex UN-24471
Mi-8T	9 92 57196	RA-25584	not known	rgd	25jan21	ex UN-25584
Mi-8MT	9 3088	"55" yellow	Ukraine Army Aviation		25apr14	destroyed at Kramatorsk; c/n now known
Mi-8MT	9 3267	"830" black	Ukraine Army Aviation	no	reports	code only on a sheet of paper in a cabin window
Mi-8MTV-1	9 5731	RA-25115	not known	rgd	23may19	canx between 25feb21 and 30mar21
Mi-171Sh	171S00604137459U	EP-685	Peruvian Army	w/o	17apr21	crashed into the water of rio Urubamba
Mi-8AMT	8AMT00643197730U	RA-22175(2)	not known	rgd	09feb21	
Mi-171E	---	99126	Chinese Army	photo	apr21	temporary serial
Mi-17V-7	---	LH921712	Chinese Army	photo	mar21	ex LH927xx; opb the 85th Brigade
Mi-17V-7	---	LH921728	Chinese Army	photo	mar21	ex LH927xx; opb the 85th Brigade
Mi-171	---	LH992756	Chinese Army	photo	mar21	ex LH957xx; opb 72nd Brigade
Mi-8T	---	77	Cuban Air Force			photo
Mi-8T v	---	89	Cuban Air Force			photo
Mi-8T	---	1427	Libyan Air Force	photo	mar21	coded 'H2' (difficult to read) on the nose
Mi-17V-5	---	FA-091	Mozambique AF	d/d	25sep19	by An-124-100 RA-82038 to Nacala; f/n mar21
Mi-8MT	---	559	Sudanese Air Force	MWE	nov20	
Mi-8MT	---	561	Sudanese Air Force	MWE	nov20	
Mi-17-1V	---	not known	Türkmenhowayollary	d/d	apr21	'Türkmenistan Tiz Lukmancylyk Kömegi' titles
Mi-24V	353242 10 14534	"15" yellow	Russian Air Force	Eng	15aug14	preserved at the base museum; c/n known now
Mi-24PU1	353243 34 20329	101418AB	Ukraine Army Aviation	rgd	31jul18	contract for the repair signed with Aviakon 15jul19
Mi-24P	353243 28 25548	RF-95290	Russian Air Force	l/n	22feb21	at Kamensk-Uralski; coded "04" red; c/n known now
Mi-24A	---	656	Algerian Air Force			photo should have become SB-56 after 1986
Mi-24 Mk.3	---	SB-25	Algerian Air Force	photo	apr21	c/n looks like ending at '7501'
Mi-35	---	25	Cuban Air Force			photo in olive drab/khaki camo c/s with light grey underside
Mi-24V	---	FA-116	Mozambique Air Force	photo	mar21	supplied by the Paramount Group
Mi-24V	---	FA-117	Mozambique Air Force	photo	apr21	supplied by the Paramount Group
Mi-28NE	012 299 041 ?	SC-22	Rostvertol	photo	apr21	carried '9041' on the fin
W-3AS	31 03 19	EC-KIR	Helibravo Avn SA	photo	04apr15	found abandoned 04apr15 Fernán Pérez; canx jan21



This 1976 built Ka-26 was present for many many years at Öcsény and was last seen there September 2019, without engines and rotors. It was overhauled and photographed airworthy at Budaörs, equipped with fertilising equipment and freshly painted. Note the wheel and fuselage protectors installed, preventing the landing gear and fuselage from being grinded by the fertiliser. The mainly nitrogen (N), phosphate (P) and potassium (K) 10-12-18 pellets exit the rotating bottom of the fertiliser equipment at very high speed. HA-HSF's first operational flight since overhaul was in fact fertilising Budaörs airport's grass runways and taxitracks. (Budaörs, 21 April 2021, Endre Zsaludek)

RRJ-95B	95 022	RA-89181	Sukhoi Civil Aircraft	rgd	24feb21	ex PK-ECL
RRJ-95B	95 031	RA-89182	Sukhoi Civil Aircraft	rgd	24feb21	ex PK-ECD
RRJ-95B	95 105	RA-89162	Sukhoi Civil Aircraft	rgd	26jan21	ex 9H-SJD
RRJ-95B	95 106	97017(2)	Sukhoi Civil Aircraft		21mar21	ferried back to the factory
RRJ-95B	95 108	RA-89164	not known	rgd	26jan21	ex 9H-SJB
RRJ-95B	95 117	RA-89167	Sukhoi Civil Aircraft	rgd	26jan21	ex 9H-SJE
RRJ-95B	95 118	RA-89168	Sukhoi Civil Aircraft	rgd	26jan21	ex 9H-SJF
RRJ-95B	95 147	RA-89107	Rossiya	ULY	01apr21	named 'Syktyvkar'; ferried from ULY to SVO 01apr21
RRJ-95B	95 168	RA-89156	Sukhoi Civil Aircraft	rgd	28jan21	
RRJ-95B	95 170	RA-89157	Sukhoi Civil Aircraft	rgd	28jan21	
RRJ-95B	95 171	RA-89158	Sukhoi Civil Aircraft	rgd	28jan21	
RRJ-95B	95 184	89180	primer	OVB	13apr21	
Tu-16K	5 2 026 05	no code	Soviet Air Force	Eng	20aug03	preserved near the gate; c/n now known
Tu-22M3	14 62 1 2 4	"20" red	Russian Air Force	Eng	18aug13	preserved in the base museum; c/n now known
Tu-22M3	42114 6 5 7	RF-94157	Russian Air Force	Kub	28aug20	coded "28" red; c/n now known
Tu-134UBL	64700	"45" red	Russian Air Force	Eng	aug03	preserved in the base museum; seen aug03/oct19
Tu-134UBL	64740	no code	Russian Air Force	ZIA	sep13	offered for preservation or display
Tu-155	72A035	CCCP-85035	MAP LII Zhukovski	ZIA	22aug19	offered for preservation or display
Tu-214	445 24 001	RA-64501	Kazan Avn Production As.	l/n	2007	at Kazan-KAPO; offered for preservation or display
Tu-334	94 001	94001	OAO Tupolev	ZIA	29aug19	offered for preservation or display
Yak-10	64 01 02	CCCP-I973	MOP zavod # 301	rgd	24dec47 ?	Lavochkin OKB; latest CofA issued in 1949
Yak-10	64 02 01	CCCP-I981	MOP zavod # 240	rgd	10feb48 ?	Ilyushin OKB; operated until 01oct51; soc 01nov51
Yak-10	64 02 02	CCCP-L290	AFL/East Siberia	rgd	aug47	
Yak-10	64 02 10	CCCP-L289	AFL/East Siberia	rgd	aug47	
Yak-10	64 03 01	CCCP-I1019	MAP zavod # 115	rgd	dec47 ?	became CCCP-I888 rgd 08mar50; soc 28dec51
Yak-10	64 03 03	CCCP-T795	AFL/Moscow	rgd	aug47	used for training
Yak-10	64 08 01	CCCP-L101	AFL/Far East	toc	jan48	soc 24apr53 as life-time expired
Yak-10	64 08 06	CCCP-L308	AFL/Ukraine	rgd	31jan48 ?	struck off charge 20jul53
Yak-10	64 08 07	CCCP-L309	AFL/Ukraine	rgd	feb48	
Yak-10	64 08 13	CCCP-L315	AFL/North Kavkaz	rgd	mar48	struck off charge 12feb54 as life-time expired
Yak-12M	17 5 20	CCCP-Sh443	AFL/Sasovo Flying School	rgd	18dec56	became CCCP-56443 AFL/Sasovo Fl.Sch.rgd 01jul58
Yak-12M	17 5 21	CCCP-Sh444	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56444 AFL/Mosk. AG SPiVS
Yak-12M	17 5 22	CCCP-Sh445	AFL/Sasovo Flying School	rgd	18dec56	became CCCP-56445 AFL/Sasovo Fl.Sch.rgd 01jul58
Yak-12M	17 5 23	CCCP-Sh446	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56446 AFL/Mosk. AG SPiVS
Yak-12M	17 5 24	CCCP-Sh447	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56447 AFL/Sasovo Fl.Sch.rgd 30jun58
Yak-12M	17 5 25	CCCP-Sh448	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56448 AFL/Sasovo Fl.Sch.rgd 30jun58
Yak-12M	17 5 26	CCCP-Sh449	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56449 AFL/Sasovo Fl.Sch.rgd 01jul58
Yak-12M	18 5 26	CCCP-Sh451	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56451 AFL/Sasovo Fl.Sch.rgd 24jun58
Yak-12M	18 5 27	CCCP-Sh452	AFL/Sasovo Flying School	rgd	18jan57	became CCCP-56452 AFL/Ukraine; trf unknown
Yak-12M	18 5 28	CCCP-Sh453	AFL/Sasovo Flying School	rgd	10jan57	became CCCP-56453 AFL/Sasovo Fl.Sch.rgd 01jul58
Yak-12M	13 8 454	"07" yellow	DOSAAF	photo	aug76	l/n Smolensk-Yuzhny 1982
	---	CCCP-G243	Mingeo	rgd	04jan47 ?	Ministry of Geology
	---	CCCP-G272	Mingeo	rgd	25dec47 ?	Ministry of Geology
Yak-18	116 72 30	"20"	DOSAAF	photo	1959/61	Kharkov Aeroclub
Yak-18T	---	RF-01065		photo		in white/blue/red c/s, no titles
Yak-18T	---	FLARF01615		photo		in white/blue/red c/s, no titles
Yak-40	9 73 15 49	CCCP-98114	LII Zhukovski	ZIA	29aug19	offered for preservation or display
Yak-40	9 72 20 52	RA-88265	LII im. Gromova	ZIA	29aug19	offered for preservation or display
Yak-40K	9 93 20 59	RA-87219	not known	res	29jul14	impounded 27mar17; canx betw.25feb21 & 31mar21
Yak-42D	452042 10 14 494	RA-42378	KrasAvia	UFA	02jun20	canx between 25feb21 and 31mar21
Yak-42D	452042 44 10 016	RA-42432	Saravia	RTW	may18	canx between 23may18 and 20jul18; rep. b/u mar21
HU6	---	10893	Chinese Air Force	photo	30jul17	8th Division/23rd Regt
H6K	---	41179	Chinese Air Force	photo	apr21	36th Div/108th Reg
MA60H	---	21701	China Coast Guard	DNH	apr21	Coast Guard band around the rear fuselage
Y5B(D)	11 06	B-127T	Jingmen General Avn	rgd	2021	
Y5B(D)	11 07	B-127S	Jingmen General Avn	rgd	2021	
Y5B(D)	11 19	B-127R	Jingmen General Avn	rgd	2021	
KJ500	47 18 04	30079	Chinese Air Force	UTH	30aug19	26th Div/77th Reg
Y9	53 18 01	10255 (2)	Chinese Air Force	VTE	02jun20	4th Div/10th Reg; l/n SVO 04apr21
Y9	55 18 01	10655	Chinese Air Force	UTH	aug19	4th Div/11th Reg; l/n UTP 07mar20
KJ500H	---	09, 13, 14 & 15	Chinese Air Force	photo'd	mar21	all four are 1st Division/3rd Regiment
Y10	00 02	B-0002	SAMF, CAAC c/s		2018	preserved COMAC's Shanghai-Pudong plant
Y12-II	0102	15-2244	Iranian Rev. Guard	BND	13apr21	in former Pouya Air c/s with "(EP-P)UI" in top of tail
Y12-II	0103	15-2246	Iranian Rev. Guard	BND	20mar21	in former Pouya Air c/s with "(EP-P)UH" in top of tail
Y20B	---	7810	CFTE	ff	21nov20	1st Y20 with WS20 engines; f/n Xian-Yanliang apr21
ARJ21-700	142	B-650Q	China Express	CKG	17mar21	in full c/s
ARJ21-700	154	B-650R	Air China	PEK	07mar21	

PH register

Newly registered aircraft:

PH-ALA	Van's RV-7	74573	04mar21	A. Garisto
PH-BAX	SOCATA TB-9	1399	18mar21	Otim BV
PH-BVV	Boeing 777-300ER	66888	23mar21	KLM NV
PH-BVW	Boeing 777-300ER	66889	24mar21	KLM NV
PH-DVK	Pilatus PC-24	197	11mar21	Silver Flight BV
PH-EBB	Cessna 152	15281644	12mar21	P.M. Miranda dos Santos Francisco

PH-EPL	Kubicek BB.45Z	1784		18mar21	H.E. Pals
PH-TDX	Diamond DA42NG	42.AC056		03mar21	Vliegclub Schiphol
PH-VNB	Kubicek BB.34Z	1776		31mar21	Passageiros do Vento, S.U.Lda.
PH-WMA	Cessna F172P	F17202064		18mar21	VSH MAPS BV
PH-8W8	FlyProducts Xenit	061802		24mar21	R.C.M. van Bergen
PH-9Q0	Airfer Explorer 2	929*06187		10mar21	P.C. Blokker
PH-9S0	Airfer Explorer 2	CHC014458		19mar21	V.G. van Beek
PH-9T0	Air Conception Nitro 200	1470		26mar21	A. Lunshof
PH-9X0	Nirvana Rodeo 125	M2 6543		11mar21	D.A.C. van der Heijden
PH-1639	Schleicher ASW 24	24212		26mar21	T. Stegenga
PH-1653	Schempp-Hirth Nimbus-2	85		09mar21	M.F. Oord
PH-1655	Schempp-Hirth Discus-2T	32		05mar21	Vliegclub Hoogeveen
PH-1656	Glasflügel Libelle 201B	360		09mar21	R. de Vries

Change of ownership:

PH-AQQ	Cameron N-120	3562	7410	10mar21	C. Bisoffi
PH-CSL	De Havilland DH-82A	86609		18mar21	E.R. Boshoff
PH-GPU	Cameron N-90	3934	5274	12mar21	A.G. ter Horst
PH-KBC	TL TL-3000 Sirius	15 SI 118	8645	10mar21	E.J.E. de Graaf
PH-PAM	Cameron N-133	4291	5516	30mar21	Wilco Air BV
PH-SJN	Cirrus SR22	3716	7745	26mar21	T.M. Beisch
PH-TES	Tecnam P92-JS	31	8092	03mar21	M. Stavjarsky
PH-VSF	Cessna F172L	F17200877	7981	30mar21	Keep Me Flying GmbH
PH-8L4	FlyProducts Xenit Plus	1	21048	26mar21	R. Oude Lenferink
PH-8Q6	Parasport Fun-Simonini 125	206253	21014	17mar21	M. Beuving
PH-226	Slingsby T41 Skylark 2	1004	542	18mar21	N. Stalpers
PH-1316	Schleicher ASW-20L	20415	6627	05mar21	N. Kinkalas

Cancelled from register:

PH-AKJ	Cessna 177RG	177RG-1019	3927	05mar21	To Germany.
PH-BGN	Boeing 737-7K2	38125	7685	25mar21	To EI-GVU.
PH-HRK	Piaggio P180 Avanti II	1120	6987	25mar21	To D-IWOW.
PH-IBU	SOCATA Rallye 235E	13125	5526	22mar21	To Russian Federation.
PH-KAH	Sukhoi Su-29	78-02	8267	26mar21	To Canada.
PH-MMK	Fire Balloons G 60/24	1006	8415	03mar21	More than one year without valid airworthiness document.
PH-ZTI	Europa XS TG	PFA247-13172	7769	31mar21	To Germany.
PH-1X5	Behlen Vampir II 14.2	EA89-07	8456	03mar21	More than one year without valid airworthiness document.
PH-2K9	Avid Mark IV	1275D	20362	05mar21	To Finland.
PH-4Q2	TL TL-3000 Sirius	14-SI-97	9272	17mar21	Wfu.
PH-4R3	Comco Ikarus C42	9912-6227		25mar21	To Germany.
PH-340	Schleicher Ka-6CR	6471	8132	03mar21	More than one year without valid airworthiness document.
PH-698	Rolladen-Schneider LS-4	4004	3102	04mar21	To France.
PH-1457	Rolladen-Schneider LS 8-18	8103	7543	15mar21	To France.

Additions, corrections and news:

PH-BAX	SOCATA TB-9	1399		Ex D-EURO.
PH-BVV	Boeing 777-300ER	66888		Ex N5514J.
PH-BVW	Boeing 777-300ER	66889		Ex N5513X.
PH-DVK	Pilatus PC-24	197		Ex HB-VSN.
PH-EBB	Cessna 152	15281644		Ex OO-SEV, N65603.
PH-TDX	Diamond DA42NG	42.AC056		Ex C-GSTS.
PH-WMA	Cessna F172P	F17202064		Ex D-EMHJ, PH-WMA, D-EODP, (D-EJIM) ntu.
PH-4Q2	TL TL-3000 Sirius	14-SI-97		Damaged when a landing at Hilversum ended up in a tree, 8 April 2019.
PH-8W8	FlyProducts Xenit	061802		Ex PH-8W8.
PH-1639	Schleicher ASW 24	24212		Ex D-6962.
PH-1653	Schempp-Hirth Nimbus-2	85		Ex D-8146.
PH-1655	Schempp-Hirth Discus-2T	32		Ex D-KLHI.
PH-1656	Glasflügel Libelle 201B	360		Ex F-CEBJ.

Credits: Inspectie Leefomgeving en Transport.



Diamond DA42NG PH-TDX, of Vliegclub Schiphol, was registered on 3 March 2021, and photographed at Lelystad on 27 March by Richard Poeser.



CM170 MT29 is one of the two Fougas with the private collector at Helchteren. (14 March 2021, Toon Cox)

Netherlands

Seppe (Breda IAP)
(R5086) Tiger Moth D-EPKS **82981** apr21
The former Borcken-Hoxfeld aircraft arrived on 3 April and is based with the Vliegend Museum Seppe.

Teuge
Based L-4B (43-1416)/NC50601 crashed on 17 April in a field some 11 kilometers from the airfield. The aircraft was severely damaged, one wing was ripped off.

Lelystad
Based GB-2 (12334)/NC9885H was damaged when it turned over on 15 April during take-off at Leer-Padenburg. It had arrived at Lelystad on 10 December 2018 from Antwerpen.

Belgium

Beauvechain
MT31 CM170 stored **288** mar21
This Fouga has not been reported for a long time, but is still stored in a shelter. Five Alpha Jet (AT14, AT19, AT22, AT25 and AT29) have left base on 31 March by truck heading for the harbour at Bordeaux. They have been sold to Top Aces in Canada.

Helchteren
MT36 CM170 stored, dismantled **293** mar21
LETS-1 F-104G 24+55, cockpit **8203** mar21
The collector at Helchteren has added a Starfighter cockpit (ex Helvoirt, NL) to his collection. The CM170 crashed on 25 February 2000 at Beauvechain.

France

Cholet – Le Pontreau (49)
(1051) SV-4C N1037Y, as 5S.51 **1051** mar21
(1093) SV-4L F-PGIM, ex Aeronavale **1093** mar21
E.3B-629/791-110 C1131E N131BF mar21
(U-92) Bu133 (F-BLKM), dismantled **39** mar21

Saint Cyr – Coëtquidan (78)
Expected at the military academy is former Merville N2501 129. It will be placed near the stone memorial for the students that were killed in the crash of N2501 49/63-BB near Pau on 30 July 1971.

Germany

Kottenheim (RP)
A yet unknown Mi-2 is preserved in a three tone camouflage at the GeckoLogic Company (N50.33658, E7.25825). Earlier this year it had all over green colours.

Schwelm (NW)
(H-40) AT-6C (D-FABY), restoration mar21

The former Wuppental Harvard has moved to the Das Triebwerk car company at Eisenwerkstrasse 2 (N51.29150, E7.28974).

Italy

Genova – Sestri (GE)
MM25161/8-03 P166DL3 stored, ex Genova **483** apr21
The Piaggio was noted at Wonderboom Airport, South Africa, being reassembled. It is said it will retain its Italian colours and a second P166 is expected.

Spain

Armilla
HD.21-09/803-9 AS332B instructional **2066** mar21
On 26 March the Puma made its last flight and became an instructional airframe at Armilla.

Garray
T.10-09/31-06 C-130H stored, arr 29mar **4836** mar21
TL.10-01/31-01 C-130H-30 stored, arr 29mar **5003** mar21

Ukraine

Lutsk (Volyn Oblast)
A MiG-19PF is inside the gate at some military barracks for at least ten years (N50.75881, E25.33769, l/n apr20).

Zaporizhia (Zaporizhia Oblast)
A Mi-2, Mi-8 (26 yellow) and Su-17 are in a yard in the town (N47.83231, E35.20204, l/n sep19).

United Kingdom

Banks, Lancashire
052 AB47G-2 stored **052** apr21
An ex-ALAT Bell 47 can still be found with Europa Engineering at 40 Church Road. Restoration work on it has yet to start.

Bournemouth IAP, Dorset
Dumped Canberra T4 WJ992 was broken up in late January. The cockpit went to GJD at St Athan.

Kinloss, Scotland
Morayvia is expecting to take delivery of Sycamore HR14 XJ380 from Old Sarum in the near future. As part of a three-sided exchange, Old Sarum will then receive Sycamore III WA577 from NELSAM at Sunderland. NELSAM will in turn then receive XJ917 from Aerospace Bristol at Filton.

Newquay/Cornwall Airport
The Cornwall Aviation Heritage Centre has taken delivery of the front fuselage of Nimrod MR1 XV148 from a private owner in Malmesbury. It will be on public display in May.

Credits: Phil Adkin, BoB Gordon, Laurent Heyligen, Paco Rivas, Ben Sadler, Tony Seeley, Martin Uleman.



Grenzmuseum Schiffersgrund at Asbach Sickenberg (previously reported as at Bad Sooden) has a Bundesgrenzschutz Alouette 2 on display. This (77+28)/D-HBJA should have construction number 2017, however it is marked as 2047 on the plate. The plate with the construction number can be found on the tubular horizontal frame on the left side of the helicopter. See red circle and insert. (25 March 2021, Wolfgang Birmes)



MS760 40 was noted at the Musée de l'Air et de l'Espace Dugny storage site during the annual open days in September. The aircraft used to be an instructional airframe at Saint Maximin. (20 September 2020, Bob Gordon)



Former Baarlo German MiG-23MF 20+09 arrived on 28 September 2020 at Camping Land uit Zee at Wieringerwerf. It carries its old East German serial 593. (2 March 2021, Martin Uleman)



Spanish Bo105 HE.15-10 of the Universidad Rey Juan Carlos is stored at their old campus site at Fuenlabrada. (22 March 2021, Paco Rivas)



Also neglected and full of graffiti at Fuenlabrada is DHC-4A T.9-10. (22 March 2021, Paco Rivas)



Recently the Luftfahrt- und Technik-Museumspark at Merseburg has been closed permanently. The building has been offered for rent from 1 June. Several aircraft were on loan and will return to their owners. MiG-21SPS 829 has already been offered for sale on the internet. Alouette 2 75+28 was seen inside the museum on 1 September 2020. (Martin Uleman)

Dustpan & Brush



The Forțele Aeriene ale României lost the above pictured MiG-21 LanceR-C, on 20 April 2021. It took off from Baza 71 Aeriana Câmpia Turzii for a local training mission and crashed around 14.30 hours local time. Hans van der Wilt captured it during landing at Câmpia Turzii on 16 July 2019.

Additions & Corrections:

25jan20 167832/NF-610 MH-60S 7031.. w/o

In a news release on 22 March Naval Sea Systems Command (NAVSEA) revealed that the Knighthawk had been recovered by NAVSEA's Supervisor of Salvage and Diving (SUPSALV) from the bed of the Pacific Ocean, at a world record depth of 19,075 feet off the coast of Okinawa, Japan. SUPSALV had located and documented the wreckage using side-scan sonar and photographs of the helicopter as it lay on the ocean floor during North Pacific operations in spring 2020. SUPSALV returned to the site in March 2021 at the request of the US Navy Safety Center with CURV 21, a deep-water, remotely operated vehicle with the ability to meet deep ocean salvage requirements to a maximum depth of 20,000ft. See Scramble 490.

New Accidents:

12mar11 166801/AA-106 F/A-18F F174 w/o

This VFA-22 Fighting Redcocks United States Navy Super Hornet made an emergency landing at Kandahar-Ahmad Shah Baba International Airport, Afghanistan, in the late evening on this date. One engine had a malfunction, while on landing a small fire broke out on the starboard engine (right hand side, most likely the same engine). It was flown to CONUS onboard C-5M 87-0028, on 18 August 2011. On 12 September 2012 it was seen at NARF (Naval Air Rework Facility) North Island (CA), without wings and tail and all areas sealed off (to prevent FOD entering the airframe) and was last seen February 2021, just a fuselage without wings.

23apr20 11-5736/RS C-130J-30 382-5736 dam

This USAF Super Hercules, assigned to the 37th Airlift Squadron, conducted a routine periodic evaluation flight for a pilot. The crew flew a maximum effort (assault) landing at Ramstein Air Base, Germany, and experienced a hard landing with a vertical acceleration load factor (g-load) exceedance value of 3.62 times the force of gravity (g) and a landing sink rate of 834 feet per minute, exceeding the aircraft's maximum allowable landing limits of 540 fpm and g-load of 2.0g. Immediately upon touch down, the crew executed a go-around and coordinated with Air Traffic Control for a visual approach and a full-stop landing. The landing g-load exceedance resulted in significant damage to the centre wing, both outer wings,

left and right main landing gear assemblies, and engines, to include mounting structures. The crew of this mission was scheduled to fly in a formation of three C-130J's planning to conduct two training routes. The primary training objective for the local sortie was to complete the pilot's evaluation. The crew planned to take-off early as a single-ship, conduct a maximum effort take-off followed by a maximum effort landing, using the painted landing zone marked on the runway as required for the evaluation, full-stop, and then re-join the formation, in order to complete the remainder of the evaluation requirements in the formation. Pre-flight, engine start, taxi and the Ramstein visual traffic pattern procedures were executed within good flying standards and were procedurally correct. The mishap occurred during the maximum effort landing. The Accident Investigation Board found, by a preponderance of the evidence, the cause of this mishap was the pilot's early engine power reduction (power pull), beginning at seventy feet above ground level and fully flight idle at 45 feet. In addition the evaluated pilot and other pilot's failure to identify the excessive sink rate and their failure to arrest the excessive sink rate or go-around in a timely manner were substantially contributing factors that resulted in the aircraft exceeding the Super Hercules g-load and sink rate landing limits, resulting in substantial damage.

05jan21 An-2 w/o

Details of this previously unknown crash involving a Democratic People's Republic of Korea Air Force Antonov 2 or Harbin Y-5 (supposed to have happened in the period 5-12 January), which killed all five onboard, were first revealed in a report by local media outlet Daily NK on 3 March. The fatalities included four students from the Chaehyun Military Academy, along with the pilot. The students had gone to Taechon Air Base to practice high-altitude drops. After boarding the An-2, the aircraft took off but almost immediately began emitting smoke and spiralled out of control into a nearby mountain, exploding and instantly killing all five persons onboard.

25mar21 RF-32805 Ka-32A11VS 523324069835 w/o

A Kamov 32 of the Ministry of Emergency Situations crashed in the waters of the Curonian Bay, near Kaliningrad, killing one crew member. The rescue helicopter went down at about 21:00 hours during a training flight. Two people were rescued.

26mar21 5Y-NJS Beech 200 **BB-837** dam
Under unknown circumstances this Phoenix Aviation Beech Super King Air made a forced landing on the Ngong Racecourse, located about seven kilometres west of Nairobi-Wilson Airport, Kenya. The left wing was partially torn off but luckily there were no casualties.

27mar21 XB-HSW Ce401 **401-0234** w/o
A Cessna 401, operated by a local taxi flight company, took off from runway 23 at Hermosillo-General Ignacio Pesqueira Garcia Airport, Mexico, with five passengers and two crew members. A few seconds later, during the initial climb, the aircraft entered a slight turn to the right but encountered difficulties to gain altitude. Then, the first officer advised ATC that they would return to Hermosillo. The ATC operator then coordinated the return manoeuvre. Less than a minute later, the controller observed a cloud of smoke in the distance, coming from the crashed aircraft, and notified the emergency services. In addition, help was requested from another taxi flight (XB-HRQ) that was about to take-off to find the wreckage site. Eight minutes after the impact, emergency services found the plane completely burned and entangled between power lines, that it had impacted during the fall. Four bodies were found at the scene, including the captain. Three other occupants were seriously injured and taken for medical attention, but all died due to the severity of the injuries hours later. A prominent Sonora government official was one of the passengers onboard.

27mar21 VT-TAA P.68 **398-07-OB2** w/o
The Pinnacleair Partenavia departed Bhopal-Raja Bhoj Airport, India on a flight to Guna, carrying three pilots. Shortly after take-off, the crew reported technical problems and elected to make an emergency landing when the aircraft crashed in an open field located in Bishan Khedi, about five kilometres northeast of the airport. All three occupants were injured and the aircraft was destroyed.

27mar21 N351SH H125 **4598** w/o
The Soloy Helicopters Airbus H125 crashed near Knik Glacier, Palmer (AK). Five occupants died, one survived. One of the victims was Czech billionaire Petr Kellner. The weather recorded at the nearest NWS site (Palmer, AK), twenty minutes after the accident, was calm north-westerly winds, good visibility and broken clouds at 6,500 feet above ground level. Tordrillo Mountain Lodge had chartered the helicopter according to a spokeswoman for the lodge.

27mar21 N1045C OH-58A **41388** dam
A former US Army Kiowa (71-20527), now operating for a private owner, made a landing in a pasture after the pilot lost situational awareness. It struck two fence posts and flipped over, impacting the ground. One of the two occupants onboard received minor injuries.

30mar21 N138CG B737-3H4 Tanker **27928** dam
A New South Wales Rural Fire Service (NSW RFS) B737 fire-fighting aircraft, named after former NSW Governor Marie Bashir, suffered a minor mishap at RAAF Richmond (NSW), after it ran into a hangar door. The 737 nose received damage, the hangar door was worse off. The New South Wales Rural Fire Service awarded American-based Coulson Aviation in 2019 a ten-year contract for the operation and maintenance of this B737 Large Air Tanker, and that deal also included two Citation V lead/intelligence aircraft.

30mar21 N211EW Ce337A **337-0443** dam
Following a loss of engine power, the JTB Logistics Cessna Skymaster sustained substantial damage during the subsequent forced landing into pasture terrain in Bears (OK). The sole pilot onboard the airplane was not injured.

31mar21 I-MIAT H125 **8710** dam
The E+S Air H125 suffered an apparent hard landing near Bisaccia, Italy, causing serious damage to the tail boom and main rotor blades. The helicopter was engaged in transporting a basket of concrete for the construction of a wind turbine pylon.

31mar21 UH-60A w/o
The incident involving an Afghan Army Black Hawk happened in Nahr-e-Siraj district of Helmand province and killed three occupants, including a police officer. Seven others survived with serious injuries. The incident happened when the helicopter took off from Gereshk district and crash landed due to a technical issue.

31mar21 NAF475 Alpha Jet A **0042** w/o
Boko Haram terrorists in Nigeria claimed responsibility on Friday 2 April for bringing down a Nigerian Air Force Alpha Jet, with two pilots onboard, at Abba-Jille in Konduga LGA, Borno state. However, the Nigerian Air Force later dismissed claims by the terror group of shooting down the jet, which disappeared from radar while on an operational mission to Maiduguri, Borno State. Boko Haram had claimed responsibility for downing the aircraft through a viral video clip. But the Director of Public Relations and Information Nigerian Air Force, Air Commodore Edward Gabkwet dismissed



Nigerian Air Force Alpha Jet NAF475 is seen here departing Manchester by Martin Sykes, on 11 May 2015, returning shortly after with a technical problem. Almost six years later this Alpha Jet crashed under unknown circumstances, on 31 March 2021.



One of the victims of a maintenance hangar fire at Hilversum Airfield, on 2 April 2021, was Cessna 172P PH-SKE. David Alders captured the Cessna in better condition during landing at Schaffen Airport, on 13 August 2016.

the claim, saying that the viral video could be clips from a previous incident. He pointed out that the video was fraught with inconsistencies that established it was fake, adding that the lush vegetation in one of the videos suggests it was not in the northeast. Exactly what happened remains unknown for now. There is no unit known for this Alpha Jet. The Nigerian Air Force has two units operating them; 909 Tactical Fighter Training Wing based at Lagos-Murtala Muhammed or 206 Wing based at Port Harcourt. That last unit is part of the 97 Special Operations Group, so given the mission it could well be part of 206 Wing.

01apr21	RA-87340	Yak-40	9510939	dam
---------	----------	--------	----------------	-----

01apr21	VQ-BLJ	ATR72-212A	965	dam
---------	--------	------------	------------	-----

A UTair ATR collided with a Skol Airlines Yakovlev Yak-40 RA-87340, during maintenance of the ATR, which started to move forward with its engines running. Both aircraft suffered mechanical damage, but neither had passengers or crew members onboard. Surgut is located around 2,000 kilometres northeast of Moscow, and is the largest city in the oil-rich Khanty-Mansi region.

02apr21	PH-LGR	RV-6	001	w/o
---------	--------	------	------------	-----

02apr21	PH-SKE	Ce172P	17274730	w/o
---------	--------	--------	-----------------	-----

02apr21	PH-3N5	Eurofox 3K	10901	dam
---------	--------	------------	--------------	-----

02apr21	PH-1330	Nimbus-2M	28	w/o
---------	---------	-----------	-----------	-----

In the early hours a fire broke out in a maintenance hangar, including a residential building, at the west-side of Hilversum Airfield, the Netherlands, and six aircraft were damaged or destroyed. An adjacent hangar was also damaged. The following aircraft were involved:

D-EEND Cessna 182P Skylane msn **18262622** (destroyed)

N611JP Piper PA-28-161 Warrior II msn **28-7916111** (minor damage)

PH-LGR Van's RV-6 msn **001** (destroyed)

PH-SKE Cessna 172P Skyhawk msn **17274730** (destroyed)

PH-STN Cessna 172R Skyhawk msn **17280929** (minor damage)

PH-1330 Schempp-Hirth Nimbus-2M msn **28** (destroyed)

PH-3N5 Aeropro Eurofox msn **10901** (substantial damage)

The following aircraft were saved and covered with soot:

D-ERJW Laverda F.8L Falco IV

N5418V Cessna R172K Hawk XP II

N94432 ERCO 415G Ercoupe

PH-DON Cessna 172P Skyhawk II

PH-FCO Sequoia F.8L Falco

PH-GYS Cessna F172N Skyhawk II (Reims)

PH-MFT HOAC DV20 Katana

PH-SKC Cessna F172N Skyhawk II (Reims)

PH-SKM HOAC DV20 Katana

06apr21	HK-3561G	RC690B	11365	dam
---------	----------	--------	--------------	-----

A private Rockwell 690B Turbo Commander sustained substantial damage when it struck two cows while landing at an airstrip in Santa Rosa del Sur, Colombia. Both occupants were OK, the cows were less fortunate.

07apr21	71-3058	NF-5A-2000	3058	w/o
---------	---------	------------	-------------	-----

The Türk Yıldızları, better known as the Turkish Stars, the NF-5 demonstration team of the Türk Hava Kuvvetleri (Turkish Air Force), lost one of its aircraft and pilot during a training accident, at Fevzi Cakmak, in the Karatay district of central Turkey's Konya. It took place around 14:15hrs LT and happened under unknown circumstances. The crash site was close to the Third Main Jet Base, Konya, which is also home to Solotürk, the Turkish F-16 demonstration team. The Turkish Air Force demo team was formed on 7 November 1992 and was named the Turkish Stars on 11 January 1993. The team has a full squadron status and is designated the 134 Akrotim Filo (134th Aerobatic Team Squadron).

07apr21	HC-CVC	PA-31	31-	w/o
---------	--------	-------	------------	-----

The private Piper Panther II departed Nueva Loja-Lago Agrio Airport, Ecuador, on an ambulance flight to Guayaquil-José Joaquín de Olmedo International Airport, carrying one patient, one nurse, two doctors and two pilots. The descent to Guayaquil was started when the aircraft crashed under unknown circumstances in the Río Salitre, near Salitre, about 35 kilometres north of the airport. The aircraft was destroyed and all six occupants were killed.

07apr21	B-7055	Bell 407GX	dam	
---------	--------	------------	------------	--

A Bell 407GX of Henan Zexiang Aviation landed hard in the parking lot of the Hanguan Scenic Area in Lingbao City, China, after a loss of tail rotor effectiveness. Two people were injured in the incident and were sent to the Second People's Hospital of Lingbao City for treatment, two others were uninjured while the chopper received quite some damage.

09apr21	10-05/05	KT-1T	KTT-3340F-10-005	w/o
---------	----------	-------	-------------------------	-----

A South Korean built KT-1 Woongbi (replacing the T-37s) of the Turkish Air Force crashed in the sea off Foça, under unknown circumstances. Luckily both pilots were rescued alive. This is the second mishap involving a KT-1, the first incident occurred during test flights with Turkish Aviation Industries, the Turkish assigned manufacturer, building the KT-1 under license), on 9 February 2011 (serial 10-08/08). During the reverse spin manoeuvre the flight test engineer ejected due to a faulty ejection seat but landed safely. The test pilot did not eject and landed the plane intact. The KT-1s are assigned to 2nci JÜÜO, based at Izmir-Çigli, and part of 122 Temel Filosu (Filo) Akrep (Scorpion).

09apr21 10-0223 C-17A **50261/F260/P223** dam
 Reach351 was operated by this USAF C-17A Globemaster III, from RAF Mildenhall back to Charleston (SC). After landing it suffered a fire on the left-hand side, possibly caused by overheated brakes, and it spread along the fuselage. Various footages on the Internet show that there was a lot of smoke and that the emergency services were quickly on the spot. Although the Globemaster was heavily blackened on the left, the total damage is uncertain. However, by the looks of it we expect the aircraft will not fly again very soon.

09apr21 CC-AUJ Bell 206L-1 **45322** w/o
 A Platinum Helicopters Bell LongRanger II was working on behalf of a mobile phone company when it crashed under unknown circumstances, south of Caleta C ndor, Regi n de los Lagos, Chile. The Chilean Air Force was tasked with the rescue of the five injured persons onboard, dispatching a Bell 412 from El Tepual airbase, which headed to pick them up fifteen kilometres north of the Llico River.

11apr21 Mi-8 dam
 An as of yet unidentified Mi-8 was deliberately set on fire by armed militants in Ilaga Airport, Kabupaten Puncak, Papua. Local media reported that the helicopter belonged to PT Esra, which seems unlikely as this operator is not known to fly Mi-8 helicopters. The Indonesian National Board for Disaster Management is known to operated several Mi-8 helicopters but it has not been confirmed that the burned Mi-8 was indeed operated by them.

11apr21 N3264Q Ce401 **401-0064** dam
 All three occupants were fine after the Kupau Tours Cessna 401 experienced a landing gear collapse upon landing at Ellison Onizuka Kona International Airport (HI). The airplane sustained substantial damage.

13apr21 F-HKCL SR22 **3877** w/o
 Following a loss of engine power after take-off from Avignon Provence Airport the Airbus Flight Academy Europe SR22 (operated by the CFAIM02.312 from Salon de Provence) impacted wooded terrain subsequent to the CAPS deployment in Cabannes, Bouches-du-Rh ne, France. The airplane was destroyed but the three people onboard were not injured.

14apr21 Mi-17-1V w/o
 The Azerbaijan Air Force lost a Mi-17 when it crashed under unknown circumstances in mountainous terrain in the Kalbajar region. It was unclear how many people were onboard of the Russian-built helicopter at the time of the accident.

16apr21 N827RD PA-31-350 **31-7652094** w/o
 The pilot of this Goyo Air Piper Navajo Chieftain was killed (and his father sustained serious injuries) after it impacted shallow waters shortly after take-off from South Bimini Airport, Bahamas. The Piper was written off. It was only registered on 30 March 2021.

16apr21 Su-30SM w/o
 A Kazakhstan Air Defence Force Sukhoi Su-30 crashed during runway approach training exercises at the aviation training centre of Balkhash, also known as the 609th Air Base. Balkhash is located in the centre of the country on the north side of Lake Balkhash. Both pilots ejected safely and were rescued. An investigation into the cause of the accident has started.

16apr21 N991AK Beech B99 **U-189** dam
 All eleven occupants were shaken after the Lake Clark Air Services Beech Airliner struck a chunk of ice and frozen gravel during a landing attempt at Chignik Lagoon Airport (AK). The Beechcraft sustained substantial damage after the right main gear was sheared off, causing damage to the propeller and wing.

17apr21 RA-20977 Mi-2 **529650036** w/o
 The sole occupant of this Transkhimavia Mi-2 was killed, after it crashed during a crop dusting flight near Ilsky, Krasnodar Region.

17apr21 N108Q TBM-3E **4093** dam
 The organisers of the Cocoa Beach Airshow in Florida, on 17 and 18 April, had promised their public an exciting show and the excitement was there, but not in the way it was meant. Valiant Air Command Grumman TBM-3E Avenger with BuNo 91188 made a spectacular emergency landing on the water, only a dozen metres off the coastline of Cocoa Beach. The splash was witnessed by the numerous crowds on the beach. An engine failure apparently caused the pilot to perform this emergency landing. After an eighteen year restoration period N108Q took to the skies again on 11 January 2020. During its restoration the aircraft was painted in the colours of one of the Avengers that disappeared in the famous Bermuda Triangle. It represents the aircraft of Flight 19's Commander, Lt Charles Taylor.

17apr21 EP-685 Mi-171Sh-P **171S00604137459U** w/o
 The Ej rcito del Peru lost one of its Mi-171Sh-Ps after it crashed during a drug enforcement patrol mission into the water of the Urubamba River, near Miaria, Megantoni Dis-



Manolito Jaarsma witnessed United States Air Force C-17A 10-0223 taking off from Ramstein, on 14 August 2020, and took this stunning picture. On 9 April 2021 it flew from RAF Mildenhall to Charleston (SC), where after landing it suffered (most likely) overheated brakes, leading to a big fire on the left hand side. It caused a lot of damage and it might take a while before the Globemaster III will be seen airborne again.



The Türk Yıldızları, better known as the Turkish Stars, the NF-5 demonstration team of the Türk Hava Kuvvetleri, lost one of its aircraft and pilot during a training accident, at Fevzi Cakmak, in the Karatay district of central Turkey's Konya. Martin Uleman saw it taxiing during the Royal Netherlands Air Force Open Days at Leeuwarden, on 10 June 2016.

trict, Ucayali department. The cause seems to be a technical malfunction. Sadly five of the twelve onboard were killed, two went missing and five others were injured.

18apr21 XB-PIZ Lj25B **25-193** dam

A Gates Learjet 25B sustained substantial damage following a belly landing at Toluca-Licenciado Adolfo López Mateos International Airport, Mexico. Serious fire damage was visible on the left side of the airplane around the wing area. The two pilots and seven passengers were not injured.

19apr21 N801EC Ce340A **340A0312** dam

The Cessna 340A (RAM series VI modification) impacted terrain during a routine maintenance flight near Tatum, Rusk County, having left Henderson-Rusk County Airport (TX). The airplane sustained substantial damage and the sole pilot onboard was fatally injured.

19apr21 TR-KCX AS332M1 **2481** dam

All sixteen occupants (four crew and twelve passengers) of this Gabon Air Force Aérospatiale Super Puma survived the crash, which happened as a result of an engine failure. It came down in Minkébé, Ogooué Ivindo province. The registration is not confirmed.

20apr21 NC50601 L-4B **10277** w/o

A private L-4B (former 43-1416) crashed at Epse, south of Deventer, the Netherlands. The 62-year-old pilot was injured. It had left Teuge earlier in the day, when under unknown circumstances it came down in a field in Epse. Eyewitness reports claim the pilot was talking about control problems.

20apr21 5917 MiG-21MF-75 **96005917/0425** w/o

The Fortele Aeriene ale României (Romanian Air Force) lost a MiG-21 LanceR-C (of Esc.711 Aviatie Lupta) after it took off from Baza 71 Aeriana Câmpia Turzii for a local training mission and crashed around 14.30 hours local time, in an uninhabited area, some 65 kilometres to the northeast of the air base in the neighbourhood of Dedrad, province of Mure. Luckily the pilot managed to eject safely and is stable. The crash is the fourteenth crash with the LanceR variant of the MiG-21.

20apr21 PR-MLA Lj35A **35A-072** w/o

A Learjet 35A of Electric Power Construção, operating on a test flight, suffered a runway excursion after landing on

runway 13 at Belo Horizonte-Pampulha Airport, Brazil. The aircraft went through the perimeter fence and broke in two. One pilot died, two other occupants were injured. Runway 13 has a Landing Distance Available (LDA) of 2,364 metres, followed by a 150 metre stopway. The aircraft went off the stopway and travelled sixty metres on the grass before crashing through the perimeter fence. The Lear continued for another sixty metres before it came to rest in some bushes to the right side of a concrete construction for the localizer antenna array.

20apr21 15-72371/71J UH-72A **9750** dam

An UH-72A Lakota of the US Army's 1-223rd AVN crash landed near Brown Stagefield AHP, just west of Fort Rucker (AL). Both persons onboard were reported to have been entrapped in the wreckage but they were freed by fire and rescue services and transported to hospital for treatment. The US Army did not make any statements on the extend of the injuries to the aircrew, but they confirmed there were no fatalities. Also the extend of the damage to the helicopter was not clear right away. Video reports from local news sites had some footage, but only a small part of the helicopter was visible above the vegetation. The Fort Rucker code was 71J, which would make it serial 15-72371. Both 1-212th AVN and 1-223rd AVN at Fort Rucker share a fleet of over just 200 UH-72A Lakotas, which are used for elementary helicopter pilot training.

20apr21 Mi-35 **w/o**

According to Islam World Update, an Ethiopian National Defence Force (ENDF) Mil Mi-35 was shot down near Abiy Adi in the Tigray province of northern Ethiopia, while on a combat mission. Downing the Mi-35 has been claimed by the Tigray People's Liberation Front (TPLF), a group that is fighting against the central Ethiopian government. A photo revealed by the TPLF shows the wreckage of a Mi-35. At least twelve Mi-35s are known to be operated by the ENDF's 21 squadron, which is based at Dire Dawa air base. Given the proximity to the province of Tigray, it cannot be ruled out that the downed helicopter was flown out of Mekele air base, which is used for deployments by the ENDF.

Credits: ASN, B3A, Aviation Herald, Islam World Update, Leo Hoogerbrugge

Military News & Updates



The Multinational Multi-Role Tanker and Transport Fleet (MMF) is growing steadily. Its latest asset is A330MRTT T-057, which is seen here returning to Eindhoven from its first operational mission on 21 April 2021. (Wim Sonneveld)

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

Albania

Forcat Ajrore Shqipëtare (AF)

In October the work will start to upgrade Kuçova air base to a NATO deployable tactical air base. The investment of about 50 million Euros, five of which from the state budget, consists of the construction of armament and fuel depots, armament stations, aircraft parking, maintenance and repair station, fire station, reconstruction of the runway and control tower. The project should be ready by the end-2023.

Denmark

Flyvevåbnet (AF)

The first two F-35A Lightning IIs were delivered to the 308th FS Emerald Knights at Luke AFB (AZ) on 13 April 2021.

F-16AM

E-016	Esk 727	ex Esk 730	6F-52	apr21
-------	---------	------------	--------------	-------

F-35A

L-001	308th FS	ex Lockheed Martin	AP-01	apr21
L-002	308th FS	ex Lockheed Martin	AP-02	apr21
L-004	Lockheed Martin	Lot 13, f/f 14apr21	AP-04	apr21

Finland

Ilmavoimat (AF)

F/A-18C

HN-422	HävLLv 11	ex HävLLv 31	1416/FNC022	mar21
--------	-----------	--------------	--------------------	-------

France

Armée de l'Air et de l'Espace (AF)

A330MRTT

044/F-UJJC	ERVTS01.031	d/d 19apr21	1942	apr21
------------	-------------	-------------	-------------	-------

A400M

0110/F-RBAR	ET01.061	d/d 02apr21	110	apr21
-------------	----------	-------------	------------	-------

Mirage 2000D

614/30-JU	ECE01.030	ex 3-JU	411	mar21
657/3-JM	EC02.003	ex EC03.003	531	mar21
661/3-XI	EC03.003	ex 113-XI	535	mar21
662/3-XA	EC01.003	ex EC03.003	536	mar21

Rafale B

318/4-HM	EC02.004	ex EC01.004		mar21
----------	----------	-------------	--	-------

Armée de Terre (AR)

NH90-TTH

1457/EBW	ABH	o/o	1457	mar21
----------	-----	-----	-------------	-------

Marine National (NY)

AS365N3

884	o/o	ex G-REDF	6884	apr21
-----	-----	-----------	-------------	-------

This is number eleven of the twelve second hand helicopters on order. We still need to identify one.

Hungary

Magyar Légierő (AF)

After 52 years of service the Hungarian Air Force has withdrawn the venerable Mil Mi-8 helicopters from use. On Friday 26 March 2021, Mil Mi-8T serial 3304 (construction number **20284**) from MH 86. 'Szolnok' Helicopter Ezred (MH 86.HE) made a farewell flight together with an Airbus H145 (serial 14).

According to our database, four Mi-8s were still reported as active in the inventory of MH 86.HE, although some of them had not been noted anymore for the last few years. Most probably these were already withdrawn from use at an earlier moment.

Next to the Mi-8T, MH 86.HE still operates the Mil Mi-17 of which five are still active. These will be withdrawn from use in 2024-2025 and will be replaced by the Airbus H225M. The Hungarian Air Force ordered sixteen H225M long range tactical transport and utility helicopters in December 2018. The first H225M is scheduled to be delivered in 2023.

Mi-8T				
3301	wfu	ex MH 86.HE	98841201	
3304	wfu	ex MH 86.HE	20284	
3305	wfu	ex MH 86.HE	98522375	
6215	wfu	ex MH 86.HE	226215	

Italy

Aeronautica Militare (AF)

F-2000A				
MM7298/4-69	904° GEA	ex 36-24/936° GEA	IS030	apr21
MM7327/37-27	18° Gruppo	ex 4-47/904° GEA	IS059	apr21

T-345A				
CSX55236/61-204	Leonardo	new		apr21

Guardia di Finanza (PO)

AW109N				
MM81680/GF-302	SA Venezia	ex SA Palermo	22508	feb21

UH-169A				
MM81966/503	SA Bolzano	ex Centro di Aviazione	69107	feb21
MM81970/504	SA Bolzano	w/o 27mar21	69109	

Guardia Costiera (CG)

FAWB = Wonderboom Airport, South Africa

LIMJ = Genoa-Sestri (GE)

P166DL3-SEM1				
MM81680/GF-302	noted FAWB	ex std LIMJ	483	apr21

Norway

Norske Luftforsvaret (AF)

The Norwegian Defence Material Agency (NDMA) has contracted Kongsberg Aviation Maintenance Services (KAMS) to maintain a number of RNoAF F-16 Fighting Falcons that have been taken out of active service and make them ready for commercial re-sale.

The contract initially applies to two F-16s, with an option to overhaul up to three additional aircraft. The work on the F-16s will take place at KAMS' facilities at Kjeller, near Oslo, and if the option is exercised the last three aircraft are expected to be ready by the end of 2021. The fighters will be returned to operating status and then maintained so that they are ready for service again. KAMS has 40 years of experience in maintaining, repairing and upgrading Norway's F-16 fleet.

A large number of F-16s may potentially be relevant for repair and be readied for sale. This could result in considerable activity for KAMS at Kjeller. The NDMA is making efforts to achieve the best possible sales gain on the sale of the aircraft.

Norway was one of the four initial European Participating Air Forces and ordered a total of 74 F-16A/B Fighting Falcons. Of these, 56 were updated under the MLU programme. The fighters were operated by 331 skv, 332 skv, 334 skv and 338 skv. Nowadays, 331 skv at Bodø is the last operator of the F-16.

Because of the slow progress of phasing in and building the operational capacity of the NH90 in both frigate-based ASW operations and SAR, fishery and border protection, Norway will now outline plans to lease helicopters dedicated for the SAR, fishery and border protection role. According to the Ministry of Defence, the leased helicopters will be a supplement to the NH90 and deal with a need that does not require an equally specialised and complex platform as the NH90. No information was given on the type and number of helicopters, nor about the timeline. A possible candidate can be the Airbus H225.

On 12 April 2021, the fuselage of the first RNoAF P-8A Poseidon with line number **8796** arrived at the Boeing facilities in Renton (WA). This aircraft is the first of five Maritime Multi-mission Aircraft (MMA) that were ordered by Norway in March 2017 at a value of USD 1.2 billion. According to Boeing, the first aircraft will be delivered to Norway later this year and the last aircraft will be delivered in 2023. The Poseidons will replace the veteran fleet of six P-3C/N Orion Maritime Patrol Aircraft (MPA) as well as the two Dassault Falcon 20ECM surveillance aircraft.

AW101 Mk612				
0277	330 skv	ex OT&E	50277	apr21
0279	OT&E	d/d 08apr21	50279	

F-16AM				
662	331 skv	ex FLO	6K-34	apr21

P-8A				
...	Boeing	f/n	../8796	apr21

Poland

Sily Powietrzne (AF)

On 13 April 2021, The Polish Defence Minister Mariusz Blaszczak signed a government-to-government contract with the United States for the delivery of five Lockheed C-130H Hercules transport aircraft to the Polish Air Force. This contract is part of the US Excess Defense Articles grant programme. In September 2019, the Polish Ministry of Defence issued a letter of request to the USA for acquiring five C-130H transport aircraft. The five aircraft involved were produced in 1985,



The Belgian Air Force will celebrate its 75th anniversary on 15 October 2021, so let us hope for a great party later this year. F-16AM FA87 of 2 Wing already has a festive outfit, as seen by Kenny Peeters at Florennes on 1 April 2021.



F-35s with special markings are not common yet, but 323 squadron has done a good job to celebrate its 70th anniversary on F-001, which is seen here carrying two AIM-9X returning to Luke AFB (AZ). (Nate Leong, 12 April 2021)

and decommissioned in 2017. They are currently stored at the 309th Aerospace Maintenance And Regeneration Group (AMARG) facility in Tucson (AZ). At AMARG, the aircraft will be partially retrofitted with new equipment and made air-worthy to fly over to Poland.

The first C-130H is expected to arrive in 2021 and the final delivery is scheduled for mid-2024. After arrival in Poland, they will be maintained in the WZL 2 facility at Bydgoszcz. Additional equipment will also be installed at this facility. From Bydgoszcz the 'new' aircraft will go to Powidz air base, where they will be added to 33.BLTr. This transport squadron is using five ageing C-130Es which are fifteen years older than the C-130Hs Poland is acquiring now.

Lotnictwa Marynarki Wojennej (NY)

On 12 April 2021, a Lotnictwo Marynarki Wojennej (LMW, Polish Navy) PZL M-28B Bryza 1R left Gdynia/Babie Doly (Poland) for Turkey to participate in the NATO TAMT (Tailored Assurance Measures Turkey). The Bryza, serial 1006 and operated by 44.BLotM at Cewice/Siemerowice, is reported to be operating in the eastern Mediterranean and the Black Sea. According to Turkish news sites, the Bryza is temporarily based at Incirlik in the south of Turkey, close to the eastern Mediterranean.

Back in 2015, NATO initiated the TAMT deployment, following a Turkish request after the situation on the Syrian border got more intense. The mission involved the extra presence of aerial early-warning assets (AWACS), enhanced presence in the eastern Mediterranean area, reconnaissance and intel-gathering activities, and sharing the information.

The TAMT deployment will be the first mission for Poland to undertake on Turkish territory. In September 2020, the Polish president Andrzej Duda officially decided to deploy one M-28 Bryza and up to 80 soldiers to Turkey. On a recent Turkish appeal to the NATO allies related to the worsening security on the Syrian-Turkish border, Poland issued a positive response. The Polish president emphasized that the mission is not a combat deployment. It involves the enhanced presence of aerial warning assets and tracking the maritime activities.

Portugal

Força Aérea Portuguesa (AF)

F-16AM

15134 to Romania as 1615, d/d 25mar21 **M17-18** mar21

Romania

Fortele Aeriene Romane (AF)

In the presence of the Romanian Minister of Economy, Claudiu Năsui, and the CEO of Airbus Helicopters, Bruno Even, Industria Aeronautică Română (IAR) and Airbus Helicopters signed an Industrial Cooperation Agreement (ICA) in order to customise the Airbus H145M helicopter for the Romanian Air Force. The customisation is mainly focussed on the future role as an attack helicopter. The ICA includes the transfer of high-level technology capacity and know-how from Airbus Helicopters to the Romanian Defence Industry, with the aim of ensuring the continuous technical availability of the H145M helicopter fleet that will be operated by Romania. This agreement is an add-on to the previous agreement under which IAR has become the main contractor for the Airbus H215M multi-role medium-heavy helicopter for any future order from the Romanian Ministry of Defence to replace the ageing current IAR330 helicopter fleet.

IAR Brasov will become responsible for the production and customisation of the H215M and H145M helicopters. Next to expanding its presence on the Romanian market it will bring substantial benefits to Romania like employment, the acquisition of high-level professional skills, greater contributions to the local budget and investment in education. For this special occasion Airbus Helicopters flew the nicely camouflaged H145M with registration D-HCBS (construction number **20259**) to Bucharest/Otopeni for demonstration flights.

The final F-16AM was delivered on 25 March 2021. The fighter departed Monte Real (Portugal) early in the morning towards Aviano Air Base (Italy), where it made a short stop before it continued to its new home base, Borcea/Fetesti. The FAR ordered their third-hand F-16s in two separate batches in Portugal. In 2013 the Romanian Government signed a contract with their counterparts in Portugal for the delivery of twelve F16AM/BM Fighting Falcons. This batch was delivered between October 2016 and September 2017. In 2019, a second contract was signed for another five F16AMs. Two were delivered in August 2020 and another two in October 2020. With the final delivery on the 25 March 2021, the deliveries have been completed and the FAR has now a proud inventory of seventeen Fighting Falcons, consisting of fourteen single seat and three dual seat aircraft. All F-16AM/BMs are operated by Escadrilla 53 Vanatoare Warhawks / Baza 86 Aeriana at Borcea/Fetesti.

F-16AM

1615 Escadrilla 53 ex Portugal 15134 **M17-18**

MiG-21 LanceR-C

5917 Escadrilla 711 w/o 20apr21 **96005917/0425**

Serbia

Ratno Vazduhoplovstvo i Protivvazdusna Odbrana (DF)

On 17 April 2021, two MiG-29s were delivered from Belarus to Serbia by An-124 UR-82009. The MiG-29s are part of a donation of four MiG-29s (variant 9-13 Fulcrum-C) to Serbia. All four were officially handed over to Serbian Minister of Defence Aleksandar Vulin during a ceremony at the 558 ARZ (Aviation Repair Plant) at Baranovichi, Belarus on 25 February 2019. The same month, the overhaul and modernisation of the four MiGs started this Aircraft Repair Plant. Likely the MiG-29s will be modernised up to the same level as the current modernisation of the MiG-29s already serving the Serbian Air Force and Air Defence. In addition to the overhaul and modernisation, the service life has been extended to 40 years or 4,000 flight hours (even 45 years for the ex-Yugoslav MiG-29s). The first aircraft made its first flight after the modernisation in September or October 2020, and it was planned the project would be completed by the end-2020.

Serbia already had ten MiG-29s in its inventory. Out of the original sixteen MiG-29s (14x 9-12B single seat Fulcrum-A and 2x 9-51B dual seat) delivered to Yugoslavia, only three MiG-29s and one MiG-29UB remain. In October 2017 these were augmented by six MiG-29s (1x 9-12A and 3x 9-13 single seat and 2x 9-51 dual seat) donated by Russia. Shortly afterwards, overhauls and life extensions began on three aircraft inherited from former Yugoslavia. At the end-2018 all ten were active again, including one which underwent a general overhaul at the 121 Aviation Repair Plant at Kubinka, Russia.

In October 2020, the Ministry of Defence stated that the last phase of modernisation of the ten MiG-29s by Russian specialists of RSK MiG started. It is called the Phase 3. It is planned to refine the existing radars, as well as the improvement of the systems for electronic combat, radio-technical reconnaissance, and procurement of air-to-air and air-to-ground weapons. Work is carried out in a hangar at Batajnica air base.

During an arms presentation to a delegation from Bahrain, including the son of the king, on 6 April 2021, Serbia for the

first time showed the modernised NJ-22 Orao (serial 25531) to the world. The most remarkable change is the modified nose: the pitot tube was placed on top of the tip of the nose, while the tip of the nose now houses a window for opto-electronic equipment (likely for a laser range finder and target marker). The aircraft carried a large container with further opto-electronic and reconnaissance equipment (including thermal imaging camera) under its centreline pylon. The plane has already flown in this new configuration. Furthermore, the upgrade will include a new targeting computer, modern navigation system, digital displays and the possibility to use guided weapons. The second phase of modernization envisages the installation of systems for aircraft self-protection. In addition, it will have active and passive jamming devices, as well as new radio systems and a self-identification device (IFF transponder). The modernisation project is currently in the development phase for several planes, while the completion of testing is planned for the middle of this year. The serial modernization to the level of one squadron is planned in the next two to three years.

Slovakia

Vzdušných Sily (AF)

On 18 April 2021, Aero Vodochody's L-39NG with serial 0476 arrived at Sliac air base (Slovakia) for an official presentation to the Slovak Air Force. Earlier, the Czech Government offered Slovakia a long-term industrial participation in the L-39NG programme with an in-country training package if the Slovak Government acquires eight L-39NG single-engined jet trainers. The Slovak Defence minister, Jaroslav Nad, said in July 2020 that he would seriously consider this proposal. This was followed in October 2020 by a meeting at Sliac air base with representatives of fourteen air forces from three continents and several civilian operators of L-39 aircraft to share their experiences with the L-39. The Commander of the Slovak Air Force, Major General Lubomir Svoboda, was among the participants along with representatives from Hungary, Nigeria, Senegal, Vietnam and other countries.

At this moment the Slovak Air Force has only five L-39s operational, two L-39ZAMs and three L-39CMs. All five aircraft belong to Tactical Wing, 2. Výcviková letka and are based at Sliac. The other unit based at Sliac is 1. Bojová Letka operating the MiG-29 of which eleven are operational, nine MiG-



Leeuwarden slowly becomes Lightning II Town Leeuwarden with frequent F-35 missions flown and F-16s operations dwindling rapidly. Martin Uleman witnessed F-35A F-016 on 25 March 2021.



We will have to say goodbye to the German Transall later this year. To commemorate the type's sterling service 50+40 of LTG-63 is painted this colourful. It picked up another Transall's crew at Manching on 30 March 2021, with Dietmar Fenners on the right spot to take this picture.

29AS and two dual seat MiG-29UBS. With regard to the MiGs, the Slovak Defence Ministry announced in July 2018 that they have decided to purchase fourteen new Lockheed Martin F-16 Block 70/72 fighter jets to replace the ageing MiG-29s.

Spain

LEGA = Granada Armilla
 LFML = Marseille Marignane
 Ejército del Aire (AF)

AS332B					
HD.21-09/803-09	i/a LEGA	ex 803 Esc		2066	mar21
NH90-TTH					
HD.29-19/803-19	Airbus LFML	f/n, #10238			apr21
PC-21					
E.27-05/792-05	Pilatus	f/n #10243		318	mar21
T-35C					
E.26-08/791-08	791 Esc	recoded, ex 79-55		126	feb21
E.26-19/791-19	791 Esc	recoded, ex 79-66		137	mar21
E.26-22/791-22	791 Esc	recoded, ex 79-69		141	mar21

Sweden

Flygvapnet (AF)
 With the acquisition of at least one Learjet, the Swedish Air Force introduced a new type of aircraft. The Learjet, in Swedish service known as the Tp104, was already used by the Swedish Armed Forces (FMV, Försvarmakten) for target towing since 1989. Why it has now been taken up with a military serial is not known to us yet.

Tp104				
104...		ex SE-DHO		35A-195

United Kingdom

Royal Air Force (AF)
 The next step to establishing a joint Qatari-United Kingdom Hawk training squadron was taken when UK Defence Secretary Ben Wallace and Qatari Defence Secretary Dr. Khalid bin Mohamed Al Attiyah jointly announced that this squadron will stand up at RAF Leeming in September 2021. The squadron will be equipped with the nine Hawk Mk.167 aircraft on order by Qatar.

In addition, the two countries also agreed to expand their cooperation by regular deployments of RAF Voyager tanker aircraft to Qatar. The Voyagers will provide air-to-air refu-

elling training opportunities to the Qatar Emiri Air Force (QEAF), with the first deployment expected to commence in July 2021.

As announced, the Sentinel R1 was retired at RAF Waddington on 31 March 2021. On the same day, also V(AC)sq was disbanded. The history of this squadron dates back to 26 July 1913, and the squadron served with distinction during both world wars. During World War I, the squadron was based in France and officially logged both the first Royal Flying Corps loss and win in aerial combat. During the Second World War, the squadron was based in India where it remained until this country became independent in 1947. Following a short period as target-towing unit (1949-1951), the squadron became part of the Royal Air Force Germany (RAFG) on 1 March 1952. It remained in this country until it was disbanded at RAF Geilenkirchen on 7 October 1965. The next day the squadron was re-activated at RAF Binbrook and with its English Electric Lightning jets it became a vital part of the UK air defence. The last Lightnings were retired in 1988, after which the squadron moved to RAF Coningsby where it received Tornado F3 jets. On 30 September 2002, the squadron was once again disbanded. In preparation of delivery of the first Sentinel R1 aircraft, V(AC)sq was re-activated at RAF Waddington on 1 April 2004. Equipped with the Sentinel, of which the first example became operational in 2008, the squadron saw action in *Operation Herrick* (Afghanistan), *Operation Ellamy* (Libya) and *Operation Shader* (Iraq and Syria).

In the 2010 Strategic Defence and Security Review, it was recommended to retire the Sentinel following the conclusion of *Operation Herrick*. This recommendation came only two years after the type had entered service! Luckily, this did not happen, but in the 2015 Strategic Defence and Security Review it was decided to retire the aircraft in 2021. Main reasons were the high operational cost and the requirement to upgrade the aircraft if it was to remain in service longer. In order to already reduce cost, one aircraft (ZJ693) was placed in flyable storage with Raytheon at Hawarden on 23 May 2017. It was returned to RAF Waddington on 25 February 2021, only to be officially retired immediately after arrival.

The fate of the aircraft looks dark since a tender was issued looking for a third-party contractor willing to strip the aircraft of useable parts and scrap the remains. The status of the fleet was as follows on 31 March 2021:

ZJ690	wfu mid feb21 and placed in storage at RAF Waddington
ZJ691	wfu early mar21 and placed in storage at RAF Waddington
ZJ692	final deployed aircraft, returned to RAF Waddington from Operation Shader on 29jan21, wfu mid mar21 and placed in storage at RAF Waddington.
ZJ693	flown from Hawarden to RAF Waddington on 25feb21, withdrawn from use and placed in storage at RAF Waddington
ZJ694	performed the types last operational sortie on 25feb21, officially remained in service until 31mar21, wfu and placed in storage at RAF Waddington

On 20 April 2021, an agreement was reached between the UK Ministry of Defence (MoD) and Boeing on the delivery of fourteen newly built Chinook helicopters. Due to impact of the COVID pandemic, delivery will be three years later than originally planned. No expected delivery time frame was announced yet, except that all fourteen helicopters are slated to be delivered before end-2030. The deal, which is valued at \$2 billion, includes spare engines, machine guns and radar plus missile-jamming self defence equipment. The plan is to replace the oldest Chinook HC6A helicopters currently in use, which have been upgraded several times throughout their careers. The last of these helicopters are currently undergoing conversion from HC4 to HC6A standard, which is due to be completed later this year. Taking the oldest helicopter still in service as example, ZA670 was delivered as Chinook HC1 on 9 December 1980. It was converted to Chinook HC2 standard during the mid-1990s, and next to Chinook HC4 standard in 2010/2011. Finally, it was inducted into the Chinook HC6A conversion line at QinetiQ Boscombe Down in October 2018 and planned to be re-delivered to the RAF in the near future.

Africa

Algeria

Al-Quwwat Al-Jawwiya Al Djazairiya (AF)

Mi-28NE

SC-22	f/n database, photo	apr21
SC-38	f/n database, photo	apr21

MiG-23BN

FM-68	wfu	f/n database, photo
FM-86	wfu	f/n database, photo

MiG-29S

FC-42 fate unknown f/n database, photo

Su-30MKI(R)

KF-22 12 EDA MLU update, grey c/s apr21

Burkina Faso

Force Aérienne de Burkina Faso (AF)

AS550

BF2014 Esc. Hel. B29 f/n database, photo mar21

Egypt

al Quwwat Al Jawwiya II Misriya (AF)

HSMN = Merowe, Sudan

Gomhouria Mk8

382 Cairo museum serial update nov20

This Gomhouria has been in the Egyptian Air Force museum in Cairo since at least January 2009. Until recently it didn't have any serial applied. A photo made in November 2020 shows the serial 382 on the tail. Of course, we do not know if this is its original serial.

MiG-29M2

8807	104 TFW	f/n database, photo	
8809	104 TFW	f/n HSMN, YouTube	mar21
8811	104 TFW	f/n HSMN, YouTube	mar21

Libya

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

G-2A

10153	wfu	f/n database, photo
10178	wfu	f/n database, photo

Mi-2

27 wfu f/n database, photo

Libyan National Army Air Force (AF)

Mi-8T

1427/H2 ex 027? mar21

Last month we already mentioned the photo, made in July 2019, that was found of H2. This month we found more photos of H2, made during an exercise of the 106th Brigade, and now the serial 1427 is very clearly readable on the tail boom. Serial 1427 is/was known as an Egyptian Air Force serial, and we assumed this one became 027 of Libya (027 was noted in March 2015). So if 027 has become 1427/H2 now needs confirmation.



Do we see increased investment in medevac capabilities globally? We asked ourselves in the caption of a Greek air force A109 on delivery last month. The helo was followed suit by Beech 350 403/N87FM seen here at Bangor (ME) by Garry Dunne on 11 April 2021.



The 32 "The Royal" squadron's new mount will be Airbus A321neoLR G-XATW which is flown by Titan Airways for the Royal Air Force, proudly wearing the United Kingdom livery. Michael Pearce caught it at Norwich on 19 March 2021 after it was freshly painted.

Madagascar

Armée de l'Air Malgache (AF)

Ce206
5R-MNY f/n database, photo sep20

Malawi

Malawi Defence Force Air Wing (AF)

Do228-201
MAF-T0176-01 Air Wing ex MDFAW-T01 **8092** mar21
MDFAW-T01 re-registered as MAF-T01 **8092**

A photo found on Facebook shows this Dornier received a new serial again. This Dornier was previous registered as MDFAW-T01 and before that as MAAW-T01. It seems there is now a Malawi Air Force as part of the Malawi Defence Force, so that explains the change in registration.

Mozambique

Força Aérea Moçambique (AF)

Mi-17V-5
FA-091 serial update
The Mi-17V-5 which was delivered in September 2019 is reported by Peter Weinert as having become FA-091.

Mi-24V
FA-116 f/n, photo mar21
FA-117 f/n, YouTube apr21

As reported last month in Scramble 503 - Page 57, the South African Paramount Group delivered a Mi-24 to Mozambique together with two Gazelles. Photos and a YouTube movie were found showing that at least two Mi-24s have been delivered. Both have the hyphen in the serial, while the An-26s and other helicopters with FA-serials do not have that hyphen in their serial.

Niger

Escadrille Nationale du Niger (AF)

LFML = Marseille-Provence, France

SA342M
5U-MHE o/h LFML ex 3477 ALAT **1477** mar21
5U-MHF o/h LFML **1531** feb21

5U-MHE was noted during a test flight after being overhauled at Sabena Technics MRS, formerly known as Aéromécanic, at Marseille Provence airport. The Gazelle was already noted there in May 2016. The helicopter was delivered to Niger in 2013, and although we already suspected the former ALAT 3477 became 5U-MHE, a photo on Flickr made in March 2021

now proves this is indeed correct. We only had a photo of 5U-MHE where on the inside of the starboard side cockpit door 3477 was stencilled, but doors can be swapped very easily of course.

5U-MHF was also noted at Marseille during a test flight on 27 February 2021 and it was noted as active at Niamey, Base Aérienne 101, on 2 April 2021. 5U-MHG was noted this same day at Niamey. A third Gazelle was noted without rotor blades in the hangar of Niamey, but if this is 5U-MHE we can not confirm right now.

Nigeria

Nigerian Air Force [AF]

KVAD = Moody AFB (GA), United States

A-29B
... o/o, as 19-2039 f/n KVAD apr21

This A-29 has the jungle colour scheme and it is expected that this is the same aircraft as reported in Scramble 503 - page 57.

Alpha Jet A
NAF475 w/o 31mar21 **0042**

Hawker 4000
5N-FGX ex Presidential PS-HFT reservation **RC-66** apr21

It looks like the Hawker 4000 finally has been sold now. It was put up for sale already in April 2016. At that time, it was at Zürich-Kloten airport, where it stayed until around July 2018. In July 2019 it was noted again, on what looks like active duty, in Nigeria. On 14 April 2021 it flew from Dakar, Senegal, to Santa Maria, Azores, and further on to Boston (MA) and Bedford (MA) in the United States. It looks like it has been sold in Brazil, because serial PS-HFT is reserved.

Senegal

Armée de l'Air Sénégalaise (AF)

GOOY = Dakar-Yoff

CN235-220MPA
6W-TPA Esc. Transport f/n GOOY, ex AX-2348 **N069** apr21

The newest CN235 became 6W-TPA and not as we once read on a planning board, 6W-TTD. Looks like part of the serial indicates the role of the aircraft, so Tactical Patrol for 6W-TPA, while the other CN235s (6W-TTA/B/C) are Tactical Transport versions. The aircraft was officially handed over during a small ceremony held at Dakar-Yoff on 6 April 2021.

KA-1S
6W-CAC Esc. de Chasse f/n GOOY apr21
6W-CAD Esc. de Chasse f/n GOOY apr21

South Africa

South African Air Force/Suid Afrikaanse Lugmag (AF)

Cheetah C

376 Denel for Draken International? apr21
On 9 April 2021 this Cheetah made its first flight since October 2001 from O.R. Tambo International Airport, South Africa. It is expected that the Cheetah will also go to Draken International.

Sudan

al Quwwat al Jawwiya as-Sudaniva (AF)

HSMN = Merowe

Mi-8MT

559 f/n HSMN, YouTube mar21
561 f/n HSMN, YouTube mar21

Tanzania

Jeshi la Wananchi la Tanzani (AF)

LFML = Marseille-Provence, France

H125

JW-9802 f/n database, photo mar21

H215

... o/o as F-ZWCU c/n update **3080/TNZ003** dec20
... o/o as F-ZWCY f/n LFML **..../TNZ005** apr21

The TNZ00x numbers are customer codes and not really part of the construction number.

Tunisia

al Quwwat al Jawwiya at Tunisia (AF)

Studying Google Earth images from Tunisia showed a lot of changes at Bizerte Sidi Ahmed and Sfax. At Bizerte in the past quite a lot of aircraft were stored in an area behind the main flightline. Nowadays, only a SF260 (ex-gateguard), a T-6, a F-86 and a MD312 are visible here on Google Earth. We suspect the Alouette 2 and Saab 91D, which were in this area in the past, are L51-003 and Y31-001 which are now preserved in Tunis at the 'Cite de Sciences'. The Huey which was stored in this area too, went most likely to Gafsa. The HH-3E also moved but so far we didn't find out where it went. Both the MB326s which were preserved along the main road from the gate to the flightline also are gone, one most likely became the new gate guard of Bizerte, while the other one moved most likely to Gabes.

DTTB = Bizerte/Sidi Ahmed
DTTF = Gafsa/Ksar
DTTG = Gabes
DTTX = Sfax/Thyna

AB205/UH-1H

... ex std DTTB? pres. DTTF jul20
This Agusta-Bell 205 or UH-1H is preserved now at 34°25'10.69"N, 08°48'48.51"E.

F-5E

... ex 15sq pres. DTTB jul20
This F-5 is visible on the Google Earth image of July 2020 at 37°14'46.76"N, 09°47'06.62"E.

L-59T

... ex std DTTX pres DTTX, gate guard feb21
Sfax has had an L-59T at the gate recently, see 34°43'00.87"N, 10°42'04.54E, which is Y95-069, Y95-071 or Y95-073, which were noted stored at the end of the taxiway in March 2020.

MB326

... ex std DTTB? pres. DTTG mar20
An MB326 is visible on the Google Earth image of March 2020 at 33°44'17.41"N, 09°54'49.12"E.

Asia

Afghanistan

Afghan Air Force (AF)

PC-12/47E

1450 438th AEW ex YA1450BS **1450** mar21
The PC-12 did not wear Afghan Air Force markings. It arrived at Bucharest-Henri Coanda (Romania) on 6 March 2021, and departed three weeks later to the USA via Prague-Václav Havel Airport (Czechia) and Prestwick (UK). The flight plan revealed Sierra Nevada Corp. as the operator, so it might have been on a flight to the company's home location at Centennial Airport at Denver (CO) for some maintenance work.

The PC-12 was originally delivered to the Afghan Air Force in January 2017 and was operated by the 438th Air Expeditionary Wing (AEW) at Kabul International Airport. On 20 January 2017 it passed through Wick (UK) and Prague-Ruzyně (Czechia) as N450NX. At Prague, the Afghan serial YA1450BS was noted under tape.

China

People's Liberation Army Air Force (AF)

H-6H

20611 10th Div/29th Reg photo

H-6K

41179 36th Div/108th Reg apr21

H-6M

21210 10th Div/30th Reg apr21



From Helsinki on its way to Ireland, Irish Air Corps PC-12 282 of 104sq made a welcome fuel stop at Rotterdam. Dino van Doorn was one of many spotters who raced to the airport to get it on 13 March 2021 and sent us his sunny shot.



Brand new UH-139E MM81978/PS-116 is seen here approaching the heliport of 2° Reparto Volo (RV) in Case Nuove adjacent to Malpensa airport on 10 March 2021 by Marco Muntz. This UH-139E was only delivered to the Italian police on 30 January 2021.

HU-6 10893	8th Div/23rd Reg	photo			
J-10B 67223	61st Brigade		apr21		
J-10C 61264	9th Brigade		mar21		
J-16 65114	40th Brigade		apr21		
Z-8K 51810	ETC/Transport & SAR Brigade		mar21		
People's Liberation Army (AR)					
Mi-17V-7 LH921712	85th Brigade		mar21		
LH921728	85th Brigade		mar21		
Mi-171 LH992756	72nd Brigade		mar21		
Mi-171E 99126			apr21		
Although the helicopter was in use by an undefined unit, the serial most probably is a delivery serial used by the Ulan Ude factory. On previous occasions the last three digits were identical to the last three of the construction number.					
Z-8B LH991819	71st Brigade		apr21		
LH991860	71st Brigade		apr21		
Z-9WZ LH951905	81st Brigade	ex LH94901	Z9-0372	mar21	
Z-11 LH906350/26	2nd Brigade		apr21		
This is the first Z-11 flying for what is believed to be the 2nd Brigade. With the code different from the final two of the serial, it can be expected the helicopter is a recent arrival from the 3rd Brigade.					
Z-19 LH990985	LH Academy		mar21		
Z-20 LH953213	161st Brigade		mar21		
People's Liberation Army Navy (NY)					
J-15 60	Carrier Air Wing		apr21		
72	Carrier Air Wing		apr21		
JL-9G 01	Naval Av. Univ./3rd Regiment			apr21	
KJ-500H 09	1st Division			apr21	
13	1st Division			apr21	
14	1st Division			apr21	
15	1st Division			apr21	
Z-9D 87	ex 9474			Z9-0766	apr21
88	ex 9484			Z9-0767	apr21
China Coast Guard (CG)					
MA60H 21701					apr21
Note that the Coast Guard received their first MA60H in MPA configuration in 2016. This might be the first sighting of the same aircraft, but now with proper Coast Guard serial.					
Z-18 CCG 2x801					apr21
During a visit of the COMAC general manager to the Changfei factories a visit was paid to a Z-18 in full China Coast Guard colours. Given the location it can be expected this is a new helicopter.					
Police (PO)					
R44-II 32012					apr21
Manufacturers					
Y-20B 7810	XAC				
Early April the first Y-20B with WS-20 engines was pictured at Xi'an-Yanliang. Rumour has it that the aircraft first flew in November last year. In hindsight, the serial is sort of logical as the last Y-20 prototype had serial 789.					
India					
Bharatiya Vayu Sena (AF)					
An-32RE KA2689	unit nn	ex K2689, photo		03 04	
BAe748-247 (HAL) H1528	FWTF	ex KH1528		566	feb21
This 748 was originally re-registered as KH1528 and seen as such in October and December 2017. In February 2021 it was seen again with its original serial H1528. The reason for					

reversing the BAe748 re-registration process is not known to us. It might be related to the introduction of its successor, the Airbus C295M, and therefore not spending time and budget for the re-registration process of the BAe748s.

Dhruv Mk.III				
ZD4147	HAL	photo		
II-78MKI				
KJ3454	78sq	ex RK3454	20434 25868	apr21
Mi-17V-5				
ZP5238	unit nn	f/n		apr21
Rafale EH				
BS008	17sq	d/d 31mar21		
BS009	17sq	d/d 31mar21		
BS010	17sq	d/d 31mar21		
BS012	17sq	d/d 21apr21		
BS013	17sq	d/d 21apr21		
BS014	17sq	d/d 21apr21		
BS020	Dassault Aviation	f/n		apr21

Indian Army Aviation Corps (AR)

Dhruv Mk.IV Rudra		
IA2120	HAL	photo

Bharatiya Nau Sena (NY)

On 19 April 2021, a new helicopter squadron was established at Goa/Dabolim, also known as INS Hansa. The new squadron, Indian Naval Air Squadron 323 (INAS323) is nicknamed Harriers and it will operate three Dhruv Mk.III helicopters. This version of the Advanced Light Helicopter (ALH) features a full glass cockpit with Hindustan Aeronautics Ltd (HAL) Integrated Architecture Display System (IADS), more powerful Shakti (Safran Ardiden 1H1) engines (1,400–2,000 hp each) and a hoist.

Dhruv Mk.III				
IN709	INAS323	ex HAL		apr21
IN711	INAS323	ex HAL		apr21
IN713	INAS323	ex HAL		apr21

MH-60R		
IN754	Sikorsky	f/f 21apr21

SA316B (HAL)
IN482 INAS321 f/n after lease **AH298** mar21
The Chetak was leased to Mauritius as MPH-06 on a rolling two-year free lease that started in December 1998. It is not sure when the lease ended, but the aircraft returned to the Indian Navy and was seen with its original serial in March 2021.



This AW169 carrying test registration CSX82015 (69127) is seen on approach at Venegono on 9 February 2021 during a test flight from nearby Vergiate. The Polisi titles on the tail boom and serial are taped off, the helicopter will receive serial P-3307 once in service with the Indonesian Air Police or Ditpoludara. Three of the nuine on order have been delivered. (Marco Muntz).

Indonesia

Pusat Penerbangan Angkatan Darat (AR)

Bell 412EPi				
HA-5227	PT Dirgantara	o/o, tie-up conf	37028	mar21
HA-5228	PT Dirgantara	o/o, tie-up conf	37029	apr21

They have received mode-s codes 8A087A and 8A087B.

Tentara Nasional Indonesia - Angkatan Laut (NY)

In April, CN235 AX-2349 was first noted in primer at PT Dirgantara, Bandung. It could either be for export to Ivory Coast or an MPA for the Indonesian Navy.

Polisi Udara (PO)

WIHP = Pondok Cabe

AW169				
P-3301	Polisi Udara	del, WIHP f/n 13apr	69121	apr21
P-3302	Polisi Udara	del, WIHP f/n 13apr	69122	apr21
P-3303	Polisi Udara	del, WIHP f/n 16apr	69123	apr21
(P-3309)	Leonardo	o/o, fcs, CSX82021	69129	mar21

The first three were already seen in Indonesia, while the ninth and last of this order was seen test flying at Venegono.

Japan

Nihon Koku-Jieitai (AF)

In anticipation of future JASDF Boeing KC-46A operations from Miho airbase, the JASDF's 41 Kyoiku Hikotai started its relocation from Miho to Hamamatsu on 19 April 2021. The unit is flying thirteen T-400s in the multi-engine training role for future transport aircraft pilots

Because of delays in the construction of new infrastructure to house the unit, the original time-frame of a relocation in Fiscal Year 2020 was abandoned and moved to FY2021. The unit was part of Miho's 3 Yuso Kokutai, together with co-based 403 Hikotai operating the Kawasaki C-2. It will now probably become subordinate to 1 Kokudan, the Hamamatsu wing with the Kawasaki T-4 units 31 and 32 Kyoiku Hikotai. As 1 Kokudan has a long-standing tradition of adorning the unit's aircraft with black/yellow checkered tails, it might be possible 41 Kyoiku Hikotai also receives some sort of checkered marking.

To commemorate its 60th anniversary, 8 Hikotai performed an elephant-walk on Tsuiki's runway, using twenty Mitsubishi F-2 fighters. Leader of the pack was F-2A 13-8558 in the special commemorative colour scheme. The unit was established at Komatsu in April 1961 as a fighter unit operating the F-86F Sabre. The unit was relocated multiple times, operating



After Gulfstream Aerospace has done its job, Fokker Service will finish G550 N516GA coded LJA502 up to Japanese Coast Guard specifications. (Woensdrecht, 2 April 2021, Wim Sonneveld)

from Iwakuni, Nagoya-Komaki and Misawa before ending up at its present home-base Tsuiki. After the Sabre it operated the F-1/T-2 and F-4EJ before transitioning to its current stag, the F-2.

According to our database, 8 Hikotai has twenty F-2A/Bs on strength, some of them have not been seen for some time. That is probably the reason some F-2s of co-based 6 Hikotai were smuggled into the pack, not visible on the official photos.

RJNA = Nagoya-Komaki	RJNG = Gifu
RJNH = Hamamatsu	RJTU = Utsunomiya
ARW = Koku Kyunandan	FTS = Kyoiku Hikotai
FTW = Hiko Kyoikudan	HAS = Herikoputa Kuyutai

C-2
88-1207 403 Hikotai no badge 7 apr21
We have no indication it either received overhaul or was on its way to Gifu for overhaul.

KC-130H
85-1080 401 Hikotai ex nb after IRAN 5138 apr21

F-2A
13-8520 3 Hikotai ex IRAN 1020 apr21
13-8521 8 Kokudan ex nb after IRAN 1021 mar21
43-8524 o/h RJNA nb, ex 3 Hikotai 1024 mar21
03-8555 6/8 Hikotai nb after IRAN, ex 8Hik 1055 apr21
13-8561 o/h RJNA nb, ex 6 Hikotai 1061 apr21

F-2A mockup
13-8557 RJNH mockup. Air Base Museum apr21
This wooden mockup previously displayed the prototype red/white colours and serial 63-8501. It was repainted in the standard blue camo pattern with 8 Hikotai badge as 13-8557. In the past we received numerous logs stating it was the real deal, so full marks to Mitsubishi's carpenters.

F-2B
03-8103 21 Hikotai nb after IRAN 3003 apr21

F-15DJ
22-8055 o/h RJNA nb, ex 23 Hikotai 718/005 apr21
02-8071 201 Hikotai ex IRAN 021 apr21
02-8072 o/h RJNA nb, ex 23 Hikotai 022 apr21
02-8073 23 Hikotai nb after IRAN 023 apr21

F-15J
42-8834 303 Hikotai nb, ex 305 Hikotai 034 apr21
02-8919 o/h RJNA nb, ex 201 Hikotai 119 mar21
52-8954 o/h RJNA nb, ex 306 Hikotai 154 apr21

CH-47J
57-4492 o/h RJNG nb, ex Naha HAS 5074 mar21

UH-60J II
88-4605 ARW ex IRAN 2055 apr21

This UH-60J II was last noted at Nagoya in April 2020, under tow and missing numerous parts. This was rather odd because it was photographed from the public visitors platform. Whatever the reason, it is now back in the air and probably operating for the Ashiya SAR unit. It was noted during a graduation ceremony at Hofu.

KV107 II-5
74-4801 ex preserved ex Gifu Base Museum 4027 nov11
Was still in our database as preserved at Gifu. According to Japanese sources it was removed in November 2011 due to heavy corrosion and scrapped.

RQ-4B
...-...1 Northrop Grumman, test at Palmdale, CA apr21
Northrop-Grumman announced the successful first flight of a future JASDF RQ-4B Global Hawk on 15 April 2021 from its Palmdale (CA) facility. It is the first out of an order for three aircraft which will probably be based at Misawa. In the FY2020 budget request, money was reserved for the establishment of an unmanned aerial vehicle unit.

T-4
96-5616 13 FTW ex nb after IRAN 1016 apr21
96-5620 31 FTS ex nb, NOT 32 FTS 1020 apr21
06-5638 o/h RJNG nb, ex 13 FTW 1038 apr21
46-5722 32 FTS ex IRAN 1122 apr21
76-5754 13 FTW ex nb after IRAN 1154 apr21

T-7
66-5935 o/h RJTU nb, ex 12 FTW 35 mar21
66-5943 12 FTW prev. l/n nov17 43 apr21

Rikujo Jieitai (AR)

RJFZ = Tsuiki
RJNA = Nagoya-Komaki
RJTU = Utsunomiya

OH-1
32608 4 Taisen.Her. no code after IRAN 1008 apr21

UH-1J
41847 X ex no unit code 1J47 apr21
41857 WH ex TDY RJTU 1J57 apr21

OH-6D
31313/XIIIH Soumagahara? ex store 6767 mar21
Preserved but location not confirmed.

CH-47J
52933 SK ex HGPVI 5048 apr21

CH-47JA
52955 HGPIV ex IRAN 5054 apr21
52967 HGPIII ex no unit code 5071 apr21

UH-60JA
43108 o/h RJNA ex WH 4008 apr21

43109	o/h RJNA	ex S	4009	apr21
43113	WH	ex S, at RJNA for IRAN?	4013	apr21
43137	8 Hikotai?	no unit code RJFZ	4037	apr21

AH-64DJP

74509	IBH	ex S	JP009	apr21
-------	-----	------	--------------	-------

This is an enigma, we have no idea which unit uses the IBH unit code. It was accompanied by an UH-1J with WH code.

Kaijo Jieitai (NY)

RJSH = Hachinohe	RJOI = Iwakuni
ATS = Kyoiku Kokutai	

MH-53E

8627	RJOI	no rotors/tail-fin	65583	mar21
------	------	--------------------	--------------	-------

Still in use as a training hull at MCAS Iwakuni. It was recently photographed during practice loading and transporting, training USMC personnel to stay proficient in aircraft recovery procedures.

UH-60J

8974	22 Kokutai	ex 21 Kokutai	3014	apr21
------	------------	---------------	-------------	-------

SH-60K

8417	22 Kokutai	ex 212 ATS, IRAN?	5017	apr21
8436	o/h RJNA	no unit no, ex 212 ATS	5036	apr21
8438	? Kokutai	no unit no, ex IRAN	5038	apr21
8460	ex Mitsubishi HI	should be delivered	5060	sep19
8464	ex Mitsubishi HI	should be delivered	5064	dec19
8465	ex Mitsubishi HI	should be delivered	5065	apr20
8466	ex Mitsubishi HI	should be delivered	5066	jun20
8468	ex Mitsubishi HI	should be delivered	5068	aug20
8471	Mitsubishi HI	f/n, test at RJNA	5071	apr21

XSH-60L

8502	Mitsubishi HI	f/n, for MoD/ATLA	????	apr21
------	---------------	-------------------	-------------	-------

We are not entirely sure of the type indicator, it could also be SH-60L. The Japanese characters on the tail are those for the Acquisition, Technology & Logistics Agency (ATLA).

P-3C

5059	2 Kokutai?	no unit no. RJSH	9056	apr21
5063	2 Kokutai	ex 203 ATS	9060	apr21
5094	203 ATS?	no unit no. ex 2 Kokutai	9091	apr21

EP-3

9174	81 Kokutai	no unit no, ex IRAN	1004	mar21
------	------------	---------------------	-------------	-------

Kaijō Ho'an-chō (CG)**AW139**

JA978A/MH978	?th Region	f/n, ?? AirStation	31933	mar21
--------------	------------	--------------------	--------------	-------

Registered to Mitsui Bussan Aerospace for pre-delivery work prior hand-over to the JCG.

EC225LP

JA696A/MH696	10th Region	on ship PLH-34	3001	feb21
--------------	-------------	----------------	-------------	-------

JA696A received the name Aowashi and will be operated from patrol vessel Akatsuki.

The Japan Coast Guard recently ordered another two EC225LPs, giving a grand total of fifteen to be operated, with ten delivered by March 2021.

Falcon 2000MSA

N357FJ/MAJ576	for JCG	at Haneda	357	mar21
---------------	---------	-----------	------------	-------

Fifth Falcon 2000 for the Coast Guard, probably now at Shi-zuoka for pre-delivery work.

G550

N516GA/LAJ502	Gulfstream	at EHWO for mods	5616	apr21
---------------	------------	------------------	-------------	-------

Arrived at Woensdrecht, Netherlands in full JCG colours.

S-76D

JA921B/MH921	6th Region	commissioned	761079	mar21
--------------	------------	--------------	---------------	-------

Name Setotaka was applied and operated from Hiroshima Air Station.

Malaysia

Tentera Udara Diraja Malaysia (AF)

The Tentera Udara Diraja Malaysia (TUDM, Royal Malaysian Air Force) Fighter Lead-In Trainer/Light Combat Aircraft (FLIT/LCA) programme is in its final selection phase. This programme is also known as Capability Development Plan 2055 (CAP55) where the air force is looking for a new Fighter Lead-In Trainer/Light Combat Aircraft (FLIT/LCA) to be acquired within the next three years.

The programme was initially also considering to acquire a heavy weight fighter aircraft like the Boeing F-18E/F Super Hornet (Malaysia already operates the F/A-18D Hornet), the Dassault Rafale or the Eurofighter Typhoon. In 2018, due to budget cuts, the scope of the programme was changed to the purchase of a lighter weight fighter/trainer aircraft.

The TUDM wants to purchase 36 dual purpose aircraft in a two-phase acquirement plan: eighteen aircraft in phase 1 through the submission of the new project 2021, and another eighteen in phase 2, under the thirteenth Malaysia Plan (RMK-13). The new LCA will provide support to the current F/A-18D Hornet and Sukhoi Su-30MKM fleet while the FLIT must replace the MB339.

The final selection is between three types of aircraft for the dual FLIT/LCA role. The South Korean KAI FA-50 Fighting Eagle, the Indian HAL Tejas LCA and the Pakistan/China



On 7 April 2021, Braden Coleiro spotted a Royal Saudi Air Force Beech King Air 350i serial 4103 as 'XENON01' during a test flight at Toulouse Blagnac Airport. '4103' has been at Toulouse since June 2020 for upgrades related to its ISR equipment. Clearly visible are two new domes both on top and bottom, several antennae, larger dual strakes and what seems to be a new FLIR turret. The machine is operated by 41 Squadron and is part of an order of four aircraft already delivered to Saudi Arabia in March 2014, but without the ISR equipment installed.



Seen passing Venegono on 10 February 2021 is Qatari AW169 CSX81972 (69099) in the livery of the Al Zaeem Mohamed Bin Abdullah Al Attiyah Air College. This AW169 will receive serial QA327 once in service with the Qatar Emiri Air Force, the corrected abbreviation QEAF has been applied. Three weeks later, this AW169 was delivered to Qatar onboard C-17A A7-MAM from Milan-Malpensa. (Marco Muntz)

PAC/Chengdu JF-17 Thunder. It is reported that the Leonardo M346 Master and the Yakolev Yak-130 Mitten have since been cut from the competition. It remains to be seen which one of the last three competitors will receive the final nod. The current rumour is that the JF-17 Thunder is favourite, due to a better weapons capacity.

Pakistan

Pakistan Fauj (AR)

Ce208B EX

(710)	56ISRsq	del 30mar-1apr	208B-5615	apr21
(711)	56ISRsq	del 30mar-1apr	208B-5617	apr21

After cancelling their Atlantic crossing three times from mid-March, the duo N710EX/N711EX finally made it to Keflavik on 30 March and onward to Zürich 1 April, Heraklion 4 April, Fujairah 6 April and arriving at Islamabad Intl 8 April and relocating to home base Qasim/Dhamial AAB in the Rawalpindi part of the capital. See also Scramble 500 - Page 66.

H125

2827	Airbus Helic.	f/n 29mar21	8936	mar21
------	---------------	-------------	-------------	-------

Another Squirrel from this unknown order was seen.

Singapore

Republic of Singapore Air Force (AR)

The Republic of Singapore Air Force (RSAF) has taken delivery of its first three Airbus H225Ms (serials 202, 203 and 205) in Singapore, which arrived via Antonov 124 on 22 March 2021. After a night stop in India, the Antonov Design Bureau An-124, registration UR-82027, arrived at Paya Lebar Air Base. The first two airframes (202 and 203) were seen flying on 31 March 2021 at Paya Lebar Air Base. They all transferred to Sembawang on 16 April 2021.

Airbus Helicopters signed the contract with Singapore's Ministry of Defence for the acquisition of H225M Medium Lift Helicopters in November 2016. The H225Ms will replace the current AS332M1 Super Puma fleet which has been in service since 1983. The Super Pumas are operated by 125 Squadron at Sembawang air base and 126 Squadron at Oakey, Qld. (Australia). Both units also operate the AS532UL Cougar.

On 20 April 2021, the Republic of Singapore Air Force (RSAF) had a ceremony at Changi East Air Base (Singapore) celebrating the Airbus A330 Multi Role Tanker Transport (MRTT) attaining full operating capability (FOC).

Singapore announced the acquisition of six A330MRTTs in 2014 and the deliveries of the MRTT aircraft started in 2018.

The RSAF 112 Squadron, which operates five MRTTs currently in Singapore, previously operated the KC-135R Stratotanker for some two decades. The sixth A330MRTT, serial 764, is currently in Madrid/Getafe (Spain). It is in use as the test bed for the autonomous refuelling capability which is currently being developed by Airbus Defence and Space.

The Stratotanker was retired in 2019. All four of these venerable aircraft were sold to Meta Aerospace in September 2020, and two of these have since been seen flying from March ARB (CA). The other two tankers are still in Singapore, rumoured for various upgrades before being flown to the USA.

Compared to the KC-135R, the MRTT can hold twenty per cent more fuel, has twice the cargo capacity, and can carry more than five times the number of passengers.

South Korea

Dae Han Min Guk Gong Gun (AF)

KF-16D

92-046	416th FLTS	USAF mks	KD-18	feb21
--------	------------	----------	--------------	-------

Following modification by Lockheed Martin, the KF-16D – serial 92-046 – has been temporarily assigned to the 416th Flight Test Squadron (FLTS) Skulls of the US Air Force's 412th Test Wing. While assigned to the unit, the multi-role fighter will be used to test elements of the RoKAF modernisation. Currently it is wearing USAF titles and markings.

Lockheed Martin has been awarded a \$1.2 billion contract to retrofit all 130 ROKAF KF-16C/D Block 50/52s to the advanced F-16V configuration. The extensive modernization and upgrades as part of this comprehensive improvement programme include active electronically scanned array (AESA Radar), Modular Mission Computer, Multi-function Information Distribution System-Joint Tactical Radio System (MIDS-JTRS), Joint Helmet-Mounted Cueing System-II (JHMCS II) and AN/ALR-56M advanced radar warning receiver upgrade, AN/APX-126 combined interrogator transponder and a Centre Pedestal Display.

KF-21

001	KAI	Roll-out, former KF-X	apr21
-----	-----	-----------------------	-------

Former KF-X was renamed KF-21 Boramae during a roll-out ceremony on 9 April 2021. Korea (and Indonesia) developed and built the aircraft in a record time but the real test will be making it into a fighter aircraft. Various dates have been named for its first flight, from 2022 to as early as August this year. Indonesia, which at the start of the project had a

twenty percent stake in the development and costs, recently decreased this to ten percent. The KF-21 will replace KF-5s in the RoKAF.

Han Guk Hae Gun (NY)

The RoK Navy will definitely receive twelve MH-60R helicopters as contracts have now been signed. The majority of work on the helicopters will be performed at Owego (NY) and Stratford (CT) and is expected to be finished by December 2024.

Thailand

Royal Thai Air Force (AF)

F-16B

Kh19-xx/xx/10207 wfu 30mar21	61-371/M19-6
Kh19-xx/48/10321 wfu 30mar21	28-3

Royal Thai Army (AR)

On 21 February the Royal Thai Army announced its plans to purchase another C295W. Currently two aircraft are already in use by the Army (16150 and 19160) and it is believed that ultimately four aircraft will be acquired.

Latin America

Argentina

Fuerza Aérea Argentina (AF)

B737-76N

T-99	G1TA	f/n, ex 2-ACSM	33420/1459	apr21
------	------	----------------	-------------------	-------

Also ex SAS SE-RJR.

Colombia

Fuerza Aérea Colombiana (AF)

EHFAA = Escuela de Helicópteros para las Fuerzas Armadas

AW139

FAC0008	Leonardo	f/n, CSX82024	31900	mar21
---------	----------	---------------	--------------	-------

TH-67A

FAC4570/70	EHFAA	f/n, ex code 76E	5158	mar21
FAC4571/71	EHFAA	f/n, ex code 98B	5161	mar21

The Creeks started to change their old Fort Rucker codes for the last two of their FAC-serials.

Cuba

Defensa Anti-Aérea y Fuerza Aérea Revolucionaria (AF)

MUPR = Pinar del Rio (closed)

MUSC = Santa Clara

L-39C

19	w/o 30apr04	232346
----	-------------	---------------

Mi-17

105	w/o 12mar12
-----	-------------

This helicopter was temporarily given Angolan serial H-02 for the Cuban movie Kangamba (2008) about the Angolan Bush War.

Mi-35

14	std MUSC	blue/grey c/s	apr20
15	std MUSC	green c/s	apr20
20	reregistered	temporary as CU-H418	
23	reregistered	temporary as CU-H406	
CU-H418	Aerogaviota c/s	ex 20	90s
CU-H406	Aerogaviota c/s	ex 23	90s

The first pair are stored at Santa Clara, together with 16, 18, and 22 and at least one more. Mi-35s 20 and 23 received civil registrations and were painted in white Aerogaviota c/s to protect Cuban oilrigs in the 90s; 23 was in camo c/s again in June 2008.

MiG-21PFM

...	pres Las Tunas	l/n, subtype update	feb21
...	pres Pinar del Rio,	f/n, photo, ex pres MUPR	may13
1013		f/n database, see below	photo

An unknown MiG-21PFM without a serial is at a military school in Las Tunas. A picture revealed its subtype. A new

find is another PFM, also without a serial, in Pinar del Rio with the Brigada Especial Nacional at 22.44386 N 83.68447 W. It came from the east side of the local airport, where it sat since September 2001. PFM 1013 is preserved at the gate of San Antonio de los Baños as "1779" but was never noted before as 1013.

MiG-21UM

504		w/o 27dec84	
1102		f/n database	photo
1118		f/n database	photo

MiG-23MF

810	UM 1850	w/o 22mar88	
810	pres Holguín	f/n	feb05
820		w/o	
821	pres Holguín	l/n, location update	dec20

Apparently, MiG-23MF 810 at the military school just outside Holguín was written off after a landing mishap. MiG-23MF 821 is preserved at the Club de las FAR near Holguín, for which we finally got the exact location. The place is known as Villa Bambú, the MiG is at 20.91538 N 76.19592 W. Parked under dense tropical foliage, it escaped prying satellites, since it was first seen in a picture dated April 2012.

MiG-23UB

701 (1)		w/o	
701 (2)	known delivery	ex-Soviet AF	mid-80s

Serial 701 was re-allocated after the first 701 crashed. We now believe twelve MiG-23UBs were delivered, three (705 (2), 708 and 709) coming from Angola after/in 1989. At least five out of twelve were written off (700, 701 (1), 705 (1), 707 and 709).

Ecuador

Fuerza Aérea Ecuatoriana (AF)

H145M

FAE-1252	Airbus Helic.	tie-up conf	20349	apr21
----------	---------------	-------------	--------------	-------

Mexico

Guardia Nacional - Policía Federal (PO)

Do328-320

GN-801		f/n, photo	3220	apr21
PF-801	re-registered	as GN-801	3220	

Paraguay

Fuerza Aérea Paraguaya (AF)

UH-1H

H-0442	GAH	ex TWN 382	18082	mar21
H-0443	GAH	ex TWN 386	18086	mar21
H-0444	GAH	ex TWN 395	18095	mar21

These were handed over on 25 March 2021.

Peru

Fuerza Aérea del Perú (AF)

This month we can present you some crash update thanks to some old videos on Grupo 51 crashes delved up from their archives by Jorge Merino.

Canberra B2

233	Grupo 9	w/o 10jul85	R3/EA3/6599
-----	---------	-------------	--------------------

Canberra B(I)68

252	Grupo 9	w/o 24aug80
-----	---------	-------------

This is a correction as well as an update. The date for 252 is a correction, the loss date previously mentioned for this aircraft, 10 July 1985, was the date when 233 crashed instead; which is an update for the fate of that airframe.

T-27

428	Grupo 51	corr, w/o 31jan89	312286
430	Grupo 51	corr, w/o 27sep94	312288

Both were involved in a mid-air collision with 426 although it seems only that one crashed and these two survived, only to crash some years later by themselves...



The new carrier USS Gerald R. Ford will get Carrier Air Wing 8. Assigned to that is this E-2C-2000 166508/AJ-600 of VAW-124 'Bear Aces'. (Fallon, 21 March 2021, Jim Dunn)

T-37B

462 (1)	Grupo 51	w/o 30apr64	40616
468	Grupo 51	w/o 18mar74	40648
473	Grupo 51	w/o 07mar78	40662
474	Grupo 51	w/o 14jul65	40660
491	Grupo 51	f/n, dam 08mar83	
496	Grupo 51	w/o 10apr72	40076

T-37C

444	Grupo 51	w/o 07jul72	
447	Grupo 51	w/o 08aug78	40975
462 (2)	Grupo 51	w/o 08apr88	
467 (2)	Grupo 51	w/o 27jun77	

This means that the '447' in the Parque del Aire in Surco wears a bogus serial. The original 467 also crashed, that was a T-37B lost on 14 April 1964. We suspect that the T-37Cs, possibly some later T-37B deliveries, took up old T-37B serials of the original batches from 1961. To complicate matters further, these same serials are often used on preserved aircraft, probably to commemorate the ill-fated examples...

T-41A

435	Grupo 51	w/o 08mar73	
-----	----------	-------------	--

As was suspected, 935 was not the former 435 but the former 436.

T-41D

401	Grupo 51	corr, w/o 10mar83	R1720565
402	Grupo 51	w/o 16mar83	R1720566
408 (1)	Grupo 51	w/o 03apr79	R1720572
415	Grupo 51	w/o 06may75	R1720601

We had 21 May 1990 with 401 before. There is a second 408, that one is the former 915. Aircraft 408 (1) was involved in two runway excursions, the first took place on 24 April 1975 and the other in 1979 as stated above.

Ejército del Perú (AR)

Mi1-17Sh-P

EP-685	BAT811	w/o 17apr21	7459U
--------	--------	-------------	--------------

The full c/n is **171S00604137459U**.

North America

Canada

Royal Canadian Air Force (AF)

CF-188 (F/A-18A)

(188030)	o/o	ex AUS A21-30	535/AF30
(188037)	o/o	ex AUS A21-37	640/AF37
(188048)	o/o	ex AUS A21-48	750/AF48
(188057)	o/o	ex AUS A21-57	834/AF57

CF-188B (F/A-18B)

(188113)	o/o	ex AUS A21-113	436/ATF113
(188115)	o/o	ex AUS A21-115	604/ATF115

Another six ex-RAAF F/A-18s destined for Canada became known, bringing the tally to eighteen. The RCAF will receive 25 in total, of which eighteen will fly eventually. Known are ex A21-1, 15, 30, 35, 37, 45, 48, 51, 53, 54, 55, 57, 102, 105, 107, 113, 114, and 115.

United States

United States Air Force (AF)
KVQQ = Jacksonville/Cecil (FL)

B-52H

61-0011/BD	93rd BS	ex OC-ALC	464438	apr21
------------	---------	-----------	---------------	-------

C-12C

73-1218	USE Accra	ex USE Nairobi	BD-14	apr21
---------	-----------	----------------	--------------	-------

C-130J-30

07-4639	nmks	ex 41st AS	382-5599	apr21
16-5883	37th AS	f/n	382-5883	mar21
18-5914	Lockheed	f/n	382-5914	apr21
18-5919	Lockheed	f/n	382-5919	apr21

C-130J

18-5916	Lockheed	f/n	382-5916	apr21
18-5920	Lockheed	f/n	382-5920	apr21

These will become either AC, HC or MC-130J's.

KC-135R

57-1474	6th ARW		17545/T0154	mar21
59-1470	351st ARS	ex 6th ARW	17958/T0373	apr21

F-15C

78-0520/MA	131st FS	ex JZ/122nd FS	507/C053	apr21
------------	----------	----------------	-----------------	-------

F-15EX

20-0002/OT	85th TES	del 20apr21, '53 WG'	EX-2	apr21
------------	----------	----------------------	-------------	-------

F-16A ADF

82-1005	KVQQ	to QF-16	61-598/M22-27	jan21
---------	------	----------	----------------------	-------

F-16C

86-0276/DC	121st FS	ex 119th FS, DC ANG	5C-382	apr21
------------	----------	---------------------	---------------	-------

F-16CM

91-0362	Thunderbirds	ex WA/'16 WPS'	CC-60	mar21
---------	--------------	----------------	--------------	-------

F-35A

13-5069/LF	308th FS	ex WA/6th WPS	AF-75	mar21
18-5451		needs confirmation	AF-279	
19-5534		f/f 26mar21	AF-280	mar21
19-5535/AK		f/f 23mar21	AF-281	mar21

HH-60G

90-26237/FL	309th AMARG	ex 301st RQS	701610	mar21
-------------	-------------	--------------	---------------	-------

92-26464/FT	309th AMARG	ex 41st RQS	701821	mar21
MH-139A				
19-1005?		f/n	41805/SDTA-1	nov20
T-38C				
65-10412/CB	50th FTS	ex XL/87th FTS	N5831	mar21
AT-6C				
20-1101	Textron	f/n	AT-3	mar21

United States Army (AR)

1-1st AVN	Marshall AAF, Fort Riley (KS)
C/2-1st AVN	Marshall AAF, Fort Riley (KS)
C/2-3rd AVN	Hunter AAF, Fort Stewart (GA)
3-4th AVN	Butt AAF, Fort Carson (CO)
1-6th CAV	Marshall AAF, Fort Riley (KS)
6-6th CAV	Wheeler Sack AAF, Fort Drum (NY)
2-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
C/3-10th AVN	Wheeler Sack AAF, Fort Drum (NY)
B/3-25th AVN	Wheeler AAF, Schofield Barracks (HI)
B(-)/2-104th AVN	PAARNG, AASF#1 Muir AAF, Fort Indiantown Gap
1-108th AVN	TX ARNG, AASF#1 Austin-Bergstrom IAP (TX)
1-111th AVN	SC ARNG, AASF#1 McEntire JNGS, Eastover (SC)
Det.2 C/1-111th AVN	AL ARNG, AASF#1 Montgomery RAP (AL)
A/3-126th AVN	MAARNG, AASF#1 JB Cape Cod, Camp Edwards
1-151st AVN	SC ARNG, AASF#1 McEntire JNGS (SC)
A/1-185th AVN	MS ARNG, AASF#1 Hawkins-Evers IAP, Jackson
C(-)/1-189th AVN	SD ARNG, AASF Rapid City (SD)
1-211th AVN	UT ARNG, AASF South Valley RAP (UT)
B/1-214th AVN	Ansbach AAF, Katterbach Barracks (Germany)
1-227th AVN	Hood AAF, Fort Hood (TX)
Det.1 B/2-238th AVN	SC ARNG, AASF#4 Greenville Donaldson Center Airport (SC)
C/2-501st AVN	Biggs AAF, Fort Bliss (TX)
BEST	BEST Aircraft Consolidation Facility at 248 Dunlop Blvd, Huntsville (AL)
KOZR	Cairns AAF, Fort Rucker (AL)

Beech B300

N1218H	reg to US Army Redstone 26feb21	FL-1218
N1228C	reg to US Army Redstone 26feb21	FL-1228

A pair of new KingAirs has been registered to the US Army using the Redstone Arsenal (AL) address as registered owner.

C-23C

Several of the C-23C Sherpa aircraft stored at 309th AMARG (Davis Monthan AFB, AZ) have been offered for sale via the General Services Administration (GSA). Aircraft 88-01869, 90-07012, 90-07015, 90-07016, 93-01321, 93-01334 and 93-01335 were all offered for sale with a closing for bids on 22

April 2021. All were previously allocated for Foreign Military Sales (FMS) to Brazil and Philippines. Both projects did not materialise and the aircraft are now deemed surplus.

CH-47F

09-08794	B(-)/2-104th AVN, ex Det.1 B/2-238th	M8794	mar21
14-08162	B/1-214th AVN ex B/6-101st AVN	M8162	mar21
16-08203	B/3-25th AVN f/n	M8203	mar21

During its nine-month deployment to Europe under Operation Atlantic Resolve, 101st CAB brought four CH-47F Chinooks. Only three were returned to the United States again via the port of Rotterdam (The Netherlands). The fourth one reportedly was handed over to B/1-214th AVN at Ansbach AAF, Katterbach Barracks (Germany). This brings the number of Chinooks assigned to this United States Army in Europe and Africa (USAREUR-AF) back to the original number of twelve.

UH-60A

79-23328	std BEST	ex NM ARNG	70145	mar21
80-23484	std BEST	ex A/1-185th AVN	70242	mar21
80-23872	std BEST	ex nb	70697	mar21

UH-60M

..-20887	2-10th AVN	f/n		feb21
16-20888	2-10th AVN	ex 3-4th AVN	704800	mar21
16-20914	2-10th AVN	ex 3-4th AVN	704792	mar21
..-20986	1-108th AVN	f/n		mar21

HH-60L

85-24388	to N816KB	ex std BEST	70862	apr21
97-26768	to N838KB	ex std BEST		apr21
97-26769	to N820KB	ex std BEST		apr21
00-26873	to N829KB	ex std BEST		apr21
00-26874	to N823KB	ex std BEST		apr21
01-26895	to N833KB	ex std BEST	702710	apr21
02-26965	to N830KB	ex std BEST		apr21
06-27111	to N813KB	ex std BEST		apr21
06-27112	to N814KB	ex std BEST		apr21
06-27113	to N815KB	ex std BEST		apr21

These HH-60L helicopters were offered for sale to US Government Agencies in 2018, and they were recently entered into the US Federal Aviation Administration register with the United States Department of Homeland Security as the new owner.

HH-60M

11-20377	C/2-501st AVN	ex C/3-10th AVN	704087	jul20
----------	---------------	-----------------	---------------	-------



Elements of CVW-9 took part in a refresher deployment to NAS Fallon (NV) from 10 March 2021 to 27 March 2021. Seen here on 24 March is F/A-18E 166828/NG-400 the CAG aircraft for the 'Vigilantes' of VFA-151. (Jim Dunn)



Crisp shot of EA-18G 168375/AG-500 taken at Fallon. The machine belongs to VAQ-140 'Patriots' as is aptly illustrated by the stars-and-stripes markings on it. (24 March 2021, Jim Dunn)

..-20507	C/2-502st AVN	ex nb		oct20	FRCE	=	Fleet Readiness Center East, Cherry Point (NC)		
..-20613	C/2-1st AVN	ex C/2-3rd AVN		mar21	FRCMA	=	Fleet Readiness Center Mid Atlantic, Oceana (VA)		
..-20779	C(-)/1-189th AVN,	ex Det.2 C/1-111th AVN		feb21	FRCSW	=	Fleet Readiness Center South West, North Island (CA)		
AH-64D									
05-07007	1-151st AVN	ex 1-211th AVN	DUS007	mar21	E-2C-2000				
10-05621	6-6th CAV	ex nb	PVD621	mar21	165825/AC-600	VAW-123	ex AJ-600/VAW-124	A196	mar21
AH-64E									
13-03008	1-82nd AVN	ex nb	NM008	mar21	E-2D				
14-01001	1-82nd AVN	ex nb	NB001	mar21	169080/601	VAW-121	f/n	AA46?	mar21
14-01011	1-1st AVN	ex 1-227th AVN	NB011	mar21	F/A-18C				
14-01014	1-1st AVN	ex 1-227th AVN	NB014	mar21	164215/AF-413	VFC-204	ex AF-30/VFC-12	978/C206	mar21
14-01016	1-1st AVN	ex 1-227th AVN	NB016	mar21	164647/AF-407	VFA-204	ex AF-420	1071/C276	feb21
14-03045	1-6th CAV	ex nb	NM045	feb21	F/A-18E				
15-03067	1-6th CAV	ex nb	NM067	feb21	165782	Blue Angels	ex NJ-201/VFA-106	1528/E025	apr21
16-03095	1-1st AVN	ex 1-227th AVN	NM095	mar21	165898	VFA-25	ex NG-04/VFA-97	E053	apr21
16-03099	1-1st AVN	f/n	NM099	mar21	166445/NH-311	VFA-146	ex NH-210/VFA-147	E090	apr21
17-03117	1-1st AVN	ex 1-227th AVN	NM117	mar21	166948/NG-206	VFA-14	ex AB-314/VFA-136	E190	apr21
17-03120	1-1st AVN	ex 1-227th AVN	NM120	mar21	168481/NG-201	VFA-14	ex NG-210	E238	apr21
17-03121	1-1st AVN	ex 1-227th AVN	NM121	mar21	F/A-18F				
17-03122	1-1st AVN	ex 1-227th AVN	NM122	mar21	166797/NF-101	VFA-102	ex AG-200/VFA-103	F170	jan21
17-03123	1-1st AVN	ex 1-227th AVN	NM123	mar21	166808/NF-100	VFA-102	ex AJ-204/VFA-213	F181	apr21
17-03124	1-1st AVN	ex 1-227th AVN	NM124	mar21	166924/NF-111	VFA-102	ex NJ-151/VFA-122	F232	jan21
17-03139	1-1st AVN	ex 1-6th CAV	NM139	mar21	166976/NA-100	std FRCSW	w/o 04oct18	F251	apr21
17-03146	1-1st AVN	ex 1-6th CAV	NM146	mar21	168892/NF-116	VFA-102	ex AG-211/VFA-103	F273	feb21
17-03147	1-1st AVN	ex 1-6th CAV	NM147	mar21	EA-18G				
17-03148	1-1st AVN	f/n	NM148	mar21	168262/NL-552	VAQ-131	ex NJ-547/VAQ-129	G44	apr21
17-03150	1-1st AVN	f/n	NM150	mar21	168383/(NJ-551)	VAQ-129	ex NL-540/VAQ-132	G69	apr21
17-03155	1-1st AVN	f/n	NM155	mar21	MH-60R				
17-03161	1-1st AVN	f/n	NM161	mar21	166999/HG-7..	HSM-79	ex HK-013/HSM-40	703...	mar21
17-03173	1-1st AVN	ex 1-6th CAV	NM173	mar21	168128/TS-415	HSM-41	ex NA-700/HSM-73	704820	feb21
17-03178	1-1st AVN	ex nb	NM178	mar21	MH-60S				
17-03179	1-1st AVN	ex nb	NM179	mar21	167844/BR-36	HSC-28	ex AB-612/HSC-11	703208	apr21
17-03184	1-1st AVN	f/n	NM184	mar21	MQ-9A-5				
17-03186	1-1st AVN	f/n	NM186	mar21	440	VMU-1	f/n	FC440	mar21
17-03187	1-1st AVN	ex nb	NM187	mar21	P-8A				
TH-67					168437/437	VP-8	ex LF-437/VP-16	40817/4256	apr21
N66013	std KOZR	ex 1-223rd AVN/13J	5283	feb21	168854/564	VPU-2	as 169564	44146/5368	apr21
N67130	std KOZR	ex 1-223rd AVN/30A	5113	feb21	169006/RC-006	VP-46	ex LN-006/VP-45	44947/5880	mar21
N67176	std KOZR	ex 1-223rd AVN/76C	5119	feb21	169332/RC-332	VP-46	ex PD-322/VP-9	62698/6385	apr21
N67777	std KOZR	ex 1-223rd AVN/77B	5206	feb21	169349/RC-349	VP-46	ex LD-349/VP-10	63758/7004	mar21
N67862	std KOZR	ex 1-223rd AVN/62C	5216	feb21	169563/563	VP-..	del 07jan21	66097/8180	jan21
N67882	std KOZR	ex 1-223rd AVN/82A	5222	feb21	169564	Boeing	see 168854	66096/8219	
N74678	std KOZR	ex 1-223rd AVN/78L	5274	feb21	169565/565	VP-..	del 18mar21	66098/8334	mar21
Catching up on some admin, these Creeks were offered for sale on 27 February 2021, and the window to submit bids was closed on 8 March 2021.									
United States Navy (NY)									
					169566/566	VP-30	del 05apr21	66099/8372	apr21
					169567/567	Boeing	f/f 17dec20	66101/8411	apr21
					169568/568	Boeing	f/f 04jan21	66100/8449	jan21
					169569/569	Boeing	f/f 08feb21	66102/8488	feb21

169570/570 Boeing f/f 18mar21 **66103/8565** apr21
 169571/571 Boeing f/f 31mar21 **66104/8603** apr21

Poseidon 168554 from the Special Projects Unit (VPU) 2 carries fake serial 169564. The original 169564 was noted as a bare barrel in Wichita in early March 2021.

T-45C

167100/B-222 TAW-2 w/o 24mar21 **215/C132**

United States Marine Corps (NY)

FRCE = Fleet Readiness Center East, Cherry Point (NC)

FRCSSW = Fleet Readiness Center South West, North Island (CA)

LMTAS = Lockheed Martin Tactical Aircraft Systems, Fort Worth (TX)

KC-130T

163023/404 309th AMARG ex VX-30 **382-5045** feb21
 164180/JW-180 VR-62 ex NY-180/VMGR-452 **382-5174** mar21
 165316/BD-316 VR-64 ex NY-316/VMGR-452 **382-5386** mar21

F/A-18C

165207/NA-207 VMFA-323 ex NA-416 **1376/C432** mar21

F/A-18D

164735/ED-735 VMFA(AW)-533 ex ED-04 **1189/D112** apr21
 165531/ED-531 VMFA(AW)-533 ex DT-03(AW)-242 **1484/D152** apr21
 165684/ED-684 VMFA(AW)-533 ex ED-18 **1487/D158** apr21
 165685/DR-214 VMFA-312 ex DT-01(AW)-242 **1491/D159** apr21

F-35B

169622/VK-04 VMFA-121 ex VK-06 **BF-86** apr21
 169626/DT-04 VMFA-242 ex VK-18/VMFA-121 **BF-90** apr21
 169679/06 VMFA-121 del **BF-94** apr21
 169683/VK-10 VMFA-121 del **BF-98** dec20
 169687/VK-04 VMFA-121 del **BF-102** apr21
 169786 LMTAS f/n **BF-113** mar21
 169787 LMTAS f/n **BF-114** apr21
 169794 LMTAS f/n **BF-115** apr21

HH-1N

158557/5Y-05 i/a Wellton (AZ) ex Yuma SAR **31642** mar21

UH-1Y

169239/YS-30 VMM-162 ex HMLA-269 **55230** apr21
 169240/YS-31 VMM-162 ex HF-82/HMLA-269 **55231** apr21
 169290/YS-32 VMM-162 ex HF-94/HMLA-269 **55249** apr21

AH-1Z

168003 309th AMARG ex ? **59015** mar21
 168422/QT-629 309th AMARG ex HMLA/T-303 **59025** apr21
 168424/QT-642 309th AMARG ex HMLA/T-303 **59202** jan21
 168525/VT-25 309th AMARG ex HMLA-367 **59204** feb21
 168966/VT-27 309th AMARG ex HMLA-367 **59223** feb21
 169279/YS-40 VMM-162 f/n **592..** apr21
 169499/YS-41 VMM-162 ex HF-60/HMLA-269 **592..** apr21

169501/YS-42 VMM-162 ex HF-62/HMLA-269 **592..** apr21
 169512/YS-43 VMM-162 ex HF/HMLA-269 **592..** apr21

CH-53E

162001/YS-21 VMM-162 ex EN-11/HMH-464 **65478** apr21
 163060/YS-23 VMM-162 ex EN-23/HMH-464 **65547** apr21

CH-53K

170001 Sikorsky f/n **95...** mar21

AV-8B

164141/KD-31 309th AMARG ex VMAT-203 **214** feb21
 164152/KD-30 309th AMARG ex VMAT-203 **225** feb21

AV-8B+

164569/YS-53 VMM-162 ex WP-02/VMA-223 **254** apr21

AV-8B+(R)

165310/YS-54 VMM-162 ex WP-12/VMA-223 **268** apr21
 165569/KD-44 VMAT-203 ex YP-55/VMM-163 **306** apr21
 165585/WP-12 VMA-223 ex WE-03/VMA-214 **322** apr21

TAV-8B

163180/KD-03 309th AMARG ex VMAT-203 **212204/T04** feb21

MV-22B

167913/EM-12 VMM-261 SP-MAGTF-CR A **D0124** apr21
 168653/YS-15 VMM-162 ex EH-00/VMM-264 **D0308** apr21
 168657/YW-09 VMM-165 ex 00/VMM-163 **D0313** mar21
 168666/YS-13 VMM-162 ex EH-13/VMM-264 **D03xx** apr21

United States Coast Guard (CG)

HC-130H

1713 Clearwater ex Barbers Point **382-5034** mar21

HC-27J

2703 Sacramento ex Elizabeth City ALC **4148** mar21

MH-65D

6542 San Francisco ex Miami **6195** mar21

Credits

Danny Bonny, Ian Carroll, Edwin de Greeuw, Joris Heeren, Andy Marden, Daniele Mattiuzzo, Jorge Merino, Jeff Rankin, Jos Stevens, Hans van der Vlist, Peter Weinert

Abbreviations

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



The second of three F-35Cs to be assigned to NAWDC at NAS Fallon (NV) is now in service. F-35C 168844/201 first served with VFA-101, and is seen here on 24 March 2021 supporting a deployment of CVW-9. (Jim Dunn)

Lost, but not forgotten

The salvage of Stirling BK716



Patrick Dirksen & Frank Mink

In the night of 29 to 30 March 1943, Short Stirling BK716 failed to return from a bombing raid on Berlin. It would take more than 77 years to determine what exactly had happened. The crew is seen here while with 1657 HCU at RAF Stradishall. (No.218 (Gold Coast) Squadron)

It is the evening of 29 March 1943. A young crew of seven board their Short Stirling bomber with serial BK716 for their third mission. Target is Berlin. A feared destination, because of the heavy defences. Indeed, BK716 disappears. For decades, nobody knows what happened to the aircraft and its crew, until last year.

Only three weeks before, in February 1943, Flying Officer Harris and his crew graduated from the 1657 Heavy Conversion Unit (HCU) at RAF Stradishall in Suffolk. They were assigned to 218 'Gold Coast' squadron, based at Downham Market in Norfolk. Like all men flying for Bomber Command, they were volunteers. And they must have been brave men, as they knew the risks they faced when they stepped into their plane. During World War II, no less than 44% of Bomber Command air crew (totalling 55,573 men) were killed in action over Europe, the highest rate of attrition for any allied unit. Harris' crew consisted of:

- Flying Officer John Frederick Harris (GB, pilot, 29)
- Sergeant Ronald Kennedy (GB, flight engineer, 22)
- Flying Officer Harry Gregory Farrington (Canada, observer, 24)
- Sergeant Charles Armstrong Bell (GB, wireless operator/air gunner, 29)
- Flying Officer John Michael Campbell (GB, air bomber, 30)
- Sergeant Leonard Richard James Shrubbsall (GB, air gunner, 30)
- Flying Sergeant John Francis James McCaw (Canada, air gunner, 20)



The serial number of the first Bristol Hercules VI engine found, proving the identity of BK716. (Authors)

On 29 March around 21:30hrs, a total of 329 aircraft, including Stirling BK716 flown by Harris, take off from their respective bases for a night raid against Berlin. However, no less than 120 of them are forced to return early, because of bad weather over the North Sea. The others meet fierce resistance from German night fighters over The Netherlands, and nine aircraft are shot down. The rest make it to Berlin and manage to drop their bombs, making the mission a tactical success. However, the flak and again German fighters on the way back cause the loss of another 12 aircraft.

Luftwaffe Leutnant Werner Rapp of the 7th Gruppe of Nachtjagergeschwader 1 (7./NJG 1) flies his Messerschmitt Bf-110G-4, with squadron code G9+CR, from Fliegerhorst Twente in The Netherlands. When the bombers return from Berlin, he is waiting for them. First, he manages to shoot down Lancaster ED761, after which German radar station 'Hase' near Harderwijk directs him to a lower flying bomber, at 4,300 metres. This is Stirling BK716, which is unable to escape. When back at his base, Lt. Rapp reports shooting down 'unknown Stirling, 2-4 km east-southeast of Marken island'. BK716 is the last of the raid to be shot down, although at the time nobody knows what has happened to them.

In 2008, a private yacht gets into trouble while sailing on the Markermeer. When the yachtsmen get rescued by the Royal Netherlands Sea Rescue Institution, part of the landing gear of an aircraft becomes stuck on their anchor. This is identi-



A Short Stirling bomber. (Short Brothers)



Rare colour photo of a Stirling being loaded. (Imperial War Museum)

fied as a piece of a Short Stirling bomber. Divers find another piece and a wooden mascot, both of which seem to indicate the aircraft in question is Sterling BK710. No attempt to lift the wreckage is made yet. Years later, further research and the recovery of some small artefacts point in the direction of BK716. Amongst others, a cigarette case is found with initials JMC. BK710 had no crew member with those initials, but aboard BK716 was John Michael Campbell. No definitive proof is found though.

In 2018, the Dutch government decides to fund the 'Nationaal Programma Berging Vliegtuigwrakken' (National Aircraft Wrecks Salvaging Programme). The intention is to salvage some 30 to 50 wrecks all over the country, that possibly still have human remains inside and are classified as a potentially successful salvage. Major Bart Aalberts of the Royal Netherlands Air Force is in charge of the programme: "We hope to find the remains of the missing crew members. That way, after all these years, their relatives get final certainty and can say farewell. And justice is done to the ultimate sacrifice that these crews have made for our freedom". The first aircraft to be salvaged is a Stirling (W7630) near Echt-Susteren in 2019, followed by a Typhoon (MN582) near Lochem in the same year. The third salvage in the programme is Stirling BK716. While the first two were on land and could be dug up, this one is much more difficult as the wreck is in lake Markermeer. The lake is not too deep, some 4 metres, but the aircraft is again another two metres below the surface of the lake bottom, hidden in the clay.

During the salvage, Major Bart Aalberts is assisted by his predecessor Major (ret.) Arie Kappert. Kappert explains: "Before the actual salvage started, the whole area has been searched using radar, sonar and iron detection. That way an area of 75x75 metres has been designated as the main search area with another smaller area of some 10x10 metres nearby. All interesting bits are being mapped using GPS, ready for salvage". After a delay of a few months because of safety issues, the actual digging started by the end of August 2020. For this purpose, a digger is placed on a pontoon. The digger is equipped with GPS, so exact position and depth can be determined with an accuracy of 5 cm. All the surfaced material is first sifted over a sieve with 30 cm holes. This is a safety measure, as it is not known whether the aircraft was able to drop its bomb load before the crash. Luckily, no bombs are found, making it clear flying officer Harris and his crew at least were able to fulfil their mission before being shot down.

All the material then goes to a nearby pontoon where it is sifted over a sieve with holes of just 8 mm. Everything is meticulously scanned by a team of four people, consisting of a radiation expert (aircraft instruments were painted with radioactive paint), an ammunition specialist (lots and lots of ammo for the board guns was found), an archaeologist and last but not least an expert on human remains.



Serial BK716 still readable on the inside of a panel from the starboard outer engine. (Authors)

Already in the first week, an engine is found and its serial number finally confirms the identity of the Stirling as BK716 beyond all doubt. In the end, all four engines are dug up, both main landing gears, cockpit instruments, fire extinguishers, oxygen bottles, a very rare complete fuel tank and large parts of the wings and fuselage. One panel still shows the hand written serial BK716 on the inside. But above all, lots of human remains have also been found. Due to the impact forces of the crash on the water surface, the remains are very small. The sheer number of them and their age rule out DNA research as an option. Identification will therefore be done by examining the so-called MNI, or Minimum Number of Individuals. If the experts are able to determine the remains of seven different people have been found, all crew members will be accounted for. In that case, all will probably get their own grave stone. If not, most probably all remains will be buried together and there will be a single stone for the complete crew. This herculean task of identifying all found remains is performed in Soesterberg by specialists from the Dutch army, led by Captain Geert Jonker, and will take several months at least.

The team closely cooperate with members of the British Joint Casualty and Compassionate Centre, who in turn are in close contact with their Canadian counterparts because two of the missing crew members were Canadian. Harry Farrington is one of them, and his 93-year-old sister Edith McLeod is very happy she will finally get some answers on the fate of her brother. "I think it is marvellous. (...) We basically knew he was shot down. And that was all we knew". The family had assumed he was shot down over Germany, but now they have learned he actually completed his mission and was on his way back.

It is to be hoped the experts will indeed be able to determine an MNI of seven, so all families can lay their beloved ones to rest after all this time. They and all other dedicated people involved deserve it.



The crew of F/O Harris posing in front of a huge Stirling bomber.

Canadian Military Aircraft Designations



Wim Sonneveld

NATO Flying Training in Canada (NFTC) uses the Hawk and Harrier II from Moose Jaw and Cold Lake. The aircraft are owned by the RCAF and leased to, maintained, and serviced by CAE. (CT-155212, CT-155213, CT-156116, London, 23 September 2017, Rob Sowald)

On February 1968, the three branches of the Canadian military, the air force, army, and navy, merged to form the Canadian Armed Forces. This unification brought a re-designation of aircraft types and the introduction of a new serial system derived from these new aircraft designations. Eventually, in 1970, all aircraft in operational service were re-serialised, with as the only exception a few types that would soon be retired. Luckily, the last two digits of the old serials were retained, tying old serials up with new serials, again with few exceptions, like the CC-129 Dakota.

Official designations

The system consists of a C for Canadian followed by a basic mission letter and a three-digit number. The mission letters have changed over the years, with the following currently in use:

C	=	cargo/transport
F	=	fighter
H	=	helicopter
P	=	patrol/reconnaissance
T	=	trainer
U	=	unmanned aerial vehicle

No longer in use seem to be:

E	=	electronic warfare
O	=	observation
SR	=	search and rescue
X	=	experimental

Considerations & inconsistencies

Unfortunately, many non-approved variations of the official designations are used, even in official military publications, often leading to further incorrect reference. Although the system is generally straightforward, it is not as consistent as one may expect, which leads to the following considerations.

Firstly, the Canadian Armed Forces appear to be reluctant to issue a suffix for upgraded aircraft. Hence, most types have just the two-letter three-digit combination. Whereas unofficial designations like CP-140M and even CF-188M appear in many publications, these are not official. As a rule of thumb, if all surviving operational aircraft are upgraded, there is no need to change the designation, or is there?

Secondly, suffixes are only used from the second subtype and up. Consider an F/A-18A is designated CF-188 (without the A-suffix!) and F/A-18B became CF-188B, whereas a CF-5A

single seater is a CF-116 and a CF-5D dual seater is a CF-116D. "Less is more" seems to be applicable here. The first Chinooks were designated CH-147, where CH-147C would have made sense as CH-47Cs were acquired. The need for a suffix only appeared when a second subtype was introduced, the CH-47D which received CH-147D as a designation. In 2013, CH-147F appeared, based on the CH-47F.

Thirdly, neither tanker equipment nor a stretched fuselage earns a distinctive designation. KCC-130H does not exist, neither does CC-130H(T) nor CC-150(T). If consistent, the designation would be CKC-130H anyway... and a C-130J-30 became a CC-130J and even a pair of C-130H-30s became CC-130Hs, not different from regular C-130Hs in the system.

Fourthly, with the introduction of the EADS CASA 295 for Fixed Wing SAR duties, the CC-295 that will replace the CC-115 Buffalo and CC-130H Hercules in this role shortly, the myth has been broken that a designation would always have a "1" as a first digit.

The use of the designations for aircraft leased from civilian contractors is an interesting one. Aircraft leased for operational purposes have been allocated a new designation, like CH-147D (leased from the USAR), CU-170 (IAI Heron) and CH-178 (Mi-17V-5) used in Afghanistan. However, aircraft leased for training purposes have not, like the Top Aces Alpha Jets and Kelowna Flightcraft Grob 120 and Beech 90s. However, aircraft from the armed forces used by the contractor, like the CH-139 (Bell 206B-3) and CH-146 (Bell 412CF) retain their designations. References to CT-111 for the contracted Slingsby T67 Firefly though are not official...

Moreover, in some cases the three-digit numbers seem to adhere to common type designations, like CT-133 for the T-33 and CH-147 for the CH-47, both designations were allocated ahead of sequence. With CC-117 and CH-118 already used, CF-188 for the F/A-18 and CC-177 for the C-17 were both allocated ahead of sequence. After the allocation of CC-295 however, the question rises if sequential allocation has been abandoned at all.

The reuse of the three-digit numbers is another enigma. With the 105 designation already in use on the CF-105 Arrow before the system was introduced in 1968, it was decided not to use it for the Northrop/Canadair CF-5. However, in other cases,

like CH-148 and CH-149, designations have been reused after cancellation of orders. A political move? Not reusing 105 may just as well have aided in creating the legend of the CF-105.

Serials

The merger of army, navy and air force into the Canadian armed forces and allocation of new designations led to reregistration of most of the operational fleet in 1970. A few types facing imminent retirement were not reregistered: the CC-108 Caribou, CSR-110 Albatross, CP-122 Neptune, CH-125, CH-126, CH-127, CT-128 Expeditor, and CX-131. Although these received a new designation, they kept their old serials until retirement.

As you may be aware, most aircraft in the Canadian inventory have six-digit tail numbers. However, a few types have been allocated five-digit serials, like the CH-124 Sea King and CC-138 Twin Otter, and more recently, the CC-150 Polaris. So much for standardisation?

This issue may be related to the question how the third to last digit of serials is chosen. Unlike previous allocations, it now seems practice to duplicate the last digit of the designated three-digit number, like CC-177 177701, CH-148 148801, CH-149 149901, and CC-295 295501. One theory is that the last four digits of the serial of an operational Canadian military aircraft must be unique. So, whatever the three-digit number or serial is, no duplications in the last four digits may occur.

Well, let's see if this theory holds with the current fleet of aircraft, with examples of serials known to be active. For UAVs, not all serial batches are known yet.

Last digit of designation	third to last digit	designation	example serial
0	1	CP-140	140101
	3	CC-130H	130340
	6	CC-130J	130601
1	5	CU-171	171503
	0	CU-172	172001
2	8	CT-142	142805
	8	CC-138	13805
3	0	CT-114	114050
	1	CT-114	114145
	6	CC-144C	144615
	0	CC-150	15001
4	2	CT-155	155201
	3	CU-175	175301
	4	CC-115	115465
	5	CC-295	295501
	9	CU-165	165925
5	0	CU-176	176003
	1	CT-156	156101
	4	CH-146	146400
6	3	CH-147F	147301
	7	CC-177	177701

8	0	CF-188 (ex-RAAF)	188055
	1	CF-188B (ex-RAAF)	188102
	7	CF-188	188750
9	8	CH-148	148801
	9	CF-188B	188925
	3	CH-139	139301
	9	CH-149	149901

In a cross table, the result looks like this:

First digit ↓	Third to last digit →									
	0	1	2	3	4	5	6	7	8	9
0		01		03			06			
1						15				
2	20								28	
3									38	
4	40	41					46			
5	50		52	53	54	55				59
6	60	61			64					
7				73				77		
8	80							87	88	89
9				93						99

No duplications with the current fleet of operational aircraft come to light, the theory seems to hold. An example are the ex-RAAF CF-188s, which received serials 188001 and up. Allocating sequential serials up from highest CF-188 188798, with 188801 soon reached, would lead to duplication of the last four digits with CH-148 148801.

More considerations

Apart from these official designations, aircraft types were also given official popular names, which sometimes differ from common names used by manufacturers or other air forces. Hence, a Canadian P-3 is named Aurora or Arcturus rather than Orion, the EH101 is named Cormorant rather than Merlin, and the F/A-18A is named CF-18A and not Hornet! And who does not remember the Canadian popular name of the well-known T-33 T-bird? Yes, Silver Star.

More recently, a contest was launched to determine the official popular name of the CC-295, instead of giving it the name Persuader, the Airbus name. The shortlist had the following names the public could choose from: Canso II, Guardian, Iris, Kingfisher, and Turnstone. All related to Canadian culture and biodiversity. Kingfisher was announced the winner.

Air Command reintroduced the pre-1968 name Royal Canadian Air Force in August 2011. Whilst keeping the post-unification designations and given popular names, the lettering and abbreviations worn on aircraft have been altered in recent years.



Although nicknamed Gonzo, CT-142806 shown here, is named a Dash 8 Nav Trainer by the RCAF. (402sq, 16 September 2016, Rob Sowald)

Designations

Below is a list of aircraft types and their known designations used by the Canadian Armed Forces (including UAVs).

* means type active as per 2021.

Basic type	Full type	Common type	Official name	Remarks
CF-100	CF-100 Mk2T	CF-100 Mk2T	Canuck	Canadair C.100, all Mk2, Mk3, Mk4 and some Mk5 versions in use in 1968 kept their old serials.
	CF-100 Mk3D	CF-100 Mk3D	Canuck	
	CF-100 Mk4A/B	CF-100 Mk4A/B	Canuck	
	CF-100 Mk5	CF-100 Mk5	Canuck	
	CF-100 Mk5C/D	CF-100 Mk5C/D	Canuck	
CF-101	CF-101B	F-101B	Voodoo	reregistered EF-101B 101067 was officially designated as such in CAF service.
	CF-101F	F-101F	Voodoo	
CF-104	CF-104	CF-104	Starfighter	Canadair CL-90 (licence-built F-104G), first CF-111 was allocated. Lockheed-built pattern aircraft. trainer intended for use in Canada with the OTU, Lockheed-built trainer intended for use in Europe, Lockheed-built. not re-used after CF-105 cancellation pre-1968.
	CF-104A	F-104A	Starfighter	
	CF-104D Mk1	TF-104G	Starfighter	
	CF-104D Mk2	TF-104G	Starfighter	
C_-105				
CC-106	CC-106	CL-44	Yukon	licence-built Bristol Britannia
CP-107	CP-107	CL-28-1/2	Argus 1/2	Canadair developed MPA based on the Bristol Britannia.
CC-108	CC-108 Mk1A	DHC-4 Mk1A	Caribou	aircraft kept their old serials.
	CC-108 Mk1B	DHC-4 Mk1B	Caribou	aircraft kept their old serials.
CC-109	CC-109	CL-66B	Cosmopolitan	licence-built CV540, Samaritan not used.
CSR-110	CSR-110	HU-16B	Albatross	aircraft kept their old serials.
CF-111				initially allocated to the Starfighter, not reused.
CH-112	CH-112	UH-12E	Nomad	
CH-113	CH-113	BV107.II-9	Labrador	named Labrador with the RCAF pre-1968, Sea Knight not used.
	CH-113A	BV107.II-28	Labrador	named Voyageur with the Canadian army pre-1968.
CT-114	CT-114 *	CL-41A	Tutor	
CC-115	CC-115 *	DHC-5A	Buffalo	
CF-116	CF-116	CF-5A	CF-5A	Canadair CL-219 (licence-built F-5), Freedom Fighter not used.
	CF-116D	CF-5D	CF-5D	
CC-117	CC-117	Falcon 20C	Falcon	no EC-117, CE-117 or EW-117 exist, despite the tasking.
CH-118	CH-118	CUH-1H	Iroquois	
CO-119	CO-119	L-19A/E	n/a	
CT-120	CT-120	Ce182D/F	n/a	Canadian army pre-1968 designation L-182D/F
CP-121	CP-121	DHC-1B-2-S3/5	Chipmunk	
CP-122	CP-122	CS2F-1/2/3	Tracker	DeHavilland licence-built.
CC-123	CC-123	P2V-7	Neptune	aircraft kept their old serials.
	CSR-123	DHC-3	Otter	
CH-124	CH-124	DHC-3	Otter	SAR-version
	CH-124A	CHSS-2	Sea King	utility-version
	CH-124B	CHSS-2	Sea King	standard ASW-version
	CH-124C	CHSS-2	Sea King	ASW-version modified with Helicopter Towed Array System
	CH-125	CH-125	CHSS-2	Sea King
CH-126	CH-126	H-21B	n/a	aircraft kept their old serials.
CH-127	CH-127	H-34A	n/a	aircraft kept their old serials.
CT-128	CT-128	H-44A	n/a	aircraft kept their old serials, civilian version of the H-21.
CT-128	CT-128	Beech D18S	Expediter	aircraft kept their old serials.
CC-129	CC-129	C-47/A/B, R4D-1	Dakota	last two digits of the serials were not retained when reregistered.
CC-130	CC-130E	C-130E	Hercules	the C-130B was retired pre-1968, thus CC-130B does not exist.
	CC-130H *	C-130H	Hercules	
	CC-130H *	C-130H-30	Hercules	no distinctive designation for the stretched version exists.
	CC-130H *	KC-130H	Hercules	no official tanker-designation exists.
	CC-130J *	C-130J-30	Hercules	no 30-suffix for this stretched version exists, no Super Hercules.
CX-131	CX-131	CX-84	n/a	Canadair CL-84 Dynavert, kept their old serials.
CC-132	CC-132	DHC-7-102	Dash 7	
	CC-132	DHC-7-103	Dash 7	
CT-133	CE-133	T-33AN	Silver Star	EW-equipped (9 aircraft)
	CT-133	T-33AN	Silver Star	Canadair CL-30 (licence) with RR Nene-engine, hence the suffix N.
CT-134	CT-134	Beech C23-19	Musketeer	
	CT-134A	Beech C23	Musketeer II	Beech calls this version Sundowner.
CH-135	CH-135	CUH-1N	Twin Huey	has its own Bell c/n range.
CH-136	CH-136	COH-58A	Kiowa	has its own Bell c/n range.
CC-137	CC-137	B707-347C	Boeing 707	no distinctive designation for two (out of five) tankers existed.
CC-138	CC-138 *	DHC-6-300	Twin Otter	
CH-139	CH-139 *	Bell 206B-3	Jetranger	small deviation from the name Jet Ranger III given by Bell.
CP-140	CP-140 *	L-285B	Aurora	Lockheed model 285, basically a P-3C with S-3 Viking equipment.
	CP-140A	L-285L	Arcturus	version intended for training and arctic patrols.
CC-141	CC-141	C-141A	Starlifter	allocated for possible order in 1968, not reused.
CC-142	CC-142	DHC-8-102	Dash 8	
	CT-142 *	DHC-8-102	Dash 8 Nav Trainer	Gonzo is not official.
CH-143	CH-143	BK117A-3D	BK117	one leased for tests from MBB Canada 1989-1990.
CC-144	CC-144A	CL-600	Challenger 600	
	CE-144A	CL-600	Challenger EST	interim electronic support trainer (EST)
	CP-144A	CL-600	Challenger CP	interim coastal patrol (CP)
	CX-144A	CL-600	Challenger	prototype in use for tests
	CC-144B	CL-601	Challenger 601	

	CC-144C *	CL-604	Challenger 604	
	CC-144D *	CL-850	Challenger 850	
CT-145	CT-145	Beech 200	King Air	leased for training from Amwood Air 1991-1995.
	CT-145	Beech 300	King Air	leased from Top Aces for ISR-use in Afghanistan 2009-2011.
CH-146	CH-146 *	Bell 412CF	Griffon	has its own Bell c/n range.
CH-147	CH-147	CH-47C	Chinook	survivors upgraded and subsequently sold to RNLAf.
	CH-147D	CH-47D	Chinook	leased from the US Army for use in Afghanistan 2008-2011.
	CH-147F *	CH-47F	Chinook	CH-47F version with additional fuel capacity
CH-148	CH-148	EH101 (ASW)	Petrel	contract awarded in 1987, cancelled in 1993, designation reused.
	CH-148 *	S-92	Cyclone	based on the S-92, Sikorsky uses CH-148 for this ASW-version!
CH-149	CH-149	EH101 (SAR)	Chimo	contract awarded in 1991, cancelled in 1993, designation reused.
	CH-149 *	EH101 Mk511	Cormorant	not Merlin as used by other users, contract awarded in 1997.
CC-150	CC-150 *	A310-304 MRT(T)	Polaris	no distinctive designation for two (out of five) tankers exists.
CT-155	CT-155 *	Hawk Mk115	Hawk	
CT-156	CT-156 *	T-6A	Harvard II	not Texan II as used by the USAF.
CU-160	CU-160	EADS/IAI Eagle I	Eagle	one leased for operational tests from EADS/IAI in 2003.
CU-161	CU-161	SAGEM Sperwer	Sperwer	first operationally deployed UAV, 2003-2009.
CU-162	CU-162	MDS Vindicator	Vindicator	target drone.
CU-163	CU-163	RQ-1 Predator	Altair	one leased for tests from General Atomics in 2004.
CU-165	CU-165 *	Boeing ScanEagle	Scan Eagle	sometimes referred to as CU-169, pictures prove otherwise.
CU-167	CU-167	ACR Silver Fox	Silver Fox	three were used for tests in 2004.
CU-168	CU-168 *	Elbit Skylark 1	Skylark	
CU-170	CU-170	IAI Heron	Heron	leased from McDonald Dettwiler for use in Afghanistan 2009-2011.
CU-171	CU-171 *	BTE Super Hauler	Super Hauler	two in use for tests in 2020.
CU-172	CU-172 *	RQ-21A	Blackjack	
CU-173	CU-173 *	RQ-11B	Raven	
CU-175	CU-175 *	RQ-20	Puma	
CU-176	CU-176 *	Skelder V-200	Skelder	
CC-177	CC-177 *	C-17A	Globemaster	
CH-178	CH-178	Mi-17V-5	n/a	leased from Skylink Aviation for use in Afghanistan 2009-2011.
CF-188	CF-188 *	F/A-18A	CF-18A	not CF-188A, not Hornet, as often referred to.
	CF-188B *	F/A-18B	CF-18B	
CC-295	CC-295 *	C295MW-SAR	Kingfisher	not Persuader as called by Airbus.

For completeness sake, for the following known UAV types no designation is known yet:
MMIST CQ-10 Snow Goose
Pioria Robotics Maveric

If you had the stamina to read the entire article, you may feel the urge to start working on your personal database, but moreover, you may also send your suggestions for a designation and popular name for Canada's new fighter, tankers, Beech 350 ISR aircraft to the editor at canada@scramble.nl, along with your other additions, remarks, and questions.

Reference:

The aircraft of the Canadian Armed Forces, Jeff Rankin-Lowe and Andrew Cline, 3rd edition, Sirius productions, 1995.



A fine example of the Canadian designation system, the first landing of a Cyclone in The Netherlands took place on a cold and wet Monday morning at De Kooy, where CH-148805 of 423sq flew from HMCS Halifax for some well deserved R&R and maintenance. (De Kooy, 12 April 2021, Wim Sonneveld)



Chinooks come in different shapes and sizes. The RCAF sold their CH-147s to the Netherlands, leased CH-147Ds from the US Army for use in Afghanistan and now owns a version of the CH-47F, like CH-147314. (450sq, Toronto, 5 June 2014, Andrew Cline)



CF-188, CF-18 or Hornet? Which one of these does not belong here? The right answer is Hornet since CF-18 is the approved popular name! CF-188734 celebrated the 150th anniversary of Canada in 2017. (401sq, London, 23 September 2017, Rob Sowald)

www.facebook.com/Scramblemagazine

Dutch Aviation Society

'Scramble' is a monthly publication by the Dutch Aviation Society and is for private circulation only. The entire content of 'Scramble' is a copyright of the Stichting Dutch Aviation Society, and can not be reproduced in any form without permission.

The main activities of the Dutch Aviation Society are: publication of the monthly magazine 'Scramble', maintaining the aviation website www.scramble.nl, organising spotter conventions, maintaining an aviation information database, publishing from this aviation information database and other activities aimed at promoting the aviation hobby in general.

The Stichting Dutch Aviation Society cannot be held responsible for any loss or damage incurred to the content of this publication.

Editorial addresses

Dutch Aviation Society
Postbus 75545
1118 ZN Schiphol
The Netherlands
Fax +31-84-738 3905
<http://www.scramble.nl>

Scramble Magazine:
ISSN 0927-3417

info@scramble.nl	General information
subscribe@scramble.nl	Subscription info
mil@scramble.nl	All military matters
civ@scramble.nl	All civil matters
milupload@scramble.nl	For military pictures
civupload@scramble.nl	For civil pictures
webmaster@scramble.nl	Scramble website

Subscriptions

For information on subscriptions we refer to our website. Please visit <http://www.scramble.nl/shop>

Detailed information on subscriptions on request (via e-mail: subscribe@scramble.nl). Do not pay in advance, please wait for payment instructions. To end your subscription inform us by e-mail. Subscribers living in the Netherlands need to inform us about the end to their subscription before 1 March of each year.

Digital images, photos & slides

We prefer to receive digital images. Please send pictures in original size, but with a minimum width of 1600 pixels to either civupload@scramble.nl or milupload@scramble.nl. More details on the digital images can be found at www.scramble.nl/digital-images.

If you prefer to send printed photos or slides please make sure EVERY photo and slide that you submit for publication is clearly marked with the following: 1. Name of the photographer; 2. When and where the picture was taken. All digital images, photos and slides will be carefully stored in our archive (for possible future use). Printed photos and slides will NOT be returned.

General credits

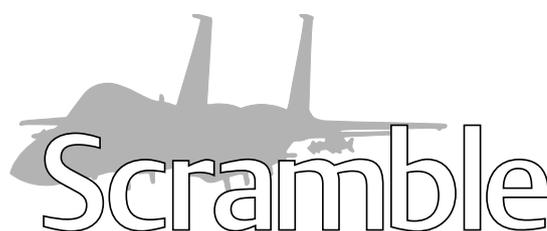
ACAR International, Air-Britain News, Air Forces Monthly, Airbus Industrie, Airnieuws Nederland, AMCAR, ASCEND, Aviation Group Leeuwarden / Full Stop, Aviation Society of Antwerp, Aviation Week & Space Technology, Boeing Company, BAE Systems, British Aviation Review, Defensie-krant, De Vliegende Hollander, East London Aviation Society / ELAS, Flight International, FlyPast, Full Stop, Gilze-Rijen Aviation Society / Take-off, Groningen-Eelde Aviation Society / GEAS, Heli International, Humberstone Aviation Review, Intercept, International F-104 Society / Zipper, Jane's Defence Weekly, Japan Aviation News, Jetstream, JP4 / Aeronautica, Luchtvaartvereniging Twenthe / On Finals, Latin American Aviation Historical Society (LAAHS), Luftfahrt Journal (Coincat), Military Aviation Review, Nag Mag, Naval Aviation News, Panoravia, Propliner Magazine, Saab Aircraft, Speednews, Spotting Group Soesterberg, Spotting Group Volkel / AIM, Stansted Aviation News, Tailhook, Tassos Raftopoulos, Tyneside Aviation Group, VMAS Veneto Military Aviation Society, World Airline Fleets News and the Frits von Münching archives, plus all those that preferred anonymity. Other credits can be found within the separate sections. If you want to be credited for your contribution please mark your name with ©.

Editorial Team

Movements Netherlands	: Chris Ufkes, Ron Frijlink, David Alders
Movements Belgium	: Ron Frijlink, Chris Ufkes
Military Movements Elsewhere	: Frank van Hemert
Manufacturers News	: Coen Capelle, Ron Frijlink
Airline News	: Anton Homma
Jetliners	: Coen Capelle, Walter Heukensfeld
Propliners	: Fred Streep
Commuters	: Walter Heukensfeld
Fokker News	: Niels Linthout
Bizjets & Bizprops	: Gideon van Dijk, Jan Swart, David Alders
Soviet Updates/Trips	: Soviet Transport Team
PH-register	: Jan Hetebrij
Wrecks and Relics	: Otger van der Kooij, Andy Marden, Erwin Alexander
Warbirds	: Gert Jan Mentink
Dustpan & Brush	: Niels Linthout
Civil and Military Triptease	: Bram van Roosmalen
Airfields/codes	: Erik Sleutelberg
Subscriptions	: Jaap Dijkstra
Shipping/Logistics/Shop	: Arjan van den Berg
Other editors	: Niels Borcharding, Piet Luijken, Mark van der Molen

Military News & Updates, Showreports

Belgium/Netherlands/Luxemburg	: John van Golen
Austria/Switzerland	: Johan Mulder
France	: Otger van der Kooij
Germany	: John van Golen
Eastern Europe	: Marijn van der Burgt, René Slegers
Greece	: Marco Dijkshoorn
Israel	: Menno van der Wal
Italy/Malta	: Johan Mulder
Portugal/Spain	: Eddy Wierenga
Russia	: Marc-Antony Payne
Scandinavia	: Hans van Herk
Turkey/Cyprus	: Marco Dijkshoorn
United Kingdom	: Erik-Jan Engelen
USAF	: Rob van Disseldorp, Melchior Timmers
US Army	: Erik-Jan Engelen
USCG/USMC/USN/NASA	: Stephan de Bruijn, Melchior Timmers
Japan	: Hans van Dam
Middle East	: Marco Dijkshoorn
Asia	: Erwin van Dijkman, Marijn van der Burgt, Hans van Herk, Jaap Dijkstra, Jochem Manders, Hans Jacobs, Hans van Dam
Africa	: Michiel Vermeer
Latin America	: Erwin van Dijkman, Wim Sonneveld
Canada/Caribbean	: Wim Sonneveld
Oceania/Ireland	: Jochem Manders
DoS Air Wing / Embassy Flt	: Peter Wilmink





Kicking off a bizjet photo page with one of the most colourful Gulfstreams around. G550 N991JS with construction number 5581 was delivered to Sandals Resorts International in March 2019 and is one of few bizjets where the owner is not very hard to discern. (Curacao, 2 March 2021, Larry Every)



Global 7500 N769F was delivered in July 2020. Judging by the colour scheme, which is the same as Gulfstream IVSP N7UF and Global Express XRS N77UF, it is owned by the Fertitta family. (Curacao, 13 March 2021, Larry Every)



When Pontair bought PP-ASV in December 2018 and registered it as 9H-AGV, it brought a very well-known Learjet 40 back to Europe. It was formerly operated as OE-GGB and D-CGGB between 2004 and 2011. (Antwerp, 30 March 2021, Walter Van Brempt)



AW109N Nexus MM81674/CC-52 callsign "Fiamma 52" of the Carabinieri's 2° Nucleo Elicotteri (NE) is making a low pass at Venegono's Runway 35 on 15 February 2021. The 2° NE is based at Bergamo-Orio al Serio and serves the entire region of Lombardy in the north of Italy. (Marco Muntz)



AW109E "Drago 80" of the Reparto Volo di Malpensa conducting flight training at nearby Venegono on 11 February 2021. Reparto Volo at Malpensa will make the transition onto the AW139 still this year with the arrival of VF-141 and VF-146 once training commitments at Vergiate have been ended. (Marco Muntz)



Retracting its landing gear, the latest PH-139D to be assigned to the Guardia di Finanza, CSX82010, is about to make a low pass over Venegono's Runway 35 while proceeding back to Vergiate on 11 February 2021 at the conclusion of another test flight. (Marco Muntz)